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CONNECTOR

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2023 Traffic/Safety Data Update Technical Memorandum

for the State College Area Connector Project

Pennsylvania
Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

July 2025

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LIST OF ACRONYMS

AADT	Annual Average Daily Traffic
ADTT	Average Daily Truck Traffic
BLOS	Bicycle Level of Service
CCMPO	Centre County Metropolitan Planning Organization
CRPA	Centre Regional Planning Agency
D-factor	Peak Hour Directional Factor
EB	Eastbound
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HCM	Highway Capacity Manual
HSM	Highway Safety Manual
I-	Interstate
K-factor	Peak Hour Traffic Factor
LOS	Level of Service
LRTP	Long Range Transportation Plan
mph	Miles per Hour
NB	Northbound
NEPA	National Environmental Policy Act
NHS	National Highway System
PA	Pennsylvania Route
PCIT	Pennsylvania Crash Information Tool
PEL	Planning and Environmental Linkages
PennDOT	Pennsylvania Department of Transportation

PSI	Potential for Safety Improvement
SB	Southbound
SCCCTS	South Central Centre County Transportation Study
T-factor	Peak Hour Truck Factor
TDM	Travel Demand Model
TIP	Transportation Improvement Program
US	U.S. Route
VPD	Vehicles per Day
WB	Westbound

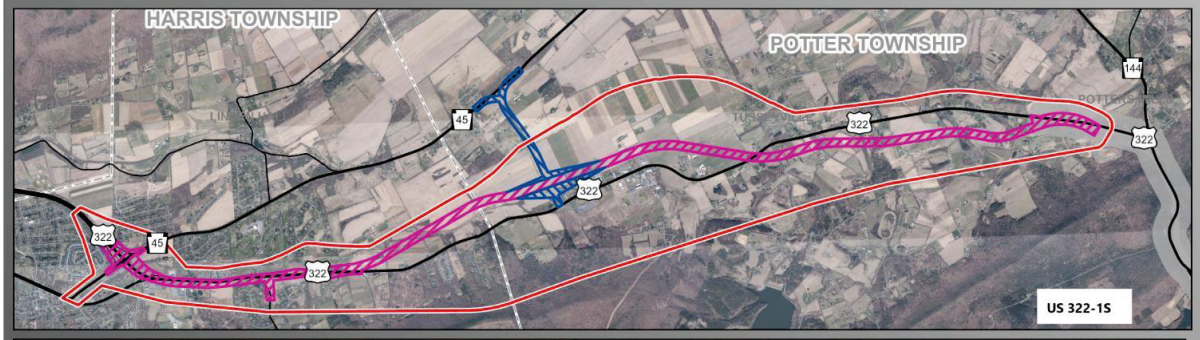
I. Introduction and Background

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA) and in coordination with the Centre County Metropolitan Planning Organization (CCMPO), is advancing the transportation studies that were developed during the State College Area Connector Project Planning and Environmental Linkages (PEL) Study which was finalized in June 2023.

This document is a refinement of the traffic engineering and safety analysis performed during the State College Area Connector (SCAC) PEL Study and documented in the supporting Traffic Engineering Memorandum, dated February 2023.

These refinements include supplemental traffic volume data and historical crash data for the project area roadways. The supplemental traffic volume data was needed for additional traffic analysis locations (intersections) included for analysis of the "PEL Study Reasonable Alternatives to Advance for Further Study", which are shown in **Figure 1**. Within this document, these recommended alternatives will be referred to as the EIS Alternatives.

This technical memorandum documents the traffic and safety analyses performed for EIS Alternatives. This analysis was conducted for Existing (Base Year 2023) and Future Year (2050) No-Build scenarios.



LEGEND

- US 322-1OEX
- US 322-1S
- US 322-5
- Potters Mills Gap Transportation Project
- Township
- Municipality/Borough
- Project Area
- PA 45/Connector/Interchange Removed Post-PEL Study

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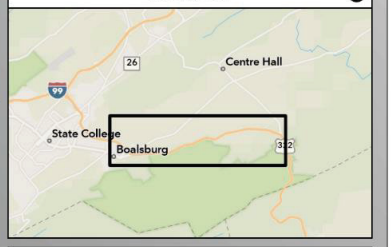
INDEX MAP



State College Area Connector

PEL STUDY REASONABLE ALTERNATIVES TO ADVANCE FOR FURTHER STUDY

HARRIS AND POTTER TOWNSHIPS
CENTRE COUNTY, PENNSYLVANIA

Figure 1	1 Inch = 4,000 Feet

II. Update of Existing (2023) & Future (Year 2050) No-Build Traffic Data

A. Traffic Volumes

i. Supplemental Traffic Volume Data

A comprehensive traffic data collection program was developed to gather updated traffic volume data throughout the project area. This traffic volume data collection effort was organized to:

- Collect post-COVID traffic volume data
- Update/refine traffic volume projections for the EIS phase of the project

The data collection program focused the data collection on the following roadways and their key intersections:

- US 322
- PA 45
- SR 3014 (Business Route 322/S. Atherton Street/Boal Avenue)
- SR 3010 (Warner Boulevard/Boalsburg Road)

The PennDOT TIRe website was reviewed for post-COVID available traffic volume data on the above listed roadways within the project area. However, data was limited, and it was determined that supplemental data collection, even at these TIRe sites, would be needed to obtain traffic data to determine peak hour volumes and various traffic factors.

A comprehensive supplemental data collection program of 45 count sites was developed and consisted of two phases. The first phase (conducted in early December 2022) consisted of conducting 24-hour volume data collection at key study sites previously included in the PEL Study, plus additional key locations and included a weekday count as well as a weekend (Saturday) count. The second phase (conducted in early April 2023) expanded the data collection to gather weekday peak period traffic volume data comprehensively throughout the EIS project area, mostly at locations along the key roadway corridors noted above. During the second phase, weekday and weekend counts were conducted at select sites, including a few Phase 1 locations for verification/comparison and seasonal adjustments of traffic volumes for the study. **Table 1** and **Table 2** below show a listing of all count sites. **Appendix A** also contains maps showing the count sites, as well as the raw count data at all count locations.

Table 1: EIS Traffic Data Collection Locations – Phase 1

#	Intersection	December 2022		April 2023	
		Weekday	Weekend	Weekday	Weekend
1	Warner Boulevard (PA 45/SR 3010) & Boal Avenue (PA 45/SR 3014)	24-hr	-	-	-
2	Boalsburg Road (SR 3010) & US 322 EB On-/Off-Ramps	6-hr	-	-	-
3	Boalsburg Road (SR 3010) & US 322 WB On-/Off-Ramp	6-hr	-	-	-
4	Main Street/Earlystown Road (PA 45) & Boal Avenue (PA 45/SR 3014)	24-hr	-	24-hr	12-hr
5	Earlystown Road (PA 45) & US 322 EB Off-Ramp	6-hr	-	-	-
6	Earlystown Road (PA 45) & US 322 WB On-Ramp	6-hr	-	-	-
7	Boal Avenue (SR 3014) & Discovery Drive	24-hr	-	-	-
8	Elks Club Road & Boal Avenue (US 322)	24-hr	12-hr	24-hr	12-hr
9	Elks Club Road & Earlystown Road (PA 45)	24-hr	-	24-hr	12-hr
10	Taylor Hill Road & US 322	24-hr	-	-	-
11	Red Mill Road/Mountain Back Road & US 322	24-hr	12-hr	-	-
12	Old Route 322 & US 322 WB Off-Ramp	6-hr	-	6-hr	-
13	Old Route 322 & US 322 EB Off-Ramp (PMG)	6-hr	-	-	-
14	PA 144 & Old Route 322	24-hr	-	-	-
15	Pennsylvania Avenue (PA 144) & Earlystown Road (PA 45)	24-hr	-	24-hr	12-hr
16	Pennsylvania Avenue (PA 144) & Brush Valley Road (SR 2006/PA 192)	24-hr	-	-	-

Table 2: EIS Traffic Data Collection Locations – Phase 2

#	Intersection	December 2022		April 2023	
		Weekday	Weekend	Weekday	Weekend
S-1	US 322 & Discovery Drive	-	-	8-hr	-
S-2	US 322 & Jacks Mill West	-	-	8-hr	-
S-3	US 322 & Jacks Mill East	-	-	8-hr	-
S-4	US 322 & Sharer Road	-	-	8-hr	-
S-5	US 322 & Timberwood Trail	-	-	8-hr	-
S-6	US 322 & Wagner Road	-	-	8-hr	-
S-7	US 322 & Dogtown Road	-	-	8-hr	-
S-8	US 322 & Cider Press Road	-	-	8-hr	-
S-9	Boal Avenue (SR 3014) & Loop Road	-	-	8-hr	-
S-10	Boal Avenue (SR 3014) & West Drive	-	-	8-hr	-
S-11	Earlystown Road (PA45) & Commonwealth Drive	-	-	8-hr	-
S-12	Earlystown Road (PA45) & Ashworth Lane	-	-	8-hr	-
S-13	Earlystown Road (PA45) & Indian Hill Road	-	-	8-hr	-
S-14	Earlystown Road (PA 45) & Rockey Lane	-	-	8-hr	-
S-15	Earlystown Road (PA 45) & Rockey Ridge Road	-	-	8-hr	-
S-16	Earlystown Road (PA 45) & Estate Drive	-	-	8-hr	-
S-17	Earlystown Road (PA 45) & Linden Hall Road	-	-	8-hr	-
S-18	Earlystown Road (PA 45) & Rosslyn Road	-	-	8-hr	-
S-19	Earlystown Road (PA 45) & Cedar Run Road	-	-	8-hr	-
S-20	Earlystown Road (PA 45) & Sharer Road	-	-	8-hr	-
S-21	Earlystown Road (PA 45) & Park Drive/Hidden Lake Drive	-	-	8-hr	-
S-22	Hoot Road & Wagner Road	-	-	8-hr	-
S-23	Earlystown Road (PA 45) & Rimmey Road	-	-	8-hr	-
S-24	Earlystown Road (PA 45) & Tusseyville Road	-	-	8-hr	-
S-25	Earlystown Road (PA 45) & Williams Road	-	-	8-hr	-
S-26	Boalsburg Road (SR 3010) & Brandywine Road	-	-	8-hr	-
S-27	Boalsburg Road (SR 3010) & Linden Hall Road	-	-	8-hr	-
S-28	US 322 & Neff Road	-	-	8-hr	-
S-29	US 322 & Church Hill Road	-	-	24-hr	12-hr

Miovision count equipment was used to collect all supplemental traffic data. The Miovision count equipment utilizes one or more cameras to record video of multimodal (pedestrians, bicycles, cars, vans, SUVs, trucks, etc.) traffic movements at a site for a programmed length of time (e.g., 4-hour peak period, 24-hour entire day, etc.). This recorded video is then uploaded by the data recorder to a Miovision site, processed by Miovision, and then the processed data is made available by Miovision to the data recorder for download in various formats (e.g., PDF, Excel files) for use/analysis. This method/process of data collection was utilized as a safe and cost-effective technique for collecting needed traffic volume data and for determining current (2023) daily traffic volumes on the key roadways as well as AM and PM peak hour intersection turning movement volumes. This post-COVID data was then compared to the PEL Study's data (2017) and used to update the PEL data as presented in this document.

ii. Summary Review of 2023 Traffic Count Data

Comparisons of the pre-COVID (collected in 2017) and post-COVID (collected in Fall 2022/Spring 2023) traffic volume data were made at several locations throughout the area including on US 322, PA 45, and SR 3014. Additionally, Harris Township provided traffic volume data on SR 3014 (Business Route 322/Boal Avenue) collected in 2022 for a Boal Avenue Needs Study; this data was also included in the comparison. Overall, these comparisons indicate that current traffic volumes throughout the project area are comparable to pre-COVID levels and do not indicate any substantive changes in traffic patterns on these roadways.

The comparison graphs/charts are contained in **Appendix B** as well as additional charts of the diurnal and peak hour characteristics of the 2023 traffic count data.

iii. Existing (Year 2023) Traffic Volumes

The traffic data collected in December 2022 and April 2023 was reviewed and plotted for the project area. Seasonal adjustment factors were applied per PennDOT Guidelines using Publication 601 day of week and month of year tables to determine Year 2023 average daily traffic (ADT) volumes, which are shown in **Figure 2**. AM and PM peak hour volumes were plotted, reviewed, and slightly adjusted as needed for balancing at adjacent intersection locations. Plots of the AM and PM volumes are included in **Appendix C**.

iv. Future (Year 2050) Traffic Volumes

Future year traffic volume forecasts were estimated utilizing the Centre County Regional Travel Demand Model (TDM) (also utilized for the PEL Study) and the existing 2023 traffic volume data (determined from traffic counts collected Fall 2022/Spring 2023 as part of the EIS Supplemental data collection program for the project). The CCMPO developed and maintains the TDM, which is a trip-based model comprised of links (roadways), nodes (intersections), and zones (development) within the region. As noted during the PEL Study, an updated, calibrated, and validated model was created by CCMPO for a base year (2017) roadway network and development trips.

To develop the model future year (2050) traffic forecasts, the CCMPO and municipalities in the region collaborate to estimate anticipated future growth in population and employment demographics relative to current zoning and approved/anticipated development. (Growth and development are handled at the local level not controlled by PennDOT.) Using these anticipated growth and development forecasts, in conjunction with coded model roadway network enhancements (for a future roadway network corresponding with approved transportation improvements on the TIP), the CCMPO provided an associated Year 2050 No-Build scenario TDM forecast.

Annual growth rates were then developed for the project area comparing corresponding roadway links in the base and No-Build TDM models, from which a corridor growth rate was determined and applied to the 2023 traffic volume data to estimate future Year 2050 No-Build traffic volumes for the study.

Table 3 provides the Annual Average Daily Traffic (AADT) and Average Daily Truck Traffic (ADTT) volumes for both Existing Conditions Year (2023) and Design Year (2050) along US 322 within the project area. These US 322 corridor traffic volumes for the Design Year (2050) are illustrated on **Figure 3**.

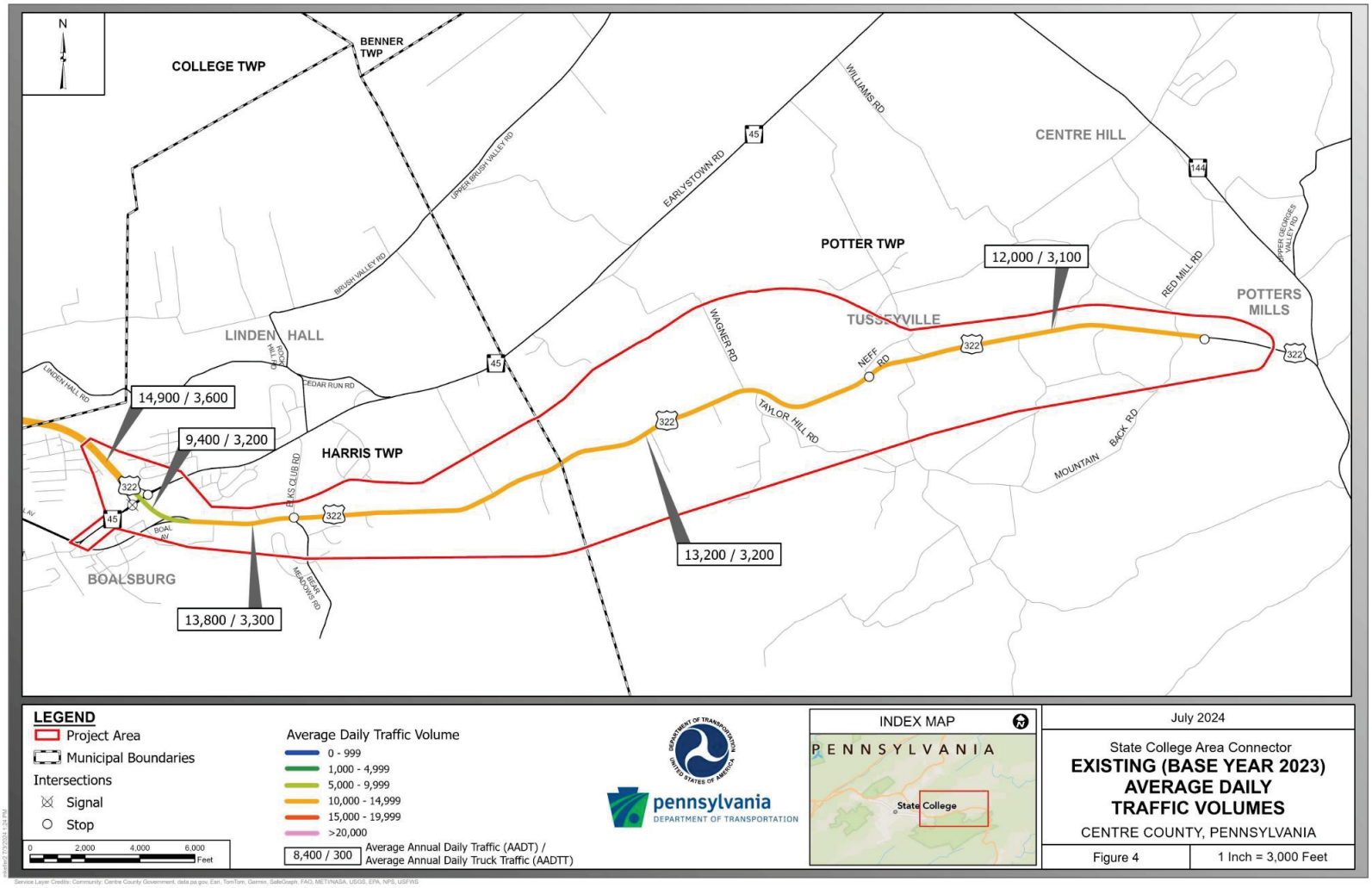
Table 3 – Traffic Volume Summary (2023 Existing and 2050 No-Build)

Roadway	Segment		Existing Conditions (Year 2023)		Design Year No-Build (2050)		Growth Rate	
	From	To	AADT	ADTT	AADT	ADTT	Total	Truck
US 322	Mount Nittany Expressway	PA 45	**14,900**	3,600 (24%)	**22,700**	4,500 (20%)	**1.94%**	0.93%
	PA 45	Boal Avenue	**9,400**	3,200 (34%)	**13,650**	4,000 (29%)	**1.67%**	0.93%
	Boal Avenue	Elks Club Road	**13,800**	3,300 (24%)	**18,350**	4,200 (23%)	**1.22%**	1.01%
	Elks Club Road	Neff Road	**13,200**	3,200 (24%)	**17,400**	4,200 (24%)	**1.18%**	1.16%
	Neff Road	Red Mill Road/ Mountain Back Road	**12,000**	3,100 (26%)	**17,400**	4,200 (24%)	**1.67%**	1.31%

Notes: AADT = Annual Average Daily Traffic, ADTT = Average Daily Truck Traffic (%Trucks), and Growth Rate = 2023-2050 Annual Growth Rate (linear)

The 2050 No-Build roadway network assumes the completion of the I-99/I-80 High-Speed and I-80 Local Access interchange (SR 0080, Sections B18 and A18), and the I-99/US 322 Waddle Road Interchange Expansion. During the PEL Study, examination of area roadways determined an overall annual linear growth rate of approximately 1% per year in both total vehicular traffic and truck traffic. Annual linear growth rates for the various area roadways were also developed and included in the PEL Study; these growth rates were used in developing the updated Design Year (2050) AADT and ADTT volumes. As shown in **Table 3**, total AADT volumes along US 322 are projected to increase at a higher rate than the overall PEL Study area roadways, while ADTT on US 322 is projected to grow at the approximate 1% annual linear rate.

Along US 322 in the project area, the existing AADT volumes range between 9,400 vehicles per day (VPD) and 14,900 VPD with truck percentages between 24% and 34%. In the Design Year (2050), AADT volumes along the same segments of US 322 are expected to range between 13,650 VPD and 22,700 VPD.



LEGEND

- Project Area
- Municipal Boundaries

Intersections

- Signal
- Stop

0 2,000 4,000 6,000 Feet

Average Daily Traffic Volume

- 0 - 999
- 1,000 - 4,999
- 5,000 - 9,999
- 10,000 - 14,999
- 15,000 - 19,999
- >20,000

8,400 / 300 Average Annual Daily Traffic (AADT) / Average Annual Daily Truck Traffic (AADTT)

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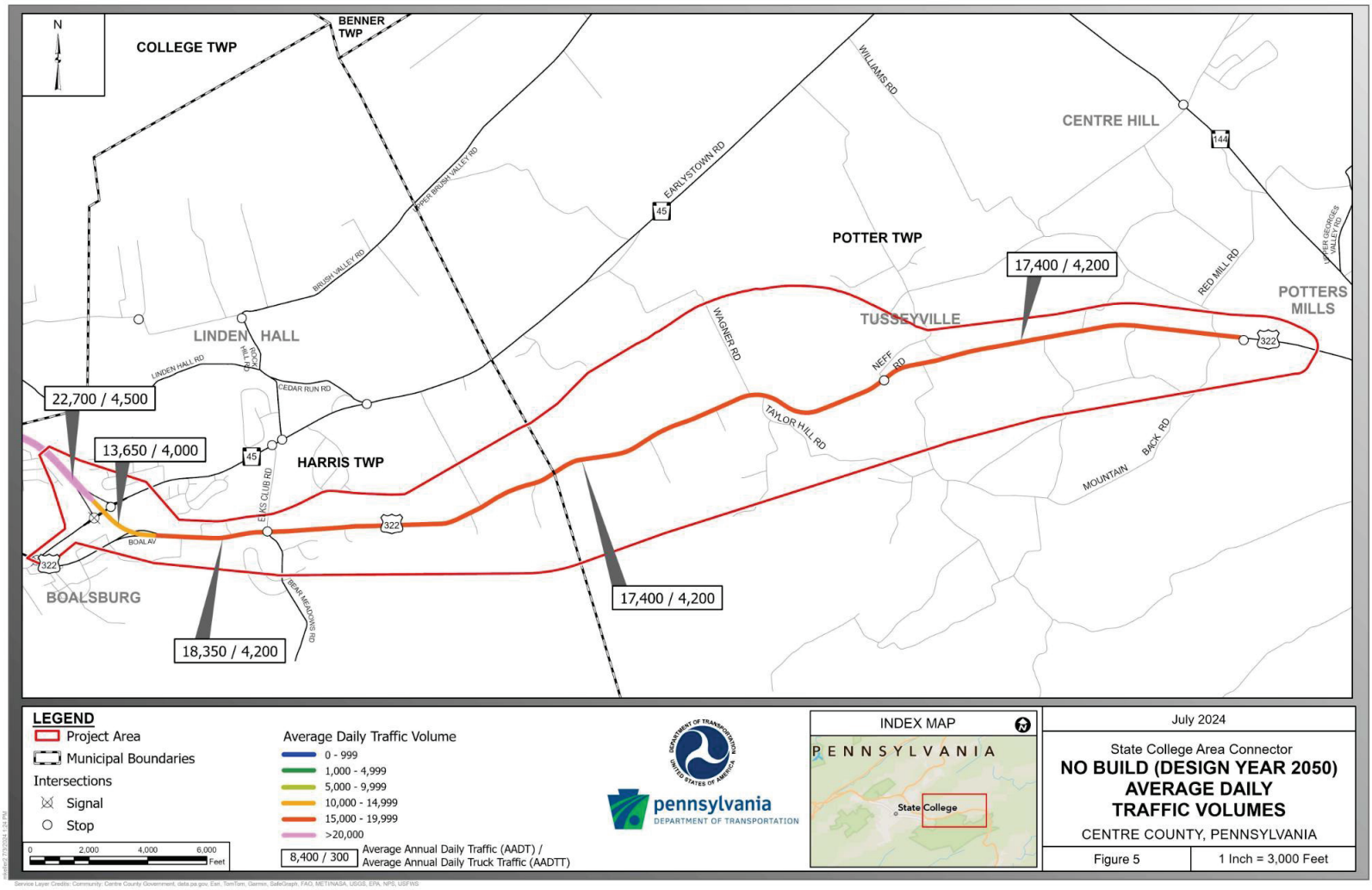
State College Area Connector

EXISTING (BASE YEAR 2023) AVERAGE DAILY TRAFFIC VOLUMES

CENTRE COUNTY, PENNSYLVANIA

Figure 4 | 1 Inch = 3,000 Feet

Service Layer Credits: Community: Centre County Government, data.pa.gov, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS



LEGEND

- Project Area
- Municipal Boundaries

Intersections

- Signal
- Stop

0 2,000 4,000 6,000 Feet

Average Daily Traffic Volume

- 0 - 999
- 1,000 - 4,999
- 5,000 - 9,999
- 10,000 - 14,999
- 15,000 - 19,999
- >20,000

8,400 / 300 Average Annual Daily Traffic (AADT) / Average Annual Daily Truck Traffic (AADTT)

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NO BUILD (DESIGN YEAR 2050) AVERAGE DAILY TRAFFIC VOLUMES

CENTRE COUNTY, PENNSYLVANIA

Figure 5 | 1 Inch = 3,000 Feet

Service Layer Credits: Community: Centre County Government, data.pa.gov, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

B. Existing (2023) & Future (2050) No-Build Levels of Service

The level of service (LOS) analysis was performed for the following facility types: signalized and unsignalized intersections, two-lane roadway segments, multi-lane roadway segments, freeway segments, and ramp segments. Traffic signal plans and coordination plans were obtained from the Department's Traffic Signal Asset Management System (TSAMS). Project area intersections were evaluated using Synchro plus SimTraffic (Trafficware, LLC) software (Version 10) which utilizes the methodologies outlined in the HCM. All roadway segments were analyzed using the Highway Capacity Software (HCS).

A summary of the overall project area intersection levels of service for the Existing Year (2023) and Design Year (2050) scenarios is contained in **Table 4**. **Table 5** summarizes the Existing Year (2023) and Design Year (2050) segment levels of service. **Figure 4** and **Figure 5** illustrate the levels of service for the Existing Year (2023) and Design Year (2050), respectively.

Level of Service (LOS) is a quantitative performance measure that represents the quality of service being provided along a roadway or at an intersection. The measures used to determine LOS for transportation system elements are called service measures. The Highway Capacity Manual (HCM) defines six levels of service, ranging from A to F. LOS A represents the best operating conditions from a traveler's perspective and LOS F represents the worst. Typically, roadways are not designed to operate at LOS A during peak conditions, but instead provide a lower LOS that balances costs and other impacts. This area consists of both rural and non-rural areas. For rural areas LOS A through LOS C is considered acceptable operation and unacceptable operation is considered LOS D through LOS F. For non-rural areas, LOS A through LOS D is considered acceptable operation and unacceptable operation is considered LOS E and LOS F. The non-rural areas (urbanized area) are in the vicinity of Boalsburg.

In the Existing Year (2023), the signalized intersections (see **Table 4**) currently operate at acceptable LOS. However, the study area unsignalized intersections along US 322 currently operate at poor, unacceptable LOS during one or both AM and PM peak hours. The roadway segment analysis revealed that most of the US 322 corridor currently operates at unacceptable LOS.

In the Design Year (2050) scenario, capacity and operations are anticipated to continue to deteriorate, with delays increasing at all intersections and five of the seven unsignalized intersections along US 322 operating at unacceptable LOS during both AM and PM peak hours.

Table 4: Intersection Levels of Service Summary (Year 2023 and Year 2050 No Build)

#	Intersection	Existing (2023)		Design Year (2050) No-Build	
		Morning	Evening	Morning	Evening
4	Bus Rt 322 (Boal Ave) & PA 45 (Earlystown Rd)-Main St	A(7)	A(7)	A(8)	A(8)
7	Boal Ave & Discovery Dr	A(6)	A(6)	A(6)	A(4)
5	PA 45 & US 322 EB Ramp Off-Ramp	A(8)	B(18)	A(8)	C(33)
6	PA 45 & US 322 WB Ramp On-Ramp	a(9)	a(8)	a(9)	a(8)
8	US 322 & Elks Club Road-Bear Meadows Rd	f(64)	f(119)	f(84)	f(496)
S-6	US 322 & Wagner Rd	c(21)	d(30)	d(31)	f(59)
10	US 322 & Taylor Hill Rd	d(33)	d(32)	e(48)	f(68)
S-28	US 322 & Neff Rd	c(15)	c(17)	c(19)	c(22)
S-29	US 322 & Church Hill Rd	c(21)	d(29)	d(30)	e(48)
S-7	US 322 & Dogtown Rd	c(17)	c(19)	c(20)	c(24)
11	US 322 & Red Mill Rd-Mountain Back Rd	d(26)	d(35)	d(34)	f(52)
12	Old Rt. 322 & US 322 EB Ramps	b(10)	b(11)	b(10)	b(11)
13	Old Rt 322 & US 322 WB Off-ramp (existing roundabout)	a(4)	a(4)	a(4)	a(4)

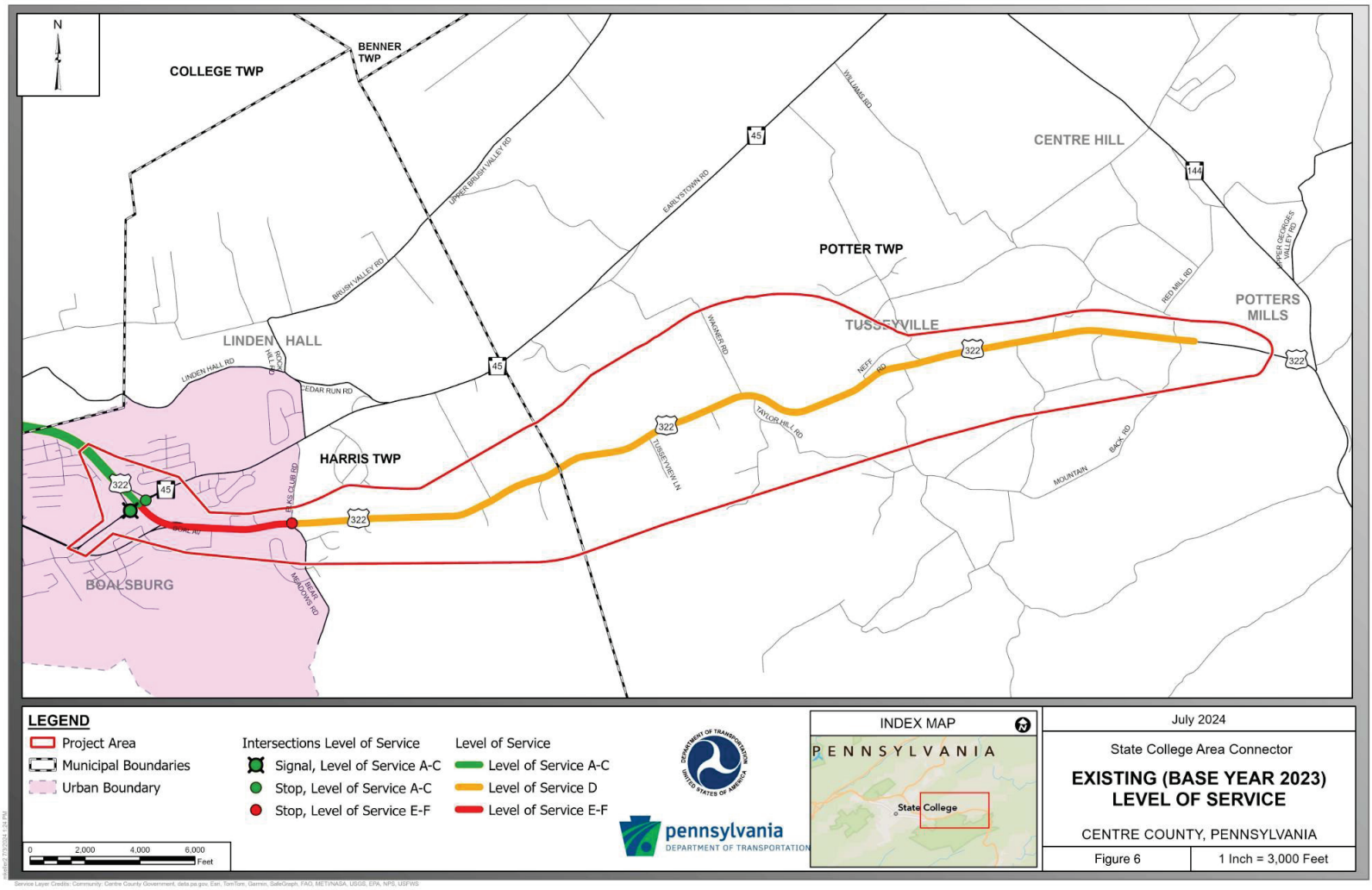
 # - Corresponds to the Count Location # of the Fall 2022/Spring 2023 Traffic Counts
A(nn) – Signalized Level of Service (Expected Delay (seconds))
a(nn) – Unsignalized Level of Service (Expected Delay (seconds))
red – LOS Unacceptable
[1]Unsignalized LOS represents the turning movement that experiences the most delay.

Table 5: Two-Lane Segment & Freeway Levels of Service Summary (Year 2023 and Year 2050 No Build)

Roadway	Segment		Facility Type	Year 2023		Design Year (2050)	
	From	To		Morning	Evening	Morning	Evening
TWO-LANE HIGHWAY							
PA 45	Main St	US 322 Interchange	Two-Lane Urban	A / C	C / B	A / C	C / B
	US 322 Interchange	Indian Hill Rd	Two-Lane Urban	A / D	C / B	A / D	D / C
US 322	Boal Ave (SR 3014)	Elks Club Rd	Two-Lane Urban	B / D	E / D	C / E	E / D
	Elks Club Rd	Neff Rd	Two-Lane Rural	B / D	D / C	C / D	E / C
	Neff Rd	Mountain Back Rd	Two-Lane Rural	C / D	D / C	C / E	E / D
BASIC FREEWAY SECTION							
US 322 (Nittany Expr	West of PA 45 (Boalsburg) Interchange		Urban	A / A	A / A	A / B	B / A
US 322 (Nittany Expr	East of Potters Mills Gap Interchange		Rural	A / A	A / A	A / A	A / A
FREEWAY RAMP JUNCTION							
PA 45 (Boalsburg I/C)	US 322 EB Off-Ramp/WB On-Ramp		Ramp Urban	A / A	A / A	A / A	B / A
Potters Mills Gap I/C	US 322 EB Off-Ramp/WB On-Ramp		Ramp Rural	A / A	A / A	A / B	B / A
	US 322 WB Off-Ramp/EB On-Ramp		Ramp Rural	A / A	A / A	A / A	A / A

C / B – Listed by direction EB/WB or NB/SB

red – LOS Unacceptable



LEGEND

- Project Area
- Municipal Boundaries
- Urban Boundary

Intersections Level of Service

- Signal, Level of Service A-C
- Stop, Level of Service A-C
- Stop, Level of Service E-F

Level of Service

- Level of Service A-C
- Level of Service D
- Level of Service E-F

0 2,000 4,000 6,000 Feet

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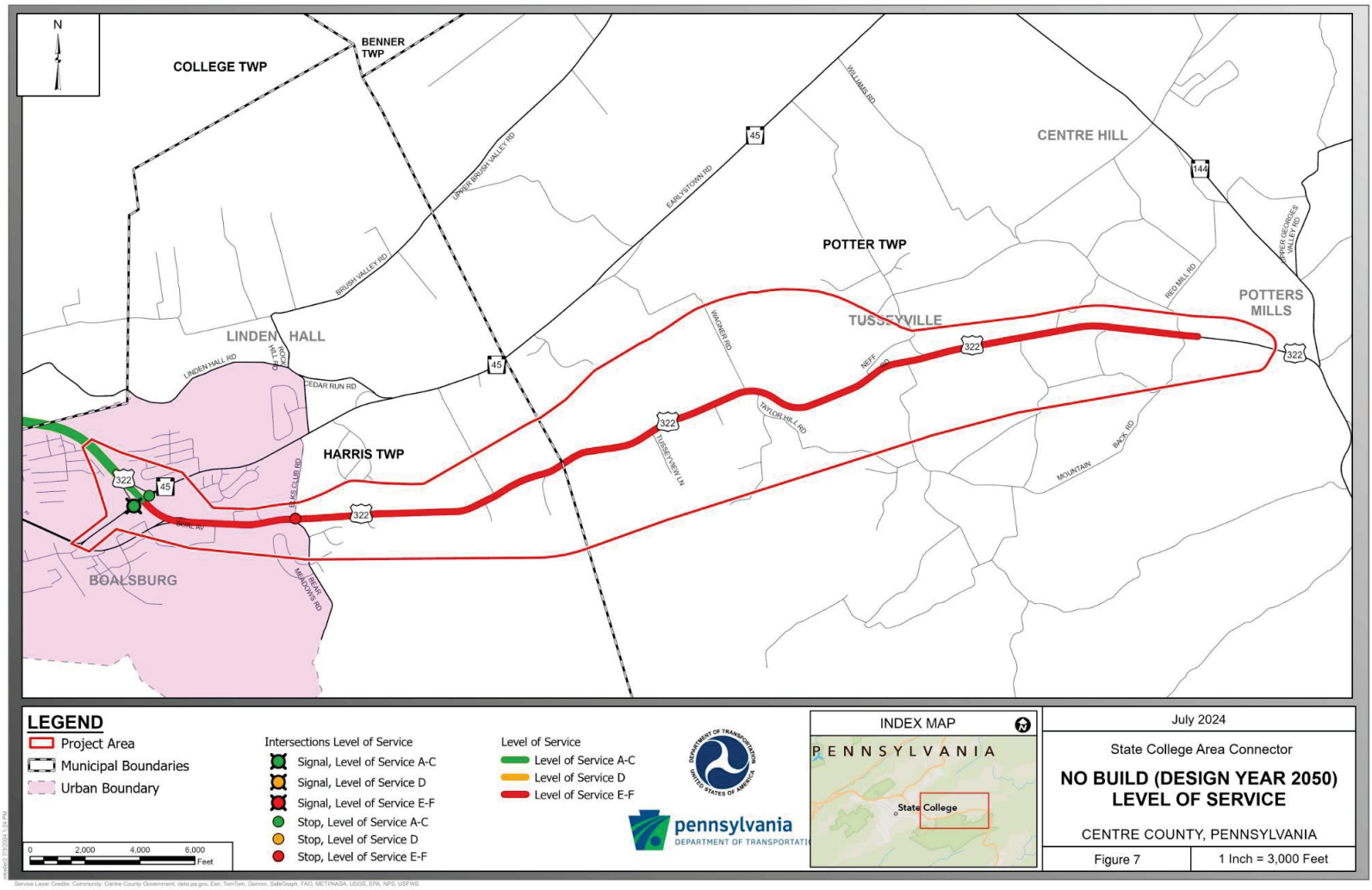
State College Area Connector

EXISTING (BASE YEAR 2023) LEVEL OF SERVICE

CENTRE COUNTY, PENNSYLVANIA

Figure 6 | 1 Inch = 3,000 Feet

Service Layer Credits: Community: Centre County Government, data.pa.gov: Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS



LEGEND

- Project Area
- Municipal Boundaries
- Urban Boundary

Intersections Level of Service

- Signal, Level of Service A-C
- Signal, Level of Service D
- Signal, Level of Service E-F
- Stop, Level of Service A-C
- Stop, Level of Service D
- Stop, Level of Service E-F

Level of Service

- Level of Service A-C
- Level of Service D
- Level of Service E-F

0 2,000 4,000 6,000 Feet

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State College Area Connector

NO BUILD (DESIGN YEAR 2050) LEVEL OF SERVICE

CENTRE COUNTY, PENNSYLVANIA

Figure 7 | 1 Inch = 3,000 Feet

Service Layer Credits: Community: Centre County Government, data.pa.gov, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

III. Safety Data and Analysis Update

A. Historic Crash Data

Crash data from January 2017 through December 2021 (five years) was obtained from PennDOT's Open Data Portal through the Pennsylvania Crash Information Tool (PCIT) and analyzed for US 322 within the project area (PennDOT, 2023[2]). (It should be noted that the Potters Mills Gap Interchange project was completed and open to traffic in 2021.) As shown in **Table 6**, a total of 144 reportable crashes were documented along US 322 within the project area over the five-year period. This includes three fatal crashes, 60 injury crashes, and 81 property damage-only crashes. **Figure 6** provides an overview of the general crash locations along US 322, as well as a "heat map" illustrating the concentration of crashes. Review of this figure reveals that for the most part, crashes were scattered along the corridor with a concentration at the unsignalized intersections of US 322 at Elks Club Road/Bear Meadows Road, Neff Road, and Red Mill Road/Mountain Back Road.

Table 6 – US 322 Crash Severity [1]

Roadway	PDO[2]	Injury	Fatal	Total
US 322	81 (56%)	60 (42%)	3 (2%)	**144**

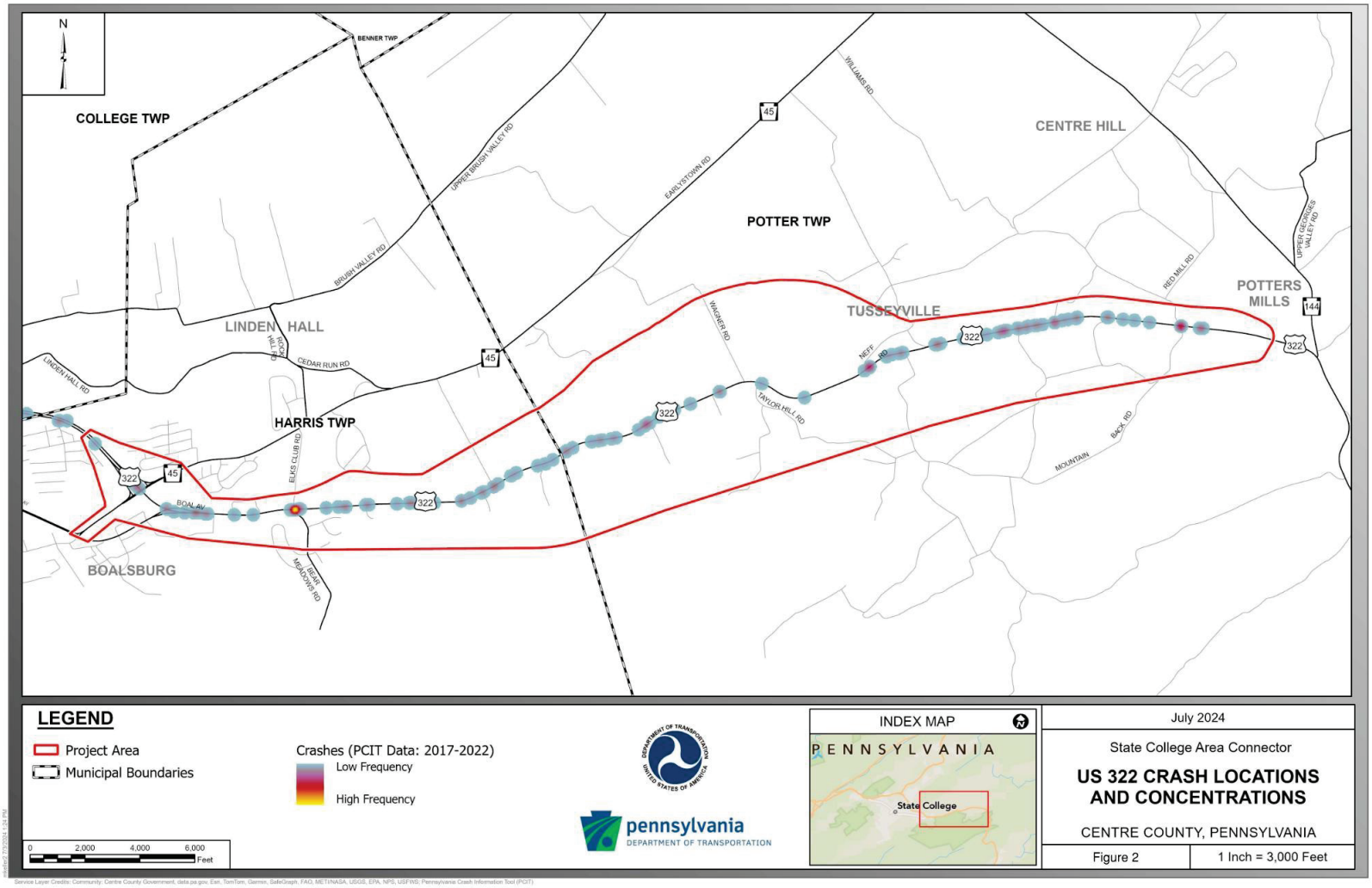
1 Crash frequencies represent number of crashes (5-year total) involving injuries or fatalities and not the number of injuries or fatalities
2 PDO: Property Damage Only (no injuries)

Source: PennDOT, 2023

An analysis of the crash types indicates that the crashes that occurred most frequently along US 322 in the project area were rear end (42 crashes; 29%) and hit fixed object (40 crashes; 28%). Generally, these types of crashes are a result of mixing of local and through traffic, uncontrolled access along the corridor, and varying vehicle speeds. Of the three fatal crashes that occurred on US 322, two were head-on collisions and one was an angle crash (at an unsignalized intersection).

Along US 322 in the project area, the majority of the 144 crashes were caused by passenger vehicles (112 crashes; 78%), and approximately 19% of all crashes were caused by a heavy vehicle (trucks or buses). There were no pedestrian or bicycle crashes within the project area.

Pivot tables print-outs of the PCIT data sorted by crash type and by vehicle type are contained in **Appendix G**.



LEGEND

- Project Area
- Municipal Boundaries

Crashes (PCIT Data: 2017-2022)

- Low Frequency
- High Frequency

0 2,000 4,000 6,000 Feet

pennsylvania
DEPARTMENT OF TRANSPORTATION

INDEX MAP

July 2024

State College Area Connector

US 322 CRASH LOCATIONS AND CONCENTRATIONS

CENTRE COUNTY, PENNSYLVANIA

Figure 2 | 1 Inch = 3,000 Feet

Service Layer Credits: Community: Centre County Government, data.pa.gov, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS; Pennsylvania Crash Information Tool (PCIT)

B. HSM Analysis

A Highway Safety Manual (HSM) analysis was completed for the existing conditions (updated 5-year historic crash data) as well as for the future Design Year (2050) no-build conditions to evaluate the safety performance of the existing US 322 roadway within the project area. The HSM provides analytical tools and techniques for quantifying potential effects of crashes for decision-making during the planning, design, operations, and maintenance process. The HSM evaluates how design elements could impact safety. The analysis was performed using PennDOT's HSM Safety Analysis Tool. The following methodologies were used to calculate the following within the project area:

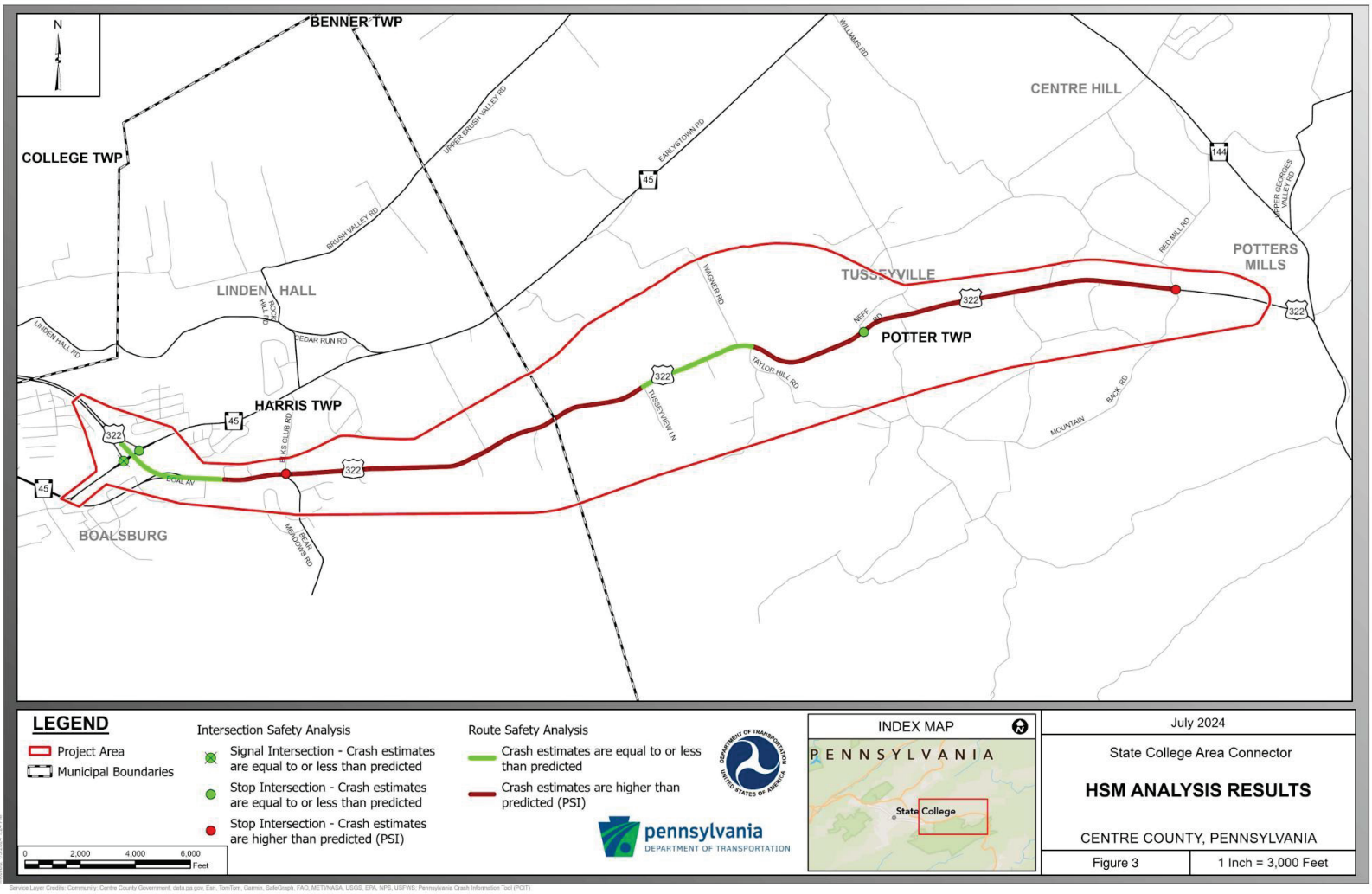
- Predicted Average Crash Frequency (Baseline) – estimate of long-term average crash frequency
- Expected Average Crash Frequency (Normalized) – estimate of long-term average crash frequency, calculated based on the observed crash frequency (the project area crash data)
- Potential for Safety Improvement (PSI) – estimates of how much long-term crash frequency can be reduced at a site and is represented as the Expected Average Crash Frequency minus the Predicted Average Crash Frequency. A positive PSI identifies areas along a roadway where potential design improvements could improve safety.

The HSM analysis conducted for US 322 indicates that when evaluating the roadway by segment and intersection, there are sections of roadway where the expected number of crashes is greater than the predicted number of crashes (i.e., showing a safety need). These areas are shown on **Figure 7** and listed below:

- From west of Elks Club Road/Bear Meadows Road near Jacks Mill Road to Tussey View Lane
- From Taylor Hill Road to Red Mill Road/Mountain Back Road

On average, the number of crashes is predicted to increase by 16% from 2021 to the Design Year (2050). These predicted increases in crashes, paired with increased congestion, may exacerbate the crash frequencies experienced within the project area.

The HSM analysis data printouts are contained in **Appendix H**.



LEGEND

- Project Area
- Municipal Boundaries

Intersection Safety Analysis

- Signal Intersection - Crash estimates are equal to or less than predicted
- Stop Intersection - Crash estimates are equal to or less than predicted
- Stop Intersection - Crash estimates are higher than predicted (PSI)

Route Safety Analysis

- Crash estimates are equal to or less than predicted
- Crash estimates are higher than predicted (PSI)

0 2,000 4,000 6,000 Feet

pennsylvania DEPARTMENT OF TRANSPORTATION

INDEX MAP

July 2024

State College Area Connector

HSM ANALYSIS RESULTS

CENTRE COUNTY, PENNSYLVANIA

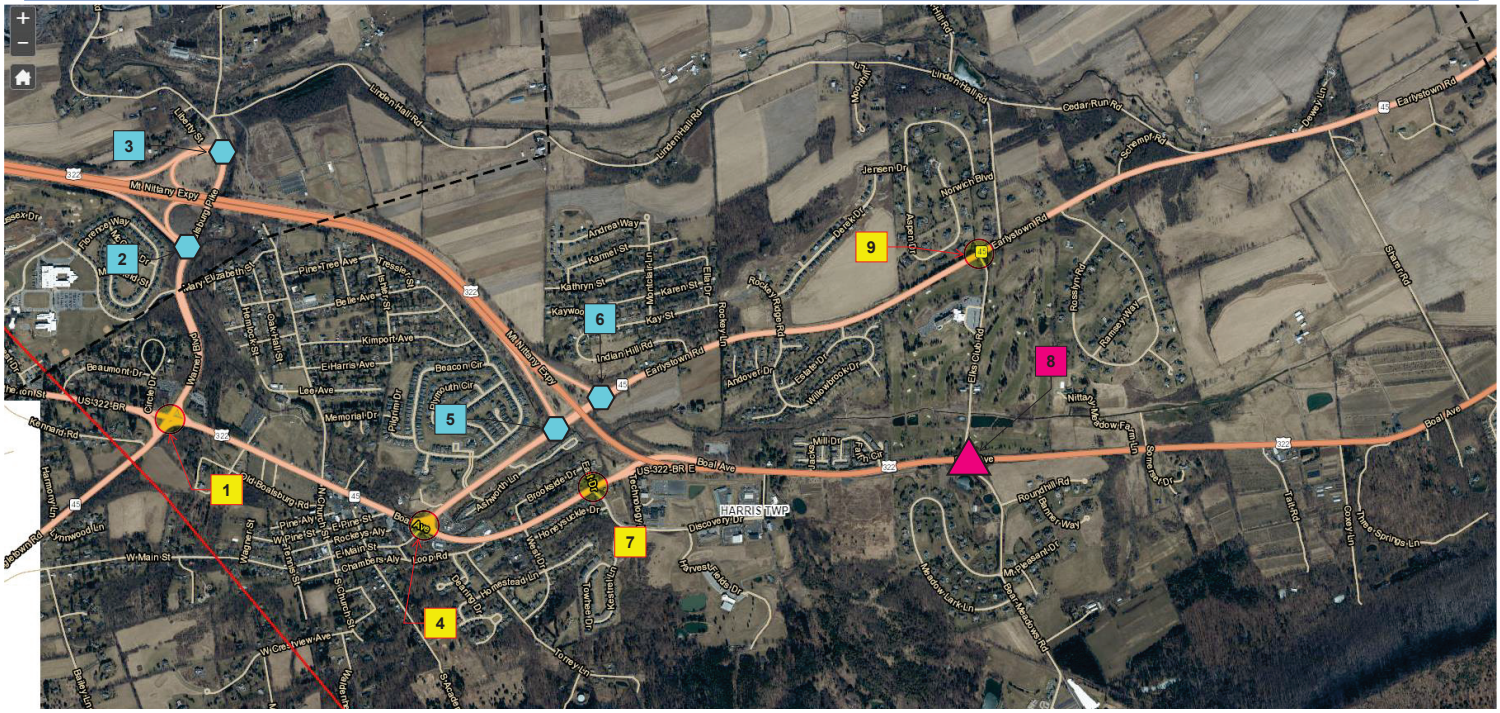
Figure 3 | 1 Inch = 3,000 Feet

Service Layer Credits: Community: Centre County Government, data.pa.gov, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS; Pennsylvania Crash Information Tool (PCIT)

APPENDIX A –

Supplemental Traffic Volume Data Collection Plan Count Locations and Count Data

SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - FALL 2022



LEGEND:

- **#** → WEEKDAY, 24 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES, ADT)
- **#** → WEEKDAY, 6 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES TO SUPPLEMENT RECENT PENNDOT TIRe DATA)
- **#** → WEEKDAY 24 HR & SATURDAY, 12 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES)

LOCATION		DESCRIPTION
1	-	BUS 322 / WARNER BLVD / PA 45
2	-	WARNER BLVD / US 322 EB RAMPS
3	-	WARNER BLVD / US 322 WB RAMPS
4	-	BUS 322 / PA 45 / MAIN STREET
5	-	PA 45 / US 322 EB OFF-RAMP
6	-	PA 45 / US 322 WB ON-RAMP
7	-	BOAL AVE / DISCOVERY DR
8	-	US 322 / ELKS CLUB RD / BEAR MEADOWS RD
9	-	PA 45 / ELKS CLUB RD

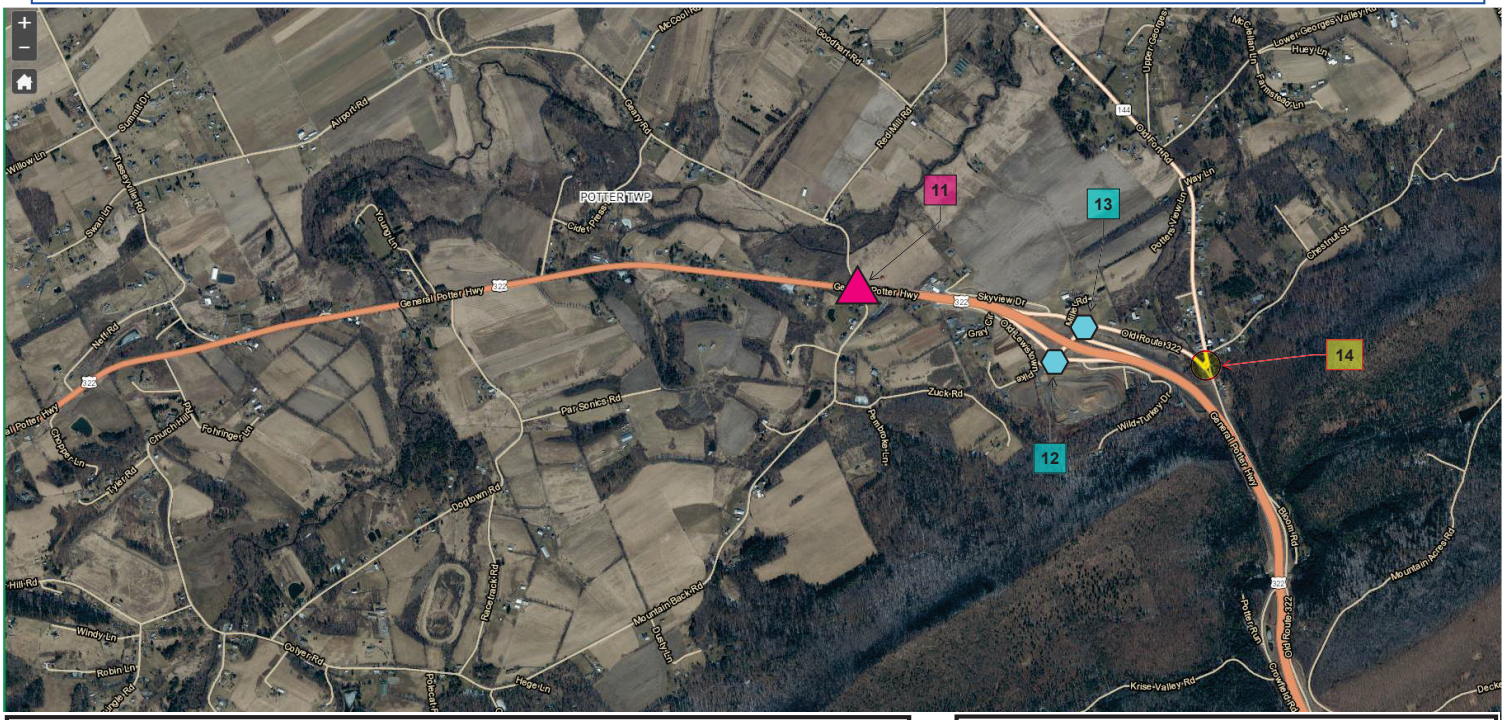
SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - FALL 2022

LEGEND:

- **#** → WEEKDAY, 24 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES, ADT)
- **#** → WEEKDAY, 6 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES TO SUPPLEMENT RECENT PENNDOT TIRe DATA)
- **#** → WEEKDAY 24 HR & SATURDAY, 12 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES)

LOCATION	DESCRIPTION
10	- US 322 / TAYLOR HILL RD

SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - FALL 2022



LEGEND:

- # → WEEKDAY, 24 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES, ADT)
- # → WEEKDAY, 6 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES TO SUPPLEMENT RECENT PENNDOT TIRe DATA)
- # → WEEKDAY 24 HR & SATURDAY, 12 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES)

LOCATION	DESCRIPTION
14	- PA 144 / OLD US 322
12	- OLD US 322 / US 322 EB RAMPS
13	- OLD US 322 / US 322 WB RAMPS (ROUNDABOUT)
11	- US 322 / RED MILL RD / MOUNTAIN BACK RD

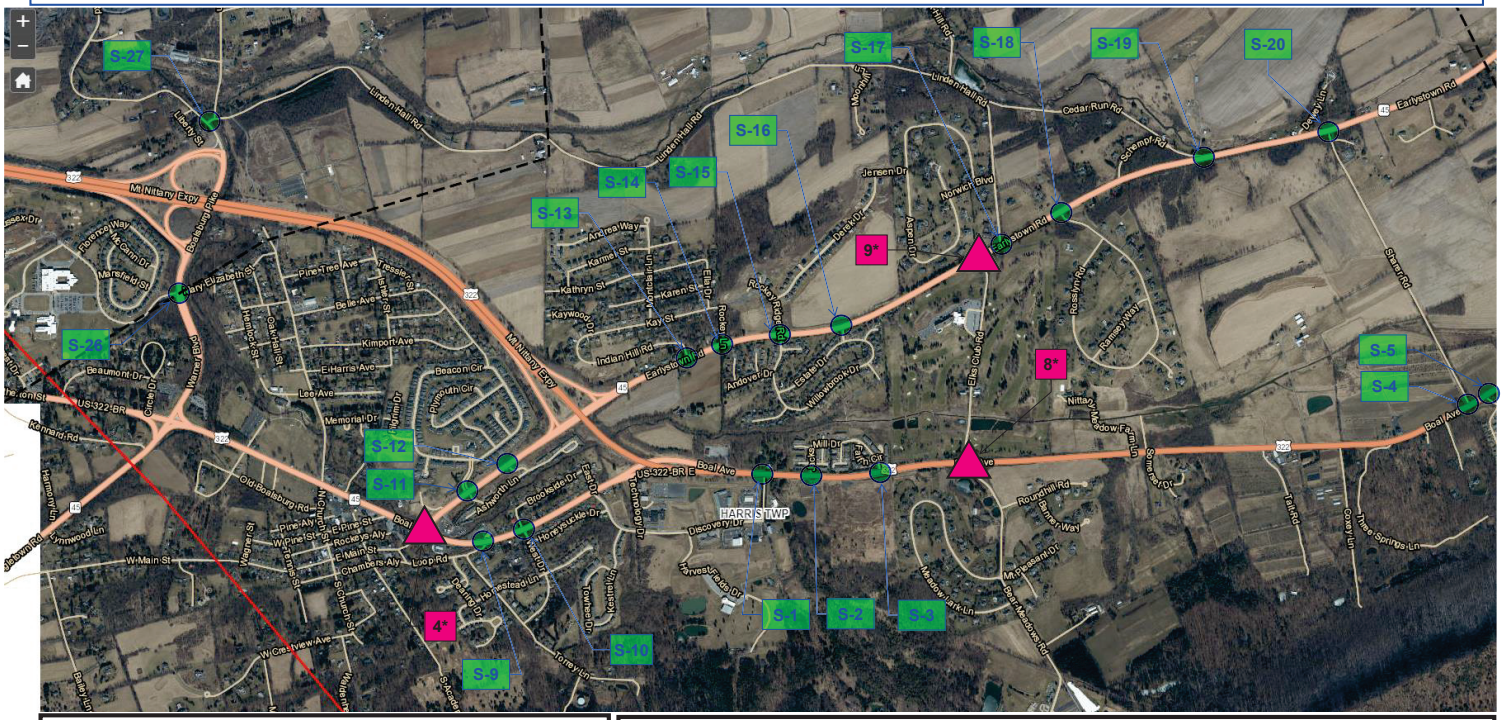
SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - FALL 2022

LEGEND:

# → ●	WEEKDAY, 24 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES, ADT)
# → ⬢	WEEKDAY, 6 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES TO SUPPLEMENT RECENT PENNDOT TIRe DATA)
# → ▲	WEEKDAY 24 HR & SATURDAY, 12 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES)

LOCATION	DESCRIPTION
15	- PA 45 / PA 144
16	- PA 144 / PA 192 / CHURCH ST

SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - SPRING 2023


S-27
S-17
S-18
S-19
S-20
S-16
S-15
S-14
S-13
9*
8*
S-26
S-5
S-4
S-12
S-11
4*
S-9
S-10
S-1
S-2
S-3
HARRISTWP
Linden Hall Rd
Mt Nittany Expy
US-322-BR
Boal Ave
Earlystown Rd
Cedar Run Rd
Norwich Blvd
Jensen Dr
Indian Hill Rd
Elks Club Rd
Rockey Ridge Rd
Rockey Ln
Andrea Way
Kaywood Dr
Kathryn St
Karen St
Kay St
Kimport Ave
Beacon Cir
Memorial Dr
Lee Ave
Mill Dr
Discovery Dr
Harvest Fields Dr
Meadow Lark Ln
Rosslyn Rd
Ramsey Way
Shearer Rd
Meadow Farm Ln
Rockey Ln
Old Boalsburg Rd
W Main St
E Main St
Loop Rd
Brookside Dr
Ashworth Ln
Horseshoe Dr
Bayberry Ln
Tanglewood Dr
Tanfield
Cowey Ln
Three Springs Ln
Mt Pleasant Dr
Beaumont Dr
Circle Dr
Pine Tree Ave
Belle Ave
Oak Hall St
Hemlock St
Tressler St
Mansfield St
Mary Elizabeth St
Fleming Way
McCann Dr
Beaubum Rd
Rahn Rd
Jacobum Rd
Fairmont Dr
Lynnwood Ln
Bailey Ln
Wagner Rd
Pine Alley
W Pine St
E Pine St
Rockey Alley
Chambers Alley
S Church St
W Cast View Ave
Tomer Ln
Tomer Dr
Westerly Ln
Westerly Dr
Fleming Dr
Horseshoe Ln
Ashworth Ln
Brookside Dr
Pin Oak Dr
Rockey Ln
Rockey Ridge Rd
Ellis Dr
Drake Dr
Aspen Dr
Hillabrook Dr
Ardover Dr
Eshelman Dr
Kay St
Karen St
Ella Dr
Kaywood Dr
Kathryn St
Andrea Way
Karmet St
Linden Hall Rd
Monroe St
Cedar Run Rd
Earlystown Rd
Norwich Blvd
Jensen Dr
Drake Dr
Aspen Dr
Rosslyn Rd
Ramsey Way
Shearer Rd
Meadow Farm Ln
Rockey Ln
Mill Dr
Discovery Dr
Harvest Fields Dr
Meadow Lark Ln
Rosslyn Rd

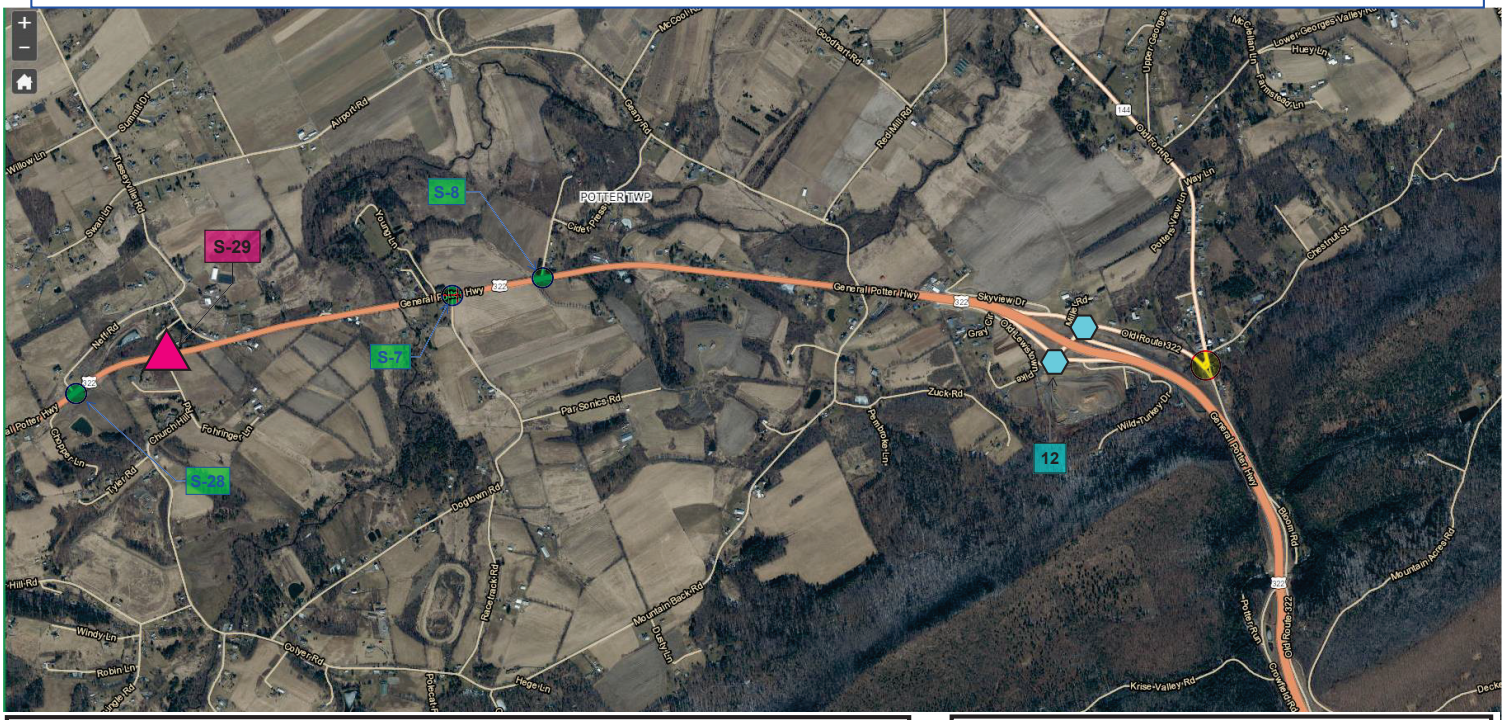
SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - SPRING 2023

LEGEND:

- # → WEEKDAY, 24 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES, ADT)
- # → WEEKDAY, 6 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES TO SUPPLEMENT RECENT PENNDOT TIRe DATA)
- # → WEEKDAY 24 HR & SATURDAY, 12 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES)
- # → WEEKDAY, 8 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (% FACTORS, PEAK HOUR TM VOLS, ADT)

LOCATION	DESCRIPTION
*	Dec 2022 Count Collected
S-4	- US 322 / SHARER RD
S-5	- US 322 / TIMBERWOOD RD
S-6	- US 322 / WAGNER RD
S-19	- PA 45 / CEDAR RUN RD
S-20	- PA 45 / SHARER RD
S-21	- PA 45 / HIDDEN LAKE DR
S-22	- WAGNER RD / HOOT RD
S-23	- PA 45 / RIMMEY RD
S-28	- US 322 / NEFF RD
S-29	- US 322 / CHURCHHILL RD

SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - SPRING 2023



LEGEND:

- # → WEEKDAY, 24 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES, ADT)
- # → WEEKDAY, 6 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES TO SUPPLEMENT RECENT PENNDOT TIRe DATA)
- # → WEEKDAY 24 HR & SATURDAY, 12 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES)
- # → WEEKDAY, 8 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (% FACTORS, PEAK HOUR TM VOLS, ADT)

LOCATION	DESCRIPTION
*	Dec 2022 Count Collected
12	- OLD US 322 / US 322 EB RAMPS
S-7	- US 322 / DOGTOWN RD
S-8	- US 322 / CIDER PRESS RD
S-28	- US 322 / NEFF RD
S-29	- US 322 / CHURCHHILL RD

SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - SPRING 2023

LEGEND:

- **#** → ● **WEEKDAY, 24 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES, ADT)**
- **#** → ⬢ **WEEKDAY, 6 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES TO SUPPLEMENT RECENT PENNDOT TIRe DATA)**
- **#** → ▲ **WEEKDAY 24 HR & SATURDAY, 12 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES)**
- **#** → ● **WEEKDAY, 8 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (% FACTORS, PEAK HOUR TM VOLS, ADT)**

LOCATION	DESCRIPTION
	* Dec 2022 Count Collected
S-23	- PA 45 / RIMMEY RD
S-24	- PA 45 / TUSSEYVILLE RD
S-25	- PA 45 / WILLIAMS RD

SCAC EIS SUPPLEMENTAL TRAFFIC VOLUME COUNT DATA COLLECTION PROGRAM - SPRING 2023

LEGEND:

- # → WEEKDAY, 24 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES, ADT)
- # → WEEKDAY, 6 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES TO SUPPLEMENT RECENT PENNDOT TIRe DATA)
- # → WEEKDAY 24 HR & SATURDAY, 12 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (PEAK HOUR TM VOLUMES)
- # → WEEKDAY, 8 HR 15 MIN INTERVAL TURNING MOVEMENT COUNT LOCATION (% FACTORS, PEAK HOUR TM VOLS, ADT)

LOCATION	DESCRIPTION
*	Dec 2022 Count Collected
15	- PA 45 / PA 144
S-25	- PA 45 / WILLIAMS RD

state college area
CONNECTOR

PennDOT.gov/SCAC

DECEMBER 2022
COUNT DATA

Drive Engineering Corp.
595 Skippack Pike
Suite 400
Blue Bell, Pennsylvania, United States 19422
215 367 5535 miked@driveengineering.com

Count Name: 1 US 322 BUS/PA 45 & PA 45/Boalsburg Pike
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound						US 322 BUS Westbound						PA 45 Northbound						US 322 BUS Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 AM	0	2	0	0	0	2	0	6	1	0	0	7	0	0	0	0	0	0	0	5	0	0	0	5	14
12:15 AM	1	0	0	0	0	1	0	8	2	0	0	10	0	0	0	0	0	0	1	2	0	0	0	3	14
12:30 AM	0	1	0	0	0	1	0	7	1	0	0	8	0	0	0	0	0	0	0	9	0	0	0	9	18
12:45 AM	0	1	0	0	0	1	0	3	0	0	0	3	0	1	0	0	0	1	0	7	1	0	0	8	13
Hourly Total	1	4	0	0	0	5	0	24	4	0	0	28	0	1	0	0	0	1	1	23	1	0	0	25	59
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	5	2	0	0	7	9
1:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	4
1:30 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	4
1:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	3
Hourly Total	1	0	0	0	0	1	0	2	2	0	0	4	0	0	1	0	0	1	0	10	4	0	0	14	20
2:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	2	1	0	0	0	3	0	1	1	0	0	2	7
2:15 AM	1	1	1	0	0	3	0	0	1	0	0	1	3	0	1	0	0	4	0	1	1	0	0	2	10
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4
2:45 AM	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	5	1	0	0	6	8
Hourly Total	2	1	1	0	0	4	0	2	2	0	0	4	5	1	1	0	0	7	0	9	5	0	0	14	29
3:00 AM	1	0	0	0	0	1	1	1	0	0	0	2	1	1	0	0	0	2	0	4	0	0	0	4	9
3:15 AM	1	0	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	6
3:30 AM	0	0	0	0	0	0	1	3	1	0	0	5	0	2	0	0	0	2	0	2	0	0	0	2	9
3:45 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	6
Hourly Total	2	0	0	0	0	2	2	7	3	0	0	12	1	3	0	0	0	4	0	12	0	0	0	12	30
4:00 AM	0	1	0	0	0	1	0	3	4	0	0	7	1	0	0	0	0	1	0	1	0	0	0	1	10
4:15 AM	0	2	0	0	0	2	1	4	3	0	0	8	1	0	0	0	0	1	0	2	1	0	0	3	14
4:30 AM	0	0	1	0	0	1	0	7	1	0	0	8	1	3	1	0	0	5	0	2	0	0	0	2	16
4:45 AM	4	3	0	0	0	7	0	8	4	0	0	12	1	3	1	0	0	5	0	4	0	0	0	4	28
Hourly Total	4	6	1	0	0	11	1	22	12	0	0	35	4	6	2	0	0	12	0	9	1	0	0	10	68
5:00 AM	0	2	2	0	0	4	1	8	3	0	0	12	5	1	0	0	0	6	0	7	1	0	0	8	30
5:15 AM	3	1	1	0	0	5	0	17	5	0	0	22	1	6	2	0	0	9	0	3	2	0	0	5	41
5:30 AM	6	0	1	0	1	7	1	23	12	0	0	36	6	10	1	0	0	17	0	9	3	0	0	12	72
5:45 AM	13	2	1	0	0	16	1	26	8	0	0	35	6	10	1	0	0	17	0	7	3	0	0	10	78
Hourly Total	22	5	5	0	1	32	3	74	28	0	0	105	18	27	4	0	0	49	0	26	9	0	0	35	221
6:00 AM	8	2	4	0	0	14	1	30	7	0	0	38	8	7	3	0	0	18	0	4	1	0	0	5	75
6:15 AM	10	2	0	0	0	12	3	43	17	0	0	63	7	15	1	0	0	23	1	11	2	0	0	14	112
6:30 AM	14	8	5	0	0	27	3	57	26	0	0	86	10	24	6	0	0	40	0	30	2	0	0	32	185
6:45 AM	17	8	4	0	0	29	7	66	26	0	0	99	12	19	6	0	0	37	2	15	3	0	0	20	185
Hourly Total	49	20	13	0	0	82	14	196	76	0	0	286	37	65	16	0	0	118	3	60	8	0	0	71	557

7:00 AM	27	11	7	0	0	45	5	73	26	0	0	104	10	30	2	0	0	42	0	32	7	0	0	39	230
7:15 AM	50	16	9	0	0	75	12	118	37	0	0	167	20	21	5	0	0	46	2	39	10	0	0	51	339
7:30 AM	65	15	3	0	0	83	11	162	48	0	0	221	17	36	16	0	0	69	0	35	18	0	0	53	426
7:45 AM	71	26	7	0	0	104	31	205	57	1	0	294	20	49	12	0	0	81	2	41	22	0	0	65	544
Hourly Total	213	68	26	0	0	307	59	558	168	1	0	786	67	136	35	0	0	238	4	147	57	0	0	208	1539
8:00 AM	80	24	19	0	0	123	24	126	32	0	0	182	15	45	9	0	0	69	2	53	23	0	0	78	452
8:15 AM	73	11	12	0	1	96	17	159	35	0	0	211	22	39	8	0	0	69	1	65	41	0	0	107	483
8:30 AM	56	28	21	0	0	105	17	99	24	0	0	140	15	32	8	0	0	55	2	60	27	0	0	89	389
8:45 AM	51	17	7	0	0	75	14	140	37	0	0	191	14	22	7	0	0	43	6	64	19	0	0	89	398
Hourly Total	260	80	59	0	1	399	72	524	128	0	0	724	66	138	32	0	0	236	11	242	110	0	0	363	1722
9:00 AM	29	16	13	0	0	58	10	99	19	0	0	128	6	23	7	0	0	36	5	68	27	0	0	100	322
9:15 AM	37	10	10	0	0	57	4	73	15	0	0	92	10	10	5	0	0	25	3	63	19	0	0	85	259
9:30 AM	48	11	8	0	0	67	14	99	13	0	0	126	19	15	1	0	0	35	2	55	23	0	0	80	308
9:45 AM	42	11	13	0	0	66	5	97	19	0	0	121	15	11	6	0	0	32	3	60	30	0	0	93	312
Hourly Total	156	48	44	0	0	248	33	368	66	0	0	467	50	59	19	0	0	128	13	246	99	0	0	358	1201
10:00 AM	32	9	8	0	0	49	15	65	14	0	0	94	10	10	4	0	0	24	3	59	20	0	0	82	249
10:15 AM	26	12	6	0	2	44	6	68	13	0	0	87	17	15	5	0	0	37	5	65	20	0	0	90	258
10:30 AM	28	5	9	0	0	42	11	65	17	0	0	93	16	13	6	0	0	35	5	63	27	0	0	95	265
10:45 AM	34	13	10	0	1	57	16	83	11	0	0	110	13	12	5	0	0	30	2	63	21	0	0	86	283
Hourly Total	120	39	33	0	3	192	48	281	55	0	0	384	56	50	20	0	0	126	15	250	88	0	0	353	1055
11:00 AM	27	13	12	0	0	52	11	86	14	0	0	111	11	20	5	0	0	36	2	65	24	0	0	91	290
11:15 AM	24	14	9	0	0	47	11	97	14	0	0	122	15	8	5	0	0	28	3	71	28	0	0	102	299
11:30 AM	37	7	13	0	0	57	13	84	13	0	0	110	8	18	8	0	0	34	5	80	21	0	0	106	307
11:45 AM	38	12	9	0	1	59	8	71	20	0	0	99	17	24	4	0	0	45	5	78	24	0	0	107	310
Hourly Total	126	46	43	0	1	215	43	338	61	0	0	442	51	70	22	0	0	143	15	294	97	0	0	406	1206
12:00 PM	28	9	19	0	0	56	0	74	9	0	0	83	13	20	6	0	0	39	5	95	31	0	0	131	309
12:15 PM	37	17	9	0	0	63	6	77	9	0	0	92	18	10	7	0	0	35	2	97	22	0	0	121	311
12:30 PM	39	11	10	0	1	60	13	98	13	0	0	124	11	9	4	0	0	24	5	79	26	0	0	110	318
12:45 PM	35	16	14	0	0	65	13	86	8	0	0	107	14	8	6	0	0	28	6	74	27	0	0	107	307
Hourly Total	139	53	52	0	1	244	32	335	39	0	0	406	56	47	23	0	0	126	18	345	106	0	0	469	1245
1:00 PM	27	14	13	0	1	54	13	77	9	0	0	99	20	12	3	0	0	35	4	90	27	0	0	121	309
1:15 PM	33	16	19	0	0	68	10	73	12	0	0	95	9	13	6	0	0	28	6	81	40	0	0	127	318
1:30 PM	35	13	14	0	0	62	17	73	14	0	0	104	18	14	5	0	0	37	4	93	26	0	0	123	326
1:45 PM	34	11	21	0	0	66	11	77	17	0	0	105	17	10	6	0	0	33	4	69	28	0	0	101	305
Hourly Total	129	54	67	0	1	250	51	300	52	0	0	403	64	49	20	0	0	133	18	333	121	0	0	472	1258
2:00 PM	22	15	17	0	0	54	15	79	12	0	0	106	16	22	3	0	0	41	3	122	26	0	0	151	352
2:15 PM	39	19	22	0	0	80	19	93	15	0	0	127	21	15	2	0	0	38	5	91	27	0	0	123	368
2:30 PM	44	13	21	0	2	78	10	83	14	0	0	107	23	25	6	0	0	54	7	108	37	0	0	152	391
2:45 PM	34	20	12	0	0	66	19	88	16	0	0	123	30	20	2	0	0	52	3	108	32	0	0	143	384
Hourly Total	139	67	72	0	2	278	63	343	57	0	0	463	90	82	13	0	0	185	18	429	122	0	0	569	1495
3:00 PM	46	30	24	0	0	100	20	119	23	0	0	162	34	13	4	0	0	51	12	113	40	0	0	165	478
3:15 PM	26	17	23	0	0	66	14	103	15	0	0	132	20	18	7	0	0	45	9	128	45	0	0	182	425
3:30 PM	29	25	25	0	0	79	13	100	10	0	0	123	32	19	6	0	0	57	7	124	47	0	0	178	437
3:45 PM	79	36	18	0	0	133	12	81	13	0	0	106	25	14	2	0	0	41	9	149	35	0	0	193	473
Hourly Total	180	108	90	0	0	378	59	403	61	0	0	523	111	64	19	0	0	194	37	514	167	0	0	718	1813
4:00 PM	32	38	19	0	1	89	16	94	20	0	0	130	28	20	3	0	0	51	10	159	56	0	0	225	495
4:15 PM	32	33	17	0	0	82	11	89	17	0	0	117	34	13	3	0	0	50	4	149	66	0	0	219	468
4:30 PM	27	25	23	0	0	75	15	79	22	0	0	116	46	23	4	0	0	73	7	156	67	0	0	230	494
4:45 PM	29	31	20	0	2	80	18	98	25	0	0	141	19	23	7	0	0	49	7	163	61	0	0	231	501
Hourly Total	120	127	79	0	3	326	60	360	84	0	0	504	127	79	17	0	0	223	28	627	250	0	0	905	1958
5:00 PM	22	23	19	0	0	64	18	95	13	0	0	126	43	23	4	0	0	70	8	173	51	0	0	232	492
5:15 PM	22	32	17	0	0	71	2	85	24	0	0	111	33	19	2	0	0	54	9	182	31	0	0	222	458

5:30 PM	23	23	17	0	0	63	4	80	5	0	0	89	26	15	4	0	0	45	7	120	23	0	0	150	347
5:45 PM	19	16	7	0	1	42	9	80	21	0	0	110	27	16	4	0	0	47	6	86	22	0	0	114	313
Hourly Total	86	94	60	0	1	240	33	340	63	0	0	436	129	73	14	0	0	216	30	561	127	0	0	718	1610
6:00 PM	27	20	10	0	0	57	11	63	12	0	0	86	17	8	1	0	0	26	7	81	18	0	0	106	275
6:15 PM	7	12	11	0	0	30	5	54	6	0	0	65	14	6	1	0	0	21	4	109	15	0	0	128	244
6:30 PM	4	12	3	0	0	19	7	53	16	0	0	76	16	6	2	0	0	24	3	63	14	0	0	80	199
6:45 PM	10	17	11	0	0	38	5	54	13	0	0	72	10	9	1	0	0	20	2	78	10	1	0	91	221
Hourly Total	48	61	35	0	0	144	28	224	47	0	0	299	57	29	5	0	0	91	16	331	57	1	0	405	939
7:00 PM	11	9	11	0	2	31	4	37	4	0	0	45	5	9	2	0	0	16	2	54	11	0	0	67	159
7:15 PM	8	12	2	0	0	22	4	47	2	0	0	53	6	4	4	0	0	14	2	59	10	0	0	71	160
7:30 PM	8	10	1	0	0	19	6	34	5	0	0	45	6	4	2	0	0	12	2	51	10	0	0	63	139
7:45 PM	4	14	5	0	0	23	5	39	7	0	0	51	6	4	2	0	0	12	3	43	10	0	0	56	142
Hourly Total	31	45	19	0	2	95	19	157	18	0	0	194	23	21	10	0	0	54	9	207	41	0	0	257	600
8:00 PM	11	8	5	0	0	24	7	25	4	0	0	36	7	3	3	0	0	13	2	56	8	0	0	66	139
8:15 PM	6	10	6	0	0	22	4	27	6	0	0	37	7	2	2	0	0	11	2	53	9	0	0	64	134
8:30 PM	5	5	2	0	0	12	3	36	8	0	0	47	6	10	0	0	0	16	1	23	4	0	0	28	103
8:45 PM	3	5	5	0	0	13	1	21	6	0	0	28	7	2	1	0	0	10	0	36	3	0	0	39	90
Hourly Total	25	28	18	0	0	71	15	109	24	0	0	148	27	17	6	0	0	50	5	168	24	0	0	197	466
9:00 PM	3	3	3	0	1	9	0	20	4	0	0	24	4	2	1	0	0	7	1	30	8	0	0	39	79
9:15 PM	2	3	0	0	0	5	0	21	0	0	0	21	1	4	0	0	0	5	1	35	6	0	0	42	73
9:30 PM	2	6	5	0	0	13	0	19	6	0	0	25	4	8	0	0	0	12	1	23	5	0	0	29	79
9:45 PM	6	9	2	0	0	17	1	16	4	0	0	21	3	2	0	0	0	5	0	12	2	0	0	14	57
Hourly Total	13	21	10	0	1	44	1	76	14	0	0	91	12	16	1	0	0	29	3	100	21	0	0	124	288
10:00 PM	1	8	5	0	0	14	0	15	3	0	0	18	0	1	0	0	0	1	2	20	2	0	0	24	57
10:15 PM	0	3	0	0	0	3	0	10	1	0	0	11	1	0	1	0	0	2	0	9	1	0	0	10	26
10:30 PM	2	0	1	0	0	3	1	15	1	0	0	17	1	2	0	0	0	3	1	27	1	0	0	29	52
10:45 PM	1	3	0	0	0	4	0	13	4	0	0	17	1	1	4	0	0	6	0	17	1	0	0	18	45
Hourly Total	4	14	6	0	0	24	1	53	9	0	0	63	3	4	5	0	0	12	3	73	5	0	0	81	180
11:00 PM	2	2	2	0	0	6	0	8	1	0	0	9	1	0	0	0	0	1	0	12	2	0	0	14	30
11:15 PM	0	1	1	0	0	2	1	7	2	0	0	10	0	0	0	0	0	0	3	8	0	0	0	11	23
11:30 PM	0	1	0	0	0	1	0	9	2	0	0	11	1	1	0	0	0	2	0	4	0	0	0	4	18
11:45 PM	0	0	1	0	0	1	0	3	0	0	0	3	2	1	0	0	0	3	0	9	1	0	0	10	17
Hourly Total	2	4	4	0	0	10	1	27	5	0	0	33	4	2	0	0	0	6	3	33	3	0	0	39	88
Grand Total	1872	993	737	0	17	3602	638	5123	1078	1	0	6840	1058	1039	285	0	0	2382	250	5049	1523	1	0	6823	19647
Approach %	52.0	27.6	20.5	0.0	-	-	9.3	74.9	15.8	0.0	-	-	44.4	43.6	12.0	0.0	-	-	3.7	74.0	22.3	0.0	-	-	-
Total %	9.5	5.1	3.8	0.0	-	18.3	3.2	26.1	5.5	0.0	-	34.8	5.4	5.3	1.5	0.0	-	12.1	1.3	25.7	7.8	0.0	-	34.7	-
Lights	1803	957	716	0	-	3476	613	5044	1040	1	-	6698	1030	1000	278	0	-	2308	247	4961	1471	1	-	6680	19162
% Lights	96.3	96.4	97.2	-	-	96.5	96.1	98.5	96.5	100.0	-	97.9	97.4	96.2	97.5	-	-	96.9	98.8	98.3	96.6	100.0	-	97.9	97.5
Buses	31	11	7	0	-	49	9	29	5	0	-	43	0	18	2	0	-	20	2	36	22	0	-	60	172
% Buses	1.7	1.1	0.9	-	-	1.4	1.4	0.6	0.5	0.0	-	0.6	0.0	1.7	0.7	-	-	0.8	0.8	0.7	1.4	0.0	-	0.9	0.9
Trucks	37	25	14	0	-	76	16	50	33	0	-	99	27	21	5	0	-	53	1	51	30	0	-	82	310
% Trucks	2.0	2.5	1.9	-	-	2.1	2.5	1.0	3.1	0.0	-	1.4	2.6	2.0	1.8	-	-	2.2	0.4	1.0	2.0	0.0	-	1.2	1.6
Bicycles on Road	1	0	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	0	1	0	0	-	1	3
% Bicycles on Road	0.1	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	35.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	64.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Drive Engineering Corp.
595 Skippack Pike
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Count Name: 2 US 322 EB off/on ramps & PA 45/Boalsburg Pike
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound				PA 45 Northbound				US 322 on/off ramp Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
6:00 AM	0	4	0	4	8	0	0	8	13	3	0	16	28
6:15 AM	2	2	0	4	28	0	0	28	12	9	0	21	53
6:30 AM	2	8	0	10	38	1	0	39	25	3	0	28	77
6:45 AM	0	4	0	4	33	0	0	33	32	8	0	40	77
Hourly Total	4	18	0	22	107	1	0	108	82	23	0	105	235
7:00 AM	0	4	0	4	39	0	0	39	54	3	0	57	100
7:15 AM	2	22	0	24	40	1	0	41	84	2	0	86	151
7:30 AM	4	26	0	30	57	2	0	59	116	4	0	120	209
7:45 AM	1	53	0	54	85	11	0	96	129	4	0	133	283
Hourly Total	7	105	0	112	221	14	0	235	383	13	0	396	743
8:00 AM	1	39	0	40	95	7	0	102	106	3	0	109	251
8:15 AM	1	36	0	37	60	5	0	65	94	5	0	99	201
8:30 AM	1	14	0	15	82	3	0	85	73	6	0	79	179
8:45 AM	1	13	0	14	60	1	0	61	66	6	0	72	147
Hourly Total	4	102	0	106	297	16	0	313	339	20	0	359	778
Grand Total	15	225	0	240	625	31	0	656	804	56	0	860	1756
Approach %	6.3	93.8	0.0	-	95.3	4.7	0.0	-	93.5	6.5	0.0	-	-
Total %	0.9	12.8	0.0	13.7	35.6	1.8	0.0	37.4	45.8	3.2	0.0	49.0	-
Lights	11	213	0	224	596	26	0	622	778	28	0	806	1652
% Lights	73.3	94.7	-	93.3	95.4	83.9	-	94.8	96.8	50.0	-	93.7	94.1
Buses	2	5	0	7	15	4	0	19	9	0	0	9	35
% Buses	13.3	2.2	-	2.9	2.4	12.9	-	2.9	1.1	0.0	-	1.0	2.0
Trucks	2	7	0	9	14	1	0	15	17	28	0	45	69
% Trucks	13.3	3.1	-	3.8	2.2	3.2	-	2.3	2.1	50.0	-	5.2	3.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: 2 US 322 EB off/on ramps & PA 45/Boalsburg Pike
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound				PA 45 Northbound				US 322 on/off ramps Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
3:00 PM	2	11	0	13	86	8	0	94	76	6	0	82	189
3:15 PM	3	18	0	21	88	8	0	96	51	7	1	59	176
3:30 PM	0	17	0	17	68	3	0	71	75	2	0	77	165
3:45 PM	0	14	0	14	91	10	0	101	66	1	0	67	182
Hourly Total	5	60	0	65	333	29	0	362	268	16	1	285	712
4:00 PM	0	15	0	15	114	2	0	116	70	4	0	74	205
4:15 PM	1	15	0	16	84	3	0	87	80	6	0	86	189
4:30 PM	2	9	0	11	136	5	0	141	66	5	0	71	223
4:45 PM	0	10	0	10	114	4	0	118	63	7	0	70	198
Hourly Total	3	49	0	52	448	14	0	462	279	22	0	301	815
5:00 PM	5	15	0	20	109	4	0	113	57	3	0	60	193
5:15 PM	1	11	0	12	67	5	0	72	55	5	0	60	144
5:30 PM	1	16	0	17	58	3	0	61	60	4	0	64	142
5:45 PM	2	7	0	9	47	1	0	48	53	4	0	57	114
Hourly Total	9	49	0	58	281	13	0	294	225	16	0	241	593
Grand Total	17	158	0	175	1062	56	0	1118	772	54	1	827	2120
Approach %	9.7	90.3	0.0	-	95.0	5.0	0.0	-	93.3	6.5	0.1	-	-
Total %	0.8	7.5	0.0	8.3	50.1	2.6	0.0	52.7	36.4	2.5	0.0	39.0	-
Lights	14	155	0	169	1040	50	0	1090	765	54	1	820	2079
% Lights	82.4	98.1	-	96.6	97.9	89.3	-	97.5	99.1	100.0	100.0	99.2	98.1
Buses	1	3	0	4	10	6	0	16	6	0	0	6	26
% Buses	5.9	1.9	-	2.3	0.9	10.7	-	1.4	0.8	0.0	0.0	0.7	1.2
Trucks	2	0	0	2	12	0	0	12	1	0	0	1	15
% Trucks	11.8	0.0	-	1.1	1.1	0.0	-	1.1	0.1	0.0	0.0	0.1	0.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

Drive Engineering Corp.
595 Skippack Pike
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Count Name: 3 US 322 WB off/on ramps & PA 45/Boalsburg Pike
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound				PA 45 Northbound				US 322 WB On/off ramps Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
6:00 AM	2	4	0	6	4	7	0	11	0	0	0	0	17
6:15 AM	1	2	0	3	10	28	0	38	2	1	0	3	44
6:30 AM	4	10	0	14	10	32	0	42	0	0	0	0	56
6:45 AM	3	2	0	5	9	30	0	39	0	0	0	0	44
Hourly Total	10	18	0	28	33	97	0	130	2	1	0	3	161
7:00 AM	2	4	0	6	10	29	0	39	0	1	0	1	46
7:15 AM	14	18	0	32	7	39	0	46	6	4	0	10	88
7:30 AM	14	24	0	38	12	45	0	57	9	1	0	10	105
7:45 AM	13	24	0	37	14	75	0	89	28	1	0	29	155
Hourly Total	43	70	0	113	43	188	0	231	43	7	0	50	394
8:00 AM	6	21	0	27	19	81	0	100	15	4	0	19	146
8:15 AM	2	20	0	22	11	57	0	68	15	3	0	18	108
8:30 AM	5	9	0	14	16	65	0	81	6	2	0	8	103
8:45 AM	3	11	0	14	10	61	0	71	3	1	0	4	89
Hourly Total	16	61	0	77	56	264	0	320	39	10	0	49	446
Grand Total	69	149	0	218	132	549	0	681	84	18	0	102	1001
Approach %	31.7	68.3	0.0	-	19.4	80.6	0.0	-	82.4	17.6	0.0	-	-
Total %	6.9	14.9	0.0	21.8	13.2	54.8	0.0	68.0	8.4	1.8	0.0	10.2	-
Lights	46	137	0	183	101	525	0	626	81	17	0	98	907
% Lights	66.7	91.9	-	83.9	76.5	95.6	-	91.9	96.4	94.4	-	96.1	90.6
Buses	1	5	0	6	2	15	0	17	1	0	0	1	24
% Buses	1.4	3.4	-	2.8	1.5	2.7	-	2.5	1.2	0.0	-	1.0	2.4
Trucks	22	7	0	29	28	9	0	37	2	1	0	3	69
% Trucks	31.9	4.7	-	13.3	21.2	1.6	-	5.4	2.4	5.6	-	2.9	6.9
Bicycles on Road	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bicycles on Road	0.0	0.0	-	0.0	0.8	0.0	-	0.1	0.0	0.0	-	0.0	0.1

Drive Engineering Corp.
595 Skippack Pike
Suite 400
Blue Bell, Pennsylvania, United States 19422
215 367 5535 miked@driveengineering.com

Count Name: 3 US 322 WB off/on ramps & PA 45/Boalsburg Pike
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound				PA 45 Northbound				US 322 WB on/off ramps Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
3:00 PM	3	11	0	14	28	68	1	97	1	1	0	2	113
3:15 PM	5	17	0	22	29	71	0	100	4	1	0	5	127
3:30 PM	6	14	0	20	14	60	0	74	3	4	0	7	101
3:45 PM	7	11	0	18	15	87	0	102	4	0	0	4	124
Hourly Total	21	53	0	74	86	286	1	373	12	6	0	18	465
4:00 PM	4	11	0	15	21	95	0	116	2	1	0	3	134
4:15 PM	5	8	0	13	22	69	0	91	4	1	0	5	109
4:30 PM	4	7	0	11	32	103	0	135	4	1	0	5	151
4:45 PM	3	5	0	8	30	86	0	116	3	3	0	6	130
Hourly Total	16	31	0	47	105	353	0	458	13	6	0	19	524
5:00 PM	2	18	0	20	15	102	0	117	3	0	0	3	140
5:15 PM	8	10	0	18	16	58	0	74	2	1	0	3	95
5:30 PM	4	15	0	19	14	43	0	57	1	0	0	1	77
5:45 PM	0	8	0	8	10	44	0	54	2	0	0	2	64
Hourly Total	14	51	0	65	55	247	0	302	8	1	0	9	376
Grand Total	51	135	0	186	246	886	1	1133	33	13	0	46	1365
Approach %	27.4	72.6	0.0	-	21.7	78.2	0.1	-	71.7	28.3	0.0	-	-
Total %	3.7	9.9	0.0	13.6	18.0	64.9	0.1	83.0	2.4	1.0	0.0	3.4	-
Lights	51	129	0	180	237	872	1	1110	32	12	0	44	1334
% Lights	100.0	95.6	-	96.8	96.3	98.4	100.0	98.0	97.0	92.3	-	95.7	97.7
Buses	0	4	0	4	5	5	0	10	0	1	0	1	15
% Buses	0.0	3.0	-	2.2	2.0	0.6	0.0	0.9	0.0	7.7	-	2.2	1.1
Trucks	0	2	0	2	4	9	0	13	1	0	0	1	16
% Trucks	0.0	1.5	-	1.1	1.6	1.0	0.0	1.1	3.0	0.0	-	2.2	1.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
595 Skippack Pike
Suite 400
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Count Name: 4 US 322/PA 45/Boal Ave & PA 45/Earleystown Rd
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound						US 322 Westbound						E Main St Northbound						US 322 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 AM	2	0	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	3	4	0	0	7	13
12:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	4	1	0	0	5	9
12:30 AM	3	0	1	0	0	4	1	4	0	0	0	5	0	0	0	0	0	0	0	4	3	0	0	7	16
12:45 AM	1	0	1	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	2	3	2	0	0	7	12
Hourly Total	6	0	2	0	0	8	1	15	0	0	0	16	0	0	0	0	0	0	2	14	10	0	0	26	50
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	7	8
1:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
1:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
1:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Hourly Total	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	7	4	0	0	11	16
2:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	2	0	0	4	6
2:15 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	7
2:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	4
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	5
Hourly Total	1	0	1	0	0	2	1	3	0	0	0	4	0	0	0	0	0	0	0	10	6	0	0	16	22
3:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	2	0	0	4	6
3:15 AM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3	7
3:30 AM	2	0	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	1	1	0	0	2	8
3:45 AM	1	0	1	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	6
Hourly Total	3	0	3	0	0	6	0	10	0	0	0	10	0	0	0	0	0	0	0	7	4	0	0	11	27
4:00 AM	1	0	1	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	1	2	0	0	3	9
4:15 AM	1	0	2	0	0	3	1	6	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	13
4:30 AM	1	1	5	0	0	7	2	6	0	0	0	8	0	0	0	0	0	0	0	1	1	0	0	2	17
4:45 AM	7	0	4	0	0	11	4	4	0	0	0	8	0	0	0	0	0	0	0	2	1	0	0	3	22
Hourly Total	10	1	12	0	0	23	7	20	0	0	0	27	0	0	0	0	0	0	0	7	4	0	0	11	61
5:00 AM	6	0	1	0	0	7	1	6	0	0	0	7	1	0	1	0	0	2	1	8	1	0	0	10	26
5:15 AM	11	0	4	0	0	15	3	8	0	0	0	11	1	0	0	0	0	1	0	3	2	0	0	5	32
5:30 AM	21	0	9	0	0	30	3	13	0	0	0	16	1	0	0	0	0	1	0	10	4	0	0	14	61
5:45 AM	20	1	2	0	0	23	2	12	0	0	0	14	2	1	0	0	0	3	0	10	4	0	0	14	54
Hourly Total	58	1	16	0	0	75	9	39	0	0	0	48	5	1	1	0	0	7	1	31	11	0	0	43	173
6:00 AM	22	0	3	0	0	25	2	16	0	0	0	18	0	0	0	0	0	0	0	15	1	0	0	16	59
6:15 AM	37	0	3	0	0	40	7	29	0	0	0	36	0	0	0	0	0	0	0	9	10	0	0	19	95
6:30 AM	36	0	4	0	0	40	0	43	0	0	0	43	0	0	0	0	0	0	0	18	11	0	0	29	112
6:45 AM	47	4	11	0	0	62	8	51	1	0	0	60	1	2	0	0	0	3	0	16	18	0	0	34	159
Hourly Total	142	4	21	0	0	167	17	139	1	0	0	157	1	2	0	0	0	3	0	58	40	0	0	98	425

7:00 AM	42	1	6	0	0	49	11	60	0	0	0	71	0	1	0	0	0	1	0	28	11	0	0	39	160
7:15 AM	68	5	7	0	0	80	13	72	1	0	0	86	0	3	0	0	0	3	1	29	23	0	0	53	222
7:30 AM	104	6	11	0	0	121	11	107	2	0	0	120	0	3	2	0	0	5	0	34	22	0	1	56	302
7:45 AM	134	2	13	0	0	149	16	105	1	0	0	122	1	1	0	0	0	2	2	26	15	0	0	43	316
Hourly Total	348	14	37	0	0	399	51	344	4	0	0	399	1	8	2	0	0	11	3	117	71	0	1	191	1000
8:00 AM	91	7	11	0	0	109	14	77	3	0	0	94	0	2	4	0	0	6	2	38	26	0	1	66	275
8:15 AM	102	1	17	0	0	120	9	84	0	0	0	93	0	3	1	0	0	4	5	43	41	0	0	89	306
8:30 AM	73	3	13	0	0	89	8	60	1	0	0	69	0	2	1	0	0	3	4	42	27	0	0	73	234
8:45 AM	72	2	8	0	0	82	8	69	0	0	0	77	1	1	2	0	0	4	6	34	32	0	0	72	235
Hourly Total	338	13	49	0	0	400	39	290	4	0	0	333	1	8	8	0	0	17	17	157	126	0	1	300	1050
9:00 AM	48	5	11	0	0	64	1	50	0	0	0	51	2	3	2	0	0	7	1	37	31	0	0	69	191
9:15 AM	42	4	8	0	0	54	4	46	0	0	0	50	1	1	2	0	0	4	1	35	31	0	0	67	175
9:30 AM	53	4	7	0	0	64	7	58	5	0	0	70	2	4	1	0	0	7	2	37	38	0	0	77	218
9:45 AM	50	5	8	0	0	63	10	45	1	0	0	56	0	1	1	0	0	2	2	51	26	0	0	79	200
Hourly Total	193	18	34	0	0	245	22	199	6	0	0	227	5	9	6	0	0	20	6	160	126	0	0	292	784
10:00 AM	38	5	10	0	0	53	12	35	1	0	0	48	3	3	0	0	0	6	1	42	21	0	2	64	171
10:15 AM	32	2	8	0	0	42	9	45	1	0	0	55	0	3	0	0	0	3	0	39	35	0	0	74	174
10:30 AM	33	1	4	0	0	38	5	49	3	0	0	57	3	1	0	0	0	4	4	32	41	0	0	77	176
10:45 AM	54	2	10	0	0	66	4	41	2	0	0	47	2	3	1	0	0	6	0	43	32	0	0	75	194
Hourly Total	157	10	32	0	0	199	30	170	7	0	0	207	8	10	1	0	0	19	5	156	129	0	2	290	715
11:00 AM	45	7	2	0	0	54	9	47	0	0	0	56	1	1	1	0	0	3	5	38	30	0	0	73	186
11:15 AM	45	3	8	0	0	56	6	33	0	0	0	39	4	2	1	0	0	7	1	38	36	0	0	75	177
11:30 AM	44	5	3	0	0	52	11	39	4	0	0	54	4	4	0	0	0	8	2	40	41	0	0	83	197
11:45 AM	44	0	5	0	0	49	7	43	7	0	0	57	1	2	1	0	0	4	2	48	31	0	0	81	191
Hourly Total	178	15	18	0	0	211	33	162	11	0	0	206	10	9	3	0	0	22	10	164	138	0	0	312	751
12:00 PM	34	1	8	0	0	43	10	34	2	0	0	46	5	5	2	0	0	12	5	47	50	0	0	102	203
12:15 PM	33	0	4	0	0	37	10	46	0	0	0	56	1	2	3	0	0	6	5	60	43	0	0	108	207
12:30 PM	44	4	11	0	0	59	6	61	4	0	0	71	1	3	0	0	0	4	2	44	35	0	0	81	215
12:45 PM	47	1	9	0	0	57	13	35	2	0	0	50	3	3	2	0	0	8	2	43	37	0	0	82	197
Hourly Total	158	6	32	0	0	196	39	176	8	0	0	223	10	13	7	0	0	30	14	194	165	0	0	373	822
1:00 PM	39	3	3	0	0	45	20	42	1	0	0	63	0	5	2	0	0	7	1	47	48	0	0	96	211
1:15 PM	33	5	6	0	0	44	13	44	4	0	0	61	2	0	1	0	0	3	7	40	43	0	0	90	198
1:30 PM	43	3	3	0	0	49	13	44	3	0	0	60	0	4	0	0	0	4	3	46	48	0	0	97	210
1:45 PM	49	1	13	0	0	63	13	41	0	0	0	54	2	1	1	0	0	4	1	45	29	0	0	75	196
Hourly Total	164	12	25	0	0	201	59	171	8	0	0	238	4	10	4	0	0	18	12	178	168	0	0	358	815
2:00 PM	35	2	5	0	0	42	4	47	4	0	0	55	0	5	2	0	0	7	2	50	50	0	0	102	206
2:15 PM	33	3	9	0	0	45	13	43	2	0	0	58	1	1	0	0	0	2	2	57	43	0	0	102	207
2:30 PM	38	5	6	0	0	49	8	40	2	0	0	50	1	5	0	0	0	6	1	66	60	0	0	127	232
2:45 PM	45	3	9	0	0	57	7	56	5	0	0	68	2	5	1	0	0	8	1	80	57	0	0	138	271
Hourly Total	151	13	29	0	0	193	32	186	13	0	0	231	4	16	3	0	0	23	6	253	210	0	0	469	916
3:00 PM	38	7	7	0	0	52	7	57	0	0	0	64	2	7	1	0	0	10	5	76	55	0	0	136	262
3:15 PM	51	6	11	0	0	68	16	57	2	0	0	75	3	5	1	0	0	9	3	77	56	0	0	136	288
3:30 PM	36	4	18	0	0	58	5	53	1	0	0	59	1	1	2	0	0	4	2	62	75	0	0	139	260
3:45 PM	35	7	10	0	0	52	11	35	2	0	0	48	2	4	1	0	0	7	2	78	79	0	0	159	266
Hourly Total	160	24	46	0	0	230	39	202	5	0	0	246	8	17	5	0	0	30	12	293	265	0	0	570	1076
4:00 PM	41	2	14	0	0	57	22	58	2	0	0	82	3	6	2	0	0	11	7	89	71	0	1	167	317
4:15 PM	52	7	12	0	0	71	21	52	1	0	0	74	0	3	1	0	0	4	4	64	76	0	0	144	293
4:30 PM	36	6	14	0	0	56	22	60	3	0	0	85	2	7	5	0	0	14	5	89	92	0	1	186	341
4:45 PM	38	2	14	0	0	54	14	60	4	0	0	78	4	4	3	0	0	11	8	83	81	0	0	172	315
Hourly Total	167	17	54	0	0	238	79	230	10	0	0	319	9	20	11	0	0	40	24	325	320	0	2	669	1266
5:00 PM	43	5	18	0	0	66	16	69	2	0	0	87	3	5	2	0	0	10	2	99	76	0	0	177	340
5:15 PM	37	10	15	0	0	62	13	52	3	0	0	68	3	3	1	0	0	7	5	87	101	0	0	193	330

5:30 PM	33	4	5	0	0	42	10	45	3	0	0	58	1	2	3	0	0	6	5	51	62	0	0	118	224
5:45 PM	40	5	9	0	0	54	15	48	0	0	0	63	0	5	1	0	0	6	1	43	60	0	0	104	227
Hourly Total	153	24	47	0	0	224	54	214	8	0	0	276	7	15	7	0	0	29	13	280	299	0	0	592	1121
6:00 PM	41	0	8	0	0	49	8	40	2	0	0	50	1	1	0	0	0	2	1	54	43	0	0	98	199
6:15 PM	26	4	11	0	0	41	15	30	0	0	0	45	1	0	2	0	0	3	1	45	52	0	0	98	187
6:30 PM	28	3	14	0	0	45	13	41	1	0	0	55	3	2	1	0	0	6	1	32	37	0	0	70	176
6:45 PM	30	1	9	0	0	40	8	29	0	0	0	37	1	4	0	0	0	5	4	45	30	0	0	79	161
Hourly Total	125	8	42	0	0	175	44	140	3	0	0	187	6	7	3	0	0	16	7	176	162	0	0	345	723
7:00 PM	16	0	6	0	0	22	2	24	0	0	0	26	0	5	0	0	0	5	4	34	36	0	0	74	127
7:15 PM	12	1	5	0	0	18	6	27	0	0	0	33	0	3	2	0	0	5	1	32	28	0	0	61	117
7:30 PM	11	3	2	0	0	16	3	24	2	0	0	29	3	1	1	0	0	5	1	24	24	0	0	49	99
7:45 PM	20	0	3	0	0	23	5	24	0	0	0	29	1	3	1	0	0	5	3	18	30	0	0	51	108
Hourly Total	59	4	16	0	0	79	16	99	2	0	0	117	4	12	4	0	0	20	9	108	118	0	0	235	451
8:00 PM	6	0	2	0	0	8	5	15	1	0	0	21	1	4	1	0	0	6	3	29	28	0	0	60	95
8:15 PM	5	0	11	0	0	16	8	21	1	0	0	30	0	3	3	0	0	6	0	27	33	0	0	60	112
8:30 PM	8	0	2	0	0	10	5	26	0	0	0	31	0	1	2	0	0	3	0	15	16	0	0	31	75
8:45 PM	7	0	3	0	0	10	7	20	1	0	0	28	0	1	0	0	0	1	0	19	21	0	0	40	79
Hourly Total	26	0	18	0	0	44	25	82	3	0	0	110	1	9	6	0	0	16	3	90	98	0	0	191	361
9:00 PM	10	2	5	0	0	17	2	14	0	0	0	16	1	0	0	0	0	1	2	26	11	0	0	39	73
9:15 PM	10	0	1	0	0	11	4	9	0	0	0	13	1	0	0	0	0	1	1	14	16	0	0	31	56
9:30 PM	12	1	1	0	0	14	6	18	0	0	0	24	0	1	0	0	0	1	0	11	16	0	0	27	66
9:45 PM	8	1	3	0	0	12	1	8	0	0	0	9	0	2	0	0	0	2	1	9	7	0	0	17	40
Hourly Total	40	4	10	0	0	54	13	49	0	0	0	62	2	3	0	0	0	5	4	60	50	0	0	114	235
10:00 PM	6	1	3	0	0	10	1	11	0	0	0	12	0	2	0	0	0	2	1	9	10	0	0	20	44
10:15 PM	7	0	2	0	0	9	1	4	0	0	0	5	0	0	1	0	0	1	1	7	5	0	0	13	28
10:30 PM	4	0	3	0	0	7	1	11	0	0	0	12	0	0	0	0	0	0	0	7	12	0	0	19	38
10:45 PM	6	0	0	0	0	6	1	8	0	0	0	9	0	0	1	0	0	1	0	9	9	0	0	18	34
Hourly Total	23	1	8	0	0	32	4	34	0	0	0	38	0	2	2	0	0	4	2	32	36	0	0	70	144
11:00 PM	1	0	1	0	0	2	2	6	1	0	0	9	0	0	0	0	0	0	0	7	7	0	0	14	25
11:15 PM	2	0	3	0	0	5	0	5	0	0	0	5	0	0	0	0	0	0	1	2	4	0	0	7	17
11:30 PM	4	0	1	0	0	5	1	6	0	0	0	7	0	0	0	0	0	0	0	3	1	0	0	4	16
11:45 PM	1	1	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	7	3	0	0	10	14
Hourly Total	8	1	5	0	0	14	3	19	1	0	0	23	0	0	0	0	0	0	1	19	15	0	0	35	72
Grand Total	2669	190	557	0	0	3416	617	2997	94	0	0	3708	86	171	73	0	0	330	151	2896	2575	0	6	5622	13076
Approach %	78.1	5.6	16.3	0.0	-	-	16.6	80.8	2.5	0.0	-	-	26.1	51.8	22.1	0.0	-	-	2.7	51.5	45.8	0.0	-	-	-
Total %	20.4	1.5	4.3	0.0	-	26.1	4.7	22.9	0.7	0.0	-	28.4	0.7	1.3	0.6	0.0	-	2.5	1.2	22.1	19.7	0.0	-	43.0	-
Lights	2623	183	544	0	-	3350	594	2912	90	0	-	3596	80	165	71	0	-	316	148	2810	2524	0	-	5482	12744
% Lights	98.3	96.3	97.7	-	-	98.1	96.3	97.2	95.7	-	-	97.0	93.0	96.5	97.3	-	-	95.8	98.0	97.0	98.0	-	-	97.5	97.5
Buses	19	3	1	0	-	23	6	15	0	0	-	21	1	3	1	0	-	5	0	19	12	0	-	31	80
% Buses	0.7	1.6	0.2	-	-	0.7	1.0	0.5	0.0	-	-	0.6	1.2	1.8	1.4	-	-	1.5	0.0	0.7	0.5	-	-	0.6	0.6
Trucks	27	3	12	0	-	42	17	69	4	0	-	90	5	3	1	0	-	9	3	66	39	0	-	108	249
% Trucks	1.0	1.6	2.2	-	-	1.2	2.8	2.3	4.3	-	-	2.4	5.8	1.8	1.4	-	-	2.7	2.0	2.3	1.5	-	-	1.9	1.9
Bicycles on Road	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	3
% Bicycles on Road	0.0	0.5	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Drive Engineering Corp.
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Count Name: 5 US 322 EB off/on ramps & PA 45/Earleystown Rd
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound				PA 45 Northbound				US 322 EB off ramp Eastbound				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	22	0	22	4	0	0	4	2	8	0	10	36
6:15 AM	0	35	0	35	19	0	0	19	3	11	0	14	68
6:30 AM	0	34	0	34	9	0	0	9	2	16	0	18	61
6:45 AM	0	49	0	49	33	0	0	33	11	20	0	31	113
Hourly Total	0	140	0	140	65	0	0	65	18	55	0	73	278
7:00 AM	0	44	0	44	23	0	0	23	11	23	0	34	101
7:15 AM	0	63	0	63	44	0	0	44	12	20	0	32	139
7:30 AM	0	104	0	104	39	0	0	39	10	16	0	26	169
7:45 AM	0	124	0	124	43	0	0	43	11	29	0	40	207
Hourly Total	0	335	0	335	149	0	0	149	44	88	0	132	616
8:00 AM	0	90	0	90	42	0	0	42	15	33	0	48	180
8:15 AM	0	98	0	98	50	0	0	50	13	17	0	30	178
8:30 AM	0	69	1	70	38	0	0	38	8	17	0	25	133
8:45 AM	0	61	0	61	44	0	0	44	11	29	0	40	145
Hourly Total	0	318	1	319	174	0	0	174	47	96	0	143	636
Grand Total	0	793	1	794	388	0	0	388	109	239	0	348	1530
Approach %	0.0	99.9	0.1	-	100.0	0.0	0.0	-	31.3	68.7	0.0	-	-
Total %	0.0	51.8	0.1	51.9	25.4	0.0	0.0	25.4	7.1	15.6	0.0	22.7	-
Lights	0	779	1	780	376	0	0	376	101	220	0	321	1477
% Lights	-	98.2	100.0	98.2	96.9	-	-	96.9	92.7	92.1	-	92.2	96.5
Buses	0	5	0	5	5	0	0	5	3	4	0	7	17
% Buses	-	0.6	0.0	0.6	1.3	-	-	1.3	2.8	1.7	-	2.0	1.1
Trucks	0	9	0	9	7	0	0	7	5	15	0	20	36
% Trucks	-	1.1	0.0	1.1	1.8	-	-	1.8	4.6	6.3	-	5.7	2.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
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Count Name: 5 US 322 EB off/on ramps & PA 45/Earleystown Rd
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound				PA 45 Northbound				US 322 EB off ramp Eastbound				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
3:00 PM	0	28	0	28	57	0	0	57	16	58	0	74	159
3:15 PM	0	42	0	42	73	0	0	73	16	48	0	64	179
3:30 PM	0	40	0	40	74	0	0	74	18	80	0	98	212
3:45 PM	0	27	0	27	93	0	0	93	19	57	0	76	196
Hourly Total	0	137	0	137	297	0	0	297	69	243	0	312	746
4:00 PM	0	48	0	48	93	0	0	93	13	68	0	81	222
4:15 PM	0	45	0	45	102	0	0	102	26	93	0	119	266
4:30 PM	0	28	0	28	107	0	0	107	18	74	0	92	227
4:45 PM	0	37	0	37	102	0	0	102	15	85	0	100	239
Hourly Total	0	158	0	158	404	0	0	404	72	320	0	392	954
5:00 PM	0	40	0	40	86	0	0	86	33	78	0	111	237
5:15 PM	0	36	0	36	120	0	0	120	20	77	0	97	253
5:30 PM	0	22	0	22	75	0	0	75	15	54	0	69	166
5:45 PM	0	38	0	38	67	0	0	67	16	48	0	64	169
Hourly Total	0	136	0	136	348	0	0	348	84	257	0	341	825
Grand Total	0	431	0	431	1049	0	0	1049	225	820	0	1045	2525
Approach %	0.0	100.0	0.0	-	100.0	0.0	0.0	-	21.5	78.5	0.0	-	-
Total %	0.0	17.1	0.0	17.1	41.5	0.0	0.0	41.5	8.9	32.5	0.0	41.4	-
Lights	0	425	0	425	1035	0	0	1035	222	800	0	1022	2482
% Lights	-	98.6	-	98.6	98.7	-	-	98.7	98.7	97.6	-	97.8	98.3
Buses	0	4	0	4	6	0	0	6	3	6	0	9	19
% Buses	-	0.9	-	0.9	0.6	-	-	0.6	1.3	0.7	-	0.9	0.8
Trucks	0	2	0	2	8	0	0	8	0	14	0	14	24
% Trucks	-	0.5	-	0.5	0.8	-	-	0.8	0.0	1.7	-	1.3	1.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
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Count Name: 6 US 322 WB off/on ramps & PA 45/Earleystown Rd
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound				PA 45 Northbound				US 322 WB on ramp Eastbound				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
6:00 AM	31	22	0	53	10	2	0	12	0	0	0	0	65
6:15 AM	41	35	0	76	21	9	0	30	0	0	0	0	106
6:30 AM	59	39	0	98	25	0	0	25	0	0	0	0	123
6:45 AM	64	47	0	111	39	12	0	51	0	0	0	0	162
Hourly Total	195	143	0	338	95	23	0	118	0	0	0	0	456
7:00 AM	56	43	0	99	40	5	0	45	0	0	0	0	144
7:15 AM	68	63	0	131	37	25	0	62	0	0	0	0	193
7:30 AM	111	107	0	218	40	17	0	57	0	0	0	0	275
7:45 AM	114	121	0	235	49	25	0	74	0	0	0	0	309
Hourly Total	349	334	0	683	166	72	0	238	0	0	0	0	921
8:00 AM	88	93	0	181	54	19	0	73	0	0	0	0	254
8:15 AM	62	94	0	156	54	16	0	70	0	0	0	0	226
8:30 AM	60	72	0	132	39	11	0	50	0	0	0	0	182
8:45 AM	47	60	0	107	56	18	0	74	0	0	0	0	181
Hourly Total	257	319	0	576	203	64	0	267	0	0	0	0	843
Grand Total	801	796	0	1597	464	159	0	623	0	0	0	0	2220
Approach %	50.2	49.8	0.0	-	74.5	25.5	0.0	-	0.0	0.0	0.0	-	-
Total %	36.1	35.9	0.0	71.9	20.9	7.2	0.0	28.1	0.0	0.0	0.0	0.0	-
Lights	782	783	0	1565	436	155	0	591	0	0	0	0	2156
% Lights	97.6	98.4	-	98.0	94.0	97.5	-	94.9	-	-	-	-	97.1
Buses	1	5	0	6	7	1	0	8	0	0	0	0	14
% Buses	0.1	0.6	-	0.4	1.5	0.6	-	1.3	-	-	-	-	0.6
Trucks	18	8	0	26	21	3	0	24	0	0	0	0	50
% Trucks	2.2	1.0	-	1.6	4.5	1.9	-	3.9	-	-	-	-	2.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	0.0

Drive Engineering Corp.
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Count Name: 6 US 322 WB off/on ramps & PA 45/Earleystown Rd
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Southbound				PA 45 Northbound				US 322 WB on ramp Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
3:00 PM	39	31	0	70	101	13	0	114	0	0	0	0	184
3:15 PM	26	42	0	68	100	22	0	122	0	0	0	0	190
3:30 PM	44	44	0	88	142	11	0	153	0	0	0	0	241
3:45 PM	34	27	0	61	138	13	0	151	0	0	0	0	212
Hourly Total	143	144	0	287	481	59	0	540	0	0	0	0	827
4:00 PM	45	45	0	90	128	28	0	156	0	0	0	0	246
4:15 PM	32	45	0	77	173	24	0	197	0	0	0	0	274
4:30 PM	22	28	0	50	156	27	0	183	0	0	0	0	233
4:45 PM	52	37	0	89	174	15	0	189	0	0	0	0	278
Hourly Total	151	155	0	306	631	94	0	725	0	0	0	0	1031
5:00 PM	34	41	0	75	139	25	0	164	0	0	0	0	239
5:15 PM	32	35	0	67	179	18	0	197	0	0	0	0	264
5:30 PM	29	22	0	51	117	9	0	126	0	0	0	0	177
5:45 PM	29	39	0	68	99	14	0	113	0	0	0	0	181
Hourly Total	124	137	0	261	534	66	0	600	0	0	0	0	861
Grand Total	418	436	0	854	1646	219	0	1865	0	0	0	0	2719
Approach %	48.9	51.1	0.0	-	88.3	11.7	0.0	-	0.0	0.0	0.0	-	-
Total %	15.4	16.0	0.0	31.4	60.5	8.1	0.0	68.6	0.0	0.0	0.0	0.0	-
Lights	396	428	0	824	1620	212	0	1832	0	0	0	0	2656
% Lights	94.7	98.2	-	96.5	98.4	96.8	-	98.2	-	-	-	-	97.7
Buses	1	4	0	5	9	3	0	12	0	0	0	0	17
% Buses	0.2	0.9	-	0.6	0.5	1.4	-	0.6	-	-	-	-	0.6
Trucks	21	4	0	25	17	4	0	21	0	0	0	0	46
% Trucks	5.0	0.9	-	2.9	1.0	1.8	-	1.1	-	-	-	-	1.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	0.0

Drive Engineering Corp.
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Count Name: 7 US 322/WB off/EB on/Boal Ave & Discovery Dr/East Dr
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	East Drive Southbound						Boal Ave Westbound						Discovery Drive Northbound						Boal Ave Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	6
12:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	6
12:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	1	5	0	0	0	6	12
12:45 AM	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	1	1	1	0	0	3	6
Hourly Total	0	0	1	0	0	1	0	15	0	0	0	15	0	0	0	0	0	0	2	11	1	0	0	14	30
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
1:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
1:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
1:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Hourly Total	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	9
2:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2	4
2:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	5	7
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	3	0	0	0	3	1	0	1	0	0	2	3	7	0	0	0	10	15
3:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
3:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4
3:30 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	5
Hourly Total	0	0	0	0	0	0	0	10	1	0	0	11	0	0	0	0	0	0	1	8	0	0	0	9	20
4:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	0	3	3	0	0	0	6	14
4:30 AM	0	0	0	0	0	0	0	5	2	0	0	7	0	0	1	0	0	1	6	0	0	0	0	6	14
4:45 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	3	2	0	0	0	5	10
Hourly Total	0	0	0	0	0	0	0	18	4	0	0	22	0	0	2	0	0	2	12	5	0	0	0	17	41
5:00 AM	0	0	0	0	0	0	0	7	1	0	0	8	0	0	1	0	0	1	5	1	0	0	0	6	15
5:15 AM	0	0	0	0	0	0	0	11	2	0	0	13	0	0	0	0	0	0	4	3	0	0	0	7	20
5:30 AM	0	0	0	0	0	0	0	11	0	0	0	11	0	0	3	0	0	3	8	1	0	0	0	9	23
5:45 AM	0	0	0	0	0	0	0	9	1	0	0	10	0	0	3	0	0	3	4	0	0	0	0	4	17
Hourly Total	0	0	0	0	0	0	0	38	4	0	0	42	0	0	7	0	0	7	21	5	0	0	0	26	75
6:00 AM	0	0	0	0	0	0	0	15	0	0	0	15	0	0	2	0	0	2	8	11	0	0	0	19	36
6:15 AM	0	0	0	0	0	0	0	26	3	0	0	29	1	0	3	0	0	4	4	9	0	0	0	13	46
6:30 AM	0	0	0	0	0	0	0	40	1	0	0	41	0	0	2	0	0	2	2	20	0	0	0	22	65
6:45 AM	1	0	1	0	0	2	0	51	2	0	0	53	0	0	6	0	0	6	7	12	0	0	0	19	80
Hourly Total	1	0	1	0	0	2	0	132	6	0	0	138	1	0	13	0	0	14	21	52	0	0	0	73	227

7:00 AM	1	0	0	0	0	1	0	53	0	0	0	53	1	0	6	0	0	7	9	22	0	0	0	31	92
7:15 AM	0	0	0	0	0	0	0	53	3	0	0	56	0	0	9	0	0	9	9	22	0	0	0	31	96
7:30 AM	0	1	0	0	0	1	0	85	1	0	0	86	1	1	19	0	0	21	15	30	0	0	0	45	153
7:45 AM	1	0	0	0	0	1	0	65	3	0	0	68	0	0	23	0	0	23	18	19	0	0	0	37	129
Hourly Total	2	1	0	0	0	3	0	256	7	0	0	263	2	1	57	0	0	60	51	93	0	0	0	144	470
8:00 AM	1	0	0	0	0	1	0	61	1	0	0	62	0	0	16	0	0	16	20	16	0	0	0	36	115
8:15 AM	2	0	0	0	0	2	0	57	0	0	0	57	1	0	19	0	0	20	19	29	0	0	0	48	127
8:30 AM	1	0	0	0	0	1	0	61	0	0	0	61	1	0	8	0	0	9	10	33	0	0	0	43	114
8:45 AM	2	0	1	0	0	3	0	58	1	0	0	59	0	0	9	0	0	9	15	23	0	0	0	38	109
Hourly Total	6	0	1	0	0	7	0	237	2	0	0	239	2	0	52	0	0	54	64	101	0	0	0	165	465
9:00 AM	0	0	0	0	0	0	0	35	2	0	0	37	0	0	8	0	0	8	10	32	0	0	0	42	87
9:15 AM	1	0	0	0	0	1	0	39	0	0	0	39	2	0	10	0	0	12	9	25	0	0	1	34	86
9:30 AM	1	0	0	0	0	1	0	43	3	0	0	46	0	0	8	0	0	8	14	31	0	0	0	45	100
9:45 AM	0	0	0	0	0	0	0	37	3	0	0	40	0	0	8	0	0	8	9	32	1	0	0	42	90
Hourly Total	2	0	0	0	0	2	0	154	8	0	0	162	2	0	34	0	0	36	42	120	1	0	1	163	363
10:00 AM	0	1	0	0	0	1	0	34	2	0	0	36	1	0	11	0	0	12	12	37	2	0	0	51	100
10:15 AM	1	0	0	0	0	1	0	38	3	0	0	41	0	0	3	0	0	3	5	36	0	0	0	41	86
10:30 AM	0	0	0	0	0	0	0	35	1	0	0	36	0	0	4	0	0	4	3	31	0	0	0	34	74
10:45 AM	1	0	0	0	0	1	0	33	2	0	0	35	1	0	5	0	0	6	8	35	0	0	0	43	85
Hourly Total	2	1	0	0	0	3	0	140	8	0	0	148	2	0	23	0	0	25	28	139	2	0	0	169	345
11:00 AM	0	0	0	0	0	0	1	37	0	0	0	38	1	0	4	0	0	5	1	31	0	0	0	32	75
11:15 AM	0	0	0	0	0	0	0	28	0	0	0	28	1	1	7	0	0	9	11	32	0	0	0	43	80
11:30 AM	1	0	0	0	0	1	0	31	0	0	0	31	3	0	12	0	0	15	5	34	1	0	0	40	87
11:45 AM	1	0	0	0	0	1	0	35	0	0	0	35	0	0	10	0	0	10	8	40	0	0	0	48	94
Hourly Total	2	0	0	0	0	2	1	131	0	0	0	132	5	1	33	0	0	39	25	137	1	0	0	163	336
12:00 PM	1	0	0	0	0	1	0	30	0	0	0	30	0	0	12	0	0	12	9	31	1	0	0	41	84
12:15 PM	0	0	0	0	0	0	0	24	0	0	0	24	0	0	11	0	0	11	15	40	1	0	0	56	91
12:30 PM	1	1	0	0	0	2	0	42	0	0	0	42	1	0	10	0	0	11	12	30	0	0	0	42	97
12:45 PM	0	0	0	0	0	0	0	28	0	0	0	28	0	1	6	0	0	7	13	34	0	0	1	47	82
Hourly Total	2	1	0	0	0	3	0	124	0	0	0	124	1	1	39	0	0	41	49	135	2	0	1	186	354
1:00 PM	0	0	0	0	0	0	1	29	0	0	0	30	1	0	13	0	0	14	15	30	0	0	0	45	89
1:15 PM	2	0	0	0	0	2	1	34	1	0	0	36	0	0	12	0	0	12	8	34	0	0	0	42	92
1:30 PM	2	0	0	0	0	2	0	34	0	0	0	34	3	0	16	0	0	19	9	31	1	0	0	41	96
1:45 PM	1	2	0	0	0	3	0	32	1	0	0	33	0	1	14	0	0	15	13	39	1	0	0	53	104
Hourly Total	5	2	0	0	0	7	2	129	2	0	0	133	4	1	55	0	0	60	45	134	2	0	0	181	381
2:00 PM	0	0	0	0	0	0	0	40	1	0	0	41	6	0	11	0	0	17	10	36	0	0	0	46	104
2:15 PM	1	0	0	0	0	1	0	22	0	0	0	22	0	0	15	0	0	15	8	45	0	0	0	53	91
2:30 PM	0	0	0	0	0	0	1	34	0	0	0	35	1	0	13	0	0	14	11	52	1	0	0	64	113
2:45 PM	0	0	0	0	1	0	0	46	0	0	0	46	0	0	10	0	0	10	17	69	1	0	1	87	143
Hourly Total	1	0	0	0	1	1	1	142	1	0	0	144	7	0	49	0	0	56	46	202	2	0	1	250	451
3:00 PM	0	0	0	0	0	0	0	40	1	0	0	41	0	0	19	0	0	19	15	53	0	0	0	68	128
3:15 PM	0	0	0	0	0	0	0	44	0	0	0	44	2	0	20	0	0	22	12	65	0	0	0	77	143
3:30 PM	0	0	0	0	0	0	0	39	2	0	0	41	1	1	14	0	0	16	15	49	0	0	1	64	121
3:45 PM	0	0	0	0	0	0	1	31	0	0	0	32	0	0	14	0	0	14	18	67	1	0	0	86	132
Hourly Total	0	0	0	0	0	0	1	154	3	0	0	158	3	1	67	0	0	71	60	234	1	0	1	295	524
4:00 PM	0	0	0	0	0	0	0	52	1	0	0	53	2	0	18	0	0	20	16	70	3	0	1	89	162
4:15 PM	0	1	0	0	0	1	0	40	1	0	0	41	1	0	21	0	0	22	14	50	0	0	0	64	128
4:30 PM	1	0	0	0	0	1	0	51	0	0	0	51	0	0	20	0	0	20	16	69	0	0	0	85	157
4:45 PM	1	0	0	0	0	1	0	50	0	0	0	50	0	0	20	0	0	20	16	60	2	0	0	78	149
Hourly Total	2	1	0	0	0	3	0	193	2	0	0	195	3	0	79	0	0	82	62	249	5	0	1	316	596
5:00 PM	0	0	0	0	0	0	1	44	1	0	0	46	0	1	26	0	0	27	29	62	0	0	0	91	164
5:15 PM	0	0	0	0	0	0	0	42	2	0	0	44	2	0	17	0	0	19	15	68	0	0	0	83	146

5:30 PM	0	0	0	0	0	0	0	34	0	0	0	34	0	0	10	0	0	10	16	33	1	0	0	50	94
5:45 PM	1	0	0	0	0	1	0	37	1	0	0	38	0	0	15	0	0	15	8	31	1	0	0	40	94
Hourly Total	1	0	0	0	0	1	1	157	4	0	0	162	2	1	68	0	0	71	68	194	2	0	0	264	498
6:00 PM	0	0	0	0	0	0	0	24	1	0	0	25	1	0	9	0	0	10	13	37	0	0	0	50	85
6:15 PM	1	0	0	0	0	1	0	25	1	0	0	26	0	0	8	0	0	8	11	30	0	0	0	41	76
6:30 PM	2	0	0	0	0	2	0	24	0	0	0	24	0	0	19	0	0	19	17	18	0	0	0	35	80
6:45 PM	1	1	0	0	0	2	0	16	0	0	0	16	0	0	7	0	0	7	22	22	1	0	0	45	70
Hourly Total	4	1	0	0	0	5	0	89	2	0	0	91	1	0	43	0	0	44	63	107	1	0	0	171	311
7:00 PM	0	0	0	0	0	0	0	16	0	0	0	16	0	0	6	0	0	6	10	18	1	0	0	29	51
7:15 PM	0	0	0	0	0	0	0	19	0	0	0	19	0	0	3	0	0	3	9	21	1	0	0	31	53
7:30 PM	0	0	0	0	0	0	0	17	0	0	0	17	0	0	3	0	0	3	11	19	1	0	0	31	51
7:45 PM	0	0	0	0	0	0	0	22	0	0	0	22	1	0	2	0	0	3	3	14	0	0	0	17	42
Hourly Total	0	0	0	0	0	0	0	74	0	0	0	74	1	0	14	0	0	15	33	72	3	0	0	108	197
8:00 PM	0	0	0	0	0	0	0	13	0	0	0	13	0	0	6	0	0	6	7	18	0	0	0	25	44
8:15 PM	0	0	0	0	0	0	0	11	0	0	0	11	1	0	14	0	0	15	12	15	1	0	0	28	54
8:30 PM	0	0	0	0	0	0	0	14	0	0	0	14	0	0	16	0	0	16	6	9	0	0	0	15	45
8:45 PM	0	0	0	0	0	0	0	11	1	0	0	12	0	0	7	0	0	7	4	7	1	0	0	12	31
Hourly Total	0	0	0	0	0	0	0	49	1	0	0	50	1	0	43	0	0	44	29	49	2	0	0	80	174
9:00 PM	1	0	0	0	0	1	0	8	0	0	0	8	2	1	5	0	0	8	3	22	1	0	0	26	43
9:15 PM	0	0	0	0	0	0	0	5	0	0	0	5	1	0	10	0	0	11	2	15	0	0	0	17	33
9:30 PM	0	0	0	0	0	0	0	10	0	0	0	10	1	0	11	0	0	12	6	5	0	0	0	11	33
9:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	5	0	0	5	0	7	0	0	0	7	15
Hourly Total	1	0	0	0	0	1	0	26	0	0	0	26	4	1	31	0	0	36	11	49	1	0	0	61	124
10:00 PM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	4	0	0	4	2	8	0	0	0	10	22
10:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	0	7	0	0	0	7	10
10:30 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	4	0	0	4	7	3	1	0	0	11	22
10:45 PM	0	0	0	0	0	0	0	8	1	0	0	9	0	0	3	0	0	3	2	8	0	0	0	10	22
Hourly Total	0	0	0	0	0	0	0	25	1	0	0	26	0	0	12	0	0	12	11	26	1	0	0	38	76
11:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	4	0	0	4	4	4	0	0	0	8	16
11:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	3	1	0	0	0	4	8
11:30 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	2	0	0	2	0	3	0	0	0	3	9
11:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	6	0	0	0	8	10
Hourly Total	0	0	0	0	0	0	0	13	0	0	0	13	0	0	7	0	0	7	9	14	0	0	0	23	43
Grand Total	31	7	3	0	1	41	6	2313	56	0	0	2375	42	7	729	0	0	778	756	2148	27	0	5	2931	6125
Approach %	75.6	17.1	7.3	0.0	-	-	0.3	97.4	2.4	0.0	-	-	5.4	0.9	93.7	0.0	-	-	25.8	73.3	0.9	0.0	-	-	-
Total %	0.5	0.1	0.0	0.0	-	0.7	0.1	37.8	0.9	0.0	-	38.8	0.7	0.1	11.9	0.0	-	12.7	12.3	35.1	0.4	0.0	-	47.9	-
Lights	30	4	3	0	-	37	5	2213	53	0	-	2271	36	4	721	0	-	761	741	2067	26	0	-	2834	5903
% Lights	96.8	57.1	100.0	-	-	90.2	83.3	95.7	94.6	-	-	95.6	85.7	57.1	98.9	-	-	97.8	98.0	96.2	96.3	-	-	96.7	96.4
Buses	1	2	0	0	-	3	0	17	0	0	-	17	1	2	0	0	-	3	0	16	0	0	-	16	39
% Buses	3.2	28.6	0.0	-	-	7.3	0.0	0.7	0.0	-	-	0.7	2.4	28.6	0.0	-	-	0.4	0.0	0.7	0.0	-	-	0.5	0.6
Trucks	0	1	0	0	-	1	1	83	3	0	-	87	5	1	7	0	-	13	13	65	1	0	-	79	180
% Trucks	0.0	14.3	0.0	-	-	2.4	16.7	3.6	5.4	-	-	3.7	11.9	14.3	1.0	-	-	1.7	1.7	3.0	3.7	-	-	2.7	2.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2	0	0	0	-	2	3
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.1	-	-	0.1	0.3	0.0	0.0	-	-	0.1	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Blue Bell, Pennsylvania, United States 19422
215 367 5535 ryanb@driveengineering.com

Count Name: 8 US 322 & Elks Club & Bear Meadows
Site Code:
Start Date: 12/03/2022

Turning Movement Data

Start Time	Elks Club Rd Southbound					US 322 Westbound					Bear Meadows Northbound					US 322 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	30	0	0	30	55
6:15 AM	0	1	0	0	1	0	22	0	0	22	0	1	0	0	1	0	52	0	0	52	76
6:30 AM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	31	0	0	31	67
6:45 AM	0	0	0	0	0	0	28	0	0	28	0	0	1	0	1	0	28	1	0	29	58
Hourly Total	0	1	0	0	1	0	111	0	0	111	0	1	1	0	2	0	141	1	0	142	256
7:00 AM	0	1	0	0	1	0	28	0	0	28	0	0	2	0	2	0	42	0	0	42	73
7:15 AM	0	1	0	0	1	0	31	1	0	32	0	0	1	0	1	2	39	1	0	42	76
7:30 AM	1	0	1	0	2	0	60	0	0	60	1	0	1	0	2	2	67	0	0	69	133
7:45 AM	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	5	60	0	0	65	118
Hourly Total	1	2	1	0	4	0	172	1	0	173	1	0	4	0	5	9	208	1	0	218	400
8:00 AM	1	0	1	0	2	0	57	0	0	57	0	0	1	1	2	2	58	0	0	60	121
8:15 AM	0	0	2	0	2	0	50	1	0	51	1	0	7	0	8	19	61	0	0	80	141
8:30 AM	0	1	3	0	4	0	57	1	0	58	0	0	10	0	10	5	68	0	0	73	145
8:45 AM	0	0	0	0	0	1	81	1	0	83	0	0	3	0	3	5	68	1	0	74	160
Hourly Total	1	1	6	0	8	1	245	3	0	249	1	0	21	1	23	31	255	1	0	287	567
9:00 AM	1	0	0	0	1	1	78	0	0	79	0	1	5	0	6	3	83	0	0	86	172
9:15 AM	1	1	1	0	3	1	97	0	0	98	1	1	5	0	7	2	79	4	0	85	193
9:30 AM	2	1	0	0	3	1	99	0	0	100	0	1	11	0	12	3	96	1	0	100	215
9:45 AM	0	0	1	0	1	2	96	0	0	98	1	1	5	0	7	14	93	2	0	109	215
Hourly Total	4	2	2	0	8	5	370	0	0	375	2	4	26	0	32	22	351	7	0	380	795
10:00 AM	2	0	0	0	2	6	105	2	0	113	0	1	9	0	10	13	79	1	0	93	218
10:15 AM	4	1	1	0	6	4	97	0	0	101	3	1	10	0	14	10	99	2	0	111	232
10:30 AM	2	0	1	0	3	1	106	3	0	110	2	0	14	0	16	11	94	1	0	106	235
10:45 AM	1	2	0	0	3	0	125	1	0	126	1	0	13	0	14	14	111	0	0	125	268
Hourly Total	9	3	2	0	14	11	433	6	0	450	6	2	46	0	54	48	383	4	0	435	953
11:00 AM	1	0	2	0	3	3	105	1	0	109	1	0	9	0	10	19	104	5	0	128	250
11:15 AM	2	2	1	0	5	2	142	1	0	145	4	1	12	0	17	16	117	2	0	135	302
11:30 AM	3	0	0	0	3	0	134	2	0	136	5	3	12	0	20	8	97	0	0	105	264
11:45 AM	1	1	2	0	4	3	134	0	0	137	0	1	9	0	10	10	128	1	1	140	291
Hourly Total	7	3	5	0	15	8	515	4	0	527	10	5	42	0	57	53	446	8	1	508	1107
12:00 PM	1	0	1	0	2	5	142	0	0	147	2	0	12	1	15	15	114	0	0	129	293
12:15 PM	2	3	1	0	6	4	129	0	0	133	0	1	19	0	20	16	109	1	0	126	285
12:30 PM	1	1	3	0	5	5	134	1	0	140	1	1	10	0	12	23	94	2	0	119	276
12:45 PM	1	1	4	0	6	2	90	2	0	94	4	3	17	0	24	22	113	3	0	138	262
Hourly Total	5	5	9	0	19	16	495	3	0	514	7	5	58	1	71	76	430	6	0	512	1116
1:00 PM	5	1	2	0	8	3	133	2	0	138	2	1	18	0	21	18	112	1	0	131	298

1:15 PM	1	2	3	0	6	2	138	0	0	140	2	1	14	0	17	19	103	0	0	122	285
1:30 PM	1	2	1	0	4	2	131	0	0	133	3	5	20	0	28	10	98	3	0	111	276
1:45 PM	1	2	0	0	3	4	117	0	0	121	3	2	20	0	25	15	121	5	0	141	290
Hourly Total	8	7	6	0	21	11	519	2	0	532	10	9	72	0	91	62	434	9	0	505	1149
2:00 PM	2	1	2	0	5	8	113	2	0	123	1	0	15	0	16	20	134	6	0	160	304
2:15 PM	4	4	1	0	9	1	134	0	0	135	6	2	17	0	25	8	118	4	0	130	299
2:30 PM	1	1	0	0	2	1	142	1	0	144	2	1	17	0	20	14	110	0	0	124	290
2:45 PM	1	1	2	0	4	3	110	1	0	114	2	1	12	0	15	16	119	3	0	138	271
Hourly Total	8	7	5	0	20	13	499	4	0	516	11	4	61	0	76	58	481	13	0	552	1164
3:00 PM	1	0	0	0	1	2	143	2	0	147	1	0	8	0	9	15	122	1	0	138	295
3:15 PM	3	1	1	0	5	3	126	3	0	132	0	1	5	0	6	13	104	3	0	120	263
3:30 PM	4	0	5	0	9	4	133	2	0	139	2	0	10	0	12	17	127	2	0	146	306
3:45 PM	2	2	1	0	5	2	121	2	0	125	2	2	14	0	18	6	151	3	0	160	308
Hourly Total	10	3	7	0	20	11	523	9	0	543	5	3	37	0	45	51	504	9	0	564	1172
4:00 PM	1	0	3	0	4	3	106	2	0	111	2	2	10	0	14	6	119	3	0	128	257
4:15 PM	2	0	0	0	2	7	132	1	0	140	0	0	10	0	10	9	128	2	0	139	291
4:30 PM	1	0	1	0	2	8	106	0	0	114	0	2	10	0	12	6	114	6	0	126	254
4:45 PM	1	0	2	0	3	4	127	1	0	132	3	0	17	0	20	7	79	2	0	88	243
Hourly Total	5	0	6	0	11	22	471	4	0	497	5	4	47	0	56	28	440	13	0	481	1045
5:00 PM	0	0	2	0	2	2	103	1	0	106	0	3	15	0	18	3	87	1	0	91	217
5:15 PM	1	0	0	0	1	8	107	0	0	115	1	1	7	0	9	6	79	4	0	89	214
5:30 PM	0	0	0	0	0	6	106	0	0	112	1	0	5	0	6	8	85	3	0	96	214
5:45 PM	1	0	2	0	3	3	76	0	0	79	1	1	7	0	9	5	96	9	1	111	202
Hourly Total	2	0	4	0	6	19	392	1	0	412	3	5	34	0	42	22	347	17	1	387	847
Grand Total	60	34	53	0	147	117	4745	37	0	4899	61	42	449	2	554	460	4420	89	2	4971	10571
Approach %	40.8	23.1	36.1	0.0	-	2.4	96.9	0.8	0.0	-	11.0	7.6	81.0	0.4	-	9.3	88.9	1.8	0.0	-	-
Total %	0.6	0.3	0.5	0.0	1.4	1.1	44.9	0.4	0.0	46.3	0.6	0.4	4.2	0.0	5.2	4.4	41.8	0.8	0.0	47.0	-
Lights	57	33	52	0	142	116	4376	37	0	4529	59	41	442	2	544	451	4101	87	2	4641	9856
% Lights	95.0	97.1	98.1	-	96.6	99.1	92.2	100.0	-	92.4	96.7	97.6	98.4	100.0	98.2	98.0	92.8	97.8	100.0	93.4	93.2
Buses	0	0	1	0	1	1	12	0	0	13	0	0	1	0	1	2	13	0	0	15	30
% Buses	0.0	0.0	1.9	-	0.7	0.9	0.3	0.0	-	0.3	0.0	0.0	0.2	0.0	0.2	0.4	0.3	0.0	0.0	0.3	0.3
Trucks	3	0	0	0	3	0	357	0	0	357	1	1	1	0	3	4	306	2	0	312	675
% Trucks	5.0	0.0	0.0	-	2.0	0.0	7.5	0.0	-	7.3	1.6	2.4	0.2	0.0	0.5	0.9	6.9	2.2	0.0	6.3	6.4
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	1	0	5	0	6	3	0	0	0	3	10
% Bicycles on Road	0.0	2.9	0.0	-	0.7	0.0	0.0	0.0	-	0.0	1.6	0.0	1.1	0.0	1.1	0.7	0.0	0.0	0.0	0.1	0.1

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Count Name: 8 US 322 & Elks Club & Bear Meadows
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	Elks Club Southbound					US 322 Westbound					Bear Meadows Rd Northbound					US 322 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	18	0	0	18	32
12:15 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	2	23	0	0	25	39
12:30 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	15	0	0	15	32
12:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	14	1	0	15	22
Hourly Total	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	2	70	1	0	73	125
1:00 AM	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	0	12	0	0	12	18
1:15 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	16	0	0	16	28
1:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	17
1:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14
Hourly Total	0	1	0	0	1	0	25	0	0	25	1	0	0	0	1	0	50	0	0	50	77
2:00 AM	0	0	1	0	1	0	10	0	0	10	0	0	1	0	1	0	10	0	0	10	22
2:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
2:30 AM	0	0	0	0	0	0	13	0	0	13	0	1	0	0	1	1	16	0	0	17	31
2:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	24
Hourly Total	0	0	1	0	1	0	41	0	0	41	0	1	1	0	2	1	50	0	0	51	95
3:00 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	26
3:15 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	27
3:30 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	15	0	0	15	34
3:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	14	0	0	14	32
Hourly Total	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	0	60	0	0	60	119
4:00 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	21	0	0	21	38
4:15 AM	0	0	0	0	0	0	39	0	0	39	0	0	1	0	1	0	15	0	0	15	55
4:30 AM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	13	0	0	13	50
4:45 AM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	22	1	0	23	58
Hourly Total	0	0	0	0	0	0	128	0	0	128	0	0	1	0	1	0	71	1	0	72	201
5:00 AM	0	0	1	0	1	0	35	0	0	35	0	0	0	0	0	0	29	0	0	29	65
5:15 AM	1	0	0	0	1	0	35	0	0	35	0	0	1	0	1	0	35	1	0	36	73
5:30 AM	0	0	0	0	0	0	67	0	0	67	1	0	1	0	2	1	33	0	0	34	103
5:45 AM	0	0	1	0	1	0	62	0	0	62	0	0	0	0	0	0	48	0	0	48	111
Hourly Total	1	0	2	0	3	0	199	0	0	199	1	0	2	0	3	1	145	1	0	147	352
6:00 AM	0	0	2	0	2	0	53	1	0	54	0	0	1	0	1	0	47	1	0	48	105
6:15 AM	1	0	0	0	1	0	114	0	0	114	1	0	2	0	3	1	73	0	0	74	192
6:30 AM	0	0	0	0	0	0	147	0	0	147	2	0	5	0	7	2	78	2	0	82	236
6:45 AM	0	0	1	0	1	3	124	1	0	128	0	0	1	0	1	0	73	0	0	73	203
Hourly Total	1	0	3	0	4	3	438	2	0	443	3	0	9	0	12	3	271	3	0	277	736
7:00 AM	2	0	2	0	4	1	137	0	0	138	0	0	3	0	3	1	71	1	0	73	218

7:15 AM	1	3	1	0	5	2	155	0	0	157	0	0	6	0	6	2	88	1	0	91	259
7:30 AM	0	1	2	0	3	2	201	2	0	205	3	0	7	0	10	1	95	1	0	97	315
7:45 AM	0	0	0	0	0	0	166	0	1	167	1	2	6	0	9	3	76	0	0	79	255
Hourly Total	3	4	5	0	12	5	659	2	1	667	4	2	22	0	28	7	330	3	0	340	1047
8:00 AM	2	1	1	0	4	1	150	1	0	152	1	0	7	0	8	5	85	0	0	90	254
8:15 AM	1	0	0	0	1	2	151	1	0	154	1	1	8	0	10	2	90	3	0	95	260
8:30 AM	0	1	1	0	2	0	143	0	0	143	0	0	4	0	4	8	76	1	0	85	234
8:45 AM	3	0	0	0	3	1	129	1	0	131	0	1	7	0	8	2	89	5	0	96	238
Hourly Total	6	2	2	0	10	4	573	3	0	580	2	2	26	0	30	17	340	9	0	366	986
9:00 AM	0	0	0	0	0	0	123	0	0	123	0	0	5	0	5	6	101	2	0	109	237
9:15 AM	0	0	1	0	1	1	125	1	0	127	1	0	3	0	4	2	74	2	0	78	210
9:30 AM	2	0	0	0	2	0	148	0	0	148	0	1	4	0	5	4	106	1	0	111	266
9:45 AM	3	1	1	0	5	0	92	1	0	93	1	0	7	0	8	5	83	3	0	91	197
Hourly Total	5	1	2	0	8	1	488	2	0	491	2	1	19	0	22	17	364	8	0	389	910
10:00 AM	2	0	0	0	2	1	120	0	0	121	3	0	6	0	9	5	92	1	0	98	230
10:15 AM	2	1	0	0	3	0	104	0	0	104	0	0	5	0	5	6	86	3	0	95	207
10:30 AM	2	1	0	0	3	1	126	1	0	128	0	0	7	0	7	7	102	2	0	111	249
10:45 AM	0	1	1	0	2	1	96	1	0	98	1	0	6	0	7	5	103	2	0	110	217
Hourly Total	6	3	1	0	10	3	446	2	0	451	4	0	24	0	28	23	383	8	0	414	903
11:00 AM	2	0	0	0	2	1	105	0	0	106	0	0	1	0	1	7	97	2	0	106	215
11:15 AM	1	1	0	0	2	1	88	0	0	89	2	0	4	0	6	2	103	3	0	108	205
11:30 AM	3	0	1	0	4	1	105	0	0	106	0	1	6	0	7	4	98	1	0	103	220
11:45 AM	1	0	0	0	1	0	111	0	0	111	0	1	6	0	7	3	102	3	0	108	227
Hourly Total	7	1	1	0	9	3	409	0	0	412	2	2	17	0	21	16	400	9	0	425	867
12:00 PM	1	0	0	0	1	3	78	0	0	81	0	0	5	0	5	6	104	2	0	112	199
12:15 PM	0	0	0	0	0	1	101	0	0	102	2	0	1	0	3	6	101	2	0	109	214
12:30 PM	1	0	0	0	1	1	102	0	1	104	0	0	2	0	2	4	108	2	0	114	221
12:45 PM	2	0	0	0	2	2	83	0	0	85	0	1	2	0	3	8	97	2	0	107	197
Hourly Total	4	0	0	0	4	7	364	0	1	372	2	1	10	0	13	24	410	8	0	442	831
1:00 PM	0	0	1	0	1	0	126	0	0	126	0	0	4	0	4	4	106	2	0	112	243
1:15 PM	1	1	0	0	2	0	110	0	0	110	1	0	3	0	4	4	114	3	0	121	237
1:30 PM	0	1	1	0	2	1	147	1	0	149	2	0	5	0	7	4	117	0	0	121	279
1:45 PM	1	1	2	0	4	1	90	2	0	93	0	0	9	0	9	8	113	1	0	122	228
Hourly Total	2	3	4	0	9	2	473	3	0	478	3	0	21	0	24	20	450	6	0	476	987
2:00 PM	3	0	0	0	3	2	109	1	0	112	1	1	4	0	6	3	117	2	0	122	243
2:15 PM	2	0	0	0	2	1	102	0	0	103	0	1	3	0	4	3	122	0	0	125	234
2:30 PM	0	1	1	0	2	1	117	0	1	119	3	0	3	0	6	7	137	2	0	146	273
2:45 PM	2	0	0	0	2	2	130	0	0	132	1	4	9	0	14	10	139	0	0	149	297
Hourly Total	7	1	1	0	9	6	458	1	1	466	5	6	19	0	30	23	515	4	0	542	1047
3:00 PM	2	0	2	0	4	0	111	1	0	112	1	1	6	0	8	10	148	0	0	158	282
3:15 PM	2	2	0	0	4	0	86	0	0	86	1	0	6	0	7	10	169	0	0	179	276
3:30 PM	0	1	0	0	1	1	113	0	0	114	0	3	4	0	7	3	180	1	0	184	306
3:45 PM	3	1	2	0	6	1	141	0	0	142	1	2	2	0	5	12	141	1	0	154	307
Hourly Total	7	4	4	0	15	2	451	1	0	454	3	6	18	0	27	35	638	2	0	675	1171
4:00 PM	2	1	0	0	3	2	127	1	0	130	3	2	6	0	11	6	171	2	0	179	323
4:15 PM	3	0	2	0	5	2	122	1	0	125	0	1	6	0	7	4	174	0	0	178	315
4:30 PM	3	0	0	0	3	2	129	3	0	134	0	0	3	0	3	10	189	1	0	200	340
4:45 PM	2	0	0	0	2	3	121	2	0	126	0	2	6	0	8	3	179	1	0	183	319
Hourly Total	10	1	2	0	13	9	499	7	0	515	3	5	21	0	29	23	713	4	0	740	1297
5:00 PM	3	1	1	0	5	1	121	0	0	122	2	0	6	0	8	9	141	1	0	151	286
5:15 PM	3	0	0	0	3	1	116	0	0	117	0	0	4	0	4	9	159	3	0	171	295
5:30 PM	5	0	0	0	5	1	82	1	0	84	0	1	7	0	8	2	104	2	0	108	205

5:45 PM	1	0	1	0	2	3	93	2	0	98	0	0	7	0	7	9	97	0	0	106	213
Hourly Total	12	1	2	0	15	6	412	3	0	421	2	1	24	0	27	29	501	6	0	536	999
6:00 PM	0	0	0	0	0	2	75	0	0	77	0	0	6	0	6	7	106	0	0	113	196
6:15 PM	2	0	0	0	2	1	83	2	0	86	0	0	1	0	1	7	91	0	0	98	187
6:30 PM	0	1	0	0	1	0	61	0	0	61	0	1	5	0	6	3	79	1	0	83	151
6:45 PM	2	0	0	0	2	0	63	0	0	63	0	1	2	0	3	2	71	2	0	75	143
Hourly Total	4	1	0	0	5	3	282	2	0	287	0	2	14	0	16	19	347	3	0	369	677
7:00 PM	3	0	0	0	3	1	53	0	0	54	0	0	1	0	1	1	57	0	0	58	116
7:15 PM	0	0	0	0	0	0	45	0	0	45	1	1	8	0	10	7	63	1	0	71	126
7:30 PM	0	0	0	0	0	0	41	0	0	41	0	0	5	0	5	4	51	1	0	56	102
7:45 PM	1	0	0	0	1	0	56	0	0	56	0	0	3	0	3	2	47	1	0	50	110
Hourly Total	4	0	0	0	4	1	195	0	0	196	1	1	17	0	19	14	218	3	0	235	454
8:00 PM	0	0	1	0	1	1	40	0	0	41	1	0	4	0	5	5	58	2	0	65	112
8:15 PM	2	0	0	0	2	1	32	0	0	33	0	0	1	0	1	2	41	1	0	44	80
8:30 PM	1	0	0	0	1	1	43	0	0	44	0	0	0	0	0	2	39	5	0	46	91
8:45 PM	2	0	1	0	3	0	29	0	0	29	0	0	0	0	0	0	28	2	0	30	62
Hourly Total	5	0	2	0	7	3	144	0	0	147	1	0	5	0	6	9	166	10	0	185	345
9:00 PM	1	0	0	0	1	0	35	0	0	35	0	1	0	0	1	6	34	0	0	40	77
9:15 PM	0	0	2	0	2	0	33	0	0	33	0	0	2	0	2	3	41	0	0	44	81
9:30 PM	0	0	0	0	0	0	31	0	0	31	0	0	1	0	1	0	31	0	0	31	63
9:45 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	23	1	0	24	47
Hourly Total	1	0	2	0	3	0	122	0	0	122	0	1	3	0	4	9	129	1	0	139	268
10:00 PM	1	0	0	0	1	2	24	0	0	26	0	0	0	0	0	0	32	3	0	35	62
10:15 PM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	2	33	0	0	35	59
10:30 PM	0	0	1	0	1	1	21	0	0	22	0	0	0	0	0	0	26	0	0	26	49
10:45 PM	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	2	28	0	0	30	61
Hourly Total	1	0	1	0	2	3	100	0	0	103	0	0	0	0	0	4	119	3	0	126	231
11:00 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	21	2	0	23	42
11:15 PM	0	1	0	0	1	0	18	0	0	18	0	0	0	0	0	0	23	0	0	23	42
11:30 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	13	0	0	13	38
11:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	20
Hourly Total	0	1	0	0	1	0	72	0	0	72	0	0	0	0	0	0	67	2	0	69	142
Grand Total	86	24	35	0	145	61	7089	28	3	7181	39	31	273	0	343	296	6807	95	0	7198	14867
Approach %	59.3	16.6	24.1	0.0	-	0.8	98.7	0.4	0.0	-	11.4	9.0	79.6	0.0	-	4.1	94.6	1.3	0.0	-	-
Total %	0.6	0.2	0.2	0.0	1.0	0.4	47.7	0.2	0.0	48.3	0.3	0.2	1.8	0.0	2.3	2.0	45.8	0.6	0.0	48.4	-
Lights	84	23	34	0	141	61	5346	26	3	5436	32	29	267	0	328	281	5172	92	0	5545	11450
% Lights	97.7	95.8	97.1	-	97.2	100.0	75.4	92.9	100.0	75.7	82.1	93.5	97.8	-	95.6	94.9	76.0	96.8	-	77.0	77.0
Buses	0	1	0	0	1	0	12	0	0	12	4	1	2	0	7	6	12	0	0	18	38
% Buses	0.0	4.2	0.0	-	0.7	0.0	0.2	0.0	0.0	0.2	10.3	3.2	0.7	-	2.0	2.0	0.2	0.0	-	0.3	0.3
Trucks	2	0	1	0	3	0	1731	2	0	1733	2	1	4	0	7	8	1623	3	0	1634	3377
% Trucks	2.3	0.0	2.9	-	2.1	0.0	24.4	7.1	0.0	24.1	5.1	3.2	1.5	-	2.0	2.7	23.8	3.2	-	22.7	22.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	-	0.3	0.3	0.0	0.0	-	0.0	0.0

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Count Name: 9 PA 45 & Elks Club
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 45 Westbound				Elks Club Rd Northbound				PA 45 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
12:00 AM	4	0	0	4	0	0	0	0	0	10	0	10	14
12:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	7	0	0	7	1	0	0	1	0	12	0	12	20
1:00 AM	2	1	0	3	0	0	0	0	0	11	0	11	14
1:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
1:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
1:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
Hourly Total	4	1	0	5	0	0	0	0	1	15	0	16	21
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
2:30 AM	2	0	0	2	1	0	0	1	0	2	0	2	5
2:45 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
Hourly Total	7	0	0	7	1	0	0	1	0	8	0	8	16
3:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
3:45 AM	5	0	0	5	0	0	0	0	0	1	0	1	6
Hourly Total	8	0	0	8	0	0	0	0	0	4	0	4	12
4:00 AM	6	0	0	6	0	0	0	0	0	3	0	3	9
4:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
4:30 AM	21	0	0	21	0	0	0	0	0	2	0	2	23
4:45 AM	17	0	0	17	0	0	0	0	0	7	0	7	24
Hourly Total	48	0	0	48	0	0	0	0	0	15	0	15	63
5:00 AM	13	1	0	14	0	0	0	0	1	1	0	2	16
5:15 AM	17	0	0	17	1	3	0	4	0	7	0	7	28
5:30 AM	34	0	0	34	0	0	0	0	0	10	0	10	44
5:45 AM	37	0	0	37	0	0	0	0	2	8	0	10	47
Hourly Total	101	1	0	102	1	3	0	4	3	26	0	29	135
6:00 AM	48	0	0	48	2	0	0	2	2	9	0	11	61
6:15 AM	74	1	0	75	0	1	0	1	0	17	0	17	93
6:30 AM	89	0	0	89	1	0	0	1	1	23	0	24	114
6:45 AM	84	1	0	85	1	1	0	2	1	36	0	37	124
Hourly Total	295	2	0	297	4	2	0	6	4	85	0	89	392
7:00 AM	80	1	0	81	1	3	0	4	2	33	0	35	120

7:15 AM	106	5	0	111	1	0	0	1	0	31	0	31	143
7:30 AM	188	0	0	188	5	2	0	7	3	27	0	30	225
7:45 AM	163	1	0	164	1	1	0	2	1	37	0	38	204
Hourly Total	537	7	0	544	8	6	0	14	6	128	0	134	692
8:00 AM	131	3	0	134	0	1	0	1	2	36	0	38	173
8:15 AM	92	2	0	94	2	1	0	3	1	37	0	38	135
8:30 AM	96	2	0	98	0	1	0	1	4	25	0	29	128
8:45 AM	89	0	0	89	1	2	0	3	4	33	0	37	129
Hourly Total	408	7	0	415	3	5	0	8	11	131	0	142	565
9:00 AM	61	0	0	61	0	0	0	0	1	28	0	29	90
9:15 AM	56	0	0	56	1	0	0	1	1	35	0	36	93
9:30 AM	67	0	0	67	2	0	0	2	1	49	0	50	119
9:45 AM	65	2	0	67	0	0	0	0	1	42	0	43	110
Hourly Total	249	2	0	251	3	0	0	3	4	154	0	158	412
10:00 AM	48	2	0	50	0	1	0	1	2	28	0	30	81
10:15 AM	45	3	0	48	1	1	0	2	0	31	0	31	81
10:30 AM	50	2	0	52	1	2	0	3	0	44	0	44	99
10:45 AM	57	2	0	59	0	2	0	2	1	44	0	45	106
Hourly Total	200	9	0	209	2	6	0	8	3	147	0	150	367
11:00 AM	52	0	0	52	3	0	0	3	1	33	0	34	89
11:15 AM	62	2	0	64	0	2	0	2	2	47	0	49	115
11:30 AM	51	2	0	53	1	1	0	2	1	49	0	50	105
11:45 AM	47	0	0	47	3	2	0	5	1	45	0	46	98
Hourly Total	212	4	0	216	7	5	0	12	5	174	0	179	407
12:00 PM	44	0	0	44	2	0	0	2	2	50	0	52	98
12:15 PM	50	0	0	50	1	0	0	1	0	57	0	57	108
12:30 PM	54	2	0	56	3	2	0	5	2	33	0	35	96
12:45 PM	48	0	0	48	4	1	0	5	1	43	0	44	97
Hourly Total	196	2	0	198	10	3	0	13	5	183	0	188	399
1:00 PM	51	1	0	52	0	2	0	2	1	50	0	51	105
1:15 PM	47	2	0	49	0	0	0	0	0	58	0	58	107
1:30 PM	49	4	0	53	3	2	0	5	2	59	0	61	119
1:45 PM	62	1	0	63	0	0	0	0	2	53	0	55	118
Hourly Total	209	8	0	217	3	4	0	7	5	220	0	225	449
2:00 PM	56	3	0	59	3	4	0	7	0	62	0	62	128
2:15 PM	49	1	0	50	2	1	0	3	1	67	0	68	121
2:30 PM	57	2	0	59	3	2	0	5	1	74	0	75	139
2:45 PM	61	0	0	61	5	2	0	7	1	82	0	83	151
Hourly Total	223	6	0	229	13	9	0	22	3	285	0	288	539
3:00 PM	60	1	0	61	2	1	0	3	1	70	0	71	135
3:15 PM	56	1	0	57	0	4	0	4	2	85	0	87	148
3:30 PM	73	1	0	74	2	3	0	5	1	118	0	119	198
3:45 PM	50	3	0	53	3	1	0	4	3	102	0	105	162
Hourly Total	239	6	0	245	7	9	0	16	7	375	0	382	643
4:00 PM	68	3	0	71	4	1	0	5	1	97	0	98	174
4:15 PM	43	2	0	45	2	2	0	4	5	140	0	145	194
4:30 PM	32	1	0	33	2	3	0	5	2	125	0	127	165
4:45 PM	65	1	0	66	2	4	0	6	0	134	0	134	206
Hourly Total	208	7	0	215	10	10	0	20	8	496	0	504	739
5:00 PM	55	2	0	57	2	2	0	4	3	108	0	111	172
5:15 PM	43	2	1	46	1	2	0	3	8	126	0	134	183
5:30 PM	49	0	0	49	2	4	0	6	0	89	0	89	144

5:45 PM	44	1	0	45	0	1	0	1	1	70	0	71	117
Hourly Total	191	5	1	197	5	9	0	14	12	393	0	405	616
6:00 PM	42	0	0	42	2	4	0	6	1	70	0	71	119
6:15 PM	41	1	0	42	1	0	0	1	0	70	0	70	113
6:30 PM	31	1	0	32	2	4	0	6	1	53	0	54	92
6:45 PM	25	1	0	26	3	0	0	3	1	44	0	45	74
Hourly Total	139	3	0	142	8	8	0	16	3	237	0	240	398
7:00 PM	19	2	0	21	2	3	0	5	0	38	0	38	64
7:15 PM	25	0	0	25	1	1	0	2	0	37	0	37	64
7:30 PM	20	0	0	20	0	0	0	0	3	29	0	32	52
7:45 PM	15	1	0	16	2	1	0	3	0	41	0	41	60
Hourly Total	79	3	0	82	5	5	0	10	3	145	0	148	240
8:00 PM	10	0	0	10	2	2	0	4	0	34	0	34	48
8:15 PM	11	1	0	12	1	0	0	1	0	43	0	43	56
8:30 PM	14	0	0	14	1	0	0	1	1	36	0	37	52
8:45 PM	9	2	0	11	1	1	0	2	0	22	0	22	35
Hourly Total	44	3	0	47	5	3	0	8	1	135	0	136	191
9:00 PM	11	0	0	11	0	1	0	1	0	15	0	15	27
9:15 PM	11	0	0	11	0	2	0	2	2	13	0	15	28
9:30 PM	20	0	0	20	0	0	0	0	0	21	0	21	41
9:45 PM	6	0	0	6	0	1	0	1	0	17	0	17	24
Hourly Total	48	0	0	48	0	4	0	4	2	66	0	68	120
10:00 PM	6	0	0	6	3	1	0	4	0	10	0	10	20
10:15 PM	7	0	0	7	0	0	0	0	0	10	0	10	17
10:30 PM	7	0	0	7	0	1	0	1	0	11	0	11	19
10:45 PM	9	0	0	9	0	0	0	0	1	11	0	12	21
Hourly Total	29	0	0	29	3	2	0	5	1	42	0	43	77
11:00 PM	1	0	0	1	0	0	0	0	0	7	0	7	8
11:15 PM	5	1	0	6	1	0	0	1	0	11	0	11	18
11:30 PM	7	0	0	7	0	0	0	0	0	6	0	6	13
11:45 PM	2	0	0	2	0	0	0	0	0	4	0	4	6
Hourly Total	15	1	0	16	1	0	0	1	0	28	0	28	45
Grand Total	3696	77	1	3774	100	93	0	193	87	3504	0	3591	7558
Approach %	97.9	2.0	0.0	-	51.8	48.2	0.0	-	2.4	97.6	0.0	-	-
Total %	48.9	1.0	0.0	49.9	1.3	1.2	0.0	2.6	1.2	46.4	0.0	47.5	-
Lights	3538	76	1	3615	95	90	0	185	83	3341	0	3424	7224
% Lights	95.7	98.7	100.0	95.8	95.0	96.8	-	95.9	95.4	95.3	-	95.3	95.6
Buses	12	0	0	12	1	0	0	1	1	14	0	15	28
% Buses	0.3	0.0	0.0	0.3	1.0	0.0	-	0.5	1.1	0.4	-	0.4	0.4
Trucks	146	1	0	147	4	3	0	7	3	149	0	152	306
% Trucks	4.0	1.3	0.0	3.9	4.0	3.2	-	3.6	3.4	4.3	-	4.2	4.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: 10 US 322 & Taylor Hill Road
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	US 322 Westbound				Taylor Hill Rd Northbound				US 322 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
12:00 AM	12	0	0	12	0	0	0	0	0	16	0	16	28
12:15 AM	15	0	0	15	0	0	0	0	0	19	0	19	34
12:30 AM	15	0	0	15	0	0	0	0	0	14	0	14	29
12:45 AM	7	0	0	7	0	0	0	0	0	11	0	11	18
Hourly Total	49	0	0	49	0	0	0	0	0	60	0	60	109
1:00 AM	6	0	0	6	0	0	0	0	0	17	0	17	23
1:15 AM	12	0	0	12	0	0	0	0	0	11	0	11	23
1:30 AM	4	0	0	4	0	0	0	0	0	17	0	17	21
1:45 AM	9	0	0	9	0	0	0	0	0	7	0	7	16
Hourly Total	31	0	0	31	0	0	0	0	0	52	0	52	83
2:00 AM	8	0	0	8	0	1	0	1	0	14	0	14	23
2:15 AM	7	0	0	7	0	0	0	0	0	7	0	7	14
2:30 AM	12	0	0	12	0	0	0	0	0	17	0	17	29
2:45 AM	10	0	0	10	0	0	0	0	0	12	0	12	22
Hourly Total	37	0	0	37	0	1	0	1	0	50	0	50	88
3:00 AM	12	0	0	12	0	0	0	0	0	19	0	19	31
3:15 AM	13	0	0	13	0	0	0	0	0	8	0	8	21
3:30 AM	15	0	0	15	0	1	0	1	1	19	0	20	36
3:45 AM	22	0	0	22	0	0	0	0	0	14	0	14	36
Hourly Total	62	0	0	62	0	1	0	1	1	60	0	61	124
4:00 AM	17	0	0	17	0	0	0	0	0	20	0	20	37
4:15 AM	39	0	0	39	0	2	0	2	0	16	0	16	57
4:30 AM	39	0	0	39	0	0	0	0	0	17	0	17	56
4:45 AM	29	0	0	29	0	1	0	1	0	20	0	20	50
Hourly Total	124	0	0	124	0	3	0	3	0	73	0	73	200
5:00 AM	36	0	0	36	0	0	0	0	0	25	0	25	61
5:15 AM	42	0	0	42	0	0	0	0	0	33	0	33	75
5:30 AM	63	0	0	63	0	2	0	2	0	38	0	38	103
5:45 AM	62	0	0	62	0	0	0	0	0	45	0	45	107
Hourly Total	203	0	0	203	0	2	0	2	0	141	0	141	346
6:00 AM	58	0	0	58	0	4	0	4	0	41	0	41	103
6:15 AM	115	0	0	115	1	6	0	7	0	64	0	64	186
6:30 AM	137	0	0	137	0	0	0	0	1	74	0	75	212
6:45 AM	129	0	0	129	1	7	0	8	0	68	0	68	205
Hourly Total	439	0	0	439	2	17	0	19	1	247	0	248	706
7:00 AM	137	0	0	137	0	4	0	4	0	61	0	61	202

7:15 AM	156	0	0	156	2	11	0	13	1	86	0	87	256
7:30 AM	166	0	0	166	1	3	0	4	0	101	0	101	271
7:45 AM	149	1	0	150	1	9	0	10	4	81	0	85	245
Hourly Total	608	1	0	609	4	27	0	31	5	329	0	334	974
8:00 AM	143	0	0	143	0	5	0	5	2	70	0	72	220
8:15 AM	134	0	0	134	1	5	0	6	2	83	0	85	225
8:30 AM	150	2	0	152	0	6	0	6	1	77	0	78	236
8:45 AM	103	1	0	104	1	6	0	7	2	78	0	80	191
Hourly Total	530	3	0	533	2	22	0	24	7	308	0	315	872
9:00 AM	121	0	0	121	0	3	0	3	1	99	0	100	224
9:15 AM	114	0	0	114	0	6	0	6	3	67	0	70	190
9:30 AM	133	0	0	133	0	11	0	11	2	106	0	108	252
9:45 AM	96	0	0	96	1	4	0	5	4	81	0	85	186
Hourly Total	464	0	0	464	1	24	0	25	10	353	0	363	852
10:00 AM	98	2	0	100	2	6	0	8	0	85	0	85	193
10:15 AM	102	1	0	103	0	1	0	1	3	72	0	75	179
10:30 AM	120	1	0	121	1	5	0	6	3	102	0	105	232
10:45 AM	82	0	0	82	0	4	0	4	1	89	0	90	176
Hourly Total	402	4	0	406	3	16	0	19	7	348	0	355	780
11:00 AM	87	0	0	87	0	4	0	4	1	102	0	103	194
11:15 AM	90	0	0	90	0	2	0	2	3	86	0	89	181
11:30 AM	101	0	0	101	1	3	0	4	5	92	0	97	202
11:45 AM	85	1	0	86	0	3	0	3	2	86	0	88	177
Hourly Total	363	1	0	364	1	12	0	13	11	366	0	377	754
12:00 PM	98	2	0	100	0	1	0	1	6	103	0	109	210
12:15 PM	89	0	0	89	1	3	0	4	3	94	0	97	190
12:30 PM	96	0	0	96	0	2	0	2	5	78	0	83	181
12:45 PM	102	0	0	102	1	3	0	4	3	102	0	105	211
Hourly Total	385	2	0	387	2	9	0	11	17	377	0	394	792
1:00 PM	91	1	0	92	0	3	0	3	2	103	0	105	200
1:15 PM	128	0	0	128	0	5	0	5	5	101	0	106	239
1:30 PM	128	0	0	128	1	4	0	5	4	102	0	106	239
1:45 PM	92	0	0	92	0	3	0	3	5	110	0	115	210
Hourly Total	439	1	0	440	1	15	0	16	16	416	0	432	888
2:00 PM	90	0	0	90	2	5	0	7	6	102	0	108	205
2:15 PM	105	1	0	106	0	2	0	2	5	99	0	104	212
2:30 PM	95	0	0	95	2	6	0	8	3	140	0	143	246
2:45 PM	124	0	0	124	1	3	0	4	5	120	0	125	253
Hourly Total	414	1	0	415	5	16	0	21	19	461	0	480	916
3:00 PM	98	0	0	98	5	4	0	9	7	127	0	134	241
3:15 PM	89	0	0	89	1	2	0	3	5	139	0	144	236
3:30 PM	113	2	0	115	0	5	0	5	3	177	0	180	300
3:45 PM	121	0	0	121	3	3	0	6	8	148	0	156	283
Hourly Total	421	2	0	423	9	14	0	23	23	591	0	614	1060
4:00 PM	119	0	0	119	2	2	0	4	8	152	0	160	283
4:15 PM	114	2	0	116	1	6	0	7	10	154	0	164	287
4:30 PM	105	2	0	107	1	2	0	3	5	158	0	163	273
4:45 PM	116	0	0	116	2	5	0	7	6	169	0	175	298
Hourly Total	454	4	0	458	6	15	0	21	29	633	0	662	1141
5:00 PM	122	2	0	124	0	0	0	0	14	133	0	147	271
5:15 PM	95	1	0	96	0	2	0	2	3	174	0	177	275
5:30 PM	78	0	0	78	0	2	0	2	2	105	0	107	187

5:45 PM	83	1	0	84	0	6	0	6	5	87	0	92	182
Hourly Total	378	4	0	382	0	10	0	10	24	499	0	523	915
6:00 PM	70	0	0	70	1	2	0	3	1	91	0	92	165
6:15 PM	74	0	0	74	0	3	0	3	5	98	0	103	180
6:30 PM	55	0	0	55	0	6	0	6	4	69	0	73	134
6:45 PM	59	2	0	61	0	1	0	1	1	66	0	67	129
Hourly Total	258	2	0	260	1	12	0	13	11	324	0	335	608
7:00 PM	46	0	0	46	0	1	0	1	2	57	0	59	106
7:15 PM	45	0	0	45	0	1	0	1	4	61	0	65	111
7:30 PM	46	0	0	46	0	1	0	1	3	45	0	48	95
7:45 PM	48	0	0	48	0	0	0	0	1	45	0	46	94
Hourly Total	185	0	0	185	0	3	0	3	10	208	0	218	406
8:00 PM	39	0	0	39	0	1	0	1	1	47	0	48	88
8:15 PM	38	0	0	38	0	1	0	1	3	43	0	46	85
8:30 PM	35	0	0	35	0	0	0	0	0	36	0	36	71
8:45 PM	39	0	0	39	0	1	0	1	3	31	0	34	74
Hourly Total	151	0	0	151	0	3	0	3	7	157	0	164	318
9:00 PM	23	0	0	23	1	1	0	2	2	21	0	23	48
9:15 PM	41	0	0	41	0	0	0	0	4	37	0	41	82
9:30 PM	24	0	0	24	0	0	0	0	0	27	0	27	51
9:45 PM	22	0	0	22	0	1	0	1	2	24	0	26	49
Hourly Total	110	0	0	110	1	2	0	3	8	109	0	117	230
10:00 PM	26	0	0	26	0	0	0	0	1	31	0	32	58
10:15 PM	21	0	0	21	0	1	0	1	2	29	0	31	53
10:30 PM	25	0	0	25	0	0	0	0	0	25	0	25	50
10:45 PM	28	0	0	28	0	0	0	0	1	21	0	22	50
Hourly Total	100	0	0	100	0	1	0	1	4	106	0	110	211
11:00 PM	18	0	0	18	0	0	0	0	0	22	0	22	40
11:15 PM	19	1	0	20	0	0	0	0	0	27	0	27	47
11:30 PM	22	0	0	22	0	0	0	0	1	13	0	14	36
11:45 PM	11	0	0	11	0	0	0	0	1	9	0	10	21
Hourly Total	70	1	0	71	0	0	0	0	2	71	0	73	144
Grand Total	6677	26	0	6703	38	225	0	263	212	6339	0	6551	13517
Approach %	99.6	0.4	0.0	-	14.4	85.6	0.0	-	3.2	96.8	0.0	-	-
Total %	49.4	0.2	0.0	49.6	0.3	1.7	0.0	1.9	1.6	46.9	0.0	48.5	-
Lights	4962	24	0	4986	35	219	0	254	205	4746	0	4951	10191
% Lights	74.3	92.3	-	74.4	92.1	97.3	-	96.6	96.7	74.9	-	75.6	75.4
Buses	12	1	0	13	1	0	0	1	2	10	0	12	26
% Buses	0.2	3.8	-	0.2	2.6	0.0	-	0.4	0.9	0.2	-	0.2	0.2
Trucks	1703	1	0	1704	2	6	0	8	5	1581	0	1586	3298
% Trucks	25.5	3.8	-	25.4	5.3	2.7	-	3.0	2.4	24.9	-	24.2	24.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	2	0	2	2
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: 11 US 322 & Red Mill Rd/Mountain Back Rd
Site Code:
Start Date: 12/03/2022

Turning Movement Data

Start Time	SoRed Mill Rd Southbound					US 322 Westbound					Mountain Back Rd Northbound					US 322 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	1	0	0	1	0	21	0	0	21	0	0	0	0	0	0	22	0	0	22	44
6:15 AM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	31	0	0	31	59
6:30 AM	0	1	1	0	2	0	30	0	0	30	0	1	0	0	1	0	54	0	0	54	87
6:45 AM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	28	1	0	29	52
Hourly Total	0	2	1	0	3	0	102	0	0	102	0	1	0	0	1	0	135	1	0	136	242
7:00 AM	0	0	0	0	0	0	30	0	0	30	1	0	0	0	1	0	40	0	0	40	71
7:15 AM	1	1	0	0	2	0	38	1	0	39	1	0	0	0	1	0	33	1	0	34	76
7:30 AM	1	0	2	0	3	0	54	0	0	54	1	3	0	0	4	1	73	0	0	74	135
7:45 AM	1	1	0	0	2	1	51	0	0	52	2	1	0	0	3	0	50	0	0	50	107
Hourly Total	3	2	2	0	7	1	173	1	0	175	5	4	0	0	9	1	196	1	0	198	389
8:00 AM	1	0	0	0	1	1	45	0	0	46	1	2	0	0	3	0	56	0	0	56	106
8:15 AM	0	1	0	0	1	0	50	1	0	51	0	1	0	0	1	0	72	3	0	75	128
8:30 AM	0	0	0	0	0	0	80	0	0	80	0	2	0	0	2	0	62	1	0	63	145
8:45 AM	0	1	1	0	2	0	64	0	0	64	0	1	0	0	1	0	60	1	0	61	128
Hourly Total	1	2	1	0	4	1	239	1	0	241	1	6	0	0	7	0	250	5	0	255	507
9:00 AM	1	2	0	0	3	0	88	2	0	90	0	1	1	0	2	0	63	2	0	65	160
9:15 AM	1	0	0	0	1	1	74	1	0	76	0	3	1	0	4	0	70	0	0	70	151
9:30 AM	1	1	1	0	3	1	93	0	0	94	0	0	0	0	0	1	73	0	0	74	171
9:45 AM	0	3	0	0	3	0	90	0	0	90	0	3	0	0	3	0	73	0	0	73	169
Hourly Total	3	6	1	0	10	2	345	3	0	350	0	7	2	0	9	1	279	2	0	282	651
10:00 AM	1	0	1	0	2	0	96	0	0	96	2	1	0	0	3	0	78	2	0	80	181
10:15 AM	3	2	1	0	6	0	80	2	0	82	0	3	0	0	3	1	75	3	0	79	170
10:30 AM	0	6	0	0	6	0	115	0	0	115	0	0	0	0	0	0	92	0	0	92	213
10:45 AM	0	1	0	0	1	0	87	0	0	87	0	1	1	0	2	1	75	1	0	77	167
Hourly Total	4	9	2	0	15	0	378	2	0	380	2	5	1	0	8	2	320	6	0	328	731
11:00 AM	3	0	0	0	3	0	117	0	0	117	0	2	0	0	2	0	95	0	0	95	217
11:15 AM	1	2	1	0	4	0	116	0	0	116	3	4	0	0	7	0	90	2	0	92	219
11:30 AM	1	2	0	0	3	0	114	1	0	115	1	2	0	0	3	0	97	1	0	98	219
11:45 AM	1	3	1	0	5	1	114	0	0	115	1	0	1	0	2	1	105	2	0	108	230
Hourly Total	6	7	2	0	15	1	461	1	0	463	5	8	1	0	14	1	387	5	0	393	885
12:00 PM	1	0	0	0	1	0	115	4	0	119	1	2	0	0	3	0	91	2	0	93	216
12:15 PM	2	3	0	0	5	0	116	3	0	119	1	1	2	0	4	1	97	1	0	99	227
12:30 PM	1	2	1	0	4	1	106	1	0	108	1	2	1	0	4	0	89	0	0	89	205
12:45 PM	1	3	0	0	4	3	101	1	0	105	0	0	0	0	0	0	90	1	0	91	200
Hourly Total	5	8	1	0	14	4	438	9	0	451	3	5	3	0	11	1	367	4	0	372	848
1:00 PM	1	1	1	0	3	0	114	0	0	114	0	0	0	0	0	0	92	1	0	93	210

1:15 PM	0	1	0	0	1	0	110	1	0	111	2	0	0	0	2	0	84	1	0	85	199
1:30 PM	1	1	0	0	2	0	118	1	0	119	0	2	0	0	2	0	98	3	0	101	224
1:45 PM	0	6	0	0	6	3	99	0	0	102	1	0	0	0	1	0	100	0	0	100	209
Hourly Total	2	9	1	0	12	3	441	2	0	446	3	2	0	0	5	0	374	5	0	379	842
2:00 PM	2	0	0	0	2	0	106	4	0	110	1	3	0	0	4	1	99	3	0	103	219
2:15 PM	2	0	1	0	3	0	128	1	0	129	0	1	0	0	1	0	129	2	0	131	264
2:30 PM	0	1	0	0	1	3	108	1	0	112	1	2	0	0	3	1	98	1	0	100	216
2:45 PM	0	1	2	0	3	0	104	1	0	105	0	0	0	0	0	0	103	1	0	104	212
Hourly Total	4	2	3	0	9	3	446	7	0	456	2	6	0	0	8	2	429	7	0	438	911
3:00 PM	0	1	0	0	1	0	124	0	0	124	1	3	0	0	4	1	101	1	0	103	232
3:15 PM	1	4	2	0	7	0	119	0	0	119	0	0	0	0	0	0	82	0	0	82	208
3:30 PM	2	3	0	0	5	1	89	0	0	90	0	1	0	0	1	0	98	1	0	99	195
3:45 PM	1	1	1	0	3	0	104	0	0	104	0	1	0	0	1	0	128	2	0	130	238
Hourly Total	4	9	3	0	16	1	436	0	0	437	1	5	0	0	6	1	409	4	0	414	873
4:00 PM	2	1	0	0	3	1	109	1	0	111	2	2	1	0	5	0	123	4	0	127	246
4:15 PM	0	3	0	0	3	0	88	2	0	90	0	3	0	0	3	0	106	1	1	108	204
4:30 PM	0	1	0	0	1	0	105	2	0	107	1	2	0	0	3	0	137	0	0	137	248
4:45 PM	2	1	0	0	3	0	101	0	0	101	0	0	0	0	0	1	86	1	0	88	192
Hourly Total	4	6	0	0	10	1	403	5	0	409	3	7	1	0	11	1	452	6	1	460	890
5:00 PM	0	3	0	0	3	1	100	0	0	101	1	1	0	0	2	0	67	1	0	68	174
5:15 PM	1	2	1	0	4	0	93	0	0	93	0	3	0	0	3	1	86	2	0	89	189
5:30 PM	1	1	1	0	3	1	88	0	0	89	0	1	0	0	1	0	78	1	0	79	172
5:45 PM	0	2	0	0	2	0	77	1	0	78	1	2	0	0	3	0	85	3	0	88	171
Hourly Total	2	8	2	0	12	2	358	1	0	361	2	7	0	0	9	1	316	7	0	324	706
Grand Total	38	70	19	0	127	19	4220	32	0	4271	27	63	8	0	98	11	3914	53	1	3979	8475
Approach %	29.9	55.1	15.0	0.0	-	0.4	98.8	0.7	0.0	-	27.6	64.3	8.2	0.0	-	0.3	98.4	1.3	0.0	-	-
Total %	0.4	0.8	0.2	0.0	1.5	0.2	49.8	0.4	0.0	50.4	0.3	0.7	0.1	0.0	1.2	0.1	46.2	0.6	0.0	46.9	-
Lights	37	68	19	0	124	19	3856	31	0	3906	27	63	7	0	97	9	3593	53	1	3656	7783
% Lights	97.4	97.1	100.0	-	97.6	100.0	91.4	96.9	-	91.5	100.0	100.0	87.5	-	99.0	81.8	91.8	100.0	100.0	91.9	91.8
Buses	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	15	0	0	15	28
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	0.0	0.4	0.3
Trucks	1	0	0	0	1	0	351	1	0	352	0	0	1	0	1	1	305	0	0	306	660
% Trucks	2.6	0.0	0.0	-	0.8	0.0	8.3	3.1	-	8.2	0.0	0.0	12.5	-	1.0	9.1	7.8	0.0	0.0	7.7	7.8
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
% Bicycles on Road	0.0	2.9	0.0	-	1.6	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	9.1	0.0	0.0	0.0	0.1	0.0

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Count Name: 11 US 322 & Red Mill Rd/Mountain Back Rd
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	Red Mill Rd Southbound					US 322 Westbound					Mountain Back Rd Northbound					US 322 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	29
12:15 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	23	0	0	23	36
12:30 AM	0	1	0	0	1	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	27
12:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	19
Hourly Total	0	1	0	0	1	0	47	0	0	47	0	0	0	0	0	0	63	0	0	63	111
1:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	20
1:15 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	22
1:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	17
1:45 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	13	0	0	13	22
Hourly Total	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	0	51	0	0	51	81
2:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	19
2:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	9	1	0	10	20
2:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	24
2:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	22
Hourly Total	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	46	1	0	47	85
3:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	18	0	0	18	31
3:15 AM	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	22
3:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	19	0	0	19	37
3:45 AM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	14	0	0	14	38
Hourly Total	1	0	0	0	1	0	65	0	0	65	0	0	0	0	0	0	62	0	0	62	128
4:00 AM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	17	0	0	17	39
4:15 AM	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	18	0	0	18	52
4:30 AM	0	0	0	0	0	1	34	0	0	35	1	1	0	0	2	0	18	0	0	18	55
4:45 AM	0	0	0	0	0	0	34	0	0	34	0	1	0	0	1	0	20	0	0	20	55
Hourly Total	0	0	0	0	0	1	124	0	0	125	1	2	0	0	3	0	73	0	0	73	201
5:00 AM	0	0	0	0	0	0	33	1	0	34	0	0	0	0	0	0	19	0	0	19	53
5:15 AM	1	0	1	0	2	0	54	0	0	54	1	0	0	0	1	0	37	2	0	39	96
5:30 AM	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	38	0	0	38	92
5:45 AM	0	0	0	0	0	0	59	0	0	59	0	3	0	0	3	0	40	0	0	40	102
Hourly Total	1	0	1	0	2	0	200	1	0	201	1	3	0	0	4	0	134	2	0	136	343
6:00 AM	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	0	44	0	0	44	113
6:15 AM	0	0	1	0	1	1	126	0	0	127	0	0	0	0	0	0	66	0	0	66	194
6:30 AM	0	1	0	0	1	1	133	1	0	135	0	2	0	0	2	0	78	0	0	78	216
6:45 AM	0	2	1	0	3	0	120	0	0	120	1	2	0	0	3	0	61	0	0	61	187
Hourly Total	0	3	2	0	5	2	448	1	0	451	1	4	0	0	5	0	249	0	0	249	710
7:00 AM	2	1	0	0	3	0	131	0	0	131	0	0	1	0	1	1	60	2	0	63	198

7:15 AM	1	0	3	0	4	0	164	1	0	165	1	2	1	0	4	0	92	0	0	92	265
7:30 AM	2	0	0	0	2	0	158	1	0	159	0	3	0	0	3	0	106	2	0	108	272
7:45 AM	2	1	0	0	3	0	132	0	0	132	1	1	0	0	2	1	79	2	0	82	219
Hourly Total	7	2	3	0	12	0	585	2	0	587	2	6	2	0	10	2	337	6	0	345	954
8:00 AM	2	3	1	0	6	0	152	0	0	152	0	1	1	0	2	0	77	0	0	77	237
8:15 AM	2	2	0	0	4	1	128	1	0	130	0	1	0	0	1	0	88	0	0	88	223
8:30 AM	2	0	0	0	2	0	121	0	0	121	0	0	0	0	0	0	75	2	0	77	200
8:45 AM	0	0	1	0	1	0	103	2	0	105	1	1	0	0	2	0	71	0	0	71	179
Hourly Total	6	5	2	0	13	1	504	3	0	508	1	3	1	0	5	0	311	2	0	313	839
9:00 AM	1	1	0	0	2	0	115	0	0	115	0	1	0	0	1	0	90	1	0	91	209
9:15 AM	2	0	0	0	2	0	118	0	0	118	3	2	0	0	5	0	73	0	0	73	198
9:30 AM	0	1	2	0	3	1	120	1	0	122	0	0	0	0	0	0	90	0	0	90	215
9:45 AM	0	4	1	0	5	0	95	1	0	96	1	0	0	0	1	0	82	0	0	82	184
Hourly Total	3	6	3	0	12	1	448	2	0	451	4	3	0	0	7	0	335	1	0	336	806
10:00 AM	0	1	0	0	1	0	97	0	0	97	1	1	1	0	3	1	84	0	0	85	186
10:15 AM	0	3	0	0	3	0	115	1	0	116	4	1	0	0	5	0	74	0	0	74	198
10:30 AM	1	0	0	0	1	1	97	1	0	99	1	1	0	0	2	0	106	0	0	106	208
10:45 AM	0	0	0	0	0	1	86	0	0	87	1	3	0	0	4	1	74	0	0	75	166
Hourly Total	1	4	0	0	5	2	395	2	0	399	7	6	1	0	14	2	338	0	0	340	758
11:00 AM	0	1	1	0	2	0	78	0	0	78	1	1	0	0	2	0	101	1	0	102	184
11:15 AM	0	0	0	0	0	0	93	2	1	96	2	0	0	0	2	0	90	0	0	90	188
11:30 AM	1	2	0	0	3	1	109	0	0	110	0	0	0	0	0	0	94	0	0	94	207
11:45 AM	0	0	0	0	0	0	74	1	0	75	2	1	0	0	3	0	90	3	0	93	171
Hourly Total	1	3	1	0	5	1	354	3	1	359	5	2	0	0	7	0	375	4	0	379	750
12:00 PM	0	2	0	0	2	1	89	2	0	92	1	2	0	0	3	0	92	1	0	93	190
12:15 PM	1	3	0	0	4	1	89	1	0	91	1	0	0	0	1	1	95	1	0	97	193
12:30 PM	0	1	1	0	2	1	87	2	0	90	0	0	1	0	1	0	72	0	0	72	165
12:45 PM	1	1	0	0	2	1	107	2	0	110	1	0	0	0	1	0	105	0	0	105	218
Hourly Total	2	7	1	0	10	4	372	7	0	383	3	2	1	0	6	1	364	2	0	367	766
1:00 PM	0	1	0	0	1	0	92	0	0	92	1	0	0	0	1	1	99	4	0	104	198
1:15 PM	1	0	1	0	2	0	142	1	1	144	1	1	0	0	2	0	101	2	0	103	251
1:30 PM	1	0	1	0	2	1	103	0	0	104	1	0	0	0	1	0	95	0	0	95	202
1:45 PM	3	0	0	0	3	0	96	0	0	96	1	1	0	0	2	1	104	2	0	107	208
Hourly Total	5	1	2	0	8	1	433	1	1	436	4	2	0	0	6	2	399	8	0	409	859
2:00 PM	0	2	1	0	3	0	80	1	0	81	0	1	0	0	1	0	100	3	0	103	188
2:15 PM	2	0	0	0	2	3	103	0	0	106	0	1	0	0	1	0	95	3	0	98	207
2:30 PM	1	0	0	0	1	0	104	0	0	104	0	2	0	0	2	0	135	1	0	136	243
2:45 PM	1	2	0	0	3	0	109	0	0	109	0	0	0	0	0	1	127	1	0	129	241
Hourly Total	4	4	1	0	9	3	396	1	0	400	0	4	0	0	4	1	457	8	0	466	879
3:00 PM	4	4	0	0	8	0	90	0	0	90	2	0	2	0	4	0	126	2	0	128	230
3:15 PM	4	1	0	0	5	1	92	0	0	93	0	3	1	0	4	0	134	2	0	136	238
3:30 PM	2	0	0	0	2	0	100	0	0	100	2	3	0	0	5	0	152	1	0	153	260
3:45 PM	1	2	0	0	3	0	136	1	0	137	2	1	0	0	3	0	159	1	0	160	303
Hourly Total	11	7	0	0	18	1	418	1	0	420	6	7	3	0	16	0	571	6	0	577	1031
4:00 PM	2	2	0	0	4	1	108	1	0	110	0	2	2	0	4	0	140	2	0	142	260
4:15 PM	0	3	0	0	3	0	107	1	0	108	1	4	0	0	5	0	149	1	0	150	266
4:30 PM	0	2	0	0	2	0	112	0	0	112	1	1	0	0	2	0	139	1	0	140	256
4:45 PM	0	3	0	0	3	0	109	0	0	109	1	0	1	0	2	1	186	0	1	188	302
Hourly Total	2	10	0	0	12	1	436	2	0	439	3	7	3	0	13	1	614	4	1	620	1084
5:00 PM	0	3	0	0	3	0	122	3	0	125	0	1	0	0	1	0	126	3	0	129	258
5:15 PM	0	2	0	0	2	0	89	0	0	89	1	1	0	0	2	1	155	1	0	157	250
5:30 PM	0	1	0	0	1	1	83	0	0	84	2	3	0	0	5	0	126	2	0	128	218

5:45 PM	0	3	2	0	5	0	69	1	0	70	0	2	0	0	2	0	83	0	0	83	160
Hourly Total	0	9	2	0	11	1	363	4	0	368	3	7	0	0	10	1	490	6	0	497	886
6:00 PM	1	0	0	0	1	2	80	1	0	83	0	0	0	0	0	0	86	1	0	87	171
6:15 PM	0	1	0	0	1	0	62	0	0	62	2	0	0	0	2	1	92	0	0	93	158
6:30 PM	2	3	0	0	5	0	54	1	0	55	1	1	0	0	2	1	73	1	0	75	137
6:45 PM	0	1	0	0	1	0	52	1	0	53	1	1	0	0	2	1	59	4	0	64	120
Hourly Total	3	5	0	0	8	2	248	3	0	253	4	2	0	0	6	3	310	6	0	319	586
7:00 PM	1	0	0	0	1	0	37	0	0	37	0	0	0	0	0	0	60	0	0	60	98
7:15 PM	0	1	0	0	1	0	44	0	0	44	0	0	0	0	0	0	54	0	0	54	99
7:30 PM	1	0	0	0	1	1	48	0	0	49	1	0	0	0	1	0	50	0	0	50	101
7:45 PM	1	1	0	0	2	0	52	0	0	52	1	0	0	0	1	0	49	1	0	50	105
Hourly Total	3	2	0	0	5	1	181	0	0	182	2	0	0	0	2	0	213	1	0	214	403
8:00 PM	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	48	0	0	48	81
8:15 PM	0	0	0	0	0	0	35	0	0	35	0	1	0	0	1	0	46	0	0	46	82
8:30 PM	0	0	0	0	0	0	34	1	0	35	0	0	0	0	0	0	31	0	0	31	66
8:45 PM	0	1	0	0	1	0	37	0	0	37	0	0	0	0	0	0	31	0	0	31	69
Hourly Total	0	1	0	0	1	0	139	1	0	140	0	1	0	0	1	0	156	0	0	156	298
9:00 PM	1	2	0	0	3	0	27	0	0	27	0	1	0	0	1	0	25	0	0	25	56
9:15 PM	1	0	0	0	1	1	40	0	0	41	0	0	0	0	0	0	27	0	0	27	69
9:30 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	28	0	0	28	47
9:45 PM	1	1	0	0	2	0	21	0	0	21	0	0	0	0	0	0	24	0	0	24	47
Hourly Total	3	3	0	0	6	1	107	0	0	108	0	1	0	0	1	0	104	0	0	104	219
10:00 PM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	27	0	0	27	57
10:15 PM	0	1	0	0	1	0	20	0	0	20	0	0	0	0	0	0	28	0	0	28	49
10:30 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	25	1	0	26	51
10:45 PM	0	0	0	0	0	0	28	0	0	28	2	1	1	0	4	1	20	0	0	21	53
Hourly Total	0	1	0	0	1	0	103	0	0	103	2	1	1	0	4	1	100	1	0	102	210
11:00 PM	0	1	0	0	1	2	16	0	0	18	0	0	0	0	0	0	22	0	0	22	41
11:15 PM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	21	0	0	21	42
11:30 PM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	35
11:45 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	22
Hourly Total	0	1	0	0	1	2	66	0	0	68	0	0	0	0	0	0	71	0	0	71	140
Grand Total	53	75	18	0	146	25	6499	35	2	6561	49	63	12	0	124	14	6223	58	1	6296	13127
Approach %	36.3	51.4	12.3	0.0	-	0.4	99.1	0.5	0.0	-	39.5	50.8	9.7	0.0	-	0.2	98.8	0.9	0.0	-	-
Total %	0.4	0.6	0.1	0.0	1.1	0.2	49.5	0.3	0.0	50.0	0.4	0.5	0.1	0.0	0.9	0.1	47.4	0.4	0.0	48.0	-
Lights	51	68	18	0	137	25	4775	34	2	4836	44	58	11	0	113	12	4621	55	1	4689	9775
% Lights	96.2	90.7	100.0	-	93.8	100.0	73.5	97.1	100.0	73.7	89.8	92.1	91.7	-	91.1	85.7	74.3	94.8	100.0	74.5	74.5
Buses	1	1	0	0	2	0	11	0	0	11	1	1	0	0	2	0	9	0	0	9	24
% Buses	1.9	1.3	0.0	-	1.4	0.0	0.2	0.0	0.0	0.2	2.0	1.6	0.0	-	1.6	0.0	0.1	0.0	0.0	0.1	0.2
Trucks	1	6	0	0	7	0	1713	1	0	1714	4	4	1	0	9	2	1593	3	0	1598	3328
% Trucks	1.9	8.0	0.0	-	4.8	0.0	26.4	2.9	0.0	26.1	8.2	6.3	8.3	-	7.3	14.3	25.6	5.2	0.0	25.4	25.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Count Name: 12 US 322 EB off/on ramps & Old Rt 322/Annabel Ln
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	Annabel Ln Southbound					322 EB on Ramp Westbound					Annabel Ln Northbound					322 EB off ramp Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	15
6:15 AM	0	0	17	0	17	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	19
6:30 AM	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	24
6:45 AM	0	1	19	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	1	71	0	72	0	0	0	0	0	1	0	0	0	1	2	0	3	0	5	78
7:00 AM	0	1	24	0	25	0	0	0	0	0	2	2	0	0	4	1	0	1	0	2	31
7:15 AM	0	0	29	0	29	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	31
7:30 AM	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	27
7:45 AM	0	0	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	28
Hourly Total	0	1	106	0	107	0	0	0	0	0	2	3	0	0	5	1	0	4	0	5	117
8:00 AM	0	0	24	0	24	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	28
8:15 AM	0	1	24	0	25	0	0	0	0	0	0	1	0	0	1	0	0	5	0	5	31
8:30 AM	0	1	23	0	24	0	0	0	0	0	1	0	0	0	1	0	1	4	0	5	30
8:45 AM	0	2	11	0	13	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	17
Hourly Total	0	4	82	0	86	0	0	0	0	0	2	2	0	0	4	1	1	14	0	16	106
Grand Total	0	6	259	0	265	0	0	0	0	0	5	5	0	0	10	4	1	21	0	26	301
Approach %	0.0	2.3	97.7	0.0	-	0.0	0.0	0.0	0.0	-	50.0	50.0	0.0	0.0	-	15.4	3.8	80.8	0.0	-	-
Total %	0.0	2.0	86.0	0.0	88.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	0.0	0.0	3.3	1.3	0.3	7.0	0.0	8.6	-
Lights	0	5	249	0	254	0	0	0	0	0	3	4	0	0	7	2	0	19	0	21	282
% Lights	-	83.3	96.1	-	95.8	-	-	-	-	-	60.0	80.0	-	-	70.0	50.0	0.0	90.5	-	80.8	93.7
Buses	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	1	0	2	5
% Buses	-	16.7	0.0	-	0.4	-	-	-	-	-	40.0	0.0	-	-	20.0	25.0	0.0	4.8	-	7.7	1.7
Trucks	0	0	10	0	10	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	14
% Trucks	-	0.0	3.9	-	3.8	-	-	-	-	-	0.0	20.0	-	-	10.0	25.0	100.0	4.8	-	11.5	4.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0

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Count Name: 13 US 322 WB off/on ramps & Old Rt 322 (traffic circle)
Site Code:
Start Date: 12/06/2022
Page No: 1

Turning Movement Data

Start Time	Old Rte 322 Southbound				322 WB Off Ramp Westbound				Annabel Ln Northbound				322 WB On Ramp Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
6:00 AM	5	14	0	19	10	0	0	10	0	0	0	0	0	0	0	0	29
6:15 AM	6	17	0	23	11	0	0	11	0	2	0	2	0	0	2	2	38
6:30 AM	10	24	0	34	6	0	2	8	0	3	0	3	0	0	0	0	45
6:45 AM	4	18	0	22	7	0	0	7	0	1	0	1	0	0	2	2	32
Hourly Total	25	73	0	98	34	0	2	36	0	6	0	6	0	0	4	4	144
7:00 AM	9	21	0	30	13	0	0	13	0	1	2	3	1	0	1	2	48
7:15 AM	10	30	0	40	13	0	0	13	0	2	0	2	0	0	0	0	55
7:30 AM	13	24	0	37	8	0	1	9	0	1	0	1	0	0	0	0	47
7:45 AM	11	28	0	39	10	0	1	11	0	1	0	1	0	0	0	0	51
Hourly Total	43	103	0	146	44	0	2	46	0	5	2	7	1	0	1	2	201
8:00 AM	14	25	0	39	7	0	0	7	0	2	2	4	0	0	0	0	50
8:15 AM	8	23	0	31	13	0	1	14	0	7	0	7	0	0	0	0	52
8:30 AM	10	26	0	36	13	0	1	14	0	4	0	4	1	0	0	1	55
8:45 AM	3	11	0	14	14	0	0	14	0	2	0	2	0	0	0	0	30
Hourly Total	35	85	0	120	47	0	2	49	0	15	2	17	1	0	0	1	187
Grand Total	103	261	0	364	125	0	6	131	0	26	4	30	2	0	5	7	532
Approach %	28.3	71.7	0.0	-	95.4	0.0	4.6	-	0.0	86.7	13.3	-	28.6	0.0	71.4	-	-
Total %	19.4	49.1	0.0	68.4	23.5	0.0	1.1	24.6	0.0	4.9	0.8	5.6	0.4	0.0	0.9	1.3	-
Lights	94	250	0	344	114	0	4	118	0	23	2	25	1	0	3	4	491
% Lights	91.3	95.8	-	94.5	91.2	-	66.7	90.1	-	88.5	50.0	83.3	50.0	-	60.0	57.1	92.3
Buses	4	0	0	4	1	0	0	1	0	2	0	2	1	0	2	3	10
% Buses	3.9	0.0	-	1.1	0.8	-	0.0	0.8	-	7.7	0.0	6.7	50.0	-	40.0	42.9	1.9
Trucks	5	11	0	16	10	0	2	12	0	1	2	3	0	0	0	0	31
% Trucks	4.9	4.2	-	4.4	8.0	-	33.3	9.2	-	3.8	50.0	10.0	0.0	-	0.0	0.0	5.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0

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Count Name: 13 US 322 WB off/on ramps & Old Rt 322 (traffic circle)
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	Old Rte 322 Southbound				322 WB off ramp Westbound				Annabel Ln Northbound				322 WB on ramp Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
3:00 PM	4	25	0	29	15	0	1	16	0	3	1	4	0	0	0	0	49
3:15 PM	2	37	0	39	11	0	1	12	0	6	0	6	0	0	0	0	57
3:30 PM	5	26	0	31	8	0	0	8	0	5	1	6	0	0	1	1	46
3:45 PM	5	27	0	32	22	0	0	22	0	7	0	7	0	0	1	1	62
Hourly Total	16	115	0	131	56	0	2	58	0	21	2	23	0	0	2	2	214
4:00 PM	7	28	0	35	9	0	0	9	0	4	0	4	0	0	0	0	48
4:15 PM	5	31	0	36	20	0	1	21	0	3	1	4	1	0	0	1	62
4:30 PM	4	20	0	24	10	0	1	11	0	7	0	7	0	0	0	0	42
4:45 PM	1	25	0	26	12	0	0	12	0	12	0	12	0	0	1	1	51
Hourly Total	17	104	0	121	51	0	2	53	0	26	1	27	1	0	1	2	203
5:00 PM	6	14	0	20	15	0	0	15	0	13	0	13	0	0	0	0	48
5:15 PM	4	24	0	28	19	0	0	19	0	7	0	7	0	0	0	0	54
5:30 PM	2	21	0	23	12	0	0	12	0	5	0	5	0	0	0	0	40
5:45 PM	1	14	0	15	10	0	1	11	0	6	0	6	0	0	0	0	32
Hourly Total	13	73	0	86	56	0	1	57	0	31	0	31	0	0	0	0	174
Grand Total	46	292	0	338	163	0	5	168	0	78	3	81	1	0	3	4	591
Approach %	13.6	86.4	0.0	-	97.0	0.0	3.0	-	0.0	96.3	3.7	-	25.0	0.0	75.0	-	-
Total %	7.8	49.4	0.0	57.2	27.6	0.0	0.8	28.4	0.0	13.2	0.5	13.7	0.2	0.0	0.5	0.7	-
Lights	39	283	0	322	155	0	5	160	0	76	2	78	1	0	2	3	563
% Lights	84.8	96.9	-	95.3	95.1	-	100.0	95.2	-	97.4	66.7	96.3	100.0	-	66.7	75.0	95.3
Buses	5	1	0	6	1	0	0	1	0	1	1	2	0	0	1	1	10
% Buses	10.9	0.3	-	1.8	0.6	-	0.0	0.6	-	1.3	33.3	2.5	0.0	-	33.3	25.0	1.7
Trucks	2	8	0	10	7	0	0	7	0	0	0	0	0	0	0	0	17
% Trucks	4.3	2.7	-	3.0	4.3	-	0.0	4.2	-	0.0	0.0	0.0	0.0	-	0.0	0.0	2.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% Bicycles on Road	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	1.3	0.0	1.2	0.0	-	0.0	0.0	0.2

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Count Name: 14 PA 144 & Old Rt 322
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 144 Southbound				Old Rte 322 Westbound				Old Rte 322 Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
12:00 AM	2	2	0	4	2	0	0	2	1	2	0	3	9
12:15 AM	0	0	0	0	3	0	0	3	0	0	0	0	3
12:30 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
12:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
Hourly Total	4	4	0	8	5	0	0	5	1	3	0	4	17
1:00 AM	3	1	0	4	1	0	0	1	0	0	0	0	5
1:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	1	0	4	2	0	0	2	0	2	0	2	8
2:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
2:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
2:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
2:45 AM	1	0	0	1	1	0	0	1	0	3	0	3	5
Hourly Total	4	1	0	5	1	0	0	1	0	6	0	6	12
3:00 AM	2	0	0	2	1	0	0	1	0	1	0	1	4
3:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:30 AM	1	0	0	1	2	0	0	2	0	0	0	0	3
3:45 AM	3	1	0	4	2	0	0	2	0	0	0	0	6
Hourly Total	7	1	0	8	5	0	0	5	0	2	0	2	15
4:00 AM	5	1	0	6	2	0	0	2	0	1	0	1	9
4:15 AM	6	2	0	8	4	0	0	4	0	1	0	1	13
4:30 AM	7	2	0	9	7	0	0	7	0	2	0	2	18
4:45 AM	1	2	0	3	8	0	0	8	0	2	0	2	13
Hourly Total	19	7	0	26	21	0	0	21	0	6	0	6	53
5:00 AM	4	1	0	5	11	0	0	11	0	4	0	4	20
5:15 AM	9	5	0	14	16	1	0	17	0	3	0	3	34
5:30 AM	9	4	0	13	13	1	0	14	0	6	0	6	33
5:45 AM	13	3	0	16	13	1	0	14	1	7	0	8	38
Hourly Total	35	13	0	48	53	3	0	56	1	20	0	21	125
6:00 AM	17	2	0	19	17	1	0	18	0	9	0	9	46
6:15 AM	23	7	0	30	24	0	0	24	3	11	0	14	68
6:30 AM	27	6	0	33	19	2	0	21	0	10	0	10	64
6:45 AM	22	4	0	26	22	2	0	24	0	10	0	10	60
Hourly Total	89	19	0	108	82	5	0	87	3	40	0	43	238
7:00 AM	30	7	0	37	20	1	0	21	1	16	0	17	75

7:15 AM	37	11	0	48	33	1	0	34	1	13	0	14	96
7:30 AM	34	11	0	45	30	5	0	35	1	9	0	10	90
7:45 AM	34	5	0	39	20	1	0	21	0	10	0	10	70
Hourly Total	135	34	0	169	103	8	0	111	3	48	0	51	331
8:00 AM	35	13	0	48	13	4	0	17	0	9	0	9	74
8:15 AM	33	5	0	38	16	2	0	18	3	19	0	22	78
8:30 AM	30	9	0	39	17	0	0	17	3	14	0	17	73
8:45 AM	14	4	0	18	7	2	0	9	2	14	0	16	43
Hourly Total	112	31	0	143	53	8	0	61	8	56	0	64	268
9:00 AM	24	7	0	31	20	1	0	21	2	8	0	10	62
9:15 AM	19	6	0	25	13	2	0	15	0	11	0	11	51
9:30 AM	30	8	0	38	16	1	0	17	3	17	0	20	75
9:45 AM	17	4	0	21	15	1	0	16	2	9	0	11	48
Hourly Total	90	25	0	115	64	5	0	69	7	45	0	52	236
10:00 AM	19	8	0	27	13	0	0	13	1	9	0	10	50
10:15 AM	16	8	0	24	11	0	0	11	0	11	0	11	46
10:30 AM	18	8	0	26	17	1	0	18	0	6	0	6	50
10:45 AM	20	6	0	26	13	1	0	14	1	9	0	10	50
Hourly Total	73	30	0	103	54	2	0	56	2	35	0	37	196
11:00 AM	20	8	0	28	14	1	0	15	0	8	0	8	51
11:15 AM	31	3	0	34	11	1	0	12	1	13	0	14	60
11:30 AM	28	12	0	40	12	3	0	15	0	14	0	14	69
11:45 AM	14	10	0	24	12	1	0	13	2	10	0	12	49
Hourly Total	93	33	0	126	49	6	0	55	3	45	0	48	229
12:00 PM	22	8	0	30	13	1	0	14	0	11	0	11	55
12:15 PM	25	10	0	35	11	2	0	13	0	15	0	15	63
12:30 PM	22	9	0	31	19	0	0	19	1	12	0	13	63
12:45 PM	32	6	0	38	14	2	0	16	1	18	0	19	73
Hourly Total	101	33	0	134	57	5	0	62	2	56	0	58	254
1:00 PM	16	17	0	33	20	1	0	21	1	10	0	11	65
1:15 PM	23	12	0	35	16	0	0	16	2	10	0	12	63
1:30 PM	31	14	0	45	17	1	0	18	2	16	0	18	81
1:45 PM	27	10	0	37	14	0	0	14	1	13	0	14	65
Hourly Total	97	53	0	150	67	2	0	69	6	49	0	55	274
2:00 PM	18	14	0	32	18	1	0	19	1	10	0	11	62
2:15 PM	32	18	0	50	13	2	0	15	1	9	0	10	75
2:30 PM	22	17	0	39	19	4	0	23	0	18	0	18	80
2:45 PM	26	9	0	35	13	2	0	15	1	19	0	20	70
Hourly Total	98	58	0	156	63	9	0	72	3	56	0	59	287
3:00 PM	24	11	0	35	24	1	0	25	1	18	0	19	79
3:15 PM	35	13	0	48	23	2	0	25	1	15	0	16	89
3:30 PM	31	18	0	49	16	2	0	18	0	14	0	14	81
3:45 PM	31	20	0	51	31	1	0	32	1	28	0	29	112
Hourly Total	121	62	0	183	94	6	0	100	3	75	0	78	361
4:00 PM	31	20	0	51	21	3	0	24	0	14	0	14	89
4:15 PM	32	22	0	54	34	1	0	35	2	23	0	25	114
4:30 PM	23	13	0	36	13	0	0	13	0	17	0	17	66
4:45 PM	27	15	0	42	18	0	0	18	7	19	0	26	86
Hourly Total	113	70	0	183	86	4	0	90	9	73	0	82	355
5:00 PM	20	12	0	32	17	2	0	19	3	24	0	27	78
5:15 PM	23	10	0	33	23	3	0	26	1	24	0	25	84
5:30 PM	22	11	0	33	21	1	0	22	0	17	0	17	72

5:45 PM	16	10	0	26	13	0	0	13	1	16	0	17	56
Hourly Total	81	43	0	124	74	6	0	80	5	81	0	86	290
6:00 PM	14	9	0	23	12	1	0	13	2	6	0	8	44
6:15 PM	13	9	0	22	14	0	0	14	0	13	0	13	49
6:30 PM	12	3	0	15	14	0	0	14	2	7	0	9	38
6:45 PM	8	5	0	13	10	0	0	10	1	1	0	2	25
Hourly Total	47	26	0	73	50	1	0	51	5	27	0	32	156
7:00 PM	13	4	0	17	5	0	0	5	1	9	0	10	32
7:15 PM	13	5	0	18	5	0	0	5	2	2	0	4	27
7:30 PM	2	6	0	8	3	1	0	4	1	7	0	8	20
7:45 PM	13	1	0	14	7	0	0	7	0	5	0	5	26
Hourly Total	41	16	0	57	20	1	0	21	4	23	0	27	105
8:00 PM	6	5	0	11	5	0	0	5	0	5	0	5	21
8:15 PM	11	8	0	19	3	0	0	3	0	3	0	3	25
8:30 PM	7	3	0	10	3	0	0	3	0	10	0	10	23
8:45 PM	8	3	0	11	4	0	0	4	0	4	0	4	19
Hourly Total	32	19	0	51	15	0	0	15	0	22	0	22	88
9:00 PM	13	8	0	21	6	0	0	6	1	5	0	6	33
9:15 PM	5	2	0	7	7	0	0	7	0	7	0	7	21
9:30 PM	4	2	0	6	6	0	0	6	0	4	0	4	16
9:45 PM	2	1	0	3	6	0	0	6	0	4	0	4	13
Hourly Total	24	13	0	37	25	0	0	25	1	20	0	21	83
10:00 PM	5	3	0	8	7	1	0	8	0	3	0	3	19
10:15 PM	4	5	0	9	1	0	0	1	1	6	0	7	17
10:30 PM	1	4	0	5	4	0	0	4	0	3	0	3	12
10:45 PM	2	1	0	3	2	0	0	2	0	4	0	4	9
Hourly Total	12	13	0	25	14	1	0	15	1	16	0	17	57
11:00 PM	3	6	0	9	2	0	0	2	0	2	0	2	13
11:15 PM	4	2	0	6	0	0	0	0	0	1	0	1	7
11:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
11:45 PM	1	0	0	1	1	0	0	1	0	3	0	3	5
Hourly Total	8	9	0	17	3	0	0	3	0	7	0	7	27
Grand Total	1439	614	0	2053	1060	72	0	1132	67	813	0	880	4065
Approach %	70.1	29.9	0.0	-	93.6	6.4	0.0	-	7.6	92.4	0.0	-	-
Total %	35.4	15.1	0.0	50.5	26.1	1.8	0.0	27.8	1.6	20.0	0.0	21.6	-
Lights	1344	593	0	1937	1005	64	0	1069	66	758	0	824	3830
% Lights	93.4	96.6	-	94.3	94.8	88.9	-	94.4	98.5	93.2	-	93.6	94.2
Buses	11	0	0	11	0	1	0	1	1	12	0	13	25
% Buses	0.8	0.0	-	0.5	0.0	1.4	-	0.1	1.5	1.5	-	1.5	0.6
Trucks	84	21	0	105	55	7	0	62	0	43	0	43	210
% Trucks	5.8	3.4	-	5.1	5.2	9.7	-	5.5	0.0	5.3	-	4.9	5.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
595 Skippack Pike
Suite 400
Blue Bell, Pennsylvania, United States 19422
215 367 5535 miked@driveengineering.com

Count Name: 16 PA 144 & PA 192/Church St
Site Code:
Start Date: 12/06/2022

Turning Movement Data

Start Time	PA 144 Southbound						E Church St Westbound						PA 144 Northbound						W Church Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 AM	0	4	1	0	0	5	0	1	0	0	0	1	0	2	0	0	0	2	1	0	0	0	0	1	9
12:15 AM	0	5	1	0	0	6	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	11
12:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6
12:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Hourly Total	0	15	2	0	0	17	1	1	0	0	0	2	0	8	1	0	0	9	1	0	0	0	0	1	29
1:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	5
1:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	1	2	0	0	0	3	0	0	0	0	0	0	5
1:30 AM	0	3	1	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	6
1:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
Hourly Total	0	8	1	0	0	9	0	0	2	0	0	2	4	3	1	0	0	8	0	0	0	0	0	0	19
2:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
2:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	5	0	0	1	0	0	1	8
Hourly Total	0	3	1	0	0	4	0	0	0	0	0	0	2	5	0	0	0	7	0	0	1	0	0	1	12
3:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4
3:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	5
3:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	4	0	0	0	5	0	0	0	0	0	0	7
3:45 AM	0	5	0	0	0	5	2	0	1	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	13
Hourly Total	0	8	0	0	0	8	2	0	4	0	0	6	2	13	0	0	0	15	0	0	0	0	0	0	29
4:00 AM	0	5	0	0	0	5	1	0	0	0	0	1	0	5	0	0	0	5	0	0	0	0	0	0	11
4:15 AM	1	7	0	0	0	8	2	0	3	0	0	5	0	7	0	0	0	7	0	0	0	0	0	0	20
4:30 AM	0	6	0	0	0	6	4	0	1	0	0	5	2	15	1	0	0	18	2	0	1	0	0	3	32
4:45 AM	0	8	0	0	0	8	4	1	1	0	0	6	3	10	0	0	0	13	0	0	0	0	0	0	27
Hourly Total	1	26	0	0	0	27	11	1	5	0	0	17	5	37	1	0	0	43	2	0	1	0	0	3	90
5:00 AM	1	6	1	0	0	8	1	0	6	0	0	7	8	18	0	0	0	26	0	0	0	0	0	0	41
5:15 AM	0	15	2	0	0	17	4	2	6	0	0	12	4	29	0	0	0	33	1	0	1	0	0	2	64
5:30 AM	0	14	2	0	0	16	6	0	7	0	0	13	5	29	0	0	0	34	1	0	3	0	0	4	67
5:45 AM	1	14	1	0	0	16	2	1	9	0	0	12	3	21	1	0	0	25	1	0	3	0	0	4	57
Hourly Total	2	49	6	0	0	57	13	3	28	0	0	44	20	97	1	0	0	118	3	0	7	0	0	10	229
6:00 AM	0	26	2	0	0	28	9	0	12	0	0	21	3	38	1	0	0	42	3	0	1	0	0	4	95
6:15 AM	1	26	0	0	0	27	7	1	14	0	0	22	4	50	1	0	0	55	2	2	3	0	0	7	111
6:30 AM	0	38	5	0	0	43	20	2	16	0	0	38	9	56	0	0	0	65	1	0	2	0	0	3	149
6:45 AM	1	38	5	0	0	44	9	1	12	0	0	22	19	52	3	0	0	74	4	0	0	0	0	4	144
Hourly Total	2	128	12	0	0	142	45	4	54	0	0	103	35	196	5	0	0	236	10	2	6	0	0	18	499

7:00 AM	1	50	4	0	0	55	22	2	20	0	0	44	11	46	4	0	0	61	5	0	7	0	0	12	172
7:15 AM	1	40	4	0	0	45	19	9	23	0	0	51	13	73	0	0	0	86	6	4	3	0	0	13	195
7:30 AM	3	51	7	0	0	61	27	5	30	0	0	62	13	84	1	0	0	98	2	0	5	0	0	7	228
7:45 AM	2	44	6	0	0	52	20	12	30	0	0	62	6	48	0	0	0	54	4	7	8	0	0	19	187
Hourly Total	7	185	21	0	0	213	88	28	103	0	0	219	43	251	5	0	0	299	17	11	23	0	0	51	782
8:00 AM	3	45	2	0	0	50	10	4	17	0	0	31	13	46	2	0	0	61	4	6	6	0	0	16	158
8:15 AM	0	32	2	0	0	34	10	2	17	0	0	29	6	48	4	0	0	58	2	1	3	0	0	6	127
8:30 AM	2	38	3	0	0	43	14	2	10	0	0	26	10	51	4	0	0	65	6	2	3	0	0	11	145
8:45 AM	0	28	3	0	0	31	15	2	13	0	0	30	4	54	1	0	0	59	4	4	3	0	0	11	131
Hourly Total	5	143	10	0	0	158	49	10	57	0	0	116	33	199	11	0	0	243	16	13	15	0	0	44	561
9:00 AM	1	29	3	0	0	33	7	1	22	0	0	30	7	37	1	0	1	45	4	6	3	0	0	13	121
9:15 AM	2	41	5	0	0	48	5	4	15	0	0	24	8	25	3	0	0	36	4	2	0	0	0	6	114
9:30 AM	4	32	6	0	0	42	9	2	10	0	0	21	10	42	3	0	0	55	6	2	2	0	0	10	128
9:45 AM	0	37	8	0	0	45	6	5	9	0	0	20	15	44	2	0	0	61	4	3	3	0	0	10	136
Hourly Total	7	139	22	0	0	168	27	12	56	0	0	95	40	148	9	0	1	197	18	13	8	0	0	39	499
10:00 AM	0	39	3	0	0	42	8	0	11	0	0	19	6	45	3	0	0	54	6	1	1	0	0	8	123
10:15 AM	1	35	5	0	0	41	7	4	12	0	0	23	7	36	3	0	0	46	3	3	3	0	0	9	119
10:30 AM	2	39	11	0	1	52	5	5	9	0	0	19	12	31	3	0	0	46	3	4	2	0	0	9	126
10:45 AM	1	42	7	0	0	50	4	4	13	0	0	21	9	30	0	0	0	39	1	1	1	0	0	3	113
Hourly Total	4	155	26	0	1	185	24	13	45	0	0	82	34	142	9	0	0	185	13	9	7	0	0	29	481
11:00 AM	2	43	9	0	0	54	3	2	13	0	0	18	14	44	7	0	0	65	5	0	3	0	0	8	145
11:15 AM	1	47	7	0	0	55	10	2	15	0	0	27	13	40	1	0	0	54	0	1	0	0	0	1	137
11:30 AM	1	40	5	0	0	46	8	4	17	0	0	29	10	32	4	0	0	46	2	6	2	0	0	10	131
11:45 AM	4	32	11	0	0	47	8	1	6	0	0	15	15	42	4	0	2	61	5	4	4	0	2	13	136
Hourly Total	8	162	32	0	0	202	29	9	51	0	0	89	52	158	16	0	2	226	12	11	9	0	2	32	549
12:00 PM	2	43	7	0	0	52	11	4	10	0	0	25	13	41	3	0	0	57	4	6	3	0	0	13	147
12:15 PM	1	49	7	0	0	57	6	3	19	0	0	28	11	40	3	0	0	54	6	4	2	0	2	12	151
12:30 PM	1	51	5	0	0	57	9	1	15	0	0	25	11	45	6	0	0	62	3	3	1	0	2	7	151
12:45 PM	3	44	5	0	0	52	9	2	13	0	0	24	15	38	3	0	0	56	8	2	3	0	4	13	145
Hourly Total	7	187	24	0	0	218	35	10	57	0	0	102	50	164	15	0	0	229	21	15	9	0	8	45	594
1:00 PM	2	44	3	0	0	49	9	1	11	0	0	21	13	40	7	0	0	60	5	4	2	0	0	11	141
1:15 PM	1	50	8	0	0	59	7	3	14	0	0	24	8	46	3	0	0	57	5	4	0	0	0	9	149
1:30 PM	1	68	7	0	0	76	10	3	18	0	0	31	13	48	5	0	0	66	4	1	2	0	0	7	180
1:45 PM	4	48	7	0	0	59	7	1	11	0	0	19	16	34	4	0	0	54	4	4	2	0	0	10	142
Hourly Total	8	210	25	0	0	243	33	8	54	0	0	95	50	168	19	0	0	237	18	13	6	0	0	37	612
2:00 PM	5	50	12	0	0	67	5	4	16	0	0	25	10	34	6	0	0	50	3	1	3	0	0	7	149
2:15 PM	4	57	11	0	0	72	9	4	16	0	0	29	12	42	1	0	1	55	6	1	2	0	0	9	165
2:30 PM	4	63	12	0	0	79	11	8	18	0	0	37	16	37	3	0	0	56	6	4	2	0	0	12	184
2:45 PM	1	73	10	0	0	84	10	3	17	0	0	30	12	39	5	0	0	56	10	6	9	0	0	25	195
Hourly Total	14	243	45	0	0	302	35	19	67	0	0	121	50	152	15	0	1	217	25	12	16	0	0	53	693
3:00 PM	0	66	11	0	0	77	11	1	9	0	0	21	19	45	2	0	0	66	2	6	4	0	0	12	176
3:15 PM	2	65	12	0	0	79	7	6	19	0	0	32	22	54	10	1	1	87	3	6	4	0	0	13	211
3:30 PM	7	76	17	0	0	100	11	8	14	0	0	33	29	49	9	1	0	88	6	7	4	0	0	17	238
3:45 PM	5	78	21	0	0	104	15	3	27	0	0	45	28	52	8	1	2	89	9	9	6	0	0	24	262
Hourly Total	14	285	61	0	0	360	44	18	69	0	0	131	98	200	29	3	3	330	20	28	18	0	0	66	887
4:00 PM	2	65	13	0	0	80	6	4	19	0	0	29	29	65	5	0	0	99	10	8	4	0	0	22	230
4:15 PM	6	75	16	0	0	97	12	5	14	0	0	31	18	49	8	0	0	75	8	6	5	0	1	19	222
4:30 PM	4	87	26	0	0	117	19	9	28	0	0	56	32	56	6	0	1	94	4	4	5	0	4	13	280
4:45 PM	6	69	21	0	0	96	4	3	18	0	0	25	32	44	11	0	0	87	10	7	2	0	0	19	227
Hourly Total	18	296	76	0	0	390	41	21	79	0	0	141	111	214	30	0	1	355	32	25	16	0	5	73	959
5:00 PM	2	76	14	0	0	92	7	2	15	0	0	24	21	50	7	0	0	78	9	8	6	0	0	23	217
5:15 PM	5	84	18	0	0	107	4	1	9	0	0	14	21	39	6	1	3	67	5	4	1	0	0	10	198

5:30 PM	2	59	11	0	0	72	7	1	7	0	0	15	14	44	10	0	0	68	5	2	6	0	0	13	168
5:45 PM	4	52	14	0	0	70	1	3	10	0	0	14	12	42	7	0	0	61	7	2	3	0	0	12	157
Hourly Total	13	271	57	0	0	341	19	7	41	0	0	67	68	175	30	1	3	274	26	16	16	0	0	58	740
6:00 PM	3	37	10	0	0	50	0	1	13	0	0	14	9	35	6	0	2	50	7	1	2	0	1	10	124
6:15 PM	3	38	9	0	0	50	4	1	9	0	0	14	9	32	2	0	0	43	7	2	5	0	0	14	121
6:30 PM	2	34	3	0	0	39	1	1	7	0	0	9	3	35	4	0	0	42	5	0	3	0	2	8	98
6:45 PM	4	22	1	0	0	27	1	0	8	0	0	9	7	13	1	0	0	21	4	2	0	0	0	6	63
Hourly Total	12	131	23	0	0	166	6	3	37	0	0	46	28	115	13	0	2	156	23	5	10	0	3	38	406
7:00 PM	2	30	5	0	0	37	4	4	3	0	0	11	5	24	4	2	1	35	0	5	1	0	0	6	89
7:15 PM	1	33	9	0	0	43	1	0	3	0	0	4	5	27	2	0	0	34	3	0	0	0	0	3	84
7:30 PM	2	28	1	0	0	31	1	0	3	0	0	4	4	10	2	0	0	16	2	1	3	0	0	6	57
7:45 PM	1	34	6	0	0	41	2	0	4	0	0	6	9	14	5	0	0	28	2	0	2	0	1	4	79
Hourly Total	6	125	21	0	0	152	8	4	13	0	0	25	23	75	13	2	1	113	7	6	6	0	1	19	309
8:00 PM	2	29	4	0	0	35	0	1	3	0	0	4	5	15	2	0	0	22	0	1	0	0	0	1	62
8:15 PM	1	25	5	0	0	31	2	0	3	0	0	5	9	9	3	0	0	21	4	0	0	0	0	4	61
8:30 PM	2	14	6	0	0	22	0	0	3	0	0	3	6	15	1	0	0	22	2	1	1	0	0	4	51
8:45 PM	0	12	2	0	0	14	2	0	6	0	0	8	6	10	5	0	0	21	2	1	0	0	0	3	46
Hourly Total	5	80	17	0	0	102	4	1	15	0	0	20	26	49	11	0	0	86	8	3	1	0	0	12	220
9:00 PM	0	12	0	0	0	12	1	1	3	0	0	5	6	19	3	0	0	28	2	0	1	0	0	3	48
9:15 PM	1	14	0	0	0	15	2	0	0	0	0	2	4	17	3	0	0	24	0	1	0	0	0	1	42
9:30 PM	0	10	7	0	0	17	1	0	1	0	0	2	2	10	2	0	0	14	2	0	1	0	0	3	36
9:45 PM	1	10	2	0	0	13	1	4	1	0	0	6	2	10	1	0	0	13	0	0	0	0	0	0	32
Hourly Total	2	46	9	0	0	57	5	5	5	0	0	15	14	56	9	0	0	79	4	1	2	0	0	7	158
10:00 PM	0	17	0	0	0	17	1	0	1	0	0	2	6	11	1	0	0	18	0	1	0	0	0	1	38
10:15 PM	0	23	3	0	0	26	0	0	0	0	0	0	1	5	1	0	0	7	1	0	0	0	0	1	34
10:30 PM	0	8	1	0	0	9	0	0	1	0	0	1	3	6	1	0	0	10	1	0	0	0	0	1	21
10:45 PM	0	14	1	0	0	15	0	0	0	0	0	0	5	5	0	0	0	10	2	0	3	0	0	5	30
Hourly Total	0	62	5	0	0	67	1	0	2	0	0	3	15	27	3	0	0	45	4	1	3	0	0	8	123
11:00 PM	1	5	0	0	0	6	0	0	2	0	0	2	0	7	0	0	0	7	1	1	0	0	0	2	17
11:15 PM	0	6	0	0	0	6	0	0	0	0	0	0	3	6	0	0	0	9	0	1	0	0	0	1	16
11:30 PM	0	7	0	0	0	7	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	11
11:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	10
Hourly Total	1	23	0	0	0	24	0	0	4	0	0	4	4	19	0	0	0	23	1	2	0	0	0	3	54
Grand Total	136	2980	496	0	1	3612	520	177	848	0	0	1545	807	2671	246	6	14	3730	281	186	180	0	19	647	9534
Approach %	3.8	82.5	13.7	0.0	-	-	33.7	11.5	54.9	0.0	-	-	21.6	71.6	6.6	0.2	-	-	43.4	28.7	27.8	0.0	-	-	-
Total %	1.4	31.3	5.2	0.0	-	37.9	5.5	1.9	8.9	0.0	-	16.2	8.5	28.0	2.6	0.1	-	39.1	2.9	2.0	1.9	0.0	-	6.8	-
Lights	129	2911	483	0	-	3523	507	171	783	0	-	1461	755	2589	237	6	-	3587	271	179	170	0	-	620	9191
% Lights	94.9	97.7	97.4	-	-	97.5	97.5	96.6	92.3	-	-	94.6	93.6	96.9	96.3	100.0	-	96.2	96.4	96.2	94.4	-	-	95.8	96.4
Buses	2	9	2	0	-	13	4	1	17	0	-	22	6	8	0	0	-	14	3	3	2	0	-	8	57
% Buses	1.5	0.3	0.4	-	-	0.4	0.8	0.6	2.0	-	-	1.4	0.7	0.3	0.0	0.0	-	0.4	1.1	1.6	1.1	-	-	1.2	0.6
Trucks	5	60	11	0	-	76	9	5	48	0	-	62	46	73	8	0	-	127	6	4	8	0	-	18	283
% Trucks	3.7	2.0	2.2	-	-	2.1	1.7	2.8	5.7	-	-	4.0	5.7	2.7	3.3	0.0	-	3.4	2.1	2.2	4.4	-	-	2.8	3.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	1	0	0	0	-	1	3
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.4	0.0	-	0.1	0.4	0.0	0.0	-	-	0.2	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	7.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	13	-	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	92.9	-	-	-	-	-	100.0	-	-

state college area
CONNECTOR

PennDOT.gov/SCAC

APRIL 2023
COUNT DATA

Drive Engineering Corp.
595 Skippack Pike
Suite 400
Blue Bell, Pennsylvania, United States 19422
215 367 5535 ryanb@driveengineering.com

Count Name: 4 U.S. 322 Business & Earlystown Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Southbound						Boal Ave Westbound						E Main Street Northbound							Boal Ave Eastbound							
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
12:00 AM	0	1	2	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	4	5	0	0	9	17
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	0	0	6	7
12:30 AM	1	0	0	0	0	1	1	3	0	0	0	4	1	0	0	0	0	0	1	0	0	1	1	0	0	2	8
12:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	4
Hourly Total	2	1	2	0	0	5	1	8	0	0	0	9	1	0	0	1	0	0	2	0	0	10	10	0	0	20	36
1:00 AM	1	0	1	0	0	2	0	4	0	0	0	4	0	0	1	0	0	0	1	0	0	1	4	0	0	5	12
1:15 AM	2	0	0	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
1:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	3	1	0	0	4	7
1:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	1	0	0	5	7
Hourly Total	3	0	1	0	0	4	1	10	0	0	0	11	0	0	1	0	0	0	1	0	0	8	8	0	0	16	32
2:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	3	5
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:30 AM	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	2	2	0	0	4	7
Hourly Total	1	0	0	0	0	1	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	4	4	0	0	8	16
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
3:15 AM	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
3:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	2	1	1	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8
Hourly Total	5	1	1	0	0	7	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	1	4	0	0	5	16
4:00 AM	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	2	0	0	3	6
4:15 AM	3	0	2	0	0	5	2	8	0	0	0	10	0	0	0	0	0	0	0	0	0	3	1	0	0	4	19
4:30 AM	3	0	4	0	0	7	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	2	3	0	0	5	17
4:45 AM	9	0	5	0	0	14	1	7	0	0	0	8	0	0	0	0	0	0	0	0	0	4	3	0	0	7	29
Hourly Total	16	0	11	0	0	27	3	22	0	0	0	25	0	0	0	0	0	0	0	0	0	10	9	0	0	19	71
5:00 AM	6	0	2	0	0	8	0	7	0	0	0	7	0	0	0	1	0	0	1	0	0	4	1	0	0	5	21
5:15 AM	11	0	4	0	0	15	2	9	0	0	0	11	0	1	1	0	0	0	2	0	0	2	0	0	1	2	30
5:30 AM	14	0	5	0	0	19	3	11	0	0	0	14	0	0	0	0	0	0	0	0	0	2	1	0	0	3	36
5:45 AM	21	0	7	0	0	28	5	19	0	0	0	24	0	0	0	0	0	0	0	0	0	10	2	0	0	12	64
Hourly Total	52	0	18	0	0	70	10	46	0	0	0	56	0	1	1	1	0	0	3	0	0	18	4	0	1	22	151
6:00 AM	22	0	1	0	0	23	2	18	0	0	0	20	0	1	0	0	0	0	1	1	0	12	8	0	0	21	65
6:15 AM	32	0	3	0	0	35	4	29	0	0	0	33	0	0	1	0	0	0	1	1	0	14	7	0	1	22	91
6:30 AM	47	1	5	0	0	53	4	45	1	0	0	50	0	0	0	0	0	0	0	1	0	19	12	0	0	32	135
6:45 AM	47	1	9	0	0	57	13	52	1	0	0	66	0	0	2	0	0	0	2	0	0	23	19	0	0	42	167
Hourly Total	148	2	18	0	0	168	23	144	2	0	0	169	0	1	3	0	0	0	4	3	0	68	46	0	1	117	458

7:00 AM	52	3	13	0	0	68	16	57	1	0	0	74	2	1	1	0	0	0	4	1	0	22	19	0	0	42	188
7:15 AM	77	5	11	0	0	93	9	97	1	0	0	107	0	0	2	0	0	0	2	3	1	39	23	0	0	66	268
7:30 AM	89	1	12	0	0	102	16	110	2	0	0	128	0	1	0	3	0	0	4	0	0	34	25	0	4	59	293
7:45 AM	140	2	11	0	0	153	16	100	1	0	0	117	0	1	1	1	0	0	3	2	1	36	31	0	1	70	343
Hourly Total	358	11	47	0	0	416	57	364	5	0	0	426	2	3	4	4	0	0	13	6	2	131	98	0	5	237	1092
8:00 AM	91	4	18	0	0	113	12	79	4	0	0	95	0	0	2	2	0	0	4	2	0	46	23	0	0	71	283
8:15 AM	119	5	12	0	0	136	10	96	1	0	0	107	0	0	4	1	0	0	5	2	0	49	38	0	0	89	337
8:30 AM	69	0	21	0	0	90	4	70	1	0	0	75	0	1	1	3	0	0	5	0	0	59	42	0	0	101	271
8:45 AM	63	6	20	0	0	89	6	77	4	0	0	87	0	0	1	3	0	0	4	2	1	54	39	0	0	96	276
Hourly Total	342	15	71	0	0	428	32	322	10	0	0	364	0	1	8	9	0	0	18	6	1	208	142	0	0	357	1167
9:00 AM	56	1	14	0	0	71	16	67	1	0	0	84	0	1	2	3	0	0	6	1	0	46	31	0	0	78	239
9:15 AM	47	3	3	0	0	53	6	55	2	0	0	63	2	0	2	0	0	0	4	3	0	38	37	0	0	78	198
9:30 AM	48	3	4	0	0	55	8	67	1	0	0	76	0	1	1	2	0	0	4	2	0	40	34	0	0	76	211
9:45 AM	57	6	6	0	0	69	13	58	1	0	0	72	5	0	4	1	0	0	10	3	0	33	31	0	0	67	218
Hourly Total	208	13	27	0	0	248	43	247	5	0	0	295	7	2	9	6	0	0	24	9	0	157	133	0	0	299	866
10:00 AM	30	2	6	0	0	38	9	48	2	0	0	59	1	0	1	3	0	0	5	0	2	37	35	0	1	74	176
10:15 AM	48	3	10	0	0	61	9	48	0	0	0	57	3	0	1	1	0	0	5	0	5	43	39	0	0	87	210
10:30 AM	45	2	6	0	0	53	6	57	2	0	0	65	1	1	8	1	0	0	11	0	2	36	38	0	0	76	205
10:45 AM	44	6	8	0	0	58	6	43	2	0	0	51	2	0	4	3	0	0	9	0	4	58	36	0	1	98	216
Hourly Total	167	13	30	0	0	210	30	196	6	0	0	232	7	1	14	8	0	0	30	0	13	174	148	0	2	335	807
11:00 AM	45	6	14	0	0	65	13	59	1	0	0	73	0	0	7	4	0	2	11	1	0	52	39	0	1	92	241
11:15 AM	38	3	8	0	0	49	11	52	3	0	0	66	1	0	2	1	0	0	4	3	1	53	47	0	0	104	223
11:30 AM	48	4	11	0	0	63	8	42	1	0	0	51	1	2	5	2	0	0	10	3	0	53	45	0	0	101	225
11:45 AM	43	5	24	0	0	72	14	60	2	0	0	76	1	0	2	1	0	0	4	2	2	80	52	0	0	136	288
Hourly Total	174	18	57	0	0	249	46	213	7	0	0	266	3	2	16	8	0	2	29	9	3	238	183	0	1	433	977
12:00 PM	29	2	6	0	0	37	9	57	1	0	0	67	1	0	8	3	0	0	12	3	0	68	56	0	0	127	243
12:15 PM	31	3	10	0	0	44	13	50	1	0	0	64	0	1	1	1	0	0	3	5	0	55	53	0	0	113	224
12:30 PM	46	1	10	0	0	57	14	53	0	0	0	67	1	1	4	5	0	0	11	3	1	50	40	0	1	94	229
12:45 PM	47	3	10	0	0	60	10	62	4	0	0	76	0	1	1	4	0	0	6	2	0	55	42	0	0	99	241
Hourly Total	153	9	36	0	0	198	46	222	6	0	0	274	2	3	14	13	0	0	32	13	1	228	191	0	1	433	937
1:00 PM	40	3	19	0	0	62	18	54	3	0	0	75	2	1	0	4	0	0	7	1	1	55	38	0	0	95	239
1:15 PM	42	4	10	0	2	56	19	54	2	0	0	75	0	1	3	2	0	0	6	1	0	46	50	0	0	97	234
1:30 PM	43	5	9	0	0	57	21	65	1	0	0	87	2	2	6	3	0	0	13	0	0	59	39	0	0	98	255
1:45 PM	37	7	8	0	0	52	9	49	1	0	0	59	0	5	3	0	0	0	8	2	0	54	37	0	0	93	212
Hourly Total	162	19	46	0	2	227	67	222	7	0	0	296	4	9	12	9	0	0	34	4	1	214	164	0	0	383	940
2:00 PM	58	3	8	0	0	69	13	57	3	0	0	73	1	1	5	1	0	0	8	4	0	65	44	0	0	113	263
2:15 PM	33	4	9	0	0	46	11	53	2	0	0	66	2	1	7	3	0	0	13	4	1	78	51	0	0	134	259
2:30 PM	41	4	14	0	0	59	7	44	2	0	0	53	1	2	3	0	0	0	6	2	0	84	58	0	0	144	262
2:45 PM	50	4	8	0	0	62	15	58	1	0	0	74	1	2	3	2	0	0	8	3	0	81	52	0	0	136	280
Hourly Total	182	15	39	0	0	236	46	212	8	0	0	266	5	6	18	6	0	0	35	13	1	308	205	0	0	527	1064
3:00 PM	43	3	7	0	0	53	11	46	2	0	0	59	1	0	5	0	1	0	7	2	0	75	64	0	0	141	260
3:15 PM	37	2	8	0	0	47	7	45	3	0	0	55	3	0	6	2	0	0	11	1	0	81	84	0	0	166	279
3:30 PM	37	4	17	0	0	58	8	67	0	0	0	75	3	1	8	1	0	0	13	1	0	80	67	0	0	148	294
3:45 PM	35	11	7	0	0	53	9	69	6	0	0	84	1	2	2	3	0	0	8	3	0	89	72	0	0	164	309
Hourly Total	152	20	39	0	0	211	35	227	11	0	0	273	8	3	21	6	1	0	39	7	0	325	287	0	0	619	1142
4:00 PM	41	7	14	0	0	62	21	60	0	0	0	81	1	1	8	4	0	0	14	7	1	99	94	0	0	201	358
4:15 PM	47	8	10	0	0	65	13	51	3	0	0	67	1	2	4	4	0	0	11	4	1	99	80	0	0	184	327
4:30 PM	51	3	18	0	0	72	18	62	6	0	0	86	2	0	6	0	0	1	8	3	1	118	99	0	1	221	387
4:45 PM	48	9	7	0	0	64	23	72	3	0	0	98	2	0	7	3	0	0	12	4	1	80	92	0	2	177	351
Hourly Total	187	27	49	0	0	263	75	245	12	0	0	332	6	3	25	11	0	1	45	18	4	396	365	0	3	783	1423
5:00 PM	38	4	14	0	0	56	28	73	3	0	0	104	2	3	5	3	0	0	13	5	1	98	94	0	0	198	371
5:15 PM	51	5	18	0	0	74	29	66	2	0	0	97	3	2	7	0	0	0	12	2	2	132	79	0	0	215	398

5:30 PM	52	3	15	0	0	70	15	68	1	0	0	84	1	0	1	4	0	0	6	5	0	76	68	0	0	149	309
5:45 PM	53	3	12	0	0	68	12	76	2	0	0	90	5	0	5	0	0	0	10	4	0	87	53	0	1	144	312
Hourly Total	194	15	59	0	0	268	84	283	8	0	0	375	11	5	18	7	0	0	41	16	3	393	294	0	1	706	1390
6:00 PM	40	5	16	0	0	61	11	61	3	0	0	75	4	0	1	0	0	0	5	3	0	72	53	0	0	128	269
6:15 PM	42	6	15	0	0	63	12	48	1	0	0	61	0	2	5	1	0	0	8	3	3	66	47	0	0	119	251
6:30 PM	28	6	16	0	0	50	12	54	2	0	0	68	3	1	7	2	0	0	13	1	1	60	49	0	0	111	242
6:45 PM	43	2	13	0	0	58	9	44	1	0	0	54	0	0	2	1	0	0	3	0	0	69	38	0	0	107	222
Hourly Total	153	19	60	0	0	232	44	207	7	0	0	258	7	3	15	4	0	0	29	7	4	267	187	0	0	465	984
7:00 PM	29	4	8	0	0	41	7	42	0	0	0	49	0	0	3	1	0	6	4	1	0	38	44	0	0	83	177
7:15 PM	20	0	11	0	0	31	6	37	1	0	0	44	0	1	3	1	0	0	5	2	0	52	51	0	0	105	185
7:30 PM	20	0	9	0	0	29	11	30	0	0	0	41	0	1	1	2	0	0	4	2	0	40	38	0	0	80	154
7:45 PM	22	1	3	0	0	26	7	32	0	0	0	39	0	1	0	1	0	1	2	3	0	31	38	0	0	72	139
Hourly Total	91	5	31	0	0	127	31	141	1	0	0	173	0	3	7	5	0	7	15	8	0	161	171	0	0	340	655
8:00 PM	15	3	2	0	0	20	7	40	0	0	0	47	0	1	0	1	0	0	2	2	0	38	29	0	0	69	138
8:15 PM	22	1	14	0	0	37	6	31	1	0	0	38	5	4	1	2	0	0	12	1	0	33	39	0	0	73	160
8:30 PM	8	2	9	0	0	19	18	58	3	0	0	79	0	0	2	0	0	0	2	2	0	30	24	0	1	56	156
8:45 PM	15	1	6	0	0	22	10	18	1	0	0	29	0	0	3	1	0	0	4	2	0	21	32	0	0	55	110
Hourly Total	60	7	31	0	0	98	41	147	5	0	0	193	5	5	6	4	0	0	20	7	0	122	124	0	1	253	564
9:00 PM	13	1	4	0	0	18	8	24	0	0	0	32	0	0	1	0	0	0	1	3	0	25	29	0	0	57	108
9:15 PM	8	0	8	0	0	16	1	18	0	0	0	19	0	0	2	0	0	0	2	1	0	24	23	0	0	48	85
9:30 PM	15	1	5	0	0	21	4	14	0	0	0	18	0	0	2	1	0	0	3	0	1	18	14	0	0	33	75
9:45 PM	11	1	1	0	0	13	3	16	0	0	0	19	0	0	0	2	0	0	2	1	0	18	10	0	0	29	63
Hourly Total	47	3	18	0	0	68	16	72	0	0	0	88	0	0	5	3	0	0	8	5	1	85	76	0	0	167	331
10:00 PM	6	1	1	0	0	8	4	16	1	0	0	21	0	0	1	0	0	0	1	0	0	10	6	0	0	16	46
10:15 PM	7	0	0	0	0	7	0	15	0	0	0	15	0	0	1	1	0	0	2	0	0	9	8	0	0	17	41
10:30 PM	4	0	0	0	0	4	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	6	6	0	0	12	28
10:45 PM	2	0	1	0	0	3	2	6	0	0	0	8	0	0	0	0	0	0	0	0	0	10	3	0	0	13	24
Hourly Total	19	1	2	0	0	22	6	49	1	0	0	56	0	0	2	1	0	0	3	0	0	35	23	0	0	58	139
11:00 PM	3	0	2	0	0	5	1	12	0	0	0	13	0	0	0	0	0	0	0	0	0	14	5	0	0	19	37
11:15 PM	3	0	1	0	0	4	3	5	0	0	0	8	0	0	0	0	0	0	0	0	0	2	8	0	0	10	22
11:30 PM	5	0	1	0	0	6	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	3	3	0	0	6	18
11:45 PM	3	0	0	0	0	3	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	4	5	0	0	9	16
Hourly Total	14	0	4	0	0	18	7	24	0	0	0	31	0	0	0	0	0	0	0	0	0	23	21	0	0	44	93
Grand Total	2890	214	697	0	2	3801	745	3633	101	0	0	4479	68	51	199	106	1	10	425	131	34	3584	2897	0	16	6646	15351
Approach %	76.0	5.6	18.3	0.0	-	-	16.6	81.1	2.3	0.0	-	-	16.0	12.0	46.8	24.9	0.2	-	-	2.0	0.5	53.9	43.6	0.0	-	-	-
Total %	18.8	1.4	4.5	0.0	-	24.8	4.9	23.7	0.7	0.0	-	29.2	0.4	0.3	1.3	0.7	0.0	-	2.8	0.9	0.2	23.3	18.9	0.0	-	43.3	-
Lights	2804	203	675	0	-	3682	717	3517	98	0	-	4332	64	49	193	103	1	-	410	129	34	3486	2819	0	-	6468	14892
% Lights	97.0	94.9	96.8	-	-	96.9	96.2	96.8	97.0	-	-	96.7	94.1	96.1	97.0	97.2	100.0	-	96.5	98.5	100.0	97.3	97.3	-	-	97.3	97.0
Buses	25	2	4	0	-	31	4	20	1	0	-	25	0	0	2	2	0	-	4	0	0	18	16	0	-	34	94
% Buses	0.9	0.9	0.6	-	-	0.8	0.5	0.6	1.0	-	-	0.6	0.0	0.0	1.0	1.9	0.0	-	0.9	0.0	0.0	0.5	0.6	-	-	0.5	0.6
Trucks	61	7	18	0	-	86	23	95	2	0	-	120	4	1	4	1	0	-	10	2	0	79	61	0	-	142	358
% Trucks	2.1	3.3	2.6	-	-	2.3	3.1	2.6	2.0	-	-	2.7	5.9	2.0	2.0	0.9	0.0	-	2.4	1.5	0.0	2.2	2.1	-	-	2.1	2.3
Bicycles on Road	0	2	0	0	-	2	1	1	0	0	-	2	0	1	0	0	0	-	1	0	0	1	1	0	-	2	7
% Bicycles on Road	0.0	0.9	0.0	-	-	0.1	0.1	0.0	0.0	-	-	0.0	0.0	2.0	0.0	0.0	0.0	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	6.3	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	-	10	-	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	93.8	-	-

Drive Engineering Corp.
595 Skippack Pike
Suite 400
Blue Bell, Pennsylvania, United States 19422
215 367 5535 ryanb@driveengineering.com

Count Name: 4 U.S. 322 Business & Earlystown Road
Site Code:
Start Date: 04/08/2023

Turning Movement Data

Start Time	PA 45 Southbound						Boal Ave Westbound						E Main Street Northbound							Boal Ave Eastbound							
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:00 AM	2	0	0	0	0	2	2	8	0	0	0	10	0	0	0	0	0	0	0	0	0	9	1	0	0	10	22
6:15 AM	2	0	0	0	0	2	3	5	0	0	0	8	0	0	0	0	0	0	0	0	0	12	4	0	0	16	26
6:30 AM	5	0	0	0	0	5	4	5	0	0	0	9	0	0	0	0	0	0	0	0	0	6	3	0	0	9	23
6:45 AM	13	0	3	0	0	16	0	11	0	0	0	11	1	0	1	0	0	0	2	1	0	9	2	0	0	12	41
Hourly Total	22	0	3	0	0	25	9	29	0	0	0	38	1	0	1	0	0	0	2	1	0	36	10	0	0	47	112
7:00 AM	13	0	3	0	0	16	0	10	0	0	0	10	0	0	1	0	0	0	1	0	0	12	0	0	0	12	39
7:15 AM	13	1	5	0	0	19	0	17	0	0	0	17	0	0	0	1	0	0	1	2	0	20	3	0	0	25	62
7:30 AM	21	2	2	0	0	25	5	27	1	0	0	33	1	0	1	0	0	0	2	0	0	17	6	0	0	23	83
7:45 AM	22	0	7	0	0	29	2	31	1	0	0	34	0	0	0	0	0	0	0	1	0	31	15	0	1	47	110
Hourly Total	69	3	17	0	0	89	7	85	2	0	0	94	1	0	2	1	0	0	4	3	0	80	24	0	1	107	294
8:00 AM	20	1	2	0	0	23	6	20	1	0	0	27	1	0	0	0	0	0	1	0	0	27	15	0	1	42	93
8:15 AM	26	2	6	0	0	34	2	20	1	0	0	23	0	0	0	0	0	0	0	0	0	28	18	0	0	46	103
8:30 AM	34	1	10	0	0	45	10	25	0	0	0	35	0	0	0	2	0	0	2	1	0	38	20	0	0	59	141
8:45 AM	31	5	16	0	0	52	8	37	1	0	0	46	0	1	3	3	0	0	7	0	0	50	32	0	4	82	187
Hourly Total	111	9	34	0	0	154	26	102	3	0	0	131	1	1	3	5	0	0	10	1	0	143	85	0	5	229	524
9:00 AM	40	0	14	0	0	54	8	46	0	0	0	54	0	4	3	1	0	0	8	2	0	59	26	0	1	87	203
9:15 AM	33	0	8	0	0	41	12	40	1	0	0	53	0	0	2	0	0	0	2	1	0	48	31	0	1	80	176
9:30 AM	44	1	5	0	0	50	8	49	1	0	0	58	0	2	0	2	0	0	4	3	0	57	34	0	3	94	206
9:45 AM	46	1	9	0	0	56	11	38	1	0	0	50	0	2	2	2	0	0	6	3	0	58	29	0	0	90	202
Hourly Total	163	2	36	0	0	201	39	173	3	0	0	215	0	8	7	5	0	0	20	9	0	222	120	0	5	351	787
10:00 AM	46	4	5	0	0	55	10	57	2	0	0	69	1	2	3	1	0	0	7	2	0	52	38	0	0	92	223
10:15 AM	46	4	7	0	0	57	8	49	0	0	0	57	1	1	1	2	0	0	5	2	0	51	35	0	0	88	207
10:30 AM	48	4	15	0	0	67	8	53	0	0	0	61	1	2	5	0	0	0	8	2	0	51	45	0	0	98	234
10:45 AM	49	6	6	0	0	61	13	53	3	0	0	69	0	1	3	3	0	0	7	1	0	67	39	0	2	107	244
Hourly Total	189	18	33	0	0	240	39	212	5	0	0	256	3	6	12	6	0	0	27	7	0	221	157	0	2	385	908
11:00 AM	44	4	6	0	0	54	9	69	6	0	0	84	1	1	3	1	0	0	6	4	0	49	38	0	0	91	235
11:15 AM	40	2	13	0	0	55	5	75	1	0	0	81	0	1	4	0	0	0	5	1	0	53	43	0	1	97	238
11:30 AM	45	4	4	0	0	53	12	56	3	0	0	71	3	7	4	1	0	0	15	2	0	59	49	0	0	110	249
11:45 AM	42	3	12	0	0	57	14	75	2	0	0	91	0	2	5	1	0	0	8	2	0	59	38	0	0	99	255
Hourly Total	171	13	35	0	0	219	40	275	12	0	0	327	4	11	16	3	0	0	34	9	0	220	168	0	1	397	977
12:00 PM	39	3	14	0	0	56	7	62	3	0	0	72	0	0	5	1	0	0	6	2	0	61	57	0	1	120	254
12:15 PM	31	1	13	0	0	45	13	75	1	0	0	89	0	0	3	1	0	0	4	3	0	58	38	0	1	99	237
12:30 PM	38	0	7	0	0	45	10	72	1	0	0	83	0	4	5	2	0	0	11	4	0	62	44	0	0	110	249
12:45 PM	42	3	9	0	0	54	14	71	2	0	0	87	0	2	0	2	0	0	4	2	0	57	53	0	1	112	257
Hourly Total	150	7	43	0	0	200	44	280	7	0	0	331	0	6	13	6	0	0	25	11	0	238	192	0	3	441	997

1:00 PM	39	4	7	0	0	50	14	70	3	0	0	87	1	0	2	0	0	1	3	2	2	70	34	0	1	108	248
1:15 PM	44	4	11	0	0	59	8	65	2	0	0	75	0	4	0	0	0	0	4	1	0	68	43	0	2	112	250
1:30 PM	36	3	12	0	0	51	17	67	2	0	0	86	2	1	0	0	0	0	3	0	0	58	43	0	2	101	241
1:45 PM	49	5	6	0	0	60	14	67	2	0	0	83	0	2	3	1	0	0	6	1	0	70	44	0	0	115	264
Hourly Total	168	16	36	0	0	220	53	269	9	0	0	331	3	7	5	1	0	1	16	4	2	266	164	0	5	436	1003
2:00 PM	29	2	8	0	0	39	15	50	0	0	0	65	0	2	3	3	0	0	8	1	0	69	52	0	0	122	234
2:15 PM	43	1	12	0	0	56	6	60	4	0	0	70	0	1	1	0	0	0	2	1	0	71	47	0	0	119	247
2:30 PM	41	2	12	0	0	55	9	80	4	0	0	93	1	1	2	3	0	0	7	4	0	58	39	0	0	101	256
2:45 PM	43	3	13	0	0	59	13	56	0	0	0	69	0	1	3	3	0	1	7	0	0	72	48	0	2	120	255
Hourly Total	156	8	45	0	0	209	43	246	8	0	0	297	1	5	9	9	0	1	24	6	0	270	186	0	2	462	992
3:00 PM	29	5	10	0	0	44	9	60	3	0	0	72	3	0	5	2	0	0	10	4	0	60	53	0	0	117	243
3:15 PM	39	5	10	0	0	54	11	60	3	0	1	74	4	1	3	0	0	1	8	0	0	58	36	0	1	94	230
3:30 PM	30	5	12	0	0	47	11	75	2	0	0	88	1	0	2	3	0	0	6	1	1	52	50	0	0	104	245
3:45 PM	39	6	10	0	0	55	10	61	1	0	0	72	0	1	3	0	0	0	4	4	0	70	32	0	1	106	237
Hourly Total	137	21	42	0	0	200	41	256	9	0	1	306	8	2	13	5	0	1	28	9	1	240	171	0	2	421	955
4:00 PM	30	6	10	0	0	46	8	60	7	0	0	75	0	3	3	0	0	0	6	3	1	64	44	0	0	112	239
4:15 PM	44	3	6	0	0	53	6	63	4	0	0	73	1	4	2	2	0	0	9	0	0	37	48	0	0	85	220
4:30 PM	29	3	6	0	0	38	11	63	1	0	0	75	2	0	2	2	0	0	6	1	0	50	46	0	0	97	216
4:45 PM	28	5	6	0	0	39	26	92	1	0	0	119	0	2	2	1	0	0	5	3	0	56	42	0	0	101	264
Hourly Total	131	17	28	0	0	176	51	278	13	0	0	342	3	9	9	5	0	0	26	7	1	207	180	0	0	395	939
5:00 PM	48	7	3	0	0	58	16	73	0	0	0	89	1	1	1	1	0	0	4	2	0	53	43	0	0	98	249
5:15 PM	54	4	7	0	0	65	10	67	4	0	0	81	2	0	2	1	0	0	5	1	0	57	50	0	0	108	259
5:30 PM	28	2	3	0	0	33	10	72	6	0	0	88	4	1	6	0	0	0	11	0	1	52	36	0	1	89	221
5:45 PM	33	4	10	0	0	47	4	51	3	0	0	58	0	2	2	2	0	0	6	5	0	54	33	0	0	92	203
Hourly Total	163	17	23	0	0	203	40	263	13	0	0	316	7	4	11	4	0	0	26	8	1	216	162	0	1	387	932
Grand Total	1630	131	375	0	0	2136	432	2468	84	0	1	2984	32	59	101	50	0	3	242	75	5	2359	1619	0	27	4058	9420
Approach %	76.3	6.1	17.6	0.0	-	-	14.5	82.7	2.8	0.0	-	-	13.2	24.4	41.7	20.7	0.0	-	-	1.8	0.1	58.1	39.9	0.0	-	-	-
Total %	17.3	1.4	4.0	0.0	-	22.7	4.6	26.2	0.9	0.0	-	31.7	0.3	0.6	1.1	0.5	0.0	-	2.6	0.8	0.1	25.0	17.2	0.0	-	43.1	-
Lights	1621	131	373	0	-	2125	427	2428	83	0	-	2938	32	52	99	49	0	-	232	73	5	2330	1606	0	-	4014	9309
% Lights	99.4	100.0	99.5	-	-	99.5	98.8	98.4	98.8	-	-	98.5	100.0	88.1	98.0	98.0	-	-	95.9	97.3	100.0	98.8	99.2	-	-	98.9	98.8
Buses	3	0	1	0	-	4	2	9	0	0	-	11	0	1	0	1	0	-	2	0	0	12	4	0	-	16	33
% Buses	0.2	0.0	0.3	-	-	0.2	0.5	0.4	0.0	-	-	0.4	0.0	1.7	0.0	2.0	-	-	0.8	0.0	0.0	0.5	0.2	-	-	0.4	0.4
Trucks	5	0	1	0	-	6	2	29	0	0	-	31	0	0	1	0	0	-	1	2	0	17	9	0	-	28	66
% Trucks	0.3	0.0	0.3	-	-	0.3	0.5	1.2	0.0	-	-	1.0	0.0	0.0	1.0	0.0	-	-	0.4	2.7	0.0	0.7	0.6	-	-	0.7	0.7
Bicycles on Road	1	0	0	0	-	1	1	2	1	0	-	4	0	6	1	0	0	-	7	0	0	0	0	0	-	0	12
% Bicycles on Road	0.1	0.0	0.0	-	-	0.0	0.2	0.1	1.2	-	-	0.1	0.0	10.2	1.0	0.0	-	-	2.9	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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Count Name: 8 U.S. 322 & Elks Club Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	Elks Club Road Southbound					US 322 Westbound					Bear Meadows Road Northbound					US 322 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
12:00 AM	1	0	0	0	1	0	20	0	0	20	0	0	0	0	0	0	15	0	0	15	36
12:15 AM	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	2	17	0	0	19	33
12:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	12	0	0	13	21
12:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	1	20	0	0	21	31
Hourly Total	1	0	0	0	1	0	51	0	0	51	1	0	0	0	1	4	64	0	0	68	121
1:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	18	0	0	18	30
1:15 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	21
1:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	25
1:45 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	24
Hourly Total	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	51	0	0	51	100
2:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	14
2:15 AM	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	25
2:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
2:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	15	0	0	15	31
Hourly Total	0	0	1	0	1	0	36	0	0	36	0	0	0	0	0	0	51	0	0	51	88
3:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	21
3:15 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	6	0	0	6	22
3:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	22
3:45 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	23	0	0	23	38
Hourly Total	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	49	0	0	49	103
4:00 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	14	0	0	14	30
4:15 AM	0	0	0	0	0	0	33	0	0	33	0	0	1	0	1	0	22	0	0	22	56
4:30 AM	0	0	0	0	0	0	37	1	0	38	0	0	0	0	0	0	20	0	0	20	58
4:45 AM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	16	0	0	16	46
Hourly Total	0	0	0	0	0	0	116	1	0	117	0	0	1	0	1	0	72	0	0	72	190
5:00 AM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	32	0	0	32	68
5:15 AM	0	0	0	0	0	1	39	0	0	40	0	0	0	0	0	0	36	1	0	37	77
5:30 AM	0	0	1	0	1	0	77	0	0	77	1	0	2	0	3	0	31	0	0	31	112
5:45 AM	0	0	0	0	0	1	72	1	0	74	0	0	2	0	2	0	41	0	0	41	117
Hourly Total	0	0	1	0	1	2	224	1	0	227	1	0	4	0	5	0	140	1	0	141	374
6:00 AM	0	0	2	0	2	1	77	0	0	78	0	0	1	0	1	0	67	1	0	68	149
6:15 AM	0	1	1	0	2	0	106	0	0	106	0	0	3	0	3	0	65	0	0	65	176
6:30 AM	1	1	1	0	3	0	158	1	0	159	1	0	5	0	6	1	66	1	0	68	236
6:45 AM	3	0	4	0	7	1	129	1	0	131	1	0	2	0	3	0	79	2	0	81	222
Hourly Total	4	2	8	0	14	2	470	2	0	474	2	0	11	0	13	1	277	4	0	282	783
7:00 AM	1	0	2	0	3	1	160	0	0	161	1	0	1	0	2	1	98	2	0	101	267

7:15 AM	3	0	1	0	4	2	185	0	0	187	2	0	4	0	6	3	118	2	0	123	320
7:30 AM	3	0	3	0	6	2	230	1	0	233	0	1	8	0	9	3	88	2	0	93	341
7:45 AM	3	0	2	0	5	0	211	0	0	211	0	0	4	0	4	3	65	0	0	68	288
Hourly Total	10	0	8	0	18	5	786	1	0	792	3	1	17	0	21	10	369	6	0	385	1216
8:00 AM	1	0	1	0	2	0	171	0	0	171	1	0	5	0	6	5	102	3	0	110	289
8:15 AM	0	0	3	0	3	0	147	0	0	147	1	0	13	0	14	5	88	3	0	96	260
8:30 AM	1	1	0	0	2	2	144	1	0	147	0	0	9	0	9	6	88	5	0	99	257
8:45 AM	4	1	0	0	5	3	136	0	0	139	0	1	5	0	6	7	116	3	0	126	276
Hourly Total	6	2	4	0	12	5	598	1	0	604	2	1	32	0	35	23	394	14	0	431	1082
9:00 AM	2	2	3	0	7	1	119	1	0	121	1	0	7	0	8	5	100	1	0	106	242
9:15 AM	3	0	4	0	7	1	96	2	1	100	1	0	7	0	8	2	84	0	0	86	201
9:30 AM	0	0	1	0	1	0	116	0	0	116	0	1	6	0	7	7	98	1	0	106	230
9:45 AM	2	2	0	0	4	1	130	1	0	132	1	0	3	1	5	3	104	5	0	112	253
Hourly Total	7	4	8	0	19	3	461	4	1	469	3	1	23	1	28	17	386	7	0	410	926
10:00 AM	1	0	1	0	2	3	131	2	0	136	2	1	4	0	7	6	83	2	0	91	236
10:15 AM	1	0	2	0	3	1	105	0	0	106	0	1	2	0	3	6	109	5	0	120	232
10:30 AM	1	0	1	0	2	2	128	2	0	132	0	0	7	0	7	3	110	2	0	115	256
10:45 AM	1	0	0	0	1	0	102	0	0	102	1	3	3	0	7	4	94	5	0	103	213
Hourly Total	4	0	4	0	8	6	466	4	0	476	3	5	16	0	24	19	396	14	0	429	937
11:00 AM	2	0	1	0	3	2	103	1	0	106	1	0	6	0	7	2	108	4	0	114	230
11:15 AM	2	0	1	0	3	1	78	2	0	81	0	0	7	0	7	4	118	2	0	124	215
11:30 AM	1	0	4	0	5	0	115	0	0	115	0	1	7	0	8	3	96	3	0	102	230
11:45 AM	1	1	0	0	2	2	114	0	0	116	0	1	5	0	6	11	113	6	0	130	254
Hourly Total	6	1	6	0	13	5	410	3	0	418	1	2	25	0	28	20	435	15	0	470	929
12:00 PM	1	0	0	0	1	3	102	0	0	105	1	0	3	0	4	6	119	1	0	126	236
12:15 PM	0	0	1	0	1	0	124	1	0	125	0	2	3	0	5	6	115	4	0	125	256
12:30 PM	2	0	1	0	3	2	120	0	0	122	0	1	4	0	5	5	126	4	0	135	265
12:45 PM	0	0	0	0	0	0	113	0	0	113	1	0	6	0	7	4	134	1	0	139	259
Hourly Total	3	0	2	0	5	5	459	1	0	465	2	3	16	0	21	21	494	10	0	525	1016
1:00 PM	1	0	0	0	1	0	103	2	0	105	0	1	7	0	8	5	123	2	0	130	244
1:15 PM	2	1	1	0	4	0	116	0	0	116	0	0	5	0	5	8	120	2	0	130	255
1:30 PM	6	0	3	0	9	3	106	0	0	109	1	0	6	0	7	7	131	6	0	144	269
1:45 PM	1	1	0	0	2	1	112	0	0	113	1	2	9	0	12	9	127	4	0	140	267
Hourly Total	10	2	4	0	16	4	437	2	0	443	2	3	27	0	32	29	501	14	0	544	1035
2:00 PM	3	0	0	0	3	1	160	1	0	162	1	0	5	0	6	2	129	3	0	134	305
2:15 PM	3	0	1	0	4	2	145	1	0	148	1	1	9	0	11	13	143	7	0	163	326
2:30 PM	4	0	0	0	4	5	125	0	0	130	1	0	6	0	7	8	180	3	0	191	332
2:45 PM	2	2	1	0	5	0	102	0	0	102	1	0	3	0	4	6	172	6	0	184	295
Hourly Total	12	2	2	0	16	8	532	2	0	542	4	1	23	0	28	29	624	19	0	672	1258
3:00 PM	3	0	1	0	4	2	120	0	0	122	1	2	9	0	12	8	184	4	0	196	334
3:15 PM	4	0	0	0	4	1	103	0	0	104	1	1	6	0	8	8	189	4	0	201	317
3:30 PM	2	0	0	0	2	2	146	0	0	148	2	2	3	0	7	15	199	9	0	223	380
3:45 PM	1	0	1	0	2	4	127	1	0	132	0	1	6	0	7	15	173	5	0	193	334
Hourly Total	10	0	2	0	12	9	496	1	0	506	4	6	24	0	34	46	745	22	0	813	1365
4:00 PM	1	0	1	0	2	2	142	0	0	144	2	3	9	0	14	17	218	9	0	244	404
4:15 PM	1	2	0	0	3	3	151	1	0	155	1	1	16	0	18	17	206	3	0	226	402
4:30 PM	2	2	3	0	7	3	148	2	0	153	1	1	7	0	9	13	204	5	0	222	391
4:45 PM	11	0	0	0	11	1	164	1	0	166	2	2	13	0	17	11	207	3	0	221	415
Hourly Total	15	4	4	0	23	9	605	4	0	618	6	7	45	0	58	58	835	20	0	913	1612
5:00 PM	2	0	1	0	3	5	116	0	0	121	0	0	4	0	4	12	200	6	0	218	346
5:15 PM	3	2	1	0	6	1	124	1	0	126	1	1	6	0	8	24	244	3	0	271	411
5:30 PM	4	2	1	0	7	1	132	0	0	133	1	2	8	0	11	12	165	3	0	180	331

5:45 PM	3	1	0	0	4	0	100	3	0	103	0	1	9	0	10	10	147	3	0	160	277
Hourly Total	12	5	3	0	20	7	472	4	0	483	2	4	27	0	33	58	756	15	0	829	1365
6:00 PM	2	0	0	0	2	1	91	1	0	93	0	1	6	0	7	7	104	3	0	114	216
6:15 PM	2	1	5	0	8	2	112	0	0	114	0	3	8	0	11	10	115	2	0	127	260
6:30 PM	5	0	0	0	5	0	84	1	0	85	1	0	4	0	5	6	103	3	0	112	207
6:45 PM	9	0	0	0	9	2	78	1	0	81	0	4	4	0	8	2	100	2	0	104	202
Hourly Total	18	1	5	0	24	5	365	3	0	373	1	8	22	0	31	25	422	10	0	457	885
7:00 PM	4	0	0	0	4	2	88	0	0	90	0	0	7	0	7	5	98	3	0	106	207
7:15 PM	4	1	0	0	5	0	81	0	0	81	0	1	9	0	10	2	100	4	0	106	202
7:30 PM	2	0	0	0	2	2	66	2	0	70	1	2	8	0	11	8	70	1	0	79	162
7:45 PM	2	0	0	0	2	1	61	0	0	62	0	1	5	0	6	7	79	1	0	87	157
Hourly Total	12	1	0	0	13	5	296	2	0	303	1	4	29	0	34	22	347	9	0	378	728
8:00 PM	2	1	0	0	3	1	60	0	0	61	1	2	18	0	21	5	76	0	0	81	166
8:15 PM	6	0	1	0	7	0	52	0	0	52	0	0	6	0	6	1	62	0	0	63	128
8:30 PM	1	0	0	0	1	1	69	0	0	70	0	0	3	0	3	1	61	6	0	68	142
8:45 PM	2	0	0	0	2	0	47	0	0	47	0	1	2	0	3	3	49	1	0	53	105
Hourly Total	11	1	1	0	13	2	228	0	0	230	1	3	29	0	33	10	248	7	0	265	541
9:00 PM	2	0	0	0	2	0	42	0	0	42	0	1	1	0	2	0	60	1	0	61	107
9:15 PM	1	0	0	0	1	0	64	0	0	64	0	0	2	0	2	2	45	1	0	48	115
9:30 PM	1	1	0	0	2	0	40	0	0	40	0	0	0	0	0	3	39	2	0	44	86
9:45 PM	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	3	35	1	0	39	78
Hourly Total	4	1	0	0	5	0	184	0	0	184	0	1	4	0	5	8	179	5	0	192	386
10:00 PM	1	0	1	0	2	1	28	0	0	29	0	0	0	0	0	2	36	0	0	38	69
10:15 PM	1	0	0	0	1	0	31	0	0	31	0	0	0	0	0	1	23	0	0	24	56
10:30 PM	0	0	0	0	0	0	32	0	0	32	0	0	3	0	3	1	22	0	0	23	58
10:45 PM	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	1	17	0	0	18	44
Hourly Total	2	0	1	0	3	2	116	0	0	118	0	0	3	0	3	5	98	0	0	103	227
11:00 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	1	27	1	0	29	49
11:15 PM	2	0	2	0	4	0	11	0	0	11	0	0	2	0	2	0	25	1	0	26	43
11:30 PM	0	0	0	0	0	0	19	0	0	19	0	0	1	0	1	0	27	0	0	27	47
11:45 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	19	0	0	19	39
Hourly Total	2	0	2	0	4	0	70	0	0	70	0	0	3	0	3	1	98	2	0	101	178
Grand Total	149	26	66	0	241	84	7981	36	1	8102	39	50	381	1	471	406	8031	194	0	8631	17445
Approach %	61.8	10.8	27.4	0.0	-	1.0	98.5	0.4	0.0	-	8.3	10.6	80.9	0.2	-	4.7	93.0	2.2	0.0	-	-
Total %	0.9	0.1	0.4	0.0	1.4	0.5	45.7	0.2	0.0	46.4	0.2	0.3	2.2	0.0	2.7	2.3	46.0	1.1	0.0	49.5	-
Lights	146	25	63	0	234	80	6255	32	1	6368	31	44	369	1	445	388	6299	191	0	6878	13925
% Lights	98.0	96.2	95.5	-	97.1	95.2	78.4	88.9	100.0	78.6	79.5	88.0	96.9	100.0	94.5	95.6	78.4	98.5	-	79.7	79.8
Buses	1	0	0	0	1	0	33	0	0	33	4	3	4	0	11	11	33	0	0	44	89
% Buses	0.7	0.0	0.0	-	0.4	0.0	0.4	0.0	0.0	0.4	10.3	6.0	1.0	0.0	2.3	2.7	0.4	0.0	-	0.5	0.5
Trucks	2	1	3	0	6	4	1692	4	0	1700	3	2	6	0	11	7	1699	3	0	1709	3426
% Trucks	1.3	3.8	4.5	-	2.5	4.8	21.2	11.1	0.0	21.0	7.7	4.0	1.6	0.0	2.3	1.7	21.2	1.5	-	19.8	19.6
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	1	1	2	0	4	0	0	0	0	0	5
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	2.6	2.0	0.5	0.0	0.8	0.0	0.0	0.0	-	0.0	0.0

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Count Name: 8 U.S. 322 & Elks Club Road
Site Code:
Start Date: 04/08/2023

Turning Movement Data

Start Time	Elks Club Road Southbound					US 322 Westbound					Bear Meadows Road Northbound					US 322 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	2	1	1	0	4	0	26	0	0	26	0	0	1	0	1	0	23	0	0	23	54
6:15 AM	0	1	0	0	1	1	23	0	0	24	0	0	0	0	0	1	25	0	0	26	51
6:30 AM	0	0	0	0	0	0	29	0	0	29	1	0	0	0	1	0	25	0	0	25	55
6:45 AM	2	0	1	0	3	0	32	0	0	32	0	0	0	0	0	0	26	4	0	30	65
Hourly Total	4	2	2	0	8	1	110	0	0	111	1	0	1	0	2	1	99	4	0	104	225
7:00 AM	0	0	1	0	1	0	40	0	0	40	0	0	0	0	0	6	28	0	0	34	75
7:15 AM	4	0	2	0	6	0	55	0	0	55	0	0	0	0	0	1	52	0	0	53	114
7:30 AM	2	2	2	0	6	1	59	0	0	60	0	0	3	0	3	2	51	0	0	53	122
7:45 AM	1	0	1	0	2	0	68	0	0	68	0	0	2	0	2	4	65	1	0	70	142
Hourly Total	7	2	6	0	15	1	222	0	0	223	0	0	5	0	5	13	196	1	0	210	453
8:00 AM	1	0	2	0	3	1	44	0	0	45	0	0	1	0	1	1	58	1	0	60	109
8:15 AM	1	0	1	0	2	0	34	0	0	34	1	0	7	0	8	4	58	1	0	63	107
8:30 AM	0	1	2	0	3	0	62	0	0	62	1	1	3	0	5	2	95	2	0	99	169
8:45 AM	4	0	2	0	6	3	78	0	0	81	0	1	6	0	7	6	88	3	0	97	191
Hourly Total	6	1	7	0	14	4	218	0	0	222	2	2	17	0	21	13	299	7	0	319	576
9:00 AM	2	1	1	0	4	1	80	1	0	82	0	0	5	0	5	1	95	6	0	102	193
9:15 AM	4	0	3	0	7	0	95	0	0	95	2	0	4	0	6	8	104	2	0	114	222
9:30 AM	5	0	2	0	7	1	98	0	0	99	0	0	4	0	4	5	101	3	0	109	219
9:45 AM	4	0	1	0	5	2	97	1	0	100	0	0	7	0	7	5	106	3	0	114	226
Hourly Total	15	1	7	0	23	4	370	2	0	376	2	0	20	0	22	19	406	14	0	439	860
10:00 AM	3	0	1	0	4	0	106	1	0	107	0	0	10	0	10	7	117	5	0	129	250
10:15 AM	3	0	4	0	7	1	120	0	0	121	1	0	4	0	5	7	129	2	0	138	271
10:30 AM	4	0	3	0	7	3	129	0	0	132	1	1	7	0	9	7	122	8	0	137	285
10:45 AM	5	1	3	0	9	6	135	1	0	142	0	1	4	0	5	7	141	5	0	153	309
Hourly Total	15	1	11	0	27	10	490	2	0	502	2	2	25	0	29	28	509	20	0	557	1115
11:00 AM	4	0	3	0	7	3	149	0	0	152	1	0	10	0	11	6	144	3	0	153	323
11:15 AM	4	4	1	0	9	6	147	0	0	153	0	2	9	0	11	6	132	3	0	141	314
11:30 AM	2	1	3	0	6	2	140	1	0	143	0	0	9	0	9	8	115	2	0	125	283
11:45 AM	3	0	0	0	3	2	173	1	0	176	1	2	10	0	13	9	136	2	0	147	339
Hourly Total	13	5	7	0	25	13	609	2	0	624	2	4	38	0	44	29	527	10	0	566	1259
12:00 PM	1	1	1	0	3	4	152	0	0	156	2	2	12	0	16	7	132	3	0	142	317
12:15 PM	4	0	0	0	4	2	137	3	0	142	1	0	4	0	5	6	129	1	0	136	287
12:30 PM	1	4	3	0	8	4	132	4	0	140	0	1	7	0	8	15	143	5	0	163	319
12:45 PM	2	1	1	0	4	3	133	2	0	138	0	2	10	0	12	7	126	4	0	137	291
Hourly Total	8	6	5	0	19	13	554	9	0	576	3	5	33	0	41	35	530	13	0	578	1214
1:00 PM	5	3	2	0	10	2	149	1	0	152	2	1	8	0	11	7	140	7	0	154	327

1:15 PM	3	0	0	0	3	3	136	1	0	140	0	0	7	0	7	9	142	4	0	155	305
1:30 PM	2	2	0	0	4	1	139	0	0	140	2	4	7	0	13	8	123	6	0	137	294
1:45 PM	2	2	0	0	4	4	131	1	0	136	2	1	11	0	14	14	139	4	0	157	311
Hourly Total	12	7	2	0	21	10	555	3	0	568	6	6	33	0	45	38	544	21	0	603	1237
2:00 PM	4	1	3	0	8	0	123	0	0	123	1	1	3	0	5	16	144	1	0	161	297
2:15 PM	4	0	1	0	5	7	128	2	0	137	0	2	6	0	8	11	155	7	0	173	323
2:30 PM	3	2	1	0	6	1	167	1	0	169	2	0	10	0	12	9	123	4	0	136	323
2:45 PM	1	2	2	0	5	2	138	0	0	140	1	3	7	0	11	13	142	4	0	159	315
Hourly Total	12	5	7	0	24	10	556	3	0	569	4	6	26	0	36	49	564	16	0	629	1258
3:00 PM	6	1	2	0	9	3	129	1	0	133	1	1	13	0	15	11	137	3	0	151	308
3:15 PM	1	1	0	0	2	4	126	1	0	131	1	0	15	0	16	11	158	3	0	172	321
3:30 PM	2	3	2	0	7	1	171	2	0	174	2	0	14	0	16	9	106	11	0	126	323
3:45 PM	5	0	0	0	5	0	151	1	0	152	1	0	15	0	16	16	139	7	0	162	335
Hourly Total	14	5	4	0	23	8	577	5	0	590	5	1	57	0	63	47	540	24	0	611	1287
4:00 PM	1	1	1	0	3	5	121	0	0	126	2	1	8	0	11	11	135	5	0	151	291
4:15 PM	5	0	0	0	5	4	151	2	0	157	2	2	16	0	20	9	130	6	0	145	327
4:30 PM	5	2	1	0	8	3	171	0	0	174	2	3	3	0	8	8	116	13	0	137	327
4:45 PM	5	1	2	0	8	3	185	2	0	190	3	0	11	0	14	8	126	3	0	137	349
Hourly Total	16	4	4	0	24	15	628	4	0	647	9	6	38	0	53	36	507	27	0	570	1294
5:00 PM	4	5	0	0	9	0	144	0	0	144	1	3	15	0	19	6	89	4	0	99	271
5:15 PM	4	1	1	0	6	1	168	1	0	170	1	0	11	0	12	10	112	3	0	125	313
5:30 PM	7	1	3	0	11	1	176	1	0	178	2	0	9	0	11	10	99	3	0	112	312
5:45 PM	4	0	0	0	4	1	136	0	0	137	2	1	10	0	13	9	101	4	0	114	268
Hourly Total	19	7	4	0	30	3	624	2	0	629	6	4	45	0	55	35	401	14	0	450	1164
Grand Total	141	46	66	0	253	92	5513	32	0	5637	42	36	338	0	416	343	5122	171	0	5636	11942
Approach %	55.7	18.2	26.1	0.0	-	1.6	97.8	0.6	0.0	-	10.1	8.7	81.3	0.0	-	6.1	90.9	3.0	0.0	-	-
Total %	1.2	0.4	0.6	0.0	2.1	0.8	46.2	0.3	0.0	47.2	0.4	0.3	2.8	0.0	3.5	2.9	42.9	1.4	0.0	47.2	-
Lights	139	45	65	0	249	89	5223	30	0	5342	40	33	332	0	405	341	4854	168	0	5363	11359
% Lights	98.6	97.8	98.5	-	98.4	96.7	94.7	93.8	-	94.8	95.2	91.7	98.2	-	97.4	99.4	94.8	98.2	-	95.2	95.1
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	14
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.1
Trucks	2	0	1	0	3	1	286	2	0	289	2	0	2	0	4	2	258	1	0	261	557
% Trucks	1.4	0.0	1.5	-	1.2	1.1	5.2	6.3	-	5.1	4.8	0.0	0.6	-	1.0	0.6	5.0	0.6	-	4.6	4.7
Bicycles on Road	0	1	0	0	1	2	0	0	0	2	0	3	4	0	7	0	0	2	0	2	12
% Bicycles on Road	0.0	2.2	0.0	-	0.4	2.2	0.0	0.0	-	0.0	0.0	8.3	1.2	-	1.7	0.0	0.0	1.2	-	0.0	0.1

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Count Name: 9 PA 45 & Elks Club Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Westbound				Elks Club Road Northbound				PA 45 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
12:00 AM	2	1	0	3	0	0	0	0	0	12	0	12	15
12:15 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
12:30 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
12:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
Hourly Total	7	1	0	8	0	0	0	0	0	21	0	21	29
1:00 AM	2	0	0	2	0	0	0	0	0	9	0	9	11
1:15 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
1:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
1:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Hourly Total	5	0	0	5	0	0	0	0	0	18	0	18	23
2:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
2:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
2:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
Hourly Total	4	0	0	4	0	0	0	0	0	6	0	6	10
3:00 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
3:15 AM	6	0	0	6	0	0	0	0	0	0	0	0	6
3:30 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
3:45 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
Hourly Total	16	0	0	16	0	0	0	0	0	7	0	7	23
4:00 AM	4	0	0	4	0	0	0	0	0	5	0	5	9
4:15 AM	9	0	0	9	0	0	0	0	0	3	0	3	12
4:30 AM	11	0	0	11	0	0	0	0	1	5	0	6	17
4:45 AM	11	0	0	11	0	0	0	0	0	4	0	4	15
Hourly Total	35	0	0	35	0	0	0	0	1	17	0	18	53
5:00 AM	17	0	0	17	0	0	0	0	0	2	0	2	19
5:15 AM	19	0	0	19	0	0	0	0	0	6	0	6	25
5:30 AM	48	0	0	48	0	0	0	0	1	5	0	6	54
5:45 AM	41	0	0	41	0	0	0	0	0	12	0	12	53
Hourly Total	125	0	0	125	0	0	0	0	1	25	0	26	151
6:00 AM	56	1	0	57	1	0	0	1	2	11	0	13	71
6:15 AM	73	2	0	75	0	1	0	1	0	12	0	12	88
6:30 AM	100	1	0	101	1	1	0	2	1	23	0	24	127
6:45 AM	96	4	0	100	0	2	0	2	3	36	0	39	141
Hourly Total	325	8	0	333	2	4	0	6	6	82	0	88	427
7:00 AM	103	3	0	106	2	1	0	3	1	41	0	42	151

7:15 AM	130	3	0	133	3	2	0	5	5	43	0	48	186
7:30 AM	165	2	0	167	2	5	0	7	2	41	0	43	217
7:45 AM	171	2	0	173	0	1	0	1	4	44	0	48	222
Hourly Total	569	10	0	579	7	9	0	16	12	169	0	181	776
8:00 AM	123	2	0	125	1	1	0	2	4	31	0	35	162
8:15 AM	137	3	0	140	1	1	0	2	1	49	0	50	192
8:30 AM	86	1	0	87	1	2	0	3	2	45	0	47	137
8:45 AM	80	4	0	84	1	2	0	3	3	51	0	54	141
Hourly Total	426	10	0	436	4	6	0	10	10	176	0	186	632
9:00 AM	60	4	0	64	2	3	0	5	3	40	0	43	112
9:15 AM	63	1	0	64	1	0	0	1	3	48	0	51	116
9:30 AM	60	2	0	62	1	2	0	3	3	43	0	46	111
9:45 AM	76	0	0	76	1	2	0	3	3	37	0	40	119
Hourly Total	259	7	0	266	5	7	0	12	12	168	0	180	458
10:00 AM	45	0	0	45	2	0	0	2	1	44	0	45	92
10:15 AM	56	1	0	57	3	0	0	3	2	40	0	42	102
10:30 AM	59	3	0	62	2	1	0	3	7	38	0	45	110
10:45 AM	57	2	0	59	4	4	0	8	1	37	0	38	105
Hourly Total	217	6	0	223	11	5	0	16	11	159	0	170	409
11:00 AM	54	2	0	56	5	2	0	7	6	42	0	48	111
11:15 AM	47	3	0	50	3	1	0	4	4	55	0	59	113
11:30 AM	59	3	0	62	3	1	0	4	4	46	0	50	116
11:45 AM	53	3	0	56	5	3	0	8	4	61	0	65	129
Hourly Total	213	11	0	224	16	7	0	23	18	204	0	222	469
12:00 PM	45	0	0	45	1	4	0	5	2	72	0	74	124
12:15 PM	46	1	0	47	2	5	0	7	0	44	0	44	98
12:30 PM	65	1	0	66	2	2	0	4	2	55	0	57	127
12:45 PM	51	0	0	51	0	0	0	0	2	40	0	42	93
Hourly Total	207	2	0	209	5	11	0	16	6	211	0	217	442
1:00 PM	46	1	0	47	0	1	0	1	2	53	0	55	103
1:15 PM	51	2	0	53	1	2	0	3	2	58	0	60	116
1:30 PM	45	3	0	48	3	8	0	11	2	57	0	59	118
1:45 PM	58	3	0	61	2	7	0	9	1	57	0	58	128
Hourly Total	200	9	0	209	6	18	0	24	7	225	0	232	465
2:00 PM	53	0	0	53	2	1	0	3	0	45	0	45	101
2:15 PM	56	1	0	57	2	3	0	5	4	59	0	63	125
2:30 PM	42	1	0	43	5	5	0	10	5	76	0	81	134
2:45 PM	53	0	0	53	4	4	0	8	3	77	0	80	141
Hourly Total	204	2	0	206	13	13	0	26	12	257	0	269	501
3:00 PM	52	0	0	52	5	4	0	9	4	87	0	91	152
3:15 PM	49	0	0	49	4	4	0	8	5	98	0	103	160
3:30 PM	76	2	0	78	7	4	0	11	5	108	0	113	202
3:45 PM	66	2	0	68	4	4	0	8	5	102	0	107	183
Hourly Total	243	4	0	247	20	16	0	36	19	395	0	414	697
4:00 PM	63	0	0	63	4	5	0	9	4	119	0	123	195
4:15 PM	61	2	0	63	5	15	0	20	5	114	0	119	202
4:30 PM	72	3	0	75	3	9	0	12	4	152	0	156	243
4:45 PM	66	4	0	70	4	3	0	7	3	137	0	140	217
Hourly Total	262	9	0	271	16	32	0	48	16	522	0	538	857
5:00 PM	63	1	0	64	5	8	0	13	4	108	0	112	189
5:15 PM	55	4	0	59	4	1	0	5	6	118	0	124	188
5:30 PM	49	7	0	56	3	2	0	5	7	95	0	102	163

5:45 PM	58	4	0	62	2	4	0	6	4	61	0	65	133
Hourly Total	225	16	0	241	14	15	0	29	21	382	0	403	673
6:00 PM	45	1	0	46	3	3	0	6	2	64	0	66	118
6:15 PM	41	4	0	45	2	9	0	11	2	56	0	58	114
6:30 PM	40	0	0	40	4	4	0	8	0	54	0	54	102
6:45 PM	44	2	0	46	3	5	0	8	2	44	0	46	100
Hourly Total	170	7	0	177	12	21	0	33	6	218	0	224	434
7:00 PM	35	3	0	38	3	8	0	11	0	38	0	38	87
7:15 PM	24	1	0	25	1	10	0	11	3	42	0	45	81
7:30 PM	25	0	0	25	10	4	0	14	2	38	0	40	79
7:45 PM	23	3	0	26	2	5	0	7	2	41	0	43	76
Hourly Total	107	7	0	114	16	27	0	43	7	159	0	166	323
8:00 PM	32	2	0	34	3	5	0	8	2	33	0	35	77
8:15 PM	18	2	0	20	3	3	0	6	1	36	0	37	63
8:30 PM	14	0	0	14	3	3	0	6	0	34	0	34	54
8:45 PM	20	0	0	20	4	3	0	7	2	44	0	46	73
Hourly Total	84	4	0	88	13	14	0	27	5	147	0	152	267
9:00 PM	11	1	0	12	4	2	0	6	0	30	0	30	48
9:15 PM	12	0	0	12	4	0	0	4	1	26	0	27	43
9:30 PM	15	0	0	15	0	0	1	1	0	18	0	18	34
9:45 PM	15	0	0	15	0	1	0	1	2	10	0	12	28
Hourly Total	53	1	0	54	8	3	1	12	3	84	0	87	153
10:00 PM	12	0	0	12	0	0	0	0	1	14	0	15	27
10:15 PM	4	0	0	4	1	2	0	3	0	12	0	12	19
10:30 PM	6	0	0	6	0	0	0	0	0	13	0	13	19
10:45 PM	1	0	0	1	0	1	0	1	0	7	0	7	9
Hourly Total	23	0	0	23	1	3	0	4	1	46	0	47	74
11:00 PM	8	0	0	8	1	0	0	1	1	7	0	8	17
11:15 PM	3	1	0	4	0	0	0	0	0	9	0	9	13
11:30 PM	7	0	0	7	0	0	0	0	0	11	0	11	18
11:45 PM	2	0	0	2	0	0	0	0	0	4	0	4	6
Hourly Total	20	1	0	21	1	0	0	1	1	31	0	32	54
Grand Total	3999	115	0	4114	170	211	1	382	175	3729	0	3904	8400
Approach %	97.2	2.8	0.0	-	44.5	55.2	0.3	-	4.5	95.5	0.0	-	-
Total %	47.6	1.4	0.0	49.0	2.0	2.5	0.0	4.5	2.1	44.4	0.0	46.5	-
Lights	3770	111	0	3881	161	205	1	367	170	3538	0	3708	7956
% Lights	94.3	96.5	-	94.3	94.7	97.2	100.0	96.1	97.1	94.9	-	95.0	94.7
Buses	10	0	0	10	2	1	0	3	1	12	0	13	26
% Buses	0.3	0.0	-	0.2	1.2	0.5	0.0	0.8	0.6	0.3	-	0.3	0.3
Trucks	219	4	0	223	7	4	0	11	3	179	0	182	416
% Trucks	5.5	3.5	-	5.4	4.1	1.9	0.0	2.9	1.7	4.8	-	4.7	5.0
Bicycles on Road	0	0	0	0	0	1	0	1	1	0	0	1	2
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.5	0.0	0.3	0.6	0.0	-	0.0	0.0

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Count Name: 9 PA 45 & Elks Club Road
Site Code:
Start Date: 04/08/2023

Turning Movement Data

Start Time	PA 45 Westbound				Elks Club Road Northbound				PA 45 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	7	4	0	11	1	0	0	1	0	3	0	3	15
6:15 AM	8	0	0	8	0	0	0	0	0	7	0	7	15
6:30 AM	11	1	0	12	0	0	0	0	0	11	0	11	23
6:45 AM	13	2	0	15	1	1	0	2	1	11	0	12	29
Hourly Total	39	7	0	46	2	1	0	3	1	32	0	33	82
7:00 AM	23	0	0	23	0	2	0	2	2	4	0	6	31
7:15 AM	21	1	0	22	0	1	0	1	2	7	0	9	32
7:30 AM	27	4	0	31	0	0	0	0	1	12	0	13	44
7:45 AM	23	3	0	26	0	1	0	1	0	18	0	18	45
Hourly Total	94	8	0	102	0	4	0	4	5	41	0	46	152
8:00 AM	22	4	0	26	0	1	0	1	1	26	0	27	54
8:15 AM	45	3	0	48	0	3	0	3	1	19	0	20	71
8:30 AM	38	3	0	41	3	1	0	4	1	20	0	21	66
8:45 AM	35	4	0	39	2	2	0	4	3	39	0	42	85
Hourly Total	140	14	0	154	5	7	0	12	6	104	0	110	276
9:00 AM	41	2	0	43	2	0	0	2	8	33	0	41	86
9:15 AM	56	2	0	58	1	0	0	1	4	33	0	37	96
9:30 AM	45	4	0	49	3	2	0	5	3	25	0	28	82
9:45 AM	59	1	0	60	1	0	0	1	4	37	0	41	102
Hourly Total	201	9	0	210	7	2	0	9	19	128	0	147	366
10:00 AM	45	1	0	46	2	5	0	7	4	40	0	44	97
10:15 AM	68	1	0	69	0	2	0	2	4	30	0	34	105
10:30 AM	48	2	0	50	2	4	0	6	4	58	0	62	118
10:45 AM	48	1	0	49	3	7	0	10	4	44	0	48	107
Hourly Total	209	5	0	214	7	18	0	25	16	172	0	188	427
11:00 AM	66	1	0	67	2	1	0	3	6	42	0	48	118
11:15 AM	61	4	0	65	9	4	0	13	3	60	0	63	141
11:30 AM	57	4	0	61	1	3	0	4	2	66	0	68	133
11:45 AM	51	0	0	51	5	5	0	10	4	45	0	49	110
Hourly Total	235	9	0	244	17	13	0	30	15	213	0	228	502
12:00 PM	49	2	0	51	4	8	0	12	3	58	0	61	124
12:15 PM	49	0	0	49	2	2	0	4	3	47	0	50	103
12:30 PM	50	2	0	52	6	1	0	7	6	54	0	60	119
12:45 PM	49	5	0	54	3	3	1	7	5	48	0	53	114
Hourly Total	197	9	0	206	15	14	1	30	17	207	0	224	460
1:00 PM	54	6	0	60	3	4	0	7	5	40	0	45	112

1:15 PM	58	0	0	58	3	3	0	6	3	50	0	53	117
1:30 PM	48	2	0	50	6	2	0	8	2	51	0	53	111
1:45 PM	52	4	0	56	6	5	0	11	2	44	0	46	113
Hourly Total	212	12	0	224	18	14	0	32	12	185	0	197	453
2:00 PM	41	4	0	45	1	3	0	4	8	71	0	79	128
2:15 PM	54	3	0	57	6	4	0	10	5	71	0	76	143
2:30 PM	60	4	0	64	3	8	0	11	6	54	0	60	135
2:45 PM	44	6	0	50	7	5	0	12	4	58	0	62	124
Hourly Total	199	17	0	216	17	20	0	37	23	254	0	277	530
3:00 PM	42	3	0	45	3	11	0	14	5	57	0	62	121
3:15 PM	52	2	0	54	1	3	0	4	3	54	0	57	115
3:30 PM	55	8	0	63	1	5	0	6	1	62	0	63	132
3:45 PM	62	2	0	64	0	4	0	4	6	49	0	55	123
Hourly Total	211	15	0	226	5	23	0	28	15	222	0	237	491
4:00 PM	51	4	0	55	5	7	0	12	4	51	1	56	123
4:15 PM	60	2	0	62	4	6	0	10	3	58	0	61	133
4:30 PM	53	3	0	56	7	7	0	14	6	54	0	60	130
4:45 PM	59	4	0	63	1	6	0	7	5	37	0	42	112
Hourly Total	223	13	0	236	17	26	0	43	18	200	1	219	498
5:00 PM	56	1	0	57	1	7	0	8	5	46	0	51	116
5:15 PM	46	2	0	48	2	13	0	15	3	62	0	65	128
5:30 PM	46	1	0	47	1	4	0	5	4	39	0	43	95
5:45 PM	47	0	0	47	2	4	0	6	3	38	0	41	94
Hourly Total	195	4	0	199	6	28	0	34	15	185	0	200	433
Grand Total	2155	122	0	2277	116	170	1	287	162	1943	1	2106	4670
Approach %	94.6	5.4	0.0	-	40.4	59.2	0.3	-	7.7	92.3	0.0	-	-
Total %	46.1	2.6	0.0	48.8	2.5	3.6	0.0	6.1	3.5	41.6	0.0	45.1	-
Lights	2133	121	0	2254	109	170	1	280	160	1921	1	2082	4616
% Lights	99.0	99.2	-	99.0	94.0	100.0	100.0	97.6	98.8	98.9	100.0	98.9	98.8
Buses	1	0	0	1	0	0	0	0	1	1	0	2	3
% Buses	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.6	0.1	0.0	0.1	0.1
Trucks	21	1	0	22	2	0	0	2	1	21	0	22	46
% Trucks	1.0	0.8	-	1.0	1.7	0.0	0.0	0.7	0.6	1.1	0.0	1.0	1.0
Bicycles on Road	0	0	0	0	5	0	0	5	0	0	0	0	5
% Bicycles on Road	0.0	0.0	-	0.0	4.3	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.1

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Count Name: 12 US 322 EB Ramps &Old Route 322/Annabel Lane
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Annabel lane Southbound					322 EB on Ramp Westbound					Annabel Ln Northbound					322 EB off ramp Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	0	0	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	18
6:15 AM	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	29
6:30 AM	0	0	37	0	37	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	40
6:45 AM	0	2	27	0	29	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	32
Hourly Total	0	2	107	0	109	0	0	0	0	0	0	1	0	0	1	0	1	8	0	9	119
7:00 AM	0	1	15	0	16	0	0	0	0	0	2	1	0	0	3	1	0	4	0	5	24
7:15 AM	0	0	29	0	29	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	34
7:30 AM	0	2	20	0	22	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	26
7:45 AM	0	0	23	0	23	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	24
Hourly Total	0	3	87	0	90	0	0	0	0	0	2	3	0	0	5	2	0	11	0	13	108
8:00 AM	0	1	21	0	22	0	0	0	0	0	1	2	0	0	3	0	0	4	0	4	29
8:15 AM	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	28
8:30 AM	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	19
8:45 AM	0	0	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	30
Hourly Total	0	1	85	0	86	0	0	0	0	0	1	2	0	0	3	0	0	17	0	17	106
9:00 AM	0	0	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	20
9:15 AM	0	0	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	20
9:30 AM	0	0	14	0	14	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	18
9:45 AM	0	0	20	0	20	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	25
Hourly Total	0	0	69	0	69	0	0	0	0	0	0	3	0	0	3	2	0	9	0	11	83
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
2:15 PM	0	0	17	0	17	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7	24
2:30 PM	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	31
2:45 PM	0	2	21	0	23	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	35
Hourly Total	0	2	90	0	92	0	0	0	0	0	0	0	0	0	0	0	2	20	0	22	114
3:00 PM	0	0	19	0	19	0	0	0	0	0	1	0	0	0	1	1	0	7	0	8	28
3:15 PM	0	0	20	0	20	0	0	0	0	0	1	0	0	0	1	2	0	5	0	7	28
3:30 PM	0	2	26	0	28	0	0	0	0	0	1	0	0	0	1	0	0	11	0	11	40
3:45 PM	0	0	35	0	35	0	0	0	0	0	0	0	0	0	0	0	1	8	0	9	44
Hourly Total	0	2	100	0	102	0	0	0	0	0	3	0	0	0	3	3	1	31	0	35	140
4:00 PM	0	0	31	0	31	0	0	0	0	0	0	1	0	0	1	0	0	7	0	7	39
4:15 PM	0	2	40	0	42	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	54
4:30 PM	0	0	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	40
4:45 PM	0	2	21	0	23	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	30
Hourly Total	0	4	124	0	128	0	0	0	0	0	0	3	0	0	3	1	0	31	0	32	163

5:00 PM	0	0	21	0	21	0	0	0	0	0	0	2	0	0	2	0	0	9	0	9	32
5:15 PM	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	36
5:30 PM	0	0	23	0	23	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	28
5:45 PM	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	16
Hourly Total	0	0	83	0	83	0	0	0	0	0	0	4	0	0	4	0	0	25	0	25	112
Grand Total	0	14	745	0	759	0	0	0	0	0	6	16	0	0	22	8	4	152	0	164	945
Approach %	0.0	1.8	98.2	0.0	-	0.0	0.0	0.0	0.0	-	27.3	72.7	0.0	0.0	-	4.9	2.4	92.7	0.0	-	-
Total %	0.0	1.5	78.8	0.0	80.3	0.0	0.0	0.0	0.0	0.0	0.6	1.7	0.0	0.0	2.3	0.8	0.4	16.1	0.0	17.4	-
Lights	0	10	705	0	715	0	0	0	0	0	2	15	0	0	17	6	4	146	0	156	888
% Lights	-	71.4	94.6	-	94.2	-	-	-	-	-	33.3	93.8	-	-	77.3	75.0	100.0	96.1	-	95.1	94.0
Buses	0	2	1	0	3	0	0	0	0	0	4	0	0	0	4	2	0	2	0	4	11
% Buses	-	14.3	0.1	-	0.4	-	-	-	-	-	66.7	0.0	-	-	18.2	25.0	0.0	1.3	-	2.4	1.2
Trucks	0	2	39	0	41	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	46
% Trucks	-	14.3	5.2	-	5.4	-	-	-	-	-	0.0	6.3	-	-	4.5	0.0	0.0	2.6	-	2.4	4.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0

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Count Name: 15 PA 45 & PA 144
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 144 Southbound							PA 45 Westbound							PA 144 Northbound							PA 45 Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
12:00 AM	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	5	4	0	0	9	15
12:15 AM	1	0	2	0	0	0	3	2	0	2	1	0	0	5	0	0	1	1	0	0	2	0	0	6	2	0	0	8	18
12:30 AM	0	0	0	2	0	0	2	2	0	1	0	0	0	3	0	0	1	1	0	0	2	0	0	2	1	0	0	3	10
12:45 AM	1	0	1	1	0	0	3	2	0	0	0	0	0	2	0	0	1	1	0	0	2	0	0	1	2	0	0	3	10
Hourly Total	2	0	4	6	0	0	12	6	0	3	1	0	0	10	0	0	4	4	0	0	8	0	0	14	9	0	0	23	53
1:00 AM	1	1	0	0	0	0	2	0	0	1	0	0	0	1	1	0	0	1	0	0	2	0	0	4	1	0	0	5	10
1:15 AM	0	0	1	1	0	0	2	2	0	0	1	0	0	3	0	0	1	0	0	0	1	1	0	3	1	0	0	5	11
1:30 AM	0	2	3	2	0	0	7	1	0	1	1	0	0	3	0	0	2	0	0	0	2	1	0	1	0	0	0	2	14
1:45 AM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	2	1	0	0	4	8
Hourly Total	1	3	5	4	0	0	13	3	0	2	2	0	0	7	1	0	4	2	0	0	7	3	0	10	3	0	0	16	43
2:00 AM	0	0	1	3	0	0	4	0	0	2	0	0	0	2	0	1	1	1	0	0	3	0	0	2	1	0	0	3	12
2:15 AM	0	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	1	1	0	0	2	1	0	0	0	0	0	1	7
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	1	0	1	1	0	0	3	6
2:45 AM	0	1	0	1	0	0	2	1	0	2	1	0	0	4	0	0	1	1	0	0	2	1	0	3	0	0	0	4	12
Hourly Total	0	1	3	4	0	0	8	1	0	6	1	0	0	8	0	2	4	4	0	0	10	3	0	6	2	0	0	11	37
3:00 AM	0	0	2	1	0	0	3	3	0	1	0	0	0	4	0	0	0	1	0	0	1	0	0	3	0	0	0	3	11
3:15 AM	0	1	0	2	0	0	3	1	0	3	0	0	0	4	0	0	2	0	0	0	2	0	0	0	0	0	0	0	9
3:30 AM	0	0	0	3	0	0	3	0	0	5	0	0	0	5	0	0	2	0	0	0	2	0	0	1	0	0	0	1	11
3:45 AM	0	2	1	0	0	0	3	3	0	2	0	0	0	5	0	0	0	0	0	0	0	1	0	2	0	0	0	3	11
Hourly Total	0	3	3	6	0	0	12	7	0	11	0	0	0	18	0	0	4	1	0	0	5	1	0	6	0	0	0	7	42
4:00 AM	0	1	1	3	0	0	5	2	0	5	0	0	0	7	0	0	3	1	0	0	4	1	0	4	2	0	0	7	23
4:15 AM	0	0	4	4	0	0	8	6	0	7	0	0	0	13	0	1	3	1	0	0	5	0	0	2	1	0	0	3	29
4:30 AM	0	4	1	1	0	0	6	6	0	9	1	0	0	16	0	0	3	1	0	0	4	0	0	4	3	0	0	7	33
4:45 AM	1	0	4	2	0	0	7	2	0	4	1	0	0	7	0	2	6	1	0	0	9	0	0	2	0	0	0	2	25
Hourly Total	1	5	10	10	0	0	26	16	0	25	2	0	0	43	0	3	15	4	0	0	22	1	0	12	6	0	0	19	110
5:00 AM	9	0	4	3	0	0	16	5	0	19	0	0	0	24	0	2	8	0	0	0	10	0	0	2	0	0	0	2	52
5:15 AM	8	0	11	4	0	0	23	18	0	11	2	0	0	31	1	1	21	0	0	0	23	0	0	5	1	0	0	6	83
5:30 AM	14	1	15	13	0	0	43	13	0	29	2	0	0	44	1	1	13	11	0	0	26	1	0	5	4	0	0	10	123
5:45 AM	16	1	15	9	0	0	41	10	0	27	2	0	0	39	2	2	20	13	0	0	37	1	0	2	4	0	0	7	124
Hourly Total	47	2	45	29	0	0	123	46	0	86	6	0	0	138	4	6	62	24	0	0	96	2	0	14	9	0	0	25	382
6:00 AM	5	7	13	12	0	0	37	22	0	49	5	0	0	76	2	2	11	8	0	0	23	3	0	7	5	0	0	15	151
6:15 AM	13	14	20	12	0	0	59	17	1	45	5	0	0	68	2	2	33	18	0	0	55	4	0	9	6	0	0	19	201
6:30 AM	14	10	25	9	0	0	58	25	0	69	8	0	0	102	4	2	35	12	0	0	53	1	0	10	12	0	0	23	236
6:45 AM	18	7	22	22	0	0	69	21	2	62	6	0	0	91	7	1	25	10	0	0	43	2	0	16	7	0	0	25	228
Hourly Total	50	38	80	55	0	0	223	85	3	225	24	0	0	337	15	7	104	48	0	0	174	10	0	42	30	0	0	82	816

7:00 AM	39	2	31	17	0	0	89	22	1	67	6	0	0	96	4	2	47	20	0	0	73	0	1	24	15	0	0	40	298
7:15 AM	45	4	39	35	0	0	123	36	0	81	4	0	0	121	0	3	40	27	0	0	70	1	1	29	13	0	0	44	358
7:30 AM	49	2	29	25	0	0	105	44	0	86	7	0	0	137	5	1	41	21	0	0	68	2	0	36	24	0	0	62	372
7:45 AM	59	1	31	24	0	0	115	45	2	79	5	0	0	131	10	0	38	24	0	0	72	4	0	17	27	0	0	48	366
Hourly Total	192	9	130	101	0	0	432	147	3	313	22	0	0	485	19	6	166	92	0	0	283	7	2	106	79	0	0	194	1394
8:00 AM	33	6	44	19	0	0	102	29	2	69	9	0	0	109	4	0	30	17	0	0	51	3	0	14	20	0	0	37	299
8:15 AM	24	8	26	8	0	0	66	18	1	55	9	0	0	83	3	3	30	16	0	0	52	2	1	22	15	0	0	40	241
8:30 AM	24	8	35	23	0	0	90	17	2	50	4	0	0	73	2	0	40	8	0	0	50	5	2	22	12	0	0	41	254
8:45 AM	15	8	25	22	0	0	70	25	0	38	8	0	0	71	3	1	23	5	0	0	32	6	0	34	17	0	0	57	230
Hourly Total	96	30	130	72	0	0	328	89	5	212	30	0	0	336	12	4	123	46	0	0	185	16	3	92	64	0	0	175	1024
9:00 AM	20	10	33	17	0	0	80	17	1	24	3	0	0	45	3	0	23	5	0	0	31	7	0	24	16	0	0	47	203
9:15 AM	17	14	29	21	0	0	81	14	0	31	6	0	0	51	3	2	32	9	0	0	46	7	0	24	17	0	0	48	226
9:30 AM	16	10	28	22	0	0	76	15	2	34	6	0	0	57	3	2	20	10	0	0	35	4	0	23	18	0	0	45	213
9:45 AM	14	9	14	19	0	0	56	14	1	35	8	0	0	58	2	0	31	10	0	0	43	3	1	18	29	0	0	51	208
Hourly Total	67	43	104	79	0	0	293	60	4	124	23	0	0	211	11	4	106	34	0	0	155	21	1	89	80	0	0	191	850
10:00 AM	14	6	34	16	0	0	70	17	0	25	2	0	0	44	2	0	32	7	0	0	41	1	2	19	22	0	0	44	199
10:15 AM	13	9	30	12	0	0	64	17	0	36	1	0	0	54	3	1	33	9	0	0	46	3	0	26	27	0	0	56	220
10:30 AM	17	7	32	23	0	0	79	18	3	33	5	0	0	59	7	0	37	9	0	0	53	4	1	19	14	0	0	38	229
10:45 AM	11	9	31	19	0	0	70	16	1	32	4	0	0	53	4	1	19	4	0	0	28	4	0	25	26	0	0	55	206
Hourly Total	55	31	127	70	0	0	283	68	4	126	12	0	0	210	16	2	121	29	0	0	168	12	3	89	89	0	0	193	854
11:00 AM	9	4	21	18	0	0	52	12	1	25	9	0	0	47	5	2	24	6	0	0	37	4	1	19	21	0	0	45	181
11:15 AM	22	5	26	20	0	0	73	13	5	29	3	0	0	50	6	1	23	5	0	0	35	7	1	24	13	1	0	46	204
11:30 AM	18	6	33	19	0	0	76	18	3	31	3	0	0	55	2	1	20	5	0	0	28	5	1	26	29	0	0	61	220
11:45 AM	18	2	22	24	0	0	66	8	2	17	5	0	0	32	2	0	26	8	0	0	36	7	1	24	22	0	0	54	188
Hourly Total	67	17	102	81	0	0	267	51	11	102	20	0	0	184	15	4	93	24	0	0	136	23	4	93	85	1	0	206	793
12:00 PM	15	3	35	16	0	0	69	24	0	32	0	0	4	56	1	0	26	5	0	0	32	6	2	14	27	0	0	49	206
12:15 PM	28	1	32	19	0	0	80	18	1	24	4	0	0	47	5	0	39	11	0	0	55	6	1	41	24	0	0	72	254
12:30 PM	19	2	38	24	0	0	83	10	1	28	4	0	0	43	4	0	31	7	0	0	42	5	3	22	18	0	0	48	216
12:45 PM	23	1	35	13	0	0	72	15	1	32	6	0	0	54	6	0	29	13	0	0	48	8	1	22	35	0	0	66	240
Hourly Total	85	7	140	72	0	0	304	67	3	116	14	0	4	200	16	0	125	36	0	0	177	25	7	99	104	0	0	235	916
1:00 PM	14	8	34	20	0	0	76	19	0	27	6	0	0	52	5	1	25	13	0	0	44	5	3	25	23	0	0	56	228
1:15 PM	14	5	29	19	0	0	67	20	2	39	1	0	0	62	3	5	32	8	0	0	48	5	0	41	28	0	0	74	251
1:30 PM	19	7	29	20	0	0	75	29	3	25	5	0	0	62	3	0	33	9	0	0	45	7	2	28	21	0	0	58	240
1:45 PM	17	7	28	31	0	0	83	10	1	27	9	0	0	47	6	1	35	11	0	0	53	9	4	35	29	0	0	77	260
Hourly Total	64	27	120	90	0	0	301	78	6	118	21	0	0	223	17	7	125	41	0	0	190	26	9	129	101	0	0	265	979
2:00 PM	18	4	41	29	0	0	92	25	1	21	8	0	0	55	2	2	33	7	0	0	44	19	2	30	27	0	0	78	269
2:15 PM	11	7	31	26	0	0	75	24	1	25	5	0	0	55	9	1	29	6	0	0	45	8	1	41	26	0	0	76	251
2:30 PM	19	9	42	25	0	0	95	19	1	29	5	0	0	54	7	2	39	8	0	0	56	6	1	34	31	0	0	72	277
2:45 PM	22	8	35	42	0	0	107	16	0	27	1	0	0	44	4	2	31	8	0	0	45	10	1	48	32	0	0	91	287
Hourly Total	70	28	149	122	0	0	369	84	3	102	19	0	0	208	22	7	132	29	0	0	190	43	5	153	116	0	0	317	1084
3:00 PM	14	3	37	29	0	0	83	13	2	20	3	0	0	38	4	0	28	6	1	1	39	7	3	42	34	0	0	86	246
3:15 PM	19	5	34	30	0	0	88	33	1	34	2	0	0	70	6	0	45	6	0	0	57	12	3	49	42	0	0	106	321
3:30 PM	30	4	61	41	0	0	136	27	0	37	5	0	0	69	4	0	39	6	0	0	49	13	2	69	44	0	0	128	382
3:45 PM	28	7	54	45	0	0	134	31	5	41	6	0	0	83	3	1	42	6	0	0	52	13	0	70	37	0	0	120	389
Hourly Total	91	19	186	145	0	0	441	104	8	132	16	0	0	260	17	1	154	24	1	1	197	45	8	230	157	0	0	440	1338
4:00 PM	32	3	48	37	0	0	120	23	0	35	2	0	0	60	5	2	56	8	0	0	71	7	0	65	44	0	0	116	367
4:15 PM	23	1	62	47	0	0	133	32	0	26	5	0	0	63	6	1	49	9	0	0	65	15	2	60	42	0	0	119	380
4:30 PM	27	0	59	49	0	0	135	35	2	27	3	0	0	67	6	1	44	8	0	0	59	17	0	72	51	0	0	140	401
4:45 PM	29	1	47	45	0	0	122	12	1	31	5	0	0	49	4	1	47	3	0	0	55	19	2	95	63	0	0	179	405
Hourly Total	111	5	216	178	0	0	510	102	3	119	15	0	0	239	21	5	196	28	0	0	250	58	4	292	200	0	0	554	1553
5:00 PM	10	9	38	53	0	0	110	18	2	27	3	0	0	50	0	1	27	5	0	0	33	7	0	67	41	0	0	115	308
5:15 PM	17	11	29	36	0	0	93	22	4	30	9	0	0	65	4	3	32	8	0	0	47	7	2	76	38	0	0	123	328

5:30 PM	13	5	39	31	0	0	88	29	3	34	5	0	0	71	3	1	54	8	0	0	66	5	1	58	42	0	0	106	331
5:45 PM	8	9	37	37	0	0	91	33	5	27	3	0	0	68	3	2	41	8	0	0	54	7	0	42	36	0	0	85	298
Hourly Total	48	34	143	157	0	0	382	102	14	118	20	0	0	254	10	7	154	29	0	0	200	26	3	243	157	0	0	429	1265
6:00 PM	13	8	40	28	0	0	89	28	5	29	2	0	0	64	1	1	40	4	0	0	46	0	2	41	25	0	0	68	267
6:15 PM	12	5	18	29	0	0	64	21	2	16	2	0	0	41	2	2	31	9	0	0	44	7	1	27	26	0	0	61	210
6:30 PM	11	11	24	47	0	0	93	12	6	14	4	0	0	36	3	5	21	7	0	0	36	4	1	41	17	0	0	63	228
6:45 PM	14	7	34	28	0	0	83	14	2	21	1	0	0	38	5	0	22	9	0	0	36	7	0	29	20	0	0	56	213
Hourly Total	50	31	116	132	0	0	329	75	15	80	9	0	0	179	11	8	114	29	0	0	162	18	4	138	88	0	0	248	918
7:00 PM	11	6	26	25	0	0	68	20	1	16	2	0	0	39	0	0	18	4	0	0	22	4	1	22	11	0	0	38	167
7:15 PM	6	2	16	32	0	0	56	17	1	16	2	0	0	36	2	3	22	3	0	0	30	2	2	27	13	0	0	44	166
7:30 PM	9	9	22	43	0	0	83	18	1	20	6	0	0	45	5	0	29	2	0	0	36	11	0	22	14	0	0	47	211
7:45 PM	2	10	22	17	0	0	51	19	0	18	7	0	0	44	1	1	21	5	0	0	28	8	3	19	15	0	0	45	168
Hourly Total	28	27	86	117	0	0	258	74	3	70	17	0	0	164	8	4	90	14	0	0	116	25	6	90	53	0	0	174	712
8:00 PM	3	8	12	14	0	0	37	16	2	32	5	0	0	55	0	0	23	0	0	0	23	8	0	17	15	0	0	40	155
8:15 PM	1	4	23	22	0	0	50	26	0	9	0	0	0	35	0	0	15	2	0	0	17	2	1	27	14	0	0	44	146
8:30 PM	0	3	11	14	0	0	28	10	0	22	1	0	0	33	3	1	15	4	0	0	23	3	1	22	10	0	0	36	120
8:45 PM	1	6	14	12	0	0	33	13	0	11	2	0	0	26	1	3	14	1	0	0	19	6	0	14	15	0	0	35	113
Hourly Total	5	21	60	62	0	0	148	65	2	74	8	0	0	149	4	4	67	7	0	0	82	19	2	80	54	0	0	155	534
9:00 PM	1	4	13	9	0	0	27	7	0	4	1	0	0	12	0	0	10	0	0	0	10	3	0	17	9	0	0	29	78
9:15 PM	0	8	11	8	0	0	27	8	0	10	6	0	0	24	0	1	13	0	0	0	14	5	1	9	10	0	0	25	90
9:30 PM	3	3	10	4	0	0	20	6	0	9	3	0	0	18	2	0	13	3	0	0	18	4	0	8	8	0	0	20	76
9:45 PM	0	1	5	7	0	0	13	4	0	5	0	0	0	9	0	2	5	1	0	0	8	1	1	3	3	0	0	8	38
Hourly Total	4	16	39	28	0	0	87	25	0	28	10	0	0	63	2	3	41	4	0	0	50	13	2	37	30	0	0	82	282
10:00 PM	3	5	15	13	0	0	36	7	0	5	2	0	0	14	1	0	7	0	0	0	8	6	0	10	5	0	0	21	79
10:15 PM	0	3	12	5	0	0	20	4	0	5	0	0	0	9	2	0	6	0	0	0	8	3	0	7	5	0	0	15	52
10:30 PM	0	2	5	7	0	0	14	2	0	4	1	0	0	7	0	3	4	1	0	0	8	2	0	2	2	0	0	6	35
10:45 PM	1	1	1	3	0	0	6	4	0	4	2	0	0	10	0	1	3	1	0	0	5	2	0	4	2	0	0	8	29
Hourly Total	4	11	33	28	0	0	76	17	0	18	5	0	0	40	3	4	20	2	0	0	29	13	0	23	14	0	0	50	195
11:00 PM	1	0	5	2	0	0	8	8	0	5	1	0	0	14	1	0	3	0	0	0	4	3	0	2	3	0	0	8	34
11:15 PM	0	0	5	3	0	0	8	2	0	2	0	0	0	4	1	0	2	0	0	0	3	0	0	1	3	0	0	4	19
11:30 PM	1	0	2	5	0	0	8	2	0	2	1	0	0	5	0	1	4	1	0	0	6	2	0	7	2	0	0	11	30
11:45 PM	3	0	1	2	0	0	6	2	0	2	0	0	0	4	0	1	0	1	0	0	2	2	0	5	3	0	0	10	22
Hourly Total	5	0	13	12	0	0	30	14	0	11	2	0	0	27	2	2	9	2	0	0	15	7	0	15	11	0	0	33	105
Grand Total	1143	408	2044	1660	0	0	5255	1386	87	2221	299	0	4	3993	226	90	2033	557	1	1	2907	417	63	2102	1541	1	0	4124	16279
Approach %	21.8	7.8	38.9	31.6	0.0	-	-	34.7	2.2	55.6	7.5	0.0	-	-	7.8	3.1	69.9	19.2	0.0	-	-	10.1	1.5	51.0	37.4	0.0	-	-	-
Total %	7.0	2.5	12.6	10.2	0.0	-	32.3	8.5	0.5	13.6	1.8	0.0	-	24.5	1.4	0.6	12.5	3.4	0.0	-	17.9	2.6	0.4	12.9	9.5	0.0	-	25.3	-
Lights	1100	394	1944	1611	0	-	5049	1349	83	2076	266	0	-	3774	196	81	1936	532	1	-	2746	397	62	1985	1484	1	-	3929	15498
% Lights	96.2	96.6	95.1	97.0	-	-	96.1	97.3	95.4	93.5	89.0	-	-	94.5	86.7	90.0	95.2	95.5	100.0	-	94.5	95.2	98.4	94.4	96.3	100.0	-	95.3	95.2
Buses	9	3	15	15	0	-	42	17	0	8	3	0	-	28	6	0	9	1	0	-	16	0	0	7	7	0	-	14	100
% Buses	0.8	0.7	0.7	0.9	-	-	0.8	1.2	0.0	0.4	1.0	-	-	0.7	2.7	0.0	0.4	0.2	0.0	-	0.6	0.0	0.0	0.3	0.5	0.0	-	0.3	0.6
Trucks	33	10	85	33	0	-	161	19	4	137	30	0	-	190	24	9	87	24	0	-	144	20	1	110	50	0	-	181	676
% Trucks	2.9	2.5	4.2	2.0	-	-	3.1	1.4	4.6	6.2	10.0	-	-	4.8	10.6	10.0	4.3	4.3	0.0	-	5.0	4.8	1.6	5.2	3.2	0.0	-	4.4	4.2
Bicycles on Road	1	1	0	1	0	-	3	1	0	0	0	0	-	1	0	0	1	0	0	-	1	0	0	0	0	0	-	0	5
% Bicycles on Road	0.1	0.2	0.0	0.1	-	-	0.1	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

Drive Engineering Corp.
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Suite 400
Blue Bell, Pennsylvania, United States 19422
215 367 5535 ryanb@driveengineering.com

Count Name: 15 PA 45 & PA 144
Site Code:
Start Date: 04/08/2023

Turning Movement Data

Start Time	PA 144 Southbound							PA 45 Westbound							PA 144 Northbound							PA 45 Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	5	6	2	0	0	13	5	0	5	2	0	0	12	1	0	6	2	0	0	9	1	0	2	2	0	0	5	39
6:15 AM	1	3	9	6	0	0	19	5	0	5	2	0	0	12	0	2	4	1	0	0	7	0	0	2	3	0	0	5	43
6:30 AM	0	7	7	5	0	0	19	13	0	6	1	0	0	20	0	1	9	0	0	0	10	0	0	7	0	0	0	7	56
6:45 AM	7	2	7	3	0	0	19	11	1	14	1	0	0	27	0	0	13	3	0	0	16	0	0	4	1	0	0	5	67
Hourly Total	8	17	29	16	0	0	70	34	1	30	6	0	0	71	1	3	32	6	0	0	42	1	0	15	6	0	0	22	205
7:00 AM	6	5	11	5	0	0	27	9	0	13	4	0	0	26	0	1	11	3	0	0	15	0	0	4	4	0	0	8	76
7:15 AM	6	2	14	8	0	0	30	13	0	13	3	0	0	29	0	0	13	3	0	0	16	2	0	9	4	0	0	15	90
7:30 AM	11	2	14	10	0	0	37	11	1	19	2	0	0	33	3	1	19	5	0	0	28	1	0	8	8	0	0	17	115
7:45 AM	9	5	13	13	0	0	40	11	0	8	0	0	0	19	1	1	19	4	0	0	25	0	2	8	7	0	0	17	101
Hourly Total	32	14	52	36	0	0	134	44	1	53	9	0	0	107	4	3	62	15	0	0	84	3	2	29	23	0	0	57	382
8:00 AM	7	11	12	17	0	0	47	15	0	18	3	0	0	36	1	0	14	4	0	0	19	2	0	15	11	0	0	28	130
8:15 AM	13	4	19	10	0	0	46	16	5	30	3	0	0	54	1	1	35	4	0	0	41	2	1	15	7	0	0	25	166
8:30 AM	13	2	32	17	0	0	64	24	1	22	4	0	0	51	2	1	31	8	0	0	42	5	0	15	17	0	0	37	194
8:45 AM	13	8	26	11	0	0	58	20	0	27	2	0	0	49	8	3	25	5	0	0	41	0	1	24	14	0	0	39	187
Hourly Total	46	25	89	55	0	0	215	75	6	97	12	0	0	190	12	5	105	21	0	0	143	9	2	69	49	0	0	129	677
9:00 AM	14	8	20	35	0	0	77	15	1	31	5	0	0	52	2	0	30	7	0	0	39	4	0	18	12	0	0	34	202
9:15 AM	18	10	38	14	0	0	80	19	2	19	3	0	0	43	1	2	32	6	0	0	41	8	2	29	28	0	0	67	231
9:30 AM	16	5	37	19	0	0	77	21	7	29	1	0	0	58	8	1	45	19	0	0	73	2	0	23	18	0	0	43	251
9:45 AM	17	6	41	27	0	0	91	15	8	33	8	0	0	64	2	6	33	4	0	0	45	1	0	22	22	0	0	45	245
Hourly Total	65	29	136	95	0	0	325	70	18	112	17	0	0	217	13	9	140	36	0	0	198	15	2	92	80	0	0	189	929
10:00 AM	26	10	36	20	0	0	92	19	2	24	6	0	0	51	6	1	36	10	0	0	53	10	0	19	25	0	0	54	250
10:15 AM	24	7	50	24	0	0	105	22	2	29	4	0	0	57	4	0	27	9	0	0	40	5	0	29	23	0	0	57	259
10:30 AM	13	7	40	39	0	0	99	23	1	29	9	0	0	62	3	2	41	15	0	0	61	6	2	33	24	0	0	65	287
10:45 AM	19	12	42	33	0	0	106	25	8	28	6	0	0	67	2	0	25	13	0	0	40	8	2	35	26	0	0	71	284
Hourly Total	82	36	168	116	0	0	402	89	13	110	25	0	0	237	15	3	129	47	0	0	194	29	4	116	98	0	0	247	1080
11:00 AM	21	6	39	29	0	0	95	20	2	41	3	0	0	66	6	0	56	14	0	0	76	11	1	25	31	0	0	68	305
11:15 AM	25	6	43	25	0	0	99	21	2	41	2	0	0	66	5	1	41	10	0	0	57	6	2	36	32	0	0	76	298
11:30 AM	21	6	43	31	0	0	101	32	3	27	5	0	0	67	5	1	46	11	0	0	63	9	1	50	29	0	0	89	320
11:45 AM	14	2	30	35	0	0	81	29	7	20	8	0	0	64	7	4	28	5	0	0	44	5	3	35	33	0	0	76	265
Hourly Total	81	20	155	120	0	0	376	102	14	129	18	0	0	263	23	6	171	40	0	0	240	31	7	146	125	0	0	309	1188
12:00 PM	13	3	24	21	0	0	61	20	3	28	8	0	0	59	1	0	27	6	0	0	34	5	0	31	27	0	0	63	217
12:15 PM	16	11	42	17	0	0	86	16	7	17	1	0	0	41	3	1	49	5	0	0	58	5	0	28	21	0	0	54	239
12:30 PM	21	8	47	32	0	0	108	19	2	34	6	0	0	61	4	0	39	10	0	0	53	1	0	33	17	0	0	51	273
12:45 PM	11	10	34	28	0	0	83	20	5	33	6	0	0	64	4	1	42	6	0	0	53	7	1	31	23	0	0	62	262
Hourly Total	61	32	147	98	0	0	338	75	17	112	21	0	0	225	12	2	157	27	0	0	198	18	1	123	88	0	0	230	991

1:00 PM	16	2	48	22	0	0	88	26	2	29	1	0	0	58	3	0	41	6	0	0	50	4	0	25	21	1	0	51	247
1:15 PM	18	10	35	21	0	0	84	23	2	20	6	0	0	51	3	0	27	5	0	0	35	2	1	25	27	0	0	55	225
1:30 PM	22	6	26	26	0	0	80	30	5	33	4	0	0	72	2	1	26	8	0	0	37	6	3	37	13	0	0	59	248
1:45 PM	18	5	41	26	0	0	90	19	3	29	3	0	0	54	6	2	30	8	0	0	46	4	1	38	21	0	0	64	254
Hourly Total	74	23	150	95	0	0	342	98	12	111	14	0	0	235	14	3	124	27	0	0	168	16	5	125	82	1	0	229	974
2:00 PM	16	4	32	29	0	0	81	17	6	29	9	0	0	61	3	1	32	4	0	0	40	3	4	37	16	0	0	60	242
2:15 PM	19	7	44	25	0	0	95	20	8	40	5	0	0	73	3	3	40	5	0	0	51	8	1	46	19	0	0	74	293
2:30 PM	18	2	49	30	0	0	99	16	8	35	1	0	0	60	3	2	33	6	0	0	44	4	0	43	25	0	0	72	275
2:45 PM	9	5	39	36	0	0	89	15	5	25	4	0	0	49	4	2	36	2	0	0	44	6	1	32	27	0	0	66	248
Hourly Total	62	18	164	120	0	0	364	68	27	129	19	0	0	243	13	8	141	17	0	0	179	21	6	158	87	0	0	272	1058
3:00 PM	9	10	38	24	0	0	81	28	4	23	3	0	0	58	7	1	29	10	0	0	47	3	2	32	18	0	0	55	241
3:15 PM	10	9	28	16	0	0	63	37	1	32	8	0	0	78	5	3	34	11	0	0	53	1	1	35	16	0	0	53	247
3:30 PM	10	7	37	29	0	0	83	21	1	31	4	0	0	57	4	0	31	3	0	0	38	4	0	34	19	0	0	57	235
3:45 PM	14	10	33	20	0	0	77	28	1	31	8	0	0	68	4	2	30	5	0	0	41	3	0	37	31	0	0	71	257
Hourly Total	43	36	136	89	0	0	304	114	7	117	23	0	0	261	20	6	124	29	0	0	179	11	3	138	84	0	0	236	980
4:00 PM	19	4	31	18	0	0	72	15	2	40	6	0	0	63	1	3	26	5	0	0	35	1	0	23	14	0	0	38	208
4:15 PM	13	7	48	37	0	0	105	19	2	55	8	0	0	84	8	2	32	4	0	0	46	10	0	27	16	0	0	53	288
4:30 PM	8	3	50	28	0	0	89	21	3	30	5	0	0	59	2	3	37	16	0	0	58	6	2	35	21	0	0	64	270
4:45 PM	14	7	33	29	0	0	83	17	2	21	4	0	0	44	3	0	27	7	0	0	37	1	1	27	19	0	0	48	212
Hourly Total	54	21	162	112	0	0	349	72	9	146	23	0	0	250	14	8	122	32	0	0	176	18	3	112	70	0	0	203	978
5:00 PM	20	4	25	21	0	0	70	14	0	34	3	0	0	51	2	0	31	3	0	0	36	3	1	22	20	0	0	46	203
5:15 PM	21	11	33	31	0	0	96	20	0	31	6	0	0	57	7	1	29	7	0	0	44	6	0	28	24	0	0	58	255
5:30 PM	10	2	30	20	0	0	62	22	3	33	3	0	0	61	1	2	22	6	0	0	31	5	0	31	16	0	0	52	206
5:45 PM	12	6	23	19	0	0	60	18	4	35	5	0	0	62	2	2	26	7	0	0	37	1	1	21	17	0	0	40	199
Hourly Total	63	23	111	91	0	0	288	74	7	133	17	0	0	231	12	5	108	23	0	0	148	15	2	102	77	0	0	196	863
Grand Total	671	294	1499	1043	0	0	3507	915	132	1279	204	0	0	2530	153	61	1415	320	0	0	1949	187	37	1225	869	1	0	2319	10305
Approach %	19.1	8.4	42.7	29.7	0.0	-	-	36.2	5.2	50.6	8.1	0.0	-	-	7.9	3.1	72.6	16.4	0.0	-	-	8.1	1.6	52.8	37.5	0.0	-	-	-
Total %	6.5	2.9	14.5	10.1	0.0	-	34.0	8.9	1.3	12.4	2.0	0.0	-	24.6	1.5	0.6	13.7	3.1	0.0	-	18.9	1.8	0.4	11.9	8.4	0.0	-	22.5	-
Lights	662	291	1483	1033	0	-	3469	906	129	1268	197	0	-	2500	149	58	1404	315	0	-	1926	186	37	1211	851	1	-	2286	10181
% Lights	98.7	99.0	98.9	99.0	-	-	98.9	99.0	97.7	99.1	96.6	-	-	98.8	97.4	95.1	99.2	98.4	-	-	98.8	99.5	100.0	98.9	97.9	100.0	-	98.6	98.8
Buses	0	1	1	0	0	-	2	0	0	0	1	0	-	1	0	0	1	0	0	-	1	0	0	0	0	0	-	0	4
% Buses	0.0	0.3	0.1	0.0	-	-	0.1	0.0	0.0	0.0	0.5	-	-	0.0	0.0	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	9	2	14	9	0	-	34	7	3	11	6	0	-	27	4	2	10	5	0	-	21	1	0	14	18	0	-	33	115
% Trucks	1.3	0.7	0.9	0.9	-	-	1.0	0.8	2.3	0.9	2.9	-	-	1.1	2.6	3.3	0.7	1.6	-	-	1.1	0.5	0.0	1.1	2.1	0.0	-	1.4	1.1
Bicycles on Road	0	0	1	1	0	-	2	2	0	0	0	0	-	2	0	1	0	0	0	-	1	0	0	0	0	0	-	0	5
% Bicycles on Road	0.0	0.0	0.1	0.1	-	-	0.1	0.2	0.0	0.0	0.0	-	-	0.1	0.0	1.6	0.0	0.0	-	-	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: S-1 U.S. 322 & Discovery Drive
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	US 322 Westbound				Discovery Drive Northbound				US 322 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	99	0	0	99	1	0	0	1	0	75	0	75	175
6:15 AM	131	0	0	131	0	0	0	0	0	69	0	69	200
6:30 AM	157	0	0	157	1	0	0	1	0	93	0	93	251
6:45 AM	147	0	0	147	0	0	0	0	0	106	0	106	253
Hourly Total	534	0	0	534	2	0	0	2	0	343	0	343	879
7:00 AM	166	0	0	166	1	0	0	1	0	99	0	99	266
7:15 AM	207	0	0	207	1	0	0	1	0	110	0	110	318
7:30 AM	223	0	0	223	0	0	0	0	0	113	0	113	336
7:45 AM	269	0	0	269	0	0	0	0	0	95	0	95	364
Hourly Total	865	0	0	865	2	0	0	2	0	417	0	417	1284
8:00 AM	200	0	0	200	2	0	0	2	0	120	0	120	322
8:15 AM	180	0	0	180	2	0	0	2	0	124	0	124	306
8:30 AM	183	0	0	183	0	0	0	0	1	105	0	106	289
8:45 AM	139	0	0	139	1	0	0	1	0	129	0	129	269
Hourly Total	702	0	0	702	5	0	0	5	1	478	0	479	1186
9:00 AM	115	0	0	115	1	0	0	1	0	106	0	106	222
9:15 AM	117	0	0	117	0	0	0	0	0	89	0	89	206
9:30 AM	132	0	0	132	0	0	0	0	0	111	0	111	243
9:45 AM	133	0	0	133	0	0	0	0	0	121	0	121	254
Hourly Total	497	0	0	497	1	0	0	1	0	427	0	427	925
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	141	0	0	141	2	0	0	2	0	156	0	156	299
2:15 PM	155	0	0	155	1	0	0	1	0	153	0	153	309
2:30 PM	140	0	0	140	2	0	0	2	1	176	0	177	319
2:45 PM	170	0	0	170	3	0	0	3	0	181	0	181	354
Hourly Total	606	0	0	606	8	0	0	8	1	666	0	667	1281
3:00 PM	157	0	0	157	3	0	0	3	0	166	0	166	326
3:15 PM	123	0	0	123	4	1	0	5	0	180	0	180	308
3:30 PM	154	0	0	154	3	0	0	3	0	225	0	225	382
3:45 PM	158	0	0	158	3	0	0	3	0	207	0	207	368
Hourly Total	592	0	0	592	13	1	0	14	0	778	0	778	1384
4:00 PM	161	0	0	161	2	0	0	2	2	220	0	222	385
4:15 PM	189	0	0	189	3	0	0	3	0	239	0	239	431
4:30 PM	198	0	0	198	3	0	0	3	0	225	0	225	426
4:45 PM	134	0	0	134	1	0	0	1	0	210	0	210	345
Hourly Total	682	0	0	682	9	0	0	9	2	894	0	896	1587

5:00 PM	196	0	0	196	1	0	0	1	0	238	0	238	435
5:15 PM	156	0	0	156	0	1	0	1	0	219	0	219	376
5:30 PM	141	0	0	141	0	0	0	0	0	176	0	176	317
5:45 PM	125	0	0	125	0	0	0	0	1	151	0	152	277
Hourly Total	618	0	0	618	1	1	0	2	1	784	0	785	1405
Grand Total	5096	0	0	5096	41	2	0	43	5	4787	0	4792	9931
Approach %	100.0	0.0	0.0	-	95.3	4.7	0.0	-	0.1	99.9	0.0	-	-
Total %	51.3	0.0	0.0	51.3	0.4	0.0	0.0	0.4	0.1	48.2	0.0	48.3	-
Lights	4219	0	0	4219	39	2	0	41	5	4008	0	4013	8273
% Lights	82.8	-	-	82.8	95.1	100.0	-	95.3	100.0	83.7	-	83.7	83.3
Buses	23	0	0	23	0	0	0	0	0	28	0	28	51
% Buses	0.5	-	-	0.5	0.0	0.0	-	0.0	0.0	0.6	-	0.6	0.5
Trucks	854	0	0	854	0	0	0	0	0	750	0	750	1604
% Trucks	16.8	-	-	16.8	0.0	0.0	-	0.0	0.0	15.7	-	15.7	16.2
Bicycles on Road	0	0	0	0	2	0	0	2	0	1	0	1	3
% Bicycles on Road	0.0	-	-	0.0	4.9	0.0	-	4.7	0.0	0.0	-	0.0	0.0

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Count Name: S-2 U.S. 322 & Jack's Mill Drive West
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Jack's Mill Drive West Southbound				US 322 Westbound				US 322 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
6:00 AM	1	0	0	1	0	92	0	92	74	3	0	77	170
6:15 AM	1	0	0	1	0	131	0	131	67	3	0	70	202
6:30 AM	2	0	0	2	0	154	0	154	92	0	0	92	248
6:45 AM	3	0	0	3	0	142	0	142	103	1	0	104	249
Hourly Total	7	0	0	7	0	519	0	519	336	7	0	343	869
7:00 AM	3	0	0	3	0	169	0	169	97	2	0	99	271
7:15 AM	4	0	0	4	0	203	0	203	111	2	0	113	320
7:30 AM	11	0	0	11	0	210	0	210	113	2	0	115	336
7:45 AM	10	0	0	10	0	258	0	258	91	1	0	92	360
Hourly Total	28	0	0	28	0	840	0	840	412	7	0	419	1287
8:00 AM	4	1	0	5	1	200	0	201	117	7	0	124	330
8:15 AM	8	0	0	8	0	171	0	171	120	6	0	126	305
8:30 AM	7	0	0	7	0	180	0	180	103	2	0	105	292
8:45 AM	1	0	0	1	0	139	0	139	128	2	0	130	270
Hourly Total	20	1	0	21	1	690	0	691	468	17	0	485	1197
9:00 AM	1	0	0	1	0	110	0	110	106	1	0	107	218
9:15 AM	1	0	0	1	0	122	0	122	89	0	0	89	212
9:30 AM	4	0	0	4	0	123	0	123	108	0	0	108	235
9:45 AM	5	0	0	5	0	130	0	130	119	6	0	125	260
Hourly Total	11	0	0	11	0	485	0	485	422	7	0	429	925
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	5	0	0	5	0	136	0	136	147	8	0	155	296
2:15 PM	3	0	0	3	0	151	0	151	149	3	0	152	306
2:30 PM	6	0	0	6	1	136	0	137	177	5	0	182	325
2:45 PM	5	0	0	5	0	169	0	169	174	6	0	180	354
Hourly Total	19	0	0	19	1	592	0	593	647	22	0	669	1281
3:00 PM	2	1	0	3	1	149	0	150	169	4	0	173	326
3:15 PM	7	2	0	9	0	118	0	118	177	6	0	183	310
3:30 PM	2	0	0	2	0	152	0	152	222	3	0	225	379
3:45 PM	2	0	0	2	0	159	0	159	201	9	0	210	371
Hourly Total	13	3	0	16	1	578	0	579	769	22	0	791	1386
4:00 PM	5	1	0	6	1	151	0	152	219	5	0	224	382
4:15 PM	6	0	0	6	0	187	0	187	235	7	0	242	435
4:30 PM	4	0	0	4	0	193	0	193	216	5	0	221	418
4:45 PM	8	0	0	8	0	127	0	127	204	5	0	209	344
Hourly Total	23	1	0	24	1	658	0	659	874	22	0	896	1579

5:00 PM	2	0	0	2	0	189	0	189	233	5	0	238	429
5:15 PM	5	1	0	6	0	153	0	153	211	5	0	216	375
5:30 PM	3	0	0	3	0	137	0	137	178	5	0	183	323
5:45 PM	1	0	0	1	0	126	0	126	145	3	0	148	275
Hourly Total	11	1	0	12	0	605	0	605	767	18	0	785	1402
Grand Total	132	6	0	138	4	4967	0	4971	4695	122	0	4817	9926
Approach %	95.7	4.3	0.0	-	0.1	99.9	0.0	-	97.5	2.5	0.0	-	-
Total %	1.3	0.1	0.0	1.4	0.0	50.0	0.0	50.1	47.3	1.2	0.0	48.5	-
Lights	123	4	0	127	2	4108	0	4110	3933	111	0	4044	8281
% Lights	93.2	66.7	-	92.0	50.0	82.7	-	82.7	83.8	91.0	-	84.0	83.4
Buses	8	2	0	10	2	14	0	16	16	10	0	26	52
% Buses	6.1	33.3	-	7.2	50.0	0.3	-	0.3	0.3	8.2	-	0.5	0.5
Trucks	1	0	0	1	0	843	0	843	745	1	0	746	1590
% Trucks	0.8	0.0	-	0.7	0.0	17.0	-	17.0	15.9	0.8	-	15.5	16.0
Bicycles on Road	0	0	0	0	0	2	0	2	1	0	0	1	3
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: S-3 U.S 322 & Jack's Mill Drive East
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Jack's Mill Drive East Southbound				US 322 Westbound				US 322 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
6:00 AM	1	0	0	1	0	89	0	89	77	0	0	77	167
6:15 AM	1	0	0	1	0	130	0	130	66	0	0	66	197
6:30 AM	2	0	0	2	1	156	0	157	90	1	0	91	250
6:45 AM	3	0	0	3	2	139	0	141	104	0	0	104	248
Hourly Total	7	0	0	7	3	514	0	517	337	1	0	338	862
7:00 AM	5	0	0	5	0	163	0	163	98	0	0	98	266
7:15 AM	1	0	0	1	2	202	0	204	110	1	0	111	316
7:30 AM	5	1	0	6	0	211	0	211	111	1	0	112	329
7:45 AM	4	0	0	4	0	247	0	247	88	1	0	89	340
Hourly Total	15	1	0	16	2	823	0	825	407	3	0	410	1251
8:00 AM	7	0	0	7	0	198	0	198	117	0	0	117	322
8:15 AM	4	0	0	4	0	162	0	162	121	0	0	121	287
8:30 AM	2	1	0	3	1	182	0	183	103	1	0	104	290
8:45 AM	4	2	0	6	0	130	0	130	125	2	0	127	263
Hourly Total	17	3	0	20	1	672	0	673	466	3	0	469	1162
9:00 AM	4	1	0	5	0	105	0	105	105	0	0	105	215
9:15 AM	1	0	0	1	0	123	0	123	90	1	0	91	215
9:30 AM	2	1	0	3	1	123	0	124	106	2	0	108	235
9:45 AM	1	1	0	2	1	125	0	126	119	1	0	120	248
Hourly Total	8	3	0	11	2	476	0	478	420	4	0	424	913
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	1	2	0	3	0	135	0	135	149	1	0	150	288
2:15 PM	3	0	0	3	0	146	0	146	146	0	0	146	295
2:30 PM	0	0	0	0	0	142	0	142	174	1	0	175	317
2:45 PM	0	0	0	0	0	163	0	163	171	2	0	173	336
Hourly Total	4	2	0	6	0	586	0	586	640	4	0	644	1236
3:00 PM	0	0	0	0	1	155	0	156	172	2	0	174	330
3:15 PM	0	0	0	0	1	111	0	112	178	2	0	180	292
3:30 PM	2	0	0	2	0	152	0	152	220	1	0	221	375
3:45 PM	2	0	0	2	0	161	0	161	200	2	0	202	365
Hourly Total	4	0	0	4	2	579	0	581	770	7	0	777	1362
4:00 PM	3	0	0	3	0	148	0	148	216	2	0	218	369
4:15 PM	2	0	0	2	3	192	0	195	226	3	0	229	426
4:30 PM	2	0	0	2	1	184	0	185	214	2	0	216	403
4:45 PM	2	1	0	3	0	127	0	127	207	0	0	207	337
Hourly Total	9	1	0	10	4	651	0	655	863	7	0	870	1535

5:00 PM	0	1	0	1	0	186	0	186	229	5	0	234	421
5:15 PM	3	5	0	8	1	147	0	148	210	0	0	210	366
5:30 PM	3	1	0	4	0	136	0	136	174	1	0	175	315
5:45 PM	1	0	0	1	0	127	0	127	145	6	0	151	279
Hourly Total	7	7	0	14	1	596	0	597	758	12	0	770	1381
Grand Total	71	17	0	88	15	4897	0	4912	4661	41	0	4702	9702
Approach %	80.7	19.3	0.0	-	0.3	99.7	0.0	-	99.1	0.9	0.0	-	-
Total %	0.7	0.2	0.0	0.9	0.2	50.5	0.0	50.6	48.0	0.4	0.0	48.5	-
Lights	65	11	0	76	8	4027	0	4035	3884	40	0	3924	8035
% Lights	91.5	64.7	-	86.4	53.3	82.2	-	82.1	83.3	97.6	-	83.5	82.8
Buses	6	0	0	6	2	10	0	12	19	1	0	20	38
% Buses	8.5	0.0	-	6.8	13.3	0.2	-	0.2	0.4	2.4	-	0.4	0.4
Trucks	0	1	0	1	3	858	0	861	758	0	0	758	1620
% Trucks	0.0	5.9	-	1.1	20.0	17.5	-	17.5	16.3	0.0	-	16.1	16.7
Bicycles on Road	0	5	0	5	2	2	0	4	0	0	0	0	9
% Bicycles on Road	0.0	29.4	-	5.7	13.3	0.0	-	0.1	0.0	0.0	-	0.0	0.1

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Count Name: S-4 U.S. 322 & Sharer Road
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Sharer Road Southbound				US 322 Westbound				US 322 Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	0	97	0	97	66	0	0	66	163
6:15 AM	0	1	0	1	0	132	0	132	68	0	0	68	201
6:30 AM	0	0	0	0	0	152	0	152	93	1	0	94	246
6:45 AM	0	0	0	0	0	136	0	136	103	0	0	103	239
Hourly Total	0	1	0	1	0	517	0	517	330	1	0	331	849
7:00 AM	0	0	0	0	0	158	0	158	91	0	0	91	249
7:15 AM	1	0	0	1	1	198	0	199	114	0	0	114	314
7:30 AM	0	0	0	0	0	202	0	202	119	0	0	119	321
7:45 AM	0	0	0	0	0	232	0	232	78	0	0	78	310
Hourly Total	1	0	0	1	1	790	0	791	402	0	0	402	1194
8:00 AM	0	1	0	1	0	189	0	189	107	0	0	107	297
8:15 AM	0	0	0	0	0	157	0	157	116	0	0	116	273
8:30 AM	0	0	0	0	0	162	0	162	95	0	0	95	257
8:45 AM	0	0	0	0	0	116	0	116	110	0	0	110	226
Hourly Total	0	1	0	1	0	624	0	624	428	0	0	428	1053
9:00 AM	0	0	0	0	0	117	0	117	100	0	0	100	217
9:15 AM	0	0	0	0	0	119	0	119	87	0	0	87	206
9:30 AM	0	0	0	0	0	111	0	111	98	0	0	98	209
9:45 AM	0	0	0	0	1	126	0	127	109	0	0	109	236
Hourly Total	0	0	0	0	1	473	0	474	394	0	0	394	868
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	123	0	123	132	0	1	133	256
2:15 PM	0	0	0	0	0	133	0	133	128	0	0	128	261
2:30 PM	0	0	0	0	0	134	0	134	165	0	0	165	299
2:45 PM	0	0	0	0	0	160	0	160	167	0	0	167	327
Hourly Total	0	0	0	0	0	550	0	550	592	0	1	593	1143
3:00 PM	0	0	0	0	0	137	0	137	152	0	0	152	289
3:15 PM	0	0	0	0	0	109	0	109	165	1	0	166	275
3:30 PM	0	0	0	0	0	151	0	151	200	1	0	201	352
3:45 PM	0	0	0	0	0	138	0	138	187	0	0	187	325
Hourly Total	0	0	0	0	0	535	0	535	704	2	0	706	1241
4:00 PM	1	0	0	1	0	157	0	157	193	2	0	195	353
4:15 PM	0	0	0	0	0	184	0	184	219	0	0	219	403
4:30 PM	0	0	0	0	1	164	0	165	186	1	0	187	352
4:45 PM	0	0	0	0	0	133	0	133	212	0	0	212	345
Hourly Total	1	0	0	1	1	638	0	639	810	3	0	813	1453

5:00 PM	0	0	0	0	0	166	0	166	200	0	0	200	366
5:15 PM	0	0	0	0	0	128	0	128	182	0	0	182	310
5:30 PM	0	0	0	0	0	117	0	117	151	0	0	151	268
5:45 PM	0	0	0	0	0	110	0	110	137	0	0	137	247
Hourly Total	0	0	0	0	0	521	0	521	670	0	0	670	1191
Grand Total	2	2	0	4	3	4648	0	4651	4330	6	1	4337	8992
Approach %	50.0	50.0	0.0	-	0.1	99.9	0.0	-	99.8	0.1	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	51.7	0.0	51.7	48.2	0.1	0.0	48.2	-
Lights	2	2	0	4	3	3802	0	3805	3562	6	0	3568	7377
% Lights	100.0	100.0	-	100.0	100.0	81.8	-	81.8	82.3	100.0	0.0	82.3	82.0
Buses	0	0	0	0	0	9	0	9	15	0	0	15	24
% Buses	0.0	0.0	-	0.0	0.0	0.2	-	0.2	0.3	0.0	0.0	0.3	0.3
Trucks	0	0	0	0	0	837	0	837	753	0	1	754	1591
% Trucks	0.0	0.0	-	0.0	0.0	18.0	-	18.0	17.4	0.0	100.0	17.4	17.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

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Count Name: S-5 U.S. 322 & Timberwood Trail
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	US 322 Westbound				Timberwood Trail Northbound				US 322 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	96	0	0	96	0	0	0	0	0	64	0	64	160
6:15 AM	132	0	0	132	0	1	0	1	1	68	0	69	202
6:30 AM	153	0	0	153	0	2	0	2	2	90	0	92	247
6:45 AM	131	0	0	131	0	2	0	2	1	101	0	102	235
Hourly Total	512	0	0	512	0	5	0	5	4	323	0	327	844
7:00 AM	155	0	0	155	0	1	0	1	1	91	0	92	248
7:15 AM	192	0	0	192	0	7	0	7	1	114	0	115	314
7:30 AM	199	0	0	199	1	3	0	4	1	117	0	118	321
7:45 AM	228	0	0	228	0	5	0	5	0	79	0	79	312
Hourly Total	774	0	0	774	1	16	0	17	3	401	0	404	1195
8:00 AM	189	0	0	189	0	1	0	1	1	109	0	110	300
8:15 AM	156	0	0	156	0	1	0	1	1	115	0	116	273
8:30 AM	160	0	0	160	0	4	0	4	1	96	0	97	261
8:45 AM	113	0	0	113	0	1	0	1	0	110	0	110	224
Hourly Total	618	0	0	618	0	7	0	7	3	430	0	433	1058
9:00 AM	118	0	0	118	0	0	0	0	0	100	0	100	218
9:15 AM	116	0	0	116	0	2	0	2	0	87	0	87	205
9:30 AM	109	0	0	109	0	2	0	2	0	99	0	99	210
9:45 AM	124	0	0	124	0	3	0	3	4	106	0	110	237
Hourly Total	467	0	0	467	0	7	0	7	4	392	0	396	870
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	123	0	0	123	0	1	0	1	0	130	0	130	254
2:15 PM	132	0	0	132	0	1	0	1	1	130	0	131	264
2:30 PM	133	0	0	133	1	1	0	2	0	162	0	162	297
2:45 PM	159	0	0	159	1	1	0	2	4	165	0	169	330
Hourly Total	547	0	0	547	2	4	0	6	5	587	0	592	1145
3:00 PM	133	0	0	133	0	2	0	2	3	146	0	149	284
3:15 PM	108	0	0	108	0	1	0	1	1	165	0	166	275
3:30 PM	147	0	0	147	1	2	0	3	1	200	0	201	351
3:45 PM	137	1	0	138	0	2	0	2	4	182	0	186	326
Hourly Total	525	1	0	526	1	7	0	8	9	693	0	702	1236
4:00 PM	154	0	0	154	0	1	0	1	1	192	0	193	348
4:15 PM	181	1	0	182	0	2	0	2	5	217	0	222	406
4:30 PM	163	1	0	164	0	2	0	2	1	183	0	184	350
4:45 PM	133	0	0	133	0	1	0	1	0	214	0	214	348
Hourly Total	631	2	0	633	0	6	0	6	7	806	0	813	1452

5:00 PM	164	0	0	164	0	2	0	2	5	198	0	203	369
5:15 PM	130	0	0	130	1	1	0	2	0	186	0	186	318
5:30 PM	114	0	0	114	0	1	0	1	3	149	0	152	267
5:45 PM	106	0	0	106	0	4	0	4	3	136	0	139	249
Hourly Total	514	0	0	514	1	8	0	9	11	669	0	680	1203
Grand Total	4588	3	0	4591	5	60	0	65	46	4301	0	4347	9003
Approach %	99.9	0.1	0.0	-	7.7	92.3	0.0	-	1.1	98.9	0.0	-	-
Total %	51.0	0.0	0.0	51.0	0.1	0.7	0.0	0.7	0.5	47.8	0.0	48.3	-
Lights	3748	3	0	3751	4	54	0	58	38	3535	0	3573	7382
% Lights	81.7	100.0	-	81.7	80.0	90.0	-	89.2	82.6	82.2	-	82.2	82.0
Buses	4	0	0	4	0	5	0	5	6	7	0	13	22
% Buses	0.1	0.0	-	0.1	0.0	8.3	-	7.7	13.0	0.2	-	0.3	0.2
Trucks	836	0	0	836	1	1	0	2	2	759	0	761	1599
% Trucks	18.2	0.0	-	18.2	20.0	1.7	-	3.1	4.3	17.6	-	17.5	17.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: S-6 U.S. 322 & Wagner Road
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Wagner Road Southbound					US 322 Westbound					Driveway Northbound					US 322 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	0	2	107	0	0	109	0	0	0	0	0	0	62	0	0	62	171
6:15 AM	3	0	0	0	3	1	125	0	0	126	0	0	0	0	0	0	69	1	0	70	199
6:30 AM	3	0	1	0	4	0	156	0	0	156	0	0	0	0	0	0	84	0	0	84	244
6:45 AM	3	0	1	0	4	1	124	0	0	125	0	0	0	0	0	0	74	0	0	74	203
Hourly Total	9	0	2	0	11	4	512	0	0	516	0	0	0	0	0	0	289	1	0	290	817
7:00 AM	1	0	1	0	2	0	148	0	0	148	0	0	0	0	0	0	92	1	0	93	243
7:15 AM	1	0	4	0	5	6	204	0	0	210	0	0	0	0	0	0	109	1	0	110	325
7:30 AM	2	0	5	0	7	0	218	0	0	218	0	0	0	0	0	0	118	2	0	120	345
7:45 AM	1	0	0	0	1	1	198	0	0	199	0	0	0	0	0	0	73	2	0	75	275
Hourly Total	5	0	10	0	15	7	768	0	0	775	0	0	0	0	0	0	392	6	0	398	1188
8:00 AM	1	0	0	0	1	1	170	0	0	171	0	0	0	0	0	0	100	0	0	100	272
8:15 AM	2	0	0	0	2	2	168	0	0	170	0	0	0	0	0	0	107	2	0	109	281
8:30 AM	2	0	1	0	3	1	142	0	0	143	0	0	0	0	0	0	94	1	0	95	241
8:45 AM	2	0	0	0	2	1	115	0	0	116	0	0	0	0	0	0	96	3	0	99	217
Hourly Total	7	0	1	0	8	5	595	0	0	600	0	0	0	0	0	0	397	6	0	403	1011
9:00 AM	0	0	3	0	3	1	115	0	0	116	0	0	0	0	0	0	102	2	0	104	223
9:15 AM	1	0	0	0	1	0	112	0	0	112	0	0	0	0	0	0	85	1	0	86	199
9:30 AM	0	0	1	0	1	2	99	0	0	101	0	0	0	0	0	0	91	0	0	91	193
9:45 AM	3	0	1	0	4	1	122	0	0	123	0	0	0	0	0	0	100	0	0	100	227
Hourly Total	4	0	5	0	9	4	448	0	0	452	0	0	0	0	0	0	378	3	0	381	842
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	1	0	1	0	118	0	0	118	0	0	0	0	0	0	121	0	0	121	240
2:15 PM	1	0	1	0	2	0	129	0	0	129	0	0	1	0	1	0	121	0	0	121	253
2:30 PM	1	0	1	0	2	2	126	0	0	128	0	0	0	0	0	0	151	1	0	152	282
2:45 PM	3	0	2	0	5	1	155	0	0	156	0	0	0	0	0	0	162	2	0	164	325
Hourly Total	5	0	5	0	10	3	528	0	0	531	0	0	1	0	1	0	555	3	0	558	1100
3:00 PM	0	0	1	0	1	1	121	0	0	122	1	0	0	0	1	0	126	1	0	127	251
3:15 PM	2	0	4	0	6	1	111	0	0	112	0	0	0	0	0	0	169	0	0	169	287
3:30 PM	2	0	2	0	4	2	139	0	0	141	0	0	0	0	0	0	189	0	0	189	334
3:45 PM	0	0	0	0	0	2	134	0	0	136	0	0	0	0	0	0	187	0	0	187	323
Hourly Total	4	0	7	0	11	6	505	0	0	511	1	0	0	0	1	0	671	1	0	672	1195
4:00 PM	2	0	4	0	6	4	144	0	0	148	0	0	0	0	0	0	188	2	0	190	344
4:15 PM	1	0	2	0	3	0	169	0	0	169	0	0	0	0	0	0	198	0	0	198	370
4:30 PM	2	0	4	0	6	1	140	0	0	141	0	0	0	0	0	0	193	2	0	195	342
4:45 PM	4	0	1	0	5	1	131	0	0	132	0	0	0	0	0	0	205	3	0	208	345
Hourly Total	9	0	11	0	20	6	584	0	0	590	0	0	0	0	0	0	784	7	0	791	1401

5:00 PM	1	0	1	0	2	0	145	0	0	145	0	0	0	0	0	0	189	4	0	193	340
5:15 PM	0	0	0	0	0	0	121	0	0	121	0	0	0	0	0	0	176	1	0	177	298
5:30 PM	1	0	0	0	1	0	107	0	0	107	0	0	0	0	0	0	168	2	0	170	278
5:45 PM	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	121	0	0	121	220
Hourly Total	2	0	1	0	3	0	472	0	0	472	0	0	0	0	0	0	654	7	0	661	1136
Grand Total	45	0	42	0	87	35	4412	0	0	4447	1	0	1	0	2	0	4120	34	0	4154	8690
Approach %	51.7	0.0	48.3	0.0	-	0.8	99.2	0.0	0.0	-	50.0	0.0	50.0	0.0	-	0.0	99.2	0.8	0.0	-	-
Total %	0.5	0.0	0.5	0.0	1.0	0.4	50.8	0.0	0.0	51.2	0.0	0.0	0.0	0.0	0.0	0.0	47.4	0.4	0.0	47.8	-
Lights	40	0	40	0	80	30	3584	0	0	3614	1	0	1	0	2	0	3388	31	0	3419	7115
% Lights	88.9	-	95.2	-	92.0	85.7	81.2	-	-	81.3	100.0	-	100.0	-	100.0	-	82.2	91.2	-	82.3	81.9
Buses	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	0	10	0	0	10	18
% Buses	2.2	-	0.0	-	1.1	2.9	0.1	-	-	0.2	0.0	-	0.0	-	0.0	-	0.2	0.0	-	0.2	0.2
Trucks	4	0	2	0	6	2	822	0	0	824	0	0	0	0	0	0	722	3	0	725	1555
% Trucks	8.9	-	4.8	-	6.9	5.7	18.6	-	-	18.5	0.0	-	0.0	-	0.0	-	17.5	8.8	-	17.5	17.9
Bicycles on Road	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Road	0.0	-	0.0	-	0.0	5.7	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
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Count Name: S-7 U.S. 322 & Dogtown Road
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	US 322 Westbound				Dogtown Road Northbound				US 322 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	99	0	0	99	1	0	0	1	0	60	0	60	160
6:15 AM	134	0	0	134	0	0	0	0	0	72	0	72	206
6:30 AM	150	0	0	150	2	1	0	3	0	79	0	79	232
6:45 AM	111	0	0	111	1	0	0	1	0	68	0	68	180
Hourly Total	494	0	0	494	4	1	0	5	0	279	0	279	778
7:00 AM	171	0	0	171	0	1	0	1	0	98	0	98	270
7:15 AM	181	0	0	181	1	0	0	1	2	112	0	114	296
7:30 AM	194	0	0	194	2	1	0	3	0	119	0	119	316
7:45 AM	184	0	0	184	0	1	0	1	0	78	0	78	263
Hourly Total	730	0	0	730	3	3	0	6	2	407	0	409	1145
8:00 AM	169	0	0	169	1	0	0	1	0	98	0	98	268
8:15 AM	154	1	0	155	0	0	0	0	0	102	0	102	257
8:30 AM	132	0	0	132	1	0	0	1	1	97	0	98	231
8:45 AM	108	0	0	108	0	0	0	0	0	95	0	95	203
Hourly Total	563	1	0	564	2	0	0	2	1	392	0	393	959
9:00 AM	106	0	0	106	1	0	0	1	0	86	0	86	193
9:15 AM	103	0	0	103	0	0	0	0	0	87	0	87	190
9:30 AM	105	0	0	105	1	0	0	1	0	95	0	95	201
9:45 AM	116	0	0	116	3	0	0	3	1	76	0	77	196
Hourly Total	430	0	0	430	5	0	0	5	1	344	0	345	780
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	111	0	0	111	1	0	0	1	0	109	0	109	221
2:15 PM	126	0	0	126	0	0	0	0	1	128	0	129	255
2:30 PM	127	0	0	127	0	1	0	1	1	134	0	135	263
2:45 PM	147	0	0	147	0	0	0	0	2	153	0	155	302
Hourly Total	511	0	0	511	1	1	0	2	4	524	0	528	1041
3:00 PM	112	0	0	112	2	1	0	3	3	122	0	125	240
3:15 PM	111	2	0	113	0	2	0	2	0	164	0	164	279
3:30 PM	144	0	0	144	0	0	0	0	1	165	0	166	310
3:45 PM	127	1	0	128	0	0	0	0	0	173	0	173	301
Hourly Total	494	3	0	497	2	3	0	5	4	624	0	628	1130
4:00 PM	144	0	0	144	1	0	0	1	0	162	0	162	307
4:15 PM	160	0	0	160	2	1	0	3	0	197	0	197	360
4:30 PM	135	0	0	135	0	0	0	0	0	175	0	175	310
4:45 PM	131	1	0	132	0	0	0	0	1	180	0	181	313
Hourly Total	570	1	0	571	3	1	0	4	1	714	0	715	1290

5:00 PM	134	0	0	134	2	0	0	2	0	175	0	175	311
5:15 PM	102	0	0	102	0	1	0	1	0	197	0	197	300
5:30 PM	108	0	0	108	1	0	0	1	2	137	0	139	248
5:45 PM	100	1	0	101	2	1	0	3	0	121	0	121	225
Hourly Total	444	1	0	445	5	2	0	7	2	630	0	632	1084
Grand Total	4236	6	0	4242	25	11	0	36	15	3914	0	3929	8207
Approach %	99.9	0.1	0.0	-	69.4	30.6	0.0	-	0.4	99.6	0.0	-	-
Total %	51.6	0.1	0.0	51.7	0.3	0.1	0.0	0.4	0.2	47.7	0.0	47.9	-
Lights	3412	6	0	3418	22	11	0	33	12	3170	0	3182	6633
% Lights	80.5	100.0	-	80.6	88.0	100.0	-	91.7	80.0	81.0	-	81.0	80.8
Buses	9	0	0	9	1	0	0	1	2	9	0	11	21
% Buses	0.2	0.0	-	0.2	4.0	0.0	-	2.8	13.3	0.2	-	0.3	0.3
Trucks	815	0	0	815	2	0	0	2	1	735	0	736	1553
% Trucks	19.2	0.0	-	19.2	8.0	0.0	-	5.6	6.7	18.8	-	18.7	18.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: S-8 U.S. 322 & Cider Press Road
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Cider Press Road Southbound				US 322 Westbound				US 322 Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	1	0	0	1	0	98	0	98	61	0	0	61	160
6:15 AM	0	0	0	0	0	136	0	136	74	0	0	74	210
6:30 AM	0	0	0	0	0	150	0	150	77	0	0	77	227
6:45 AM	0	0	0	0	0	111	0	111	73	0	0	73	184
Hourly Total	1	0	0	1	0	495	0	495	285	0	0	285	781
7:00 AM	0	0	0	0	0	170	0	170	97	0	0	97	267
7:15 AM	0	0	0	0	0	179	0	179	107	0	0	107	286
7:30 AM	1	0	0	1	0	199	0	199	124	0	0	124	324
7:45 AM	0	0	0	0	0	183	0	183	77	0	0	77	260
Hourly Total	1	0	0	1	0	731	0	731	405	0	0	405	1137
8:00 AM	0	0	0	0	0	164	0	164	100	0	0	100	264
8:15 AM	2	0	0	2	0	155	0	155	98	0	0	98	255
8:30 AM	0	0	0	0	0	131	0	131	94	0	0	94	225
8:45 AM	1	0	0	1	0	115	0	115	100	0	0	100	216
Hourly Total	3	0	0	3	0	565	0	565	392	0	0	392	960
9:00 AM	1	0	0	1	0	98	0	98	86	0	0	86	185
9:15 AM	0	0	0	0	0	103	0	103	88	0	0	88	191
9:30 AM	1	0	0	1	0	105	0	105	93	1	0	94	200
9:45 AM	0	0	0	0	1	119	0	120	81	0	0	81	201
Hourly Total	2	0	0	2	1	425	0	426	348	1	0	349	777
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	109	0	109	110	0	0	110	219
2:15 PM	0	0	0	0	0	128	0	128	127	0	0	127	255
2:30 PM	0	0	0	0	0	126	0	126	134	0	0	134	260
2:45 PM	0	0	0	0	0	151	0	151	151	0	0	151	302
Hourly Total	0	0	0	0	0	514	0	514	522	0	0	522	1036
3:00 PM	1	0	0	1	1	108	0	109	120	1	0	121	231
3:15 PM	2	0	0	2	0	114	0	114	164	1	0	165	281
3:30 PM	2	0	0	2	0	143	0	143	164	0	0	164	309
3:45 PM	0	0	0	0	0	122	0	122	173	1	0	174	296
Hourly Total	5	0	0	5	1	487	0	488	621	3	0	624	1117
4:00 PM	0	0	0	0	0	142	0	142	163	0	0	163	305
4:15 PM	0	0	0	0	0	161	0	161	196	1	0	197	358
4:30 PM	1	0	0	1	1	134	0	135	175	0	0	175	311
4:45 PM	2	0	0	2	0	133	0	133	186	0	0	186	321
Hourly Total	3	0	0	3	1	570	0	571	720	1	0	721	1295

5:00 PM	1	0	0	1	0	132	0	132	170	0	0	170	303
5:15 PM	0	0	0	0	0	103	0	103	196	1	0	197	300
5:30 PM	0	0	0	0	0	106	0	106	136	0	0	136	242
5:45 PM	0	0	0	0	0	103	0	103	130	2	0	132	235
Hourly Total	1	0	0	1	0	444	0	444	632	3	0	635	1080
Grand Total	16	0	0	16	3	4231	0	4234	3925	8	0	3933	8183
Approach %	100.0	0.0	0.0	-	0.1	99.9	0.0	-	99.8	0.2	0.0	-	-
Total %	0.2	0.0	0.0	0.2	0.0	51.7	0.0	51.7	48.0	0.1	0.0	48.1	-
Lights	15	0	0	15	3	3400	0	3403	3185	7	0	3192	6610
% Lights	93.8	-	-	93.8	100.0	80.4	-	80.4	81.1	87.5	-	81.2	80.8
Buses	0	0	0	0	0	9	0	9	10	0	0	10	19
% Buses	0.0	-	-	0.0	0.0	0.2	-	0.2	0.3	0.0	-	0.3	0.2
Trucks	1	0	0	1	0	822	0	822	730	1	0	731	1554
% Trucks	6.3	-	-	6.3	0.0	19.4	-	19.4	18.6	12.5	-	18.6	19.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	-	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
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Count Name: S-9 SR 3014 (Boal Ave) & Loop Rd
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	US 322 Westbound				Torrey Lane Northbound				US 322 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	27	0	0	27	0	1	0	1	2	22	0	24	52
6:15 AM	38	0	0	38	0	0	0	0	0	21	0	21	59
6:30 AM	52	2	0	54	0	2	0	2	1	21	0	22	78
6:45 AM	56	3	0	59	0	7	0	7	7	40	0	47	113
Hourly Total	173	5	0	178	0	10	0	10	10	104	0	114	302
7:00 AM	67	1	0	68	0	4	0	4	3	37	0	40	112
7:15 AM	103	0	0	103	0	9	0	9	3	49	0	52	164
7:30 AM	120	1	0	121	0	10	0	10	3	37	0	40	171
7:45 AM	138	0	0	138	2	11	0	13	1	54	0	55	206
Hourly Total	428	2	0	430	2	34	0	36	10	177	0	187	653
8:00 AM	74	0	0	74	0	4	0	4	3	52	0	55	133
8:15 AM	82	0	0	82	0	9	0	9	4	60	0	64	155
8:30 AM	79	0	0	79	0	2	0	2	1	52	0	53	134
8:45 AM	72	0	0	72	1	8	0	9	5	41	0	46	127
Hourly Total	307	0	0	307	1	23	0	24	13	205	0	218	549
9:00 AM	55	0	0	55	0	4	0	4	2	41	0	43	102
9:15 AM	42	0	0	42	0	4	0	4	2	43	0	45	91
9:30 AM	69	0	0	69	0	5	0	5	2	45	0	47	121
9:45 AM	54	0	0	54	2	0	0	2	3	41	0	44	100
Hourly Total	220	0	0	220	2	13	0	15	9	170	0	179	414
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	56	0	0	56	0	7	0	7	6	69	0	75	138
2:15 PM	48	1	0	49	0	3	0	3	8	66	0	74	126
2:30 PM	61	0	0	61	0	3	0	3	4	78	0	82	146
2:45 PM	63	0	0	63	0	6	0	6	5	83	0	88	157
Hourly Total	228	1	0	229	0	19	0	19	23	296	0	319	567
3:00 PM	70	1	0	71	1	6	0	7	5	75	0	80	158
3:15 PM	54	1	0	55	1	6	0	7	8	80	0	88	150
3:30 PM	71	0	0	71	3	3	0	6	6	84	0	90	167
3:45 PM	80	1	0	81	1	10	0	11	5	90	0	95	187
Hourly Total	275	3	0	278	6	25	0	31	24	329	0	353	662
4:00 PM	87	0	0	87	0	2	0	2	7	103	0	110	199
4:15 PM	59	2	0	61	2	3	0	5	5	109	0	114	180
4:30 PM	97	1	0	98	2	9	0	11	5	83	0	88	197
4:45 PM	77	0	0	77	0	6	0	6	5	100	0	105	188
Hourly Total	320	3	0	323	4	20	0	24	22	395	0	417	764

5:00 PM	107	0	0	107	0	2	0	2	2	124	0	126	235
5:15 PM	84	0	0	84	0	5	0	5	11	123	0	134	223
5:30 PM	73	0	0	73	1	6	0	7	4	107	0	111	191
5:45 PM	75	0	0	75	0	3	0	3	4	84	0	88	166
Hourly Total	339	0	0	339	1	16	0	17	21	438	0	459	815
Grand Total	2290	14	0	2304	16	160	0	176	132	2114	0	2246	4726
Approach %	99.4	0.6	0.0	-	9.1	90.9	0.0	-	5.9	94.1	0.0	-	-
Total %	48.5	0.3	0.0	48.8	0.3	3.4	0.0	3.7	2.8	44.7	0.0	47.5	-
Lights	2225	10	0	2235	13	146	0	159	126	2037	0	2163	4557
% Lights	97.2	71.4	-	97.0	81.3	91.3	-	90.3	95.5	96.4	-	96.3	96.4
Buses	16	0	0	16	1	3	0	4	1	15	0	16	36
% Buses	0.7	0.0	-	0.7	6.3	1.9	-	2.3	0.8	0.7	-	0.7	0.8
Trucks	48	3	0	51	1	11	0	12	5	60	0	65	128
% Trucks	2.1	21.4	-	2.2	6.3	6.9	-	6.8	3.8	2.8	-	2.9	2.7
Bicycles on Road	1	1	0	2	1	0	0	1	0	2	0	2	5
% Bicycles on Road	0.0	7.1	-	0.1	6.3	0.0	-	0.6	0.0	0.1	-	0.1	0.1

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Count Name: S-10 SR 3014 (Boal Ave) & West Drive
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	West Drive Southbound					US 322 Westbound					West Drive Northbound					US 322 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	1	0	0	0	1	0	23	0	0	23	0	0	3	0	3	0	22	0	0	22	49
6:15 AM	0	0	0	0	0	0	39	0	0	39	0	0	2	0	2	0	21	0	0	21	62
6:30 AM	1	0	0	0	1	0	46	0	0	46	0	0	7	0	7	0	21	0	0	21	75
6:45 AM	4	0	0	0	4	0	50	1	0	51	0	0	4	0	4	2	37	1	0	40	99
Hourly Total	6	0	0	0	6	0	158	1	0	159	0	0	16	0	16	2	101	1	0	104	285
7:00 AM	1	0	0	0	1	0	62	0	0	62	0	0	5	0	5	0	37	1	0	38	106
7:15 AM	4	0	0	0	4	0	89	0	0	89	0	0	12	0	12	1	46	0	0	47	152
7:30 AM	5	0	0	0	5	1	109	0	0	110	0	0	8	0	8	0	37	0	0	37	160
7:45 AM	5	0	0	0	5	0	122	0	0	122	0	0	10	0	10	2	52	2	0	56	193
Hourly Total	15	0	0	0	15	1	382	0	0	383	0	0	35	0	35	3	172	3	0	178	611
8:00 AM	1	0	0	0	1	0	70	0	0	70	0	0	3	0	3	2	47	1	0	50	124
8:15 AM	1	0	0	0	1	0	72	0	0	72	0	0	7	0	7	0	56	0	0	56	136
8:30 AM	1	0	0	0	1	0	68	0	0	68	0	0	8	0	8	0	51	1	0	52	129
8:45 AM	0	0	0	0	0	0	71	0	0	71	0	0	2	0	2	4	39	0	0	43	116
Hourly Total	3	0	0	0	3	0	281	0	0	281	0	0	20	0	20	6	193	2	0	201	505
9:00 AM	2	0	0	0	2	0	53	0	0	53	0	0	0	0	0	0	42	0	0	42	97
9:15 AM	2	0	0	0	2	0	35	0	0	35	0	0	2	0	2	4	34	4	1	43	82
9:30 AM	2	0	0	0	2	0	63	0	0	63	0	2	4	0	6	1	45	0	0	46	117
9:45 AM	0	0	0	0	0	0	52	0	0	52	1	0	2	0	3	2	40	0	0	42	97
Hourly Total	6	0	0	0	6	0	203	0	0	203	1	2	8	0	11	7	161	4	1	173	393
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	52	1	0	53	0	0	1	0	1	4	57	1	0	62	116
2:15 PM	2	0	0	0	2	0	45	0	0	45	1	0	2	0	3	5	58	3	0	66	116
2:30 PM	0	0	0	0	0	0	55	0	0	55	1	0	5	0	6	8	71	0	0	79	140
2:45 PM	1	0	0	0	1	0	61	0	0	61	0	0	2	0	2	6	77	2	1	86	150
Hourly Total	3	0	0	0	3	0	213	1	0	214	2	0	10	0	12	23	263	6	1	293	522
3:00 PM	0	0	0	0	0	1	66	0	0	67	0	0	2	0	2	5	72	1	0	78	147
3:15 PM	1	0	0	0	1	0	49	0	0	49	2	0	3	0	5	7	71	0	0	78	133
3:30 PM	2	0	0	0	2	0	67	0	0	67	1	1	2	0	4	6	77	1	0	84	157
3:45 PM	1	0	0	0	1	0	73	1	0	74	2	1	4	0	7	11	80	0	1	92	174
Hourly Total	4	0	0	0	4	1	255	1	0	257	5	2	11	0	18	29	300	2	1	332	611
4:00 PM	1	0	0	0	1	0	79	0	0	79	0	1	2	0	3	6	91	2	0	99	182
4:15 PM	1	1	0	0	2	0	58	2	0	60	0	0	3	0	3	11	98	3	0	112	177
4:30 PM	2	0	0	0	2	0	92	0	0	92	1	0	2	0	3	6	75	2	0	83	180
4:45 PM	0	0	0	0	0	0	73	1	0	74	0	0	7	0	7	3	94	1	0	98	179
Hourly Total	4	1	0	0	5	0	302	3	0	305	1	1	14	0	16	26	358	8	0	392	718

5:00 PM	1	0	0	0	1	0	101	1	0	102	0	0	7	0	7	9	107	5	0	121	231
5:15 PM	2	0	0	0	2	0	74	0	0	74	0	0	3	0	3	14	106	1	0	121	200
5:30 PM	1	0	0	0	1	0	68	0	0	68	0	0	4	0	4	9	94	1	0	104	177
5:45 PM	2	0	0	0	2	0	68	2	0	70	1	0	4	0	5	7	77	2	0	86	163
Hourly Total	6	0	0	0	6	0	311	3	0	314	1	0	18	0	19	39	384	9	0	432	771
Grand Total	47	1	0	0	48	2	2105	9	0	2116	10	5	132	0	147	135	1932	35	3	2105	4416
Approach %	97.9	2.1	0.0	0.0	-	0.1	99.5	0.4	0.0	-	6.8	3.4	89.8	0.0	-	6.4	91.8	1.7	0.1	-	-
Total %	1.1	0.0	0.0	0.0	1.1	0.0	47.7	0.2	0.0	47.9	0.2	0.1	3.0	0.0	3.3	3.1	43.8	0.8	0.1	47.7	-
Lights	45	0	0	0	45	1	2041	8	0	2050	9	4	131	0	144	134	1859	34	2	2029	4268
% Lights	95.7	0.0	-	-	93.8	50.0	97.0	88.9	-	96.9	90.0	80.0	99.2	-	98.0	99.3	96.2	97.1	66.7	96.4	96.6
Buses	2	0	0	0	2	1	15	1	0	17	0	0	0	0	0	0	16	1	0	17	36
% Buses	4.3	0.0	-	-	4.2	50.0	0.7	11.1	-	0.8	0.0	0.0	0.0	-	0.0	0.0	0.8	2.9	0.0	0.8	0.8
Trucks	0	0	0	0	0	0	46	0	0	46	1	0	1	0	2	1	55	0	1	57	105
% Trucks	0.0	0.0	-	-	0.0	0.0	2.2	0.0	-	2.2	10.0	0.0	0.8	-	1.4	0.7	2.8	0.0	33.3	2.7	2.4
Bicycles on Road	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	7
% Bicycles on Road	0.0	100.0	-	-	2.1	0.0	0.1	0.0	-	0.1	0.0	20.0	0.0	-	0.7	0.0	0.1	0.0	0.0	0.1	0.2

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Count Name: S-11 PA 45 & Commonwealth Drive
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Northbound					PA 45 Southbound					Commonwealth Drive Eastbound					Ashworth Lane Westbound					Int. Total
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	
6:00 AM	0	0	9	0	9	0	0	24	1	25	0	0	0	0	0	0	0	0	1	1	35
6:15 AM	0	0	13	0	13	0	0	35	0	35	0	1	0	0	1	0	0	0	0	0	49
6:30 AM	0	0	14	0	14	0	0	53	0	53	0	1	0	3	4	0	0	0	1	1	72
6:45 AM	0	0	33	2	35	0	1	57	0	58	0	1	0	1	2	0	2	0	0	2	97
Hourly Total	0	0	69	2	71	0	1	169	1	171	0	3	0	4	7	0	2	0	2	4	253
7:00 AM	0	4	36	0	40	0	3	63	0	66	0	0	0	4	4	0	0	0	1	1	111
7:15 AM	1	0	30	1	32	0	1	87	1	89	0	1	0	5	6	0	1	0	0	1	128
7:30 AM	0	1	38	0	39	0	0	98	2	100	0	4	0	7	11	0	1	0	2	3	153
7:45 AM	0	2	45	1	48	0	0	151	2	153	0	2	0	6	8	0	4	0	2	6	215
Hourly Total	1	7	149	2	159	0	4	399	5	408	0	7	0	22	29	0	6	0	5	11	607
8:00 AM	0	1	32	5	38	0	1	102	5	108	0	2	0	6	8	0	4	0	0	4	158
8:15 AM	0	3	46	3	52	0	0	128	1	129	0	1	0	5	6	0	5	0	0	5	192
8:30 AM	0	4	39	2	45	0	0	81	1	82	0	5	0	8	13	0	2	0	0	2	142
8:45 AM	0	7	39	2	48	0	0	79	2	81	0	5	0	4	9	0	3	0	0	3	141
Hourly Total	0	15	156	12	183	0	1	390	9	400	0	13	0	23	36	0	14	0	0	14	633
9:00 AM	0	2	47	1	50	0	0	59	3	62	0	3	0	12	15	0	0	0	0	0	127
9:15 AM	0	2	41	1	44	0	1	44	1	46	0	2	0	7	9	0	3	0	1	4	103
9:30 AM	0	2	42	0	44	0	0	49	2	51	1	4	0	5	10	0	2	0	0	2	107
9:45 AM	0	3	44	0	47	0	0	61	1	62	0	5	0	5	10	0	2	0	0	2	121
Hourly Total	0	9	174	2	185	0	1	213	7	221	1	14	0	29	44	0	7	0	1	8	458
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	6	54	1	61	0	0	48	3	51	0	7	0	7	14	0	6	0	1	7	133
2:15 PM	0	10	60	2	72	0	1	47	5	53	0	3	0	2	5	0	0	1	0	1	131
2:30 PM	0	8	57	2	67	0	1	49	6	56	0	3	0	9	12	0	1	0	0	1	136
2:45 PM	0	7	65	2	74	0	1	51	3	55	0	1	0	7	8	0	2	0	0	2	139
Hourly Total	0	31	236	7	274	0	3	195	17	215	0	14	0	25	39	0	9	1	1	11	539
3:00 PM	0	4	75	3	82	0	2	50	2	54	0	3	0	7	10	0	0	0	1	1	147
3:15 PM	0	3	86	3	92	0	0	43	4	47	0	2	0	4	6	0	1	0	0	1	146
3:30 PM	0	2	81	3	86	0	0	60	4	64	0	1	0	5	6	0	0	0	1	1	157
3:45 PM	0	6	79	2	87	0	5	57	1	63	0	1	0	4	5	0	3	0	3	6	161
Hourly Total	0	15	321	11	347	0	7	210	11	228	0	7	0	20	27	0	4	0	5	9	611
4:00 PM	0	12	106	4	122	0	1	60	3	64	0	2	0	1	3	0	2	0	0	2	191
4:15 PM	0	8	87	1	96	0	0	58	1	59	0	0	0	6	6	0	1	0	0	1	162
4:30 PM	0	6	113	4	123	0	0	77	5	82	0	3	0	0	3	0	1	0	1	2	210
4:45 PM	0	6	114	2	122	0	1	52	6	59	0	3	0	5	8	0	7	0	0	7	196
Hourly Total	0	32	420	11	463	0	2	247	15	264	0	8	0	12	20	0	11	0	1	12	759

5:00 PM	0	5	111	9	125	0	1	49	2	52	0	1	0	4	5	0	2	0	2	4	186
5:15 PM	0	5	105	3	113	0	3	63	2	68	0	4	0	10	14	0	3	0	2	5	200
5:30 PM	0	5	81	3	89	0	2	60	2	64	0	5	0	7	12	0	4	0	0	4	169
5:45 PM	0	3	62	4	69	0	1	64	3	68	0	2	0	4	6	0	3	0	0	3	146
Hourly Total	0	18	359	19	396	0	7	236	9	252	0	12	0	25	37	0	12	0	4	16	701
Grand Total	1	127	1884	66	2078	0	26	2059	74	2159	1	78	0	160	239	0	65	1	19	85	4561
Approach %	0.0	6.1	90.7	3.2	-	0.0	1.2	95.4	3.4	-	0.4	32.6	0.0	66.9	-	0.0	76.5	1.2	22.4	-	-
Total %	0.0	2.8	41.3	1.4	45.6	0.0	0.6	45.1	1.6	47.3	0.0	1.7	0.0	3.5	5.2	0.0	1.4	0.0	0.4	1.9	-
Lights	1	119	1829	59	2008	0	20	1991	70	2081	1	78	0	153	232	0	64	1	19	84	4405
% Lights	100.0	93.7	97.1	89.4	96.6	-	76.9	96.7	94.6	96.4	100.0	100.0	-	95.6	97.1	-	98.5	100.0	100.0	98.8	96.6
Buses	0	0	12	7	19	0	5	25	1	31	0	0	0	2	2	0	1	0	0	1	53
% Buses	0.0	0.0	0.6	10.6	0.9	-	19.2	1.2	1.4	1.4	0.0	0.0	-	1.3	0.8	-	1.5	0.0	0.0	1.2	1.2
Trucks	0	7	42	0	49	0	1	42	3	46	0	0	0	5	5	0	0	0	0	0	100
% Trucks	0.0	5.5	2.2	0.0	2.4	-	3.8	2.0	4.1	2.1	0.0	0.0	-	3.1	2.1	-	0.0	0.0	0.0	0.0	2.2
Bicycles on Road	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
% Bicycles on Road	0.0	0.8	0.1	0.0	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.1

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Count Name: S-12 PA 45 & Ashworth Lane
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Northbound				PA 45 Southbound				Ashworth Lane Westbound				
	U-Turn	Thru	Right	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	Int. Total
6:00 AM	0	10	0	10	0	0	25	25	0	0	1	1	36
6:15 AM	0	12	1	13	0	0	34	34	0	1	0	1	48
6:30 AM	0	16	0	16	0	0	52	52	0	1	1	2	70
6:45 AM	0	33	1	34	0	3	55	58	0	3	1	4	96
Hourly Total	0	71	2	73	0	3	166	169	0	5	3	8	250
7:00 AM	0	36	0	36	0	0	64	64	0	3	1	4	104
7:15 AM	0	30	1	31	0	0	86	86	0	3	1	4	121
7:30 AM	0	42	1	43	0	1	100	101	0	2	4	6	150
7:45 AM	0	50	0	50	0	0	145	145	0	3	2	5	200
Hourly Total	0	158	2	160	0	1	395	396	0	11	8	19	575
8:00 AM	0	34	1	35	0	3	110	113	0	2	1	3	151
8:15 AM	0	42	4	46	0	0	119	119	0	6	2	8	173
8:30 AM	0	44	0	44	0	2	80	82	0	2	3	5	131
8:45 AM	0	43	1	44	0	0	75	75	0	6	1	7	126
Hourly Total	0	163	6	169	0	5	384	389	0	16	7	23	581
9:00 AM	0	46	2	48	0	0	61	61	0	2	0	2	111
9:15 AM	0	40	2	42	0	1	44	45	0	0	2	2	89
9:30 AM	0	48	1	49	0	0	49	49	0	2	0	2	100
9:45 AM	0	47	2	49	0	1	61	62	0	3	2	5	116
Hourly Total	0	181	7	188	0	2	215	217	0	7	4	11	416
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	60	1	61	0	3	46	49	0	2	1	3	113
2:15 PM	0	60	3	63	0	0	51	51	0	3	0	3	117
2:30 PM	0	58	4	62	0	2	54	56	0	4	1	5	123
2:45 PM	0	62	4	66	0	2	52	54	0	3	3	6	126
Hourly Total	0	240	12	252	0	7	203	210	0	12	5	17	479
3:00 PM	0	75	3	78	0	0	48	48	0	6	0	6	132
3:15 PM	0	86	3	89	0	0	45	45	0	2	0	2	136
3:30 PM	1	79	2	82	0	1	61	62	0	2	1	3	147
3:45 PM	0	80	2	82	0	1	61	62	0	4	1	5	149
Hourly Total	1	320	10	331	0	2	215	217	0	14	2	16	564
4:00 PM	0	107	1	108	0	2	58	60	0	4	1	5	173
4:15 PM	0	83	4	87	0	2	57	59	0	2	2	4	150
4:30 PM	0	116	1	117	0	3	78	81	0	3	0	3	201
4:45 PM	0	116	1	117	0	1	55	56	0	4	2	6	179
Hourly Total	0	422	7	429	0	8	248	256	0	13	5	18	703

5:00 PM	0	110	5	115	0	3	53	56	0	1	2	3	174
5:15 PM	0	105	4	109	0	0	63	63	0	3	1	4	176
5:30 PM	0	88	2	90	0	2	60	62	0	5	0	5	157
5:45 PM	0	61	2	63	0	4	66	70	0	2	0	2	135
Hourly Total	0	364	13	377	0	9	242	251	0	11	3	14	642
Grand Total	1	1919	59	1979	0	37	2068	2105	0	89	37	126	4210
Approach %	0.1	97.0	3.0	-	0.0	1.8	98.2	-	0.0	70.6	29.4	-	-
Total %	0.0	45.6	1.4	47.0	0.0	0.9	49.1	50.0	0.0	2.1	0.9	3.0	-
Lights	1	1862	57	1920	0	36	2000	2036	0	76	35	111	4067
% Lights	100.0	97.0	96.6	97.0	-	97.3	96.7	96.7	-	85.4	94.6	88.1	96.6
Buses	0	10	2	12	0	1	19	20	0	12	2	14	46
% Buses	0.0	0.5	3.4	0.6	-	2.7	0.9	1.0	-	13.5	5.4	11.1	1.1
Trucks	0	46	0	46	0	0	48	48	0	1	0	1	95
% Trucks	0.0	2.4	0.0	2.3	-	0.0	2.3	2.3	-	1.1	0.0	0.8	2.3
Bicycles on Road	0	1	0	1	0	0	1	1	0	0	0	0	2
% Bicycles on Road	0.0	0.1	0.0	0.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0

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Count Name: S-13 PA 45 & Indian Hill Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	Indian Hill Road Southbound				PA 45 Westbound				PA 45 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
6:00 AM	0	0	0	0	0	58	0	58	13	0	0	13	71
6:15 AM	2	0	0	2	0	86	0	86	15	0	0	15	103
6:30 AM	1	0	0	1	0	98	0	98	27	0	0	27	126
6:45 AM	1	1	0	2	1	123	0	124	38	1	0	39	165
Hourly Total	4	1	0	5	1	365	0	366	93	1	0	94	465
7:00 AM	4	0	0	4	0	106	0	106	49	1	0	50	160
7:15 AM	1	1	0	2	1	152	0	153	52	2	0	54	209
7:30 AM	5	0	0	5	1	212	0	213	45	1	0	46	264
7:45 AM	10	0	0	10	0	244	0	244	55	2	0	57	311
Hourly Total	20	1	0	21	2	714	0	716	201	6	0	207	944
8:00 AM	3	0	0	3	0	162	0	162	56	1	0	57	222
8:15 AM	5	0	0	5	2	183	0	185	62	1	0	63	253
8:30 AM	4	0	0	4	1	118	0	119	55	3	0	58	181
8:45 AM	3	0	0	3	0	116	0	116	62	2	0	64	183
Hourly Total	15	0	0	15	3	579	0	582	235	7	0	242	839
9:00 AM	3	0	0	3	0	72	0	72	55	0	0	55	130
9:15 AM	2	0	0	2	0	77	0	77	54	4	0	58	137
9:30 AM	4	0	0	4	0	81	0	81	58	2	0	60	145
9:45 AM	1	2	0	3	0	94	0	94	49	1	0	50	147
Hourly Total	10	2	0	12	0	324	0	324	216	7	0	223	559
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	3	1	0	4	0	62	0	62	61	2	0	63	129
2:15 PM	3	0	0	3	1	74	0	75	81	3	0	84	162
2:30 PM	5	0	0	5	1	66	0	67	93	3	0	96	168
2:45 PM	3	0	0	3	0	61	0	61	103	2	0	105	169
Hourly Total	14	1	0	15	2	263	0	265	338	10	0	348	628
3:00 PM	2	0	0	2	0	81	0	81	115	3	0	118	201
3:15 PM	2	0	0	2	2	62	0	64	135	3	0	138	204
3:30 PM	1	0	0	1	0	91	0	91	122	1	0	123	215
3:45 PM	2	0	0	2	1	83	0	84	131	4	0	135	221
Hourly Total	7	0	0	7	3	317	0	320	503	11	0	514	841
4:00 PM	5	0	0	5	0	85	0	85	149	6	0	155	245
4:15 PM	2	0	0	2	0	79	0	79	142	3	0	145	226
4:30 PM	6	0	0	6	0	90	0	90	197	4	0	201	297
4:45 PM	0	1	0	1	2	70	0	72	169	4	0	173	246
Hourly Total	13	1	0	14	2	324	0	326	657	17	0	674	1014

5:00 PM	9	0	0	9	0	83	0	83	143	6	0	149	241
5:15 PM	4	0	0	4	0	74	0	74	158	3	0	161	239
5:30 PM	3	0	0	3	0	77	0	77	117	8	0	125	205
5:45 PM	2	0	0	2	0	84	0	84	79	5	0	84	170
Hourly Total	18	0	0	18	0	318	0	318	497	22	0	519	855
Grand Total	101	6	0	107	13	3204	0	3217	2740	81	0	2821	6145
Approach %	94.4	5.6	0.0	-	0.4	99.6	0.0	-	97.1	2.9	0.0	-	-
Total %	1.6	0.1	0.0	1.7	0.2	52.1	0.0	52.4	44.6	1.3	0.0	45.9	-
Lights	96	6	0	102	12	3050	0	3062	2613	75	0	2688	5852
% Lights	95.0	100.0	-	95.3	92.3	95.2	-	95.2	95.4	92.6	-	95.3	95.2
Buses	3	0	0	3	0	13	0	13	12	4	0	16	32
% Buses	3.0	0.0	-	2.8	0.0	0.4	-	0.4	0.4	4.9	-	0.6	0.5
Trucks	2	0	0	2	1	140	0	141	114	2	0	116	259
% Trucks	2.0	0.0	-	1.9	7.7	4.4	-	4.4	4.2	2.5	-	4.1	4.2
Bicycles on Road	0	0	0	0	0	1	0	1	1	0	0	1	2
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: S-14 PA 45 & Rockey Lane
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	Rockey Lane Southbound				PA 45 Westbound				PA 45 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
6:00 AM	2	1	0	3	0	56	0	56	12	0	0	12	71
6:15 AM	3	0	0	3	0	84	0	84	14	1	0	15	102
6:30 AM	3	1	0	4	0	95	0	95	27	0	0	27	126
6:45 AM	6	0	0	6	0	110	0	110	39	0	0	39	155
Hourly Total	14	2	0	16	0	345	0	345	92	1	0	93	454
7:00 AM	4	0	0	4	0	102	0	102	47	2	0	49	155
7:15 AM	13	0	0	13	0	145	0	145	51	1	0	52	210
7:30 AM	16	1	0	17	2	194	0	196	43	2	0	45	258
7:45 AM	21	2	0	23	2	225	0	227	54	2	0	56	306
Hourly Total	54	3	0	57	4	666	0	670	195	7	0	202	929
8:00 AM	17	0	0	17	0	145	0	145	47	9	0	56	218
8:15 AM	21	1	0	22	0	164	0	164	58	3	0	61	247
8:30 AM	8	0	0	8	0	112	0	112	51	4	0	55	175
8:45 AM	11	1	0	12	0	104	0	104	60	3	0	63	179
Hourly Total	57	2	0	59	0	525	0	525	216	19	0	235	819
9:00 AM	8	0	0	8	0	65	0	65	49	4	0	53	126
9:15 AM	7	3	0	10	1	70	0	71	50	6	0	56	137
9:30 AM	5	1	0	6	2	75	0	77	49	8	0	57	140
9:45 AM	10	1	0	11	0	88	0	88	47	3	0	50	149
Hourly Total	30	5	0	35	3	298	0	301	195	21	0	216	552
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	4	0	0	4	0	59	0	59	56	6	0	62	125
2:15 PM	8	0	0	8	3	68	0	71	77	5	0	82	161
2:30 PM	6	0	0	6	0	60	0	60	83	7	0	90	156
2:45 PM	5	0	0	5	1	57	0	58	96	6	0	102	165
Hourly Total	23	0	0	23	4	244	0	248	312	24	0	336	607
3:00 PM	2	0	0	2	1	76	0	77	102	19	0	121	200
3:15 PM	6	0	0	6	0	59	0	59	129	7	0	136	201
3:30 PM	9	0	0	9	0	84	0	84	114	7	0	121	214
3:45 PM	5	1	0	6	1	78	0	79	121	12	0	133	218
Hourly Total	22	1	0	23	2	297	0	299	466	45	0	511	833
4:00 PM	9	1	0	10	2	75	0	77	134	15	0	149	236
4:15 PM	6	1	0	7	2	72	0	74	132	8	0	140	221
4:30 PM	9	2	0	11	1	82	0	83	181	14	0	195	289
4:45 PM	8	0	0	8	0	63	0	63	159	12	0	171	242
Hourly Total	32	4	0	36	5	292	0	297	606	49	0	655	988

5:00 PM	9	0	0	9	2	75	0	77	132	13	0	145	231
5:15 PM	1	1	0	2	0	75	0	75	144	17	0	161	238
5:30 PM	7	2	0	9	0	71	0	71	107	11	0	118	198
5:45 PM	5	1	0	6	0	79	0	79	82	8	0	90	175
Hourly Total	22	4	0	26	2	300	0	302	465	49	0	514	842
Grand Total	254	21	0	275	20	2967	0	2987	2547	215	0	2762	6024
Approach %	92.4	7.6	0.0	-	0.7	99.3	0.0	-	92.2	7.8	0.0	-	-
Total %	4.2	0.3	0.0	4.6	0.3	49.3	0.0	49.6	42.3	3.6	0.0	45.8	-
Lights	248	20	0	268	18	2821	0	2839	2427	205	0	2632	5739
% Lights	97.6	95.2	-	97.5	90.0	95.1	-	95.0	95.3	95.3	-	95.3	95.3
Buses	3	0	0	3	1	8	0	9	10	2	0	12	24
% Buses	1.2	0.0	-	1.1	5.0	0.3	-	0.3	0.4	0.9	-	0.4	0.4
Trucks	3	0	0	3	1	137	0	138	109	8	0	117	258
% Trucks	1.2	0.0	-	1.1	5.0	4.6	-	4.6	4.3	3.7	-	4.2	4.3
Bicycles on Road	0	1	0	1	0	1	0	1	1	0	0	1	3
% Bicycles on Road	0.0	4.8	-	0.4	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: S-15 PA 45 & Rockey Ridge Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	Rocky Ridge Road Southbound					PA 45 Westbound					Willowbrook Drive Northbound					PA 45 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	1	0	0	0	1	0	54	0	0	54	0	0	0	0	0	0	14	0	0	14	69
6:15 AM	1	0	0	0	1	0	78	0	0	78	0	0	3	0	3	1	12	0	0	13	95
6:30 AM	2	0	0	0	2	0	92	0	0	92	0	0	1	0	1	3	24	1	0	28	123
6:45 AM	3	0	0	0	3	0	106	0	0	106	1	0	8	0	9	0	38	0	0	38	156
Hourly Total	7	0	0	0	7	0	330	0	0	330	1	0	12	0	13	4	88	1	0	93	443
7:00 AM	1	0	1	0	2	0	100	1	0	101	0	0	2	0	2	1	44	1	0	46	151
7:15 AM	3	0	0	0	3	0	133	0	0	133	0	0	7	0	7	5	47	0	0	52	195
7:30 AM	11	0	1	0	12	0	170	1	0	171	1	0	14	0	15	5	36	3	0	44	242
7:45 AM	17	1	0	0	18	0	173	1	0	174	0	0	19	0	19	2	46	4	0	52	263
Hourly Total	32	1	2	0	35	0	576	3	0	579	1	0	42	0	43	13	173	8	0	194	851
8:00 AM	8	0	0	0	8	2	126	1	0	129	0	0	9	0	9	4	34	8	1	47	193
8:15 AM	12	0	1	0	13	0	147	1	0	148	1	0	6	0	7	4	50	3	0	57	225
8:30 AM	7	0	0	0	7	0	92	1	0	93	1	1	12	0	14	2	47	4	0	53	167
8:45 AM	5	0	0	0	5	0	84	0	0	84	0	0	14	0	14	4	51	5	1	61	164
Hourly Total	32	0	1	0	33	2	449	3	0	454	2	1	41	0	44	14	182	20	2	218	749
9:00 AM	2	0	1	0	3	0	60	1	0	61	1	0	3	0	4	4	44	1	0	49	117
9:15 AM	3	0	0	0	3	0	65	0	0	65	1	0	4	0	5	1	50	1	0	52	125
9:30 AM	4	0	0	0	4	0	65	0	0	65	1	0	7	0	8	2	46	3	0	51	128
9:45 AM	3	0	0	0	3	0	84	0	0	84	0	0	2	0	2	4	44	0	0	48	137
Hourly Total	12	0	1	0	13	0	274	1	0	275	3	0	16	0	19	11	184	5	0	200	507
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	2	0	0	0	2	0	50	0	0	50	0	0	8	0	8	6	49	2	0	57	117
2:15 PM	3	0	0	0	3	0	63	0	0	63	0	0	6	0	6	6	66	4	0	76	148
2:30 PM	1	0	0	0	1	0	55	0	0	55	0	0	3	0	3	6	76	0	0	82	141
2:45 PM	8	0	0	0	8	1	44	0	0	45	0	0	7	0	7	10	88	0	0	98	158
Hourly Total	14	0	0	0	14	1	212	0	0	213	0	0	24	0	24	28	279	6	0	313	564
3:00 PM	6	0	1	0	7	3	65	1	0	69	0	0	6	0	6	10	89	2	0	101	183
3:15 PM	1	0	0	0	1	0	52	0	0	52	4	0	5	0	9	12	108	7	0	127	189
3:30 PM	3	0	0	0	3	0	77	0	0	77	0	0	7	0	7	5	104	4	0	113	200
3:45 PM	1	0	0	0	1	1	70	1	0	72	0	0	6	0	6	5	111	7	0	123	202
Hourly Total	11	0	1	0	12	4	264	2	0	270	4	0	24	0	28	32	412	20	0	464	774
4:00 PM	3	1	0	0	4	0	71	1	0	72	1	0	3	0	4	7	122	5	1	135	215
4:15 PM	4	0	0	0	4	3	68	4	0	75	0	0	3	0	3	8	122	5	0	135	217
4:30 PM	2	0	0	0	2	1	75	0	0	76	1	0	6	0	7	13	160	6	0	179	264
4:45 PM	2	0	0	0	2	0	62	0	0	62	0	0	1	0	1	12	144	4	0	160	225
Hourly Total	11	1	0	0	12	4	276	5	0	285	2	0	13	0	15	40	548	20	1	609	921

5:00 PM	2	1	0	0	3	1	66	1	0	68	3	1	6	0	10	13	117	4	0	134	215
5:15 PM	8	0	0	0	8	1	58	1	0	60	0	0	8	0	8	11	126	3	1	141	217
5:30 PM	5	0	1	0	6	0	56	0	0	56	3	0	8	0	11	9	96	5	0	110	183
5:45 PM	2	0	0	0	2	0	69	0	0	69	0	0	8	0	8	5	70	7	0	82	161
Hourly Total	17	1	1	0	19	2	249	2	0	253	6	1	30	0	37	38	409	19	1	467	776
Grand Total	136	3	6	0	145	13	2630	16	0	2659	19	2	202	0	223	180	2275	99	4	2558	5585
Approach %	93.8	2.1	4.1	0.0	-	0.5	98.9	0.6	0.0	-	8.5	0.9	90.6	0.0	-	7.0	88.9	3.9	0.2	-	-
Total %	2.4	0.1	0.1	0.0	2.6	0.2	47.1	0.3	0.0	47.6	0.3	0.0	3.6	0.0	4.0	3.2	40.7	1.8	0.1	45.8	-
Lights	132	1	5	0	138	10	2498	15	0	2523	18	1	194	0	213	175	2163	96	4	2438	5312
% Lights	97.1	33.3	83.3	-	95.2	76.9	95.0	93.8	-	94.9	94.7	50.0	96.0	-	95.5	97.2	95.1	97.0	100.0	95.3	95.1
Buses	1	2	1	0	4	3	8	1	0	12	1	0	1	0	2	3	8	0	0	11	29
% Buses	0.7	66.7	16.7	-	2.8	23.1	0.3	6.3	-	0.5	5.3	0.0	0.5	-	0.9	1.7	0.4	0.0	0.0	0.4	0.5
Trucks	3	0	0	0	3	0	124	0	0	124	0	1	6	0	7	2	103	3	0	108	242
% Trucks	2.2	0.0	0.0	-	2.1	0.0	4.7	0.0	-	4.7	0.0	50.0	3.0	-	3.1	1.1	4.5	3.0	0.0	4.2	4.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	-	0.4	0.0	0.0	0.0	0.0	0.0	0.0

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Count Name: S-16 PA 45 & Estate Drive
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Westbound				Estate Drive Northbound				PA 45 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	56	0	0	56	0	1	0	1	0	14	0	14	71
6:15 AM	75	0	0	75	0	2	0	2	0	11	0	11	88
6:30 AM	94	0	0	94	0	0	0	0	0	23	0	23	117
6:45 AM	102	0	0	102	0	3	0	3	0	41	0	41	146
Hourly Total	327	0	0	327	0	6	0	6	0	89	0	89	422
7:00 AM	104	0	0	104	0	3	0	3	1	44	0	45	152
7:15 AM	124	0	0	124	0	8	0	8	0	47	0	47	179
7:30 AM	166	0	1	167	3	7	0	10	1	38	0	39	216
7:45 AM	179	0	0	179	1	9	0	10	0	48	0	48	237
Hourly Total	573	0	1	574	4	27	0	31	2	177	0	179	784
8:00 AM	126	0	0	126	1	3	0	4	0	35	0	35	165
8:15 AM	141	1	0	142	0	9	0	9	0	51	0	51	202
8:30 AM	88	0	0	88	0	4	0	4	0	46	0	46	138
8:45 AM	82	0	0	82	0	2	0	2	0	53	0	53	137
Hourly Total	437	1	0	438	1	18	0	19	0	185	0	185	642
9:00 AM	62	1	0	63	1	1	0	2	1	43	0	44	109
9:15 AM	60	0	0	60	1	3	0	4	1	49	0	50	114
9:30 AM	65	0	0	65	1	2	0	3	1	45	0	46	114
9:45 AM	80	0	0	80	0	3	0	3	3	43	0	46	129
Hourly Total	267	1	0	268	3	9	0	12	6	180	0	186	466
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	49	1	0	50	0	1	0	1	2	47	0	49	100
2:15 PM	61	0	0	61	1	2	0	3	1	65	0	66	130
2:30 PM	50	0	0	50	0	2	0	2	0	76	0	76	128
2:45 PM	49	0	0	49	0	0	0	0	3	85	0	88	137
Hourly Total	209	1	0	210	1	5	0	6	6	273	0	279	495
3:00 PM	62	0	0	62	3	3	0	6	0	84	0	84	152
3:15 PM	49	1	0	50	1	0	0	1	1	110	0	111	162
3:30 PM	77	0	0	77	1	1	0	2	2	103	0	105	184
3:45 PM	74	0	0	74	0	0	0	0	5	107	0	112	186
Hourly Total	262	1	0	263	5	4	0	9	8	404	0	412	684
4:00 PM	66	1	0	67	2	4	0	6	2	123	0	125	198
4:15 PM	73	3	0	76	0	2	0	2	2	118	0	120	198
4:30 PM	71	1	0	72	2	5	0	7	2	154	0	156	235
4:45 PM	61	0	0	61	1	1	0	2	4	143	0	147	210
Hourly Total	271	5	0	276	5	12	0	17	10	538	0	548	841

5:00 PM	68	2	0	70	0	2	0	2	9	113	0	122	194
5:15 PM	54	1	0	55	0	4	0	4	5	118	0	123	182
5:30 PM	54	0	0	54	2	5	0	7	5	99	0	104	165
5:45 PM	63	0	0	63	1	4	0	5	6	66	0	72	140
Hourly Total	239	3	0	242	3	15	0	18	25	396	0	421	681
Grand Total	2585	12	1	2598	22	96	0	118	57	2242	0	2299	5015
Approach %	99.5	0.5	0.0	-	18.6	81.4	0.0	-	2.5	97.5	0.0	-	-
Total %	51.5	0.2	0.0	51.8	0.4	1.9	0.0	2.4	1.1	44.7	0.0	45.8	-
Lights	2444	12	0	2456	18	95	0	113	52	2133	0	2185	4754
% Lights	94.5	100.0	0.0	94.5	81.8	99.0	-	95.8	91.2	95.1	-	95.0	94.8
Buses	10	0	0	10	3	1	0	4	0	9	0	9	23
% Buses	0.4	0.0	0.0	0.4	13.6	1.0	-	3.4	0.0	0.4	-	0.4	0.5
Trucks	131	0	1	132	1	0	0	1	5	99	0	104	237
% Trucks	5.1	0.0	100.0	5.1	4.5	0.0	-	0.8	8.8	4.4	-	4.5	4.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: S-17 PA 45 & Linden Hall Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	Linden Hall Road Southbound				PA 45 Westbound				PA 45 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
6:00 AM	2	0	0	2	0	55	0	55	11	0	0	11	68
6:15 AM	1	0	0	1	0	74	0	74	12	1	0	13	88
6:30 AM	4	1	0	5	0	97	0	97	24	0	0	24	126
6:45 AM	3	1	0	4	0	97	0	97	33	2	0	35	136
Hourly Total	10	2	0	12	0	323	0	323	80	3	0	83	418
7:00 AM	4	2	0	6	0	102	0	102	43	1	0	44	152
7:15 AM	11	0	0	11	0	124	0	124	46	2	0	48	183
7:30 AM	9	0	0	9	1	155	0	156	39	2	0	41	206
7:45 AM	16	0	0	16	0	154	0	154	41	3	0	44	214
Hourly Total	40	2	0	42	1	535	0	536	169	8	0	177	755
8:00 AM	4	1	0	5	1	123	0	124	27	6	0	33	162
8:15 AM	18	0	0	18	1	120	0	121	45	4	0	49	188
8:30 AM	8	0	0	8	0	79	0	79	42	4	0	46	133
8:45 AM	11	2	0	13	1	73	0	74	46	6	0	52	139
Hourly Total	41	3	0	44	3	395	0	398	160	20	0	180	622
9:00 AM	14	0	0	14	0	50	0	50	35	7	0	42	106
9:15 AM	7	1	0	8	1	57	0	58	44	5	0	49	115
9:30 AM	9	0	0	9	2	53	0	55	39	4	0	43	107
9:45 AM	9	0	0	9	0	67	0	67	36	3	0	39	115
Hourly Total	39	1	0	40	3	227	0	230	154	19	0	173	443
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	9	2	0	11	0	44	0	44	45	3	0	48	103
2:15 PM	8	0	0	8	1	49	0	50	51	7	0	58	116
2:30 PM	3	1	0	4	0	40	0	40	79	4	0	83	127
2:45 PM	3	1	0	4	1	47	0	48	79	2	0	81	133
Hourly Total	23	4	0	27	2	180	0	182	254	16	0	270	479
3:00 PM	8	0	0	8	0	46	0	46	79	13	0	92	146
3:15 PM	5	2	0	7	0	44	0	44	96	8	0	104	155
3:30 PM	10	1	0	11	1	66	0	67	108	8	0	116	194
3:45 PM	5	0	0	5	0	65	0	65	97	5	0	102	172
Hourly Total	28	3	0	31	1	221	0	222	380	34	0	414	667
4:00 PM	5	1	0	6	0	58	0	58	113	7	0	120	184
4:15 PM	4	1	0	5	1	56	0	57	111	13	0	124	186
4:30 PM	5	2	0	7	0	60	0	60	141	12	0	153	220
4:45 PM	5	1	0	6	0	59	0	59	131	10	0	141	206
Hourly Total	19	5	0	24	1	233	0	234	496	42	0	538	796

5:00 PM	3	0	0	3	0	61	0	61	100	16	0	116	180
5:15 PM	4	1	0	5	0	55	0	55	114	8	0	122	182
5:30 PM	5	0	0	5	0	51	0	51	88	10	0	98	154
5:45 PM	11	0	0	11	0	51	0	51	53	11	0	64	126
Hourly Total	23	1	0	24	0	218	0	218	355	45	0	400	642
Grand Total	223	21	0	244	11	2332	0	2343	2048	187	0	2235	4822
Approach %	91.4	8.6	0.0	-	0.5	99.5	0.0	-	91.6	8.4	0.0	-	-
Total %	4.6	0.4	0.0	5.1	0.2	48.4	0.0	48.6	42.5	3.9	0.0	46.4	-
Lights	214	14	0	228	6	2202	0	2208	1940	177	0	2117	4553
% Lights	96.0	66.7	-	93.4	54.5	94.4	-	94.2	94.7	94.7	-	94.7	94.4
Buses	4	2	0	6	2	5	0	7	7	6	0	13	26
% Buses	1.8	9.5	-	2.5	18.2	0.2	-	0.3	0.3	3.2	-	0.6	0.5
Trucks	5	5	0	10	3	124	0	127	101	4	0	105	242
% Trucks	2.2	23.8	-	4.1	27.3	5.3	-	5.4	4.9	2.1	-	4.7	5.0
Bicycles on Road	0	0	0	0	0	1	0	1	0	0	0	0	1
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
595 Skippack Pike
Suite 400
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Count Name: S-18 PA 45 & Rosslyn Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Westbound				Rosslyn Road Northbound				PA 45 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	55	0	0	55	0	0	0	0	0	11	0	11	66
6:15 AM	73	0	0	73	0	1	0	1	0	12	0	12	86
6:30 AM	97	0	0	97	0	1	0	1	0	24	0	24	122
6:45 AM	95	0	0	95	0	4	0	4	2	33	0	35	134
Hourly Total	320	0	0	320	0	6	0	6	2	80	0	82	408
7:00 AM	97	0	0	97	1	2	0	3	4	39	0	43	143
7:15 AM	121	0	0	121	0	3	0	3	3	43	0	46	170
7:30 AM	154	0	0	154	0	8	0	8	0	40	0	40	202
7:45 AM	140	0	0	140	0	9	0	9	1	41	0	42	191
Hourly Total	512	0	0	512	1	22	0	23	8	163	0	171	706
8:00 AM	126	1	0	127	1	3	0	4	5	24	0	29	160
8:15 AM	108	0	0	108	0	8	0	8	1	43	0	44	160
8:30 AM	78	0	0	78	1	1	0	2	1	43	0	44	124
8:45 AM	70	0	0	70	0	4	0	4	3	46	0	49	123
Hourly Total	382	1	0	383	2	16	0	18	10	156	0	166	567
9:00 AM	50	0	0	50	1	1	0	2	1	35	0	36	88
9:15 AM	52	0	0	52	1	5	0	6	3	41	0	44	102
9:30 AM	49	0	0	49	0	5	0	5	4	36	0	40	94
9:45 AM	64	0	0	64	0	3	0	3	4	32	0	36	103
Hourly Total	215	0	0	215	2	14	0	16	12	144	0	156	387
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	43	0	0	43	0	0	0	0	5	42	0	47	90
2:15 PM	48	0	0	48	0	2	0	2	2	50	0	52	102
2:30 PM	40	0	0	40	0	0	0	0	3	74	0	77	117
2:45 PM	46	0	0	46	1	7	0	8	4	79	0	83	137
Hourly Total	177	0	0	177	1	9	0	10	14	245	0	259	446
3:00 PM	41	0	0	41	1	0	0	1	4	74	0	78	120
3:15 PM	42	0	0	42	1	2	0	3	3	96	0	99	144
3:30 PM	63	0	0	63	0	4	0	4	3	103	0	106	173
3:45 PM	57	0	0	57	1	5	0	6	4	95	0	99	162
Hourly Total	203	0	0	203	3	11	0	14	14	368	0	382	599
4:00 PM	57	1	0	58	1	1	0	2	5	110	0	115	175
4:15 PM	56	1	0	57	1	1	0	2	7	102	0	109	168
4:30 PM	56	0	0	56	0	4	0	4	4	138	0	142	202
4:45 PM	54	0	0	54	1	7	0	8	2	130	0	132	194
Hourly Total	223	2	0	225	3	13	0	16	18	480	0	498	739

5:00 PM	57	0	0	57	1	3	0	4	3	98	0	101	162
5:15 PM	52	0	0	52	0	3	0	3	4	105	0	109	164
5:30 PM	49	0	0	49	0	2	0	2	6	86	0	92	143
5:45 PM	50	1	0	51	0	1	0	1	1	55	0	56	108
Hourly Total	208	1	0	209	1	9	0	10	14	344	0	358	577
Grand Total	2240	4	0	2244	13	100	0	113	92	1980	0	2072	4429
Approach %	99.8	0.2	0.0	-	11.5	88.5	0.0	-	4.4	95.6	0.0	-	-
Total %	50.6	0.1	0.0	50.7	0.3	2.3	0.0	2.6	2.1	44.7	0.0	46.8	-
Lights	2109	3	0	2112	5	96	0	101	81	1875	0	1956	4169
% Lights	94.2	75.0	-	94.1	38.5	96.0	-	89.4	88.0	94.7	-	94.4	94.1
Buses	6	0	0	6	4	1	0	5	5	5	0	10	21
% Buses	0.3	0.0	-	0.3	30.8	1.0	-	4.4	5.4	0.3	-	0.5	0.5
Trucks	125	1	0	126	4	3	0	7	6	100	0	106	239
% Trucks	5.6	25.0	-	5.6	30.8	3.0	-	6.2	6.5	5.1	-	5.1	5.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: S-19 PA 45 & Cedar Run Road
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Cedar Run Rd Southbound				PA 45 Westbound				PA 45 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
6:00 AM	0	0	0	0	0	62	0	62	9	0	0	9	71
6:15 AM	0	0	0	0	0	41	0	41	20	0	0	20	61
6:30 AM	0	0	0	0	1	101	0	102	22	0	0	22	124
6:45 AM	0	0	0	0	0	93	0	93	31	0	0	31	124
Hourly Total	0	0	0	0	1	297	0	298	82	0	0	82	380
7:00 AM	0	0	0	0	0	87	0	87	37	0	0	37	124
7:15 AM	0	0	0	0	1	127	0	128	50	0	0	50	178
7:30 AM	0	1	0	1	1	142	0	143	44	0	0	44	188
7:45 AM	0	0	0	0	1	140	0	141	35	0	0	35	176
Hourly Total	0	1	0	1	3	496	0	499	166	0	0	166	666
8:00 AM	0	0	0	0	0	124	0	124	38	0	0	38	162
8:15 AM	0	0	0	0	2	94	0	96	40	0	0	40	136
8:30 AM	0	0	0	0	0	81	0	81	47	0	0	47	128
8:45 AM	0	0	0	0	1	72	0	73	30	0	0	30	103
Hourly Total	0	0	0	0	3	371	0	374	155	0	0	155	529
9:00 AM	0	0	0	0	0	54	0	54	24	0	0	24	78
9:15 AM	0	0	0	0	1	71	0	72	37	0	0	37	109
9:30 AM	0	0	1	1	0	59	0	59	43	0	0	43	103
9:45 AM	0	2	0	2	0	61	0	61	28	0	0	28	91
Hourly Total	0	2	1	3	1	245	0	246	132	0	0	132	381
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	43	0	43	45	0	0	45	88
2:15 PM	0	0	0	0	1	57	0	58	53	0	0	53	111
2:30 PM	0	1	0	1	0	44	0	44	68	0	0	68	113
2:45 PM	0	0	0	0	2	36	0	38	85	0	0	85	123
Hourly Total	0	1	0	1	3	180	0	183	251	0	0	251	435
3:00 PM	0	0	0	0	1	50	0	51	73	0	0	73	124
3:15 PM	0	0	0	0	2	54	0	56	83	0	0	83	139
3:30 PM	0	0	0	0	0	52	0	52	113	0	0	113	165
3:45 PM	0	0	0	0	1	59	0	60	90	0	0	90	150
Hourly Total	0	0	0	0	4	215	0	219	359	0	0	359	578
4:00 PM	0	0	0	0	0	76	0	76	100	0	0	100	176
4:15 PM	0	0	0	0	0	50	0	50	107	0	0	107	157
4:30 PM	0	1	0	1	0	60	0	60	128	0	0	128	189
4:45 PM	0	0	0	0	1	63	0	64	123	0	0	123	187
Hourly Total	0	1	0	1	1	249	0	250	458	0	0	458	709

5:00 PM	0	0	0	0	0	52	0	52	108	0	0	108	160
5:15 PM	0	0	0	0	0	52	0	52	118	0	0	118	170
5:30 PM	0	0	0	0	0	51	0	51	73	0	0	73	124
5:45 PM	0	0	0	0	0	43	0	43	68	0	0	68	111
Hourly Total	0	0	0	0	0	198	0	198	367	0	0	367	565
Grand Total	0	5	1	6	16	2251	0	2267	1970	0	0	1970	4243
Approach %	0.0	83.3	16.7	-	0.7	99.3	0.0	-	100.0	0.0	0.0	-	-
Total %	0.0	0.1	0.0	0.1	0.4	53.1	0.0	53.4	46.4	0.0	0.0	46.4	-
Lights	0	4	1	5	14	2141	0	2155	1862	0	0	1862	4022
% Lights	-	80.0	100.0	83.3	87.5	95.1	-	95.1	94.5	-	-	94.5	94.8
Buses	0	0	0	0	2	5	0	7	10	0	0	10	17
% Buses	-	0.0	0.0	0.0	12.5	0.2	-	0.3	0.5	-	-	0.5	0.4
Trucks	0	1	0	1	0	105	0	105	98	0	0	98	204
% Trucks	-	20.0	0.0	16.7	0.0	4.7	-	4.6	5.0	-	-	5.0	4.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	-	0.0	0.0

Drive Engineering Corp.
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Suite 400
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Count Name: S-20 PA 45 & Sharer Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Westbound				Sharer Road Northbound				PA 45 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	59	0	0	59	0	0	0	0	0	10	0	10	69
6:15 AM	67	1	0	68	0	0	0	0	0	14	0	14	82
6:30 AM	99	0	0	99	1	0	0	1	0	24	0	24	124
6:45 AM	90	0	0	90	0	0	0	0	0	29	0	29	119
Hourly Total	315	1	0	316	1	0	0	1	0	77	0	77	394
7:00 AM	103	0	0	103	0	0	0	0	0	39	0	39	142
7:15 AM	120	1	0	121	2	2	0	4	2	44	0	46	171
7:30 AM	163	1	0	164	0	0	0	0	1	35	0	36	200
7:45 AM	126	0	0	126	0	2	0	2	1	41	0	42	170
Hourly Total	512	2	0	514	2	4	0	6	4	159	0	163	683
8:00 AM	133	0	0	133	1	0	0	1	1	26	0	27	161
8:15 AM	96	0	0	96	0	1	0	1	0	41	0	41	138
8:30 AM	79	0	0	79	0	0	0	0	0	45	0	45	124
8:45 AM	68	0	0	68	0	0	0	0	0	42	0	42	110
Hourly Total	376	0	0	376	1	1	0	2	1	154	0	155	533
9:00 AM	51	1	0	52	0	0	0	0	1	34	0	35	87
9:15 AM	55	0	0	55	1	0	0	1	0	43	0	43	99
9:30 AM	48	1	0	49	0	0	0	0	0	38	0	38	87
9:45 AM	62	0	0	62	0	0	0	0	0	32	0	32	94
Hourly Total	216	2	0	218	1	0	0	1	1	147	0	148	367
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	41	0	0	41	0	0	0	0	0	43	0	43	84
2:15 PM	48	0	0	48	0	0	0	0	0	48	0	48	96
2:30 PM	41	0	0	41	0	0	0	0	0	75	0	75	116
2:45 PM	51	0	0	51	0	0	0	0	0	79	0	79	130
Hourly Total	181	0	0	181	0	0	0	0	0	245	0	245	426
3:00 PM	34	0	0	34	3	0	0	3	0	73	0	73	110
3:15 PM	45	0	0	45	0	1	0	1	2	91	0	93	139
3:30 PM	67	0	0	67	0	0	0	0	0	103	0	103	170
3:45 PM	57	0	0	57	0	0	0	0	0	100	0	100	157
Hourly Total	203	0	0	203	3	1	0	4	2	367	0	369	576
4:00 PM	67	0	0	67	0	0	0	0	0	103	0	103	170
4:15 PM	49	2	0	51	0	0	0	0	1	102	0	103	154
4:30 PM	56	0	0	56	1	0	0	1	0	139	0	139	196
4:45 PM	58	0	0	58	1	0	0	1	0	130	0	130	189
Hourly Total	230	2	0	232	2	0	0	2	1	474	0	475	709

5:00 PM	48	1	0	49	0	1	0	1	1	101	0	102	152
5:15 PM	57	0	0	57	1	0	0	1	1	101	0	102	160
5:30 PM	45	0	0	45	0	0	0	0	0	83	0	83	128
5:45 PM	46	0	0	46	0	0	0	0	0	57	0	57	103
Hourly Total	196	1	0	197	1	1	0	2	2	342	0	344	543
Grand Total	2229	8	0	2237	11	7	0	18	11	1965	0	1976	4231
Approach %	99.6	0.4	0.0	-	61.1	38.9	0.0	-	0.6	99.4	0.0	-	-
Total %	52.7	0.2	0.0	52.9	0.3	0.2	0.0	0.4	0.3	46.4	0.0	46.7	-
Lights	2121	7	0	2128	9	4	0	13	7	1868	0	1875	4016
% Lights	95.2	87.5	-	95.1	81.8	57.1	-	72.2	63.6	95.1	-	94.9	94.9
Buses	8	0	0	8	0	2	0	2	2	7	0	9	19
% Buses	0.4	0.0	-	0.4	0.0	28.6	-	11.1	18.2	0.4	-	0.5	0.4
Trucks	100	1	0	101	2	1	0	3	2	90	0	92	196
% Trucks	4.5	12.5	-	4.5	18.2	14.3	-	16.7	18.2	4.6	-	4.7	4.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
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Count Name: S-21 PA 45 & Park Drive/Hidden Lake Drive
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	Park Drive Southbound					PA 45 Westbound					Hidden Lake Drive Northbound					PA 45 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	2	0	0	0	2	0	55	0	0	55	0	0	0	0	0	0	11	0	0	11	68
6:15 AM	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	1	13	0	0	14	86
6:30 AM	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	0	22	1	0	23	129
6:45 AM	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	0	32	0	0	32	120
Hourly Total	2	0	0	0	2	0	321	0	0	321	0	0	0	0	0	1	78	1	0	80	403
7:00 AM	2	0	0	0	2	0	96	0	0	96	1	0	0	0	1	0	40	0	0	40	139
7:15 AM	3	0	2	0	5	1	114	1	0	116	1	0	2	0	3	0	47	1	0	48	172
7:30 AM	0	0	3	1	4	0	157	1	0	158	2	0	3	0	5	0	29	1	0	30	197
7:45 AM	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	0	36	0	0	36	164
Hourly Total	5	0	5	1	11	1	495	2	0	498	4	0	5	0	9	0	152	2	0	154	672
8:00 AM	3	0	1	0	4	1	118	1	0	120	0	0	1	0	1	1	30	0	0	31	156
8:15 AM	1	0	0	0	1	1	100	0	0	101	2	0	1	0	3	1	37	0	0	38	143
8:30 AM	1	0	2	0	3	0	80	0	0	80	1	0	1	0	2	0	43	1	0	44	129
8:45 AM	1	0	1	0	2	1	60	0	0	61	1	0	1	0	2	0	39	0	0	39	104
Hourly Total	6	0	4	0	10	3	358	1	0	362	4	0	4	0	8	2	149	1	0	152	532
9:00 AM	0	0	0	0	0	1	47	0	0	48	0	0	0	0	0	1	37	0	0	38	86
9:15 AM	0	0	0	0	0	0	49	0	0	49	0	0	1	0	1	0	40	0	0	40	90
9:30 AM	2	0	1	0	3	1	45	0	0	46	0	0	1	0	1	0	38	1	0	39	89
9:45 AM	1	0	0	0	1	0	59	2	0	61	0	1	1	0	2	2	31	0	0	33	97
Hourly Total	3	0	1	0	4	2	200	2	0	204	0	1	3	0	4	3	146	1	0	150	362
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	1	40	0	0	41	85
2:15 PM	0	0	1	0	1	2	44	0	0	46	0	0	1	0	1	2	49	1	0	52	100
2:30 PM	1	0	0	0	1	0	37	0	0	37	0	0	2	0	2	1	65	0	0	66	106
2:45 PM	2	0	0	0	2	0	49	1	0	50	2	0	1	0	3	0	74	1	0	75	130
Hourly Total	3	0	1	0	4	2	174	1	0	177	2	0	4	0	6	4	228	2	0	234	421
3:00 PM	0	0	0	0	0	0	36	0	0	36	0	0	1	0	1	0	82	0	0	82	119
3:15 PM	0	0	2	0	2	1	39	1	0	41	0	0	0	0	0	0	92	1	0	93	136
3:30 PM	2	0	2	1	5	1	66	1	0	68	1	0	0	0	1	0	102	0	0	102	176
3:45 PM	0	0	1	0	1	0	58	0	0	58	2	0	0	0	2	1	100	1	0	102	163
Hourly Total	2	0	5	1	8	2	199	2	0	203	3	0	1	0	4	1	376	2	0	379	594
4:00 PM	0	0	0	0	0	1	71	2	0	74	0	0	1	0	1	1	97	1	0	99	174
4:15 PM	1	0	1	0	2	5	44	2	0	51	0	0	1	0	1	1	99	1	0	101	155
4:30 PM	1	0	3	0	4	2	52	0	0	54	1	0	1	0	2	3	135	0	0	138	198
4:45 PM	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	133	3	0	136	197
Hourly Total	2	0	4	0	6	8	228	4	0	240	1	0	3	0	4	5	464	5	0	474	724

5:00 PM	0	0	0	0	0	2	42	1	0	45	0	0	3	0	3	1	95	0	0	96	144
5:15 PM	0	0	0	0	0	1	55	0	0	56	1	0	0	0	1	0	105	0	0	105	162
5:30 PM	2	0	1	0	3	1	36	0	0	37	1	0	2	0	3	1	79	1	0	81	124
5:45 PM	0	0	1	0	1	1	46	0	0	47	0	0	0	0	0	0	59	0	0	59	107
Hourly Total	2	0	2	0	4	5	179	1	0	185	2	0	5	0	7	2	338	1	0	341	537
Grand Total	25	0	22	2	49	23	2154	13	0	2190	16	1	25	0	42	18	1931	15	0	1964	4245
Approach %	51.0	0.0	44.9	4.1	-	1.1	98.4	0.6	0.0	-	38.1	2.4	59.5	0.0	-	0.9	98.3	0.8	0.0	-	-
Total %	0.6	0.0	0.5	0.0	1.2	0.5	50.7	0.3	0.0	51.6	0.4	0.0	0.6	0.0	1.0	0.4	45.5	0.4	0.0	46.3	-
Lights	22	0	21	2	45	22	2030	9	0	2061	12	0	22	0	34	15	1828	15	0	1858	3998
% Lights	88.0	-	95.5	100.0	91.8	95.7	94.2	69.2	-	94.1	75.0	0.0	88.0	-	81.0	83.3	94.7	100.0	-	94.6	94.2
Buses	0	0	1	0	1	1	3	4	0	8	4	0	2	0	6	2	4	0	0	6	21
% Buses	0.0	-	4.5	0.0	2.0	4.3	0.1	30.8	-	0.4	25.0	0.0	8.0	-	14.3	11.1	0.2	0.0	-	0.3	0.5
Trucks	3	0	0	0	3	0	121	0	0	121	0	1	1	0	2	1	99	0	0	100	226
% Trucks	12.0	-	0.0	0.0	6.1	0.0	5.6	0.0	-	5.5	0.0	100.0	4.0	-	4.8	5.6	5.1	0.0	-	5.1	5.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
595 Skippack Pike
Suite 400
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Count Name: S-22 Wagner Road & Hoot Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	Hoot Road Westbound				Wagner Road Northbound				Hoot Road Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
6:15 AM	1	2	0	3	3	0	0	3	1	0	0	1	7
6:30 AM	0	1	0	1	2	1	0	3	0	0	0	0	4
6:45 AM	0	6	0	6	1	0	0	1	2	0	0	2	9
Hourly Total	1	11	0	12	6	1	0	7	3	0	0	3	22
7:00 AM	0	3	0	3	1	0	0	1	2	0	0	2	6
7:15 AM	0	0	0	0	4	2	0	6	2	0	0	2	8
7:30 AM	0	1	0	1	2	1	0	3	4	1	1	6	10
7:45 AM	0	3	0	3	1	0	0	1	0	0	0	0	4
Hourly Total	0	7	0	7	8	3	0	11	8	1	1	10	28
8:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
8:15 AM	0	1	0	1	1	3	0	4	2	0	0	2	7
8:30 AM	0	1	0	1	1	1	0	2	1	0	0	1	4
8:45 AM	1	2	0	3	2	1	0	3	1	0	0	1	7
Hourly Total	1	5	0	6	5	5	0	10	4	0	0	4	20
9:00 AM	0	2	0	2	1	2	0	3	2	0	0	2	7
9:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
9:30 AM	0	1	0	1	0	0	0	0	2	0	0	2	3
9:45 AM	0	3	0	3	2	0	0	2	1	0	0	1	6
Hourly Total	0	6	0	6	4	2	0	6	6	0	0	6	18
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	0	1	1	0	0	1	1	0	0	1	3
2:15 PM	0	2	0	2	3	0	0	3	1	0	0	1	6
2:30 PM	0	3	0	3	1	1	0	2	0	0	0	0	5
2:45 PM	0	2	0	2	6	1	0	7	1	0	0	1	10
Hourly Total	0	8	0	8	11	2	0	13	3	0	0	3	24
3:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
3:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
3:30 PM	0	4	0	4	0	0	0	0	1	2	0	3	7
3:45 PM	0	3	0	3	0	1	0	1	0	0	0	0	4
Hourly Total	0	11	0	11	1	1	0	2	1	2	0	3	16
4:00 PM	0	3	0	3	3	0	0	3	1	0	0	1	7
4:15 PM	0	2	0	2	4	2	0	6	3	0	0	3	11
4:30 PM	0	2	0	2	3	0	0	3	2	0	0	2	7
4:45 PM	0	1	0	1	2	1	0	3	0	0	0	0	4
Hourly Total	0	8	0	8	12	3	0	15	6	0	0	6	29

5:00 PM	0	1	0	1	4	2	0	6	2	0	0	2	9
5:15 PM	0	0	0	0	2	0	0	2	2	0	0	2	4
5:30 PM	0	1	0	1	6	2	0	8	1	0	0	1	10
5:45 PM	0	1	0	1	2	1	0	3	1	0	0	1	5
Hourly Total	0	3	0	3	14	5	0	19	6	0	0	6	28
Grand Total	2	59	0	61	61	22	0	83	37	3	1	41	185
Approach %	3.3	96.7	0.0	-	73.5	26.5	0.0	-	90.2	7.3	2.4	-	-
Total %	1.1	31.9	0.0	33.0	33.0	11.9	0.0	44.9	20.0	1.6	0.5	22.2	-
Lights	1	57	0	58	57	19	0	76	35	3	1	39	173
% Lights	50.0	96.6	-	95.1	93.4	86.4	-	91.6	94.6	100.0	100.0	95.1	93.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0
Trucks	1	2	0	3	3	3	0	6	2	0	0	2	11
% Trucks	50.0	3.4	-	4.9	4.9	13.6	-	7.2	5.4	0.0	0.0	4.9	5.9
Bicycles on Road	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bicycles on Road	0.0	0.0	-	0.0	1.6	0.0	-	1.2	0.0	0.0	0.0	0.0	0.5

Drive Engineering Corp.
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Count Name: S-23 PA 45 & Rimmey Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	Rimmey Road Southbound				PA 45 Westbound				PA 45 Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	0	53	0	53	13	0	0	13	66
6:15 AM	1	0	0	1	1	73	0	74	13	0	0	13	88
6:30 AM	0	1	0	1	0	106	0	106	20	0	0	20	127
6:45 AM	0	2	0	2	0	86	0	86	27	0	0	27	115
Hourly Total	1	3	0	4	1	318	0	319	73	0	0	73	396
7:00 AM	1	0	0	1	1	94	0	95	45	0	0	45	141
7:15 AM	1	1	0	2	2	124	0	126	41	1	0	42	170
7:30 AM	2	1	0	3	0	140	0	140	33	1	0	34	177
7:45 AM	0	2	0	2	1	128	0	129	39	2	0	41	172
Hourly Total	4	4	0	8	4	486	0	490	158	4	0	162	660
8:00 AM	0	0	0	0	0	119	0	119	31	1	0	32	151
8:15 AM	1	0	0	1	0	92	0	92	32	0	0	32	125
8:30 AM	2	0	0	2	1	86	0	87	48	2	0	50	139
8:45 AM	1	0	0	1	0	52	0	52	35	1	0	36	89
Hourly Total	4	0	0	4	1	349	0	350	146	4	0	150	504
9:00 AM	0	2	0	2	1	46	0	47	39	0	0	39	88
9:15 AM	1	0	0	1	0	52	0	52	36	0	0	36	89
9:30 AM	0	0	0	0	2	53	0	55	37	0	0	37	92
9:45 AM	1	0	0	1	0	56	0	56	33	1	0	34	91
Hourly Total	2	2	0	4	3	207	0	210	145	1	0	146	360
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	1	0	0	1	0	46	0	46	42	0	0	42	89
2:15 PM	1	0	0	1	1	45	0	46	48	1	0	49	96
2:30 PM	1	0	0	1	0	37	0	37	62	0	0	62	100
2:45 PM	0	2	0	2	0	50	0	50	73	1	0	74	126
Hourly Total	3	2	0	5	1	178	0	179	225	2	0	227	411
3:00 PM	0	0	0	0	2	36	0	38	80	0	0	80	118
3:15 PM	1	2	0	3	2	40	0	42	91	1	0	92	137
3:30 PM	0	0	0	0	1	74	0	75	108	0	0	108	183
3:45 PM	2	0	0	2	1	55	0	56	104	0	0	104	162
Hourly Total	3	2	0	5	6	205	0	211	383	1	0	384	600
4:00 PM	1	0	0	1	1	68	0	69	93	1	0	94	164
4:15 PM	0	1	0	1	0	45	0	45	103	2	0	105	151
4:30 PM	1	1	0	2	1	59	0	60	132	2	0	134	196
4:45 PM	1	3	0	4	0	58	0	58	132	0	0	132	194
Hourly Total	3	5	0	8	2	230	0	232	460	5	0	465	705

5:00 PM	0	2	0	2	1	47	0	48	93	1	0	94	144
5:15 PM	0	0	0	0	3	56	0	59	107	1	0	108	167
5:30 PM	1	1	0	2	0	37	0	37	73	2	0	75	114
5:45 PM	1	0	0	1	0	44	0	44	64	0	0	64	109
Hourly Total	2	3	0	5	4	184	0	188	337	4	0	341	534
Grand Total	22	21	0	43	22	2157	0	2179	1927	21	0	1948	4170
Approach %	51.2	48.8	0.0	-	1.0	99.0	0.0	-	98.9	1.1	0.0	-	-
Total %	0.5	0.5	0.0	1.0	0.5	51.7	0.0	52.3	46.2	0.5	0.0	46.7	-
Lights	21	18	0	39	18	2042	0	2060	1815	20	0	1835	3934
% Lights	95.5	85.7	-	90.7	81.8	94.7	-	94.5	94.2	95.2	-	94.2	94.3
Buses	0	0	0	0	3	8	0	11	10	0	0	10	21
% Buses	0.0	0.0	-	0.0	13.6	0.4	-	0.5	0.5	0.0	-	0.5	0.5
Trucks	1	3	0	4	1	107	0	108	102	1	0	103	215
% Trucks	4.5	14.3	-	9.3	4.5	5.0	-	5.0	5.3	4.8	-	5.3	5.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
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Count Name: S-24 PA 45 & Tusseyville Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Westbound				Tusseyville Road Northbound				PA 45 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	63	0	0	63	0	0	0	0	0	9	0	9	72
6:15 AM	74	0	0	74	1	1	0	2	0	14	0	14	90
6:30 AM	105	0	0	105	2	3	0	5	0	16	0	16	126
6:45 AM	88	0	0	88	0	1	0	1	0	24	0	24	113
Hourly Total	330	0	0	330	3	5	0	8	0	63	0	63	401
7:00 AM	113	0	0	113	6	1	0	7	0	36	0	36	156
7:15 AM	124	1	0	125	1	2	0	3	0	41	0	41	169
7:30 AM	156	3	0	159	3	2	0	5	0	43	0	43	207
7:45 AM	134	1	0	135	5	3	0	8	0	33	0	33	176
Hourly Total	527	5	0	532	15	8	0	23	0	153	0	153	708
8:00 AM	120	3	0	123	3	1	0	4	0	30	0	30	157
8:15 AM	82	4	0	86	5	1	0	6	0	30	0	30	122
8:30 AM	87	0	0	87	0	0	0	0	1	36	0	37	124
8:45 AM	52	3	0	55	1	1	0	2	2	37	0	39	96
Hourly Total	341	10	0	351	9	3	0	12	3	133	0	136	499
9:00 AM	43	0	0	43	5	5	0	10	3	33	0	36	89
9:15 AM	55	3	0	58	1	2	0	3	0	38	0	38	99
9:30 AM	54	1	0	55	3	1	0	4	0	39	0	39	98
9:45 AM	57	1	0	58	3	2	0	5	0	29	0	29	92
Hourly Total	209	5	0	214	12	10	0	22	3	139	0	142	378
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	42	2	0	44	4	0	0	4	1	41	0	42	90
2:15 PM	39	4	0	43	1	2	0	3	2	49	0	51	97
2:30 PM	46	3	0	49	2	1	0	3	1	58	0	59	111
2:45 PM	50	1	0	51	2	1	0	3	1	78	0	79	133
Hourly Total	177	10	0	187	9	4	0	13	5	226	0	231	431
3:00 PM	32	4	0	36	4	1	0	5	2	73	0	75	116
3:15 PM	43	2	0	45	5	2	0	7	1	97	0	98	150
3:30 PM	74	5	0	79	3	1	0	4	1	108	0	109	192
3:45 PM	48	7	0	55	3	0	0	3	5	97	0	102	160
Hourly Total	197	18	0	215	15	4	0	19	9	375	0	384	618
4:00 PM	70	4	0	74	2	3	0	5	2	104	0	106	185
4:15 PM	47	2	0	49	3	3	0	6	3	107	0	110	165
4:30 PM	50	2	0	52	2	1	0	3	1	135	0	136	191
4:45 PM	51	3	0	54	5	1	0	6	3	144	0	147	207
Hourly Total	218	11	0	229	12	8	0	20	9	490	0	499	748

5:00 PM	49	3	0	52	1	2	0	3	2	100	0	102	157
5:15 PM	46	3	0	49	4	2	0	6	2	116	0	118	173
5:30 PM	40	1	0	41	3	1	0	4	0	73	0	73	118
5:45 PM	40	2	0	42	9	0	0	9	2	68	0	70	121
Hourly Total	175	9	0	184	17	5	0	22	6	357	0	363	569
Grand Total	2174	68	0	2242	92	47	0	139	35	1936	0	1971	4352
Approach %	97.0	3.0	0.0	-	66.2	33.8	0.0	-	1.8	98.2	0.0	-	-
Total %	50.0	1.6	0.0	51.5	2.1	1.1	0.0	3.2	0.8	44.5	0.0	45.3	-
Lights	2042	66	0	2108	87	43	0	130	31	1832	0	1863	4101
% Lights	93.9	97.1	-	94.0	94.6	91.5	-	93.5	88.6	94.6	-	94.5	94.2
Buses	10	0	0	10	0	2	0	2	2	7	0	9	21
% Buses	0.5	0.0	-	0.4	0.0	4.3	-	1.4	5.7	0.4	-	0.5	0.5
Trucks	122	2	0	124	5	1	0	6	2	97	0	99	229
% Trucks	5.6	2.9	-	5.5	5.4	2.1	-	4.3	5.7	5.0	-	5.0	5.3
Bicycles on Road	0	0	0	0	0	1	0	1	0	0	0	0	1
% Bicycles on Road	0.0	0.0	-	0.0	0.0	2.1	-	0.7	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
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Count Name: S-25 PA 45 & Williams Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

Start Time	PA 45 Westbound				Williams Road Northbound				PA 45 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	63	1	0	64	0	1	0	1	0	10	0	10	75
6:15 AM	77	0	0	77	1	0	0	1	0	15	0	15	93
6:30 AM	104	1	0	105	0	2	0	2	0	18	0	18	125
6:45 AM	94	0	0	94	1	0	0	1	0	22	0	22	117
Hourly Total	338	2	0	340	2	3	0	5	0	65	0	65	410
7:00 AM	119	0	0	119	1	1	0	2	0	43	0	43	164
7:15 AM	125	0	0	125	0	1	0	1	0	40	0	40	166
7:30 AM	153	0	0	153	0	1	0	1	0	47	0	47	201
7:45 AM	137	0	0	137	0	0	0	0	0	39	0	39	176
Hourly Total	534	0	0	534	1	3	0	4	0	169	0	169	707
8:00 AM	123	0	0	123	0	0	0	0	1	32	0	33	156
8:15 AM	85	1	0	86	1	0	0	1	0	36	0	36	123
8:30 AM	89	0	0	89	0	1	0	1	0	35	0	35	125
8:45 AM	56	2	0	58	0	0	0	0	0	40	0	40	98
Hourly Total	353	3	0	356	1	1	0	2	1	143	0	144	502
9:00 AM	44	0	0	44	0	1	0	1	0	37	0	37	82
9:15 AM	60	0	0	60	0	0	0	0	0	38	0	38	98
9:30 AM	54	0	0	54	1	0	0	1	0	44	0	44	99
9:45 AM	57	0	0	57	0	0	0	0	0	31	0	31	88
Hourly Total	215	0	0	215	1	1	0	2	0	150	0	150	367
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	42	0	0	42	0	0	0	0	0	43	0	43	85
2:15 PM	45	0	0	45	1	0	0	1	0	54	0	54	100
2:30 PM	47	0	0	47	0	0	0	0	0	57	0	57	104
2:45 PM	53	0	0	53	0	0	0	0	1	83	0	84	137
Hourly Total	187	0	0	187	1	0	0	1	1	237	0	238	426
3:00 PM	32	0	0	32	0	0	0	0	0	79	0	79	111
3:15 PM	49	1	0	50	0	0	0	0	1	95	0	96	146
3:30 PM	77	0	0	77	0	0	0	0	1	116	0	117	194
3:45 PM	53	1	0	54	2	0	0	2	0	95	0	95	151
Hourly Total	211	2	0	213	2	0	0	2	2	385	0	387	602
4:00 PM	75	0	1	76	0	1	0	1	0	102	0	102	179
4:15 PM	48	1	0	49	2	0	0	2	1	111	0	112	163
4:30 PM	50	1	0	51	1	1	0	2	2	129	0	131	184
4:45 PM	51	0	0	51	0	0	0	0	0	150	0	150	201
Hourly Total	224	2	1	227	3	2	0	5	3	492	0	495	727

5:00 PM	54	1	0	55	1	0	0	1	1	104	0	105	161
5:15 PM	47	0	0	47	0	0	0	0	1	131	0	132	179
5:30 PM	40	1	0	41	0	0	0	0	0	80	0	80	121
5:45 PM	43	0	0	43	2	1	0	3	1	77	0	78	124
Hourly Total	184	2	0	186	3	1	0	4	3	392	0	395	585
Grand Total	2246	11	1	2258	14	11	0	25	10	2033	0	2043	4326
Approach %	99.5	0.5	0.0	-	56.0	44.0	0.0	-	0.5	99.5	0.0	-	-
Total %	51.9	0.3	0.0	52.2	0.3	0.3	0.0	0.6	0.2	47.0	0.0	47.2	-
Lights	2111	9	1	2121	13	11	0	24	10	1924	0	1934	4079
% Lights	94.0	81.8	100.0	93.9	92.9	100.0	-	96.0	100.0	94.6	-	94.7	94.3
Buses	10	0	0	10	0	0	0	0	0	7	0	7	17
% Buses	0.4	0.0	0.0	0.4	0.0	0.0	-	0.0	0.0	0.3	-	0.3	0.4
Trucks	124	2	0	126	1	0	0	1	0	102	0	102	229
% Trucks	5.5	18.2	0.0	5.6	7.1	0.0	-	4.0	0.0	5.0	-	5.0	5.3
Bicycles on Road	1	0	0	1	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

Drive Engineering Corp.
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Count Name: S-26 Boalsburg Pike (SR 3010) & Brandywine Drive
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Boalsburg Pike Southbound							Mary Elizabeth Street Westbound							Warner Blvd Northbound							Brandywine Drive Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	25	6	72	8	0	0	111	7	4	2	5	0	0	18	5	0	29	8	0	0	42	1	2	0	5	0	0	8	179
7:45 AM	58	4	95	23	0	0	180	5	5	4	2	0	0	16	6	2	39	38	0	1	85	13	11	1	18	0	0	43	324
Hourly Total	83	10	167	31	0	0	291	12	9	6	7	0	0	34	11	2	68	46	0	1	127	14	13	1	23	0	0	51	503
8:00 AM	43	3	105	5	0	0	156	3	7	4	4	0	0	18	0	0	49	34	0	0	83	25	29	7	24	0	0	85	342
8:15 AM	35	8	76	3	0	0	122	5	3	2	2	0	0	12	1	0	49	42	0	0	92	15	24	3	20	0	0	62	288
8:30 AM	13	4	80	2	0	0	99	4	9	1	2	0	0	16	0	0	41	33	0	0	74	21	19	0	31	0	0	71	260
8:45 AM	5	0	71	2	0	0	78	4	6	0	1	0	1	11	1	0	34	5	0	0	40	7	2	0	4	0	0	13	142
Hourly Total	96	15	332	12	0	0	455	16	25	7	9	0	1	57	2	0	173	114	0	0	289	68	74	10	79	0	0	231	1032
9:00 AM	3	1	62	5	0	0	71	0	3	0	1	0	1	4	0	0	38	7	0	0	45	3	2	0	6	0	0	11	131
9:15 AM	5	0	52	5	0	0	62	3	6	2	0	0	0	11	3	0	43	1	0	0	47	2	2	1	3	0	0	8	128
9:30 AM	7	0	71	5	0	0	83	3	2	0	3	0	0	8	1	0	46	1	0	0	48	2	0	2	3	0	0	7	146
9:45 AM	7	0	48	0	0	0	55	2	6	1	1	0	0	10	3	0	39	5	0	0	47	3	0	0	5	0	0	8	120
Hourly Total	22	1	233	15	0	0	271	8	17	3	5	0	1	33	7	0	166	14	0	0	187	10	4	3	17	0	0	34	525
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	5	4	46	7	0	0	62	1	2	0	2	0	0	5	0	0	69	5	0	2	74	3	6	0	8	0	0	17	158
2:15 PM	10	1	81	11	0	0	103	3	11	1	2	0	2	17	3	0	63	6	0	0	72	3	1	0	3	0	0	7	199
2:30 PM	13	1	65	3	0	0	82	2	3	2	2	0	2	9	3	0	63	8	0	0	74	3	5	2	14	0	0	24	189
2:45 PM	13	0	64	12	0	0	89	2	3	3	2	0	2	10	3	2	40	4	0	3	49	0	12	2	8	0	0	22	170
Hourly Total	41	6	256	33	0	0	336	8	19	6	8	0	6	41	9	2	235	23	0	5	269	9	24	4	33	0	0	70	716
3:00 PM	13	3	78	7	0	0	101	12	7	1	3	0	3	23	3	1	59	10	0	0	73	22	10	4	34	0	0	70	267
3:15 PM	14	1	67	17	0	0	99	6	2	3	2	0	0	13	5	0	66	16	0	3	87	7	6	2	20	0	0	35	234
3:30 PM	15	3	67	5	0	1	90	7	5	2	0	0	0	14	3	1	66	17	0	0	87	14	11	0	32	0	0	57	248
3:45 PM	10	3	60	11	0	0	84	4	1	1	2	0	0	8	3	1	72	12	0	0	88	40	18	4	56	0	0	118	298
Hourly Total	52	10	272	40	0	1	374	29	15	7	7	0	3	58	14	3	263	55	0	3	335	83	45	10	142	0	0	280	1047
4:00 PM	11	0	62	13	0	0	86	0	3	0	1	0	1	4	1	0	79	7	0	0	87	3	11	1	20	0	0	35	212
4:15 PM	17	0	72	11	0	0	100	4	6	3	0	0	1	13	3	0	64	23	0	1	90	2	2	3	18	0	0	25	228
4:30 PM	15	0	64	13	0	0	92	6	8	0	4	0	1	18	2	1	95	9	0	2	107	21	22	1	31	1	0	76	293
4:45 PM	9	0	68	17	0	0	94	2	7	0	3	0	0	12	3	0	79	8	0	0	90	3	6	1	12	0	0	22	218

Hourly Total	52	0	266	54	0	0	372	12	24	3	8	0	3	47	9	1	317	47	0	3	374	29	41	6	81	1	0	158	951
5:00 PM	14	0	53	15	0	0	82	2	15	0	3	0	0	20	5	0	94	8	0	0	107	4	5	1	7	0	0	17	226
5:15 PM	13	3	60	9	0	0	85	5	7	0	3	0	0	15	6	0	83	11	0	0	100	4	4	0	8	0	0	16	216
5:30 PM	13	1	62	6	0	0	82	3	6	0	3	0	3	12	6	0	69	12	0	2	87	6	3	0	9	0	0	18	199
5:45 PM	12	1	42	12	0	0	67	3	3	0	3	0	1	9	4	0	47	7	0	2	58	2	4	0	5	0	0	11	145
Hourly Total	52	5	217	42	0	0	316	13	31	0	12	0	4	56	21	0	293	38	0	4	352	16	16	1	29	0	0	62	786
Grand Total	398	47	1743	227	0	1	2415	98	140	32	56	0	18	326	73	8	1515	337	0	16	1933	229	217	35	404	1	0	886	5560
Approach %	16.5	1.9	72.2	9.4	0.0	-	-	30.1	42.9	9.8	17.2	0.0	-	-	3.8	0.4	78.4	17.4	0.0	-	-	25.8	24.5	4.0	45.6	0.1	-	-	-
Total %	7.2	0.8	31.3	4.1	0.0	-	43.4	1.8	2.5	0.6	1.0	0.0	-	5.9	1.3	0.1	27.2	6.1	0.0	-	34.8	4.1	3.9	0.6	7.3	0.0	-	15.9	-
Lights	373	41	1665	224	0	-	2303	94	138	28	51	0	-	311	72	8	1464	311	0	-	1855	212	204	32	376	1	-	825	5294
% Lights	93.7	87.2	95.5	98.7	-	-	95.4	95.9	98.6	87.5	91.1	-	-	95.4	98.6	100.0	96.6	92.3	-	-	96.0	92.6	94.0	91.4	93.1	100.0	-	93.1	95.2
Buses	20	6	15	1	0	-	42	0	2	4	3	0	-	9	0	0	8	25	0	-	33	15	11	3	22	0	-	51	135
% Buses	5.0	12.8	0.9	0.4	-	-	1.7	0.0	1.4	12.5	5.4	-	-	2.8	0.0	0.0	0.5	7.4	-	-	1.7	6.6	5.1	8.6	5.4	0.0	-	5.8	2.4
Trucks	4	0	59	2	0	-	65	4	0	0	2	0	-	6	1	0	41	1	0	-	43	2	2	0	4	0	-	8	122
% Trucks	1.0	0.0	3.4	0.9	-	-	2.7	4.1	0.0	0.0	3.6	-	-	1.8	1.4	0.0	2.7	0.3	-	-	2.2	0.9	0.9	0.0	1.0	0.0	-	0.9	2.2
Bicycles on Road	1	0	4	0	0	-	5	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	2	0	-	2	9
% Bicycles on Road	0.3	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.0	0.5	0.0	-	0.2	0.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	13	-	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	72.2	-	-	-	-	-	-	37.5	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	5	-	-	-	-	-	-	10	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	27.8	-	-	-	-	-	-	62.5	-	-	-	-	-	-	-	-	-

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Count Name: S-27 Boalsburg Road (SR 3010) & Linden Hall Road
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Boalsburg Pike Southbound				Linden Hall Road Westbound				Boalsburg Pike Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	1	1	0	2	1	2	0	3	2	4	0	6	11
6:15 AM	0	0	0	0	0	4	0	4	0	8	0	8	12
6:30 AM	3	0	0	3	0	7	0	7	3	8	0	11	21
6:45 AM	2	0	0	2	0	6	0	6	1	14	0	15	23
Hourly Total	6	1	0	7	1	19	0	20	6	34	0	40	67
7:00 AM	4	3	0	7	0	4	0	4	3	3	0	6	17
7:15 AM	14	0	0	14	4	11	0	15	13	6	0	19	48
7:30 AM	7	0	0	7	1	22	0	23	5	7	0	12	42
7:45 AM	18	1	0	19	1	20	0	21	7	9	0	16	56
Hourly Total	43	4	0	47	6	57	0	63	28	25	0	53	163
8:00 AM	10	0	0	10	2	13	0	15	8	9	0	17	42
8:15 AM	17	1	0	18	0	15	0	15	1	4	0	5	38
8:30 AM	11	0	0	11	3	14	0	17	7	10	0	17	45
8:45 AM	7	2	0	9	1	8	0	9	5	9	0	14	32
Hourly Total	45	3	0	48	6	50	0	56	21	32	0	53	157
9:00 AM	13	1	0	14	1	9	0	10	3	11	0	14	38
9:15 AM	9	1	0	10	2	9	0	11	4	8	0	12	33
9:30 AM	8	3	0	11	1	7	0	8	10	11	0	21	40
9:45 AM	8	0	0	8	2	11	0	13	6	6	0	12	33
Hourly Total	38	5	0	43	6	36	0	42	23	36	0	59	144
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	12	0	0	12	2	14	0	16	14	14	0	28	56
2:15 PM	10	1	0	11	3	16	0	19	13	15	0	28	58
2:30 PM	16	0	0	16	1	12	0	13	9	16	0	25	54
2:45 PM	10	3	0	13	4	20	0	24	10	11	0	21	58
Hourly Total	48	4	0	52	10	62	0	72	46	56	0	102	226
3:00 PM	11	5	0	16	1	9	0	10	13	18	0	31	57
3:15 PM	9	1	0	10	1	6	0	7	12	11	0	23	40
3:30 PM	14	3	0	17	3	10	0	13	21	13	0	34	64
3:45 PM	7	4	0	11	3	4	0	7	12	16	0	28	46
Hourly Total	41	13	0	54	8	29	0	37	58	58	0	116	207
4:00 PM	14	4	0	18	3	14	0	17	15	13	0	28	63
4:15 PM	11	4	0	15	0	10	0	10	7	13	0	20	45
4:30 PM	12	3	0	15	5	8	0	13	21	16	0	37	65
4:45 PM	6	1	0	7	0	13	0	13	19	17	0	36	56
Hourly Total	43	12	0	55	8	45	0	53	62	59	0	121	229

5:00 PM	13	0	0	13	0	7	0	7	27	11	0	38	58
5:15 PM	10	7	0	17	3	14	0	17	12	15	0	27	61
5:30 PM	9	2	0	11	1	5	0	6	14	22	0	36	53
5:45 PM	8	3	0	11	3	11	0	14	8	12	0	20	45
Hourly Total	40	12	0	52	7	37	0	44	61	60	0	121	217
Grand Total	304	54	0	358	52	335	0	387	305	360	0	665	1410
Approach %	84.9	15.1	0.0	-	13.4	86.6	0.0	-	45.9	54.1	0.0	-	-
Total %	21.6	3.8	0.0	25.4	3.7	23.8	0.0	27.4	21.6	25.5	0.0	47.2	-
Lights	255	48	0	303	39	310	0	349	291	308	0	599	1251
% Lights	83.9	88.9	-	84.6	75.0	92.5	-	90.2	95.4	85.6	-	90.1	88.7
Buses	6	1	0	7	3	4	0	7	1	8	0	9	23
% Buses	2.0	1.9	-	2.0	5.8	1.2	-	1.8	0.3	2.2	-	1.4	1.6
Trucks	41	2	0	43	3	16	0	19	12	42	0	54	116
% Trucks	13.5	3.7	-	12.0	5.8	4.8	-	4.9	3.9	11.7	-	8.1	8.2
Bicycles on Road	2	3	0	5	7	5	0	12	1	2	0	3	20
% Bicycles on Road	0.7	5.6	-	1.4	13.5	1.5	-	3.1	0.3	0.6	-	0.5	1.4

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Count Name: S-28 U.S. 322 & Neff Road
Site Code:
Start Date: 04/11/2023

Turning Movement Data

Start Time	Neff Road Southbound				US 322 Westbound				US 322 Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	1	0	1	0	101	0	101	54	0	0	54	156
6:15 AM	2	2	0	4	0	129	0	129	75	0	0	75	208
6:30 AM	1	0	0	1	1	152	0	153	80	1	0	81	235
6:45 AM	1	2	0	3	1	117	0	118	67	0	0	67	188
Hourly Total	4	5	0	9	2	499	0	501	276	1	0	277	787
7:00 AM	0	0	0	0	0	170	0	170	99	0	0	99	269
7:15 AM	3	0	0	3	0	178	0	178	111	0	0	111	292
7:30 AM	2	1	0	3	0	197	0	197	114	0	0	114	314
7:45 AM	1	0	0	1	0	199	0	199	80	2	0	82	282
Hourly Total	6	1	0	7	0	744	0	744	404	2	0	406	1157
8:00 AM	3	0	0	3	0	167	0	167	97	0	0	97	267
8:15 AM	1	0	0	1	1	150	0	151	105	0	0	105	257
8:30 AM	1	0	0	1	0	140	0	140	92	0	0	92	233
8:45 AM	1	1	0	2	0	107	0	107	93	2	0	95	204
Hourly Total	6	1	0	7	1	564	0	565	387	2	0	389	961
9:00 AM	0	0	0	0	0	108	0	108	94	0	0	94	202
9:15 AM	5	2	0	7	0	105	0	105	75	1	0	76	188
9:30 AM	1	1	0	2	0	93	0	93	97	1	0	98	193
9:45 AM	1	2	0	3	1	129	0	130	87	0	0	87	220
Hourly Total	7	5	0	12	1	435	0	436	353	2	0	355	803
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	1	106	0	107	120	0	0	120	227
2:15 PM	0	2	0	2	0	130	0	130	112	4	0	116	248
2:30 PM	4	0	0	4	2	123	0	125	134	1	0	135	264
2:45 PM	0	1	0	1	0	153	0	153	153	1	0	154	308
Hourly Total	4	3	0	7	3	512	0	515	519	6	0	525	1047
3:00 PM	3	0	0	3	0	115	0	115	126	0	0	126	244
3:15 PM	1	1	0	2	2	114	0	116	160	2	0	162	280
3:30 PM	1	2	0	3	1	139	0	140	173	1	0	174	317
3:45 PM	1	1	0	2	3	122	0	125	158	4	1	163	290
Hourly Total	6	4	0	10	6	490	0	496	617	7	1	625	1131
4:00 PM	2	1	0	3	2	140	0	142	176	5	0	181	326
4:15 PM	1	0	0	1	4	169	0	173	190	5	0	195	369
4:30 PM	1	0	0	1	0	136	0	136	177	4	0	181	318
4:45 PM	5	1	0	6	2	124	0	126	189	1	0	190	322
Hourly Total	9	2	0	11	8	569	0	577	732	15	0	747	1335

5:00 PM	2	0	0	2	0	134	0	134	180	5	0	185	321
5:15 PM	1	1	0	2	1	114	0	115	183	1	0	184	301
5:30 PM	3	0	0	3	0	101	0	101	147	0	0	147	251
5:45 PM	1	1	0	2	0	102	0	102	118	3	0	121	225
Hourly Total	7	2	0	9	1	451	0	452	628	9	0	637	1098
Grand Total	49	23	0	72	22	4264	0	4286	3916	44	1	3961	8319
Approach %	68.1	31.9	0.0	-	0.5	99.5	0.0	-	98.9	1.1	0.0	-	-
Total %	0.6	0.3	0.0	0.9	0.3	51.3	0.0	51.5	47.1	0.5	0.0	47.6	-
Lights	47	22	0	69	21	3455	0	3476	3191	43	1	3235	6780
% Lights	95.9	95.7	-	95.8	95.5	81.0	-	81.1	81.5	97.7	100.0	81.7	81.5
Buses	0	1	0	1	1	15	0	16	9	0	0	9	26
% Buses	0.0	4.3	-	1.4	4.5	0.4	-	0.4	0.2	0.0	0.0	0.2	0.3
Trucks	1	0	0	1	0	794	0	794	716	1	0	717	1512
% Trucks	2.0	0.0	-	1.4	0.0	18.6	-	18.5	18.3	2.3	0.0	18.1	18.2
Bicycles on Road	1	0	0	1	0	0	0	0	0	0	0	0	1
% Bicycles on Road	2.0	0.0	-	1.4	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

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Count Name: S-29 U.S. 322 & Church Hill Road
Site Code:
Start Date: 04/08/2023

Turning Movement Data

Start Time	US 322 Westbound				Churchill Road Northbound				US 322 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:00 AM	22	0	0	22	0	0	0	0	0	19	0	19	41
6:15 AM	23	0	0	23	0	0	0	0	0	21	0	21	44
6:30 AM	39	0	0	39	0	1	0	1	0	25	0	25	65
6:45 AM	26	0	0	26	1	1	0	2	0	27	0	27	55
Hourly Total	110	0	0	110	1	2	0	3	0	92	0	92	205
7:00 AM	46	0	0	46	0	0	0	0	0	27	0	27	73
7:15 AM	56	0	0	56	0	1	0	1	2	43	0	45	102
7:30 AM	44	1	0	45	0	1	0	1	1	51	0	52	98
7:45 AM	52	0	0	52	0	0	0	0	0	55	0	55	107
Hourly Total	198	1	0	199	0	2	0	2	3	176	0	179	380
8:00 AM	41	0	0	41	0	0	0	0	1	58	0	59	100
8:15 AM	40	0	0	40	0	0	0	0	0	64	0	64	104
8:30 AM	59	0	0	59	0	2	0	2	0	75	0	75	136
8:45 AM	74	0	0	74	0	1	0	1	0	95	0	95	170
Hourly Total	214	0	0	214	0	3	0	3	1	292	0	293	510
9:00 AM	74	0	0	74	1	3	0	4	0	85	0	85	163
9:15 AM	99	0	0	99	2	0	0	2	3	100	0	103	204
9:30 AM	88	0	0	88	0	1	0	1	1	102	0	103	192
9:45 AM	102	1	0	103	1	0	0	1	0	96	0	96	200
Hourly Total	363	1	0	364	4	4	0	8	4	383	0	387	759
10:00 AM	117	1	0	118	2	3	0	5	1	102	0	103	226
10:15 AM	110	0	0	110	0	0	0	0	0	124	0	124	234
10:30 AM	121	0	0	121	1	2	0	3	0	128	0	128	252
10:45 AM	131	1	0	132	0	2	0	2	0	129	0	129	263
Hourly Total	479	2	0	481	3	7	0	10	1	483	0	484	975
11:00 AM	145	0	0	145	2	1	0	3	1	123	0	124	272
11:15 AM	124	0	0	124	0	0	0	0	0	121	0	121	245
11:30 AM	132	1	0	133	2	2	0	4	2	105	0	107	244
11:45 AM	139	0	0	139	0	0	0	0	1	123	0	124	263
Hourly Total	540	1	0	541	4	3	0	7	4	472	0	476	1024
12:00 PM	136	0	0	136	0	1	0	1	0	99	0	99	236
12:15 PM	132	0	0	132	0	1	0	1	0	118	0	118	251
12:30 PM	134	0	0	134	1	1	0	2	1	150	0	151	287
12:45 PM	136	0	0	136	0	0	0	0	3	113	0	116	252
Hourly Total	538	0	0	538	1	3	0	4	4	480	0	484	1026
1:00 PM	120	1	0	121	1	1	0	2	1	132	0	133	256

1:15 PM	143	1	0	144	1	0	0	1	1	129	0	130	275
1:30 PM	135	2	0	137	1	2	0	3	3	108	0	111	251
1:45 PM	114	0	0	114	2	0	0	2	4	122	0	126	242
Hourly Total	512	4	0	516	5	3	0	8	9	491	0	500	1024
2:00 PM	118	1	0	119	0	0	0	0	5	149	0	154	273
2:15 PM	127	0	0	127	0	0	0	0	0	134	0	134	261
2:30 PM	142	0	0	142	0	0	0	0	1	133	0	134	276
2:45 PM	134	2	0	136	2	1	0	3	0	128	0	128	267
Hourly Total	521	3	0	524	2	1	0	3	6	544	0	550	1077
3:00 PM	131	0	0	131	0	0	0	0	2	131	0	133	264
3:15 PM	141	4	0	145	1	0	0	1	0	132	0	132	278
3:30 PM	143	1	0	144	0	1	0	1	1	127	0	128	273
3:45 PM	140	0	0	140	1	1	0	2	2	122	0	124	266
Hourly Total	555	5	0	560	2	2	0	4	5	512	0	517	1081
4:00 PM	124	0	0	124	2	3	0	5	0	111	0	111	240
4:15 PM	161	1	0	162	0	0	0	0	1	129	0	130	292
4:30 PM	161	0	0	161	1	3	0	4	3	100	0	103	268
4:45 PM	165	0	0	165	1	0	0	1	0	129	0	129	295
Hourly Total	611	1	0	612	4	6	0	10	4	469	0	473	1095
5:00 PM	154	0	0	154	0	0	0	0	1	86	0	87	241
5:15 PM	149	1	0	150	1	4	0	5	1	102	0	103	258
5:30 PM	165	0	0	165	0	1	0	1	2	94	0	96	262
5:45 PM	122	0	0	122	1	1	0	2	0	88	0	88	212
Hourly Total	590	1	0	591	2	6	0	8	4	370	0	374	973
Grand Total	5231	19	0	5250	28	42	0	70	45	4764	0	4809	10129
Approach %	99.6	0.4	0.0	-	40.0	60.0	0.0	-	0.9	99.1	0.0	-	-
Total %	51.6	0.2	0.0	51.8	0.3	0.4	0.0	0.7	0.4	47.0	0.0	47.5	-
Lights	4951	19	0	4970	28	42	0	70	44	4500	0	4544	9584
% Lights	94.6	100.0	-	94.7	100.0	100.0	-	100.0	97.8	94.5	-	94.5	94.6
Buses	7	0	0	7	0	0	0	0	0	9	0	9	16
% Buses	0.1	0.0	-	0.1	0.0	0.0	-	0.0	0.0	0.2	-	0.2	0.2
Trucks	273	0	0	273	0	0	0	0	1	254	0	255	528
% Trucks	5.2	0.0	-	5.2	0.0	0.0	-	0.0	2.2	5.3	-	5.3	5.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: S-29 U.S. 322 & Church Hill Road
Site Code:
Start Date: 04/05/2023

Turning Movement Data

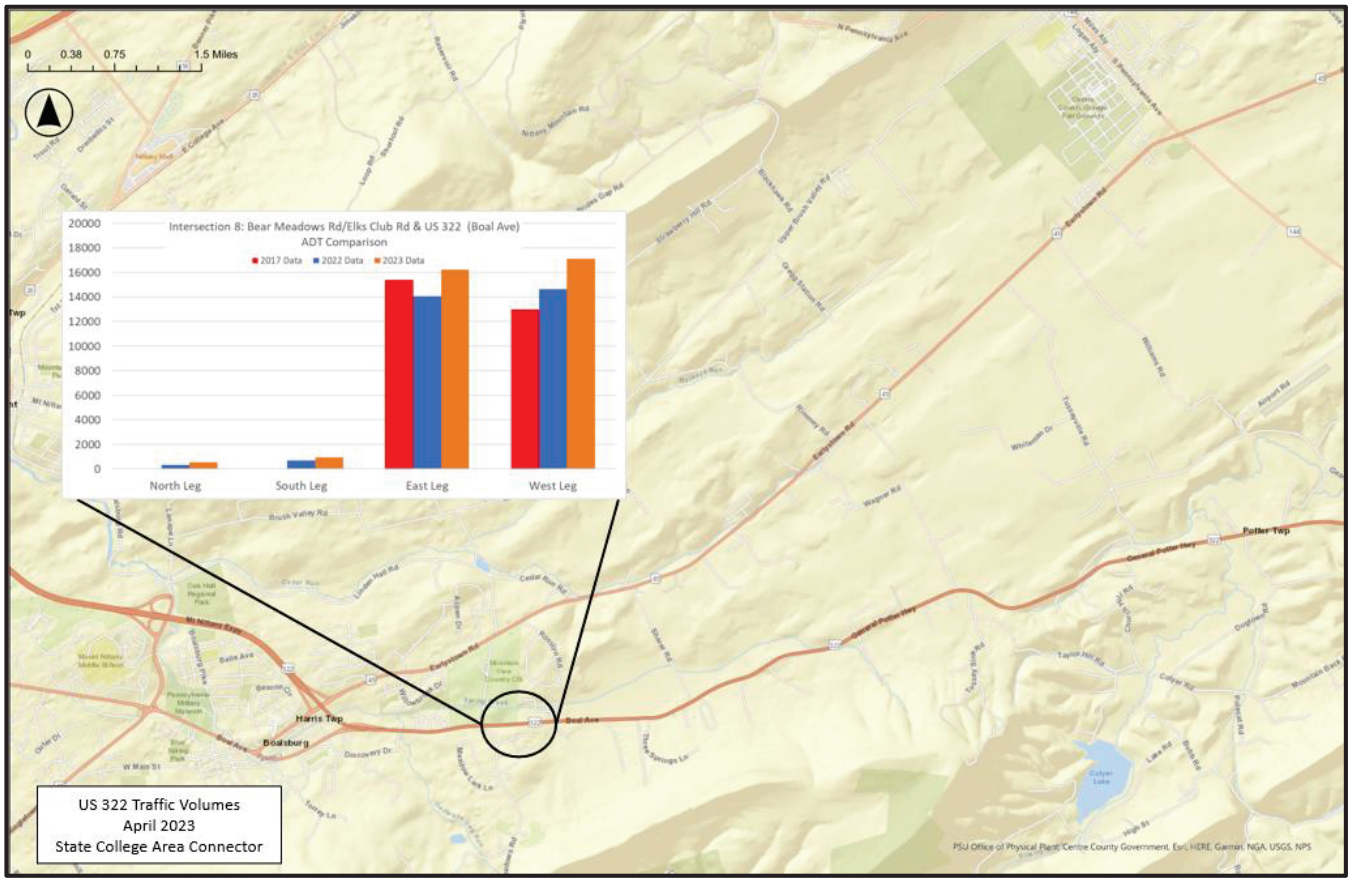
Start Time	US 322 Westbound				Churchill Road Northbound				US 322 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
12:00 AM	16	0	0	16	0	0	0	0	1	14	0	15	31
12:15 AM	11	0	0	11	1	0	0	1	0	16	0	16	28
12:30 AM	10	0	0	10	0	0	0	0	0	17	0	17	27
12:45 AM	14	0	0	14	0	0	0	0	0	15	0	15	29
Hourly Total	51	0	0	51	1	0	0	1	1	62	0	63	115
1:00 AM	11	0	0	11	0	0	0	0	0	17	0	17	28
1:15 AM	12	0	0	12	0	0	0	0	0	8	0	8	20
1:30 AM	14	0	0	14	0	0	0	0	0	13	0	13	27
1:45 AM	8	0	0	8	0	0	0	0	0	9	0	9	17
Hourly Total	45	0	0	45	0	0	0	0	0	47	0	47	92
2:00 AM	6	0	0	6	0	0	0	0	0	11	0	11	17
2:15 AM	6	0	0	6	0	0	0	0	0	19	0	19	25
2:30 AM	14	0	0	14	0	0	0	0	0	9	0	9	23
2:45 AM	13	0	0	13	0	0	0	0	0	11	0	11	24
Hourly Total	39	0	0	39	0	0	0	0	0	50	0	50	89
3:00 AM	17	0	0	17	0	0	0	0	0	14	0	14	31
3:15 AM	8	0	0	8	0	0	0	0	0	7	0	7	15
3:30 AM	14	0	0	14	0	0	0	0	0	8	0	8	22
3:45 AM	13	0	0	13	0	0	0	0	0	24	0	24	37
Hourly Total	52	0	0	52	0	0	0	0	0	53	0	53	105
4:00 AM	22	0	0	22	0	0	0	0	0	13	0	13	35
4:15 AM	31	0	0	31	0	0	0	0	0	21	0	21	52
4:30 AM	33	0	0	33	0	1	0	1	0	23	0	23	57
4:45 AM	28	0	0	28	1	0	0	1	0	10	0	10	39
Hourly Total	114	0	0	114	1	1	0	2	0	67	0	67	183
5:00 AM	37	0	0	37	0	0	0	0	0	26	0	26	63
5:15 AM	53	0	0	53	0	1	0	1	0	40	0	40	94
5:30 AM	75	0	0	75	2	0	0	2	0	29	0	29	106
5:45 AM	67	0	0	67	1	0	0	1	0	47	0	47	115
Hourly Total	232	0	0	232	3	1	0	4	0	142	0	142	378
6:00 AM	85	0	0	85	0	0	0	0	1	49	0	50	135
6:15 AM	119	0	0	119	0	0	0	0	0	66	0	66	185
6:30 AM	142	0	0	142	0	1	0	1	0	54	0	54	197
6:45 AM	135	0	0	135	0	2	0	2	1	76	0	77	214
Hourly Total	481	0	0	481	0	3	0	3	2	245	0	247	731
7:00 AM	160	0	0	160	0	1	0	1	0	75	0	75	236

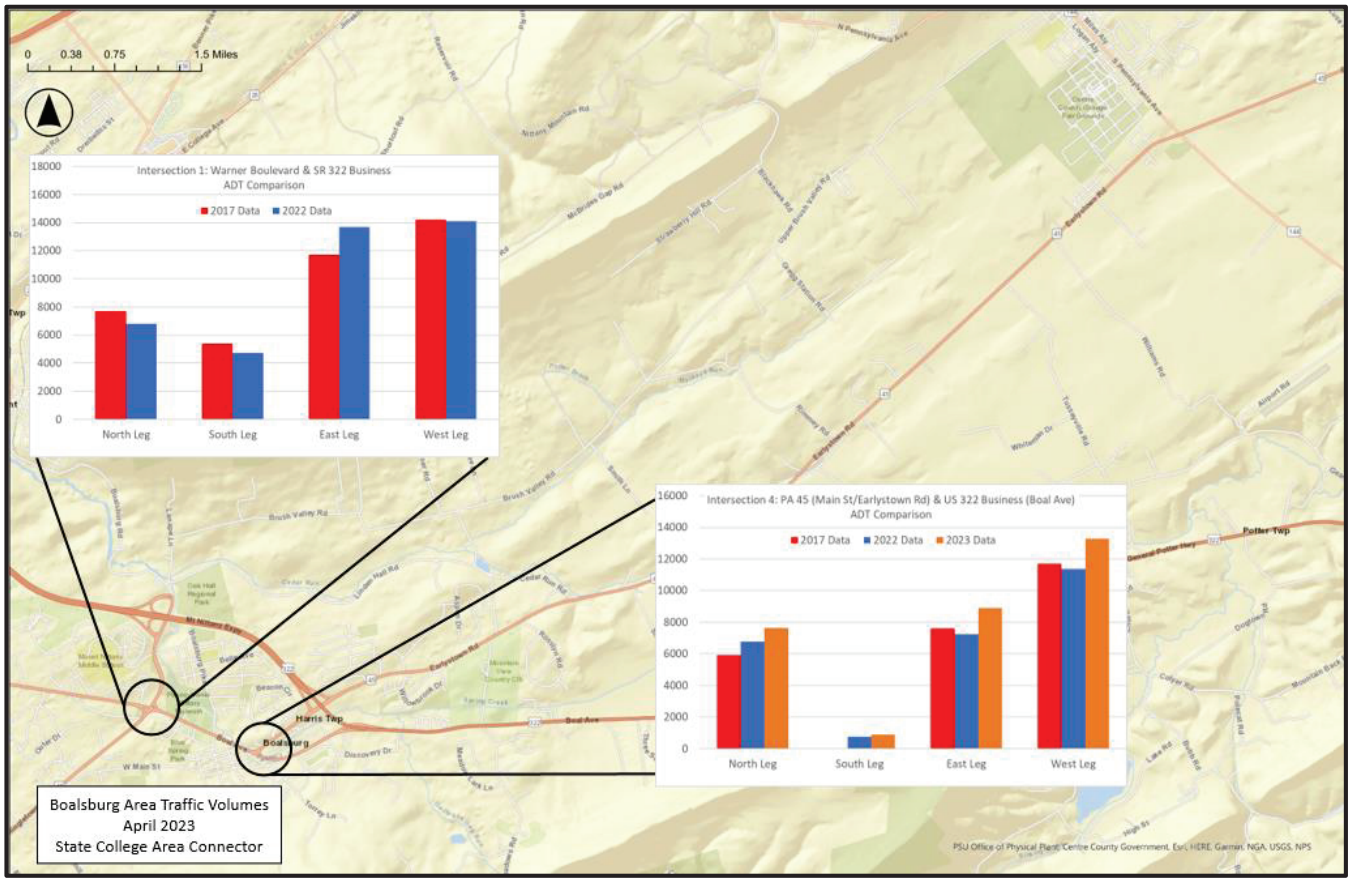
7:15 AM	173	0	0	173	1	1	0	2	1	120	0	121	296
7:30 AM	202	0	0	202	1	2	0	3	1	102	0	103	308
7:45 AM	166	0	0	166	0	1	0	1	1	58	0	59	226
Hourly Total	701	0	0	701	2	5	0	7	3	355	0	358	1066
8:00 AM	137	0	0	137	0	1	0	1	0	78	0	78	216
8:15 AM	161	1	0	162	0	1	0	1	1	104	0	105	268
8:30 AM	138	0	0	138	0	0	0	0	0	83	0	83	221
8:45 AM	120	1	0	121	1	2	0	3	1	98	0	99	223
Hourly Total	556	2	0	558	1	4	0	5	2	363	0	365	928
9:00 AM	107	0	0	107	2	2	0	4	0	87	0	87	198
9:15 AM	103	0	0	103	0	0	0	0	0	94	0	94	197
9:30 AM	122	0	0	122	0	0	0	0	0	82	0	82	204
9:45 AM	110	0	0	110	2	0	0	2	0	85	0	85	197
Hourly Total	442	0	0	442	4	2	0	6	0	348	0	348	796
10:00 AM	110	0	0	110	0	0	0	0	1	99	0	100	210
10:15 AM	99	0	0	99	0	0	0	0	1	91	0	92	191
10:30 AM	105	0	0	105	0	1	0	1	0	101	0	101	207
10:45 AM	78	0	0	78	0	0	0	0	0	93	0	93	171
Hourly Total	392	0	0	392	0	1	0	1	2	384	0	386	779
11:00 AM	88	0	0	88	0	2	0	2	1	95	0	96	186
11:15 AM	90	0	0	90	0	0	0	0	2	110	0	112	202
11:30 AM	110	1	0	111	2	1	0	3	0	96	0	96	210
11:45 AM	109	1	0	110	1	1	0	2	3	87	0	90	202
Hourly Total	397	2	0	399	3	4	0	7	6	388	0	394	800
12:00 PM	86	0	0	86	2	0	0	2	0	109	0	109	197
12:15 PM	111	0	0	111	1	0	0	1	0	117	0	117	229
12:30 PM	105	0	0	105	1	0	0	1	1	115	0	116	222
12:45 PM	97	1	0	98	1	2	0	3	0	122	0	122	223
Hourly Total	399	1	0	400	5	2	0	7	1	463	0	464	871
1:00 PM	95	1	0	96	0	1	0	1	0	101	0	101	198
1:15 PM	111	0	0	111	1	0	0	1	0	114	0	114	226
1:30 PM	113	1	0	114	2	3	0	5	1	108	0	109	228
1:45 PM	122	0	0	122	1	1	0	2	0	127	0	127	251
Hourly Total	441	2	0	443	4	5	0	9	1	450	0	451	903
2:00 PM	137	1	0	138	3	0	0	3	3	113	0	116	257
2:15 PM	111	1	0	112	1	0	0	1	1	142	0	143	256
2:30 PM	124	0	0	124	0	1	0	1	1	149	0	150	275
2:45 PM	97	1	0	98	1	0	0	1	0	173	0	173	272
Hourly Total	469	3	0	472	5	1	0	6	5	577	0	582	1060
3:00 PM	108	2	0	110	0	1	0	1	3	151	0	154	265
3:15 PM	101	0	0	101	2	1	0	3	0	198	0	198	302
3:30 PM	133	1	0	134	0	0	0	0	1	166	0	167	301
3:45 PM	126	0	0	126	0	0	0	0	2	179	0	181	307
Hourly Total	468	3	0	471	2	2	0	4	6	694	0	700	1175
4:00 PM	136	1	0	137	0	0	0	0	3	150	0	153	290
4:15 PM	138	0	0	138	0	1	0	1	1	207	0	208	347
4:30 PM	129	0	0	129	1	2	0	3	2	174	0	176	308
4:45 PM	131	1	0	132	0	0	0	0	2	205	0	207	339
Hourly Total	534	2	0	536	1	3	0	4	8	736	0	744	1284
5:00 PM	109	1	0	110	1	3	0	4	2	180	0	182	296
5:15 PM	112	0	0	112	1	0	0	1	4	201	0	205	318
5:30 PM	99	1	0	100	0	1	0	1	0	169	0	169	270

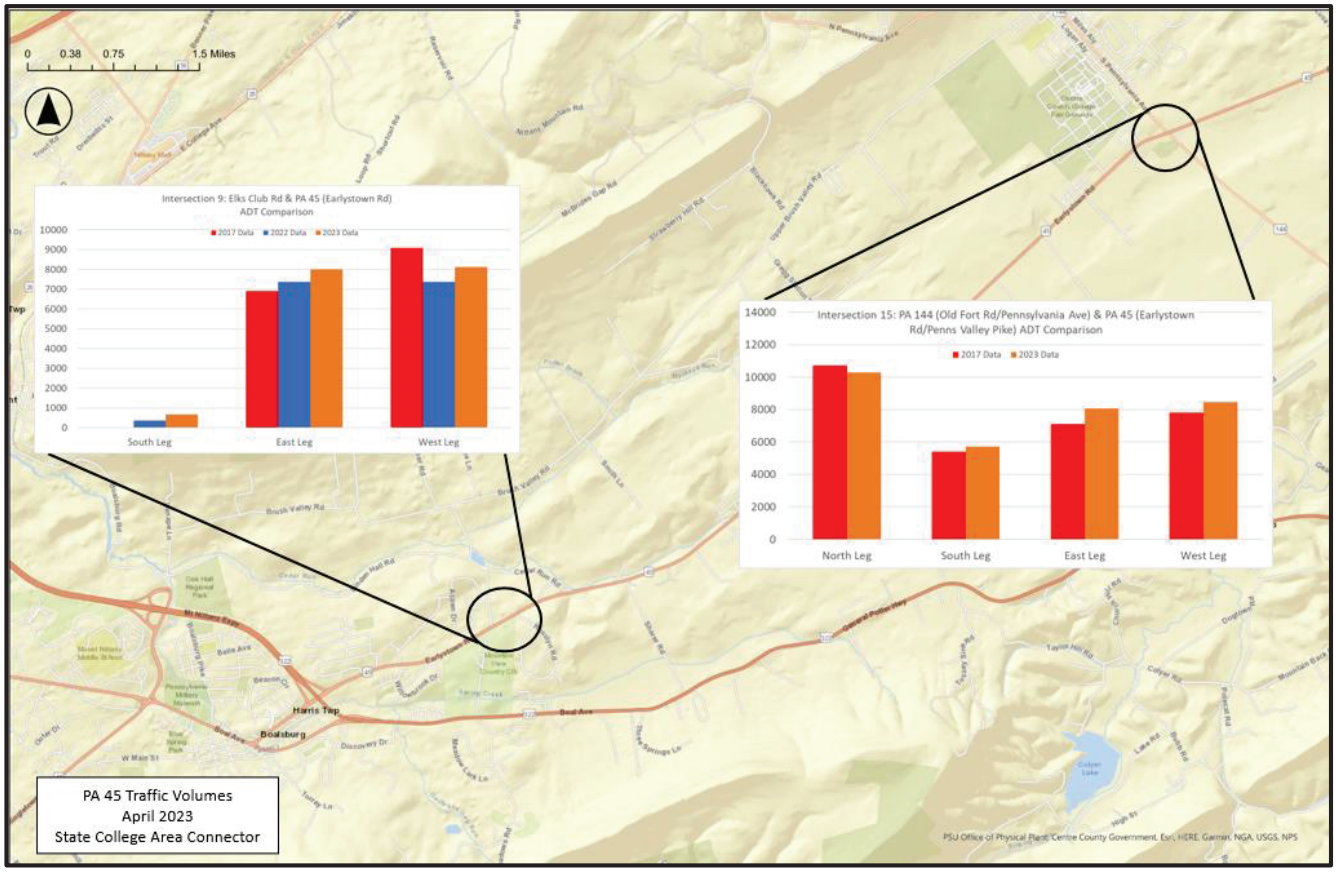
5:45 PM	93	1	0	94	1	4	0	5	0	135	0	135	234
Hourly Total	413	3	0	416	3	8	0	11	6	685	0	691	1118
6:00 PM	81	1	0	82	1	0	0	1	1	105	0	106	189
6:15 PM	94	1	0	95	0	0	0	0	0	90	0	90	185
6:30 PM	73	0	0	73	1	0	0	1	0	104	0	104	178
6:45 PM	72	0	0	72	0	0	0	0	0	93	0	93	165
Hourly Total	320	2	0	322	2	0	0	2	1	392	0	393	717
7:00 PM	76	0	0	76	0	2	0	2	1	86	0	87	165
7:15 PM	60	0	0	60	0	1	0	1	3	74	0	77	138
7:30 PM	64	0	0	64	0	0	0	0	0	88	0	88	152
7:45 PM	59	0	0	59	0	1	0	1	2	67	0	69	129
Hourly Total	259	0	0	259	0	4	0	4	6	315	0	321	584
8:00 PM	52	0	0	52	0	1	0	1	0	69	0	69	122
8:15 PM	45	0	0	45	0	0	0	0	0	49	0	49	94
8:30 PM	66	1	0	67	0	0	0	0	0	62	0	62	129
8:45 PM	39	0	0	39	0	0	0	0	0	42	0	42	81
Hourly Total	202	1	0	203	0	1	0	1	0	222	0	222	426
9:00 PM	51	1	0	52	0	0	0	0	1	49	0	50	102
9:15 PM	49	1	0	50	0	0	0	0	1	45	0	46	96
9:30 PM	47	0	0	47	0	0	0	0	0	44	0	44	91
9:45 PM	28	0	0	28	0	0	0	0	1	31	0	32	60
Hourly Total	175	2	0	177	0	0	0	0	3	169	0	172	349
10:00 PM	28	0	0	28	0	0	0	0	0	33	0	33	61
10:15 PM	28	0	0	28	0	0	0	0	0	29	0	29	57
10:30 PM	29	0	0	29	0	0	0	0	0	20	0	20	49
10:45 PM	29	0	0	29	0	0	0	0	0	20	0	20	49
Hourly Total	114	0	0	114	0	0	0	0	0	102	0	102	216
11:00 PM	14	0	0	14	0	0	0	0	0	27	0	27	41
11:15 PM	17	0	0	17	0	0	0	0	0	23	0	23	40
11:30 PM	20	0	0	20	0	0	0	0	0	22	0	22	42
11:45 PM	14	0	0	14	0	0	0	0	0	22	0	22	36
Hourly Total	65	0	0	65	0	0	0	0	0	94	0	94	159
Grand Total	7361	23	0	7384	37	47	0	84	53	7403	0	7456	14924
Approach %	99.7	0.3	0.0	-	44.0	56.0	0.0	-	0.7	99.3	0.0	-	-
Total %	49.3	0.2	0.0	49.5	0.2	0.3	0.0	0.6	0.4	49.6	0.0	50.0	-
Lights	5606	23	0	5629	32	44	0	76	49	5681	0	5730	11435
% Lights	76.2	100.0	-	76.2	86.5	93.6	-	90.5	92.5	76.7	-	76.9	76.6
Buses	22	0	0	22	2	0	0	2	0	33	0	33	57
% Buses	0.3	0.0	-	0.3	5.4	0.0	-	2.4	0.0	0.4	-	0.4	0.4
Trucks	1733	0	0	1733	3	3	0	6	4	1689	0	1693	3432
% Trucks	23.5	0.0	-	23.5	8.1	6.4	-	7.1	7.5	22.8	-	22.7	23.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

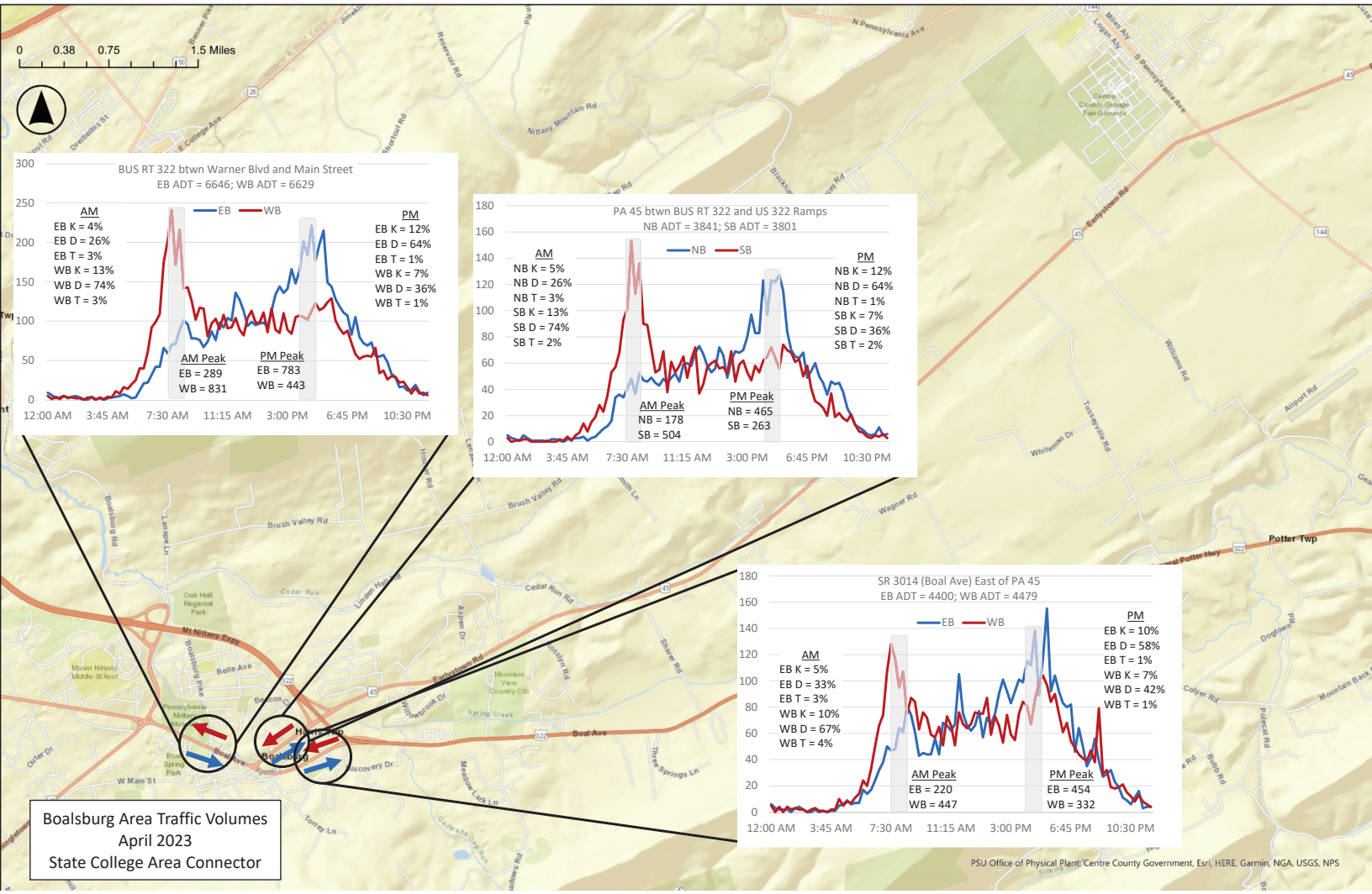
APPENDIX B –

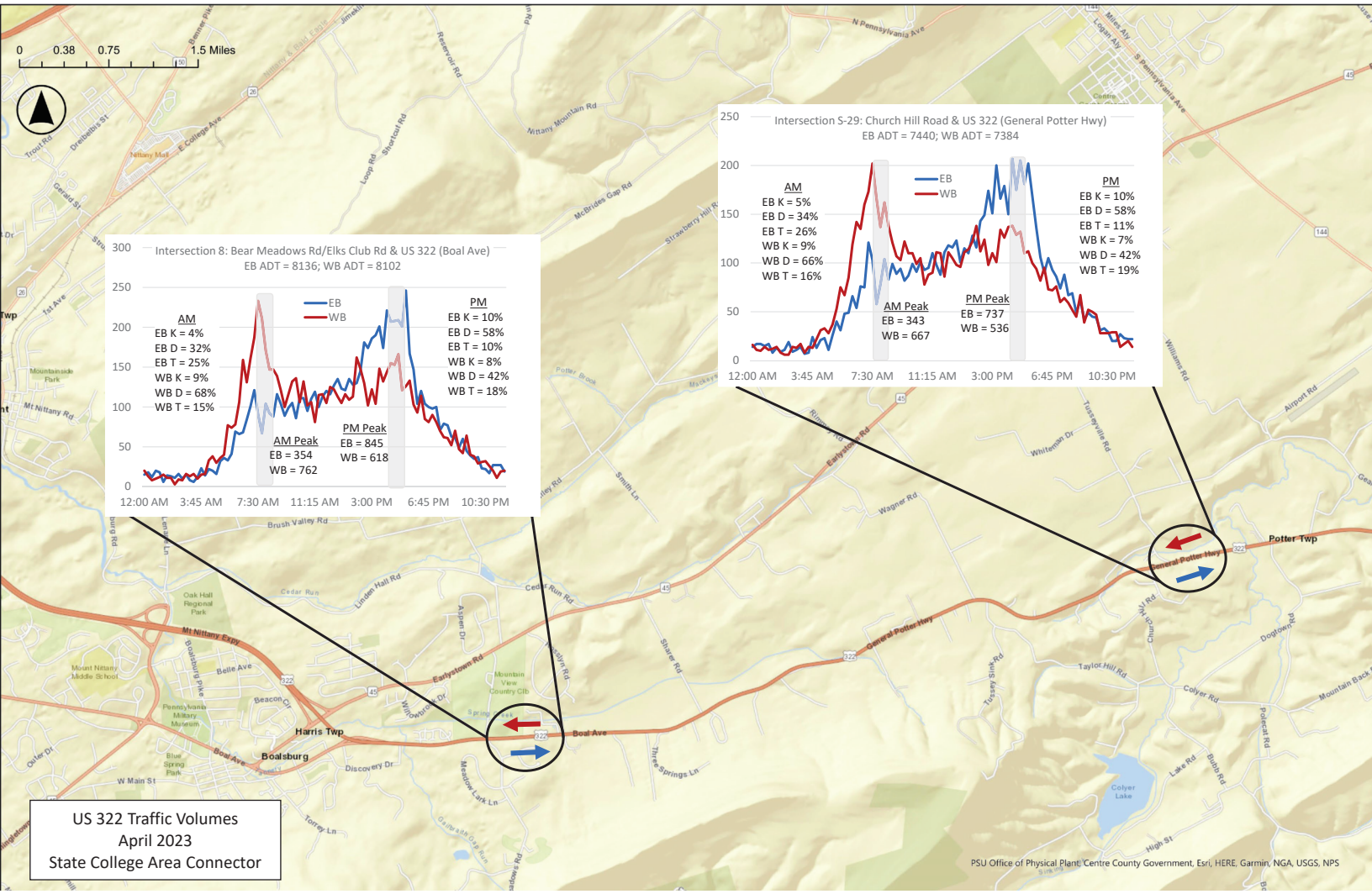
2023 Traffic Count Volume Summaries & Comparisons


0 0.38 0.75 1.5 Miles
Intersection 8: Bear Meadows Rd/Elks Club Rd & US 322 (Boal Ave)
ADT Comparison
2017 Data
2022 Data
2023 Data
20000
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
North Leg
South Leg
East Leg
West Leg
Boalsburg
Harris Twp
Potter Twp
US 322 Traffic Volumes
April 2023
State College Area Connector
PSU Office of Physical Plant, Centre County Government, Esri, HERE, Garmin, NGA, USGS, NPS

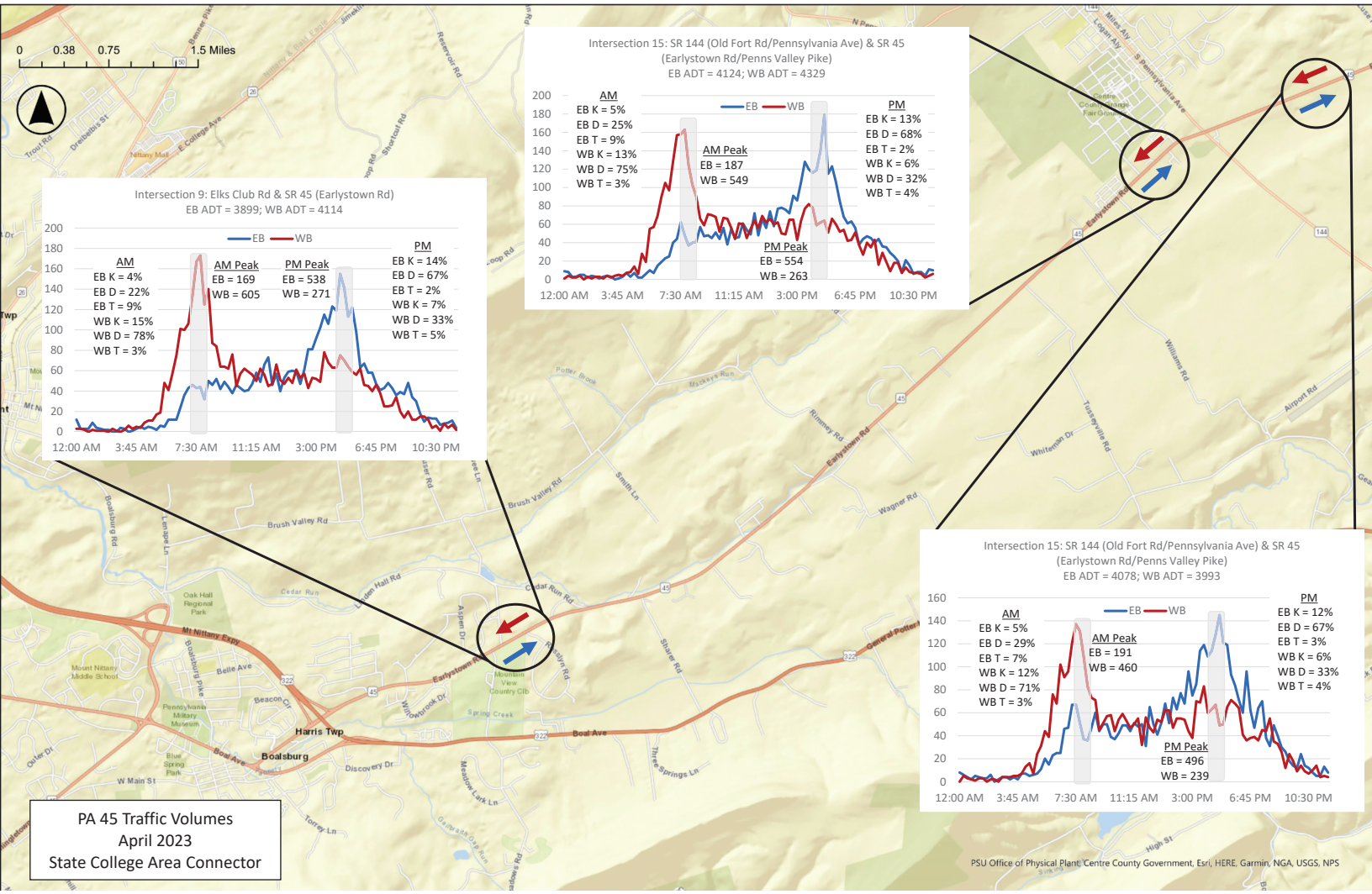

0 0.38 0.75 1.5 Miles
Intersection 1: Warner Boulevard & SR 322 Business
ADT Comparison
2017 Data
2022 Data
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
North Leg
South Leg
East Leg
West Leg
Intersection 4: PA 45 (Main St/Earlystown Rd) & US 322 Business (Boal Ave)
ADT Comparison
2017 Data
2022 Data
2023 Data
16000
14000
12000
10000
8000
6000
4000
2000
0
North Leg
South Leg
East Leg
West Leg
Harris Twp
Boalsburg
Potter Twp
Boal Ave
Earlystown Rd
Brush Valley Rd
Mt Nittany Expy
W Main St
Discovery Dr
Boalsburg Area Traffic Volumes
April 2023
State College Area Connector
PSU Office of Physical Plant, Centre County Government, Esri, HERE, Garmin, NGA, USGS, NPS

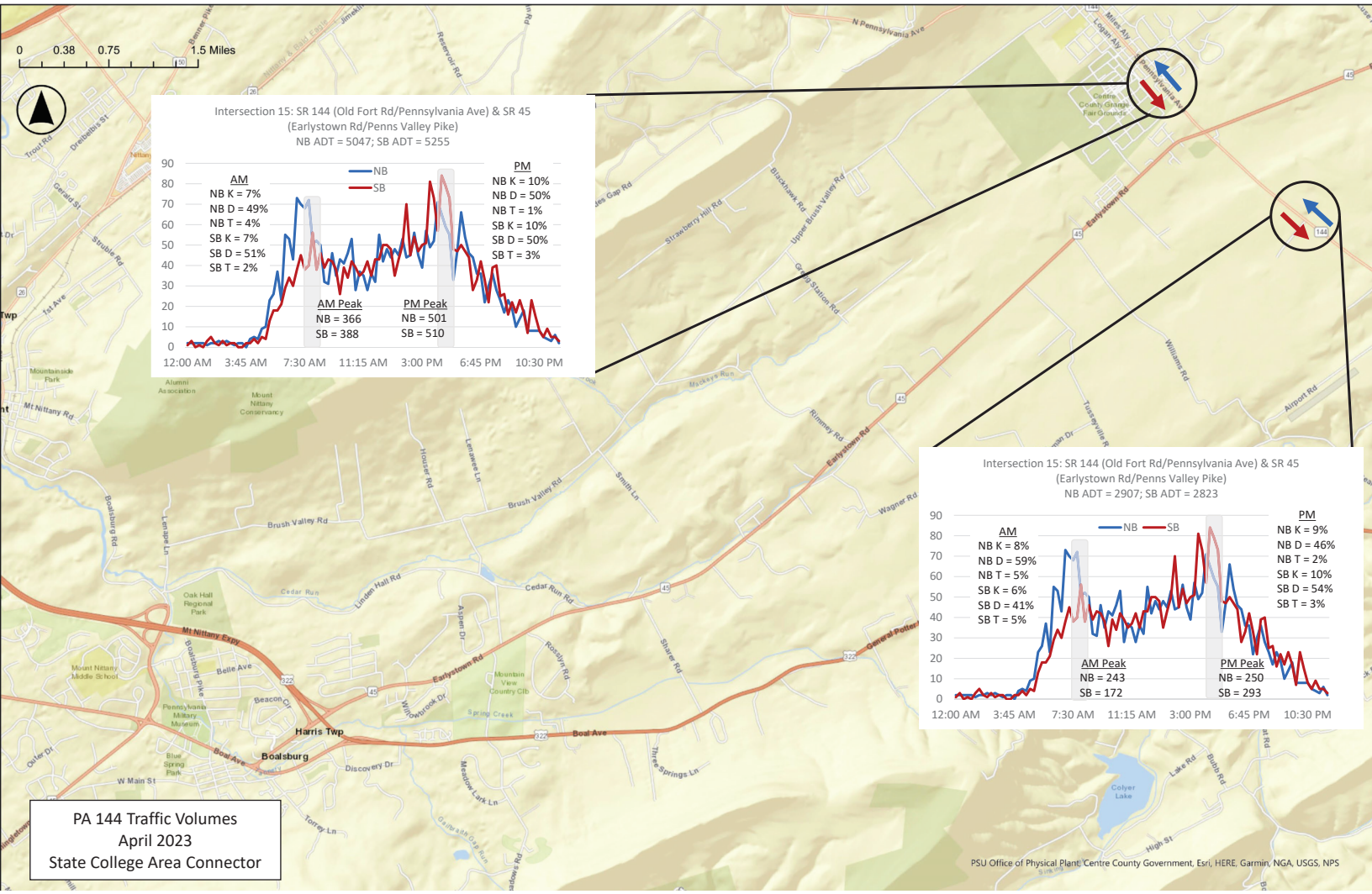

0 0.38 0.75 1.5 Miles
Intersection 9: Elks Club Rd & PA 45 (Earlystown Rd)
ADT Comparison
2017 Data
2022 Data
2023 Data
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
South Leg
East Leg
West Leg
Intersection 15: PA 144 (Old Fort Rd/Pennsylvania Ave) & PA 45 (Earlystown Rd/Penns Valley Pike) ADT Comparison
2017 Data
2023 Data
14000
12000
10000
8000
6000
4000
2000
0
North Leg
South Leg
East Leg
West Leg
Harris Twp
Boalsburg
PA 45 Traffic Volumes
April 2023
State College Area Connector
PSU Office of Physical Plant, Centre County Government, Esri, HERE, Garmin, NGA, USGS, NPS

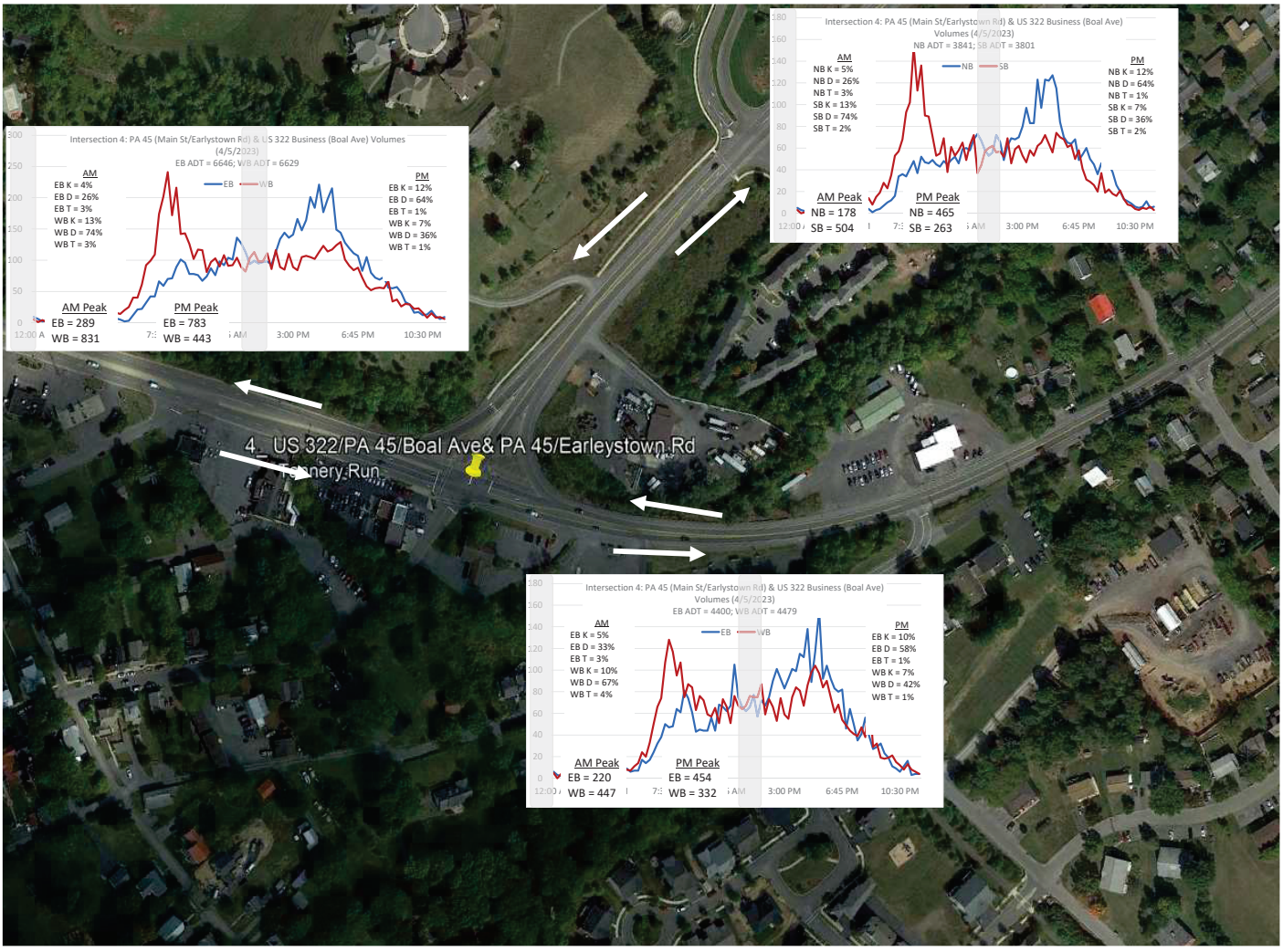

0 0.38 0.75 1.5 Miles
BUS RT 322 btwn Warner Blvd and Main Street
EB ADT = 6646; WB ADT = 6629
AM
EB K = 4%
EB D = 26%
EB T = 3%
WB K = 13%
WB D = 74%
WB T = 3%
PM
EB K = 12%
EB D = 64%
EB T = 1%
WB K = 7%
WB D = 36%
WB T = 1%
AM Peak
EB = 289
WB = 831
PM Peak
EB = 783
WB = 443
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
PA 45 btwn BUS RT 322 and US 322 Ramps
NB ADT = 3841; SB ADT = 3801
AM
NB K = 5%
NB D = 26%
NB T = 3%
SB K = 13%
SB D = 74%
SB T = 2%
PM
NB K = 12%
NB D = 64%
NB T = 1%
SB K = 7%
SB D = 36%
SB T = 2%
AM Peak
NB = 178
SB = 504
PM Peak
NB = 465
SB = 263
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
SR 3014 (Boal Ave) East of PA 45
EB ADT = 4400; WB ADT = 4479
AM
EB K = 5%
EB D = 33%
EB T = 3%
WB K = 10%
WB D = 67%
WB T = 4%
PM
EB K = 10%
EB D = 58%
EB T = 1%
WB K = 7%
WB D = 42%
WB T = 1%
AM Peak
EB = 220
WB = 447
PM Peak
EB = 454
WB = 332
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
Boalsburg Area Traffic Volumes
April 2023
State College Area Connector
PSU Office of Physical Plant, Centre County Government, Esri, HERE, Garmin, NGA, USGS, NPS

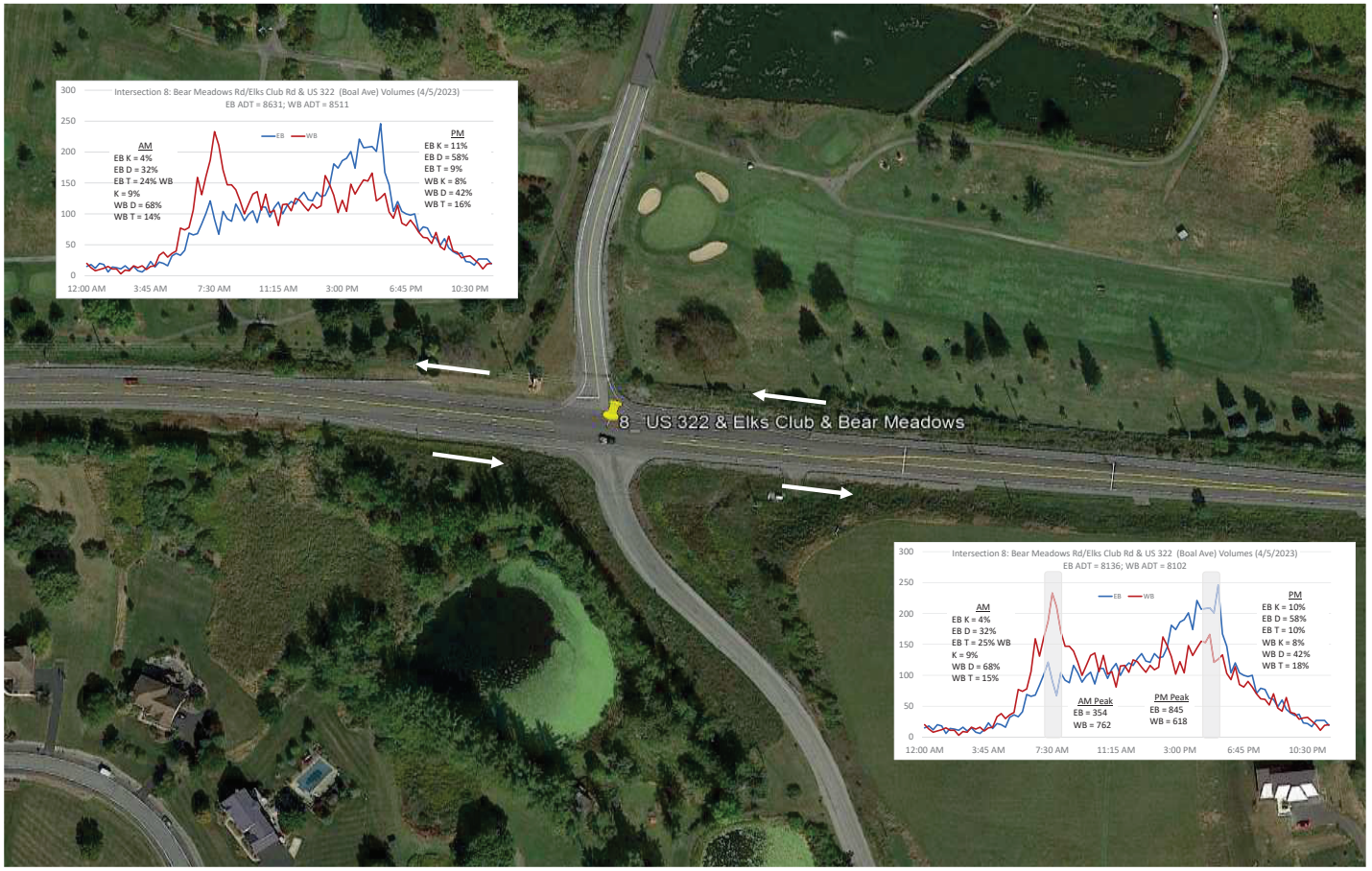


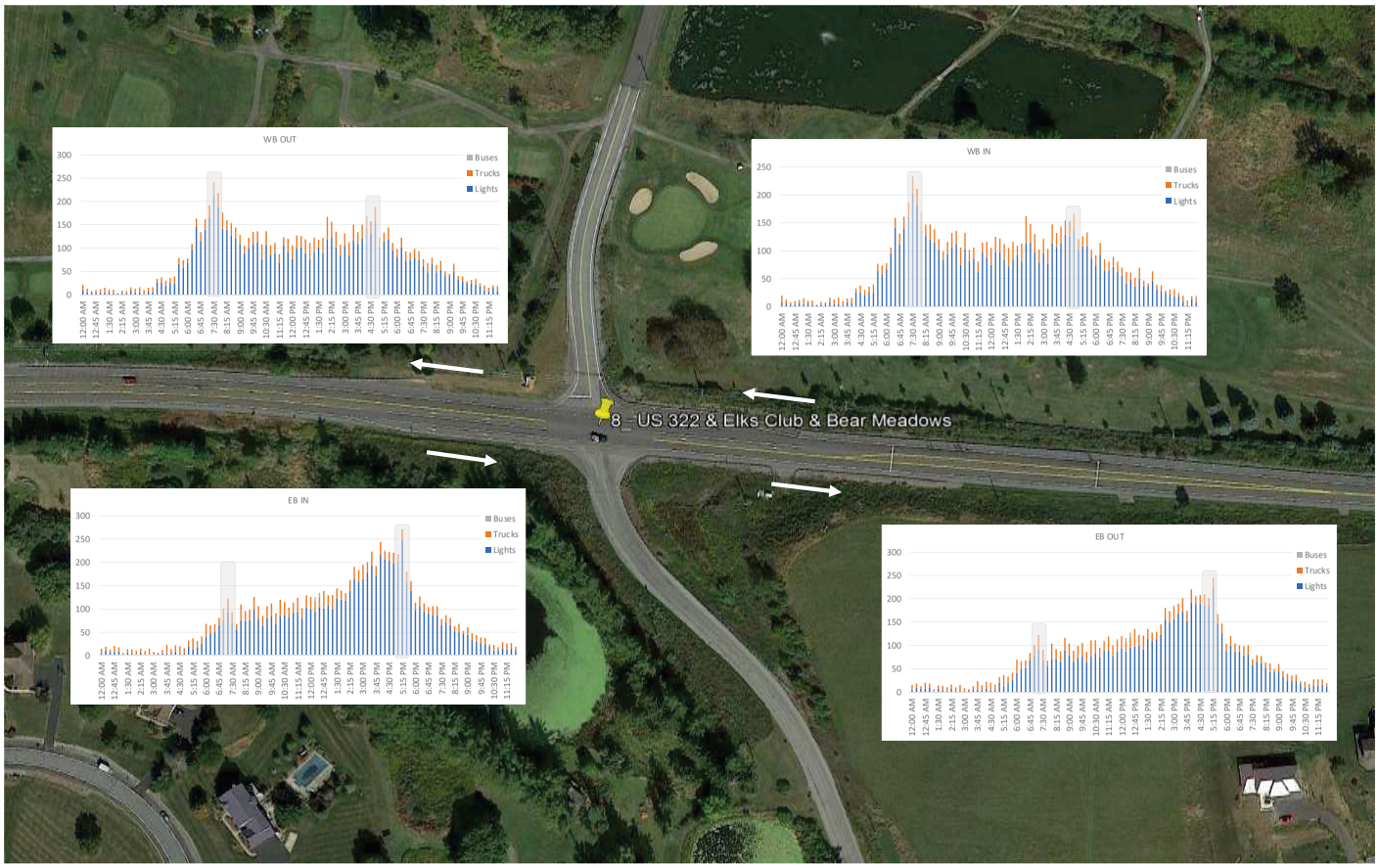
US 322 Traffic Volumes
April 2023
State College Area Connector

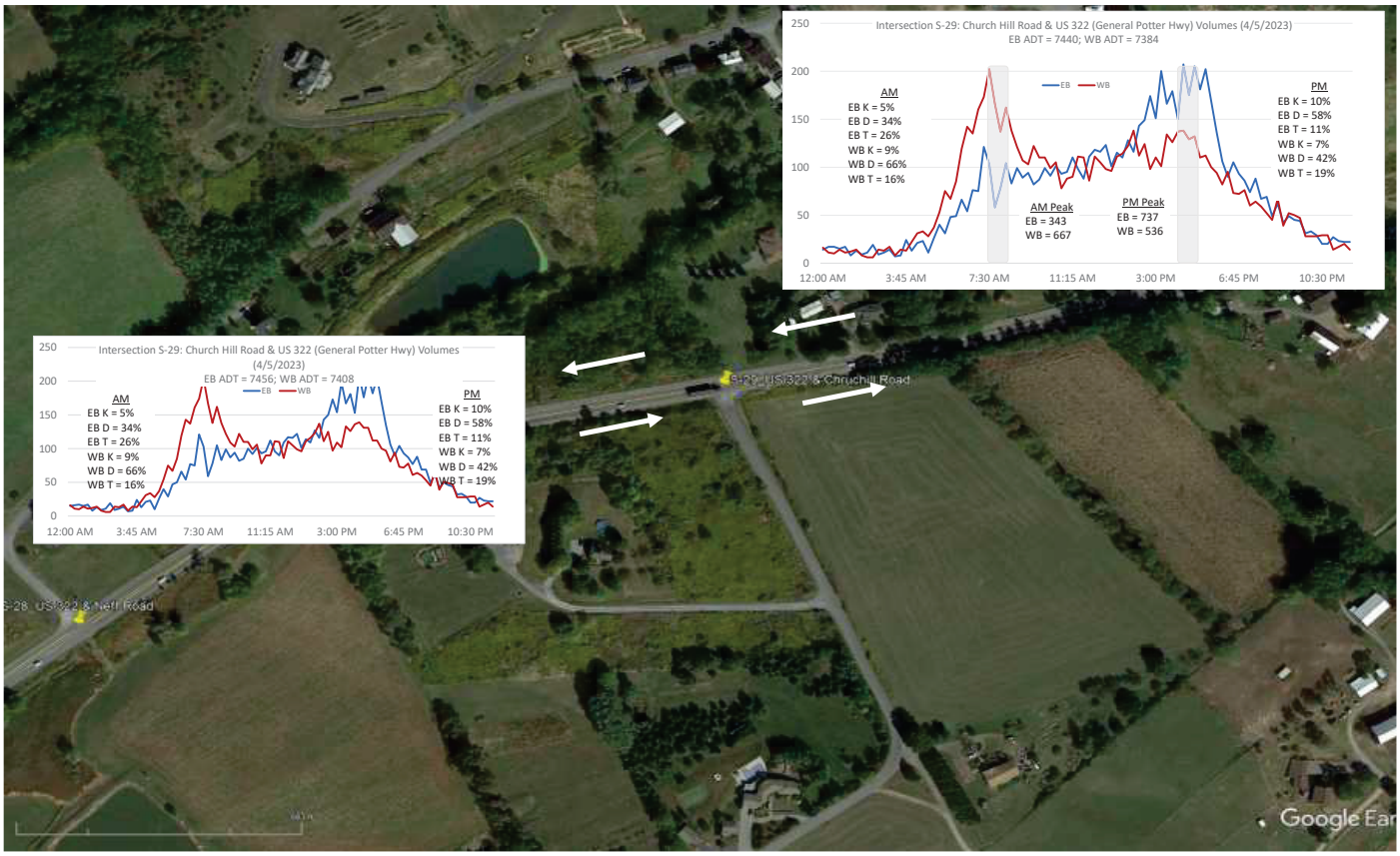

0 0.38 0.75 1.5 Miles
Intersection 9: Elks Club Rd & SR 45 (Earlystown Rd)
EB ADT = 3899; WB ADT = 4114
EB WB
AM
EB K = 4%
EB D = 22%
EB T = 9%
WB K = 15%
WB D = 78%
WB T = 3%
AM Peak
EB = 169
WB = 605
PM Peak
EB = 538
WB = 271
PM
EB K = 14%
EB D = 67%
EB T = 2%
WB K = 7%
WB D = 33%
WB T = 5%
200 180 160 140 120 100 80 60 40 20 0
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
Intersection 15: SR 144 (Old Fort Rd/Pennsylvania Ave) & SR 45
(Earlystown Rd/Penns Valley Pike)
EB ADT = 4124; WB ADT = 4329
EB WB
AM
EB K = 5%
EB D = 25%
EB T = 9%
WB K = 13%
WB D = 75%
WB T = 3%
AM Peak
EB = 187
WB = 549
PM Peak
EB = 554
WB = 263
PM
EB K = 13%
EB D = 68%
EB T = 2%
WB K = 6%
WB D = 32%
WB T = 4%
200 180 160 140 120 100 80 60 40 20 0
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
Intersection 15: SR 144 (Old Fort Rd/Pennsylvania Ave) & SR 45
(Earlystown Rd/Penns Valley Pike)
EB ADT = 4078; WB ADT = 3993
EB WB
AM
EB K = 5%
EB D = 29%
EB T = 7%
WB K = 12%
WB D = 71%
WB T = 3%
AM Peak
EB = 191
WB = 460
PM Peak
EB = 496
WB = 239
PM
EB K = 12%
EB D = 67%
EB T = 3%
WB K = 6%
WB D = 33%
WB T = 4%
160 140 120 100 80 60 40 20 0
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
Harris Twp
Boalsburg
Earlystown Rd
Brush Valley Rd
Cedar Run Rd
Boal Ave
Mt Nittany Expy
PA 45 Traffic Volumes
April 2023
State College Area Connector
PSU Office of Physical Plant, Centre County Government, Esri, HERE, Garmin, NGA, USGS, NPS

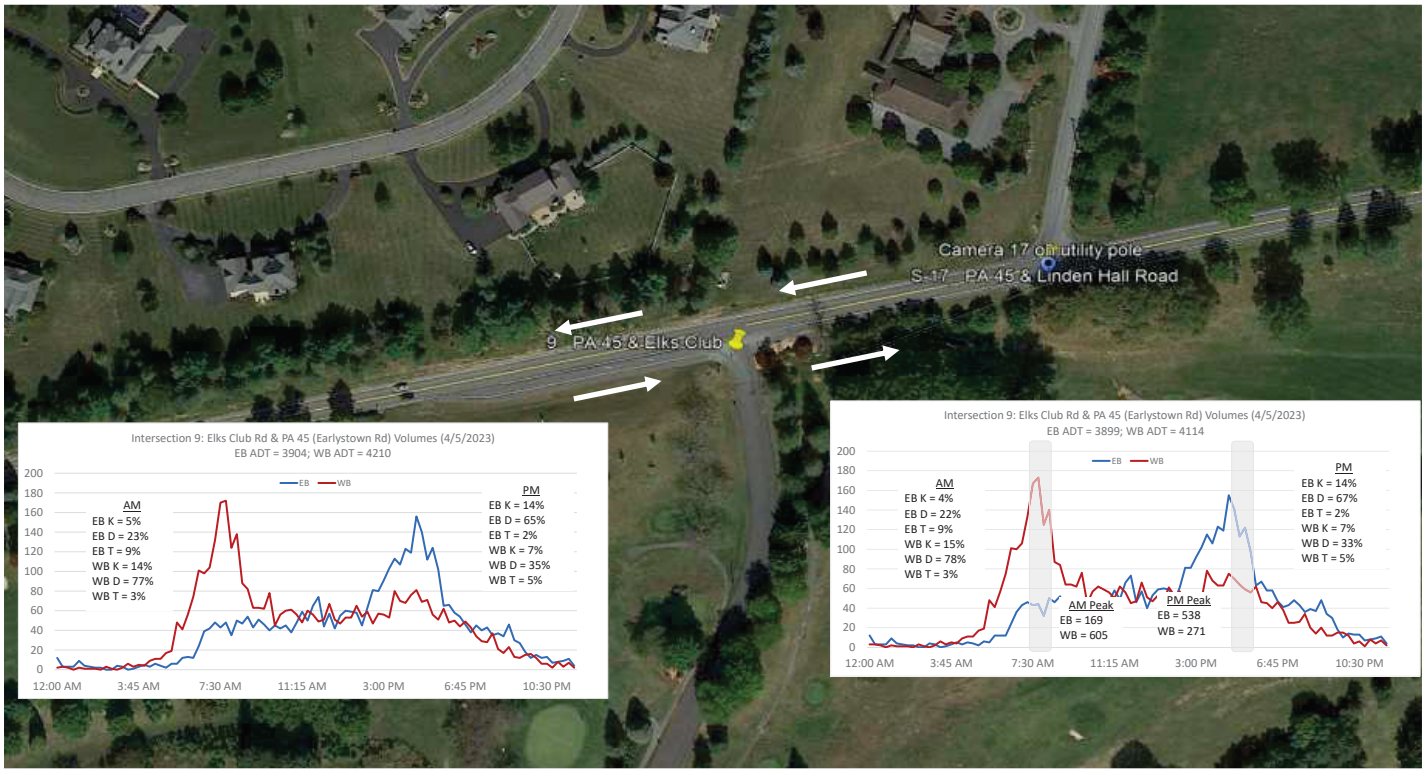

0 0.38 0.75 1.5 Miles
Intersection 15: SR 144 (Old Fort Rd/Pennsylvania Ave) & SR 45
(Earlystown Rd/Penns Valley Pike)
NB ADT = 5047; SB ADT = 5255
NB
SB
AM
NB K = 7%
NB D = 49%
NB T = 4%
SB K = 7%
SB D = 51%
SB T = 2%
PM
NB K = 10%
NB D = 50%
NB T = 1%
SB K = 10%
SB D = 50%
SB T = 3%
AM Peak
NB = 366
SB = 388
PM Peak
NB = 501
SB = 510
90
80
70
60
50
40
30
20
10
0
12:00 AM
3:45 AM
7:30 AM
11:15 AM
3:00 PM
6:45 PM
10:30 PM
Intersection 15: SR 144 (Old Fort Rd/Pennsylvania Ave) & SR 45
(Earlystown Rd/Penns Valley Pike)
NB ADT = 2907; SB ADT = 2823
NB
SB
AM
NB K = 8%
NB D = 59%
NB T = 5%
SB K = 6%
SB D = 41%
SB T = 5%
PM
NB K = 9%
NB D = 46%
NB T = 2%
SB K = 10%
SB D = 54%
SB T = 3%
AM Peak
NB = 243
SB = 172
PM Peak
NB = 250
SB = 293
90
80
70
60
50
40
30
20
10
0
12:00 AM
3:45 AM
7:30 AM
11:15 AM
3:00 PM
6:45 PM
10:30 PM
PA 144 Traffic Volumes
April 2023
State College Area Connector
PSU Office of Physical Plant, Centre County Government, Esri, HERE, Garmin, NGA, USGS, NPS

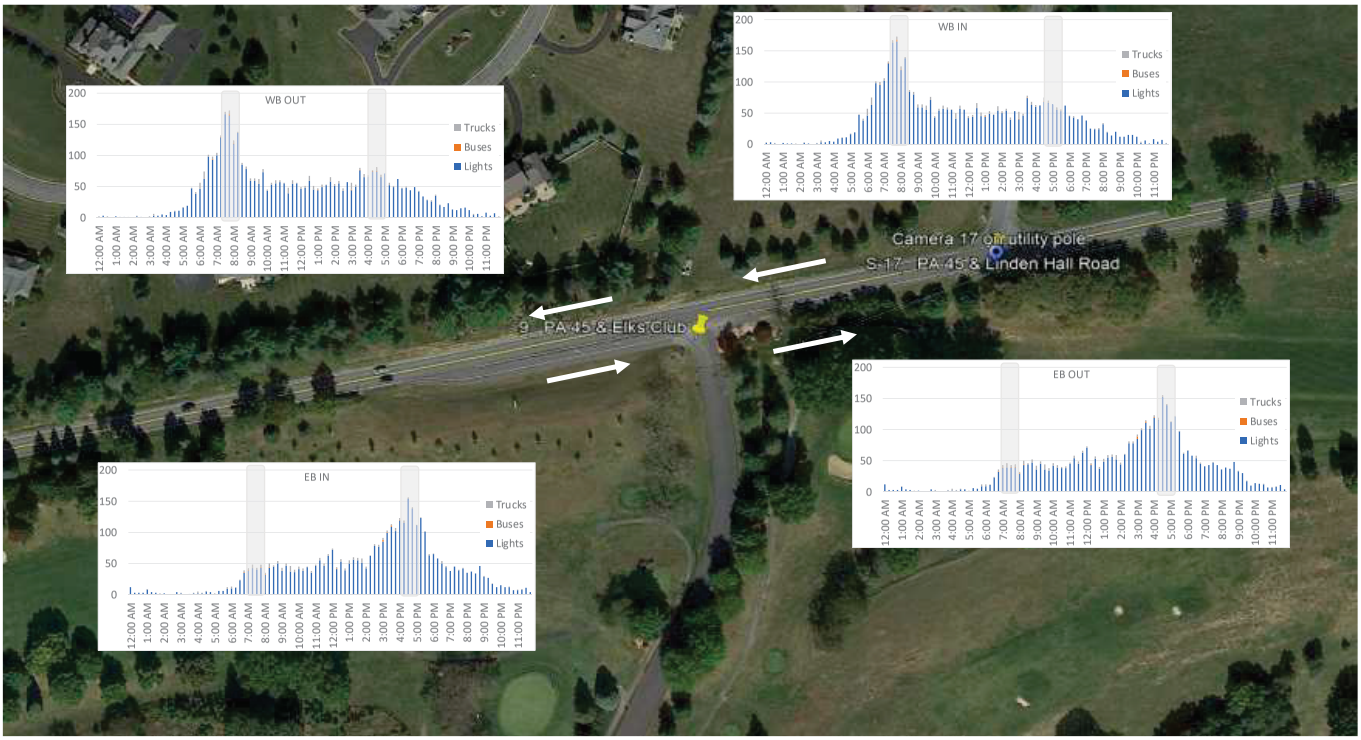

Intersection 4: PA 45 (Main St/Earlystown Rd) & US 322 Business (Boal Ave) Volumes (4/5/2023)
EB ADT = 6646; WB ADT = 6629
AM
EB K = 4%
EB D = 26%
EB T = 3%
WB K = 13%
WB D = 74%
WB T = 3%
PM
EB K = 12%
EB D = 64%
EB T = 1%
WB K = 7%
WB D = 36%
WB T = 1%
AM Peak
EB = 289
WB = 831
PM Peak
EB = 783
WB = 443
Intersection 4: PA 45 (Main St/Earlystown Rd) & US 322 Business (Boal Ave) Volumes (4/5/2023)
NB ADT = 3841; SB ADT = 3801
AM
NB K = 5%
NB D = 26%
NB T = 3%
SB K = 13%
SB D = 74%
SB T = 2%
PM
NB K = 12%
NB D = 64%
NB T = 1%
SB K = 7%
SB D = 36%
SB T = 2%
AM Peak
NB = 178
SB = 504
PM Peak
NB = 465
SB = 263
4_ US 322/PA 45/Boal Ave& PA 45/Earleystown Rd
Tannery Run
Intersection 4: PA 45 (Main St/Earlystown Rd) & US 322 Business (Boal Ave) Volumes (4/5/2023)
EB ADT = 4400; WB ADT = 4479
AM
EB K = 5%
EB D = 33%
EB T = 3%
WB K = 10%
WB D = 67%
WB T = 4%
PM
EB K = 10%
EB D = 58%
EB T = 1%
WB K = 7%
WB D = 42%
WB T = 1%
AM Peak
EB = 220
WB = 447
PM Peak
EB = 454
WB = 332

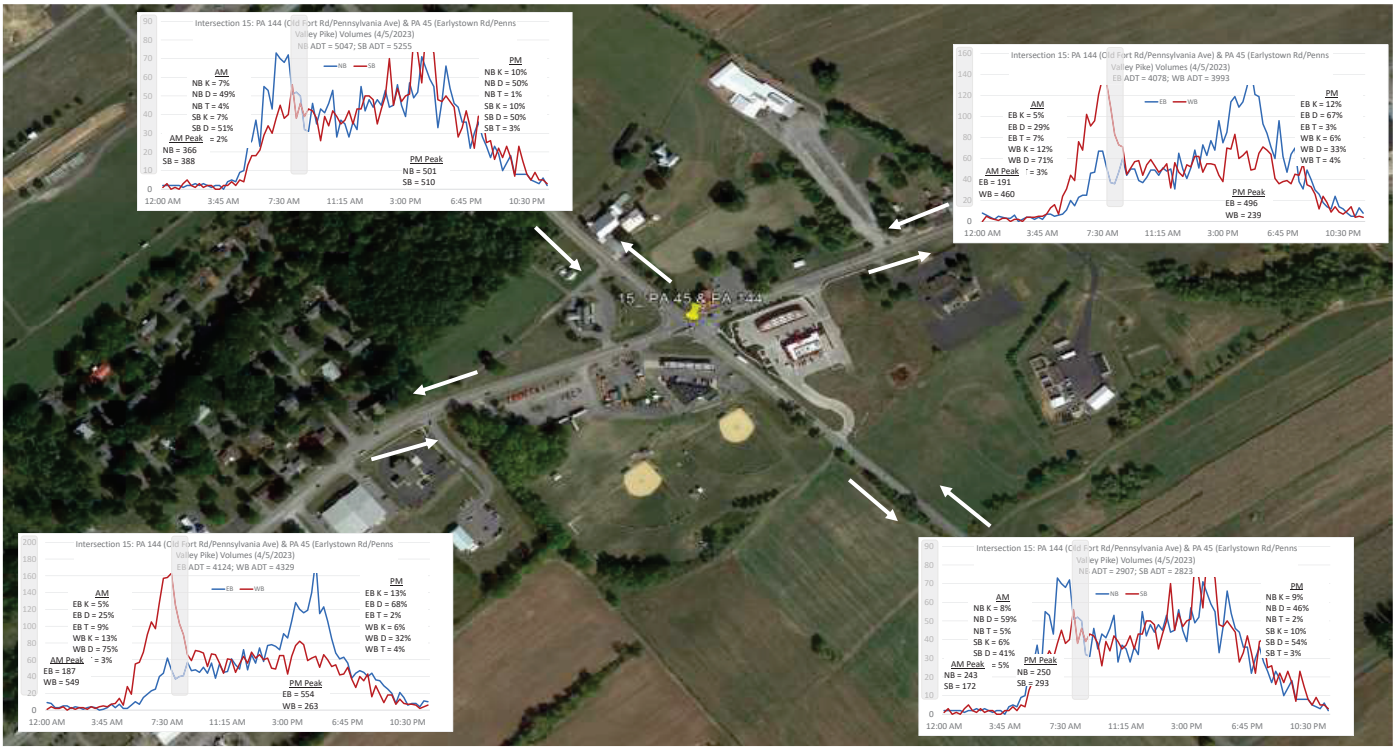

Intersection 8: Bear Meadows Rd/Elks Club Rd & US 322 (Boal Ave) Volumes (4/5/2023)
EB ADT = 8631; WB ADT = 8511
EB
WB
AM
EB K = 4%
EB D = 32%
EB T = 24% WB
K = 9%
WB D = 68%
WB T = 14%
PM
EB K = 11%
EB D = 58%
EB T = 9%
WB K = 8%
WB D = 42%
WB T = 16%
300
250
200
150
100
50
0
12:00 AM
3:45 AM
7:30 AM
11:15 AM
3:00 PM
6:45 PM
10:30 PM
8 US 322 & Elks Club & Bear Meadows
Intersection 8: Bear Meadows Rd/Elks Club Rd & US 322 (Boal Ave) Volumes (4/5/2023)
EB ADT = 8136; WB ADT = 8102
EB
WB
AM
EB K = 4%
EB D = 32%
EB T = 25% WB
K = 9%
WB D = 68%
WB T = 15%
AM Peak
EB = 354
WB = 762
PM Peak
EB = 845
WB = 618
PM
EB K = 10%
EB D = 58%
EB T = 10%
WB K = 8%
WB D = 42%
WB T = 18%
300
250
200
150
100
50
0
12:00 AM
3:45 AM
7:30 AM
11:15 AM
3:00 PM
6:45 PM
10:30 PM

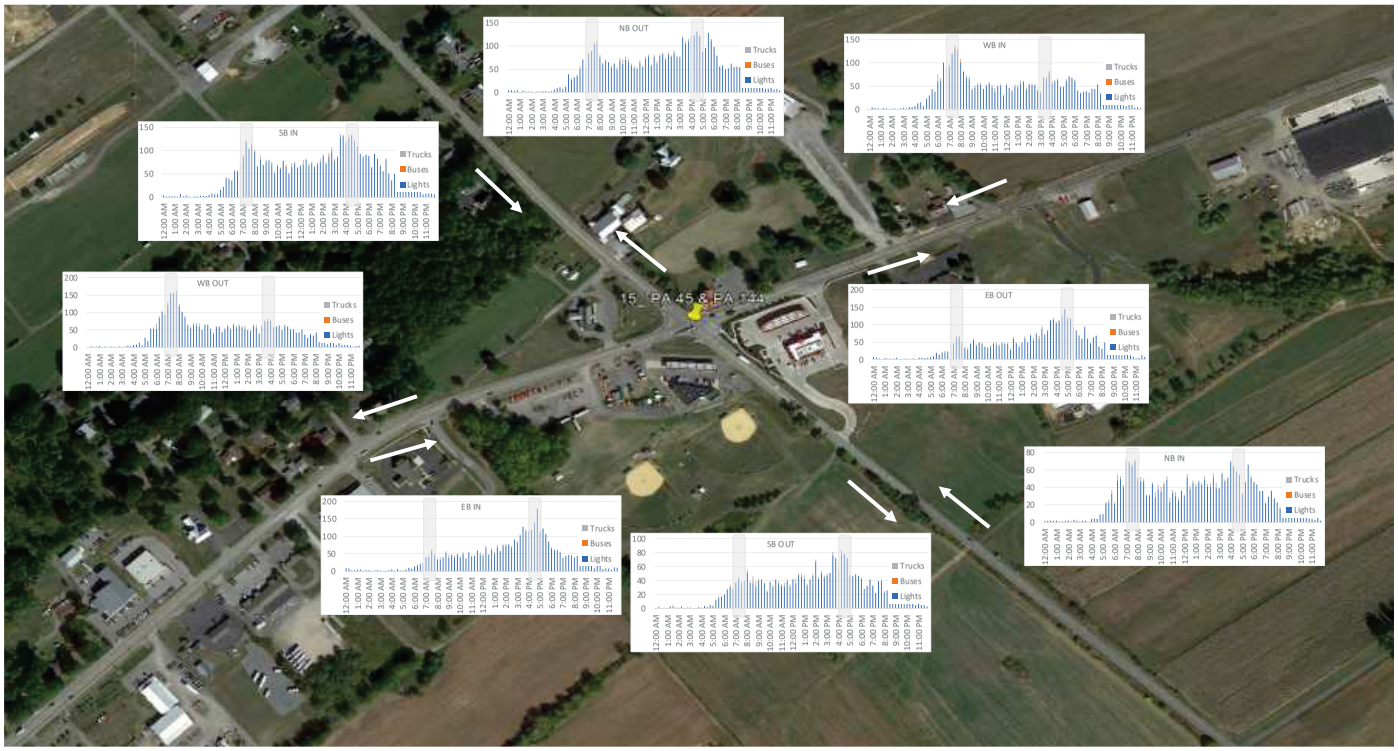

WB OUT
Buses
Trucks
Lights
WB IN
Buses
Trucks
Lights
8 _ US 322 & Elks Club & Bear Meadows
EB IN
Buses
Trucks
Lights
EB OUT
Buses
Trucks
Lights


Intersection S-29: Church Hill Road & US 322 (General Potter Hwy) Volumes (4/5/2023)
EB ADT = 7440; WB ADT = 7384
AM
EB K = 5%
EB D = 34%
EB T = 26%
WB K = 9%
WB D = 66%
WB T = 16%
PM
EB K = 10%
EB D = 58%
EB T = 11%
WB K = 7%
WB D = 42%
WB T = 19%
AM Peak
EB = 343
WB = 667
PM Peak
EB = 737
WB = 536
EB
WB
250
200
150
100
50
0
12:00 AM
3:45 AM
7:30 AM
11:15 AM
3:00 PM
6:45 PM
10:30 PM
Intersection S-29: Church Hill Road & US 322 (General Potter Hwy) Volumes (4/5/2023)
EB ADT = 7456; WB ADT = 7408
AM
EB K = 5%
EB D = 34%
EB T = 26%
WB K = 9%
WB D = 66%
WB T = 16%
PM
EB K = 10%
EB D = 58%
EB T = 11%
WB K = 7%
WB D = 42%
WB T = 19%
S-29_US322 & Church Hill Road
S-28_US322 & Neff Road
Google Ear


Camera 17 on utility pole
S-17 PA 45 & Linden Hall Road
9 PA 45 & Elks Club
Intersection 9: Elks Club Rd & PA 45 (Earlystown Rd) Volumes (4/5/2023)
EB ADT = 3904; WB ADT = 4210
EB
WB
AM
EB K = 5%
EB D = 23%
EB T = 9%
WB K = 14%
WB D = 77%
WB T = 3%
PM
EB K = 14%
EB D = 65%
EB T = 2%
WB K = 7%
WB D = 35%
WB T = 5%
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
3:45 AM
7:30 AM
11:15 AM
3:00 PM
6:45 PM
10:30 PM
Intersection 9: Elks Club Rd & PA 45 (Earlystown Rd) Volumes (4/5/2023)
EB ADT = 3899; WB ADT = 4114
EB
WB
AM
EB K = 4%
EB D = 22%
EB T = 9%
WB K = 15%
WB D = 78%
WB T = 3%
PM
EB K = 14%
EB D = 67%
EB T = 2%
WB K = 7%
WB D = 33%
WB T = 5%
AM Peak
EB = 169
WB = 605
PM Peak
EB = 538
WB = 271
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
3:45 AM
7:30 AM
11:15 AM
3:00 PM
6:45 PM
10:30 PM

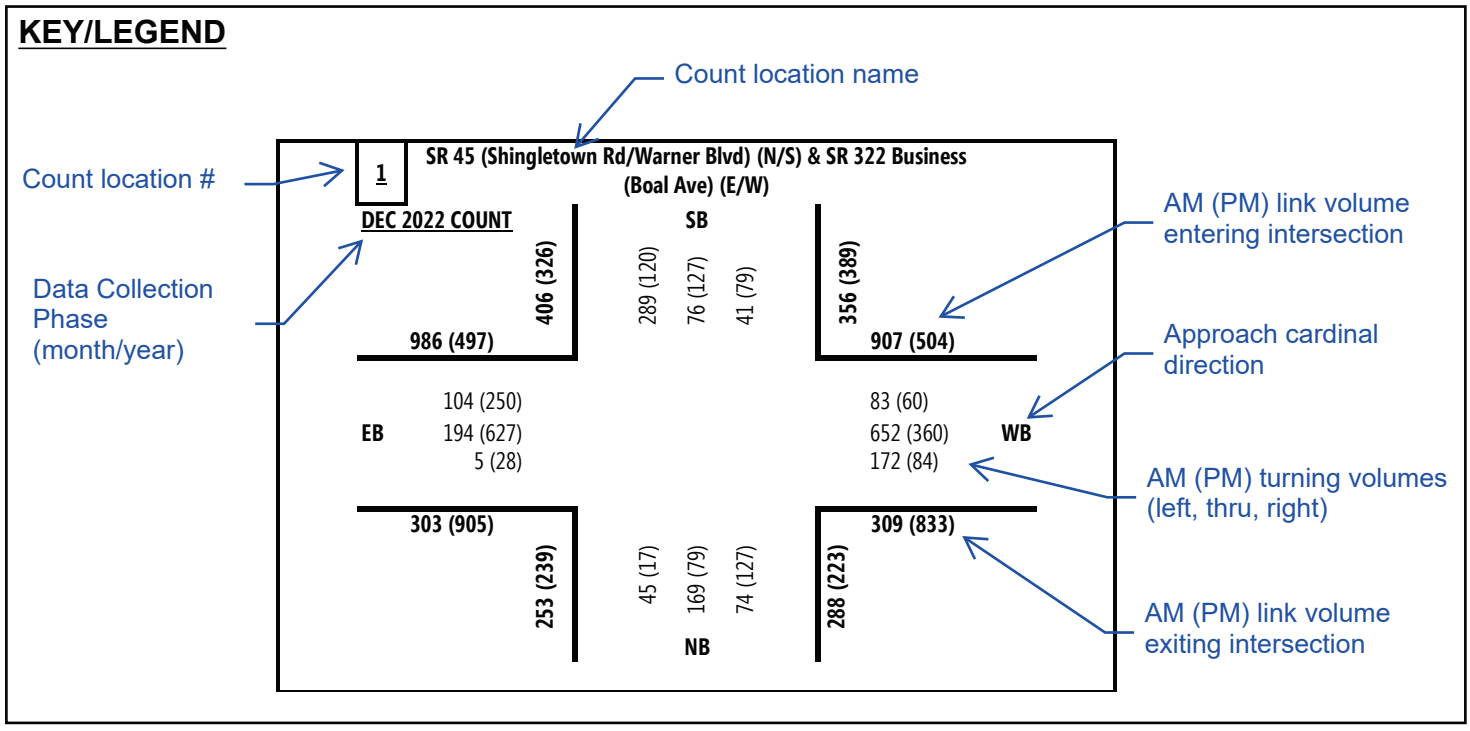

WB OUT
WB IN
EB OUT
EB IN
Trucks
Buses
Lights
Camera 17 on utility pole
S-17 PA 45 & Linden Hall Road
9 PA 45 & Elks Club


Intersection 15: PA 144 (Old Fort Rd/Pennsylvania Ave) & PA 45 (Earlystown Rd/Penns Valley Pike) Volumes (4/5/2023)
NB ADT = 5047; SB ADT = 5255
AM
NB K = 7%
NB D = 49%
NB T = 4%
SB K = 7%
SB D = 51%
SB T = 3%
AM Peak = 2%
NB = 366
SB = 388
PM
NB K = 10%
NB D = 50%
NB T = 1%
SB K = 10%
SB D = 50%
SB T = 3%
PM Peak
NB = 501
SB = 510
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
Intersection 15: PA 144 (Old Fort Rd/Pennsylvania Ave) & PA 45 (Earlystown Rd/Penns Valley Pike) Volumes (4/5/2023)
EB ADT = 4078; WB ADT = 3993
AM
EB K = 5%
EB D = 29%
EB T = 7%
WB K = 12%
WB D = 71%
WB T = 3%
AM Peak = 3%
EB = 191
WB = 460
PM
EB K = 12%
EB D = 67%
EB T = 3%
WB K = 6%
WB D = 33%
WB T = 4%
PM Peak
EB = 496
WB = 239
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
15 PA 45 & PA 144
Intersection 15: PA 144 (Old Fort Rd/Pennsylvania Ave) & PA 45 (Earlystown Rd/Penns Valley Pike) Volumes (4/5/2023)
EB ADT = 4124; WB ADT = 4329
AM
EB K = 5%
EB D = 25%
EB T = 9%
WB K = 13%
WB D = 75%
WB T = 3%
AM Peak = 3%
EB = 187
WB = 549
PM
EB K = 13%
EB D = 68%
EB T = 2%
WB K = 6%
WB D = 32%
WB T = 4%
PM Peak
EB = 554
WB = 263
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM
Intersection 15: PA 144 (Old Fort Rd/Pennsylvania Ave) & PA 45 (Earlystown Rd/Penns Valley Pike) Volumes (4/5/2023)
NB ADT = 2907; SB ADT = 2823
AM
NB K = 8%
NB D = 59%
NB T = 5%
SB K = 6%
SB D = 41%
AM Peak = 5%
NB = 243
SB = 172
PM
NB K = 9%
NB D = 46%
NB T = 2%
SB K = 10%
SB D = 54%
SB T = 3%
PM Peak
NB = 250
SB = 293
12:00 AM 3:45 AM 7:30 AM 11:15 AM 3:00 PM 6:45 PM 10:30 PM


NB OUT
WB IN
SB IN
WB OUT
EB OUT
EB IN
SB OUT
NB IN
Trucks
Buses
Lights
15 - PA 45 & PA 144

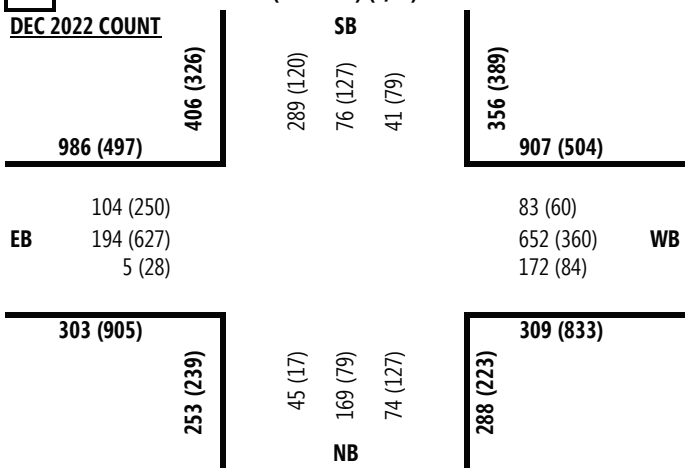
APPENDIX C –

Existing (2023) Traffic Volumes

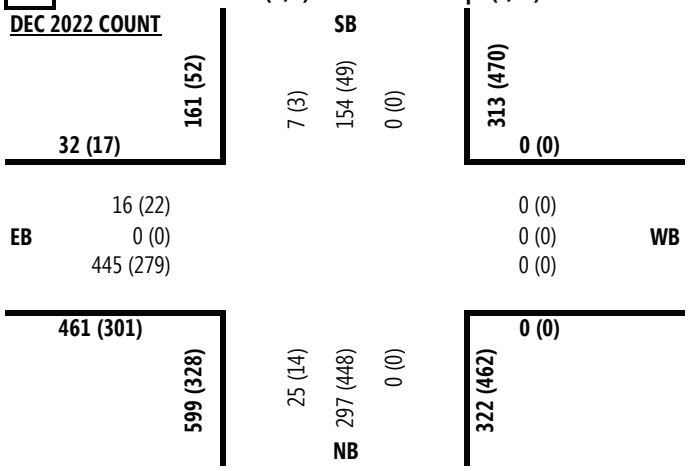


2023 EXISTING

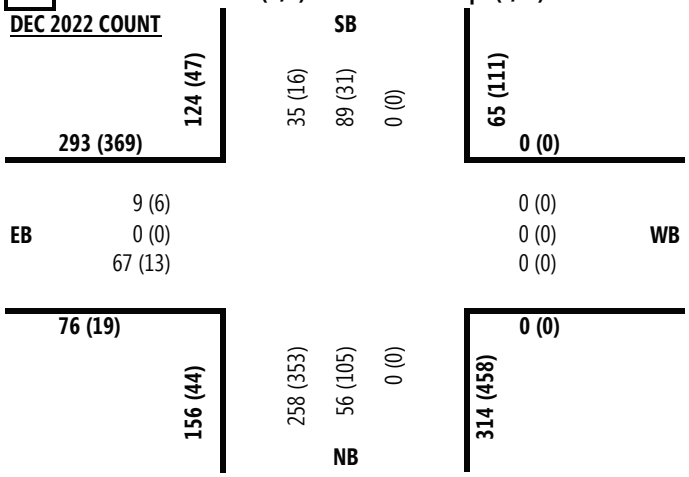
1 SR 45 (Shingletown Rd/Warner Blvd) (N/S) & SR 322 Business (Boal Ave) (E/W)



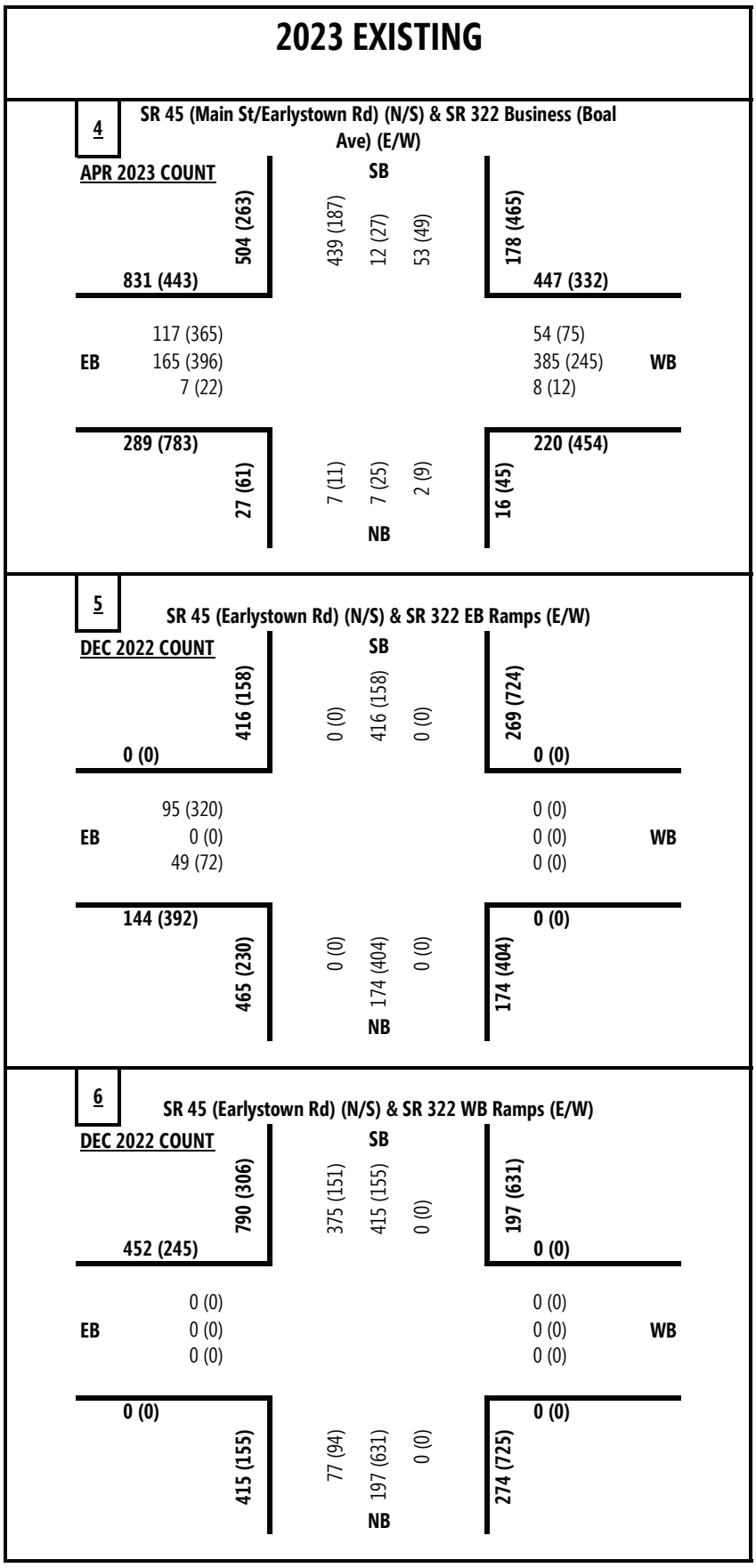
2 Warner Blvd (N/S) & SR 322 EB Ramps (E/W)



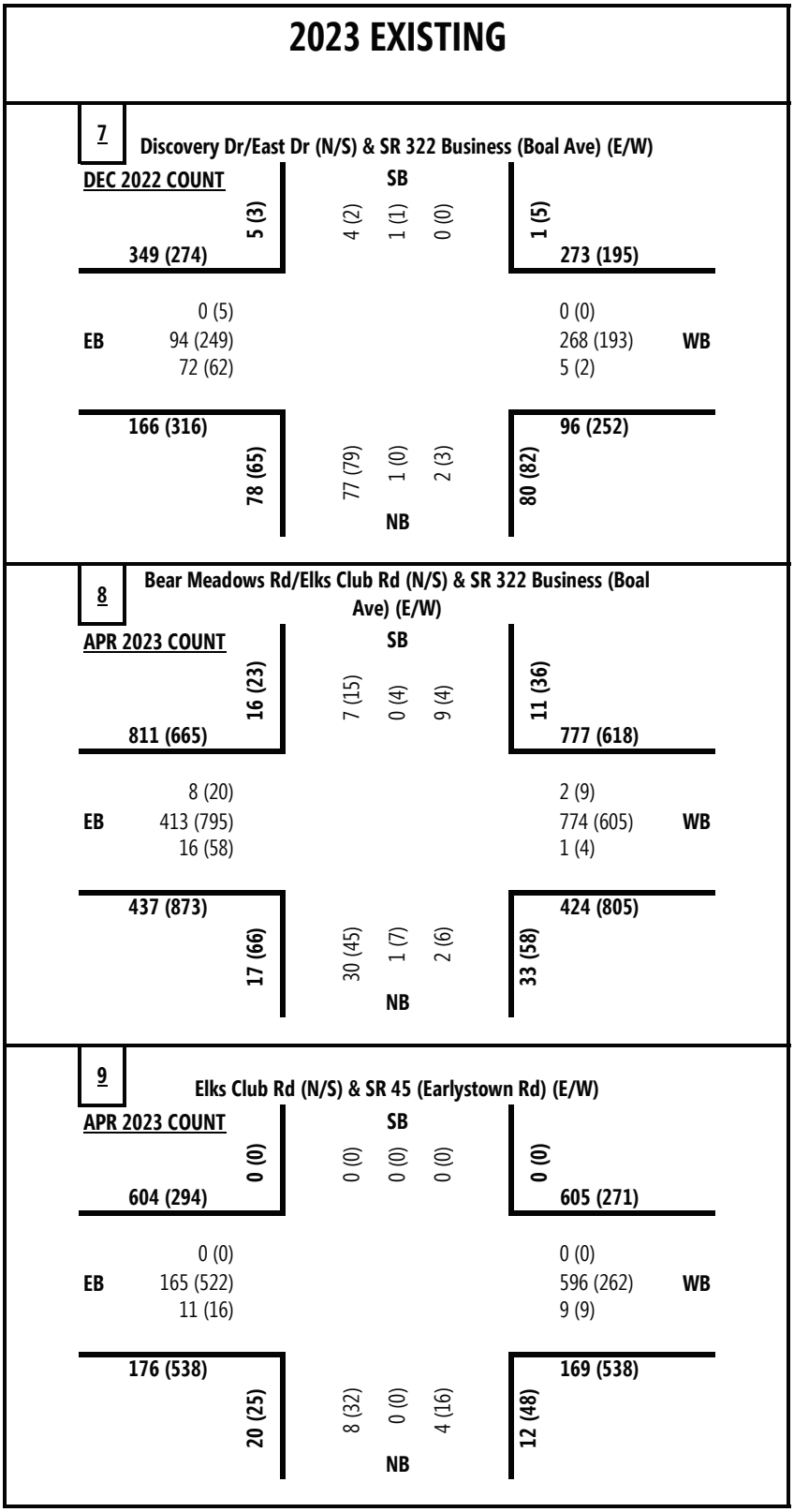
3 Warner Blvd (N/S) & SR 322 WB Ramps (E/W)



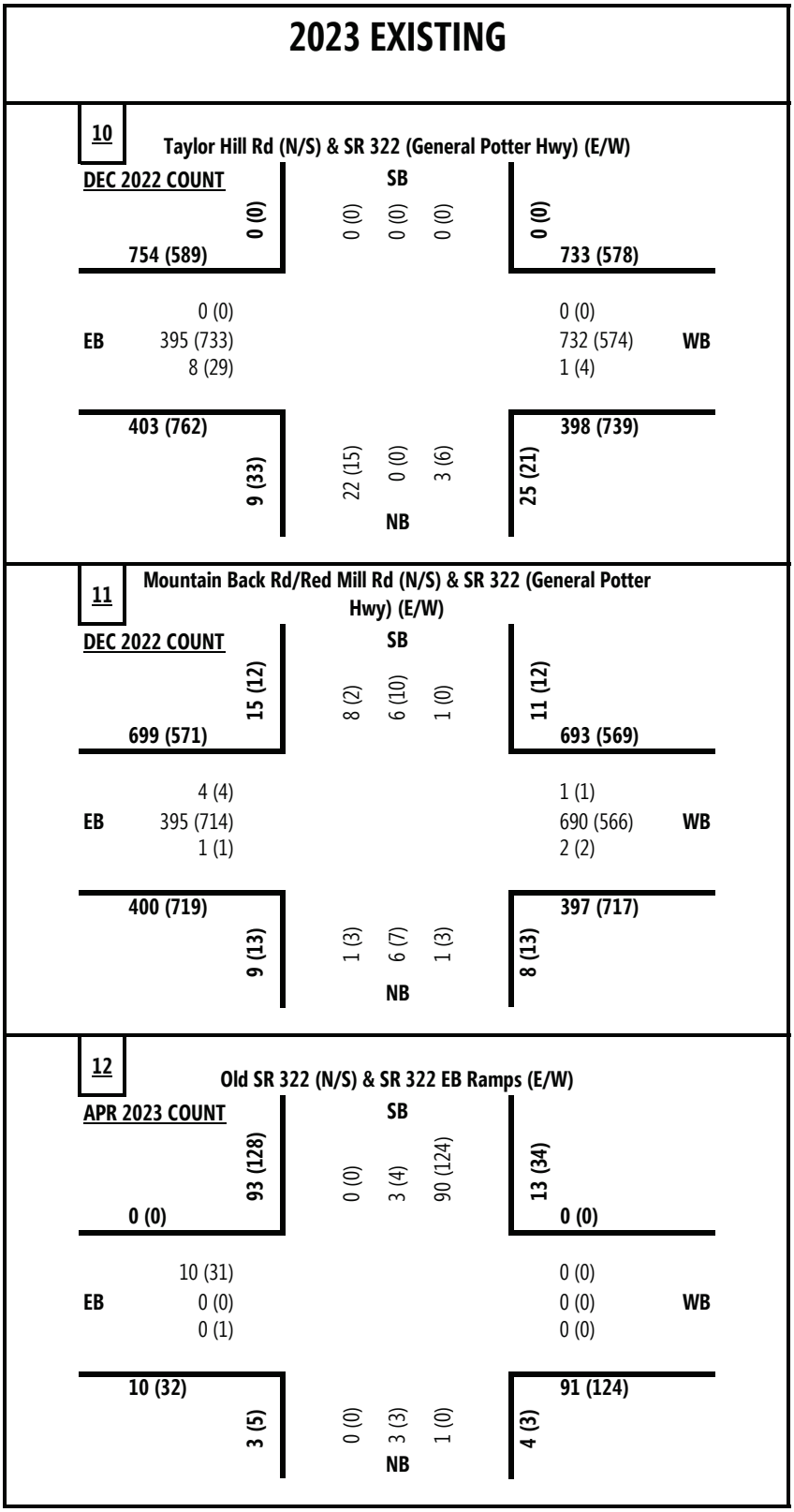
2023 EXISTING



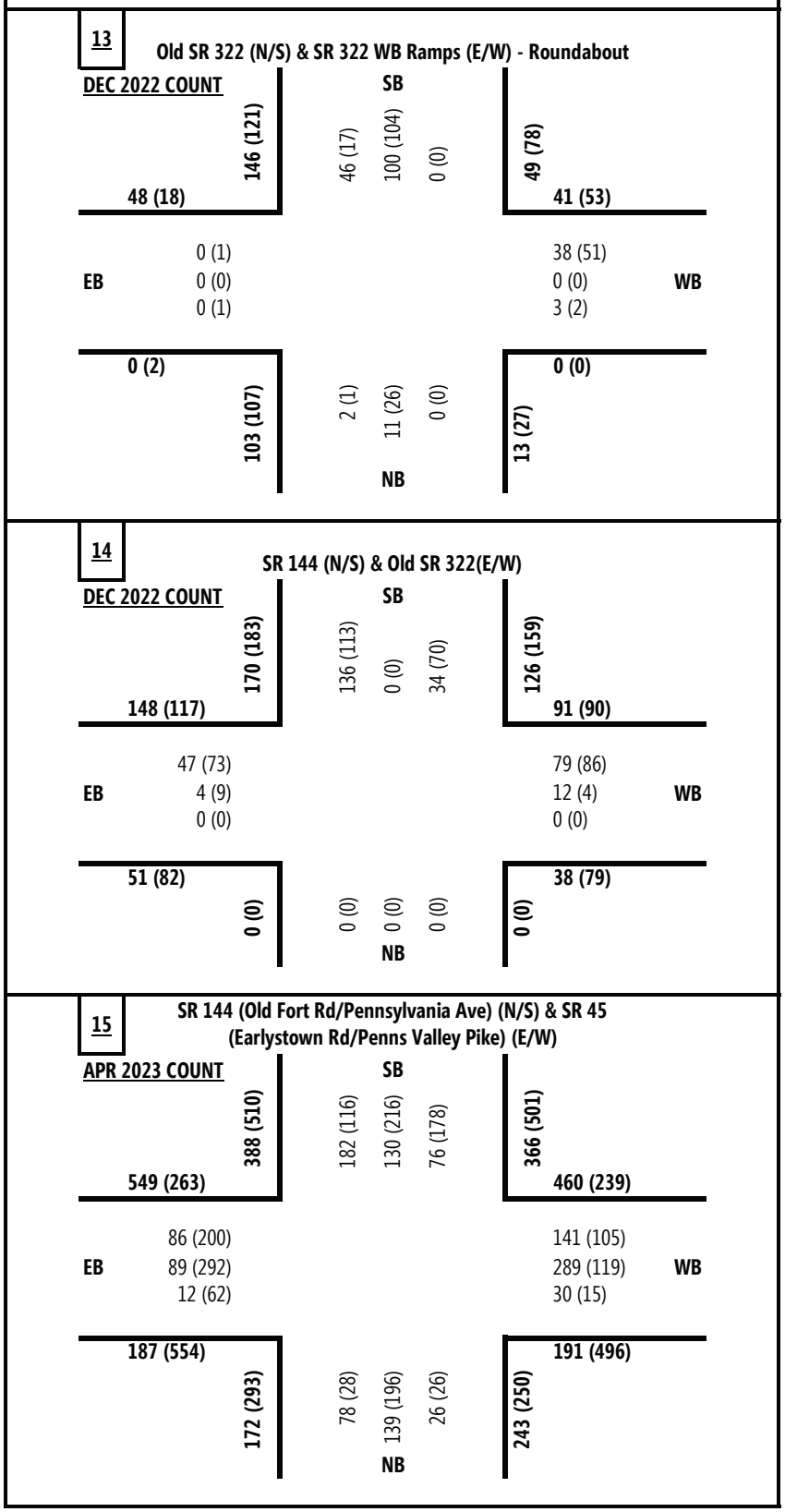
2023 EXISTING



2023 EXISTING



2023 EXISTING



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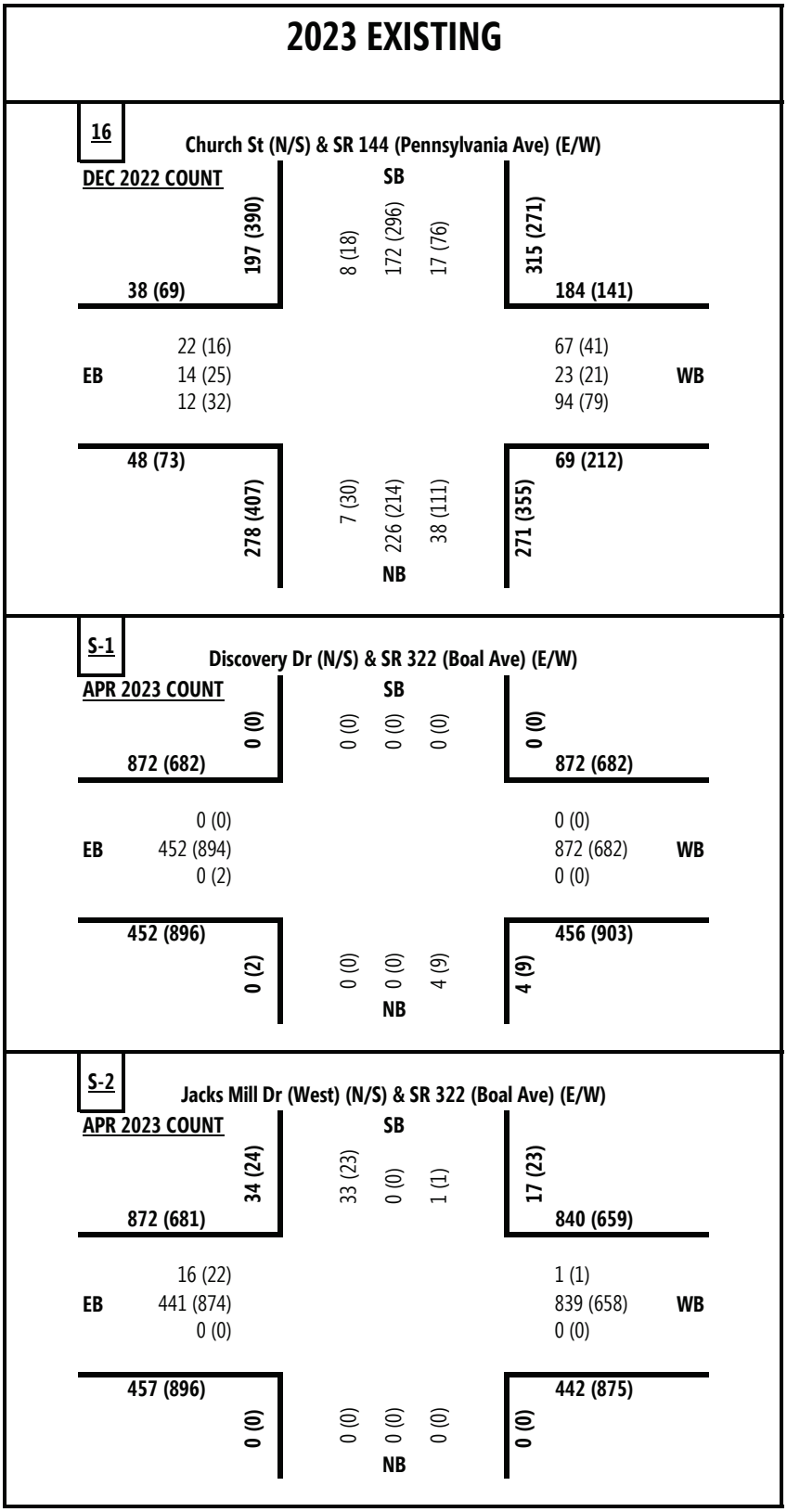

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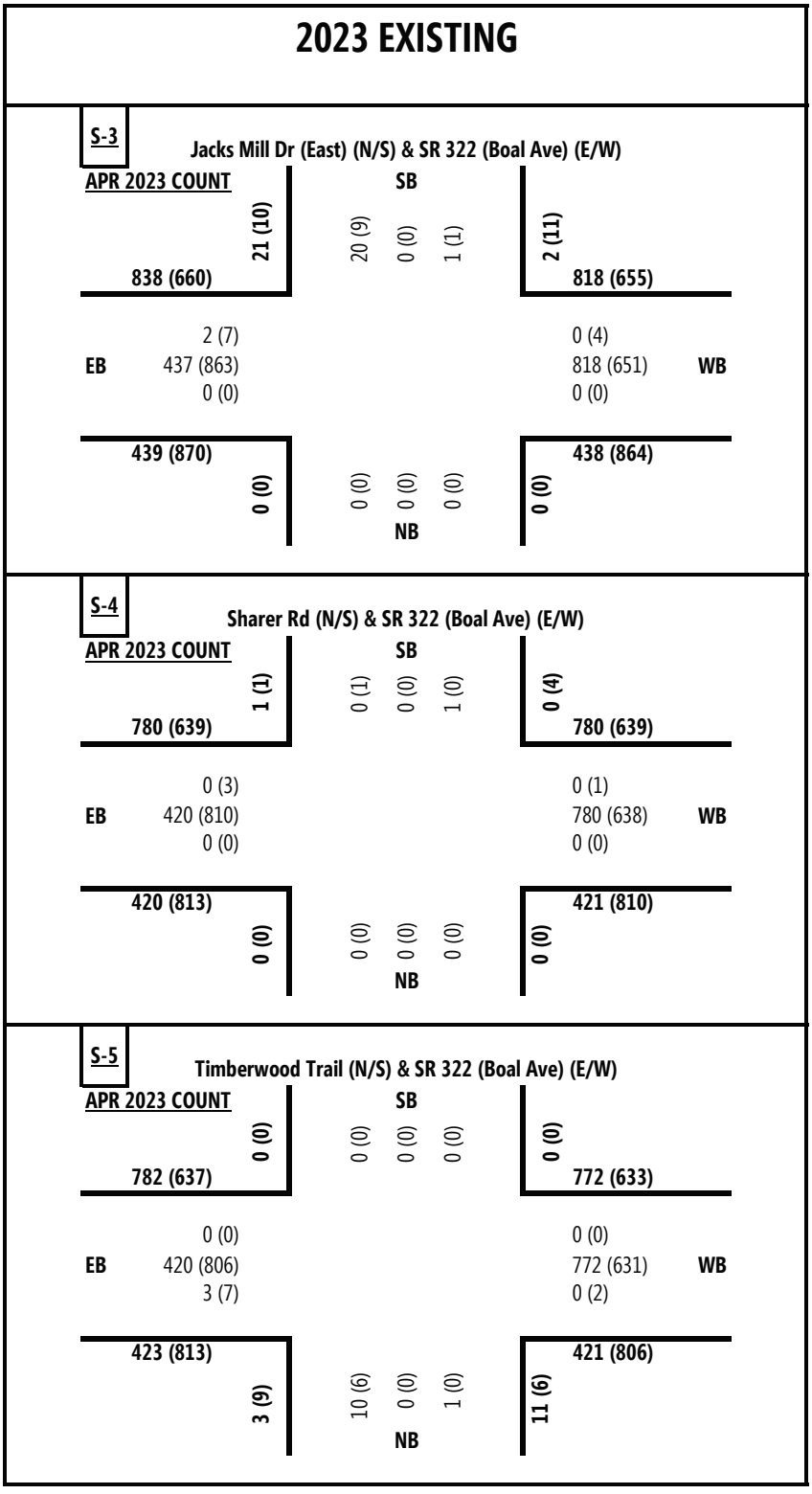
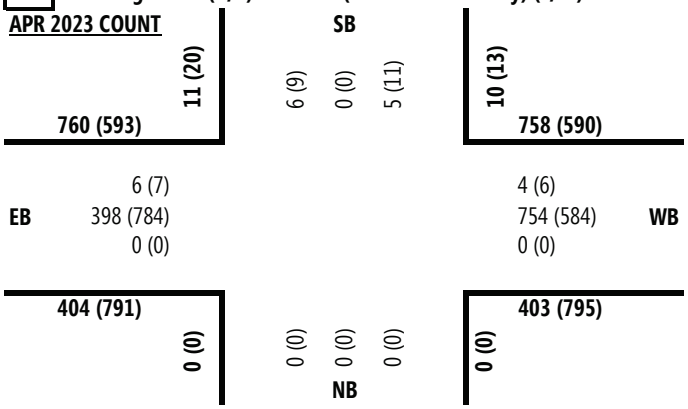
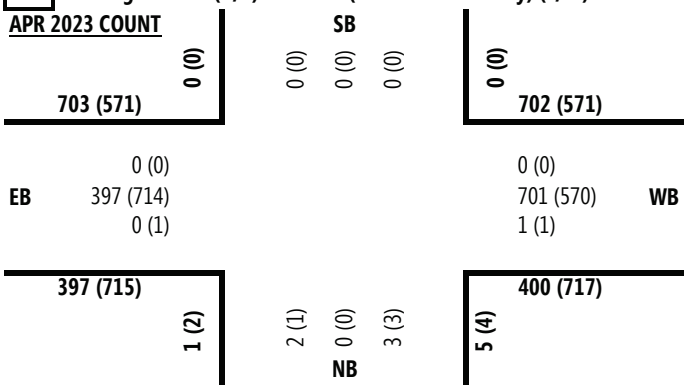


2023 EXISTING

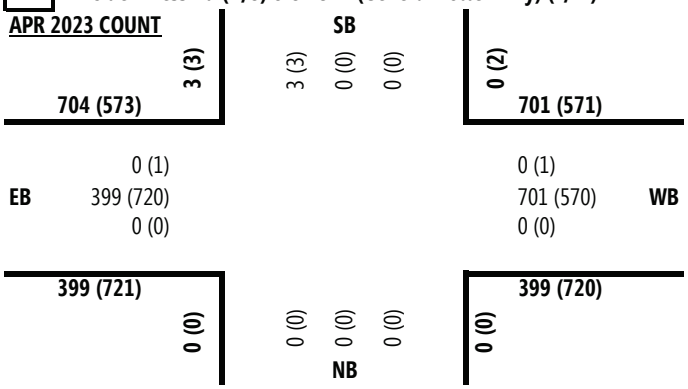
S-6 Wagner Rd (N/S) & SR 322 (General Potter Hwy) (E/W)



S-7 Dogtown Rd (N/S) & SR 322 (General Potter Hwy) (E/W)



S-8 Cider Press Rd (N/S) & SR 322 (General Potter Hwy) (E/W)



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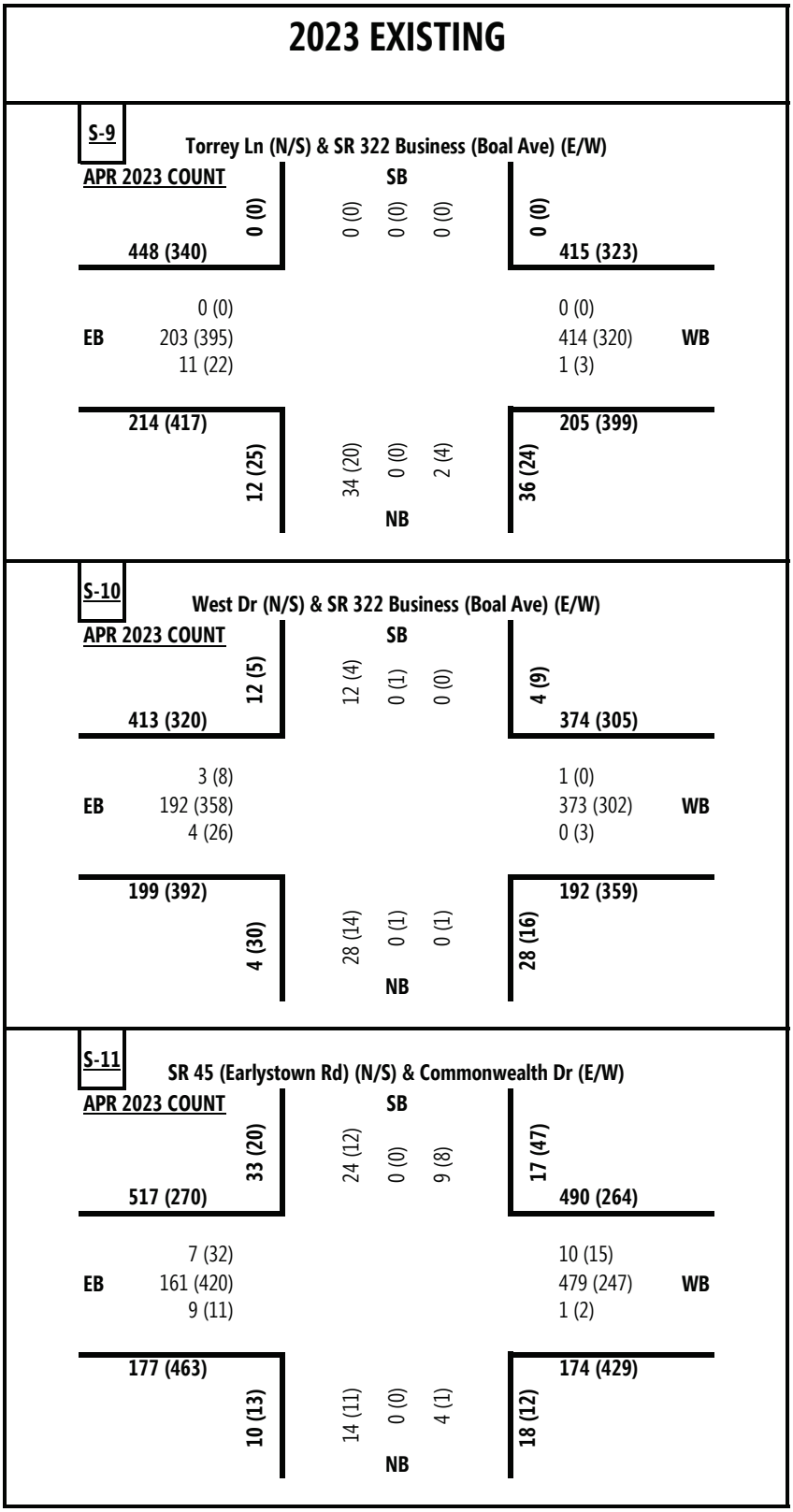

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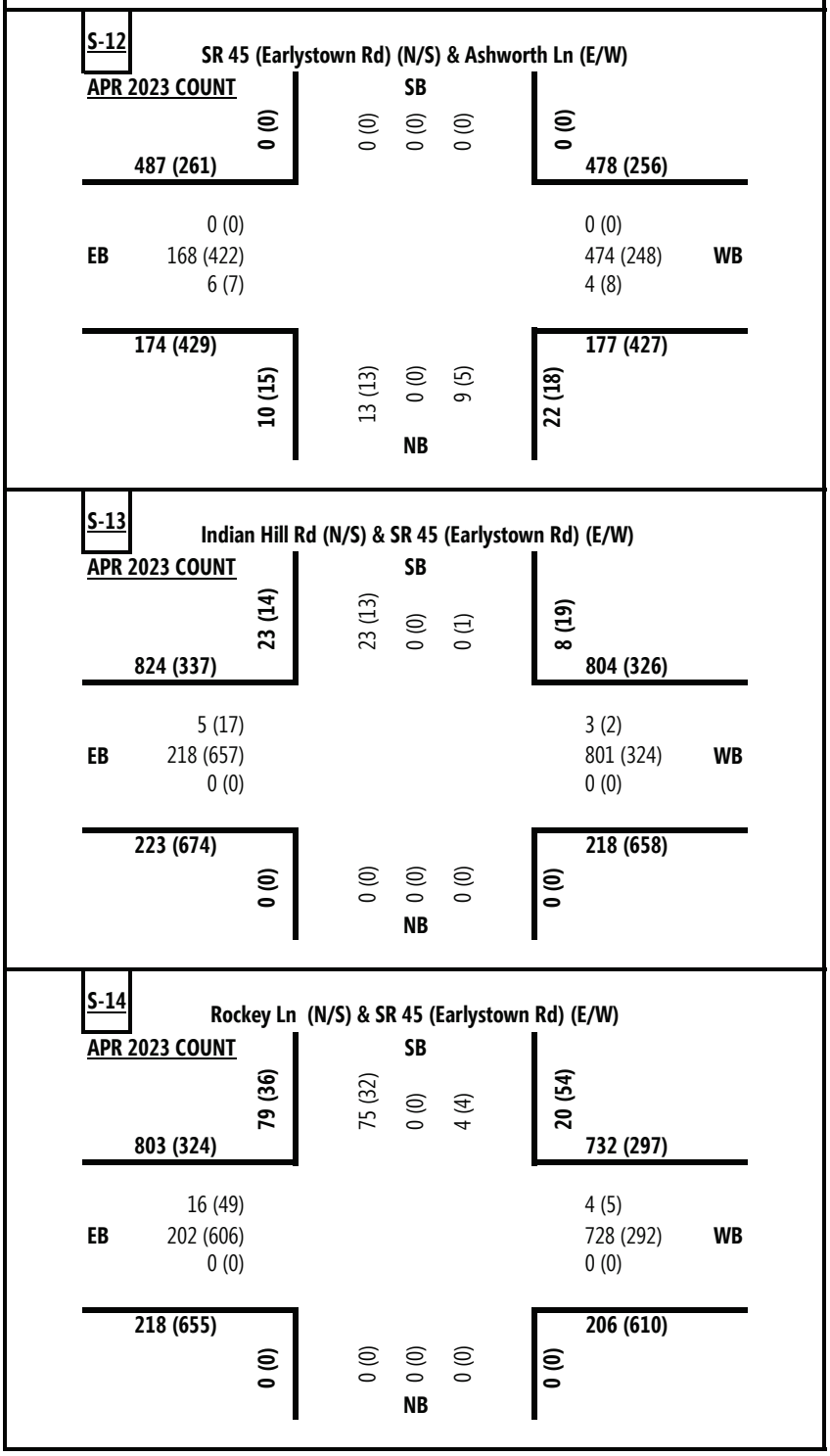

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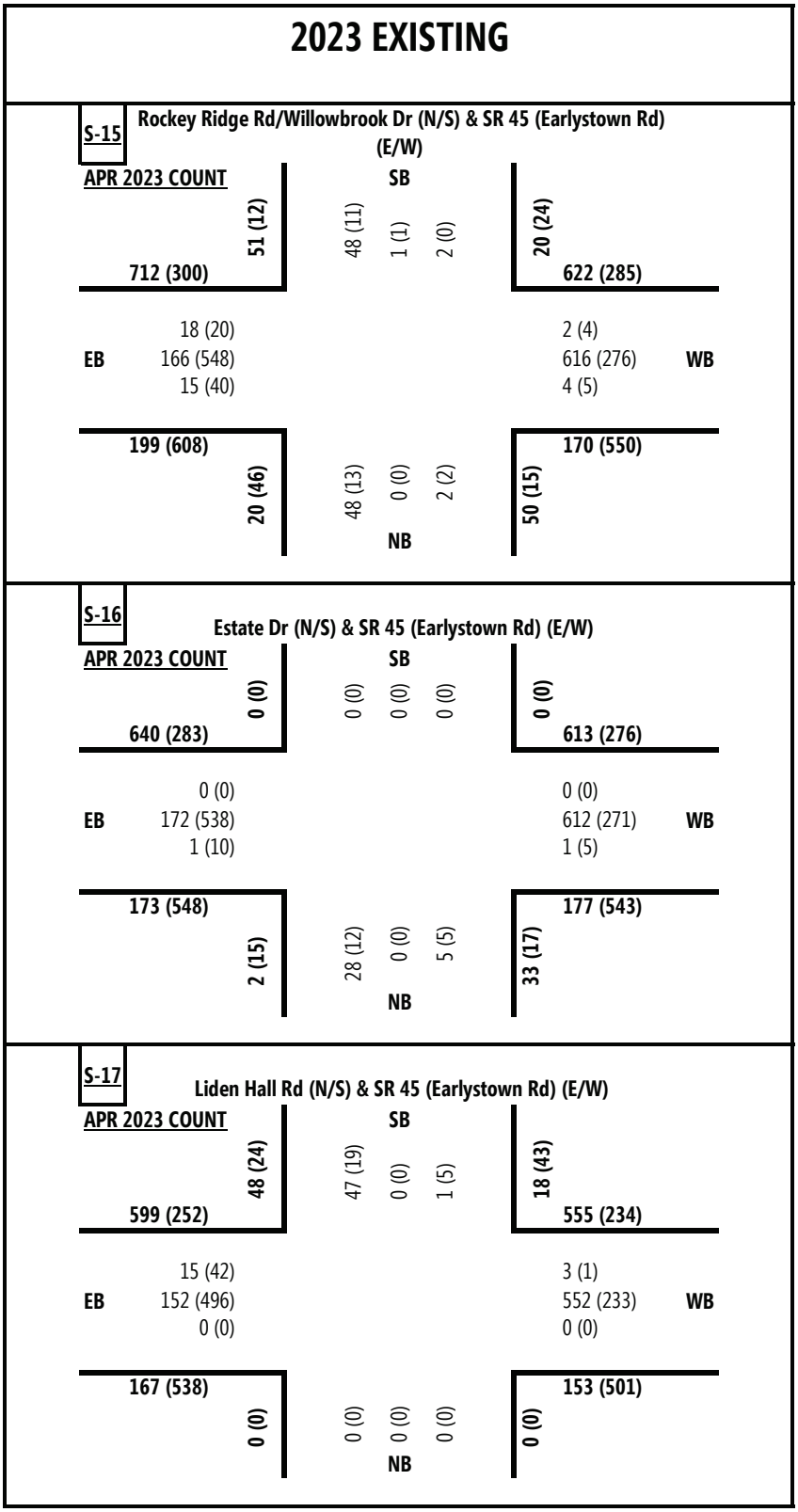

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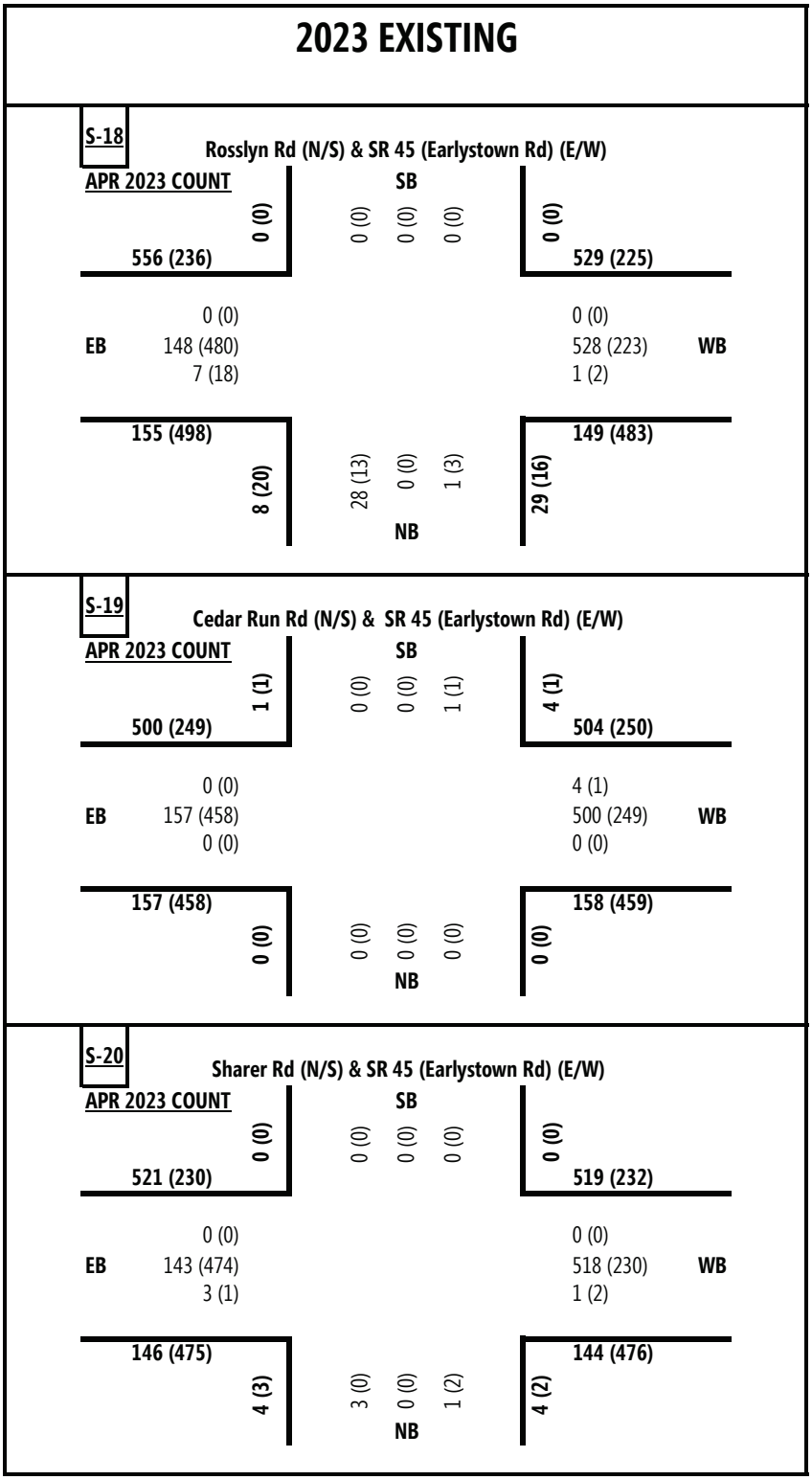

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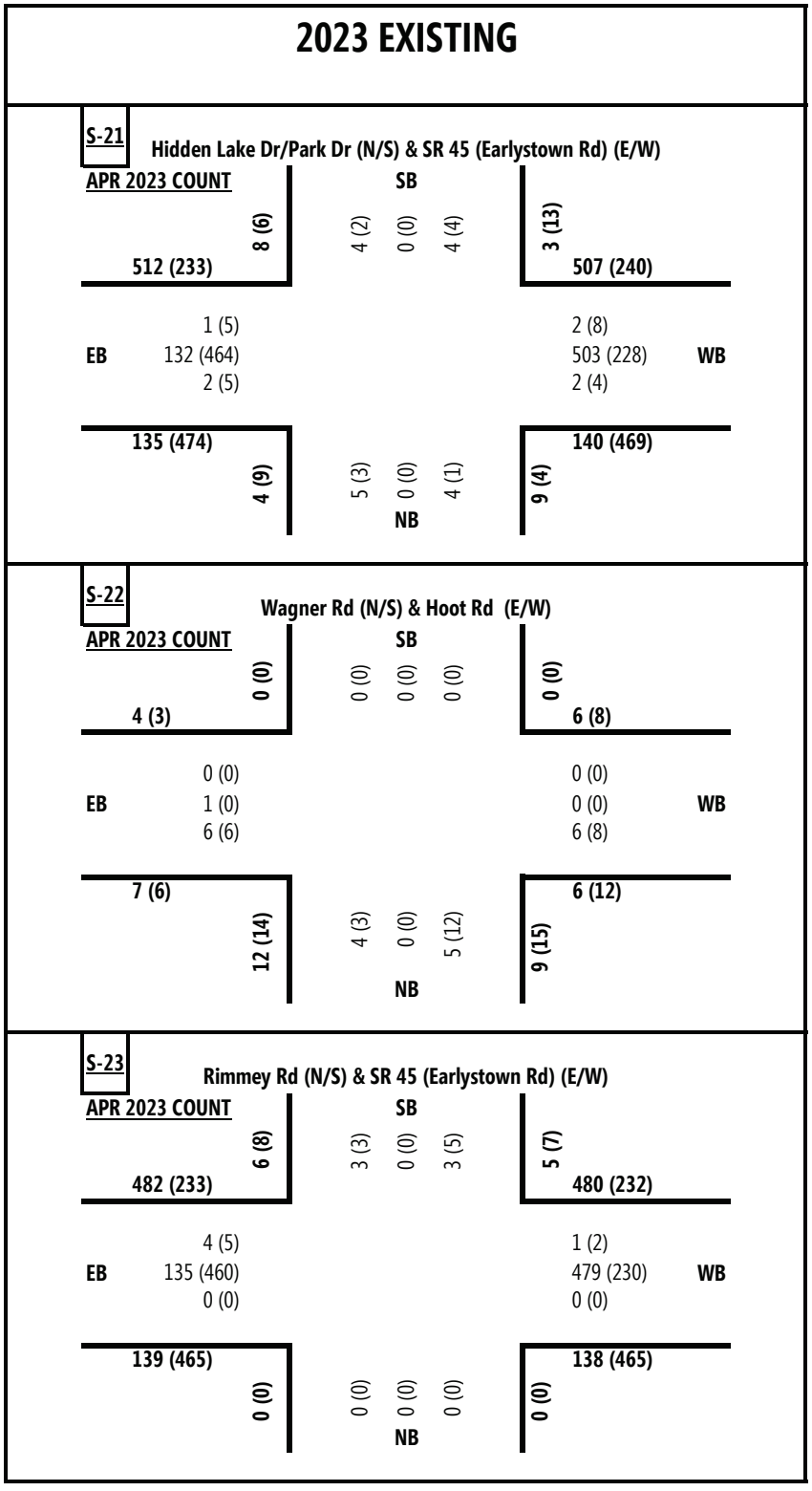

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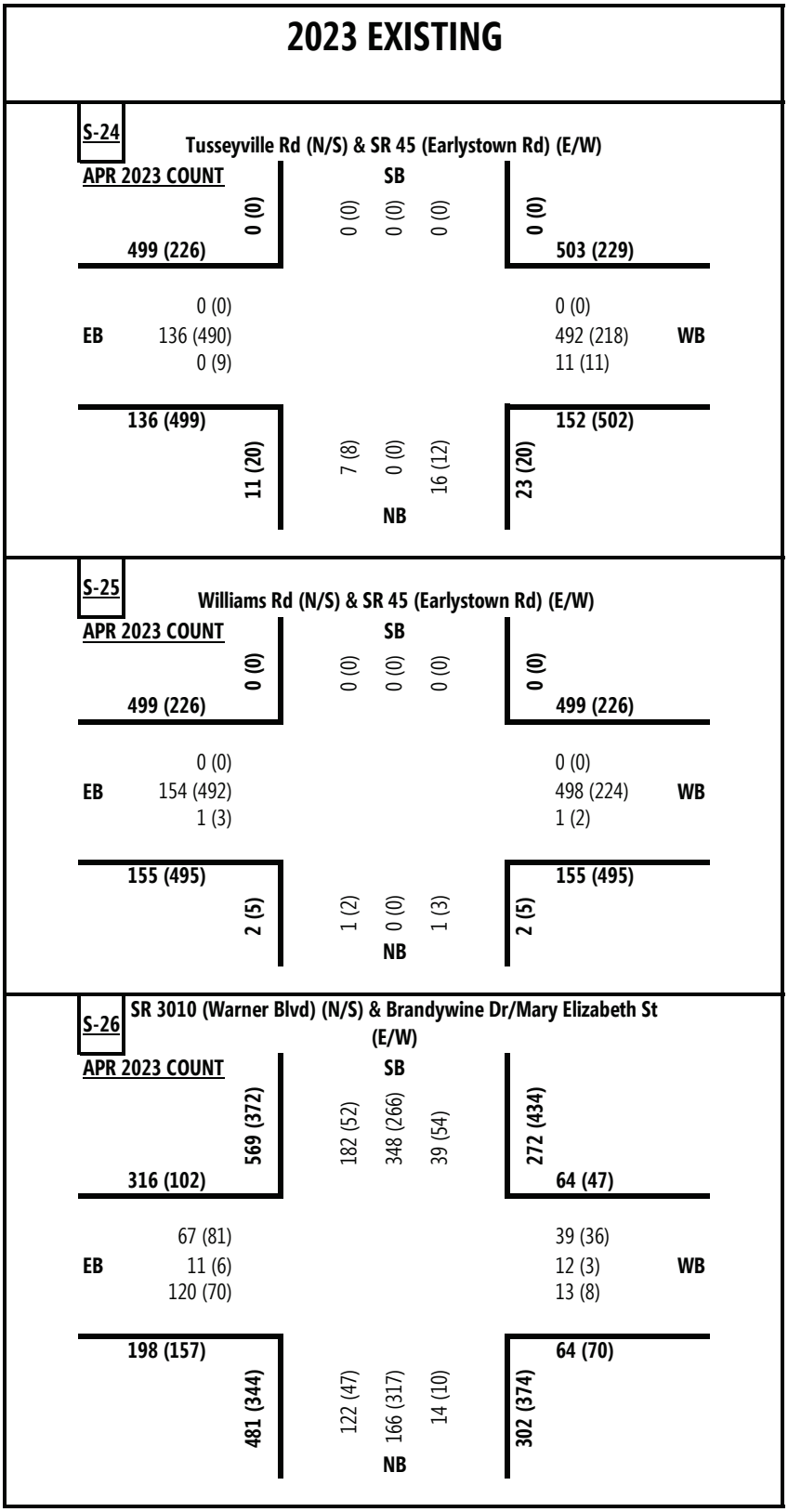

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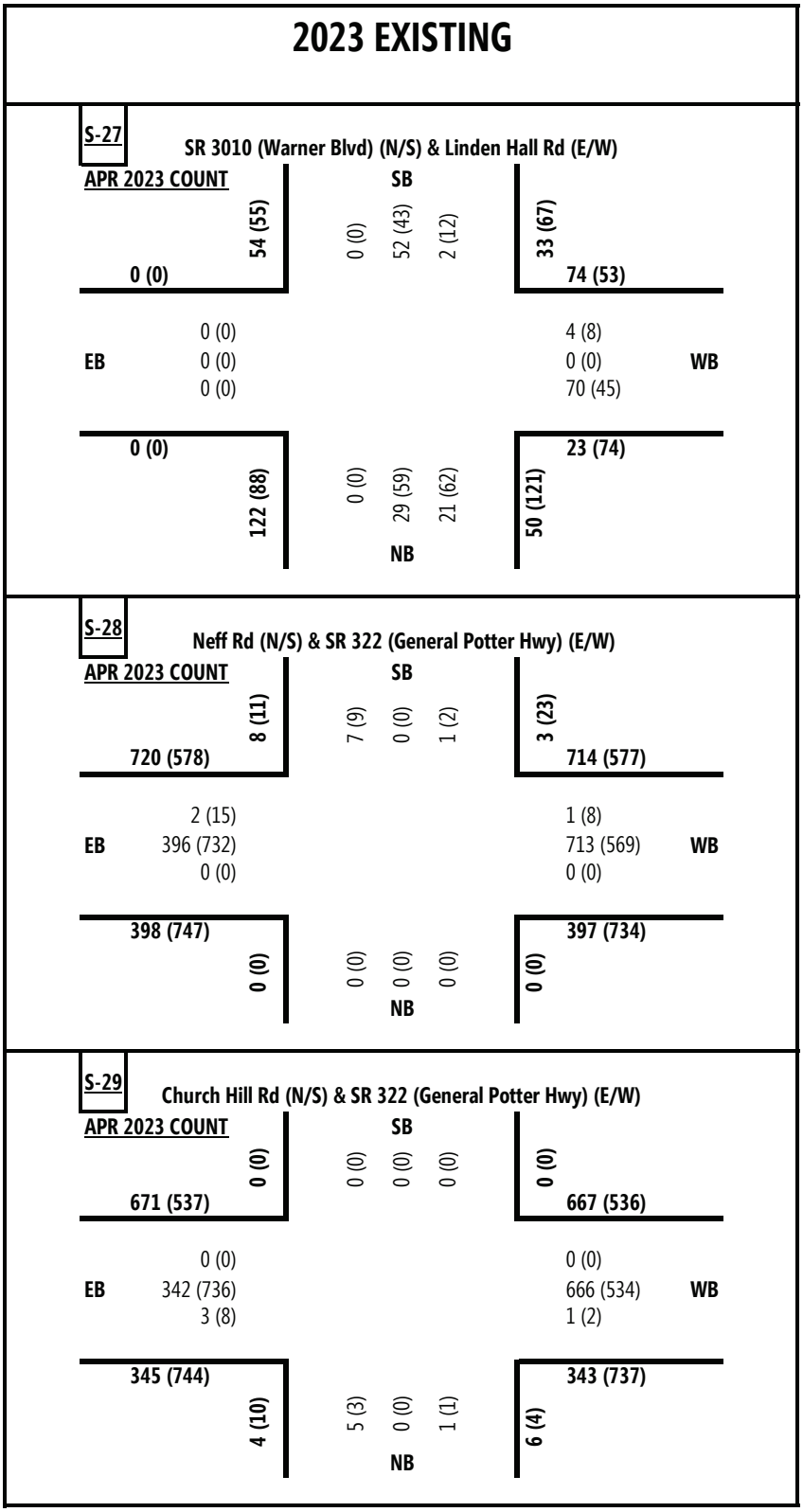
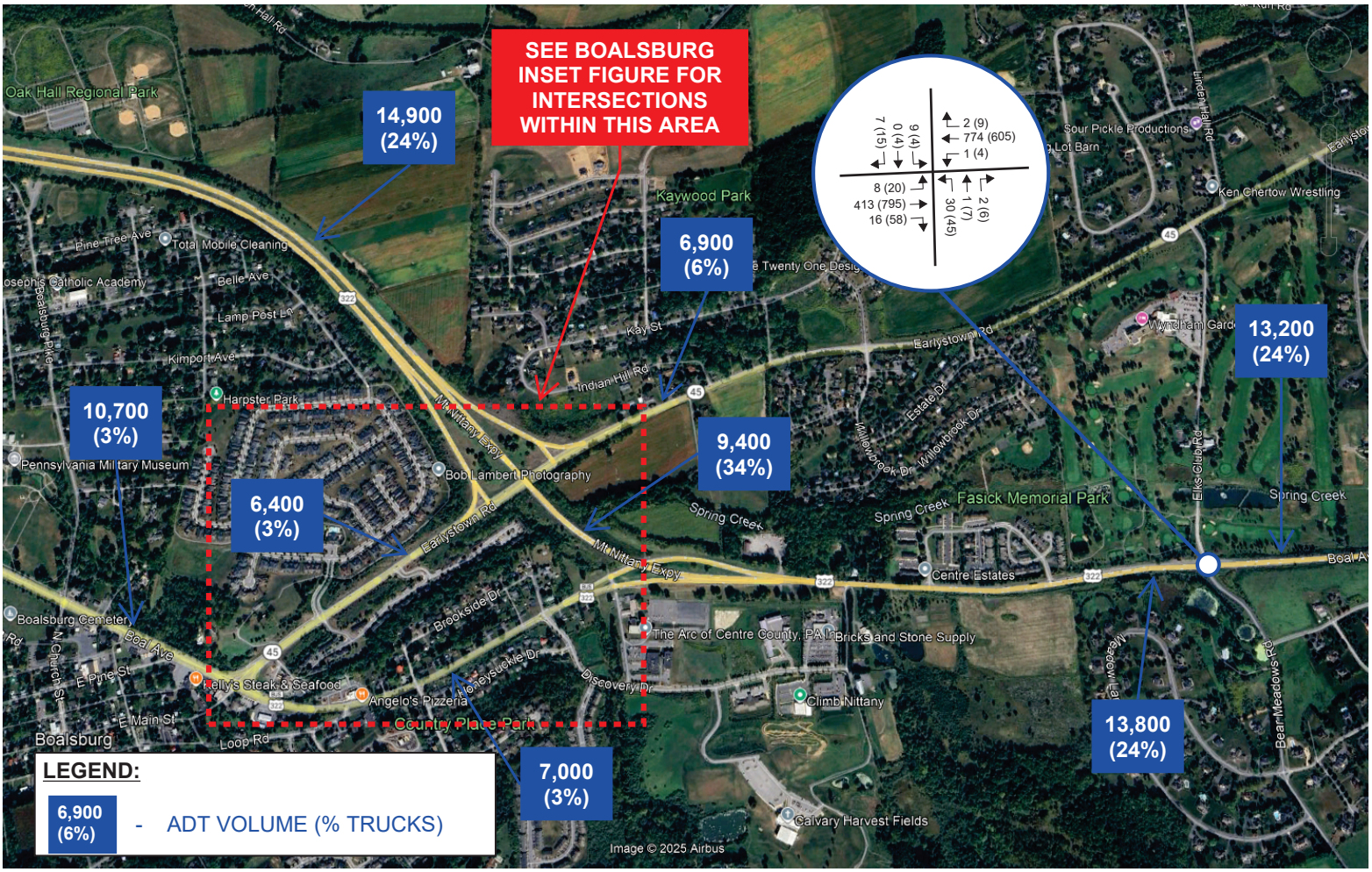
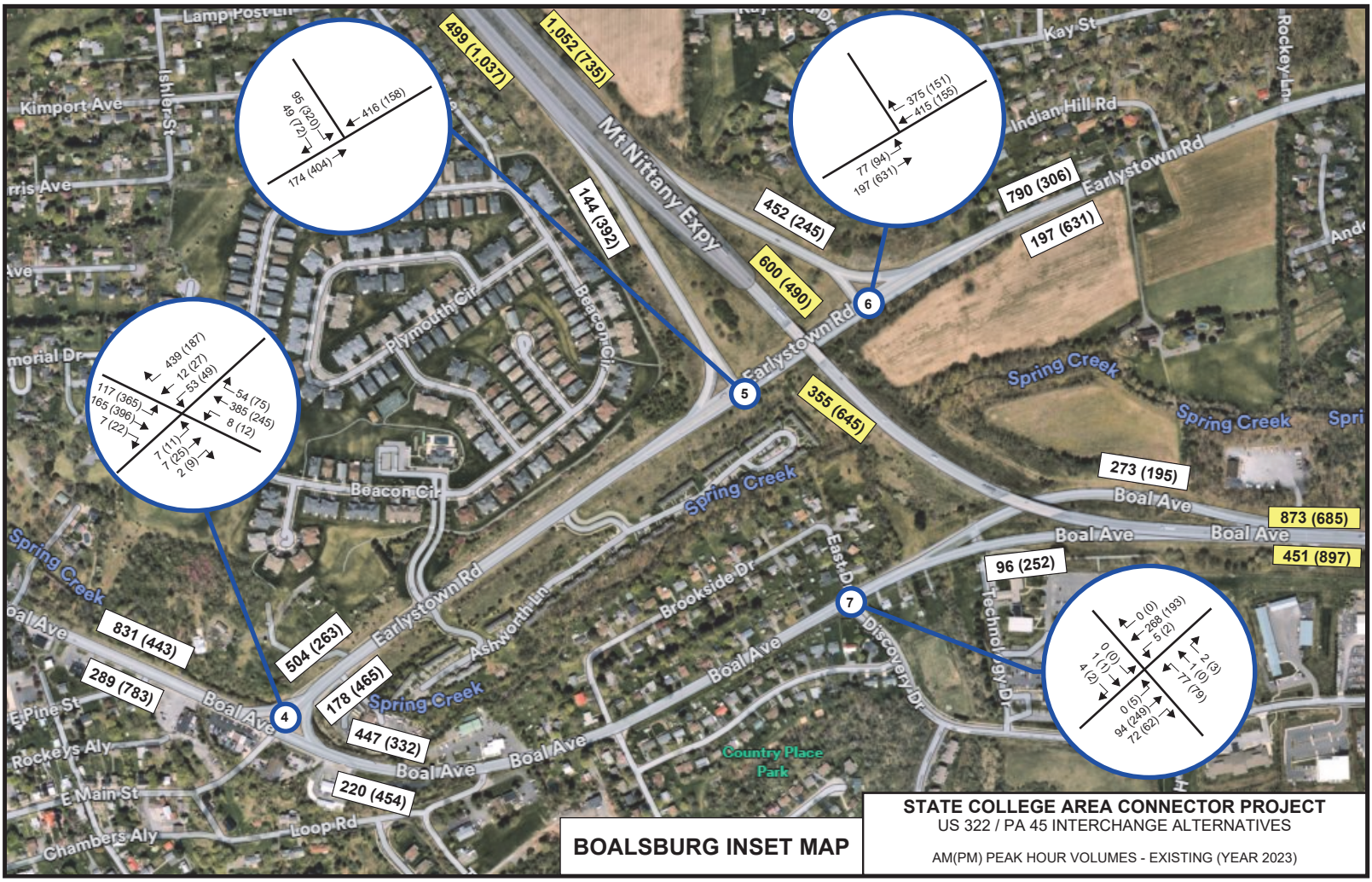


EXISTING (2023) TRAFFIC VOLUMES



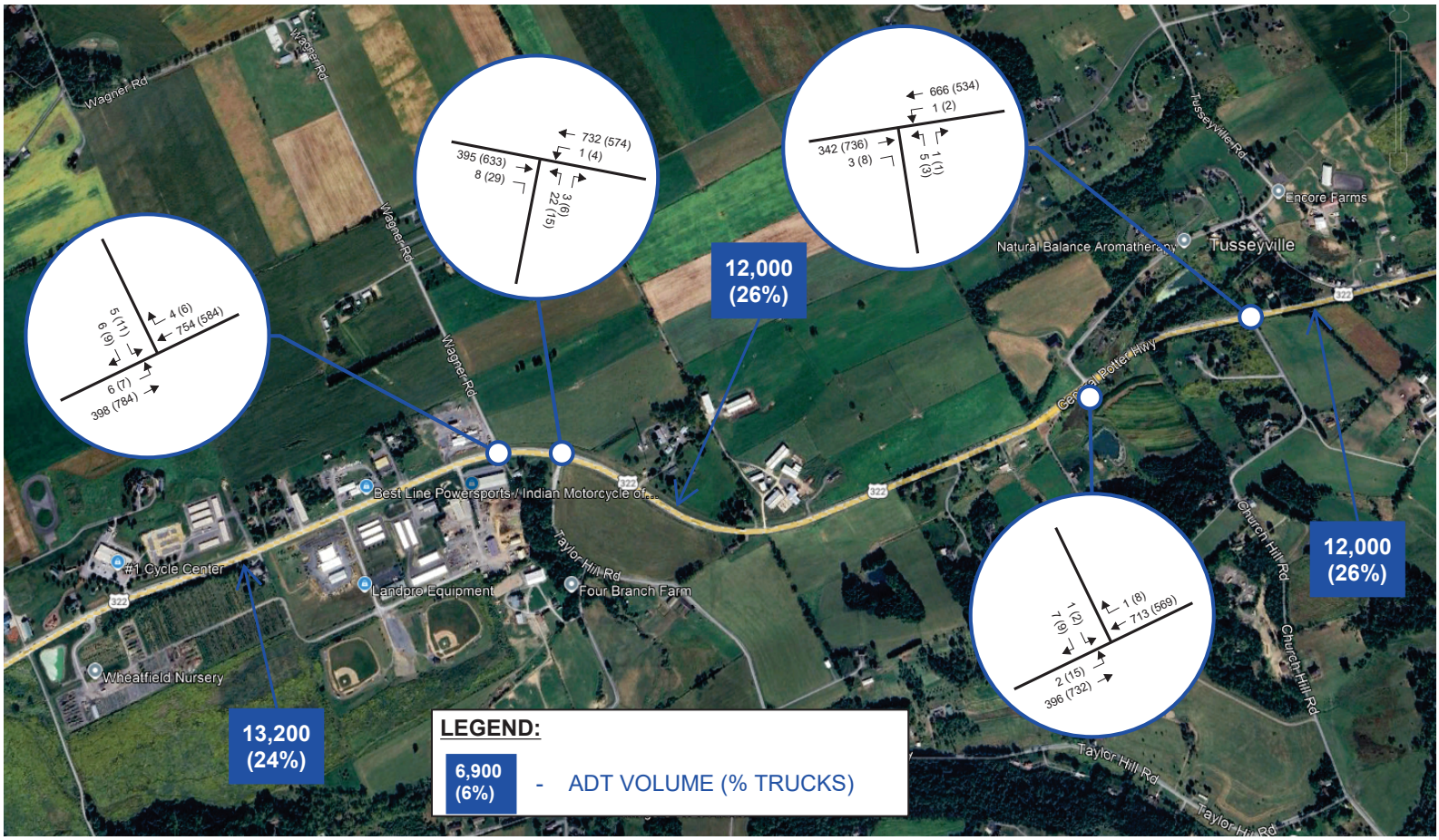


BOALSBURG INSET MAP

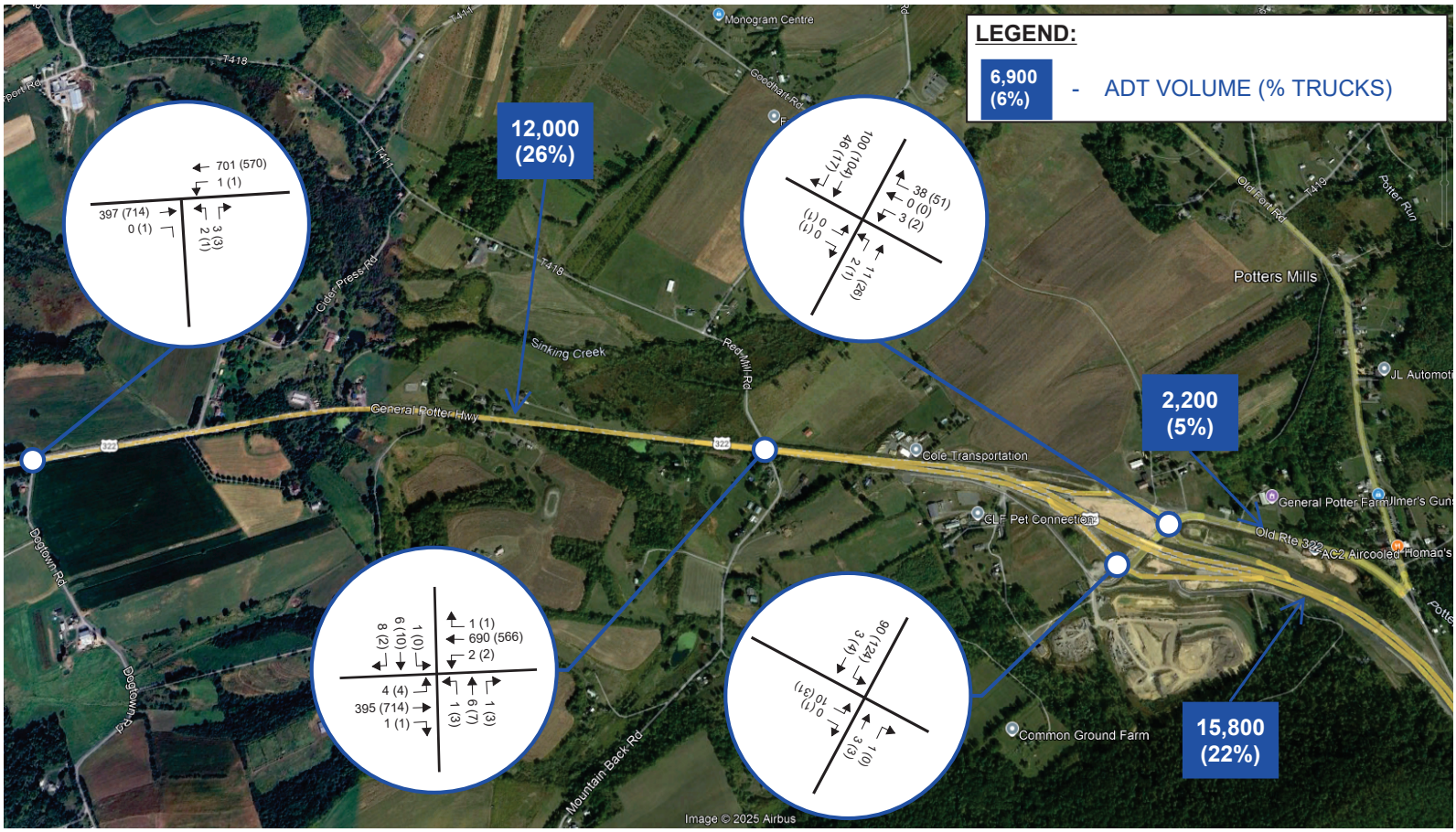
STATE COLLEGE AREA CONNECTOR PROJECT
US 322 / PA 45 INTERCHANGE ALTERNATIVES

AM(PM) PEAK HOUR VOLUMES - EXISTING (YEAR 2023)

EXISTING (2023) TRAFFIC VOLUMES

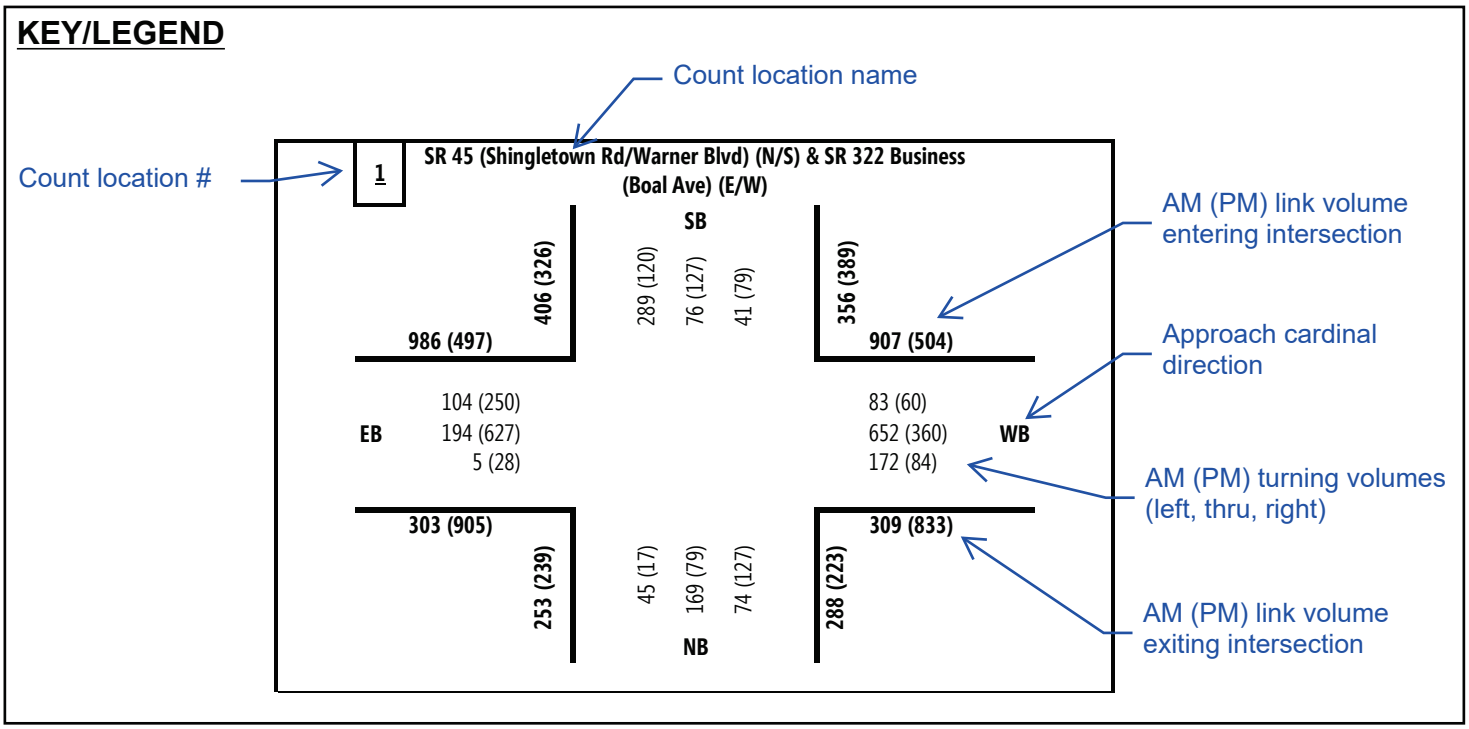


EXISTING (2023) TRAFFIC VOLUMES



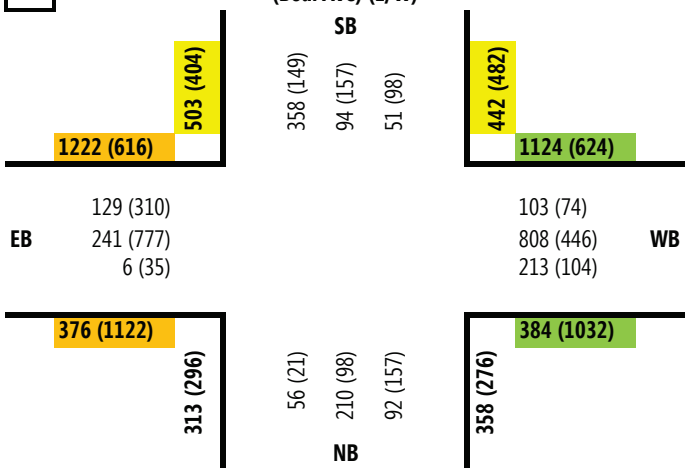
APPENDIX D –

Year 2050 No-Build Traffic Volume Projections

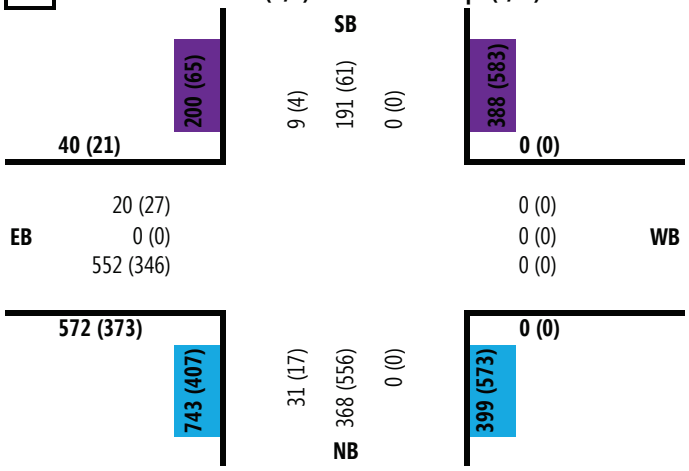


2050 NO BUILD

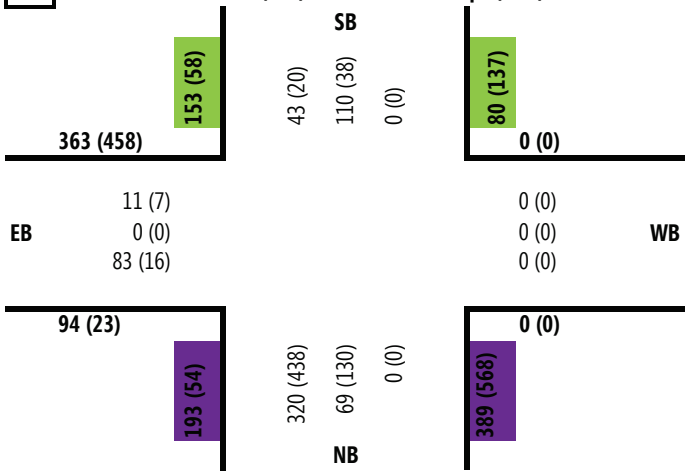
1 SR 45 (Shingletown Rd/Warner Blvd) (N/S) & SR 322 Business (Boal Ave) (E/W)



2 Warner Blvd (N/S) & SR 322 EB Ramps (E/W)



3 Warner Blvd (N/S) & SR 322 WB Ramps (E/W)



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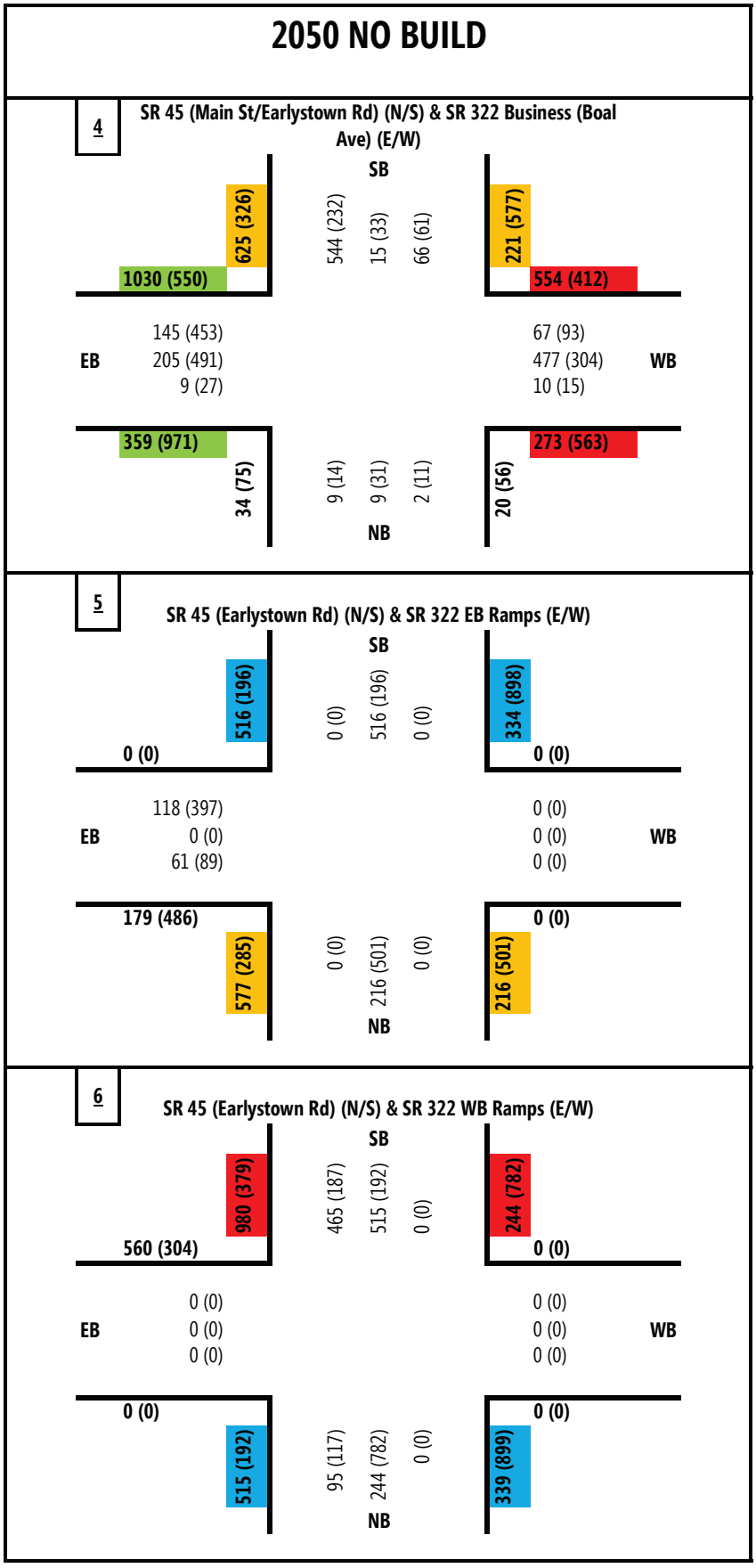

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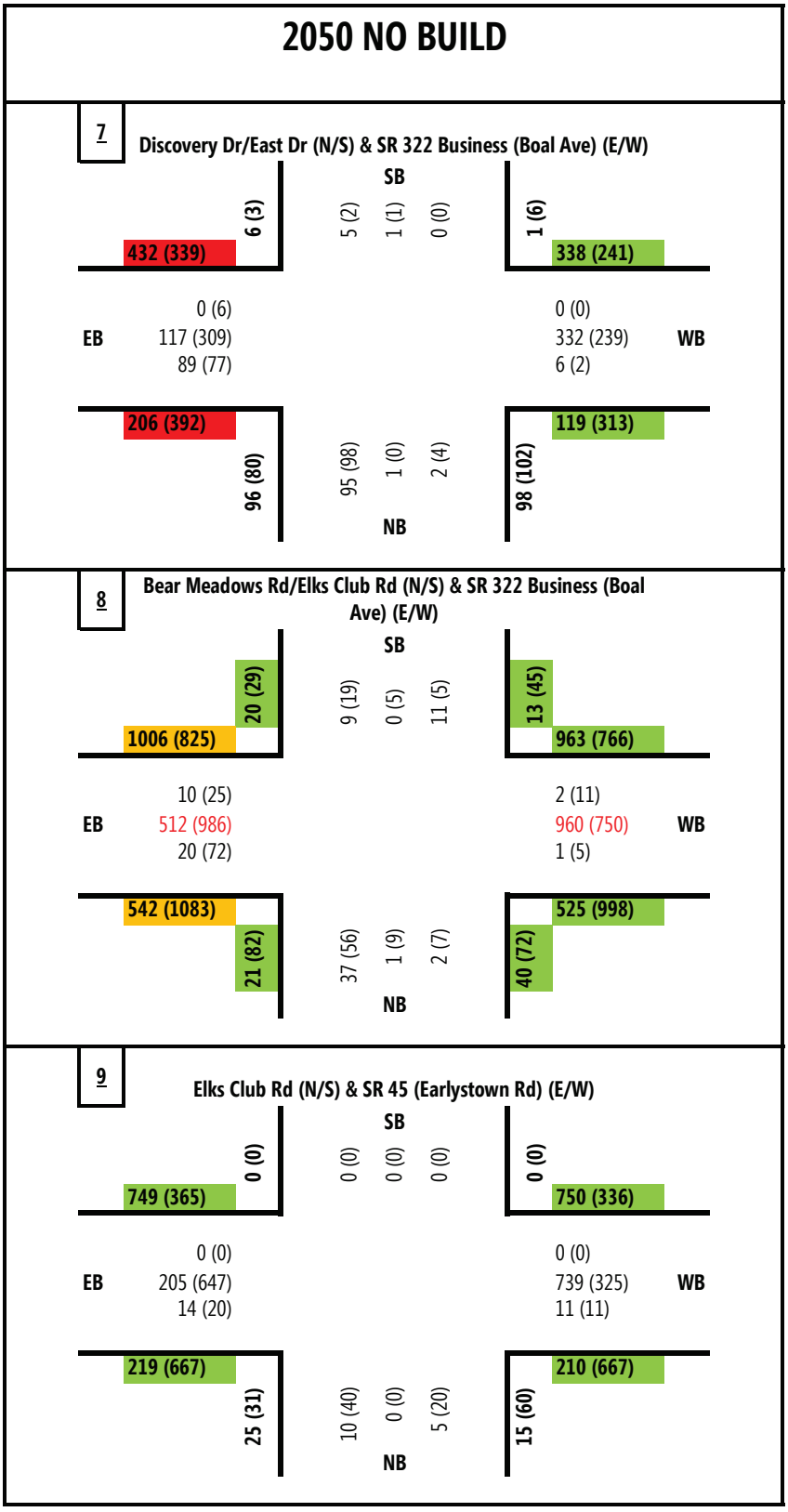

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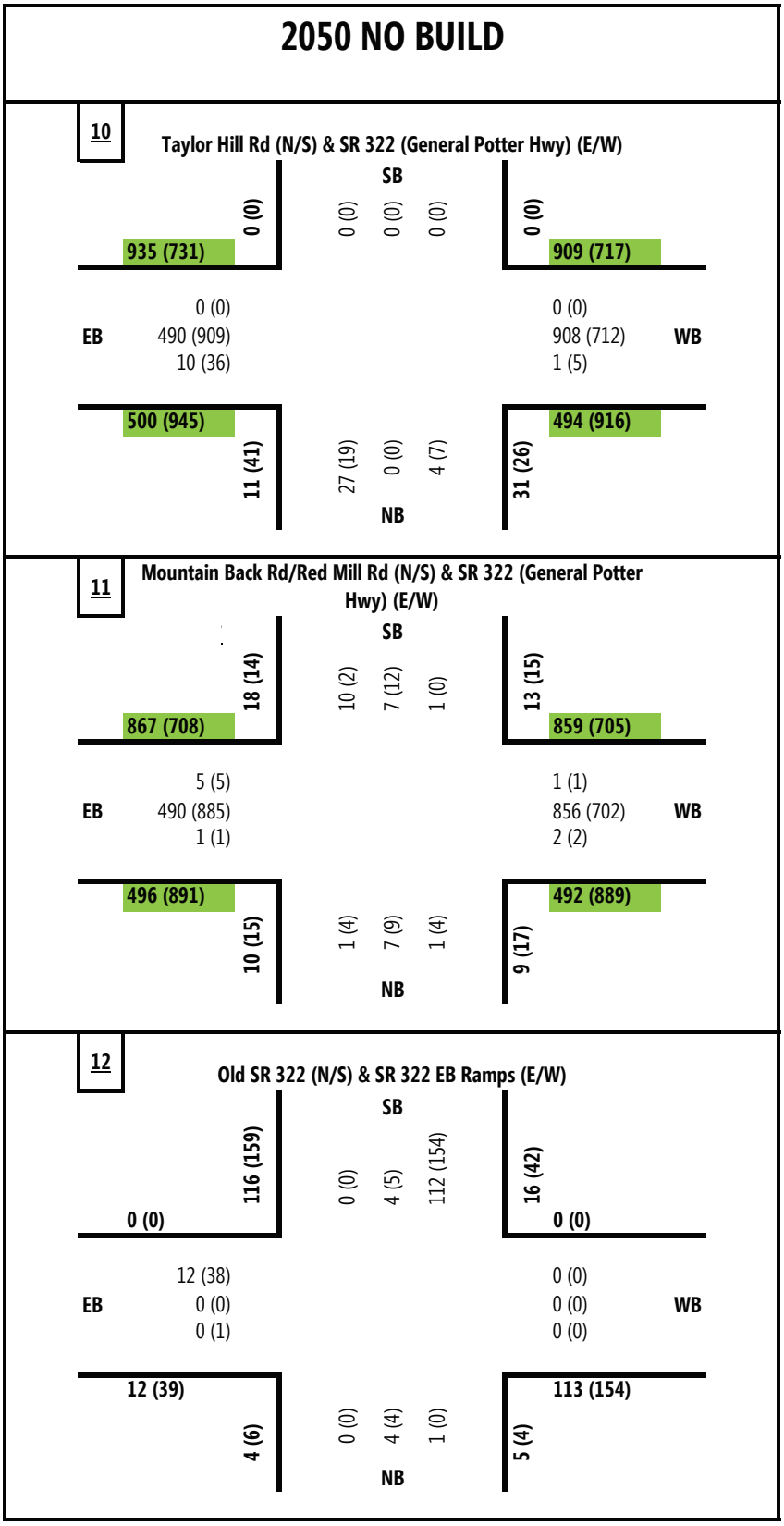
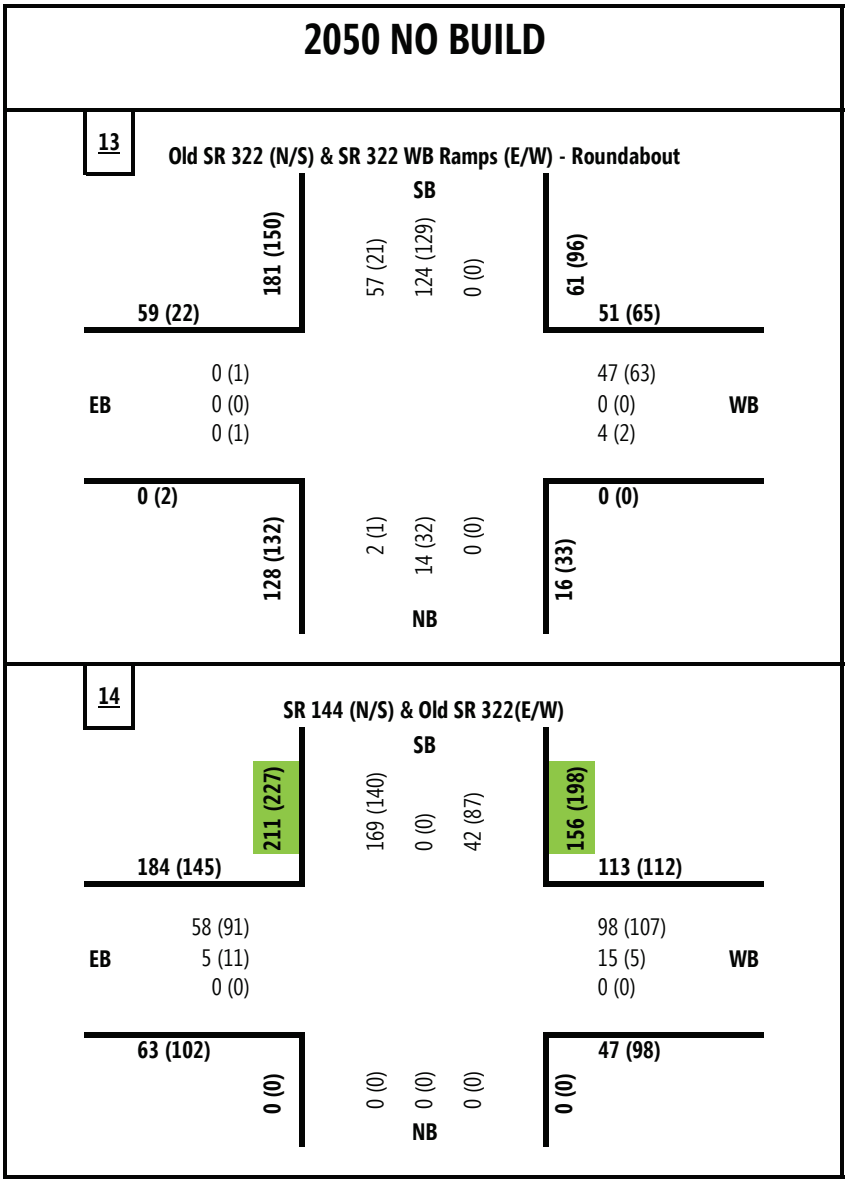


2050 NO BUILD



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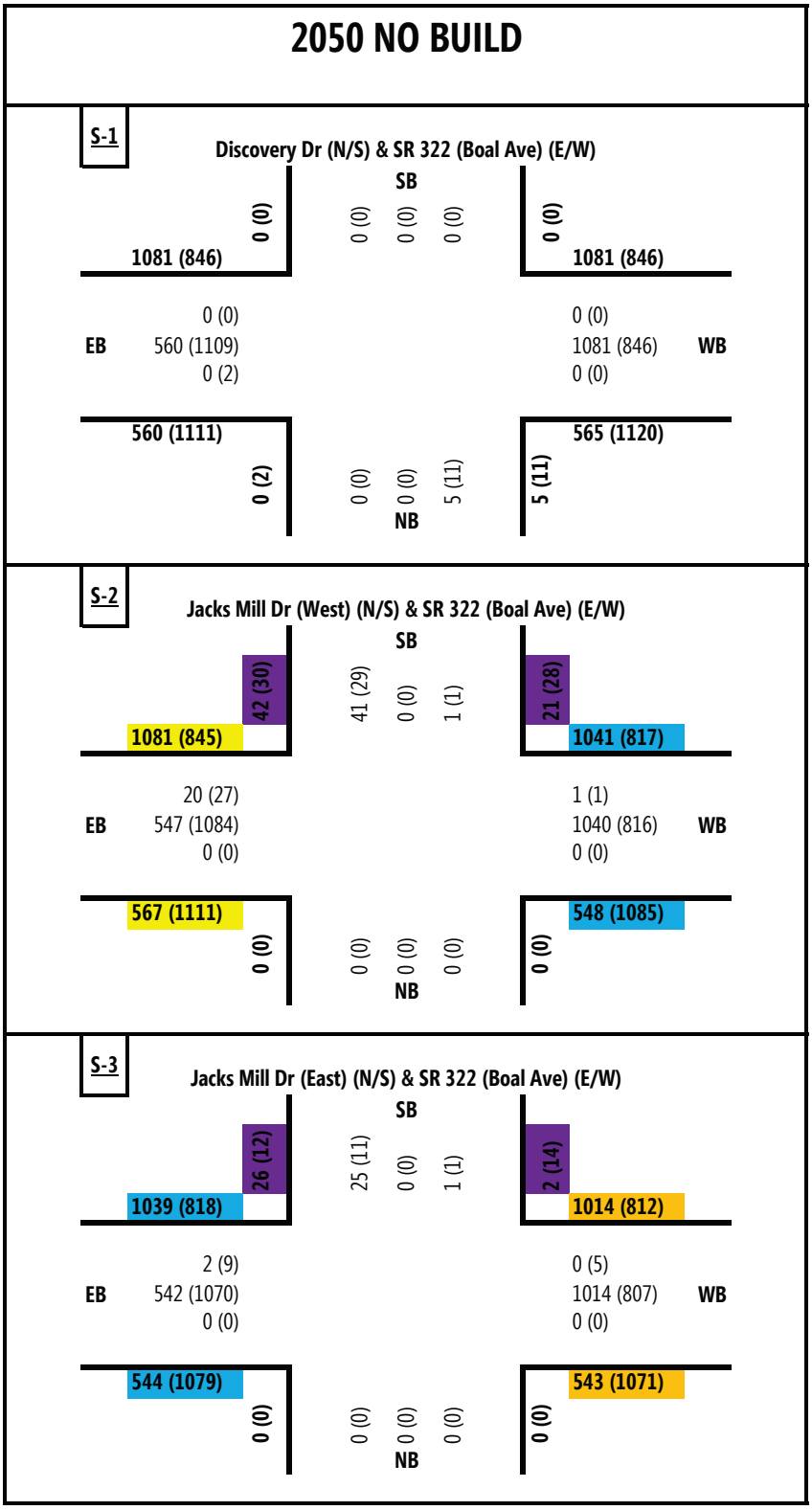

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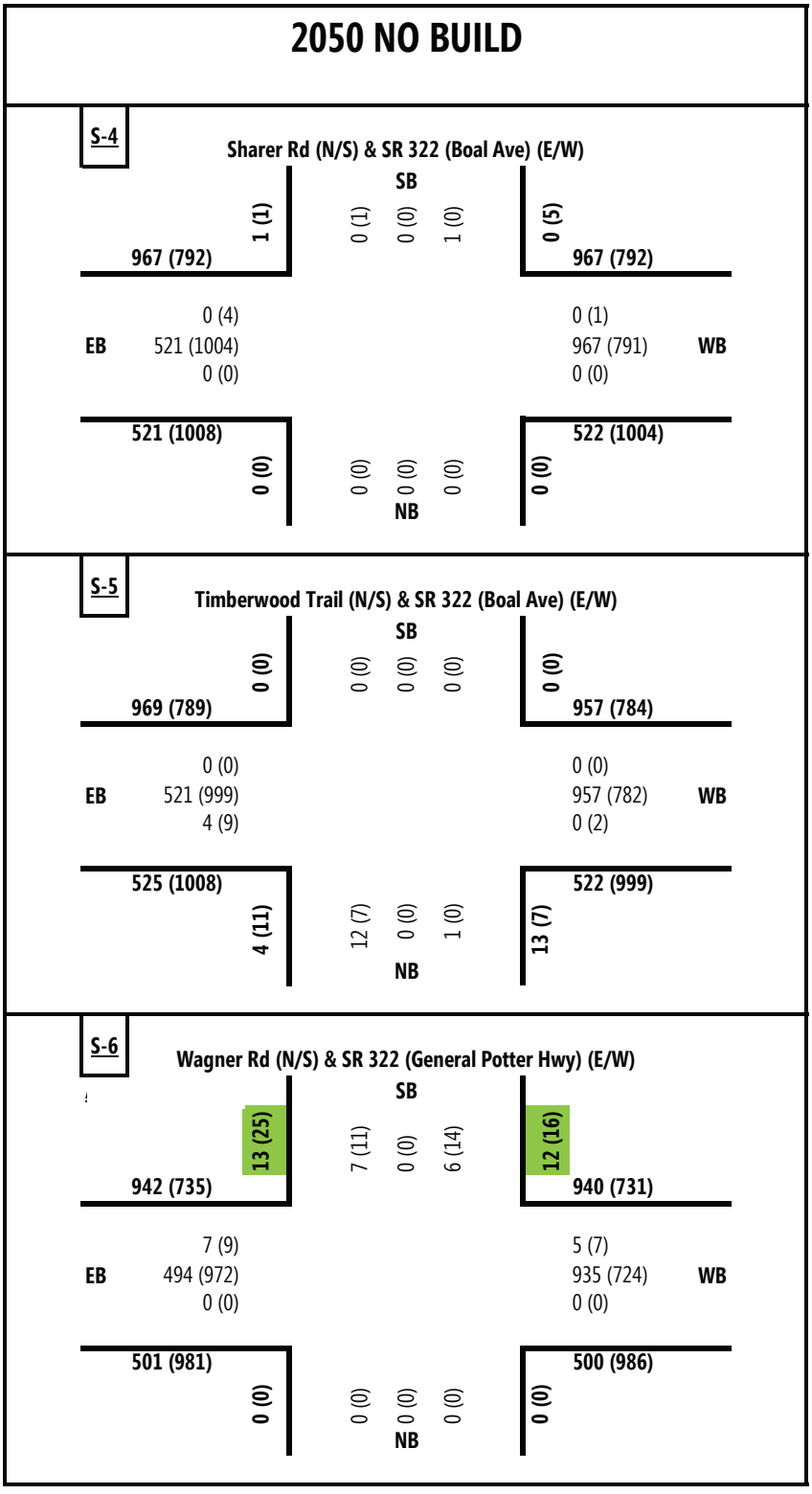

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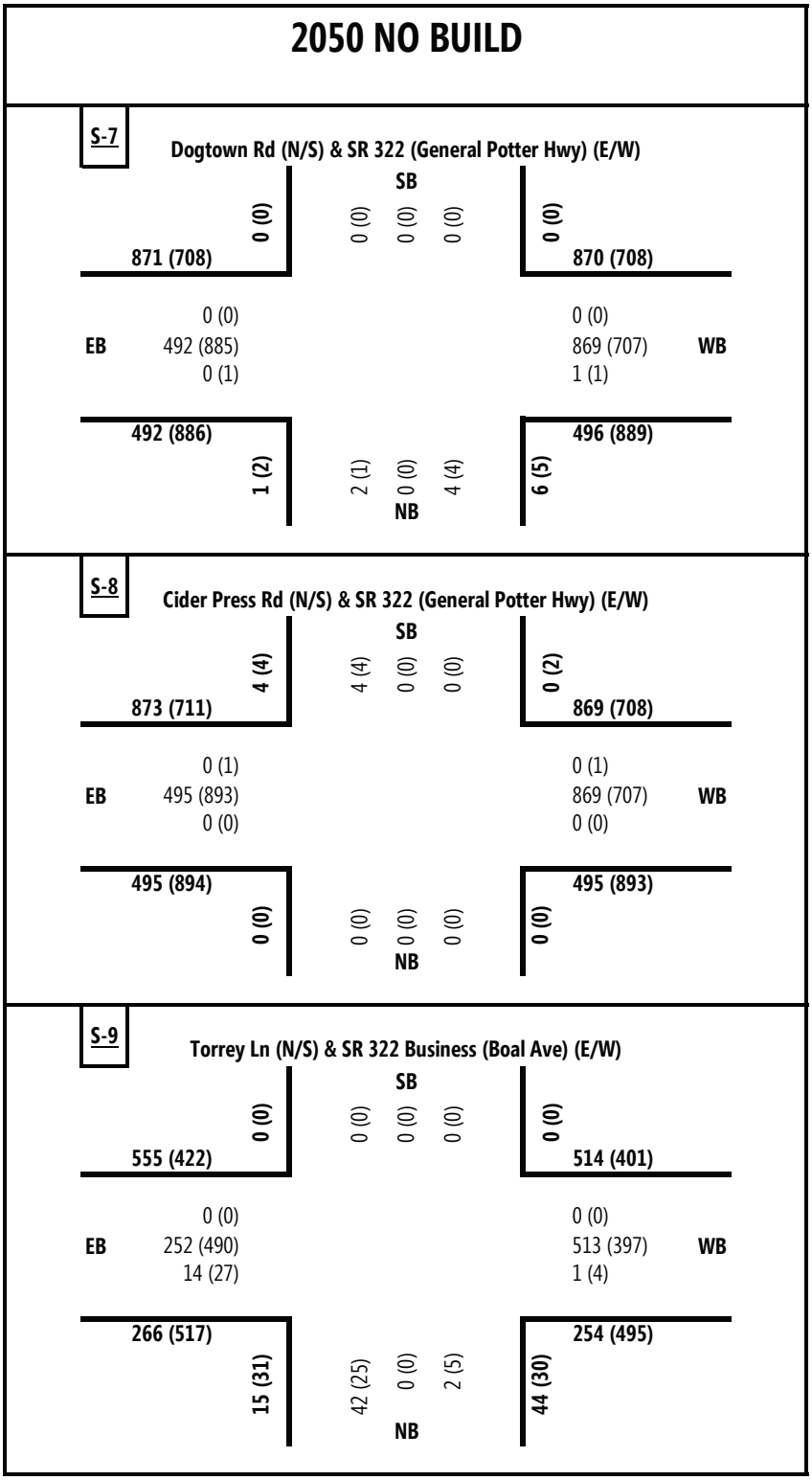

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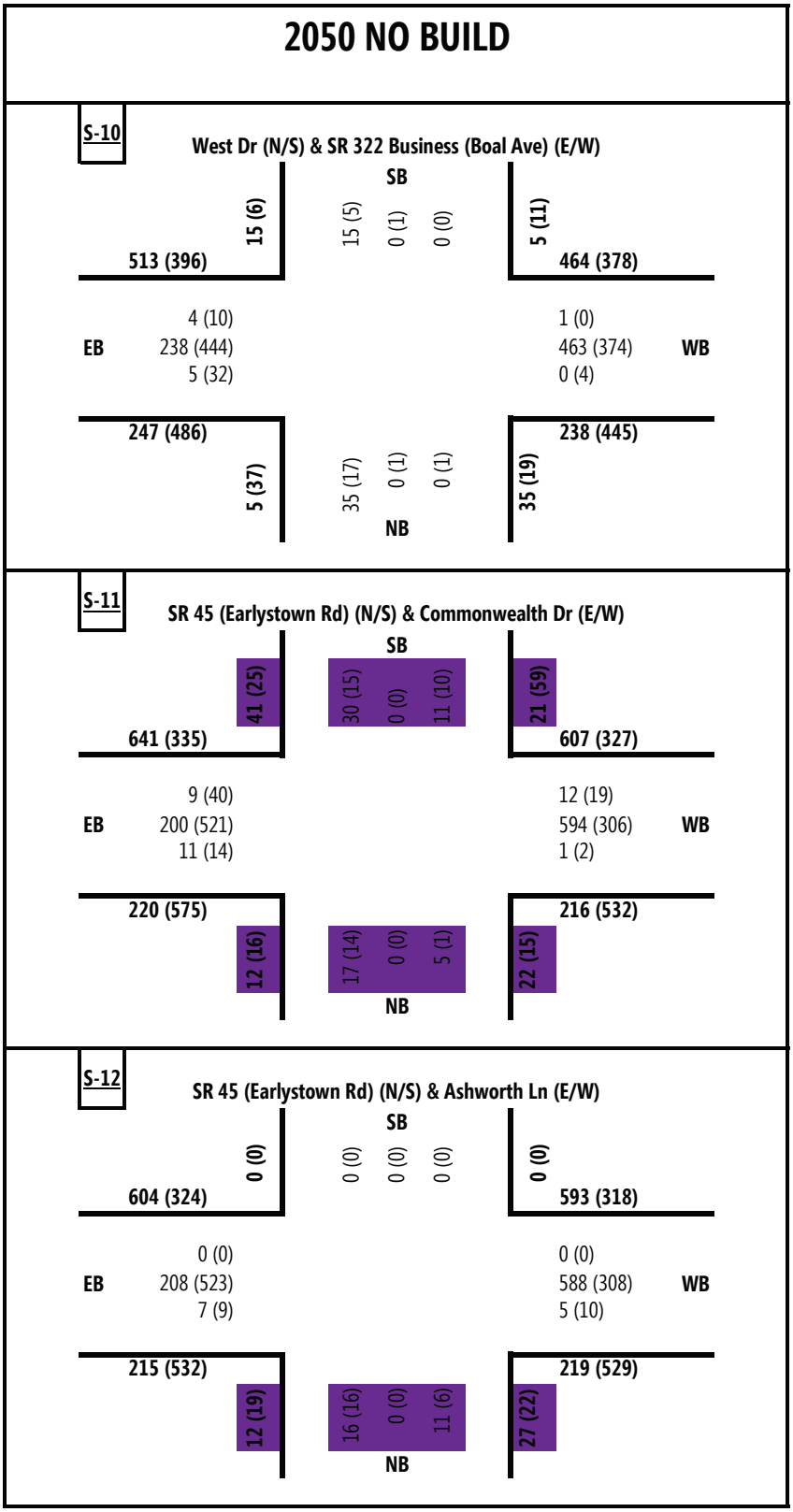

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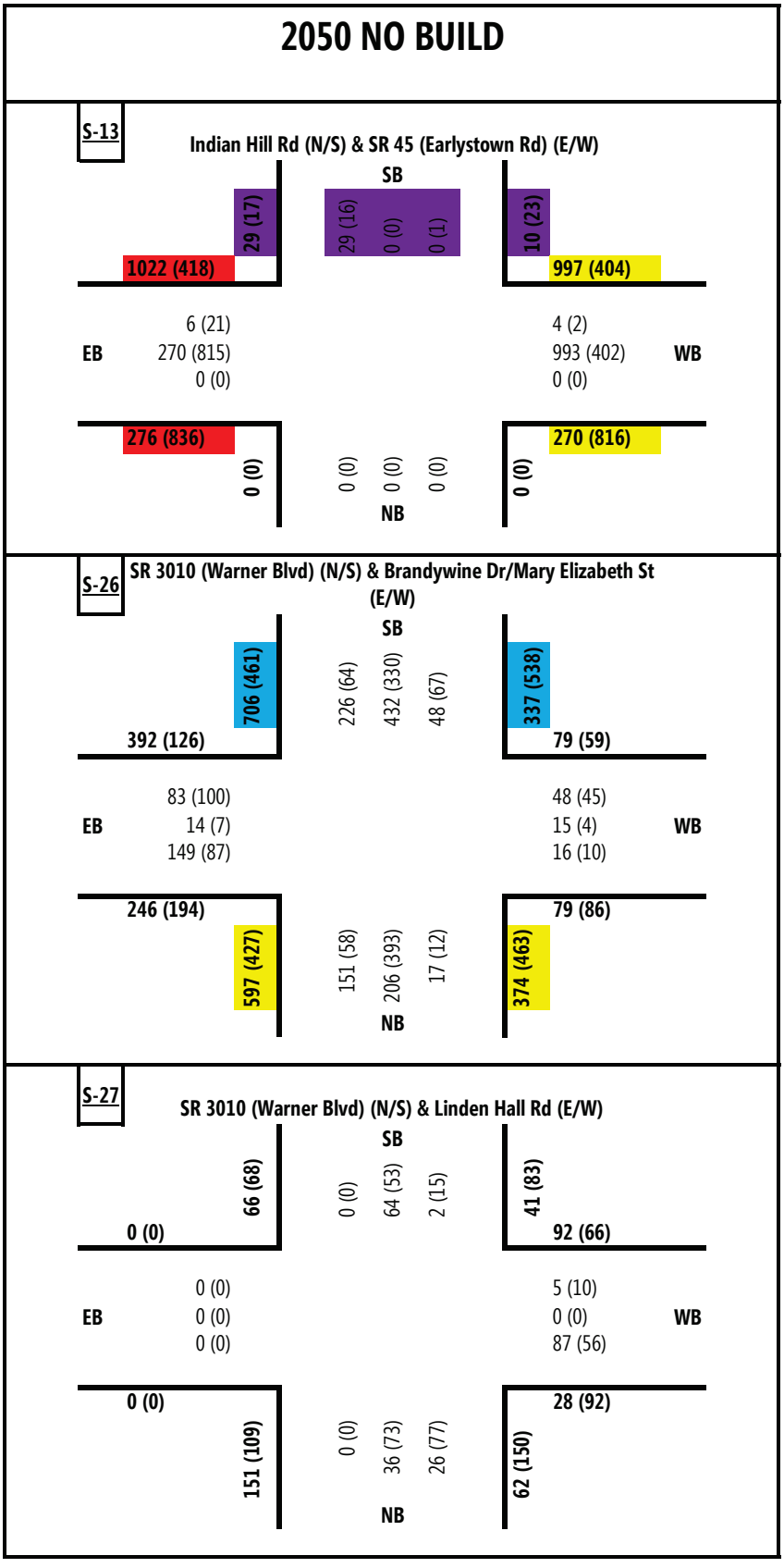
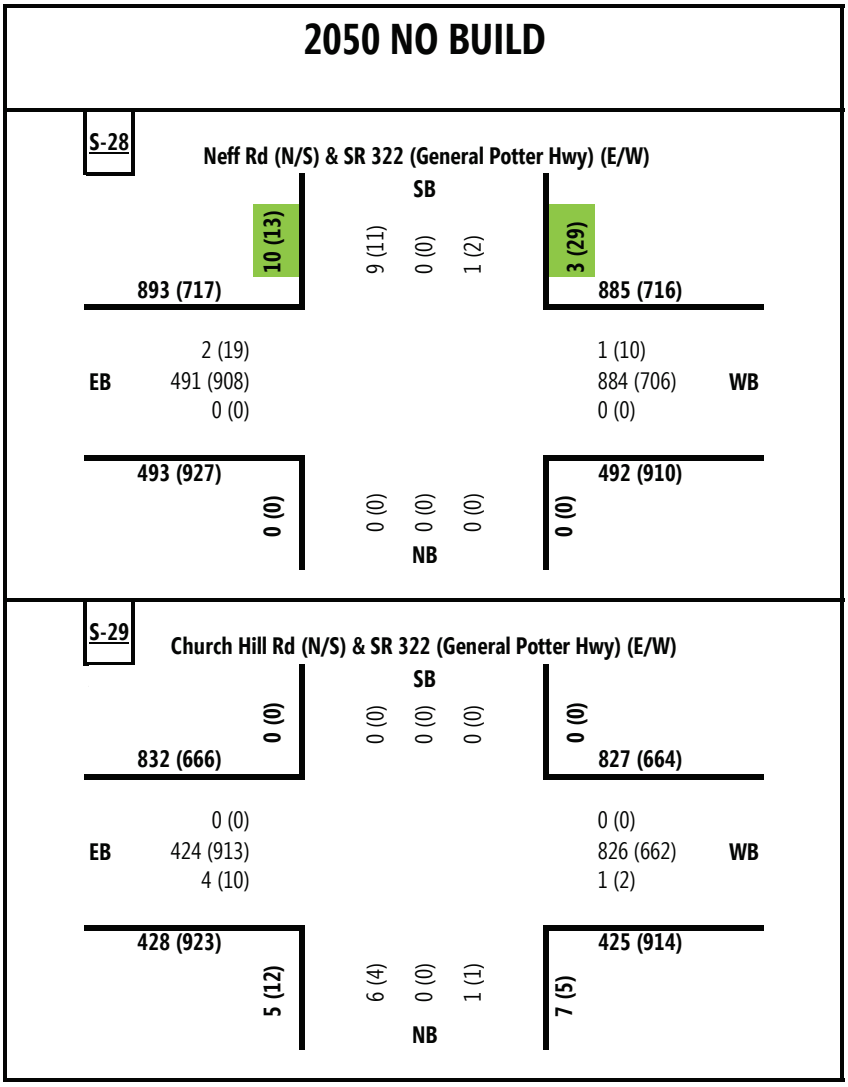
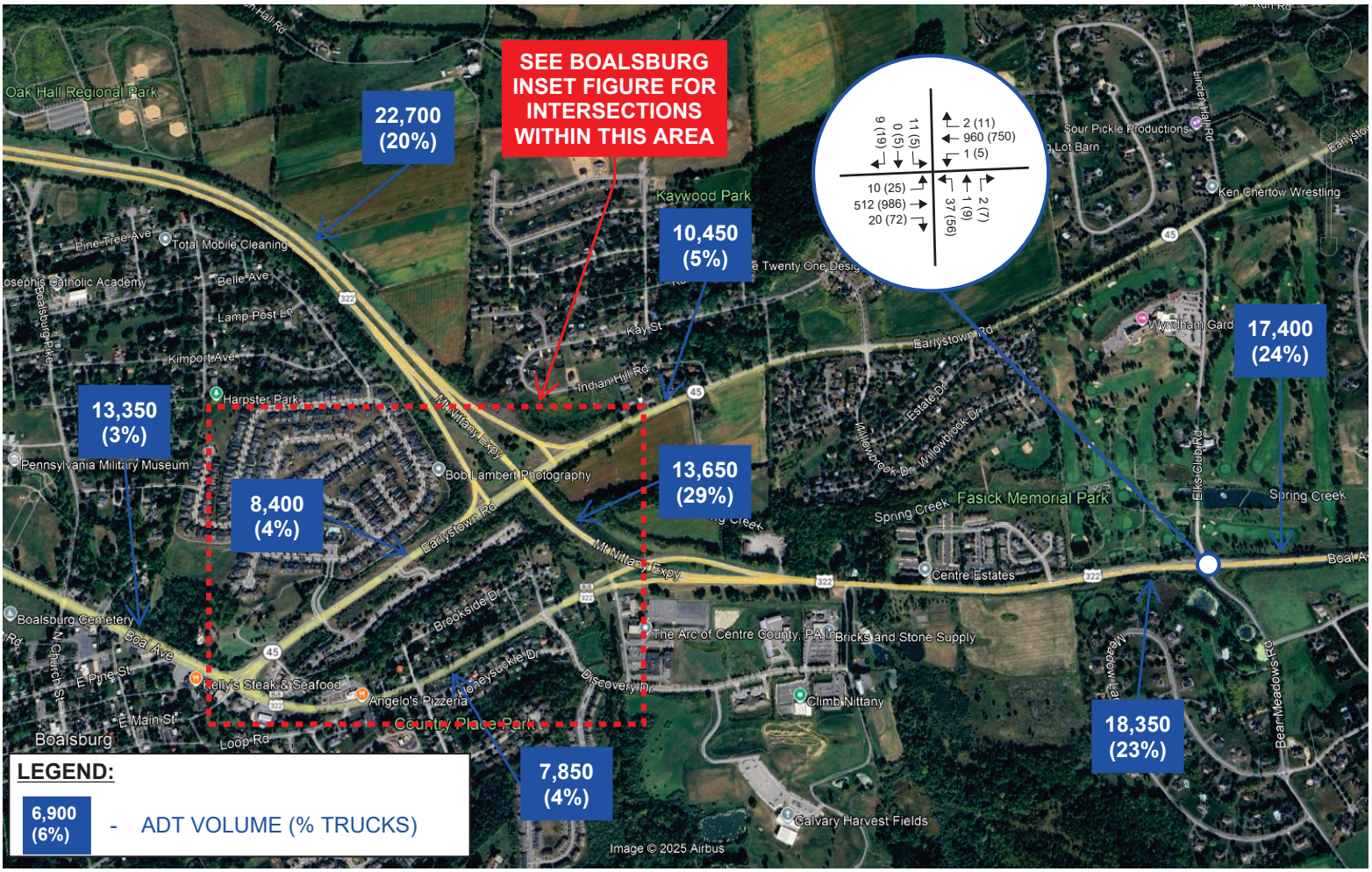
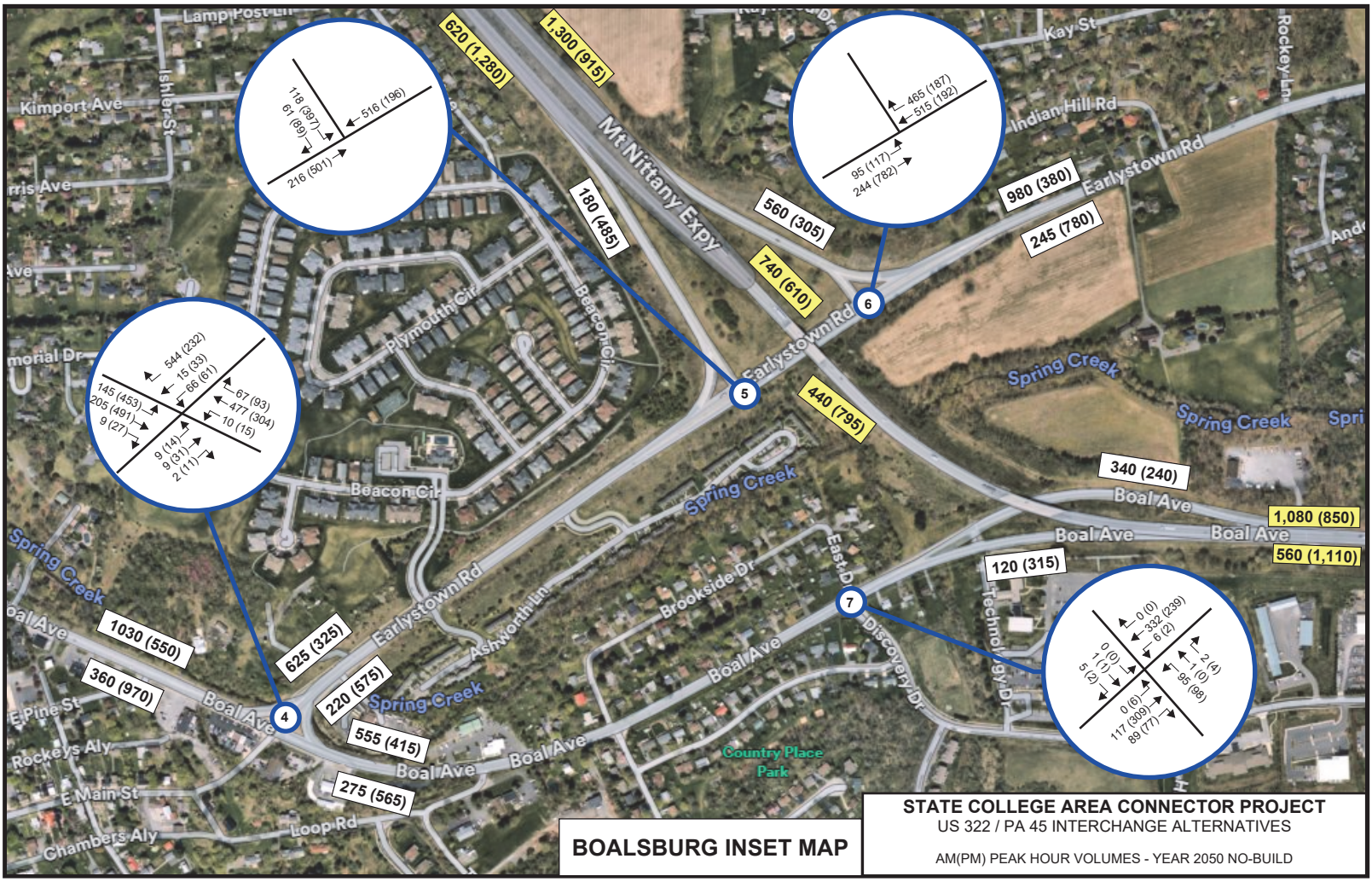


2050 NO BUILD



FUTURE YEAR (2050) NO-BUILD TRAFFIC VOLUMES



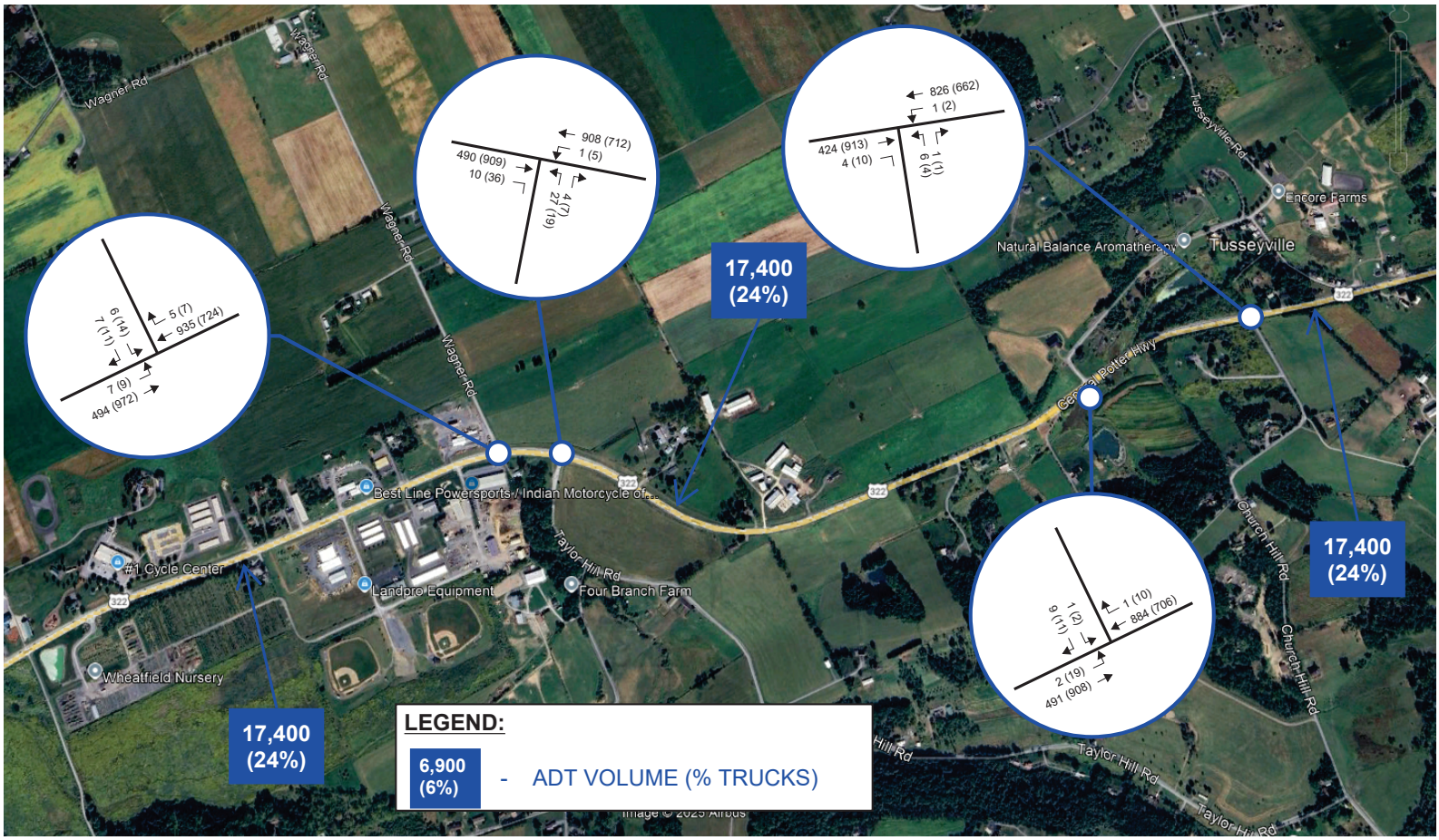


BOALSBURG INSET MAP

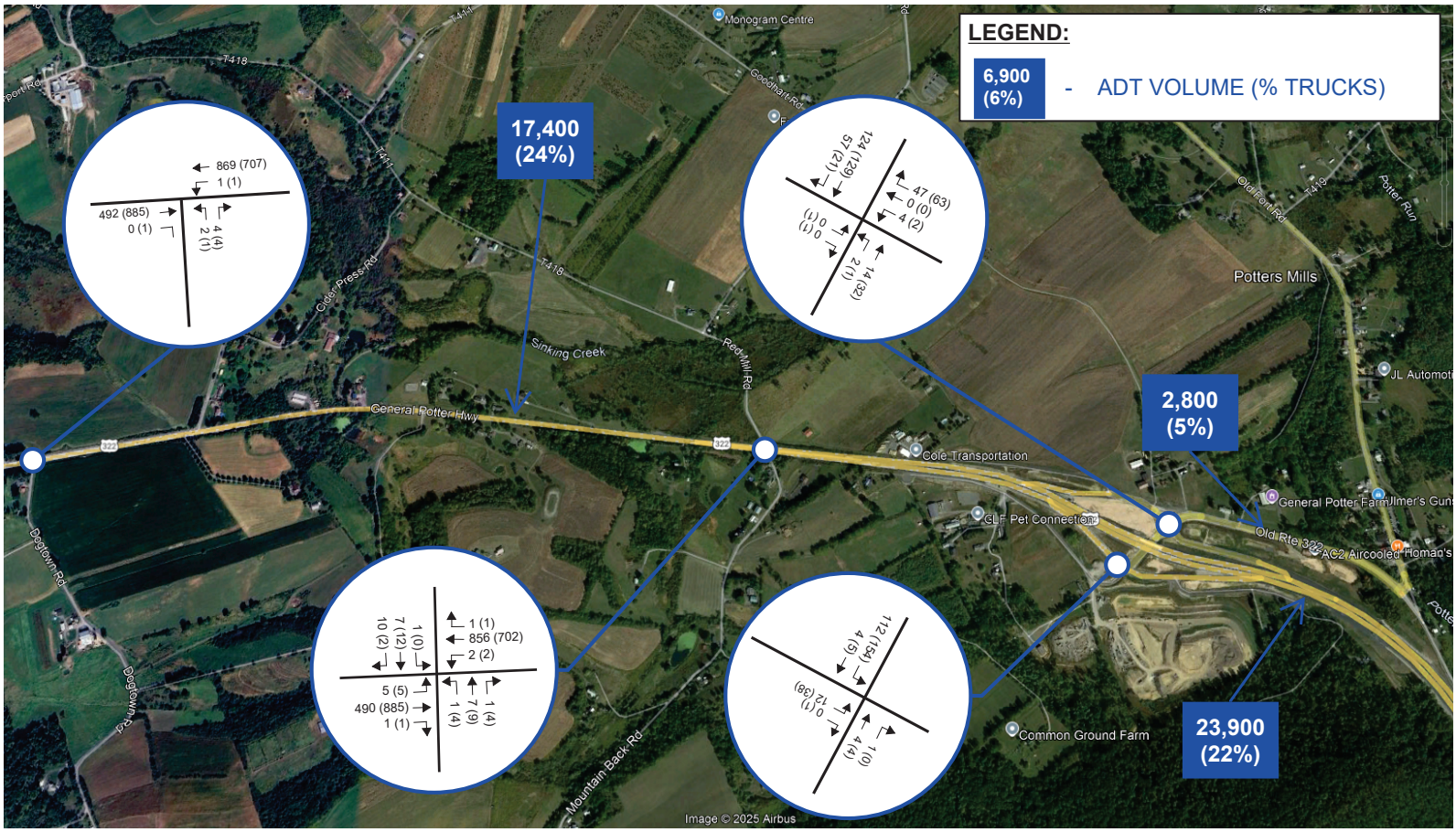
STATE COLLEGE AREA CONNECTOR PROJECT
US 322 / PA 45 INTERCHANGE ALTERNATIVES

AM(PM) PEAK HOUR VOLUMES - YEAR 2050 NO-BUILD

FUTURE YEAR (2050) NO-BUILD TRAFFIC VOLUMES



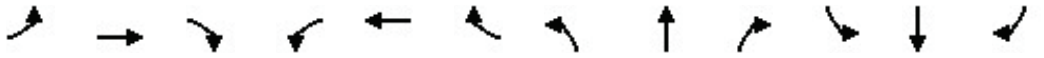
FUTURE YEAR (2050) NO-BUILD TRAFFIC VOLUMES



APPENDIX E

2023 Capacity Analyses

INTERSECTIONS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	194	5	172	652	83	45	169	74	41	76	289
Future Volume (veh/h)	104	194	5	172	652	83	45	169	74	41	76	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1809	1809	1809	1809	1809	1809	1898	1898	1898	1846	1846	1846
Adj Flow Rate, veh/h	146	273	0	223	847	0	51	190	0	49	92	348
Peak Hour Factor	0.71	0.71	0.71	0.77	0.77	0.77	0.89	0.89	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	2	2	2
Cap, veh/h	215	897		263	994		380	453		367	439	567
Arrive On Green	0.12	0.26	0.00	0.15	0.29	0.00	0.05	0.24	0.00	0.05	0.24	0.24
Sat Flow, veh/h	1723	3437	1533	1723	3437	1533	1807	1898	1608	1758	1846	1564
Grp Volume(v), veh/h	146	273	0	223	847	0	51	190	0	49	92	348
Grp Sat Flow(s),veh/h/ln	1723	1718	1533	1723	1718	1533	1807	1898	1608	1758	1846	1564
Q Serve(g_s), s	5.8	4.6	0.0	9.1	16.7	0.0	1.5	6.1	0.0	1.5	2.9	13.1
Cycle Q Clear(g_c), s	5.8	4.6	0.0	9.1	16.7	0.0	1.5	6.1	0.0	1.5	2.9	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	897		263	994		380	453		367	439	567
V/C Ratio(X)	0.68	0.30		0.85	0.85		0.13	0.42		0.13	0.21	0.61
Avail Cap(c_a), veh/h	263	1003		263	1003		441	501		428	487	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	21.3	0.0	29.7	24.1	0.0	18.9	23.2	0.0	19.1	22.0	18.8
Incr Delay (d2), s/veh	5.9	0.1	0.0	22.1	6.7	0.0	0.2	0.6	0.0	0.2	0.2	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.7	0.0	5.1	7.0	0.0	0.6	2.4	0.0	0.6	1.2	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	21.4	0.0	51.8	30.9	0.0	19.0	23.8	0.0	19.3	22.2	20.5
LnGrp LOS	D	C		D	C		B	C		B	C	C
Approach Vol, veh/h		419			1070			241			489	
Approach Delay, s/veh		26.5			35.2			22.8			20.7	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	26.3	9.5	23.2	15.0	24.3	9.6	23.1
Change Period (Y+Rc), s	5.0	6.5	7.0	7.0	5.0	6.5	7.0	7.0
Max Green Setting (Gmax), s	10.0	20.0	5.0	18.0	10.0	20.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	8.3	19.2	4.0	8.6	11.6	7.1	4.0	15.6
Green Ext Time (p_c), s	0.1	0.6	0.0	0.4	0.0	2.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	29.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	445	25	297	154	7
Future Vol, veh/h	16	445	25	297	154	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	-	125	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	87	87	79	79	75	75
Heavy Vehicles, %	3	3	2	2	3	3
Mvmt Flow	18	511	32	376	205	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	645	205	205	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.03	-	-	-	-	-
Critical Hdwy Stg 2	5.03	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	435	890	1022	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	422	890	1022	-	-	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1022	-	922	-	-
HCM Lane V/C Ratio	0.031	-	0.575	-	-
HCM Ctrl Dly (s/v)	8.6	-	14	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	3.8	-	-

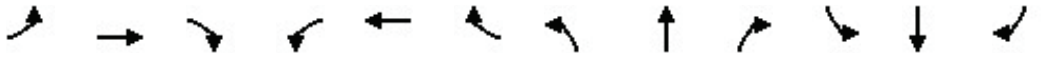
Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	67	258	56	89	35
Future Vol, veh/h	9	67	258	56	89	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	-	155	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	-3	2	-
Peak Hour Factor	66	66	79	79	82	82
Heavy Vehicles, %	1	1	3	3	12	12
Mvmt Flow	14	102	327	71	109	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	856	131	109	0	-	0
Stage 1	131	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.3	-	-	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	310	980	1102	-	-	-
Stage 1	1063	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	980	1102	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.6	7.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1102	-	1112	-	-
HCM Lane V/C Ratio	0.296	-	0.104	-	-
HCM Ctrl Dly (s/v)	9.6	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	1.2	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	165	7	8	385	54	7	7	2	53	12	439
Future Volume (veh/h)	117	165	7	8	385	54	7	7	2	53	12	439
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1822	1795	1795	1866	1786	1786	1786	1959	1959	1883
Adj Flow Rate, veh/h	144	204	9	9	443	0	9	9	2	65	15	0
Peak Hour Factor	0.81	0.81	0.81	0.87	0.87	0.87	0.80	0.80	0.80	0.82	0.82	0.82
Percent Heavy Veh, %	3	3	3	3	3	3	1	1	1	2	2	2
Cap, veh/h	645	1196	1054	718	866		200	89	18	298	32	
Arrive On Green	0.11	0.68	0.68	0.48	0.48	0.00	0.07	0.11	0.07	0.07	0.11	0.00
Sat Flow, veh/h	1669	1752	1544	1121	1795	0	673	839	168	1302	300	1596
Grp Volume(v), veh/h	144	204	9	9	443	0	20	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1669	1752	1544	1121	1795	0	1680	0	0	1602	0	1596
Q Serve(g_s), s	1.3	1.7	0.1	0.2	6.9	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.3	1.7	0.1	0.2	6.9	0.0	0.4	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.45		0.10	0.81		1.00
Lane Grp Cap(c), veh/h	645	1196	1054	718	866		244	0	0	271	0	
V/C Ratio(X)	0.22	0.17	0.01	0.01	0.51		0.08	0.00	0.00	0.30	0.00	
Avail Cap(c_a), veh/h	885	1860	1639	981	1288		1140	0	0	1176	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	2.3	2.1	5.5	7.2	0.0	16.8	0.0	0.0	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	0.0	0.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.0	1.9	0.0	0.2	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.0	2.5	2.1	5.5	8.6	0.0	17.0	0.0	0.0	18.3	0.0	0.0
LnGrp LOS	A	A	A	A	A		B			B		
Approach Vol, veh/h		357			452			20			80	
Approach Delay, s/veh		3.1			8.5			17.0			18.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.2	23.4		9.1		31.6		9.1				
Change Period (Y+Rc), s	5.0	5.3		6.3		5.3		6.3				
Max Green Setting (Gmax), s	9.0	27.7		26.7		41.7		26.7				
Max Q Clear Time (g_c+I1), s	3.8	9.4		4.0		4.2		2.5				
Green Ext Time (p_c), s	0.1	8.7		0.2		5.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.4									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	49	0	174	416	0
Future Volume (veh/h)	95	49	0	174	416	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1640	1640	0	1619	1671	0
Adj Flow Rate, veh/h	127	0	0	200	495	0
Peak Hour Factor	0.75	0.75	0.87	0.87	0.84	0.84
Percent Heavy Veh, %	6	6	0	2	1	0
Cap, veh/h	166		0	931	960	0
Arrive On Green	0.11	0.00	0.00	0.57	0.57	0.00
Sat Flow, veh/h	1550	0	0	1619	1671	0
Grp Volume(v), veh/h	128	0	0	200	495	0
Grp Sat Flow(s),veh/h/ln	1563	0	0	1619	1671	0
Q Serve(g_s), s	3.0	0.0	0.0	2.3	6.8	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.3	6.8	0.0
Prop In Lane	0.99	0.00	0.00			0.00
Lane Grp Cap(c), veh/h	167		0	931	960	0
V/C Ratio(X)	0.76		0.00	0.21	0.52	0.00
Avail Cap(c_a), veh/h	559		0	1481	1528	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.4	0.0	0.0	3.9	4.8	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.3	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.3	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.1	0.0	0.0	4.2	6.0	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	128			200	495	
Approach Delay, s/veh	19.1			4.2	6.0	
Approach LOS	B			A	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	27.7		10.0		27.7
Change Period (Y+Rc), s	5.5		5.5		5.5
Max Green Setting (Gmax), s	35.0		14.0		35.0
Max Q Clear Time (g_c+I1), s	5.3		6.0		9.8
Green Ext Time (p_c), s	5.0		0.1		12.4

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	7.6	
HCM 6th LOS	A	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	77	197	415	375
Future Volume (Veh/h)	0	0	77	197	415	375
Sign Control	Stop			Free	Free	
Grade	0%			1%	0%	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.84	0.84
Hourly flow rate (vph)	0	0	83	212	494	446
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				653		
pX, platoon unblocked						
vC, conflicting volume	1095	717	494			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1095	717	494			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	92			
cM capacity (veh/h)	220	433	1059			

Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	83	212	940
Volume Left	83	0	0
Volume Right	0	0	446
cSH	1059	1700	1700
Volume to Capacity	0.08	0.12	0.55
Queue Length 95th (ft)	6	0	0
Control Delay (s/veh)	8.7	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	2.4		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	62.5%	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	94	72	5	268	0	77	1	2	0	1	4
Future Volume (veh/h)	0	94	72	5	268	0	77	1	2	0	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1820	1820	1879	1879	1879	1841	1841	1841	1900	1900	1900
Adj Flow Rate, veh/h	0	109	84	6	339	0	89	1	2	0	2	6
Peak Hour Factor	0.86	0.86	0.86	0.79	0.79	0.79	0.87	0.87	0.87	0.63	0.63	0.63
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	0	0	0
Cap, veh/h	0	606	513	741	626	0	573	2	246	0	66	198
Arrive On Green	0.00	0.33	0.33	0.33	0.33	0.00	0.11	0.16	0.16	0.00	0.16	0.11
Sat Flow, veh/h	0	1820	1542	1291	1879	0	1319	15	1560	0	419	1255
Grp Volume(v), veh/h	0	109	84	6	339	0	90	0	2	0	0	8
Grp Sat Flow(s),veh/h/ln	0	1820	1542	1291	1879	0	1334	0	1560	0	0	1674
Q Serve(g_s), s	0.0	0.8	0.8	0.1	2.9	0.0	1.2	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.8	0.8	0.9	2.9	0.0	1.3	0.0	0.0	0.0	0.0	0.1
Prop In Lane	0.00		1.00	1.00		0.00	0.99		1.00	0.00		0.75
Lane Grp Cap(c), veh/h	0	606	513	741	626	0	507	0	246	0	0	264
V/C Ratio(X)	0.00	0.18	0.16	0.01	0.54	0.00	0.18	0.00	0.01	0.00	0.00	0.03
Avail Cap(c_a), veh/h	0	3799	3220	3006	3923	0	2480	0	2462	0	0	2642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.6	4.6	5.0	5.3	0.0	8.0	0.0	7.0	0.0	0.0	7.3
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	4.7	4.7	5.0	5.6	0.0	8.1	0.0	7.0	0.0	0.0	7.3
LnGrp LOS		A	A	A	A		A		A			A
Approach Vol, veh/h		193			345			92			8	
Approach Delay, s/veh		4.7			5.6			8.0			7.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.5	8.1	11.5	8.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	40.0	30.0	40.0	30.0
Max Q Clear Time (g_c+I1), s	2.8	2.1	4.9	3.3
Green Ext Time (p_c), s	0.2	0.0	0.7	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	5.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	413	16	1	774	2	30	1	2	9	0	7
Future Vol, veh/h	8	413	16	1	774	2	30	1	2	9	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	180	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	7	-
Peak Hour Factor	83	83	83	82	82	82	59	59	59	67	67	67
Heavy Vehicles, %	24	24	24	15	15	15	3	3	3	0	0	0
Mvmt Flow	10	498	19	1	944	2	51	2	3	13	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	517	0	0	1470	1466	498	1476	1483	944
Stage 1	-	-	-	-	-	-	518	518	-	946	946	-
Stage 2	-	-	-	-	-	-	952	948	-	530	537	-
Critical Hdwy	4.34	-	-	4.25	-	-	7.13	6.53	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	7.5	6.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	7.5	6.9	-
Follow-up Hdwy	3	-	-	3	-	-	3	4.027	3.1	3	4	3.1
Pot Cap-1 Maneuver	554	-	-	802	-	-	113	127	603	114	126	334
Stage 1	-	-	-	-	-	-	612	532	-	242	237	-
Stage 2	-	-	-	-	-	-	344	338	-	492	427	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	554	-	-	802	-	-	108	125	603	111	124	334
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	125	-	111	124	-
Stage 1	-	-	-	-	-	-	601	522	-	238	237	-
Stage 2	-	-	-	-	-	-	333	338	-	479	419	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0	63.8	32
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	114	554	-	-	802	-	-	157
HCM Lane V/C Ratio	0.491	0.017	-	-	0.002	-	-	0.152
HCM Ctrl Dly (s/v)	63.8	11.6	-	-	9.5	-	-	32
HCM Lane LOS	F	B	-	-	A	-	-	D
HCM 95th %tile Q (veh)	2.2	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	395	8	1	732	22	3
Future Vol, veh/h	395	8	1	732	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	167	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	1	-
Peak Hour Factor	85	85	89	89	63	63
Heavy Vehicles, %	25	25	16	16	0	0
Mvmt Flow	465	9	1	822	35	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	474	0	1294	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	-	-	4.26	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	829	-	153	629
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	829	-	153	629
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	460	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	32.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	168	-	-	829	-
HCM Lane V/C Ratio	0.236	-	-	0.001	-
HCM Ctrl Dly (s/v)	32.9	-	-	9.3	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q (veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	395	1	2	690	1	1	6	1	1	6	8
Future Vol, veh/h	4	395	1	2	690	1	1	6	1	1	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	124	-	-	67	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-7	-	-	-5	-	-	3	-
Peak Hour Factor	82	82	82	90	90	90	67	67	67	63	63	63
Heavy Vehicles, %	23	23	23	16	16	16	13	13	13	13	13	13
Mvmt Flow	5	482	1	2	767	1	1	9	1	2	10	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	768	0	0	483	0	0	1276	1265	483	1270	1265	768
Stage 1	-	-	-	-	-	-	493	493	-	772	772	-
Stage 2	-	-	-	-	-	-	783	772	-	498	493	-
Critical Hdwy	4.33	-	-	4.26	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.23	4.63	-	6.83	6.23	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.23	4.63	-	6.83	6.23	-
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	645	-	-	823	-	-	157	171	618	159	171	423
Stage 1	-	-	-	-	-	-	715	620	-	376	352	-
Stage 2	-	-	-	-	-	-	524	497	-	570	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	645	-	-	823	-	-	145	169	618	151	169	423
Mov Cap-2 Maneuver	-	-	-	-	-	-	145	169	-	151	169	-
Stage 1	-	-	-	-	-	-	709	615	-	373	351	-
Stage 2	-	-	-	-	-	-	493	496	-	556	494	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0	26.2	21.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	182	645	-	-	823	-	-	246
HCM Lane V/C Ratio	0.066	0.008	-	-	0.003	-	-	0.097
HCM Ctrl Dly (s/v)	26.2	10.6	-	-	9.4	-	-	21.2
HCM Lane LOS	D	B	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	0	0	0	0	0	3	1	90	3	0
Future Vol, veh/h	10	0	0	0	0	0	0	3	1	90	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	5	-	-	0	-	-	2	-
Peak Hour Factor	63	63	63	92	92	92	33	33	33	89	89	89
Heavy Vehicles, %	10	10	10	0	0	0	25	25	25	4	4	4
Mvmt Flow	16	0	0	0	0	0	0	9	3	101	3	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	216	217	3	216	216	11	-	0	0	12	0	0
Stage 1	205	205	-	11	11	-	-	-	-	-	-	-
Stage 2	11	12	-	205	205	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.3	-	-
Critical Hdwy Stg 1	5.6	5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.6	5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3	4	3.1	3	4	3.1	-	-	-	3	-	-
Pot Cap-1 Maneuver	856	685	1157	856	685	1145	0	-	-	1189	-	0
Stage 1	949	757	-	1180	888	-	0	-	-	-	-	0
Stage 2	1185	891	-	871	695	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	800	627	1157	800	627	1145	-	-	-	1189	-	-
Mov Cap-2 Maneuver	800	627	-	800	627	-	-	-	-	-	-	-
Stage 1	949	693	-	1180	888	-	-	-	-	-	-	-
Stage 2	1185	891	-	797	636	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.6	0	0	8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	800	-	1189	-
HCM Lane V/C Ratio	-	-	0.02	-	0.085	-
HCM Ctrl Dly (s/v)	-	-	9.6	0	8.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	-	0.3	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	56	28	155
Demand Flow Rate, veh/h	0	60	30	164
Vehicles Circulating, veh/h	116	30	0	8
Vehicles Exiting, veh/h	56	0	116	82
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.2	3.0	3.8
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LT	TR
Assumed Moves	LTR	LTR	LT	TR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	60	30	164
Cap Entry Lane, veh/h	1226	1338	1380	1369
Entry HV Adj Factor	1.000	0.933	0.936	0.943
Flow Entry, veh/h	0	56	28	155
Cap Entry, veh/h	1226	1249	1291	1291
V/C Ratio	0.000	0.045	0.022	0.120
Control Delay, s/veh	2.9	3.2	3.0	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	397	0	1	701	2	3
Future Vol, veh/h	397	0	1	701	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	12	2	2	21	17	17
Mvmt Flow	432	0	1	762	2	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	1196	432
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.17	-
Critical Hdwy Stg 2	-	-	-	-	6.17	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	853	-	179	661
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	853	-	179	661
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	318	-	-	853	-
HCM Lane V/C Ratio	0.017	-	-	0.001	-
HCM Ctrl Dly (s/v)	16.5	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	342	3	1	666	5	1
Future Vol, veh/h	342	3	1	666	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	0	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	2	2	21	2	2
Mvmt Flow	372	3	1	724	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	375	0	1100	374
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	726	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	3.82	-
Critical Hdwy Stg 2	-	-	-	-	3.82	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	893	-	209	713
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	893	-	209	713
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	893	-
HCM Lane V/C Ratio	0.028	-	-	0.001	-
HCM Ctrl Dly (s/v)	20.6	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	398	754	4	5	6
Future Vol, veh/h	6	398	754	4	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	21	12	2	14	14
Mvmt Flow	7	433	820	4	5	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	824	0	-	0	1269	822
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	447	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.74	-
Critical Hdwy Stg 2	-	-	-	-	5.74	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	620	-	-	-	159	393
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	620	-	-	-	157	393
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	620	-	-	-	233
HCM Lane V/C Ratio	0.011	-	-	-	0.051
HCM Ctrl Dly (s/v)	10.9	-	-	-	21.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.2

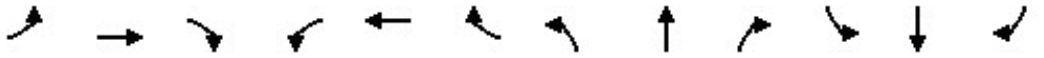
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	396	713	1	1	7
Future Vol, veh/h	2	396	713	1	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	21	11	2	2	2
Mvmt Flow	2	430	775	1	1	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	776	0	-	0	1210	776
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	3.82	-
Critical Hdwy Stg 2	-	-	-	-	3.82	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	645	-	-	-	175	418
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	645	-	-	-	174	418
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	645	-	-	-	356
HCM Lane V/C Ratio	0.003	-	-	-	0.024
HCM Ctrl Dly (s/v)	10.6	-	-	-	15.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	627	28	84	360	60	17	79	127	79	127	120
Future Volume (veh/h)	250	627	28	84	360	60	17	79	127	79	127	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1837	1837	1837	1837	1837	1837	1883	1883	1883	1875	1875	1875
Adj Flow Rate, veh/h	255	640	0	94	404	0	22	104	0	86	138	130
Peak Hour Factor	0.98	0.98	0.98	0.89	0.89	0.89	0.76	0.76	0.76	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	0	0	0
Cap, veh/h	363	1249		165	854		282	214		340	300	584
Arrive On Green	0.21	0.36	0.00	0.09	0.24	0.00	0.03	0.11	0.00	0.08	0.16	0.16
Sat Flow, veh/h	1750	3491	1557	1750	3491	1557	1794	1883	1596	1785	1875	1589
Grp Volume(v), veh/h	255	640	0	94	404	0	22	104	0	86	138	130
Grp Sat Flow(s),veh/h/ln	1750	1745	1557	1750	1745	1557	1794	1883	1596	1785	1875	1589
Q Serve(g_s), s	8.2	8.7	0.0	3.1	6.0	0.0	0.6	3.1	0.0	2.5	4.0	3.4
Cycle Q Clear(g_c), s	8.2	8.7	0.0	3.1	6.0	0.0	0.6	3.1	0.0	2.5	4.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	1249		165	854		282	214		340	300	584
V/C Ratio(X)	0.70	0.51		0.57	0.47		0.08	0.49		0.25	0.46	0.22
Avail Cap(c_a), veh/h	809	1845		809	1845		401	746		375	743	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	15.3	0.0	26.2	19.5	0.0	22.4	25.2	0.0	20.8	23.1	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.0	3.7	0.2	0.0	0.1	1.7	0.0	0.4	1.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.9	0.0	1.3	2.2	0.0	0.2	1.3	0.0	1.0	1.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.2	15.4	0.0	29.9	19.7	0.0	22.5	26.9	0.0	21.2	24.2	13.4
LnGrp LOS	C	B		C	B		C	C		C	C	B
Approach Vol, veh/h		895			498			126			354	
Approach Delay, s/veh		18.2			21.6			26.1			19.5	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	20.3	10.8	12.9	9.7	27.2	8.0	15.7
Change Period (Y+Rc), s	5.0	6.5	7.0	7.0	5.0	6.5	7.0	7.0
Max Green Setting (Gmax), s	27.0	31.0	5.0	23.0	27.0	31.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	10.7	8.5	5.0	5.6	5.6	11.2	3.1	6.5
Green Ext Time (p_c), s	1.0	5.3	0.0	0.2	0.3	8.2	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	19.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	497	14	448	144	3
Future Vol, veh/h	22	497	14	448	144	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	-	125	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	88	88	82	82	81	81
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	25	565	17	546	178	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	758	178	178	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	363	922	1044	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	922	1044	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	676	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1044	-	963	-	-
HCM Lane V/C Ratio	0.016	-	0.612	-	-
HCM Ctrl Dly (s/v)	8.5	-	14.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	0.1	-	4.3	-	-

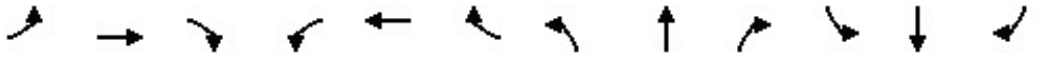
Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	13	353	105	31	16
Future Vol, veh/h	6	13	353	105	31	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	-	155	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	-3	2	-
Peak Hour Factor	79	79	85	85	78	78
Heavy Vehicles, %	5	5	1	1	0	0
Mvmt Flow	8	16	415	124	40	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1005	51	40	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.3	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	244	1087	1163	-	-	-
Stage 1	1144	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	1087	1163	-	-	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.6	7.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1163	-	497	-	-
HCM Lane V/C Ratio	0.357	-	0.048	-	-
HCM Ctrl Dly (s/v)	9.8	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q (veh)	1.6	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	396	22	12	245	75	11	25	9	49	27	187
Future Volume (veh/h)	365	396	22	12	245	75	11	25	9	49	27	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1780	1780	1852	1823	1823	1911	1772	1772	1772	1959	1959	1883
Adj Flow Rate, veh/h	410	445	25	14	288	0	14	31	11	54	30	0
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.80	0.80	0.80	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	0	2	2	2	2	2	2
Cap, veh/h	775	1198	1056	506	666		152	114	38	272	71	
Arrive On Green	0.21	0.67	0.67	0.37	0.37	0.00	0.08	0.12	0.08	0.08	0.12	0.00
Sat Flow, veh/h	1696	1780	1569	900	1823	0	356	985	328	1095	608	1596
Grp Volume(v), veh/h	410	445	25	14	288	0	56	0	0	84	0	0
Grp Sat Flow(s),veh/h/ln	1696	1780	1569	900	1823	0	1669	0	0	1703	0	1596
Q Serve(g_s), s	4.9	4.4	0.2	0.4	4.8	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	4.9	4.4	0.2	0.4	4.8	0.0	1.2	0.0	0.0	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.25		0.20	0.64		1.00
Lane Grp Cap(c), veh/h	775	1198	1056	506	666		243	0	0	280	0	
V/C Ratio(X)	0.53	0.37	0.02	0.03	0.43		0.23	0.00	0.00	0.30	0.00	
Avail Cap(c_a), veh/h	837	1889	1665	822	1308		1152	0	0	1192	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.9	2.9	2.2	8.3	9.7	0.0	16.8	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.6	0.0	0.1	1.3	0.0	0.5	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.0	0.1	1.6	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.1	3.5	2.2	8.4	11.0	0.0	17.2	0.0	0.0	17.7	0.0	0.0
LnGrp LOS	A	A	A	A	B		B			B		
Approach Vol, veh/h		880			302			56			84	
Approach Delay, s/veh		4.2			10.9			17.2			17.7	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.5	18.7		9.5		31.2		9.5				
Change Period (Y+Rc), s	5.0	5.3		6.3		5.3		6.3				
Max Green Setting (Gmax), s	9.0	27.7		26.7		41.7		26.7				
Max Q Clear Time (g_c+I1), s	7.4	7.3		3.8		6.9		3.2				
Green Ext Time (p_c), s	0.2	6.0		0.2		13.5		0.2				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		7.1
HCM 6th LOS		A

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	320	72	0	404	158	0
Future Volume (veh/h)	320	72	0	404	158	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1692	1692	0	1632	1671	0
Adj Flow Rate, veh/h	390	0	0	430	193	0
Peak Hour Factor	0.82	0.82	0.94	0.94	0.82	0.82
Percent Heavy Veh, %	2	2	0	1	1	0
Cap, veh/h	454		0	753	771	0
Arrive On Green	0.28	0.00	0.00	0.46	0.46	0.00
Sat Flow, veh/h	1608	0	0	1632	1671	0
Grp Volume(v), veh/h	391	0	0	430	193	0
Grp Sat Flow(s),veh/h/ln	1612	0	0	1632	1671	0
Q Serve(g_s), s	10.8	0.0	0.0	9.0	3.3	0.0
Cycle Q Clear(g_c), s	10.8	0.0	0.0	9.0	3.3	0.0
Prop In Lane	1.00	0.00	0.00			0.00
Lane Grp Cap(c), veh/h	455		0	753	771	0
V/C Ratio(X)	0.86		0.00	0.57	0.25	0.00
Avail Cap(c_a), veh/h	465		0	1203	1231	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	9.2	7.7	0.0
Incr Delay (d2), s/veh	14.0	0.0	0.0	1.9	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0	2.4	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.0	0.0	0.0	11.1	8.1	0.0
LnGrp LOS	C			B	A	
Approach Vol, veh/h	391			430	193	
Approach Delay, s/veh	30.0			11.1	8.1	
Approach LOS	C			B	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	27.6		19.2		27.6
Change Period (Y+Rc), s	5.5		5.5		5.5
Max Green Setting (Gmax), s	35.0		14.0		35.0
Max Q Clear Time (g_c+I1), s	12.0		13.8		6.3
Green Ext Time (p_c), s	10.1		0.0		4.7

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		17.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	94	631	155	151
Future Volume (Veh/h)	0	0	94	631	155	151
Sign Control	Stop			Free	Free	
Grade	0%			1%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.85	0.85
Hourly flow rate (vph)	0	0	102	686	182	178
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				653		
pX, platoon unblocked	0.87					
vC, conflicting volume	1161	271	182			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1110	271	182			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	93			
cM capacity (veh/h)	188	773	1393			

Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	102	686	360
Volume Left	102	0	0
Volume Right	0	0	178
cSH	1393	1700	1700
Volume to Capacity	0.07	0.40	0.21
Queue Length 95th (ft)	6	0	0
Control Delay (s/veh)	7.8	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	1.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	60.0%	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)	5	249	62	2	193	0	79	0	3	0	1	2
Future Volume (veh/h)	5	249	62	2	193	0	79	0	3	0	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1879	1879	1879	1924	1924	1924	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	280	70	2	210	0	85	0	3	0	1	3
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.93	0.93	0.93	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	200	587	505	829	610	0	597	0	248	0	65	194
Arrive On Green	0.26	0.32	0.32	0.32	0.32	0.00	0.10	0.00	0.15	0.00	0.15	0.10
Sat Flow, veh/h	18	1850	1593	1131	1924	0	1405	0	1610	0	419	1255
Grp Volume(v), veh/h	286	0	70	2	210	0	85	0	3	0	0	4
Grp Sat Flow(s),veh/h/ln	1868	0	1593	1131	1924	0	1405	0	1610	0	0	1674
Q Serve(g_s), s	0.0	0.0	0.6	0.0	1.6	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.6	0.0	1.6	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.00	1.00		1.00	0.00		0.75
Lane Grp Cap(c), veh/h	688	0	505	829	610	0	523	0	248	0	0	258
V/C Ratio(X)	0.42	0.00	0.14	0.00	0.34	0.00	0.16	0.00	0.01	0.00	0.00	0.02
Avail Cap(c_a), veh/h	4122	0	3452	2921	4171	0	2653	0	2639	0	0	2743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.2	0.0	4.6	4.4	5.0	0.0	7.7	0.0	6.8	0.0	0.0	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	0.0	4.7	4.4	5.1	0.0	7.8	0.0	6.8	0.0	0.0	7.1
LnGrp LOS	A		A	A	A		A		A			A
Approach Vol, veh/h		356			212			88			4	
Approach Delay, s/veh		5.2			5.1			7.7			7.1	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.0	7.9	11.0	7.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	40.0	30.0	40.0	30.0
Max Q Clear Time (g_c+I1), s	4.4	2.0	3.6	3.1
Green Ext Time (p_c), s	0.6	0.0	0.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	5.5
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	795	58	4	605	9	45	7	6	4	4	15
Future Vol, veh/h	20	795	58	4	605	9	45	7	6	4	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	180	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	7	-
Peak Hour Factor	94	94	94	93	93	93	81	81	81	52	52	52
Heavy Vehicles, %	9	9	9	18	18	18	2	2	2	0	0	0
Mvmt Flow	21	846	62	4	651	10	56	9	7	8	8	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	661	0	0	908	0	0	1571	1557	846	1586	1609	651
Stage 1	-	-	-	-	-	-	888	888	-	659	659	-
Stage 2	-	-	-	-	-	-	683	669	-	927	950	-
Critical Hdwy	4.3	-	-	4.28	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	7.5	6.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	7.5	6.9	-
Follow-up Hdwy	3	-	-	3	-	-	3	4.018	3.1	3	4	3.1
Pot Cap-1 Maneuver	709	-	-	581	-	-	96	113	379	95	106	494
Stage 1	-	-	-	-	-	-	375	362	-	395	359	-
Stage 2	-	-	-	-	-	-	493	456	-	250	236	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	709	-	-	581	-	-	83	109	379	85	102	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	109	-	85	102	-
Stage 1	-	-	-	-	-	-	364	351	-	383	356	-
Stage 2	-	-	-	-	-	-	451	453	-	232	229	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.1	118.8	28.5
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	93	709	-	-	581	-	-	197
HCM Lane V/C Ratio	0.77	0.03	-	-	0.007	-	-	0.225
HCM Ctrl Dly (s/v)	118.8	10.2	-	-	11.2	-	-	28.5
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q (veh)	4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	733	29	4	574	15	6
Future Vol, veh/h	733	29	4	574	15	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	167	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	1	-
Peak Hour Factor	95	95	96	96	75	75
Heavy Vehicles, %	12	12	20	20	0	0
Mvmt Flow	772	31	4	598	20	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	803	0	1394	788
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	631	-	130	412
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	631	-	129	412
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.1	32.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	160	-	-	631	-
HCM Lane V/C Ratio	0.175	-	-	0.007	-
HCM Ctrl Dly (s/v)	32.2	-	-	10.7	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q (veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	714	1	2	566	1	3	7	3	0	10	2
Future Vol, veh/h	4	714	1	2	566	1	3	7	3	0	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	124	-	-	67	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-7	-	-	-5	-	-	3	-
Peak Hour Factor	82	82	82	98	98	98	65	65	65	75	75	75
Heavy Vehicles, %	12	12	12	21	21	21	0	0	0	0	0	0
Mvmt Flow	5	871	1	2	578	1	5	11	5	0	13	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	579	0	0	872	0	0	1473	1465	872	1473	1465	579
Stage 1	-	-	-	-	-	-	882	882	-	583	583	-
Stage 2	-	-	-	-	-	-	591	583	-	890	882	-
Critical Hdwy	4.3	-	-	4.31	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.7	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.1	4.5	-	6.7	6.1	-
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	758	-	-	594	-	-	114	129	368	114	129	544
Stage 1	-	-	-	-	-	-	486	469	-	512	455	-
Stage 2	-	-	-	-	-	-	658	590	-	324	317	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	758	-	-	594	-	-	104	128	368	105	128	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	128	-	105	128	-
Stage 1	-	-	-	-	-	-	483	466	-	508	454	-
Stage 2	-	-	-	-	-	-	633	588	-	310	315	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0	34.5	32.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	142	758	-	-	594	-	-	147
HCM Lane V/C Ratio	0.141	0.006	-	-	0.003	-	-	0.109
HCM Ctrl Dly (s/v)	34.5	9.8	-	-	11.1	-	-	32.5
HCM Lane LOS	D	A	-	-	B	-	-	D
HCM 95th %tile Q (veh)	0.5	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	1	0	0	0	0	3	0	124	4	0
Future Vol, veh/h	31	0	1	0	0	0	0	3	0	124	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	5	-	-	0	-	-	2	-
Peak Hour Factor	67	67	67	92	92	92	38	38	38	76	76	76
Heavy Vehicles, %	3	3	3	0	0	0	0	0	0	1	1	1
Mvmt Flow	46	0	1	0	0	0	0	8	0	163	5	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	339	339	5	340	339	8	-	0	0	8	0	0
Stage 1	331	331	-	8	8	-	-	-	-	-	-	-
Stage 2	8	8	-	332	331	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.3	-	-
Critical Hdwy Stg 1	5.53	4.93	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	4.93	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3	4.027	3.1	3	4	3.1	-	-	-	3	-	-
Pot Cap-1 Maneuver	706	582	1154	705	586	1149	0	-	-	1193	-	0
Stage 1	826	680	-	1185	891	-	0	-	-	-	-	0
Stage 2	1189	888	-	714	592	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	632	502	1154	630	506	1149	-	-	-	1193	-	-
Mov Cap-2 Maneuver	632	502	-	630	506	-	-	-	-	-	-	-
Stage 1	826	587	-	1185	891	-	-	-	-	-	-	-
Stage 2	1189	888	-	615	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.1	0	0	8.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	641	-	1193	-
HCM Lane V/C Ratio	-	-	0.075	-	0.137	-
HCM Ctrl Dly (s/v)	-	-	11.1	0	8.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	-	0.5	-

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	4	84	48	144
Demand Flow Rate, veh/h	4	86	48	149
Vehicles Circulating, veh/h	131	50	2	5
Vehicles Exiting, veh/h	23	0	133	131
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.3	2.9	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LT	TR
Assumed Moves	LTR	LTR	LT	TR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	4	86	48	149
Cap Entry Lane, veh/h	1207	1311	1377	1373
Entry HV Adj Factor	1.000	0.977	1.000	0.968
Flow Entry, veh/h	4	84	48	144
Cap Entry, veh/h	1207	1281	1377	1329
V/C Ratio	0.003	0.066	0.035	0.109
Control Delay, s/veh	3.0	3.3	2.9	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	714	1	1	570	1	3
Future Vol, veh/h	714	1	1	570	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	2	22	2	2	2
Mvmt Flow	776	1	1	620	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	777	0	1399	777
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	622	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.02	-
Critical Hdwy Stg 2	-	-	-	-	6.02	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	644	-	129	418
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	644	-	129	418
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	268	-	-	644	-
HCM Lane V/C Ratio	0.016	-	-	0.002	-
HCM Ctrl Dly (s/v)	18.7	-	-	10.6	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	736	8	2	534	3	1
Future Vol, veh/h	736	8	2	534	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	0	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	2	2	19	2	2
Mvmt Flow	800	9	2	580	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	809	0	1389	805
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	3.82	-
Critical Hdwy Stg 2	-	-	-	-	3.82	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	628	-	131	402
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	628	-	130	402
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	156	-	-	628	-
HCM Lane V/C Ratio	0.028	-	-	0.003	-
HCM Ctrl Dly (s/v)	28.7	-	-	10.8	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	784	584	6	11	9
Future Vol, veh/h	7	784	584	6	11	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	21	12	2	14	14
Mvmt Flow	8	852	635	7	12	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	642	0	-	0	1507	639
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	868	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.74	-
Critical Hdwy Stg 2	-	-	-	-	5.74	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	720	-	-	-	108	502
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	422	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	720	-	-	-	107	502
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	422	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	29.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	166
HCM Lane V/C Ratio	0.011	-	-	-	0.131
HCM Ctrl Dly (s/v)	10.1	-	-	-	29.9
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q (veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	732	569	8	2	9
Future Vol, veh/h	15	732	569	8	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	14	21	2	2	2
Mvmt Flow	16	796	618	9	2	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	627	0	-	0	1451	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	828	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	3.82	-
Critical Hdwy Stg 2	-	-	-	-	3.82	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	729	-	-	-	118	513
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	729	-	-	-	115	513
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	729	-	-	-	315
HCM Lane V/C Ratio	0.022	-	-	-	0.038
HCM Ctrl Dly (s/v)	10.1	-	-	-	16.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0.1	-	-	-	0.1

ROADWAY SEGMENTS

HCS Two-Lane Highway Report

Project Information	US 322 EB, ELKS CLUB RD TO NEFF RD		
Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	20402
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	390	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	49.5
Speed Slope Coefficient (m)	3.50864	Speed Power Coefficient (p)	0.45929
PF Slope Coefficient (m)	-1.52733	PF Power Coefficient (p)	0.66924
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.5

Vehicle Results

Average Speed, mi/h	47.5	Percent Followers, %	55.6
Segment Travel Time, minutes	4.88	Follower Density (FD), followers/mi/ln	4.6
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	390	Bicycle Effective Width, ft	28
Bicycle LOS Score	14.52	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1774

Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	390	Opposing Demand Flow Rate, veh/h	698
Peak Hour Factor	0.88	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	49.5
Speed Slope Coefficient (m)	3.22249	Speed Power Coefficient (p)	0.45617
PF Slope Coefficient (m)	-1.42147	PF Power Coefficient (p)	0.73961
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.7

Vehicle Results

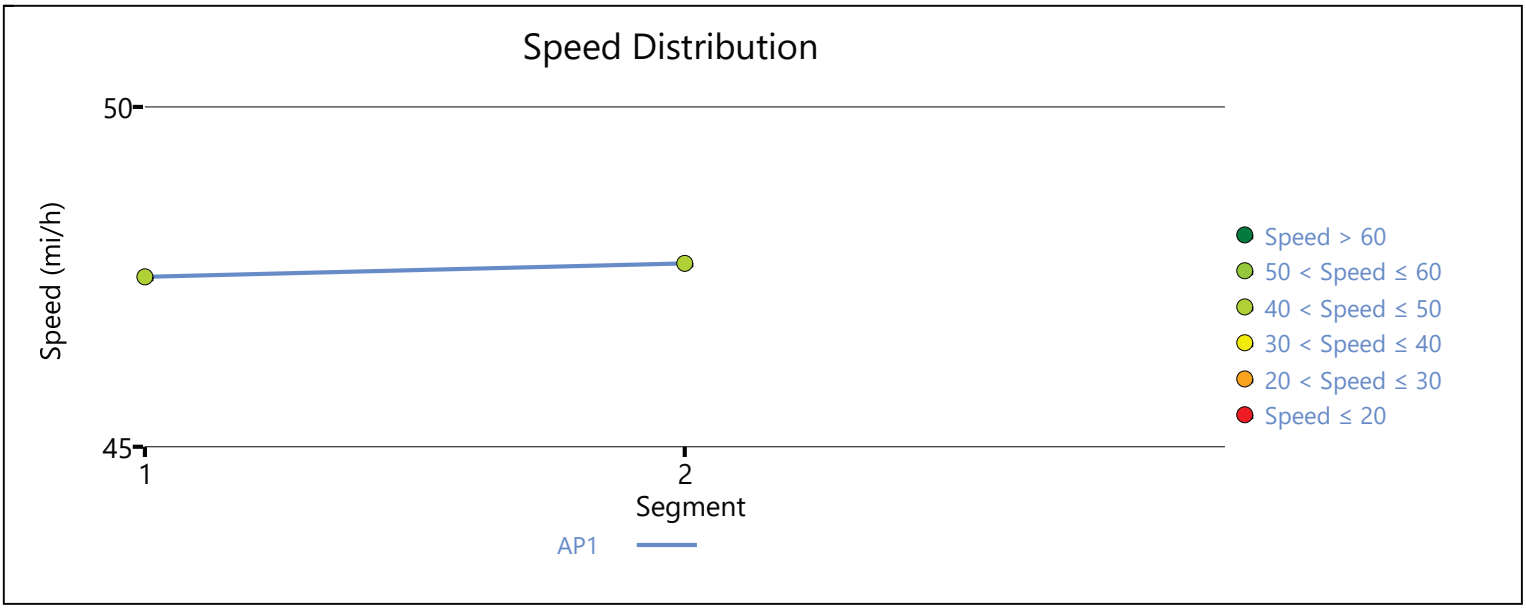
Average Speed, mi/h	47.7	Percent Followers, %	50.7
Segment Travel Time, minutes	0.42	Follower Density (FD), followers/mi/ln	4.2
Vehicle LOS	B		

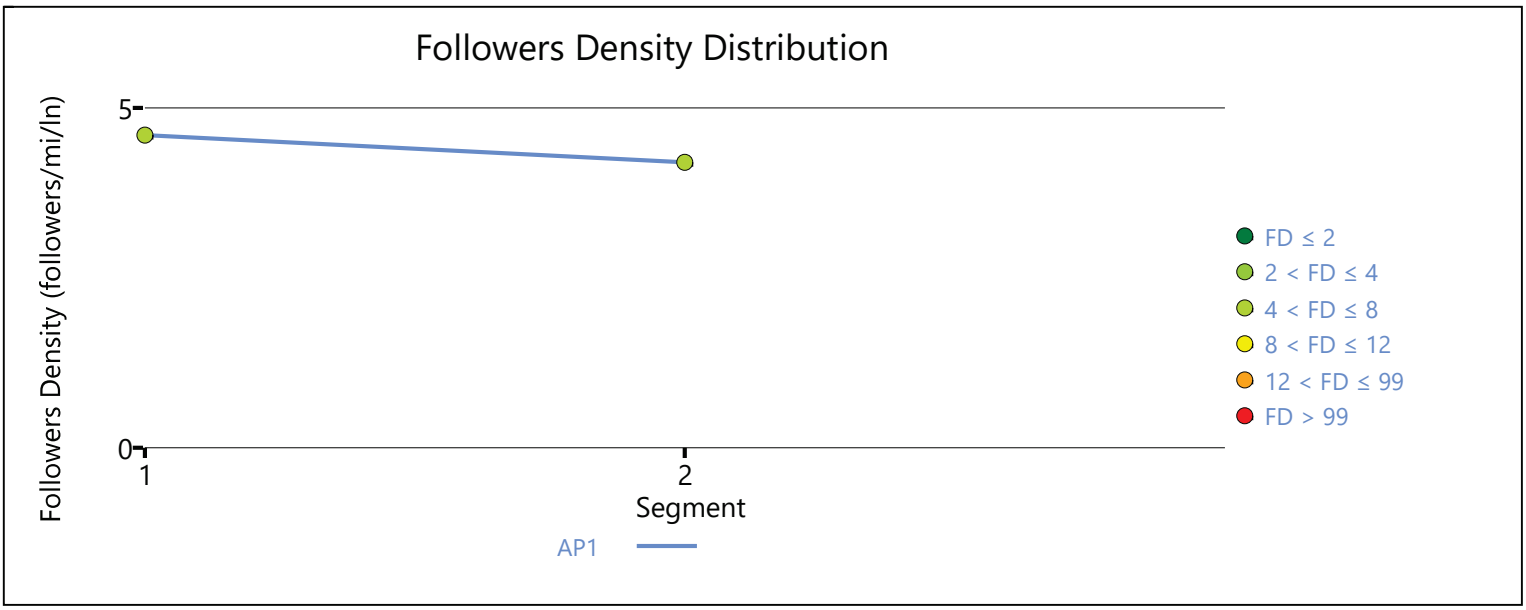
Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	390	Bicycle Effective Width, ft	28
Bicycle LOS Score	14.52	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	360	0.30	4.5	B





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HCS Two-Lane Highway Report

Project Information	US 322 EB, ELKS CLUB RD TO NEFF RD		
Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	20402
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	752	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.1
Speed Slope Coefficient (m)	3.34823	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43948	PF Power Coefficient (p)	0.65661
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.2

Vehicle Results

Average Speed, mi/h	47.2	Percent Followers, %	69.7
Segment Travel Time, minutes	4.91	Follower Density (FD), followers/mi/ln	11.1
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	752	Bicycle Effective Width, ft	28
Bicycle LOS Score	5.09	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1774

Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	752	Opposing Demand Flow Rate, veh/h	533
Peak Hour Factor	0.88	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.1
Speed Slope Coefficient (m)	3.06748	Speed Power Coefficient (p)	0.47781
PF Slope Coefficient (m)	-1.37884	PF Power Coefficient (p)	0.74732
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.5

Vehicle Results

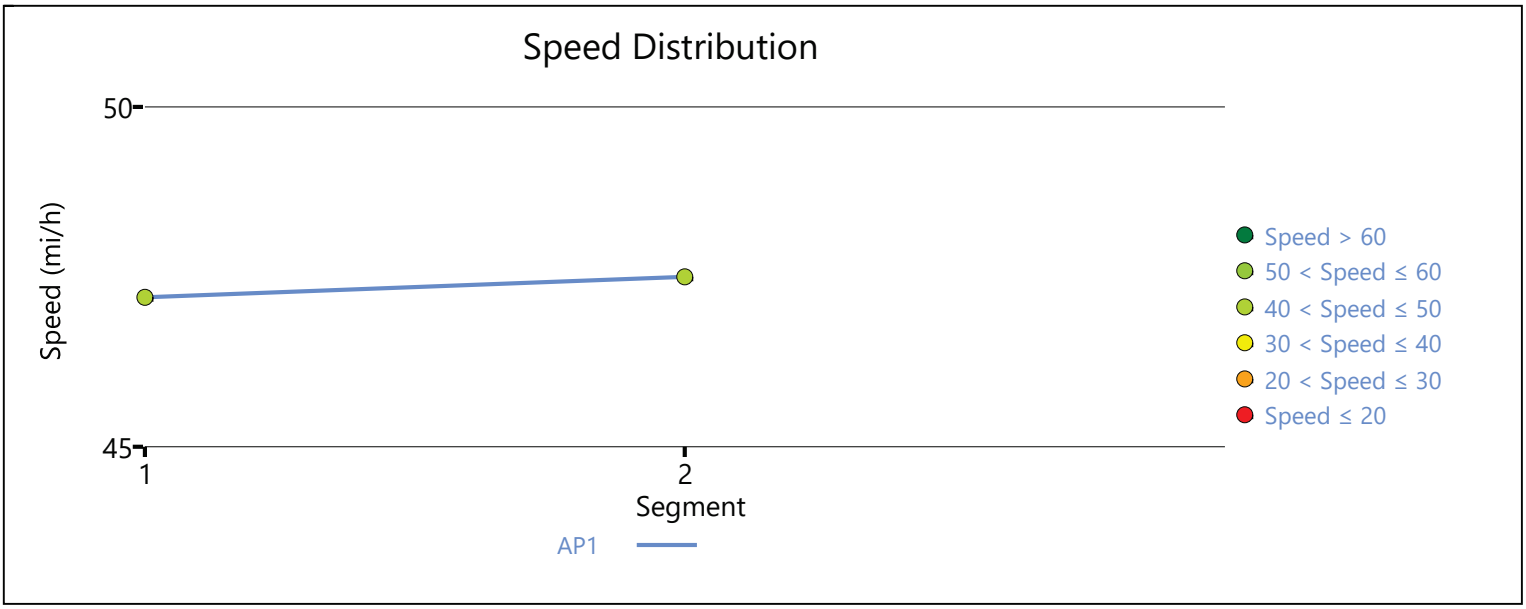
Average Speed, mi/h	47.5	Percent Followers, %	67.2
Segment Travel Time, minutes	0.42	Follower Density (FD), followers/mi/ln	10.6
Vehicle LOS	D		

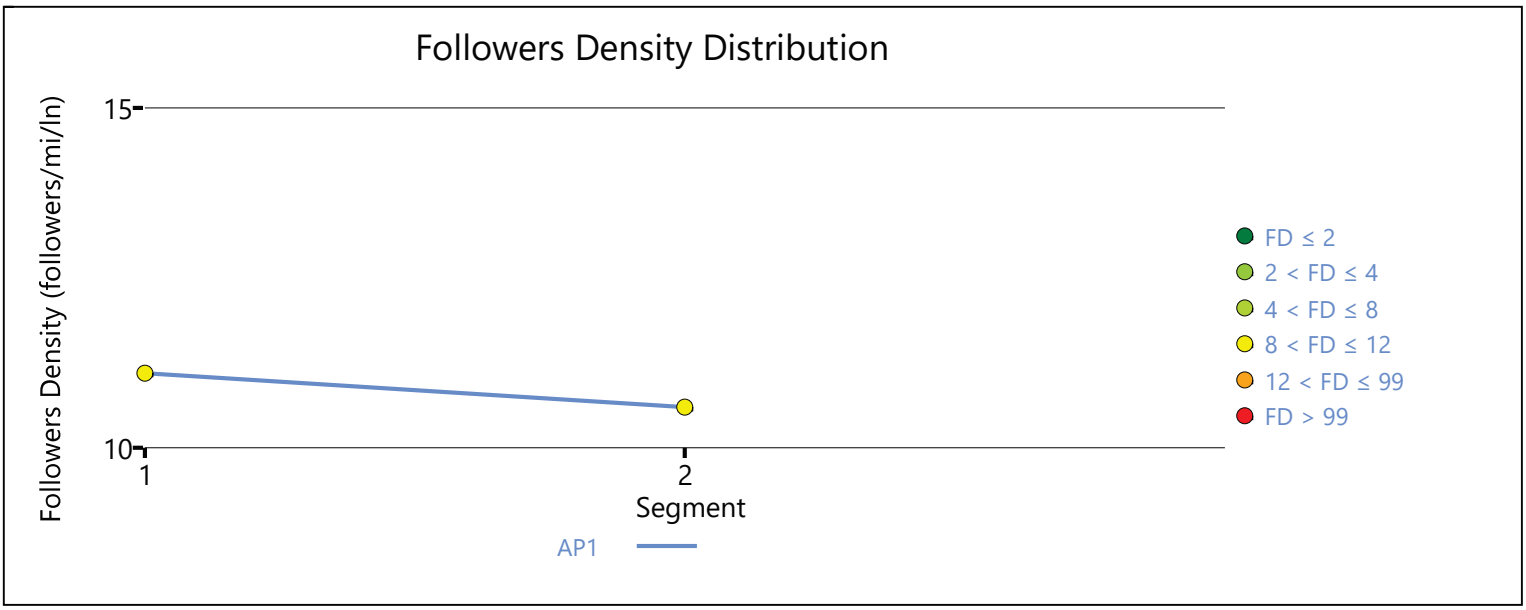
Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	752	Bicycle Effective Width, ft	28
Bicycle LOS Score	5.09	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	695	0.82	11.1	D





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HCS Two-Lane Highway Report

Project Information	US 322 WB, ELKS CLUB RD TO NEFF RD		
Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	20624
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	698	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.8
Speed Slope Coefficient (m)	3.33560	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43983	PF Power Coefficient (p)	0.65690
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.1

Vehicle Results

Average Speed, mi/h	47.1	Percent Followers, %	67.9
Segment Travel Time, minutes	4.97	Follower Density (FD), followers/mi/ln	10.1
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	698	Bicycle Effective Width, ft	28
Bicycle LOS Score	8.41	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1552

Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	698	Opposing Demand Flow Rate, veh/h	390
Peak Hour Factor	0.88	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.8
Speed Slope Coefficient (m)	3.01634	Speed Power Coefficient (p)	0.49852
PF Slope Coefficient (m)	-1.36700	PF Power Coefficient (p)	0.74976
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.5

Vehicle Results

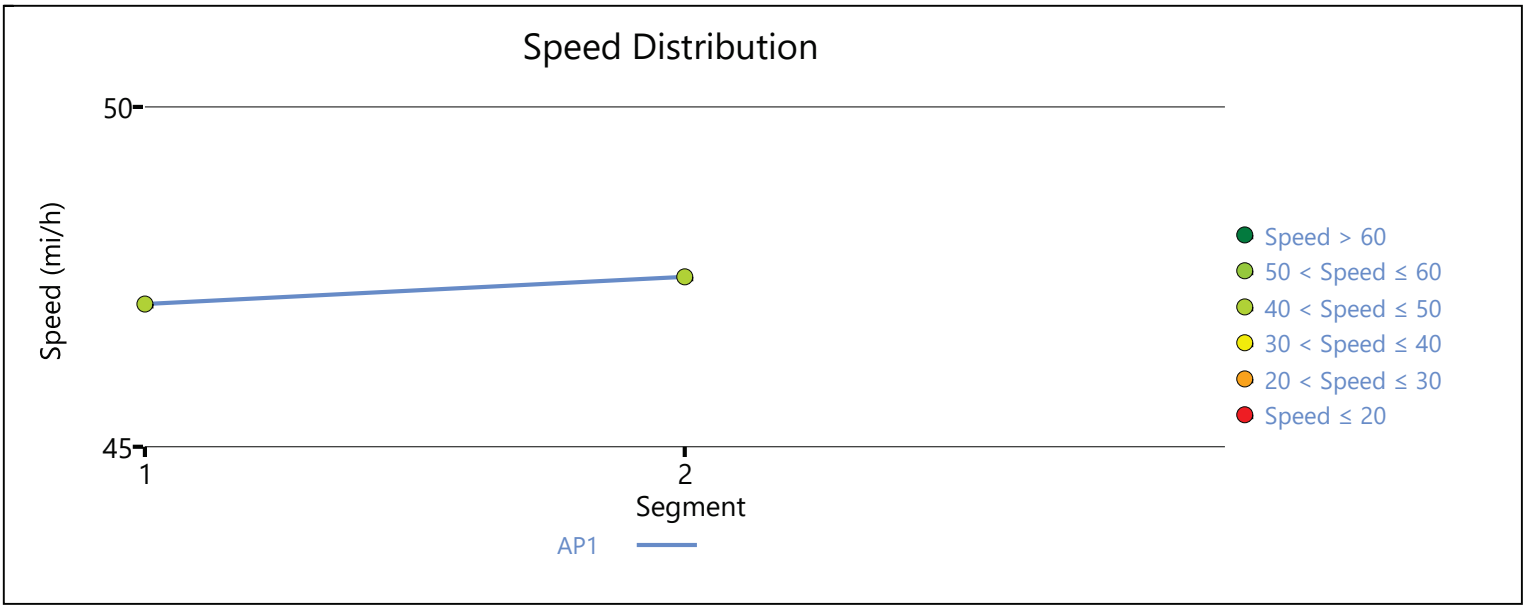
Average Speed, mi/h	47.5	Percent Followers, %	64.8
Segment Travel Time, minutes	0.37	Follower Density (FD), followers/mi/ln	9.5
Vehicle LOS	C		

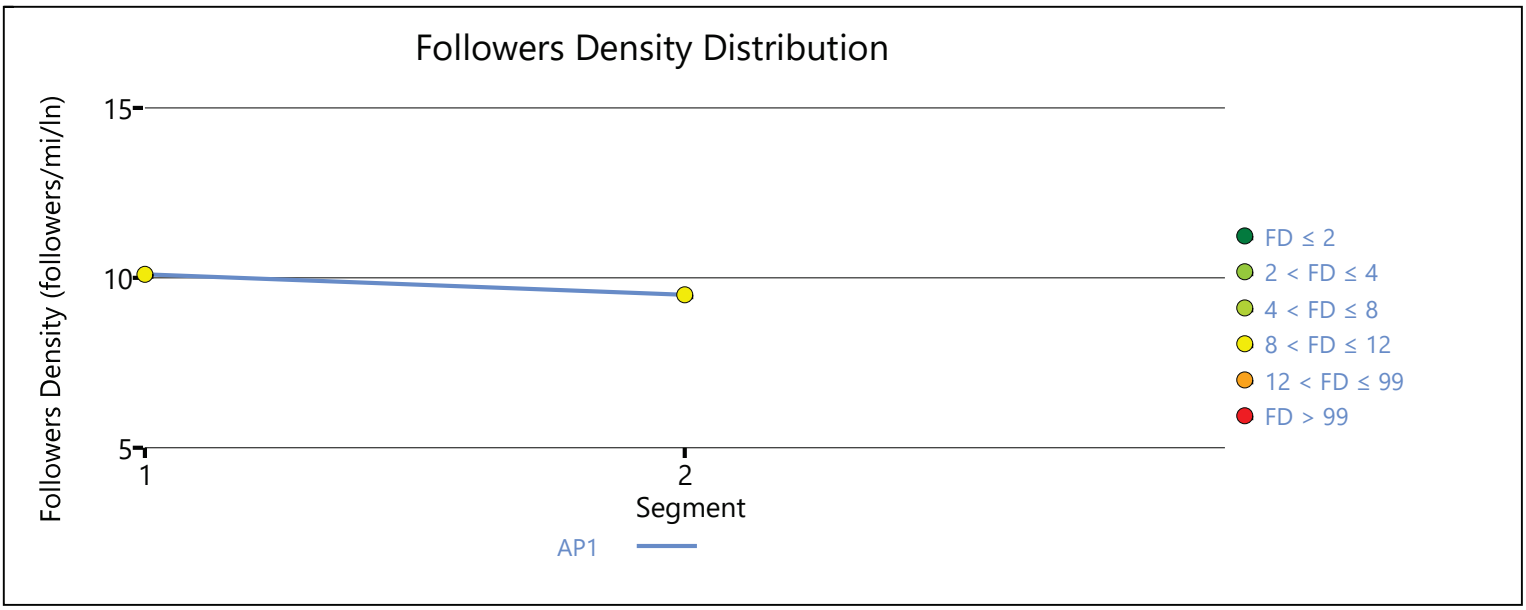
Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	698	Bicycle Effective Width, ft	28
Bicycle LOS Score	8.41	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	645	0.73	10.0	D





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HCS Two-Lane Highway Report

Project Information	US 322 WB, ELKS CLUB RD TO NEFF RD		
Analyst		Date	11/15/2023
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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	20624
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	533	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.7
Speed Slope Coefficient (m)	3.33018	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43997	PF Power Coefficient (p)	0.65702
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.4

Vehicle Results

Average Speed, mi/h	47.4	Percent Followers, %	61.4
Segment Travel Time, minutes	4.95	Follower Density (FD), followers/mi/ln	6.9
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	533	Bicycle Effective Width, ft	28
Bicycle LOS Score	9.99	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1552

Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	533	Opposing Demand Flow Rate, veh/h	752
Peak Hour Factor	0.88	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.7
Speed Slope Coefficient (m)	3.09059	Speed Power Coefficient (p)	0.45495
PF Slope Coefficient (m)	-1.41529	PF Power Coefficient (p)	0.73700
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.6

Vehicle Results

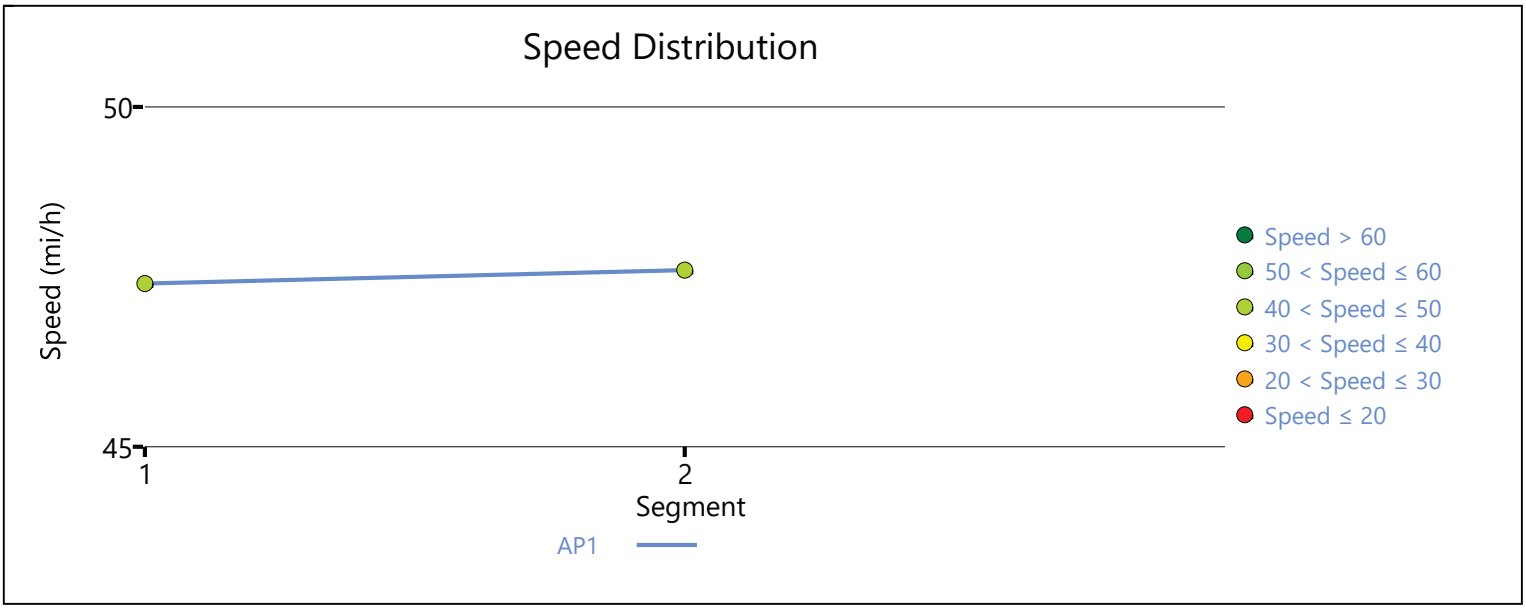
Average Speed, mi/h	47.6	Percent Followers, %	58.9
Segment Travel Time, minutes	0.37	Follower Density (FD), followers/mi/ln	6.6
Vehicle LOS	C		

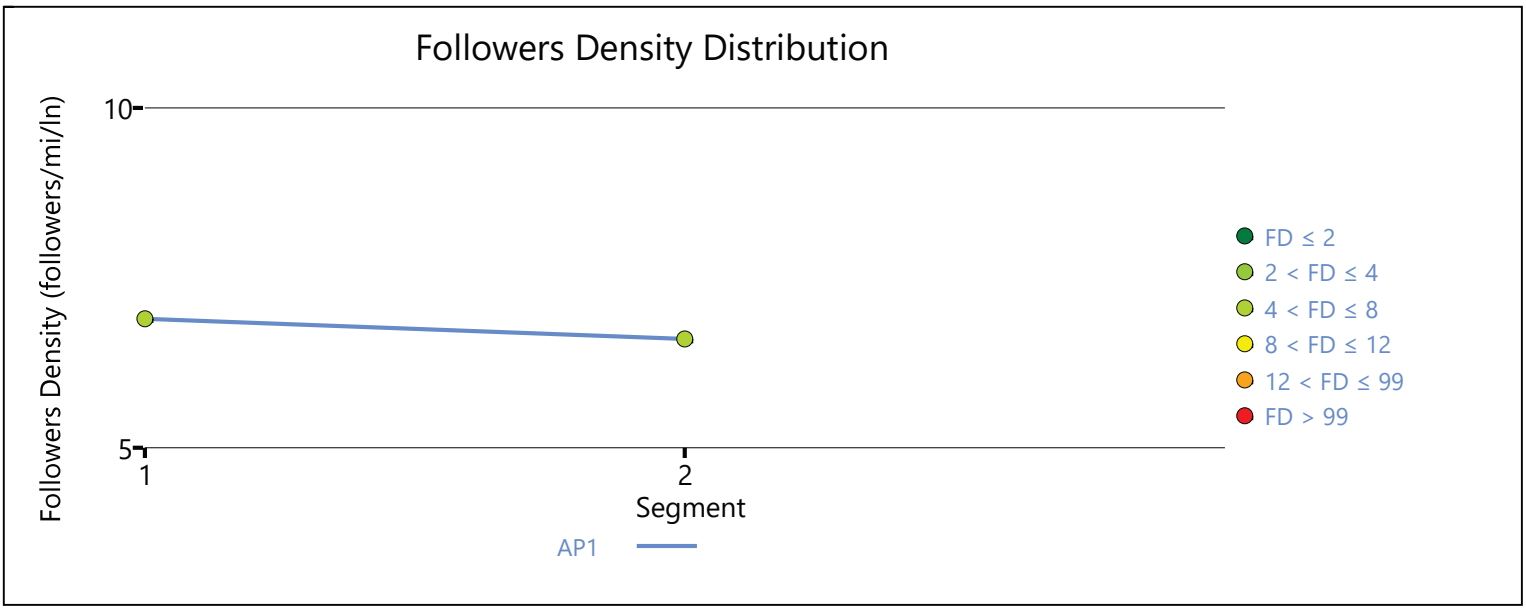
Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	533	Bicycle Effective Width, ft	28
Bicycle LOS Score	9.99	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	492	0.49	6.9	C





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HCS Two-Lane Highway Report

Project Information	US 322 EB, BOAL AVE RAMPS TO ELKS CLUB		
Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3168
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	417	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.25

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.2
Speed Slope Coefficient (m)	3.25968	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39365	PF Power Coefficient (p)	0.73467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.2

Vehicle Results

Average Speed, mi/h	48.2	Percent Followers, %	52.0
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	4.5
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	417	Bicycle Effective Width, ft	28
Bicycle LOS Score	14.55	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	55	0.05	4.5	B

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3168
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1038	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.8
Speed Slope Coefficient (m)	3.29036	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39264	PF Power Coefficient (p)	0.73394
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.6

Vehicle Results

Average Speed, mi/h	47.6	Percent Followers, %	76.1
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/mi/ln	16.6
Vehicle LOS	E		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	1038	Bicycle Effective Width, ft	28
Bicycle LOS Score	5.26	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	137	0.18	16.6	E

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3168
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	905	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.6
Speed Slope Coefficient (m)	3.27773	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39307	PF Power Coefficient (p)	0.73425
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.6

Vehicle Results

Average Speed, mi/h	47.6	Percent Followers, %	72.6
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/mi/ln	13.8
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	905	Bicycle Effective Width, ft	28
Bicycle LOS Score	8.54	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	119	0.15	13.8	D

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Jurisdiction		Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3168
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	756	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.5
Speed Slope Coefficient (m)	3.27592	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39313	PF Power Coefficient (p)	0.73429
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.8

Vehicle Results

Average Speed, mi/h	47.8	Percent Followers, %	67.8
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	10.7
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	756	Bicycle Effective Width, ft	28
Bicycle LOS Score	9.00	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	100	0.11	10.7	D

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HCS Two-Lane Highway Report

Project Information	PA 45 EB, US 322 INTERCHANGE TO INDIAN HILL RD		
Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5808
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	45	Access Point Density, pts/mi	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	200	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.3
Speed Slope Coefficient (m)	3.02227	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38283	PF Power Coefficient (p)	0.71733
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	44.2

Vehicle Results

Average Speed, mi/h	44.2	Percent Followers, %	35.3
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	1.6
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	200	Bicycle Effective Width, ft	14
Bicycle LOS Score	5.87	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	48	0.03	1.6	A

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5808
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	45	Access Point Density, pts/mi	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	611	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.5
Speed Slope Coefficient (m)	3.03310	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38295	PF Power Coefficient (p)	0.71717
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	43.2

Vehicle Results

Average Speed, mi/h	43.2	Percent Followers, %	62.2
Segment Travel Time, minutes	1.53	Follower Density (FD), followers/mi/ln	8.8
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	611	Bicycle Effective Width, ft	14
Bicycle LOS Score	4.76	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	148	0.17	8.8	C

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HCS Two-Lane Highway Report

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Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5808
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	45	Access Point Density, pts/mi	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	686	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.5
Speed Slope Coefficient (m)	3.02949	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38291	PF Power Coefficient (p)	0.71722
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	43.0

Vehicle Results

Average Speed, mi/h	43.0	Percent Followers, %	65.2
Segment Travel Time, minutes	1.53	Follower Density (FD), followers/mi/ln	10.4
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	686	Bicycle Effective Width, ft	14
Bicycle LOS Score	5.30	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	166	0.21	10.4	D

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HCS Two-Lane Highway Report

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Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5808
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	45	Access Point Density, pts/mi	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	334	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.4
Speed Slope Coefficient (m)	3.02408	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38285	PF Power Coefficient (p)	0.71730
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	43.7

Vehicle Results

Average Speed, mi/h	43.7	Percent Followers, %	46.7
Segment Travel Time, minutes	1.51	Follower Density (FD), followers/mi/ln	3.6
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	334	Bicycle Effective Width, ft	14
Bicycle LOS Score	5.80	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	81	0.07	3.6	B

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HCS Two-Lane Highway Report

Project Information	US 322 EB, NEFF RD TO POTTERS MILLS		
Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	16896
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	55	Access Point Density, pts/mi	11.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	453	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	58.8
Speed Slope Coefficient (m)	5.55148	Speed Power Coefficient (p)	0.51461
PF Slope Coefficient (m)	-1.45700	PF Power Coefficient (p)	0.69261
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.5

Vehicle Results

Average Speed, mi/h	55.5	Percent Followers, %	56.9
Segment Travel Time, minutes	3.46	Follower Density (FD), followers/mi/ln	4.7
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	453	Bicycle Effective Width, ft	30
Bicycle LOS Score	12.90	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	319	0.32	4.7	C

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	16896
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	55	Access Point Density, pts/mi	11.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	819	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.48

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	60.7
Speed Slope Coefficient (m)	5.51095	Speed Power Coefficient (p)	0.51755
PF Slope Coefficient (m)	-1.45553	PF Power Coefficient (p)	0.68719
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	71.9
Segment Travel Time, minutes	3.43	Follower Density (FD), followers/mi/ln	10.5
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	819	Bicycle Effective Width, ft	30
Bicycle LOS Score	4.50	Bicycle Effective Speed Factor	4.79
Bicycle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	577	0.79	10.5	D

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	16896
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	11.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	800	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	57.9
Speed Slope Coefficient (m)	4.55633	Speed Power Coefficient (p)	0.50680
PF Slope Coefficient (m)	-1.47485	PF Power Coefficient (p)	0.68402
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.1

Vehicle Results

Average Speed, mi/h	54.1	Percent Followers, %	71.8
Segment Travel Time, minutes	3.55	Follower Density (FD), followers/mi/ln	10.6
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	800	Bicycle Effective Width, ft	24
Bicycle LOS Score	8.49	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	563	0.68	10.6	D

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	16896
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	11.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	651	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	58.0
Speed Slope Coefficient (m)	4.55623	Speed Power Coefficient (p)	0.50675
PF Slope Coefficient (m)	-1.47480	PF Power Coefficient (p)	0.68367
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.7

Vehicle Results

Average Speed, mi/h	54.7	Percent Followers, %	66.7
Segment Travel Time, minutes	3.51	Follower Density (FD), followers/mi/ln	7.9
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	651	Bicycle Effective Width, ft	24
Bicycle LOS Score	7.87	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	458	0.49	7.9	C

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HCS Two-Lane Highway Report

Project Information	SR 3014 EB, PA 45 TO US 322 RAMPS

Analyst		Date	11/15/2023
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Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	40	Access Point Density, pts/mi	10.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	250	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.3
Speed Slope Coefficient (m)	2.93110	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43592	PF Power Coefficient (p)	0.70911
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	43.0

Vehicle Results

Average Speed, mi/h	43.0	Percent Followers, %	41.6
Segment Travel Time, minutes	0.70	Follower Density (FD), followers/mi/ln	2.4
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	250	Bicycle Effective Width, ft	28
Bicycle LOS Score	2.28	Bicycle Effective Speed Factor	4.17
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.02	2.4	A

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	40	Access Point Density, pts/mi	10.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	516	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.30

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.5
Speed Slope Coefficient (m)	2.94013	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43612	PF Power Coefficient (p)	0.70900
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	42.4

Vehicle Results

Average Speed, mi/h	42.4	Percent Followers, %	59.3
Segment Travel Time, minutes	0.71	Follower Density (FD), followers/mi/ln	7.2
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	516	Bicycle Effective Width, ft	28
Bicycle LOS Score	1.46	Bicycle Effective Speed Factor	4.17
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	57	0.06	7.2	C

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	40	Access Point Density, pts/mi	10.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	508	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.30

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.3
Speed Slope Coefficient (m)	2.93291	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43596	PF Power Coefficient (p)	0.70909
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	42.3

Vehicle Results

Average Speed, mi/h	42.3	Percent Followers, %	58.9
Segment Travel Time, minutes	0.71	Follower Density (FD), followers/mi/ln	7.1
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	508	Bicycle Effective Width, ft	28
Bicycle LOS Score	2.36	Bicycle Effective Speed Factor	4.17
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	56	0.06	7.1	C

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	40	Access Point Density, pts/mi	10.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	377	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.5
Speed Slope Coefficient (m)	2.94013	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43612	PF Power Coefficient (p)	0.70900
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	42.7

Vehicle Results

Average Speed, mi/h	42.7	Percent Followers, %	51.3
Segment Travel Time, minutes	0.70	Follower Density (FD), followers/mi/ln	4.5
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	377	Bicycle Effective Width, ft	28
Bicycle LOS Score	1.30	Bicycle Effective Speed Factor	4.17
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	42	0.04	4.5	B

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	10
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	202	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.6
Speed Slope Coefficient (m)	3.32767	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40285	PF Power Coefficient (p)	0.73246
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.3

Vehicle Results

Average Speed, mi/h	50.3	Percent Followers, %	35.3
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	1.4
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	202	Bicycle Effective Width, ft	32
Bicycle LOS Score	1.41	Bicycle Effective Speed Factor	4.42
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.01	1.4	A

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	10
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	528	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.33489	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40254	PF Power Coefficient (p)	0.73228
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.4

Vehicle Results

Average Speed, mi/h	49.4	Percent Followers, %	58.5
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	6.3
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	528	Bicycle Effective Width, ft	32
Bicycle LOS Score	0.78	Bicycle Effective Speed Factor	4.42
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	58	0.05	6.3	C

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	10
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	573	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.33489	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40254	PF Power Coefficient (p)	0.73228
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.3

Vehicle Results

Average Speed, mi/h	49.3	Percent Followers, %	60.6
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	7.0
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	573	Bicycle Effective Width, ft	32
Bicycle LOS Score	0.82	Bicycle Effective Speed Factor	4.42
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	63	0.06	7.0	C

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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	10
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	299	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.9
Speed Slope Coefficient (m)	3.34030	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40231	PF Power Coefficient (p)	0.73214
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.1

Vehicle Results

Average Speed, mi/h	50.1	Percent Followers, %	44.0
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	2.6
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	299	Bicycle Effective Width, ft	32
Bicycle LOS Score	0.00	Bicycle Effective Speed Factor	4.42
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	33	0.02	2.6	B

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Project Information	SR 3010 WARNER BLVD SB, BOAL AVE TO US 322 INTERCHANGE		
Analyst		Date	11/15/2023
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Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	35	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	309	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	39.7
Speed Slope Coefficient (m)	2.68359	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44194	PF Power Coefficient (p)	0.69195
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	38.3

Vehicle Results

Average Speed, mi/h	38.3	Percent Followers, %	47.3
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/mi/ln	3.8
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	309	Bicycle Effective Width, ft	30
Bicycle LOS Score	2.18	Bicycle Effective Speed Factor	3.84
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	34	0.03	3.8	B

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Jurisdiction		Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	35	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	493	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	39.9
Speed Slope Coefficient (m)	2.69262	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44260	PF Power Coefficient (p)	0.69194
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	38.1

Vehicle Results

Average Speed, mi/h	38.1	Percent Followers, %	58.7
Segment Travel Time, minutes	0.79	Follower Density (FD), followers/mi/ln	7.6
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	493	Bicycle Effective Width, ft	30
Bicycle LOS Score	1.17	Bicycle Effective Speed Factor	3.84
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	54	0.07	7.6	C

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HCS Two-Lane Highway Report

Project Information	SR 3010 WARNER BLVD SB, BOAL AVE TO US 322 INTERCHANGE		
Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	35	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	493	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	39.8
Speed Slope Coefficient (m)	2.68901	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44234	PF Power Coefficient (p)	0.69194
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	38.0

Vehicle Results

Average Speed, mi/h	38.0	Percent Followers, %	58.7
Segment Travel Time, minutes	0.79	Follower Density (FD), followers/mi/ln	7.6
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	493	Bicycle Effective Width, ft	30
Bicycle LOS Score	1.62	Bicycle Effective Speed Factor	3.84
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	54	0.07	7.6	C

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HCS Two-Lane Highway Report

Project Information	SR 3010 WARNER BLVD SB, BOAL AVE TO US 322 INTERCHANGE		
Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	35	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	423	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.25

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	39.8
Speed Slope Coefficient (m)	2.68901	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44234	PF Power Coefficient (p)	0.69194
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	38.2

Vehicle Results

Average Speed, mi/h	38.2	Percent Followers, %	54.8
Segment Travel Time, minutes	0.79	Follower Density (FD), followers/mi/ln	6.1
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	423	Bicycle Effective Width, ft	30
Bicycle LOS Score	1.54	Bicycle Effective Speed Factor	3.84
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	47	0.05	6.1	C

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BASIC FREEWAY SEGMENTS

HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	3/28/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Harris Township	Time Analyzed	AM
Project Description	West of Earlystown Rd - EB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	57.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	499	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	297
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2272
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2272
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2272
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.13

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	5.2
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.2		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	3/28/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Harris Township	Time Analyzed	AM
Project Description	West of Earlystown Rd - WB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	57.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1052	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	621
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2272
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2272
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2272
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.27

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	10.9
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.2		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	3/28/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Harris Township	Time Analyzed	PM
Project Description	322 West of Earlystown Rd - EB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	57.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1037	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	607
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2272
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2272
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2272
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.27

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	10.6
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.2		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	3/28/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Harris Township	Time Analyzed	PM
Project Description	322 West of Earlystown Rd - WB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	57.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	735	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	450
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2272
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2272
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2272
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.20

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	7.9
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.2		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	East of Potters Mills Gap - EB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	478	Heavy Vehicle Adjustment Factor (f_{HV})	0.685
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	371
Total Trucks, %	23.00	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2300
Passenger Car Equivalent (E_T)	3.00	Volume-to-Capacity Ratio (v/c)	0.16

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	6.2
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 East of Potters Mills Gap - WB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	686	Heavy Vehicle Adjustment Factor (f_{HV})	0.758
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	482
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2300
Passenger Car Equivalent (E_T)	3.00	Volume-to-Capacity Ratio (v/c)	0.21

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	8.0
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 East of Potters Mills Gap - EB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	809	Heavy Vehicle Adjustment Factor (f_{HV})	0.806
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	534
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2300
Passenger Car Equivalent (E_T)	3.00	Volume-to-Capacity Ratio (v/c)	0.23

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	8.9
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	East of Potters Mills Gap - WB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	604	Heavy Vehicle Adjustment Factor (f_{HV})	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	456
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2300
Passenger Car Equivalent (E_T)	3.00	Volume-to-Capacity Ratio (v/c)	0.20

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	7.6
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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FREEWAY RAMP JUNCTIONS

HCS Freeway Diverge Report

Project Information

Analyst	Drive Engineering	Date	3/5/2024
Agency	PennDOT District 2-0	Analysis Year	2023
Jurisdiction	Boalsburg	Time Analyzed	AM
Project Description	Boalsburg Interchange EB Diverge Existing AM	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity

Demand Volume (V_i), veh/h	499	144
Peak Hour Factor (PHF)	0.91	0.75
Total Trucks, %	23.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.813	0.943
Flow Rate (v_i), pc/h	674	204
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.15	0.10

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.446
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.0
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	674	Ramp Junction Speed (S), mi/h	52.0

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	6.5
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	2.8

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HCS Freeway Diverge Report

Project Information

Analyst	Drive Engineering	Date	3/5/2024
Agency	PennDOT District 2-0	Analysis Year	2023
Jurisdiction	Boalsburg	Time Analyzed	PM
Project Description	Boalsburg Interchange EB Diverge Existing PM	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity

Demand Volume (V_i), veh/h	882	392
Peak Hour Factor (PHF)	0.94	0.82
Total Trucks, %	13.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.885	0.980
Flow Rate (v_i), pc/h	1060	488
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.23	0.24

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.472
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	51.5
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1060	Ramp Junction Speed (S), mi/h	51.5

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	10.3
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	6.2

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HCS Freeway Merge Report

Project Information

Analyst	Drive Engineering	Date	3/5/2024
Agency	PennDOT District 2-0	Analysis Year	2023
Jurisdiction	Boalsburg	Time Analyzed	AM
Project Description	Boalsburg Interchange WB Merge Existing AM	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	600	452
Peak Hour Factor (PHF)	0.81	0.86
Total Trucks, %	13.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.885	0.980
Flow Rate (v_i), pc/h	837	536
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.30	0.27

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.252
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.5
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	837	Ramp Junction Speed (S), mi/h	55.5

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1373	Average Density (D), pc/mi/ln	12.4
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	8.5

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HCS Freeway Merge Report

Project Information

Analyst	Drive Engineering	Date	3/5/2024
Agency	PennDOT District 2-0	Analysis Year	2023
Jurisdiction	Boalsburg	Time Analyzed	PM
Project Description	Boalsburg Interchange WB Merge Existing PM	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	490	245
Peak Hour Factor (PHF)	0.86	0.88
Total Trucks, %	18.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.847	0.980
Flow Rate (v_i), pc/h	673	284
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.21	0.14

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.247
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.6
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	673	Ramp Junction Speed (S), mi/h	55.6

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	957	Average Density (D), pc/mi/ln	8.6
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	5.4

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HCS Freeway Diverge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 Potters Mills Gap EB Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	400
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity		
Demand Volume (V_i), veh/h	397	10
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	23.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.685	0.893
Flow Rate (v_i), pc/h	617	12
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.13	0.01

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.429
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	617	Ramp Junction Speed (S), mi/h	52.3

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	5.9
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	6.0

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HCS Freeway Diverge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 Potters Mills Gap EB Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	400
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity		
Demand Volume (V_i), veh/h	717	32
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	12.00	1.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.806	0.980
Flow Rate (v_i), pc/h	946	35
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.21	0.02

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.431
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	946	Ramp Junction Speed (S), mi/h	52.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	9.1
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	8.8

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 Potters Mills Gap EB Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	950
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	387	91
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	23.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.685	0.893
Flow Rate (v_i), pc/h	601	108
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.15	0.05

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.262
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	55.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	601	Ramp Junction Speed (S), mi/h	55.3

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	709	Average Density (D), pc/mi/ln	6.4
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	5.1

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 Potters Mills Gap EB Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	950
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	685	124
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	12.00	1.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.806	0.980
Flow Rate (v_i), pc/h	904	135
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.23	0.07

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.266
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	904	Ramp Junction Speed (S), mi/h	55.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1039	Average Density (D), pc/mi/ln	9.4
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	7.6

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HCS Freeway Diverge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 Potters Mills Gap WB Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	600
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity		
Demand Volume (V_i), veh/h	686	41
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	16.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.758	0.877
Flow Rate (v_i), pc/h	963	50
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.21	0.03

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.432
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	963	Ramp Junction Speed (S), mi/h	52.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	9.2
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	7.1

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HCS Freeway Diverge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 Potters Mills Gap WB Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	600
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity		
Demand Volume (V_i), veh/h	604	53
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.704	0.962
Flow Rate (v_i), pc/h	913	59
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.20	0.03

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.433
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	913	Ramp Junction Speed (S), mi/h	52.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	8.7
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	6.7

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 Potters Mills Gap WB Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	700
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	645	48
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	16.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.758	0.877
Flow Rate (v_i), pc/h	905	58
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.21	0.03

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.282
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	54.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	905	Ramp Junction Speed (S), mi/h	54.9

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	963	Average Density (D), pc/mi/ln	8.8
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	8.6

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2023 Existing
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 Potters Mills Gap WB Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	700
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	551	18
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.704	0.962
Flow Rate (v_i), pc/h	833	20
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.19	0.01

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.281
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	54.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	833	Ramp Junction Speed (S), mi/h	54.9

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	853	Average Density (D), pc/mi/ln	7.8
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	7.8

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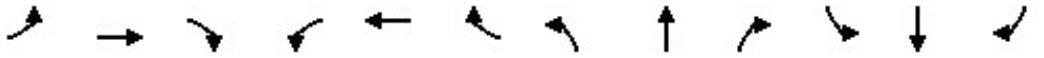
APPENDIX F

2050 No-Build Capacity Analyses

INTERSECTIONS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	241	6	213	808	103	56	210	92	51	94	358
Future Volume (veh/h)	129	241	6	213	808	103	56	210	92	51	94	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1809	1809	1809	1809	1809	1823	1898	1898	1898	1846	1846	1846
Adj Flow Rate, veh/h	140	262	0	232	878	0	61	228	0	55	102	389
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
Percent Heavy Veh, %	2	2	2	2	2	1	1	1	1	2	2	2
Cap, veh/h	168	1403		216	1499		256	213		197	206	327
Arrive On Green	0.10	0.41	0.00	0.13	0.44	0.00	0.06	0.11	0.00	0.06	0.11	0.11
Sat Flow, veh/h	1723	3437	1533	1723	3437	1545	1807	1898	1608	1758	1846	1564
Grp Volume(v), veh/h	140	262	0	232	878	0	61	228	0	55	102	389
Grp Sat Flow(s),veh/h/ln	1723	1718	1533	1723	1718	1545	1807	1898	1608	1758	1846	1564
Q Serve(g_s), s	5.7	3.5	0.0	9.0	13.9	0.0	2.1	8.0	0.0	1.9	3.7	8.0
Cycle Q Clear(g_c), s	5.7	3.5	0.0	9.0	13.9	0.0	2.1	8.0	0.0	1.9	3.7	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	1403		216	1499		256	213		197	206	327
V/C Ratio(X)	0.83	0.19		1.07	0.59		0.24	1.07		0.28	0.50	1.19
Avail Cap(c_a), veh/h	168	1555		216	1651		256	213		198	206	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	13.6	0.0	31.4	15.3	0.0	25.9	31.9	0.0	26.2	30.0	28.4
Incr Delay (d2), s/veh	29.2	0.1	0.0	82.5	0.8	0.0	0.5	82.3	0.0	0.8	2.2	112.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	1.2	0.0	8.4	4.8	0.0	0.8	8.1	0.0	0.8	1.7	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	13.7	0.0	113.9	16.2	0.0	26.4	114.1	0.0	27.0	32.2	140.5
LnGrp LOS	E	B		F	B		C	F		C	C	F
Approach Vol, veh/h		402			1110			289			546	
Approach Delay, s/veh		30.2			36.6			95.6			108.8	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	36.8	10.0	14.0	13.0	34.8	10.0	14.0
Change Period (Y+Rc), s	5.0	6.5	7.0	7.0	5.0	6.5	7.0	7.0
Max Green Setting (Gmax), s	6.0	33.5	3.0	7.0	8.0	31.5	3.0	7.0
Max Q Clear Time (g_c+I1), s	8.2	16.4	4.4	10.5	11.5	6.0	4.6	10.5
Green Ext Time (p_c), s	0.0	13.9	0.0	0.0	0.0	6.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	59.6
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	552	31	368	191	9
Future Vol, veh/h	20	552	31	368	191	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	-	125	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	2	2	3	3
Mvmt Flow	22	600	34	400	208	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	676	208	208	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.03	-	-	-	-	-
Critical Hdwy Stg 2	5.03	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	414	887	1019	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	400	887	1019	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.7	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1019	-	919	-	-
HCM Lane V/C Ratio	0.033	-	0.677	-	-
HCM Ctrl Dly (s/v)	8.7	-	16.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0.1	-	5.5	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	83	320	69	110	43
Future Vol, veh/h	11	83	320	69	110	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	-	155	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	-3	2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	3	3	12	12
Mvmt Flow	12	90	348	75	120	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	915	144	120	0	-	0
Stage 1	144	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.3	-	-	-
Critical Hdwy Stg 1	4.81	-	-	-	-	-
Critical Hdwy Stg 2	4.81	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	282	964	1093	-	-	-
Stage 1	1051	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	964	1093	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.6	8.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1093	-	1092	-	-
HCM Lane V/C Ratio	0.318	-	0.094	-	-
HCM Ctrl Dly (s/v)	9.8	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	1.4	-	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	205	9	10	477	67	9	9	2	66	15	544
Future Volume (veh/h)	145	205	9	10	477	67	9	9	2	66	15	544
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1822	1795	1795	1866	1786	1786	1786	1959	1959	1883
Adj Flow Rate, veh/h	158	223	10	11	518	0	10	10	2	72	16	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
Percent Heavy Veh, %	3	3	3	3	3	3	1	1	1	2	2	2
Cap, veh/h	601	1218	1074	715	901		185	103	17	292	32	
Arrive On Green	0.11	0.70	0.70	0.50	0.50	0.00	0.08	0.11	0.08	0.08	0.11	0.00
Sat Flow, veh/h	1669	1752	1544	1101	1795	0	599	929	153	1301	289	1596
Grp Volume(v), veh/h	158	223	10	11	518	0	22	0	0	88	0	0
Grp Sat Flow(s),veh/h/ln	1669	1752	1544	1101	1795	0	1681	0	0	1590	0	1596
Q Serve(g_s), s	1.5	2.0	0.1	0.2	8.9	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	1.5	2.0	0.1	0.2	8.9	0.0	0.5	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.45		0.09	0.82		1.00
Lane Grp Cap(c), veh/h	601	1218	1074	715	901		247	0	0	270	0	
V/C Ratio(X)	0.26	0.18	0.01	0.02	0.57		0.09	0.00	0.00	0.33	0.00	
Avail Cap(c_a), veh/h	807	1709	1506	888	1183		1050	0	0	1079	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	2.4	2.1	5.5	7.7	0.0	18.1	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.7	0.0	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	2.6	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.5	2.6	2.1	5.6	9.4	0.0	18.3	0.0	0.0	19.8	0.0	0.0
LnGrp LOS	A	A	A	A	A		B			B		
Approach Vol, veh/h		391			529			22			88	
Approach Delay, s/veh		3.3			9.3			18.3			19.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.6	26.0		9.7		34.6		9.7				
Change Period (Y+Rc), s	5.0	5.3		6.3		5.3		6.3				
Max Green Setting (Gmax), s	9.0	27.7		26.7		41.7		26.7				
Max Q Clear Time (g_c+I1), s	4.0	11.4		4.4		4.5		2.5				
Green Ext Time (p_c), s	0.1	9.3		0.2		6.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.1									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	61	0	216	516	0
Future Volume (veh/h)	118	61	0	216	516	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1640	1640	0	1619	1671	0
Adj Flow Rate, veh/h	128	0	0	235	561	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	0	2	1	0
Cap, veh/h	168		0	966	997	0
Arrive On Green	0.11	0.00	0.00	0.60	0.60	0.00
Sat Flow, veh/h	1550	0	0	1619	1671	0
Grp Volume(v), veh/h	129	0	0	235	561	0
Grp Sat Flow(s),veh/h/ln	1563	0	0	1619	1671	0
Q Serve(g_s), s	3.3	0.0	0.0	2.8	8.3	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	2.8	8.3	0.0
Prop In Lane	0.99	0.00	0.00			0.00
Lane Grp Cap(c), veh/h	170		0	966	997	0
V/C Ratio(X)	0.76		0.00	0.24	0.56	0.00
Avail Cap(c_a), veh/h	518		0	1371	1415	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	3.9	5.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.4	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.4	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.3	0.0	0.0	4.2	6.4	0.0
LnGrp LOS	C			A	A	
Approach Vol, veh/h	129			235	561	
Approach Delay, s/veh	20.3			4.2	6.4	
Approach LOS	C			A	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	30.3		10.4		30.3
Change Period (Y+Rc), s	5.5		5.5		5.5
Max Green Setting (Gmax), s	35.0		14.0		35.0
Max Q Clear Time (g_c+I1), s	5.8		6.3		11.3
Green Ext Time (p_c), s	5.9		0.1		13.5

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		7.8
HCM 6th LOS		A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	95	244	515	465
Future Volume (Veh/h)	0	0	95	244	515	465
Sign Control	Stop			Free	Free	
Grade	0%			1%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	103	265	560	505
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				653		
pX, platoon unblocked						
vC, conflicting volume	1284	813	560			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1284	813	560			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	90			
cM capacity (veh/h)	165	382	1001			

Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	103	265	1065
Volume Left	103	0	0
Volume Right	0	0	505
cSH	1001	1700	1700
Volume to Capacity	0.10	0.16	0.63
Queue Length 95th (ft)	9	0	0
Control Delay (s/veh)	9.0	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	2.5		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	117	89	6	332	0	95	1	2	0	1	5
Future Volume (veh/h)	0	117	89	6	332	0	95	1	2	0	1	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1820	1820	1879	1879	1879	1841	1841	1841	1900	1900	1900
Adj Flow Rate, veh/h	0	127	97	7	361	0	103	1	2	0	1	5
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
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	0	0	0
Cap, veh/h	0	619	524	694	639	0	576	2	257	0	45	227
Arrive On Green	0.00	0.34	0.34	0.34	0.34	0.00	0.12	0.17	0.17	0.00	0.17	0.12
Sat Flow, veh/h	0	1820	1542	1162	1879	0	1339	13	1560	0	275	1377
Grp Volume(v), veh/h	0	127	97	7	361	0	104	0	2	0	0	6
Grp Sat Flow(s),veh/h/ln	0	1820	1542	1162	1879	0	1352	0	1560	0	0	1652
Q Serve(g_s), s	0.0	1.0	0.9	0.1	3.2	0.0	1.4	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	1.0	0.9	1.1	3.2	0.0	1.5	0.0	0.0	0.0	0.0	0.1
Prop In Lane	0.00		1.00	1.00		0.00	0.99		1.00	0.00		0.83
Lane Grp Cap(c), veh/h	0	619	524	694	639	0	511	0	257	0	0	273
V/C Ratio(X)	0.00	0.21	0.19	0.01	0.57	0.00	0.20	0.00	0.01	0.00	0.00	0.02
Avail Cap(c_a), veh/h	0	2884	2444	2141	2978	0	1865	0	1776	0	0	1882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.7	4.7	5.1	5.4	0.0	8.2	0.0	7.0	0.0	0.0	7.4
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	4.8	4.8	5.1	5.7	0.0	8.2	0.0	7.1	0.0	0.0	7.4
LnGrp LOS		A	A	A	A		A		A			A
Approach Vol, veh/h		224			368			106			6	
Approach Delay, s/veh		4.8			5.7			8.2			7.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.9	8.3	11.9	8.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	31.0	22.0	31.0	22.0
Max Q Clear Time (g_c+I1), s	3.0	2.1	5.2	3.5
Green Ext Time (p_c), s	0.3	0.0	0.7	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	5.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	512	20	1	960	2	37	1	2	11	0	9
Future Vol, veh/h	10	512	20	1	960	2	37	1	2	11	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	180	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	7	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	24	24	24	15	15	15	3	3	3	0	0	0
Mvmt Flow	11	557	22	1	1043	2	40	1	2	12	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1045	0	0	579	0	0	1630	1626	557	1637	1646	1043
Stage 1	-	-	-	-	-	-	579	579	-	1045	1045	-
Stage 2	-	-	-	-	-	-	1051	1047	-	592	601	-
Critical Hdwy	4.34	-	-	4.25	-	-	7.13	6.53	6.23	8.5	7.9	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	7.5	6.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	7.5	6.9	-
Follow-up Hdwy	3	-	-	3	-	-	3	4.027	3.1	3	4	3.1
Pot Cap-1 Maneuver	510	-	-	764	-	-	87	102	558	46	53	238
Stage 1	-	-	-	-	-	-	564	499	-	204	205	-
Stage 2	-	-	-	-	-	-	301	304	-	443	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	510	-	-	764	-	-	82	100	558	45	52	238
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	100	-	45	52	-
Stage 1	-	-	-	-	-	-	552	488	-	200	205	-
Stage 2	-	-	-	-	-	-	288	304	-	431	381	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0	83.6	76.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	86	510	-	-	764	-	-	71
HCM Lane V/C Ratio	0.506	0.021	-	-	0.001	-	-	0.306
HCM Ctrl Dly (s/v)	83.6	12.2	-	-	9.7	-	-	76.7
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q (veh)	2.2	0.1	-	-	0	-	-	1.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	490	10	1	908	27	4
Future Vol, veh/h	490	10	1	908	27	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	167	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	25	16	16	0	0
Mvmt Flow	533	11	1	987	29	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	544	0	1528	539
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	989	-
Critical Hdwy	-	-	4.26	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	784	-	104	574
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	378	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	784	-	104	574
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	378	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	48.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	116	-	-	784	-
HCM Lane V/C Ratio	0.29	-	-	0.001	-
HCM Ctrl Dly (s/v)	48.3	-	-	9.6	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q (veh)	1.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	490	1	2	856	1	1	7	1	1	7	10
Future Vol, veh/h	5	490	1	2	856	1	1	7	1	1	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	124	-	-	67	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-7	-	-	-5	-	-	3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	23	23	23	16	16	16	13	13	13	13	13	13
Mvmt Flow	5	533	1	2	930	1	1	8	1	1	8	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	931	0	0	534	0	0	1488	1479	534	1483	1479	931
Stage 1	-	-	-	-	-	-	544	544	-	935	935	-
Stage 2	-	-	-	-	-	-	944	935	-	548	544	-
Critical Hdwy	4.33	-	-	4.26	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.23	4.63	-	6.83	6.23	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.23	4.63	-	6.83	6.23	-
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	563	-	-	790	-	-	111	127	578	112	127	340
Stage 1	-	-	-	-	-	-	677	596	-	293	287	-
Stage 2	-	-	-	-	-	-	440	435	-	529	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	563	-	-	790	-	-	102	125	578	106	125	340
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	125	-	106	125	-
Stage 1	-	-	-	-	-	-	671	591	-	290	286	-
Stage 2	-	-	-	-	-	-	414	434	-	517	464	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0	34.2	26.1
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	133	563	-	-	790	-	-	190
HCM Lane V/C Ratio	0.074	0.01	-	-	0.003	-	-	0.103
HCM Ctrl Dly (s/v)	34.2	11.5	-	-	9.6	-	-	26.1
HCM Lane LOS	D	B	-	-	A	-	-	D
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	0	0	0	0	0	4	1	112	4	0
Future Vol, veh/h	12	0	0	0	0	0	0	4	1	112	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	5	-	-	0	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	0	0	0	25	25	25	4	4	4
Mvmt Flow	13	0	0	0	0	0	0	4	1	122	4	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	253	253	4	253	253	5	-	0	0	5	0	0
Stage 1	248	248	-	5	5	-	-	-	-	-	-	-
Stage 2	5	5	-	248	248	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.3	-	-
Critical Hdwy Stg 1	5.6	5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.6	5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3	4	3.1	3	4	3.1	-	-	-	3	-	-
Pot Cap-1 Maneuver	808	654	1155	808	654	1154	0	-	-	1195	-	0
Stage 1	903	730	-	1191	894	-	0	-	-	-	-	0
Stage 2	1193	896	-	814	658	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	745	587	1155	745	587	1154	-	-	-	1195	-	-
Mov Cap-2 Maneuver	745	587	-	745	587	-	-	-	-	-	-	-
Stage 1	903	656	-	1191	894	-	-	-	-	-	-	-
Stage 2	1193	896	-	731	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.9	0	0	8.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	-	1195	-
HCM Lane V/C Ratio	-	-	0.018	-	0.102	-
HCM Ctrl Dly (s/v)	-	-	9.9	0	8.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	-	0.3	-

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	55	17	197
Demand Flow Rate, veh/h	0	59	18	209
Vehicles Circulating, veh/h	147	18	0	6
Vehicles Exiting, veh/h	68	0	147	71
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.2	2.9	4.0
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LT	TR
Assumed Moves	LTR	LTR	LT	TR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	59	18	209
Cap Entry Lane, veh/h	1188	1355	1380	1371
Entry HV Adj Factor	1.000	0.932	0.934	0.942
Flow Entry, veh/h	0	55	17	197
Cap Entry, veh/h	1188	1263	1289	1292
V/C Ratio	0.000	0.044	0.013	0.152
Control Delay, s/veh	3.0	3.2	2.9	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	492	0	1	869	2	4
Future Vol, veh/h	492	0	1	869	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	12	2	2	21	17	17
Mvmt Flow	535	0	1	945	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	535	0	1482	535
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	947	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.17	-
Critical Hdwy Stg 2	-	-	-	-	6.17	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	785	-	112	577
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	785	-	112	577
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	341	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	242	-	-	785	-
HCM Lane V/C Ratio	0.027	-	-	0.001	-
HCM Ctrl Dly (s/v)	20.3	-	-	9.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	424	4	1	826	6	1
Future Vol, veh/h	424	4	1	826	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	0	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	2	2	21	2	2
Mvmt Flow	461	4	1	898	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	465	0	1363	463
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	900	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	3.82	-
Critical Hdwy Stg 2	-	-	-	-	3.82	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	831	-	137	634
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	137	634
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	29.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	154	-	-	831	-
HCM Lane V/C Ratio	0.049	-	-	0.001	-
HCM Ctrl Dly (s/v)	29.6	-	-	9.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	494	935	7	6	7
Future Vol, veh/h	7	494	935	7	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	21	12	2	14	14
Mvmt Flow	8	537	1016	8	7	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1024	0	-	0	1573	1020
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	553	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.74	-
Critical Hdwy Stg 2	-	-	-	-	5.74	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	525	-	-	-	97	301
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	525	-	-	-	96	301
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	31.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	525	-	-	-	152
HCM Lane V/C Ratio	0.014	-	-	-	0.093
HCM Ctrl Dly (s/v)	12	-	-	-	31.1
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q (veh)	0	-	-	-	0.3

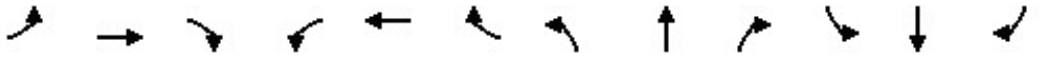
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	491	884	1	1	9
Future Vol, veh/h	2	491	884	1	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	21	11	2	2	2
Mvmt Flow	2	534	961	1	1	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	962	0	-	0	1500	962
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	538	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	3.82	-
Critical Hdwy Stg 2	-	-	-	-	3.82	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	553	-	-	-	109	326
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	553	-	-	-	109	326
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	18.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	553	-	-	-	272
HCM Lane V/C Ratio	0.004	-	-	-	0.04
HCM Ctrl Dly (s/v)	11.5	-	-	-	18.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	777	35	104	446	74	21	98	157	98	157	149
Future Volume (veh/h)	310	777	35	104	446	74	21	98	157	98	157	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1837	1837	1837	1837	1837	1837	1883	1883	1883	1875	1875	1875
Adj Flow Rate, veh/h	337	845	0	113	485	0	23	107	0	107	171	162
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
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	0	0	0
Cap, veh/h	391	1262		151	781		251	214		325	279	591
Arrive On Green	0.22	0.36	0.00	0.09	0.22	0.00	0.03	0.11	0.00	0.07	0.15	0.15
Sat Flow, veh/h	1750	3491	1557	1750	3491	1557	1794	1883	1596	1785	1875	1589
Grp Volume(v), veh/h	337	845	0	113	485	0	23	107	0	107	171	162
Grp Sat Flow(s),veh/h/ln	1750	1745	1557	1750	1745	1557	1794	1883	1596	1785	1875	1589
Q Serve(g_s), s	10.8	11.9	0.0	3.7	7.3	0.0	0.6	3.1	0.0	3.0	5.0	4.1
Cycle Q Clear(g_c), s	10.8	11.9	0.0	3.7	7.3	0.0	0.6	3.1	0.0	3.0	5.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1262		151	781		251	214		325	279	591
V/C Ratio(X)	0.86	0.67		0.75	0.62		0.09	0.50		0.33	0.61	0.27
Avail Cap(c_a), veh/h	391	1352		151	871		314	227		325	279	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	15.6	0.0	25.9	20.3	0.0	21.5	24.2	0.0	20.7	23.2	12.7
Incr Delay (d2), s/veh	17.6	0.9	0.0	19.4	0.7	0.0	0.2	1.8	0.0	0.6	4.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	4.0	0.0	2.2	2.7	0.0	0.2	1.3	0.0	1.2	2.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	16.5	0.0	45.3	21.0	0.0	21.6	26.0	0.0	21.3	27.1	13.0
LnGrp LOS	D	B		D	C		C	C		C	C	B
Approach Vol, veh/h		1182			598			130			440	
Approach Delay, s/veh		23.0			25.6			25.2			20.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	18.5	10.0	12.6	9.0	26.5	8.0	14.6
Change Period (Y+Rc), s	5.0	6.5	7.0	7.0	5.0	6.5	7.0	7.0
Max Green Setting (Gmax), s	12.0	13.5	3.0	6.0	4.0	21.5	3.0	6.0
Max Q Clear Time (g_c+I1), s	13.3	9.8	5.5	5.6	6.2	14.4	3.1	7.5
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	4.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	346	17	556	61	9
Future Vol, veh/h	27	346	17	556	61	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	-	125	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	29	376	18	604	66	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	706	66	66	0	-	0
Stage 1	66	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	394	1066	1140	-	-	-
Stage 1	1125	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	388	1066	1140	-	-	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	1107	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1140	-	1149	-	-
HCM Lane V/C Ratio	0.016	-	0.353	-	-
HCM Ctrl Dly (s/v)	8.2	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	1.6	-	-

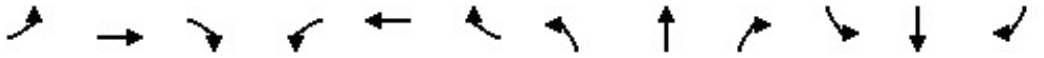
Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	16	438	130	38	20
Future Vol, veh/h	7	16	438	130	38	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	-	155	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	-3	2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	1	1	0	0
Mvmt Flow	8	17	476	141	41	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1145	52	41	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	1093	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.3	-	-	-
Critical Hdwy Stg 1	4.85	-	-	-	-	-
Critical Hdwy Stg 2	4.85	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	195	1086	1162	-	-	-
Stage 1	1143	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	115	1086	1162	-	-	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.2	7.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1162	-	378	-	-
HCM Lane V/C Ratio	0.41	-	0.066	-	-
HCM Ctrl Dly (s/v)	10.2	-	15.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q (veh)	2	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	491	27	15	304	93	14	31	11	61	33	232
Future Volume (veh/h)	453	491	27	15	304	93	14	31	11	61	33	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1780	1780	1852	1823	1823	1896	1772	1772	1772	1959	1959	1883
Adj Flow Rate, veh/h	492	534	29	16	330	0	15	34	12	66	36	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
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	786	1216	1071	471	686		138	131	41	270	75	
Arrive On Green	0.23	0.68	0.68	0.38	0.38	0.00	0.09	0.13	0.09	0.09	0.13	0.00
Sat Flow, veh/h	1696	1780	1569	826	1823	0	302	1040	329	1094	597	1596
Grp Volume(v), veh/h	492	534	29	16	330	0	61	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1696	1780	1569	826	1823	0	1670	0	0	1690	0	1596
Q Serve(g_s), s	6.2	6.1	0.3	0.6	6.2	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	6.1	0.3	0.6	6.2	0.0	1.5	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.25		0.20	0.65		1.00
Lane Grp Cap(c), veh/h	786	1216	1071	471	686		254	0	0	288	0	
V/C Ratio(X)	0.63	0.44	0.03	0.03	0.48		0.24	0.00	0.00	0.35	0.00	
Avail Cap(c_a), veh/h	795	1713	1509	697	1185		1045	0	0	1080	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.3	3.2	2.3	8.9	10.7	0.0	18.1	0.0	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.7	0.0	0.1	1.5	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.9	0.0	0.1	2.2	0.0	0.6	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.4	4.0	2.3	9.0	12.2	0.0	18.6	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	A	A	A	A	B		B			B		
Approach Vol, veh/h		1055			346			61			102	
Approach Delay, s/veh		5.1			12.0			18.6			19.4	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.8	20.7		10.4		34.5		10.4				
Change Period (Y+Rc), s	5.0	5.3		6.3		5.3		6.3				
Max Green Setting (Gmax), s	9.0	27.7		26.7		41.7		26.7				
Max Q Clear Time (g_c+I1), s	8.7	8.7		4.5		8.6		3.5				
Green Ext Time (p_c), s	0.0	6.7		0.3		16.2		0.2				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		8.1	
HCM 6th LOS		A	

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	397	89	0	501	196	0
Future Volume (veh/h)	397	89	0	501	196	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1692	1692	0	1632	1671	0
Adj Flow Rate, veh/h	432	0	0	545	213	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	1	1	0
Cap, veh/h	417		0	832	852	0
Arrive On Green	0.26	0.00	0.00	0.51	0.51	0.00
Sat Flow, veh/h	1608	0	0	1632	1671	0
Grp Volume(v), veh/h	433	0	0	545	213	0
Grp Sat Flow(s),veh/h/ln	1612	0	0	1632	1671	0
Q Serve(g_s), s	13.5	0.0	0.0	12.8	3.7	0.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	12.8	3.7	0.0
Prop In Lane	1.00	0.00	0.00			0.00
Lane Grp Cap(c), veh/h	418		0	832	852	0
V/C Ratio(X)	1.04		0.00	0.65	0.25	0.00
Avail Cap(c_a), veh/h	418		0	1082	1108	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	9.4	7.2	0.0
Incr Delay (d2), s/veh	53.5	0.0	0.0	2.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	3.4	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	72.8	0.0	0.0	11.8	7.6	0.0
LnGrp LOS	F			B	A	
Approach Vol, veh/h	433			545	213	
Approach Delay, s/veh	72.8			11.8	7.6	
Approach LOS	E			B	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	32.5		19.5		32.5
Change Period (Y+Rc), s	5.5		5.5		5.5
Max Green Setting (Gmax), s	35.0		14.0		35.0
Max Q Clear Time (g_c+I1), s	15.8		16.5		6.7
Green Ext Time (p_c), s	11.3		0.0		5.2

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		33.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	117	782	192	187
Future Volume (Veh/h)	0	0	117	782	192	187
Sign Control	Stop			Free	Free	
Grade	0%			1%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	127	850	209	203
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				653		
pX, platoon unblocked	0.79					
vC, conflicting volume	1415	311	209			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1392	311	209			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	91			
cM capacity (veh/h)	114	734	1362			

Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	127	850	412
Volume Left	127	0	0
Volume Right	0	0	203
cSH	1362	1700	1700
Volume to Capacity	0.09	0.50	0.24
Queue Length 95th (ft)	8	0	0
Control Delay (s/veh)	7.9	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	1.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	71.9%	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)	6	309	77	2	239	0	98	0	4	0	1	2
Future Volume (veh/h)	6	309	77	2	239	0	98	0	4	0	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1879	1879	1879	1924	1924	1924	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	336	84	2	260	0	107	0	4	0	1	2
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
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	236	695	599	964	723	0	715	0	301	0	106	211
Arrive On Green	0.31	0.38	0.38	0.38	0.38	0.00	0.12	0.00	0.19	0.00	0.19	0.12
Sat Flow, veh/h	18	1850	1593	1074	1924	0	1419	0	1610	0	566	1131
Grp Volume(v), veh/h	343	0	84	2	260	0	107	0	4	0	0	3
Grp Sat Flow(s),veh/h/ln	1867	0	1593	1074	1924	0	1419	0	1610	0	0	1696
Q Serve(g_s), s	0.0	0.0	0.6	0.0	1.6	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.6	0.0	1.6	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.02		1.00	1.00		0.00	1.00		1.00	0.00		0.67
Lane Grp Cap(c), veh/h	815	0	599	964	723	0	626	0	301	0	0	317
V/C Ratio(X)	0.42	0.00	0.14	0.00	0.36	0.00	0.17	0.00	0.01	0.00	0.00	0.01
Avail Cap(c_a), veh/h	3652	0	3036	2609	3668	0	2377	0	2264	0	0	2385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	0.0	3.3	3.1	3.6	0.0	6.2	0.0	5.3	0.0	0.0	5.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.0	0.0	3.3	3.1	3.7	0.0	6.3	0.0	5.3	0.0	0.0	5.6
LnGrp LOS	A		A	A	A		A		A			A
Approach Vol, veh/h		427			262			111			3	
Approach Delay, s/veh		3.9			3.7			6.2			5.6	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	9.5	6.5	9.5	6.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	21.5	29.5	21.5
Max Q Clear Time (g_c+I1), s	4.3	2.0	3.6	3.2
Green Ext Time (p_c), s	0.7	0.0	0.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	4.1
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	19.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	986	72	5	750	11	56	9	7	5	5	19
Future Vol, veh/h	25	986	72	5	750	11	56	9	7	5	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	180	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	7	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	18	18	18	2	2	2	0	0	0
Mvmt Flow	27	1072	78	5	815	12	61	10	8	5	5	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	827	0	0	1150	0	0	1970	1963	1072	1999	2029	815
Stage 1	-	-	-	-	-	-	1126	1126	-	825	825	-
Stage 2	-	-	-	-	-	-	844	837	-	1174	1204	-
Critical Hdwy	4.3	-	-	4.28	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	7.5	6.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	7.5	6.9	-
Follow-up Hdwy	3	-	-	3	-	-	3	4.018	3.1	3	4	3.1
Pot Cap-1 Maneuver	618	-	-	475	-	-	~ 50	63	279	48	58	397
Stage 1	-	-	-	-	-	-	273	280	-	298	283	-
Stage 2	-	-	-	-	-	-	398	382	-	163	162	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	618	-	-	475	-	-	~ 42	60	279	39	55	397
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 42	60	-	39	55	-
Stage 1	-	-	-	-	-	-	261	268	-	285	280	-
Stage 2	-	-	-	-	-	-	366	378	-	146	155	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.3	0.1	$ 496	50.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	48	618	-	-	475	-	-	109
HCM Lane V/C Ratio	1.63	0.044	-	-	0.011	-	-	0.289
HCM Ctrl Dly (s/v)	$ 496	11.1	-	-	12.7	-	-	50.9
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q (veh)	7.6	0.1	-	-	0	-	-	1.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	909	36	5	712	19	7
Future Vol, veh/h	909	36	5	712	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	167	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-2	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	12	12	20	20	0	0
Mvmt Flow	988	39	5	774	21	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1027	0	1792	1008
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	784	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	524	-	67	306
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	524	-	66	306
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	478	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.1	68.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	84	-	-	524	-
HCM Lane V/C Ratio	0.336	-	-	0.01	-
HCM Ctrl Dly (s/v)	68.2	-	-	11.9	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q (veh)	1.3	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	885	1	2	702	1	4	9	4	0	12	2
Future Vol, veh/h	5	885	1	2	702	1	4	9	4	0	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	124	-	-	67	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-7	-	-	-5	-	-	3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	12	12	12	21	21	21	0	0	0	0	0	0
Mvmt Flow	5	962	1	2	763	1	4	10	4	0	13	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	764	0	0	963	0	0	1748	1741	963	1748	1741	764
Stage 1	-	-	-	-	-	-	973	973	-	768	768	-
Stage 2	-	-	-	-	-	-	775	768	-	980	973	-
Critical Hdwy	4.3	-	-	4.31	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.7	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.1	4.5	-	6.7	6.1	-
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	651	-	-	551	-	-	73	88	325	73	88	425
Stage 1	-	-	-	-	-	-	441	436	-	389	364	-
Stage 2	-	-	-	-	-	-	543	512	-	283	283	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	651	-	-	551	-	-	64	87	325	65	87	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	87	-	65	87	-
Stage 1	-	-	-	-	-	-	437	433	-	386	363	-
Stage 2	-	-	-	-	-	-	519	510	-	271	281	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0	51.8	48.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	651	-	-	551	-	-	98
HCM Lane V/C Ratio	0.195	0.008	-	-	0.004	-	-	0.155
HCM Ctrl Dly (s/v)	51.8	10.6	-	-	11.6	-	-	48.4
HCM Lane LOS	F	B	-	-	B	-	-	E
HCM 95th %tile Q (veh)	0.7	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	0	1	0	0	0	0	4	0	154	5	0
Future Vol, veh/h	38	0	1	0	0	0	0	4	0	154	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	5	-	-	0	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	0	0	0	0	0	0	1	1	1
Mvmt Flow	41	0	1	0	0	0	0	4	0	167	5	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	343	343	5	344	343	4	-	0	0	4	0	0
Stage 1	339	339	-	4	4	-	-	-	-	-	-	-
Stage 2	4	4	-	340	339	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.3	-	-
Critical Hdwy Stg 1	5.53	4.93	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	4.93	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3	4.027	3.1	3	4	3.1	-	-	-	3	-	-
Pot Cap-1 Maneuver	701	579	1154	700	583	1155	0	-	-	1196	-	0
Stage 1	818	675	-	1193	896	-	0	-	-	-	-	0
Stage 2	1195	891	-	705	586	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	626	498	1154	624	501	1155	-	-	-	1196	-	-
Mov Cap-2 Maneuver	626	498	-	624	501	-	-	-	-	-	-	-
Stage 1	818	581	-	1193	896	-	-	-	-	-	-	-
Stage 2	1195	891	-	606	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.1	0	0	8.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	633	-	1196	-
HCM Lane V/C Ratio	-	-	0.067	-	0.14	-
HCM Ctrl Dly (s/v)	-	-	11.1	0	8.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	-	0.5	-

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	2	70	36	163
Demand Flow Rate, veh/h	2	71	36	168
Vehicles Circulating, veh/h	146	37	1	3
Vehicles Exiting, veh/h	25	0	147	105
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.2	2.8	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LT	TR
Assumed Moves	LTR	LTR	LT	TR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	2	71	36	168
Cap Entry Lane, veh/h	1189	1329	1378	1376
Entry HV Adj Factor	1.000	0.986	1.000	0.969
Flow Entry, veh/h	2	70	36	163
Cap Entry, veh/h	1189	1310	1378	1333
V/C Ratio	0.002	0.053	0.026	0.122
Control Delay, s/veh	3.0	3.2	2.8	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	885	1	1	707	1	4
Future Vol, veh/h	885	1	1	707	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	2	22	2	2	2
Mvmt Flow	962	1	1	768	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	963	0	1733	963
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	770	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.02	-
Critical Hdwy Stg 2	-	-	-	-	6.02	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	552	-	74	325
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	449	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	552	-	74	325
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	-	-	552	-
HCM Lane V/C Ratio	0.028	-	-	0.002	-
HCM Ctrl Dly (s/v)	24.1	-	-	11.5	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	913	10	2	662	4	1
Future Vol, veh/h	913	10	2	662	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	0	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	2	2	19	2	2
Mvmt Flow	992	11	2	720	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1003	0	1722	998
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	724	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	3.82	-
Critical Hdwy Stg 2	-	-	-	-	3.82	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	534	-	76	310
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	534	-	76	310
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	47.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	90	-	-	534	-
HCM Lane V/C Ratio	0.06	-	-	0.004	-
HCM Ctrl Dly (s/v)	47.6	-	-	11.8	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	972	724	7	14	11
Future Vol, veh/h	9	972	724	7	14	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	21	12	2	14	14
Mvmt Flow	10	1057	787	8	15	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	795	0	-	0	1868	791
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	1077	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.74	-
Critical Hdwy Stg 2	-	-	-	-	5.74	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	635	-	-	-	59	410
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	326	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	635	-	-	-	58	410
Mov Cap-2 Maneuver	-	-	-	-	58	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	326	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	59
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	635	-	-	-	93
HCM Lane V/C Ratio	0.015	-	-	-	0.292
HCM Ctrl Dly (s/v)	10.8	-	-	-	59
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q (veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	908	706	10	2	11
Future Vol, veh/h	19	908	706	10	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	1	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	14	21	2	2	2
Mvmt Flow	21	987	767	11	2	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	778	0	-	0	1802	773
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	1029	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	3.82	-
Critical Hdwy Stg 2	-	-	-	-	3.82	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	644	-	-	-	66	420
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	644	-	-	-	64	420
Mov Cap-2 Maneuver	-	-	-	-	64	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	600	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	644	-	-	-	226
HCM Lane V/C Ratio	0.032	-	-	-	0.063
HCM Ctrl Dly (s/v)	10.8	-	-	-	22
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

ROADWAY SEGMENTS

HCS Two-Lane Highway Report

Project Information

Analyst		Date	11/15/2023
Agency		Analysis Year	2023
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Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	20402
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	494	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.5
Speed Slope Coefficient (m)	3.31755	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44029	PF Power Coefficient (p)	0.65730
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.2

Vehicle Results

Average Speed, mi/h	47.2	Percent Followers, %	59.6
Segment Travel Time, minutes	4.91	Follower Density (FD), followers/mi/ln	6.2
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	494	Bicycle Effective Width, ft	28
Bicycle LOS Score	14.64	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1774

Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	494	Opposing Demand Flow Rate, veh/h	886
Peak Hour Factor	0.88	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.5
Speed Slope Coefficient (m)	3.10611	Speed Power Coefficient (p)	0.44449
PF Slope Coefficient (m)	-1.41539	PF Power Coefficient (p)	0.73659
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1774	-	-	47.4

Vehicle Results

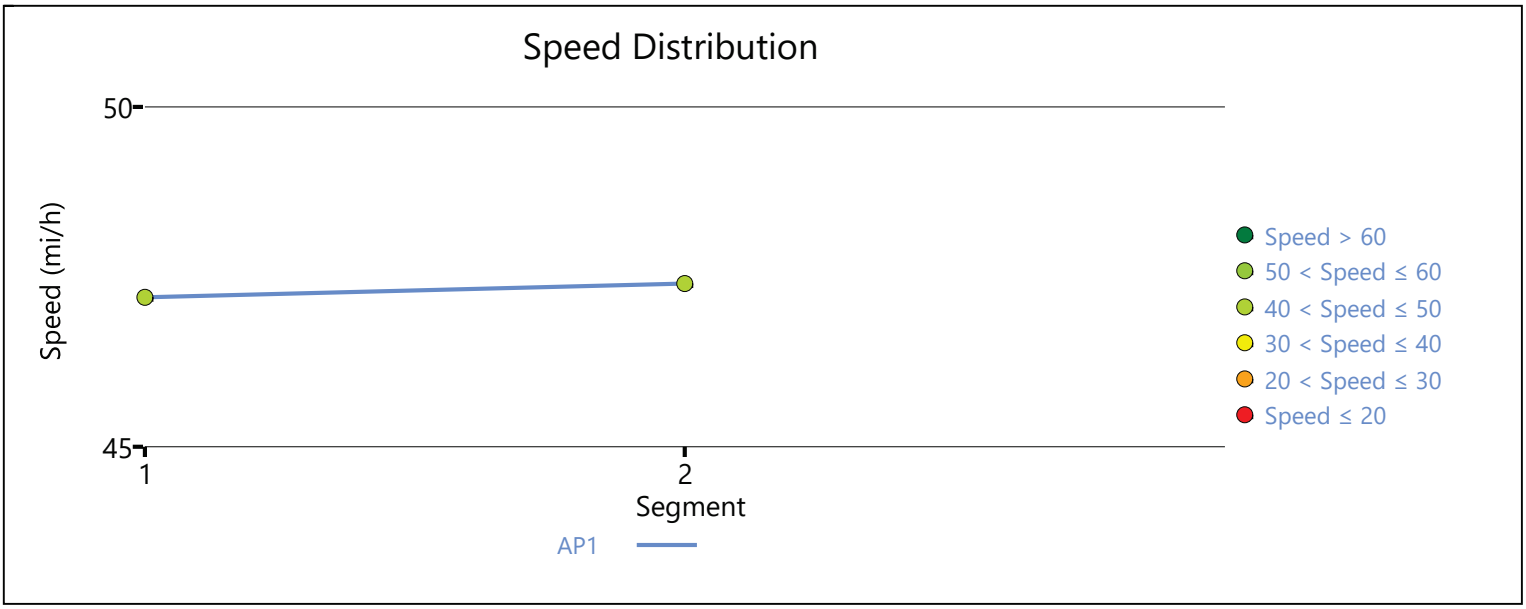
Average Speed, mi/h	47.4	Percent Followers, %	56.9
Segment Travel Time, minutes	0.43	Follower Density (FD), followers/mi/ln	5.9
Vehicle LOS	C		

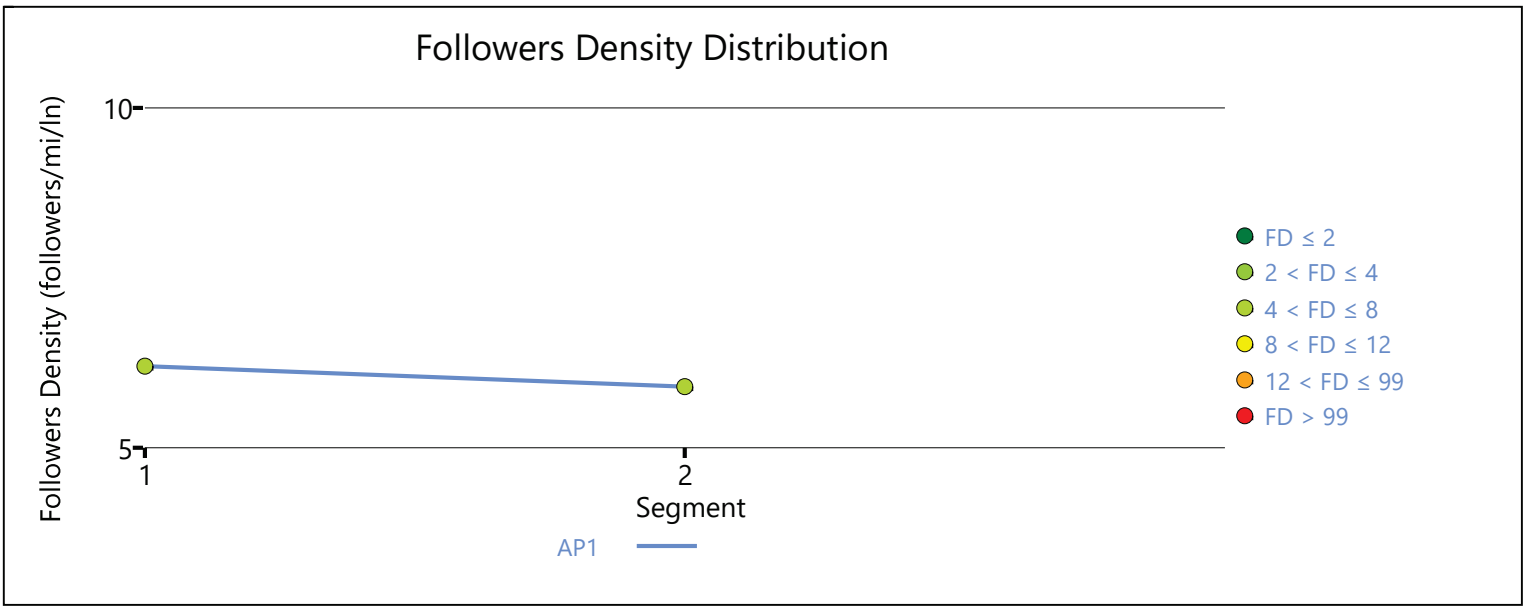
Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	494	Bicycle Effective Width, ft	28
Bicycle LOS Score	14.64	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	457	0.44	6.2	C





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HCS Two-Lane Highway Report

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	20402
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	956	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.1
Speed Slope Coefficient (m)	3.34823	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43948	PF Power Coefficient (p)	0.65661
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.9

Vehicle Results

Average Speed, mi/h	46.9	Percent Followers, %	75.3
Segment Travel Time, minutes	4.94	Follower Density (FD), followers/mi/ln	15.3
Vehicle LOS	E		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	956	Bicycle Effective Width, ft	28
Bicycle LOS Score	5.22	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1774

Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	956	Opposing Demand Flow Rate, veh/h	677
Peak Hour Factor	0.88	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.1
Speed Slope Coefficient (m)	3.09795	Speed Power Coefficient (p)	0.46184
PF Slope Coefficient (m)	-1.39638	PF Power Coefficient (p)	0.74233
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.2

Vehicle Results

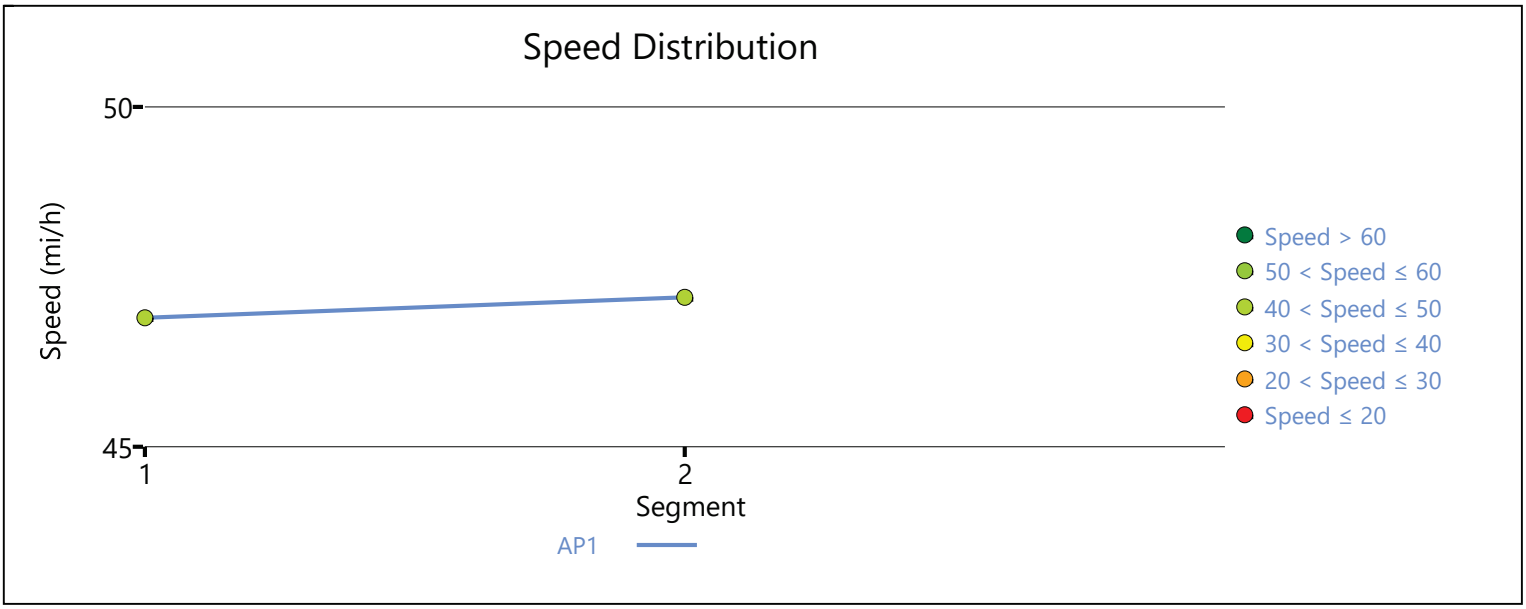
Average Speed, mi/h	47.2	Percent Followers, %	74.1
Segment Travel Time, minutes	0.43	Follower Density (FD), followers/mi/ln	15.0
Vehicle LOS	E		

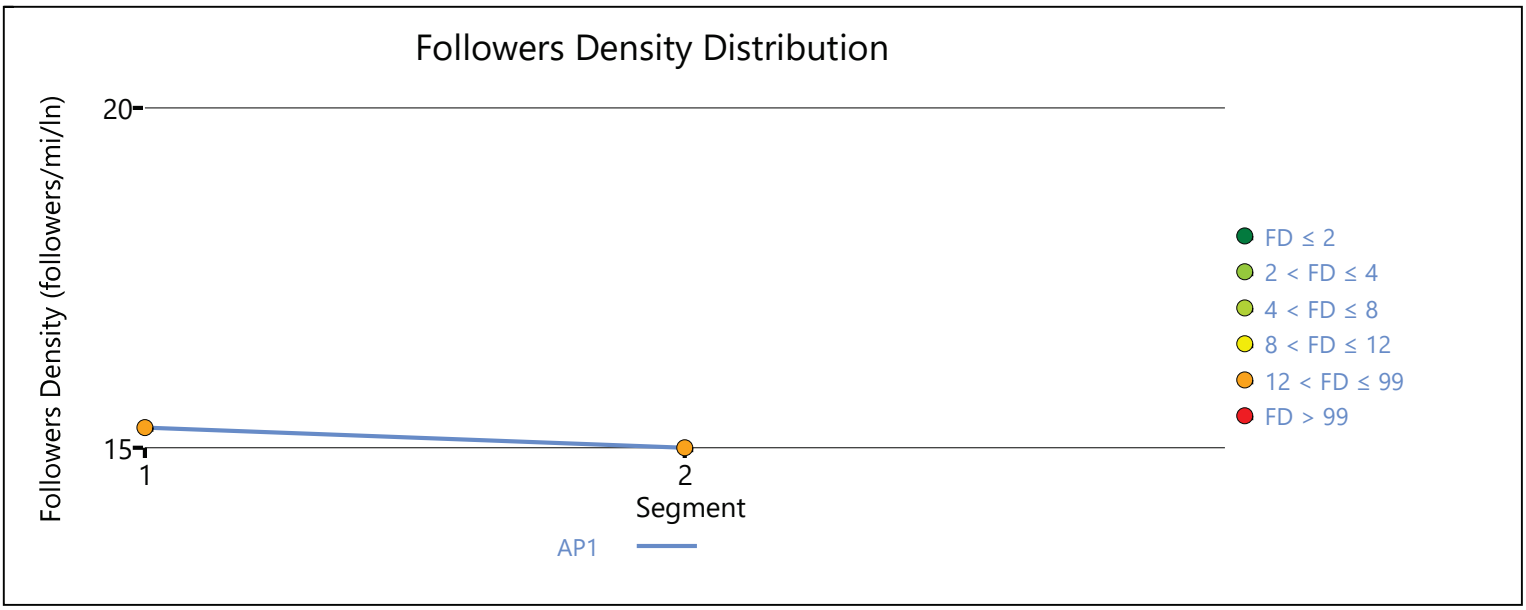
Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	956	Bicycle Effective Width, ft	28
Bicycle LOS Score	5.22	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	883	1.17	15.3	E





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HCS Two-Lane Highway Report

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	20624
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	886	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.8
Speed Slope Coefficient (m)	3.33560	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43983	PF Power Coefficient (p)	0.65690
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.8

Vehicle Results

Average Speed, mi/h	46.8	Percent Followers, %	73.6
Segment Travel Time, minutes	5.01	Follower Density (FD), followers/mi/ln	13.9
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	886	Bicycle Effective Width, ft	28
Bicycle LOS Score	8.53	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1552

Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	886	Opposing Demand Flow Rate, veh/h	494
Peak Hour Factor	0.88	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.8
Speed Slope Coefficient (m)	3.04216	Speed Power Coefficient (p)	0.48284
PF Slope Coefficient (m)	-1.38423	PF Power Coefficient (p)	0.74556
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.1

Vehicle Results

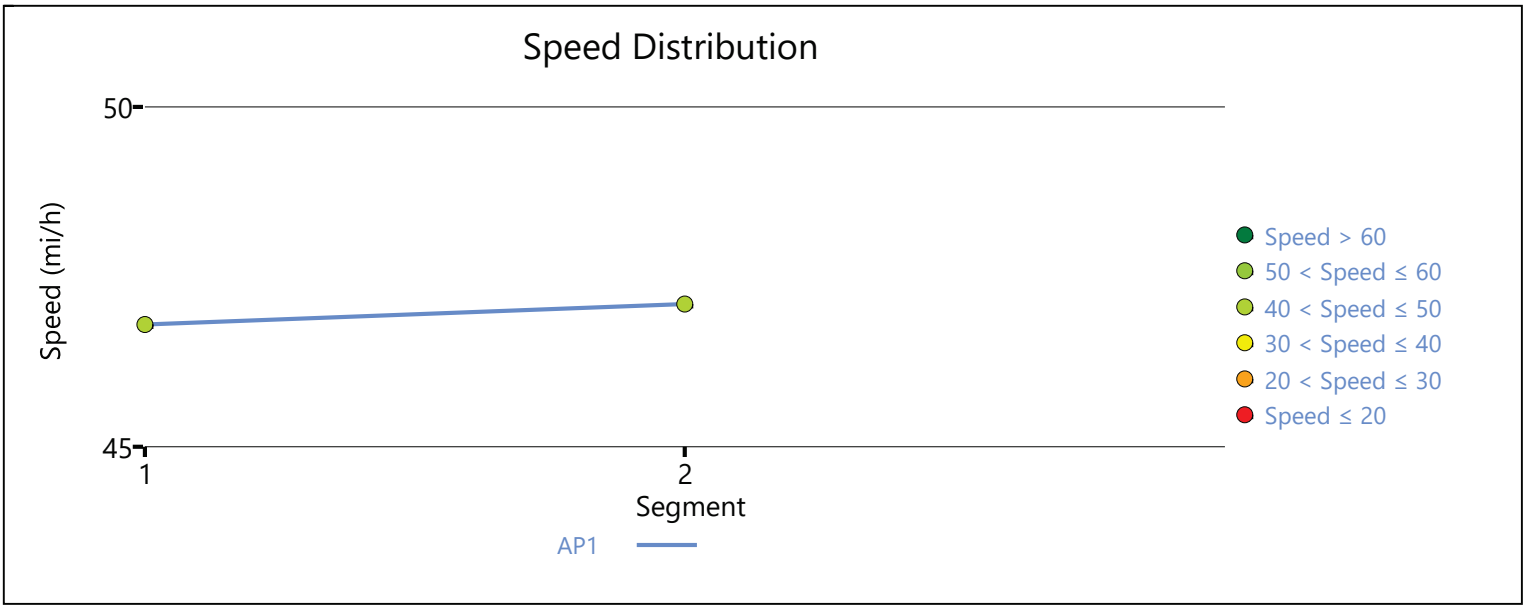
Average Speed, mi/h	47.1	Percent Followers, %	71.8
Segment Travel Time, minutes	0.37	Follower Density (FD), followers/mi/ln	13.5
Vehicle LOS	D		

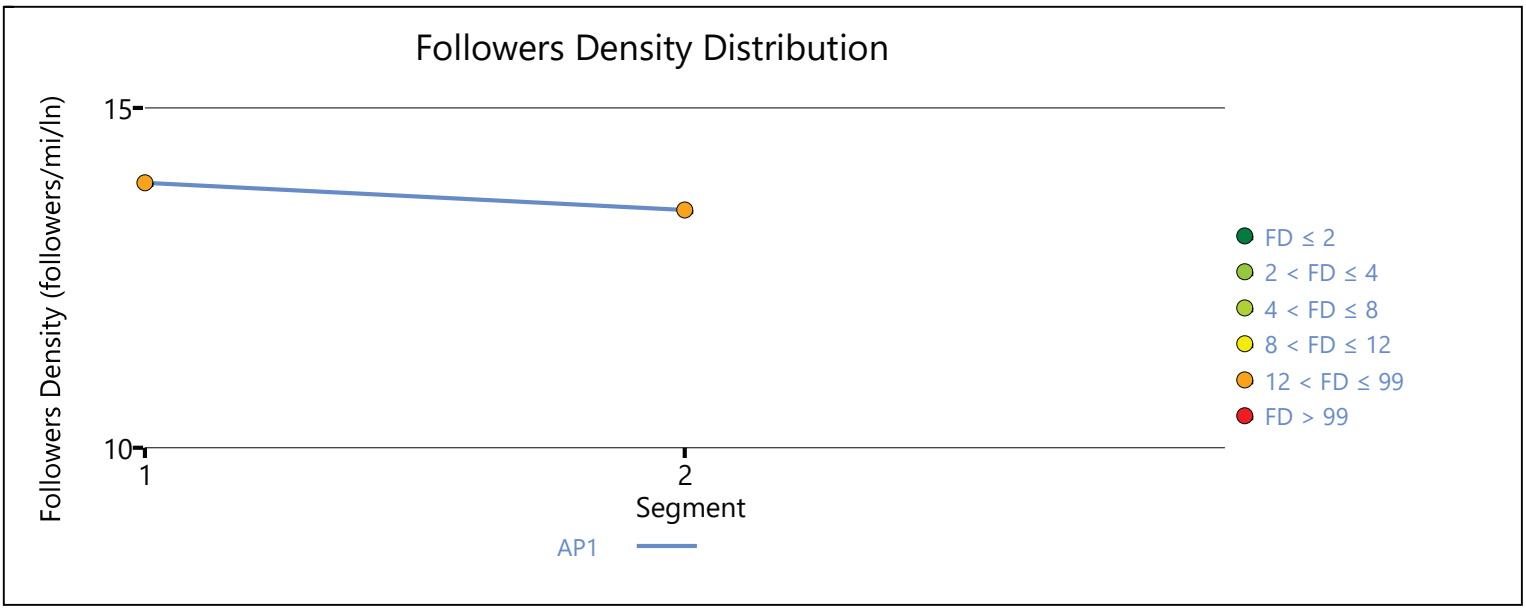
Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	886	Bicycle Effective Width, ft	28
Bicycle LOS Score	8.53	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	819	1.05	13.9	D





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HCS Two-Lane Highway Report

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	20624
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	677	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.7
Speed Slope Coefficient (m)	3.33018	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43997	PF Power Coefficient (p)	0.65702
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.1

Vehicle Results

Average Speed, mi/h	47.1	Percent Followers, %	67.2
Segment Travel Time, minutes	4.98	Follower Density (FD), followers/mi/ln	9.7
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	677	Bicycle Effective Width, ft	28
Bicycle LOS Score	10.11	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1552

Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	677	Opposing Demand Flow Rate, veh/h	956
Peak Hour Factor	0.88	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.7
Speed Slope Coefficient (m)	3.12673	Speed Power Coefficient (p)	0.43987
PF Slope Coefficient (m)	-1.43233	PF Power Coefficient (p)	0.73112
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.3

Vehicle Results

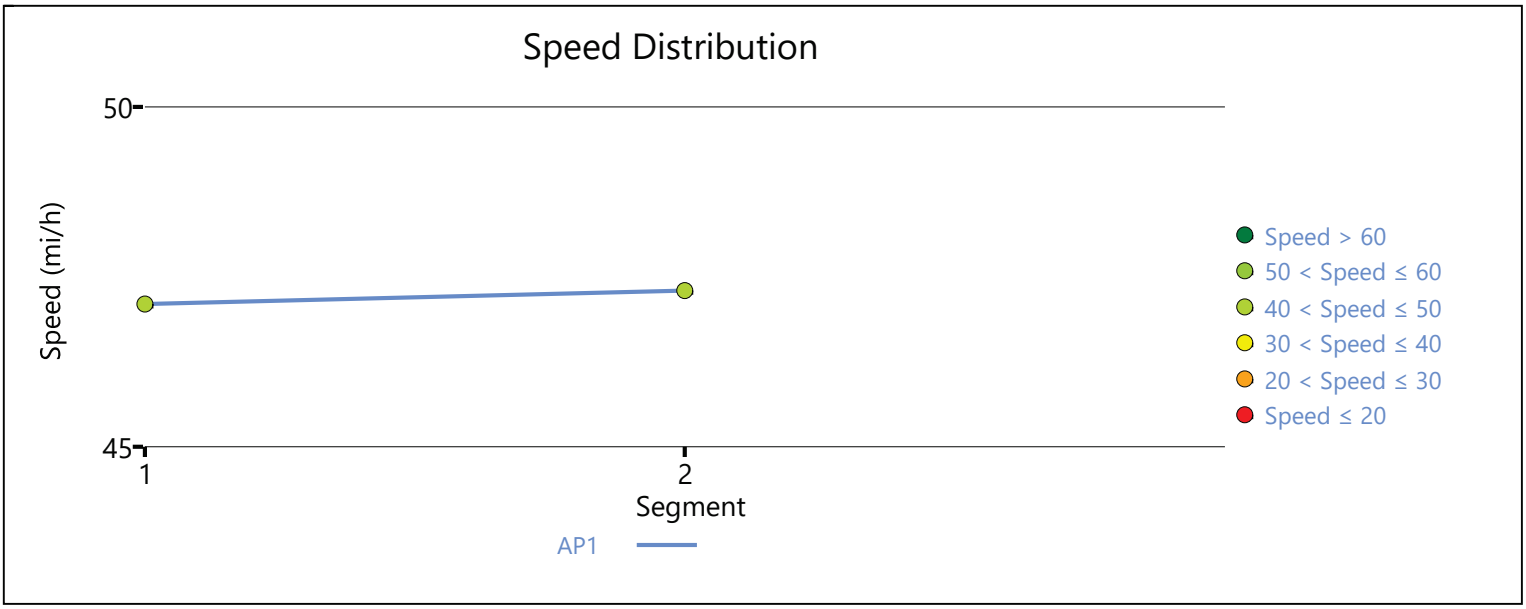
Average Speed, mi/h	47.3	Percent Followers, %	65.9
Segment Travel Time, minutes	0.37	Follower Density (FD), followers/mi/ln	9.5
Vehicle LOS	C		

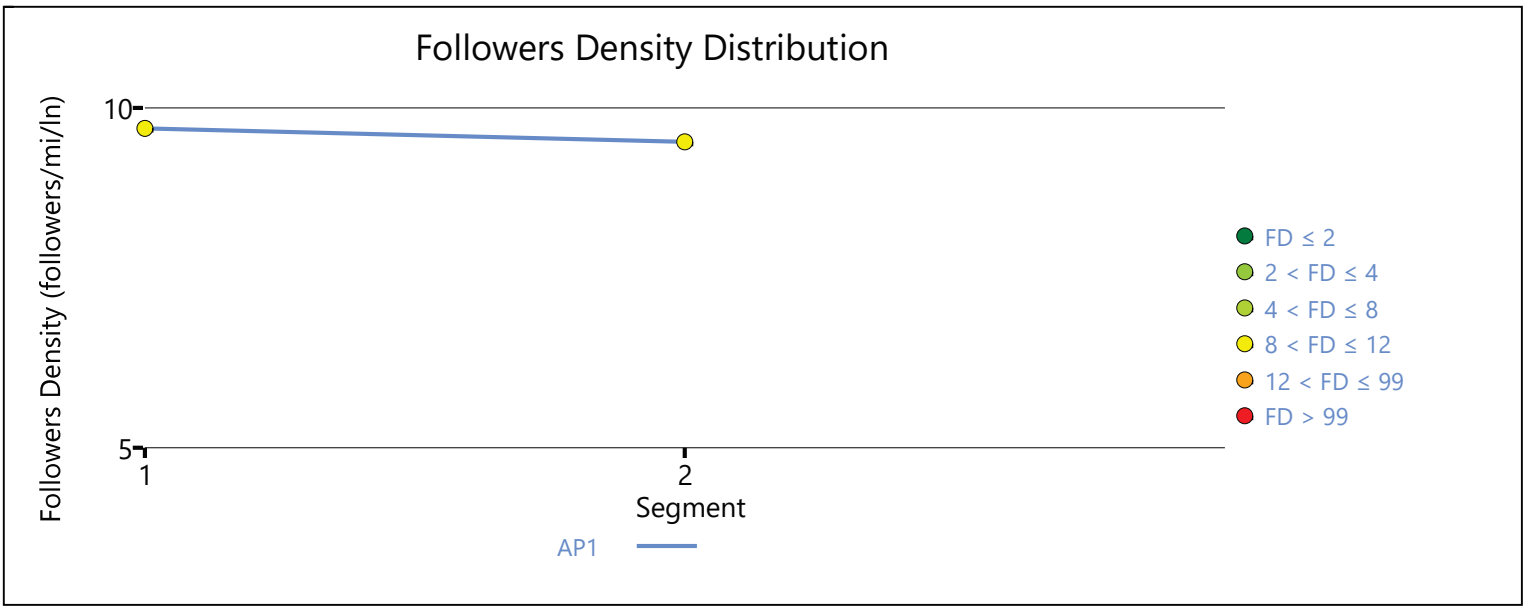
Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	677	Bicycle Effective Width, ft	28
Bicycle LOS Score	10.11	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	626	0.70	9.7	C





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HCS Two-Lane Highway Report

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3168
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	530	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.2
Speed Slope Coefficient (m)	3.25968	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39365	PF Power Coefficient (p)	0.73467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.9

Vehicle Results

Average Speed, mi/h	47.9	Percent Followers, %	58.3
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	6.4
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	530	Bicycle Effective Width, ft	28
Bicycle LOS Score	14.67	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	70	0.07	6.4	C

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3168
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1317	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.77

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.8
Speed Slope Coefficient (m)	3.29036	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39264	PF Power Coefficient (p)	0.73394
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.2

Vehicle Results

Average Speed, mi/h	47.2	Percent Followers, %	81.8
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/mi/ln	22.8
Vehicle LOS	E		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	1317	Bicycle Effective Width, ft	28
Bicycle LOS Score	5.38	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	174	0.26	22.8	E

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3168
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1149	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.68

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.6
Speed Slope Coefficient (m)	3.27773	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39307	PF Power Coefficient (p)	0.73425
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.2

Vehicle Results

Average Speed, mi/h	47.2	Percent Followers, %	78.6
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/mi/ln	19.1
Vehicle LOS	E		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	1149	Bicycle Effective Width, ft	28
Bicycle LOS Score	8.66	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	152	0.21	19.1	E

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3168
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	959	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	50.5
Speed Slope Coefficient (m)	3.27592	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39313	PF Power Coefficient (p)	0.73429
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.5

Vehicle Results

Average Speed, mi/h	47.5	Percent Followers, %	74.1
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/mi/ln	15.0
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	959	Bicycle Effective Width, ft	28
Bicycle LOS Score	9.12	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	127	0.16	15.0	D

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HCS Two-Lane Highway Report

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5808
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	45	Access Point Density, pts/mi	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	255	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.3
Speed Slope Coefficient (m)	3.02227	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38283	PF Power Coefficient (p)	0.71733
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	43.9

Vehicle Results

Average Speed, mi/h	43.9	Percent Followers, %	40.4
Segment Travel Time, minutes	1.50	Follower Density (FD), followers/mi/ln	2.3
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	255	Bicycle Effective Width, ft	14
Bicycle LOS Score	5.99	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	62	0.04	2.3	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5808
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	45	Access Point Density, pts/mi	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	776	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.46

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.5
Speed Slope Coefficient (m)	3.03310	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38295	PF Power Coefficient (p)	0.71717
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	43.0

Vehicle Results

Average Speed, mi/h	43.0	Percent Followers, %	68.4
Segment Travel Time, minutes	1.54	Follower Density (FD), followers/mi/ln	12.4
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	776	Bicycle Effective Width, ft	14
Bicycle LOS Score	4.88	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	188	0.25	12.4	D

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5808
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	45	Access Point Density, pts/mi	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	872	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.5
Speed Slope Coefficient (m)	3.02949	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38291	PF Power Coefficient (p)	0.71722
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	14.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	42.7

Vehicle Results

Average Speed, mi/h	42.7	Percent Followers, %	71.4
Segment Travel Time, minutes	1.54	Follower Density (FD), followers/mi/ln	14.6
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	872	Bicycle Effective Width, ft	14
Bicycle LOS Score	5.42	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	211	0.30	14.6	D

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5808
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	45	Access Point Density, pts/mi	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	425	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.25

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.4
Speed Slope Coefficient (m)	3.02408	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38285	PF Power Coefficient (p)	0.71730
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	43.5

Vehicle Results

Average Speed, mi/h	43.5	Percent Followers, %	52.7
Segment Travel Time, minutes	1.52	Follower Density (FD), followers/mi/ln	5.2
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	425	Bicycle Effective Width, ft	14
Bicycle LOS Score	5.92	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	103	0.10	5.2	C

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	16896
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	55	Access Point Density, pts/mi	11.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	563	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	58.8
Speed Slope Coefficient (m)	5.55148	Speed Power Coefficient (p)	0.51461
PF Slope Coefficient (m)	-1.45700	PF Power Coefficient (p)	0.69261
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	62.4
Segment Travel Time, minutes	3.49	Follower Density (FD), followers/mi/ln	6.4
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	562	Bicycle Effective Width, ft	30
Bicycle LOS Score	13.01	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	396	0.46	6.4	C

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	16896
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	55	Access Point Density, pts/mi	11.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1016	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.60

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	60.7
Speed Slope Coefficient (m)	5.51095	Speed Power Coefficient (p)	0.51755
PF Slope Coefficient (m)	-1.45553	PF Power Coefficient (p)	0.68719
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	14.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.4

Vehicle Results

Average Speed, mi/h	55.4	Percent Followers, %	77.0
Segment Travel Time, minutes	3.47	Follower Density (FD), followers/mi/ln	14.1
Vehicle LOS	E		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	1016	Bicycle Effective Width, ft	30
Bicycle LOS Score	4.60	Bicycle Effective Speed Factor	4.79
Bicycle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	715	1.12	14.1	E

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	16896
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	55	Access Point Density, pts/mi	11.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	992	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.58

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	5.60541	Speed Power Coefficient (p)	0.51921
PF Slope Coefficient (m)	-1.45611	PF Power Coefficient (p)	0.68902
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.7

Vehicle Results

Average Speed, mi/h	54.7	Percent Followers, %	76.5
Segment Travel Time, minutes	3.51	Follower Density (FD), followers/mi/ln	13.9
Vehicle LOS	E		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	992	Bicycle Effective Width, ft	30
Bicycle LOS Score	6.98	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	698	1.12	13.9	E

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	16896
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	55	Access Point Density, pts/mi	11.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	808	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.48

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	60.1
Speed Slope Coefficient (m)	5.59485	Speed Power Coefficient (p)	0.51916
PF Slope Coefficient (m)	-1.45600	PF Power Coefficient (p)	0.68866
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.5

Vehicle Results

Average Speed, mi/h	55.5	Percent Followers, %	71.6
Segment Travel Time, minutes	3.46	Follower Density (FD), followers/mi/ln	10.4
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	808	Bicycle Effective Width, ft	30
Bicycle LOS Score	6.36	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	569	0.80	10.4	D

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	40	Access Point Density, pts/mi	10.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	310	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.3
Speed Slope Coefficient (m)	2.93110	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43592	PF Power Coefficient (p)	0.70911
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	42.8

Vehicle Results

Average Speed, mi/h	42.8	Percent Followers, %	46.5
Segment Travel Time, minutes	0.70	Follower Density (FD), followers/mi/ln	3.4
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	310	Bicycle Effective Width, ft	28
Bicycle LOS Score	2.39	Bicycle Effective Speed Factor	4.17
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	34	0.03	3.4	B

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	40	Access Point Density, pts/mi	10.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	640	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.5
Speed Slope Coefficient (m)	2.94013	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43612	PF Power Coefficient (p)	0.70900
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	42.2

Vehicle Results

Average Speed, mi/h	42.2	Percent Followers, %	64.9
Segment Travel Time, minutes	0.71	Follower Density (FD), followers/mi/ln	9.8
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	640	Bicycle Effective Width, ft	28
Bicycle LOS Score	1.57	Bicycle Effective Speed Factor	4.17
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	70	0.09	9.8	C

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	40	Access Point Density, pts/mi	10.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	630	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.3
Speed Slope Coefficient (m)	2.93291	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43596	PF Power Coefficient (p)	0.70909
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	42.1

Vehicle Results

Average Speed, mi/h	42.1	Percent Followers, %	64.5
Segment Travel Time, minutes	0.71	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	630	Bicycle Effective Width, ft	28
Bicycle LOS Score	2.47	Bicycle Effective Speed Factor	4.17
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	69	0.08	9.6	C

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	8
Speed Limit, mi/h	40	Access Point Density, pts/mi	10.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	468	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.5
Speed Slope Coefficient (m)	2.94013	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43612	PF Power Coefficient (p)	0.70900
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	42.5

Vehicle Results

Average Speed, mi/h	42.5	Percent Followers, %	56.8
Segment Travel Time, minutes	0.71	Follower Density (FD), followers/mi/ln	6.2
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	468	Bicycle Effective Width, ft	28
Bicycle LOS Score	1.41	Bicycle Effective Speed Factor	4.17
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	52	0.05	6.2	C

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	10
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	251	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.6
Speed Slope Coefficient (m)	3.32767	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40285	PF Power Coefficient (p)	0.73246
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.1

Vehicle Results

Average Speed, mi/h	50.1	Percent Followers, %	39.9
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	2.0
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	251	Bicycle Effective Width, ft	32
Bicycle LOS Score	1.52	Bicycle Effective Speed Factor	4.42
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.02	2.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	10
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	656	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.33489	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40254	PF Power Coefficient (p)	0.73228
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.1

Vehicle Results

Average Speed, mi/h	49.1	Percent Followers, %	64.3
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	8.6
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	656	Bicycle Effective Width, ft	32
Bicycle LOS Score	0.89	Bicycle Effective Speed Factor	4.42
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	72	0.07	8.6	C

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HCS Two-Lane Highway Report

Project Information

Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	10
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	710	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.42

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.33489	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40254	PF Power Coefficient (p)	0.73228
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.0

Vehicle Results

Average Speed, mi/h	49.0	Percent Followers, %	66.4
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	710	Bicycle Effective Width, ft	32
Bicycle LOS Score	0.93	Bicycle Effective Speed Factor	4.42
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	78	0.08	9.6	C

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HCS Two-Lane Highway Report

Project Information

Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	10
Speed Limit, mi/h	45	Access Point Density, pts/mi	9.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	370	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.9
Speed Slope Coefficient (m)	3.34030	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40231	PF Power Coefficient (p)	0.73214
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.9

Vehicle Results

Average Speed, mi/h	49.9	Percent Followers, %	49.2
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	3.7
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	370	Bicycle Effective Width, ft	32
Bicycle LOS Score	0.00	Bicycle Effective Speed Factor	4.42
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	41	0.03	3.7	B

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HCS Two-Lane Highway Report

Project Information

Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	35	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	383	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	39.7
Speed Slope Coefficient (m)	2.68359	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44194	PF Power Coefficient (p)	0.69195
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	38.1

Vehicle Results

Average Speed, mi/h	38.1	Percent Followers, %	52.4
Segment Travel Time, minutes	0.79	Follower Density (FD), followers/mi/ln	5.3
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	383	Bicycle Effective Width, ft	30
Bicycle LOS Score	2.29	Bicycle Effective Speed Factor	3.84
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	42	0.04	5.3	C

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HCS Two-Lane Highway Report

Project Information

Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	35	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	611	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	39.9
Speed Slope Coefficient (m)	2.69262	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44260	PF Power Coefficient (p)	0.69194
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	37.9

Vehicle Results

Average Speed, mi/h	37.9	Percent Followers, %	64.2
Segment Travel Time, minutes	0.79	Follower Density (FD), followers/mi/ln	10.4
Vehicle LOS	D		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	611	Bicycle Effective Width, ft	30
Bicycle LOS Score	1.27	Bicycle Effective Speed Factor	3.84
Bicycle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	67	0.09	10.4	D

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HCS Two-Lane Highway Report

Project Information

Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	35	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	802	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	39.8
Speed Slope Coefficient (m)	2.68901	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44234	PF Power Coefficient (p)	0.69194
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	37.5

Vehicle Results

Average Speed, mi/h	37.5	Percent Followers, %	71.0
Segment Travel Time, minutes	0.80	Follower Density (FD), followers/mi/ln	15.2
Vehicle LOS	E		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	802	Bicycle Effective Width, ft	30
Bicycle LOS Score	1.86	Bicycle Effective Speed Factor	3.84
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	88	0.14	15.2	E

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HCS Two-Lane Highway Report

Project Information

Analyst		Date	11/15/2023
Agency		Analysis Year	2023
Jurisdiction		Time Analyzed	
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2640
Lane Width, ft	12	Shoulder Width, ft	9
Speed Limit, mi/h	35	Access Point Density, pts/mi	8.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	524	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	39.8
Speed Slope Coefficient (m)	2.68901	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44234	PF Power Coefficient (p)	0.69194
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	38.0

Vehicle Results

Average Speed, mi/h	38.0	Percent Followers, %	60.2
Segment Travel Time, minutes	0.79	Follower Density (FD), followers/mi/ln	8.3
Vehicle LOS	C		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	524	Bicycle Effective Width, ft	30
Bicycle LOS Score	1.65	Bicycle Effective Speed Factor	3.84
Bicycle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	58	0.07	8.3	C

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BASIC FREEWAY SEGMENTS

HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	3/28/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Harris Township	Time Analyzed	AM
Project Description	West of Earlystown Rd - EB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	57.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	620	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	370
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2272
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2272
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2272
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.16

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	6.5
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.2		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	3/28/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Harris Township	Time Analyzed	AM
Project Description	322 West of Earlystown Rd - WB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	57.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1300	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	768
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2272
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2272
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2272
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.34

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	13.4
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.2		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	3/28/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Harris Township	Time Analyzed	PM
Project Description	322 West of Earlystown Rd - EB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	57.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1280	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	749
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2272
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2272
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2272
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.33

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	13.1
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.2		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	3/28/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Harris Township	Time Analyzed	PM
Project Description	322 West of Earlystown Rd - WB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	57.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	915	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	560
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2272
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2272
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2272
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.25

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.8
Total Ramp Density Adjustment	2.8	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.2		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	1/18/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	East of Potters Mills Gap - EB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	593	Heavy Vehicle Adjustment Factor (f_{HV})	0.685
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	460
Total Trucks, %	23.00	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20
Passenger Car Equivalent (E_T)	3.00		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	7.7
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	1/18/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 East of Potters Mills Gap - WB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	851	Heavy Vehicle Adjustment Factor (f_{HV})	0.758
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	597
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26
Passenger Car Equivalent (E_T)	3.00		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	10.0
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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HCS Basic Freeway Report

Project Information

Analyst	Drive Engineering	Date	1/18/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	2050 No Build - EB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1004	Heavy Vehicle Adjustment Factor (f_{HV})	0.806
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	662
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	3.00		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	11.0
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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HCS Basic Freeway Report

Project Information

Analyst	Drive	Date	1/18/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 East of Potters Mills Gap - WB	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	748	Heavy Vehicle Adjustment Factor (f_{HV})	0.704
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	565
Total Trucks, %	21.00	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25
Passenger Car Equivalent (E_T)	3.00		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.4
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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FREEWAY RAMP JUNCTIONS

HCS Freeway Diverge Report

Project Information

Analyst	Drive Engineering	Date	3/5/2024
Agency	PennDOT District 2-0	Analysis Year	2050
Jurisdiction	Boalsburg	Time Analyzed	
Project Description	Boalsburg Interchange EB Diverge 2050 NB AM	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity

Demand Volume (V_i), veh/h	620	180
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	23.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.813	0.943
Flow Rate (v_i), pc/h	829	207
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.18	0.10

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.447
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.0
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	829	Ramp Junction Speed (S), mi/h	52.0

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	8.0
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	4.2

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HCS Freeway Diverge Report

Project Information

Analyst	Drive Engineering	Date	3/5/2024
Agency	PennDOT District 2-0	Analysis Year	2050
Jurisdiction	Boalsburg	Time Analyzed	
Project Description	Boalsburg Interchange EB Diverge 2050 NB PM	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity

Demand Volume (V_i), veh/h	1280	485
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	13.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.885	0.980
Flow Rate (v_i), pc/h	1572	538
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.34	0.27

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.476
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	51.4
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1572	Ramp Junction Speed (S), mi/h	51.4

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.3
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	10.6

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	3/5/2024
Agency	PennDOT District 2-0	Analysis Year	2050
Jurisdiction	Boalsburg	Time Analyzed	
Project Description	Boalsburg Interchange WB Merge 2050 NB AM	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	740	560
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	13.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.885	0.980
Flow Rate (v_i), pc/h	909	621
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.31

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.255
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.4
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	909	Ramp Junction Speed (S), mi/h	55.4

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1530	Average Density (D), pc/mi/ln	13.8
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	9.7

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HCS Freeway Merge Report

Project Information

Analyst	Drive Engineering	Date	3/5/2024
Agency	PennDOT District 2-0	Analysis Year	2050
Jurisdiction	Boalsburg	Time Analyzed	
Project Description	Boalsburg Interchange WB Merge 2050 NB PM	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	610	305
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	18.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.847	0.980
Flow Rate (v_i), pc/h	783	338
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.24	0.17

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.249
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.5
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	783	Ramp Junction Speed (S), mi/h	55.5

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1121	Average Density (D), pc/mi/ln	10.1
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	6.6

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HCS Freeway Diverge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 Potters Mills Gap EB Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	400
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity		
Demand Volume (V_i), veh/h	492	12
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	23.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.685	0.893
Flow Rate (v_i), pc/h	764	14
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.17	0.01

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.429
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	764	Ramp Junction Speed (S), mi/h	52.3

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	7.3
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	7.2

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HCS Freeway Diverge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 Potters Mills Gap EB Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	400
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity		
Demand Volume (V_i), veh/h	889	39
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	12.00	1.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.806	0.980
Flow Rate (v_i), pc/h	1173	42
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.02

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.432
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1173	Ramp Junction Speed (S), mi/h	52.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	11.2
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	10.7

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 Potters Mills Gap EB Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	950
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	480	113
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	23.00	6.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.685	0.893
Flow Rate (v_i), pc/h	745	135
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.19	0.07

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.264
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	745	Ramp Junction Speed (S), mi/h	55.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	880	Average Density (D), pc/mi/ln	8.0
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	6.4

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 Potters Mills Gap EB Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	950
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	850	154
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	12.00	1.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.806	0.980
Flow Rate (v_i), pc/h	1122	167
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.08

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.269
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	55.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	1122	Ramp Junction Speed (S), mi/h	55.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1289	Average Density (D), pc/mi/ln	11.7
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	9.6

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HCS Freeway Diverge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 Potters Mills Gap WB Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	600
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity		
Demand Volume (v_i), veh/h	851	51
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	16.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.758	0.877
Flow Rate (v_i), pc/h	1194	62
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.03

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.434
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1194	Ramp Junction Speed (S), mi/h	52.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	11.4
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	9.1

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HCS Freeway Diverge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 Potters Mills Gap WB Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LD), ft	1500	600
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor (CAF)	1.000	1.000
Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000	-

Demand and Capacity		
Demand Volume (V_i), veh/h	748	65
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.704	0.962
Flow Rate (v_i), pc/h	1130	72
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.25	0.04

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O), ln	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.434
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1130	Ramp Junction Speed (S), mi/h	52.2

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	10.8
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	8.6

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	AM
Project Description	322 Potters Mills Gap WB Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	700
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	800	59
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	16.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.758	0.877
Flow Rate (v_i), pc/h	1123	72
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.04

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.285
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	54.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	1123	Ramp Junction Speed (S), mi/h	54.9

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1195	Average Density (D), pc/mi/ln	10.9
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	10.4

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HCS Freeway Merge Report

Project Information			
Analyst	Drive Engineering	Date	1/22/2024
Agency	PennDOT District 2-0	Analysis Year	2050 No Build
Jurisdiction	Potter Township	Time Analyzed	PM
Project Description	322 Potters Mills Gap WB Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	700
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs, CAF_{CAV}	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	683	22
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	21.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.704	0.962
Flow Rate (v_i), pc/h	1032	24
Capacity (c_{md}), pc/h	4600	2000
Adjusted Capacity (c_{md}), pc/h	4600	2000
Volume-to-Capacity Ratio (v/c)	0.23	0.01

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO), ln	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.283
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	54.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	1032	Ramp Junction Speed (S), mi/h	54.9

Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1056	Average Density (D), pc/mi/ln	9.6
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	9.4

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APPENDIX G

PCIT 2017-2021 Crash Data Summaries

STATE COLLEGE AREA CONNECTOR (SCAC)

PCIT Crash Data (Year 2017 thru Year 2021)

YEAR	(All)
ROUTE	322
VEHICLES	(All)

SEGMENT	OFFSET	CRASH DESCRIPTION	Sum of PDO	Sum of INJURY	Sum of FATAL	Sum of PED
540	**1128**	Hit fixed object	0	1	0	0
541	**560**	Hit fixed object	1	0	0	0
	1782	Rear-end	1	0	0	0
	2103	Non-collision	1	0	0	0
	2329	Hit fixed object	1	0	0	0
550	**3021**	Rear-end	0	1	0	0
551	**594**	Angle	0	1	0	0
	771	Sideswipe (same dir.)	1	0	0	0
560	**47**	Hit fixed object	1	0	0	0
	547	Hit fixed object	0	1	0	0
	847	Rear-end	0	1	0	0
	2189	Hit fixed object	0	1	0	0
561	**48**	Hit fixed object	0	1	0	0
	1718	Other or Unknown (Expired)	1	0	0	0
570	**721**	Rear-end	1	0	0	0
	841	Other	1	0	0	0
571	**1145**	Hit fixed object	0	1	0	0
580	**150**	Hit fixed object	0	1	0	0
590	**9**	Non-collision	1	0	0	0
	248	Other	0	1	0	0
	276	Sideswipe (Opposite dir.)	1	0	0	0
	442	Hit fixed object	1	1	0	0
	1736	Sideswipe (Opposite dir.)	1	0	0	0
	1744	Hit fixed object	1	0	0	0
	2024	Hit fixed object	1	0	0	0
	2410	Head-on	0	0	1	0
	2704	Angle	0	1	0	0
	2796	Rear-end	1	0	0	0
	2927	Head-on	0	1	0	0
600	**73**	Rear-end	1	0	0	0
	135	Hit fixed object	1	0	0	0
	1053	Angle	0	1	0	0
	1797	Rear-end	0	1	0	0
610	**259**	Other	1	0	0	0
	327	Non-collision	1	0	0	0
	416	Angle	0	1	0	0
	427	Angle	0	6	0	0
		Head-on	1	0	0	0
		Hit fixed object	2	1	0	0
		Sideswipe (same dir.)	0	1	0	0
	477	Rear-end	1	0	0	0
	1427	Rear-end	1	0	0	0
	2011	Hit fixed object	0	1	0	0

STATE COLLEGE AREA CONNECTOR (SCAC)

PCIT Crash Data (Year 2017 thru Year 2021)

YEAR	(All)
ROUTE	322
VEHICLES	(All)

SEGMENT	OFFSET	CRASH DESCRIPTION	Sum of PDO	Sum of INJURY	Sum of FATAL	Sum of PED
610	**2256**	Hit fixed object	1	0	0	0
	2270	Hit fixed object	0	1	0	0
620	**382**	Other	1	0	0	0
	498	Hit fixed object	0	1	0	0
	1531	Rear-end	0	1	0	0
	1893	Rear-end	0	1	0	0
	1954	Hit fixed object	0	1	0	0
	2216	Hit fixed object	0	1	0	0
630	**237**	Rear-end	1	0	0	0
	247	Rear-end	0	1	0	0
	1355	Rear-end	0	1	0	0
	1356	Angle	0	1	0	0
	1719	Rear-end	1	0	0	0
	2149	Rear-end	0	1	0	0
	2235	Rear-end	0	1	0	0
640	**0**	Angle	1	0	0	0
		Non-collision	1	0	0	0
	200	Other or Unknown (Expired)	1	0	0	0
	635	Hit fixed object	0	1	0	0
	975	Angle	0	1	0	0
	1701	Rear-end	1	0	0	0
	1985	Rear-end	1	0	0	0
	2389	Other or Unknown (Expired)	1	0	0	0
650	**62**	Head-on	0	1	0	0
	88	Hit fixed object	1	0	0	0
	353	Angle	1	0	0	0
	1097	Rear-end	1	0	0	0
	1325	Hit fixed object	0	1	0	0
	1479	Rear-end	1	0	0	0
	1712	Other or Unknown (Expired)	1	0	0	0
	1994	Head-on	0	1	0	0
660	**503**	Hit fixed object	0	1	0	0
	675	Angle	0	1	0	0
	810	Other	1	0	0	0
	879	Head-on	1	0	0	0
	894	Angle	1	0	0	0
	1280	Other or Unknown (Expired)	1	0	0	0
	1996	Hit fixed object	0	1	0	0
670	**130**	Head-on	0	0	1	0
	1269	Other	1	0	0	0
	1312	Hit fixed object	0	1	0	0
680	**632**	Rear-end	1	0	0	0
	2308	Sideswipe (Opposite dir.)	0	1	0	0

STATE COLLEGE AREA CONNECTOR (SCAC)

PCIT Crash Data (Year 2017 thru Year 2021)

YEAR	(All)
ROUTE	322
VEHICLES	(All)

SEGMENT	OFFSET	CRASH DESCRIPTION	Sum of PDO	Sum of INJURY	Sum of FATAL	Sum of PED
690	**1865**	Rear-end	1	0	0	0
	2105	Hit fixed object	1	0	0	0
		Other	1	0	0	0
	2132	Hit fixed object	1	0	0	0
700	**0**	Rear-end	1	0	0	0
		Other	1	0	0	0
	715	Hit fixed object	1	0	0	0
	867	Hit fixed object	0	1	0	0
	1196	Rear-end	1	0	0	0
	1308	Rear-end	1	0	0	0
710	**250**	Sideswipe (same dir.)	1	0	0	0
	322	Other	1	0	0	0
	434	Other	1	0	0	0
	1257	Rear-end	1	0	0	0
	1342	Angle	0	1	0	0
	1898	Other	1	0	0	0
	2152	Rear-end	1	0	0	0
720	**47**	Sideswipe (same dir.)	1	0	0	0
	164	Hit fixed object	0	1	0	0
	208	Rear-end	0	1	0	0
	297	Rear-end	0	1	0	0
	361	Rear-end	1	0	0	0
	749	Rear-end	0	1	0	0
	824	Angle	0	1	0	0
	1013	Head-on	0	1	0	0
	1150	Rear-end	1	0	0	0
	1381	Rear-end	1	0	0	0
	1475	Rear-end	1	0	0	0
	1686	Hit fixed object	1	0	0	0
	2123	Angle	0	1	0	0
		Rear-end	2	0	0	0
	2385	Rear-end	1	0	0	0
	2621	Rear-end	0	1	0	0
730	**234**	Hit fixed object	0	1	0	0
	298	Rear-end	0	1	0	0
	1393	Rear-end	1	0	0	0
	1439	Hit fixed object	1	0	0	0
	1960	Other	1	0	0	0
	2388	Rear-end	0	1	0	0
740	**166**	Other	1	0	0	0
	1322	Angle	4	0	1	0
		Sideswipe (same dir.)	0	1	0	0
	2012	Hit fixed object	1	0	0	0

STATE COLLEGE AREA CONNECTOR (SCAC)

PCIT Crash Data (Year 2017 thru Year 2021)

YEAR	(All)
ROUTE	322
VEHICLES	(All)

SEGMENT	OFFSET	CRASH DESCRIPTION	Sum of PDO	Sum of INJURY	Sum of FATAL	Sum of PED
740	**2041**	Hit fixed object	1	0	0	0
	2129	Hit fixed object	1	0	0	0
		Angle Count	24	24	24	24
		Head-on Count	8	8	8	8
		Hit fixed object Count	40	40	40	40
		Hit pedestrian Count				
		Non-collision Count	4	4	4	4
		Rear-end Count	42	42	42	42
		Sideswipe (Opposite dir.) Count	3	3	3	3
		Sideswipe (same dir.) Count	5	5	5	5
		Backing Count				
		(blank) Count				
		Other or Unknown (Expired) Coun	5	5	5	5
		Other Count	13	13	13	13
Grand Total			**81**	**60**	**3**	**0**

STATE COLLEGE AREA CONNECTOR (SCAC)

PCIT Crash Data (Year 2017 thru Year 2021)

ROUTE	322

Count of VEHICLE TYPE		VEH_TYPE							
SEGMENT	OFFSET	1 (Automobile)	2 (Motorcycle)	4 (Small Truck)	5 (Large Truck)	6 (SUV)	7 (Van)	99 (Unknown)	Grand
540	1128	1							1
541	560	1							1
	1782	1							1
	2103				1				1
	2329	1							1
550	3021					1			1
551	594					1			1
	771				1				1
560	47	1							1
	547					1			1
	847	1							1
	2189	1							1
561	48					1			1
	1718	1							1
570	721				1				1
	841					1			1
571	1145	1							1
580	150	1							1
590	9	1							1
	248	1							1
	276				1				1
	442	1			1				2
	1736	1							1
	1744			1					1
	2024	1							1
	2410	1							1
	2704			1					1
	2796	1							1
	2927					1			1
600	73				1				1
	135	1							1
	1053					1			1
	1797			1					1
610	259					1			1
	327	1							1
	416					1			1
	427	7		1		3			11
	477	1							1
	1427					1			1
	2011	1							1
	2256					1			1
	2270	1							1
620	382					1			1
	498	1							1
	1531	1							1
	1893				1				1
	1954	1							1
	2216					1			1
630	237					1			1

STATE COLLEGE AREA CONNECTOR (SCAC)

PCIT Crash Data (Year 2017 thru Year 2021)

ROUTE	322

Count of VEHICLE TYPE		VEH_TYPE							
SEGMENT	OFFSET	1 (Automobile)	2 (Motorcycle)	4 (Small Truck)	5 (Large Truck)	6 (SUV)	7 (Van)	99 (Unknown)	Grand
630	247					1			1
	1355					1			1
	1356				1				1
	1719	1							1
	2149				1				1
	2235					1			1
640	0	1				1			2
	200	1							1
	635	1							1
	975	1							1
	1701	1							1
	1985	1							1
	2389						1		1
650	62	1							1
	88			1					1
	353	1							1
	1097					1			1
	1325	1							1
	1479				1				1
	1712	1							1
	1994				1				1
660	503					1			1
	675					1			1
	810					1			1
	879							1	1
	894					1			1
	1280						1		1
	1996	1							1
670	130					1			1
	1269					1			1
	1312			1					1
680	632			1					1
	2308				1				1
690	1865					1			1
	2105	1				1			2
	2132	1							1
700	0	2							2
	715	1							1
	867			1					1
	1196					1			1
	1308					1			1
710	250	1							1
	322	1							1
	434	1							1
	1257	1							1
	1342					1			1
	1898	1							1
	2152					1			1
720	47					1			1

STATE COLLEGE AREA CONNECTOR (SCAC)

PCIT Crash Data (Year 2017 thru Year 2021)

ROUTE	322

Count of VEHICLE TYPE		VEH_TYPE							
SEGMENT	OFFSET	1 (Automobile)	2 (Motorcycle)	4 (Small Truck)	5 (Large Truck)	6 (SUV)	7 (Van)	99 (Unknown)	Grand
720	164	1							1
	208	1							1
	297	1							1
	361			1					1
	749	1							1
	824						1		1
	1013	1							1
	1150	1							1
	1381					1			1
	1475			1					1
	1686				1				1
	2123	1			1	1			3
	2385				1				1
	2621				1				1
730	234	1							1
	298					1			1
	1393						1		1
	1439	1							1
	1960	1							1
	2388	1							1
740	166	1							1
	1322	3	1	1		1			6
	2012	1							1
	2041	1							1
	2129	1							1
Grand Total		**72**	**1**	**11**	**16**	**39**	**4**	**1**	**144**

APPENDIX H

HSM Analyses

EXISTING (2023)

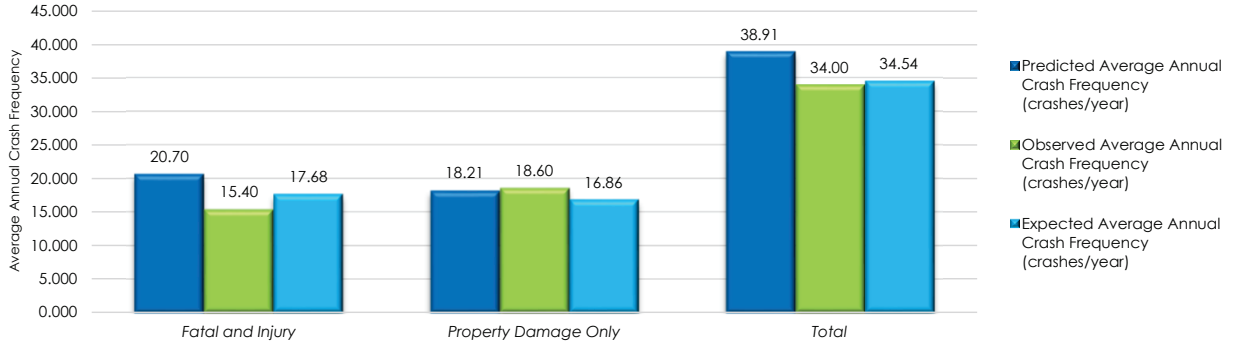
Shingletown Road, Boal Avenue, Earlystown Road (SR 0045)

Main Street to East of Pennsylvania Avenue (SR 0144)

Project Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Project Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	20.70	18.21	38.91
Observed Average Annual Crash Frequency	15.40	18.60	34.00
Expected Average Annual Crash Frequency	17.68	16.86	34.54
Potential for Safety Improvement (PSI)	-3.01	-1.35	-4.36

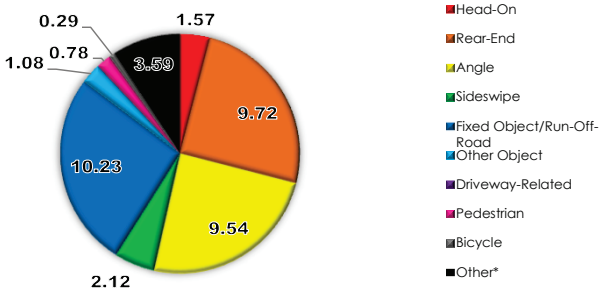
Total Project Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	14.95	13.47	28.42
Observed Average Annual Crash Frequency (crashes/yr)	12.00	15.00	27.00
Expected Average Annual Crash Frequency (crashes/yr)	12.85	13.05	25.91

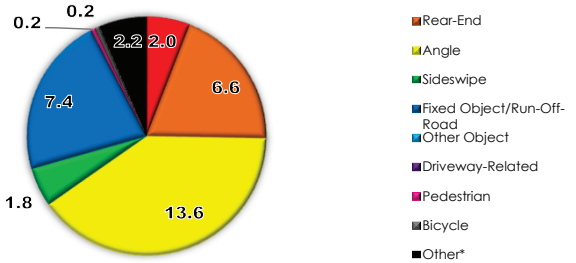
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	5.75	4.74	10.49
Observed Average Annual Crash Frequency (crashes/yr)	3.40	3.60	7.00
Expected Average Annual Crash Frequency (crashes/yr)	4.83	3.81	8.64

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	20.70	18.21	38.91
Observed Average Annual Crash Frequency (crashes/yr)	15.40	18.60	34.00
Expected Average Annual Crash Frequency (crashes/yr)	17.68	16.86	34.54

Project Total: Predicted Crashes by Crash Type



Project Total: Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

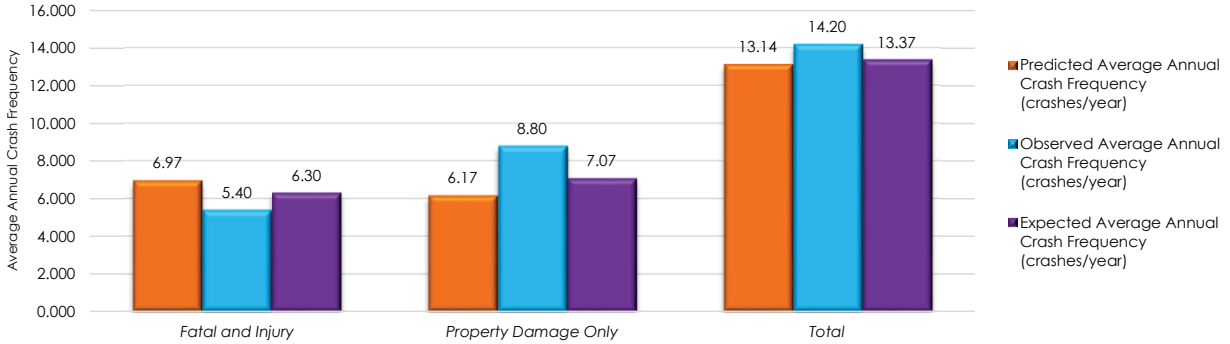
Shingletown Road, Boal Avenue, Earlystown Road (SR 0045)

Main Street to East of Pennsylvania Avenue (SR 0144)

Rural Two-Lane Roads Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Rural Two-Lane Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	6.97	6.17	13.14
Observed Average Annual Crash Frequency	5.40	8.80	14.20
Expected Average Annual Crash Frequency	6.30	7.07	13.37
Potential for Safety Improvement (PSI)	-0.67	0.90	0.23

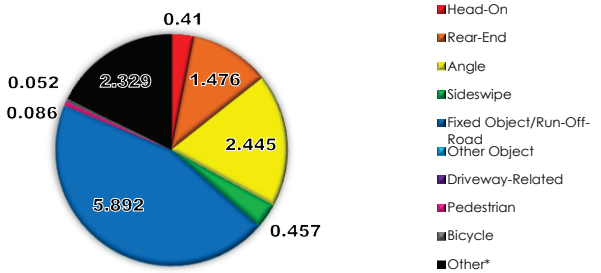
Rural Two-Lane Roads Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	5.22	4.77	9.99
Observed Average Annual Crash Frequency (crashes/yr)	4.80	8.60	13.40
Expected Average Annual Crash Frequency (crashes/yr)	5.13	6.36	11.48

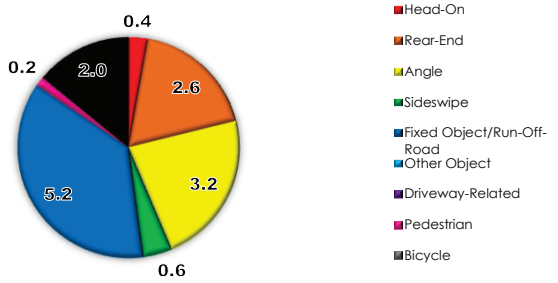
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	1.75	1.40	3.15
Observed Average Annual Crash Frequency (crashes/yr)	0.60	0.20	0.80
Expected Average Annual Crash Frequency (crashes/yr)	1.18	0.72	1.89

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	6.97	6.17	13.14
Observed Average Annual Crash Frequency (crashes/yr)	5.40	8.80	14.20
Expected Average Annual Crash Frequency (crashes/yr)	6.30	7.07	13.37

Rural Two-Lane Roads: Predicted Crashes by Crash Type



Rural Two-Lane Roads: Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

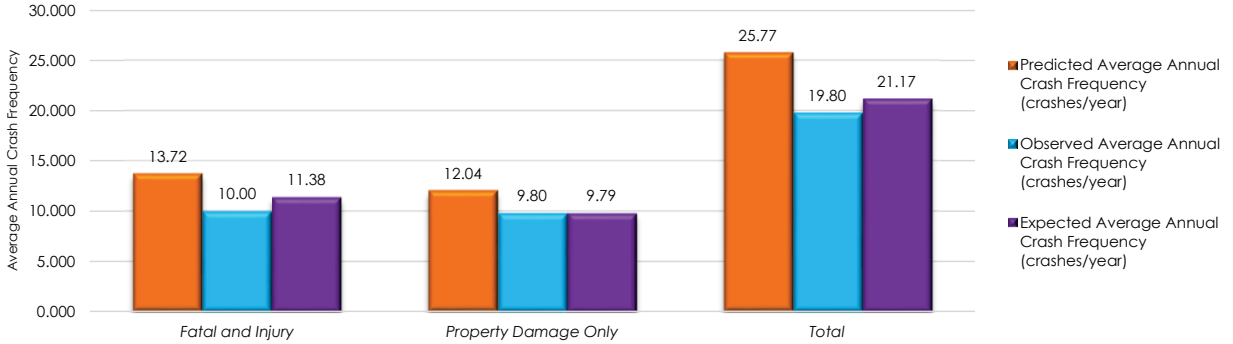
Shingletown Road, Boal Avenue, Earlystown Road (SR 0045)

Main Street to East of Pennsylvania Avenue (SR 0144)

Urban/Suburban Arterials Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Urban/Suburban Arterial Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	13.72	12.04	25.77
Observed Average Annual Crash Frequency	10.00	9.80	19.80
Expected Average Annual Crash Frequency	11.38	9.79	21.17
Potential for Safety Improvement (PSI)	-2.34	-2.25	-4.60

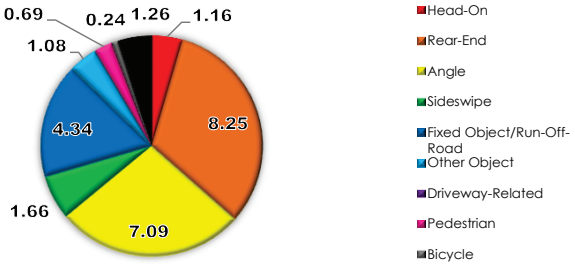
Urban/Suburban Arterials Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	9.72	8.70	18.43
Observed Average Annual Crash Frequency (crashes/yr)	7.20	6.40	13.60
Expected Average Annual Crash Frequency (crashes/yr)	7.73	6.69	14.42

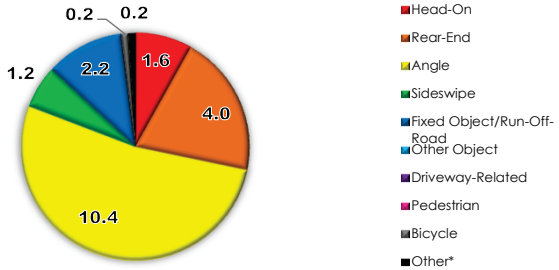
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	4.00	3.34	7.34
Observed Average Annual Crash Frequency (crashes/yr)	2.80	3.40	6.20
Expected Average Annual Crash Frequency (crashes/yr)	3.65	3.09	6.75

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	13.72	12.04	25.77
Observed Average Annual Crash Frequency (crashes/yr)	10.00	9.80	19.80
Expected Average Annual Crash Frequency (crashes/yr)	11.38	9.79	21.17

Urban/Suburban Arterials: Predicted Crashes by Crash Type



Urban/Suburban Arterials: Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Shingletown Road, Boal Avenue, Earlystown Road (SR 0045)

Main Street to East of Pennsylvania Avenue (SR 0144)

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Rural Two-Lane, Two-Way Roads: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	300	1757	1.11	2.40	1.62	0.51
Segment 2	320	147	6.39	6.40	6.39	0.00
Segment 3	410	2006	1.41	2.60	1.96	0.54
Segment 4	430	0	1.08	2.00	1.52	0.44

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Rural Two-Lane, Two-Way Roads: Intersections

Intersection Name	*Major Road*	*Minor Road*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Intersection 1	SR 0045	Elks Club Road	1.18	0.20	0.62	-0.56
Intersection 2	SR 0045	SR 2006	1.32	0.60	0.89	-0.43
Intersection 3	SR 0045	SR 2004	0.65	0.00	0.38	-0.28

Shingletown Road, Boal Avenue, Earlystown Road (SR 0045)

Main Street to East of Pennsylvania Avenue (SR 0144)

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	220	0	2.50	3.20	2.93	0.42
Segment 2	240	0	8.91	4.80	5.49	-3.42
Segment 3	272	0	0.75	1.20	0.97	0.22
Segment 4	272	1568	1.53	2.40	1.99	0.46
Segment 5	292	630	4.74	2.00	3.05	-1.69

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Urban and Suburban Arterials: Intersections

Intersection Name	*Major Road*	*Minor Road*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Intersection 1	SR 0045	SR 3014	2.77	2.20	2.53	-0.23
Intersection 2	² 0045 (Earlystown Roa	ılsburg Pike/Church Str	1.45	2.20	1.72	0.27
Intersection 3	² 0045 (Earlystown Roa	SR 3014 (Boal Avenue)	3.12	1.80	2.50	-0.62

Shingletown Road, Boal Avenue, Earlystown Road (SR 0045)

Main Street to East of Pennsylvania Avenue (SR 0144)

Output Summary

General Information

Project description:	State College Area Connector				
Analyst:	HAK	Date:	10/23/2023	Area type:	Urban
First year of analysis:	2023				
Last year of analysis:	2023				

Crash Data Description

Freeway segments	Segment crash data available?	Yes	First year of crash data:	2023
	Project-level crash data available?	No	Last year of crash data:	2023
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2023
	Project-level crash data available?	No	Last year of crash data:	2023
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2017
	Project-level crash data available?	No	Last year of crash data:	2021

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	1.3	0.0	0.0	0.1	0.5	0.6
Estimated average crash freq. during Study Period, crashes/yr:	1.3	0.0	0.0	0.1	0.5	0.6

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Ramp segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:	2	1.3	0.0	0.0	0.1	0.5	0.6

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2023	1.3	0.0	0.0	0.1	0.5	0.6
	2024						
	2025						
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Right-angle crashes:	0.4	0.0	0.0	0.0	0.2	0.2
	Rear-end crashes:	0.7	0.0	0.0	0.1	0.3	0.3
	Sideswipe crashes:	0.1	0.0	0.0	0.0	0.0	0.1
	Other multiple-vehicle crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Total multiple-vehicle crashes:	1.2	0.0	0.0	0.1	0.5	0.6
Single vehicle	Crashes with animal:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with fixed object:	0.1	0.0	0.0	0.0	0.0	0.1
	Crashes with other object:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with parked vehicle:	0.0	0.0	0.0	0.0	0.0	0.0
	Other single-vehicle crashes	0.0	0.0	0.0	0.0	0.0	0.0
	Total single-vehicle crashes:	0.1	0.0	0.0	0.0	0.0	0.1
Total crashes:		1.3	0.0	0.0	0.1	0.5	0.6

	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						

Expected Average Crash Frequency

Fatal-and-Injury Crash Frequency

Ramp Terminal Crash Analysis	Year						
Overdispersion parameter ($k_{w,x,at,fi}$):		0.115		1.089			
Observed crash count ($N^*_{o,w,x,at,fi}$), crashes:		1		0			
Reference year (r):		2017		2017			
Predicted average crash freq. for reference year ($N_{p,w,x,at,fi,r}$), crashes/yr:		0.677		0.327			
Equivalent years associated with crash count ($C_{b,w,x,at,fi,r}$), yr:		5.000		5.000			
Expected average crash freq. for reference year given N^*_o ($N_{a,w,x,at,fi,r}$), crashes/yr:		0.543		0.118			
Expected average crash frequency	2017	0.543		0.118			
($N_{e,w,x,at,fi}$), crashes/yr:	2018	0.543		0.118			
	2019	0.543		0.118			
	2020	0.543		0.118			
	2021	0.543		0.118			
	2022						
	2023		0.543		0.118		
	2024						
	2025						
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						

Property-Damage-Only Crash Frequency

Ramp Terminal Crash Analysis	Year						
Overdispersion parameter ($k_{w,x,at,pdo}$):		0.247		0.256			
Observed crash count ($N^*_{o,w,x,at,pdo}$), crashes:		0		0			
Reference year (r):		2017		2017			
Predicted average crash freq. for reference year ($N_{p,w,x,at,pdo,r}$), crashes/yr:		0.480		0.567			
Equivalent years associated with crash count ($C_{b,w,x,at,pdo,r}$), yr:		5.000		5.000			
Expected average crash freq. for reference year given N^*_o ($N_{a,w,x,at,pdo,r}$), crashes/yr:		0.301		0.328			
Expected average crash frequency	2017	0.301		0.328			
($N_{e,w,x,at,pdo}$), crashes/yr:	2018	0.301		0.328			
	2019	0.301		0.328			
	2020	0.301		0.328			
	2021	0.301		0.328			
	2022						
	2023		0.301		0.328		
	2024						
	2025						
	2026						
	2027						
	2028						
	2029						

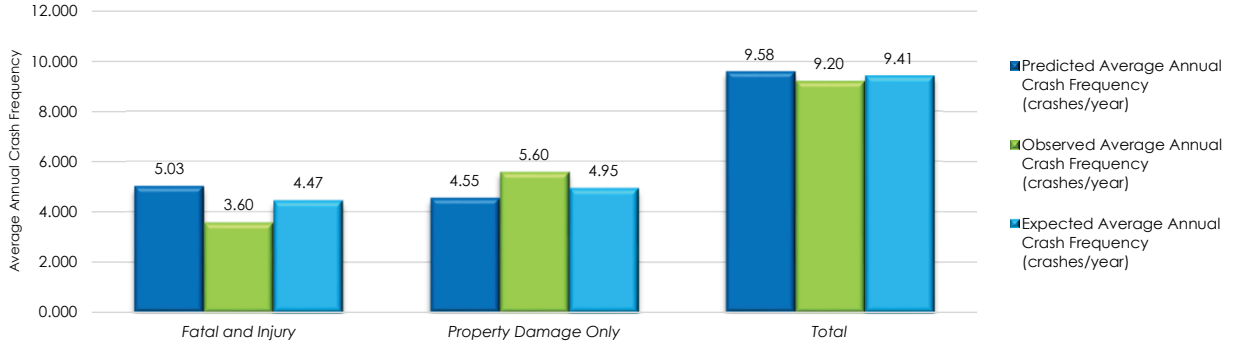
Old Forte Road, Pennsylvania Avenue, Main Street (SR 0144)

General Potter Highway (SR 0322) to North of College Avenue (SR 0026)

Project Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads

Summary of Average Safety Performance for the Project (crashes/year)



Project Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	5.03	4.55	9.58
Observed Average Annual Crash Frequency	3.60	5.60	9.20
Expected Average Annual Crash Frequency	4.47	4.95	9.41
Potential for Safety Improvement (PSI)	-0.56	0.40	-0.16

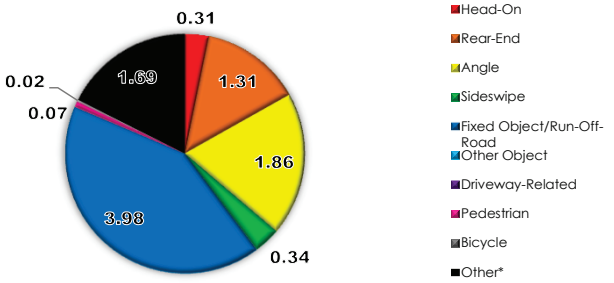
Total Project Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	3.90	3.56	7.46
Observed Average Annual Crash Frequency (crashes/yr)	3.00	4.60	7.60
Expected Average Annual Crash Frequency (crashes/yr)	3.56	3.98	7.54

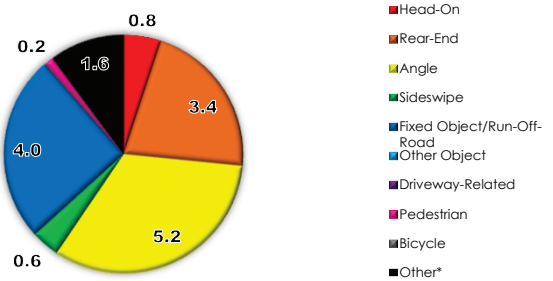
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	1.13	0.99	2.12
Observed Average Annual Crash Frequency (crashes/yr)	0.60	1.00	1.60
Expected Average Annual Crash Frequency (crashes/yr)	0.91	0.96	1.88

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	5.03	4.55	9.58
Observed Average Annual Crash Frequency (crashes/yr)	3.60	5.60	9.20
Expected Average Annual Crash Frequency (crashes/yr)	4.47	4.95	9.41

Project Total:
Predicted Crashes by Crash Type



Project Total:
Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Old Forte Road, Pennsylvania Avenue, Main Street (SR 0144)

General Potter Highway (SR 0322) to North of College Avenue (SR 0026)

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads

Rural Two-Lane, Two-Way Roads: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	10	0	4.08	5.80	4.85	0.77
Segment 2	50	852	2.04	1.20	1.76	-0.27
Segment 3	90	0	1.34	0.60	0.93	-0.41

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads

Rural Two-Lane, Two-Way Roads: Intersections

Intersection Name	*Major Road*	*Minor Road*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Intersection 1	SR 0144	g Creek Road/Airport	0.30	0.20	0.27	-0.03
Intersection 2	SR 0144	? 0045 (Earlystown Roa	1.82	1.40	1.60	-0.22

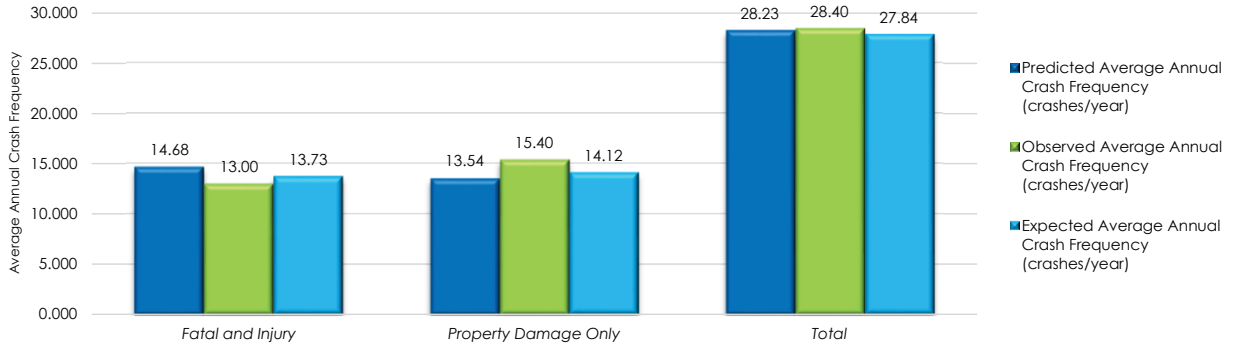
Mt. Nittany Expressway, Boal Avenue, General Potter Highway (SR 0322)

Old Forte Interchange (SR 0045) to Red Mill Road/Mountain Back Road

Project Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Project Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	14.68	13.54	28.23
Observed Average Annual Crash Frequency	13.00	15.40	28.40
Expected Average Annual Crash Frequency	13.73	14.12	27.84
Potential for Safety Improvement (PSI)	-0.96	0.57	-0.38

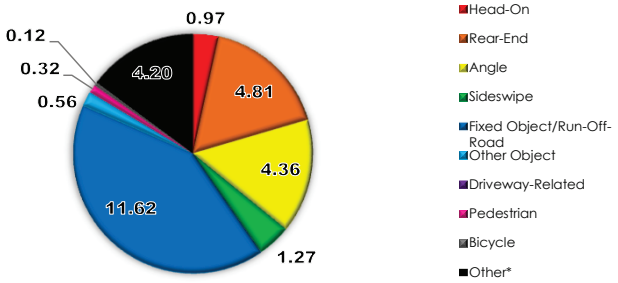
Total Project Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	13.25	12.54	25.79
Observed Average Annual Crash Frequency (crashes/yr)	11.00	13.60	24.60
Expected Average Annual Crash Frequency (crashes/yr)	12.04	12.74	24.78

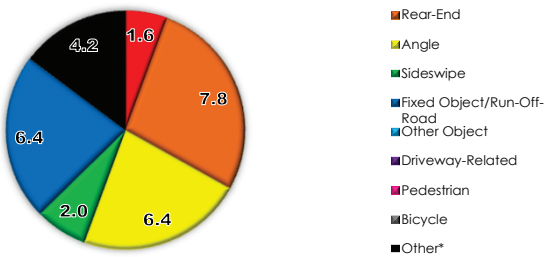
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	1.43	1.01	2.44
Observed Average Annual Crash Frequency (crashes/yr)	2.00	1.80	3.80
Expected Average Annual Crash Frequency (crashes/yr)	1.69	1.38	3.07

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	14.68	13.54	28.23
Observed Average Annual Crash Frequency (crashes/yr)	13.00	15.40	28.40
Expected Average Annual Crash Frequency (crashes/yr)	13.73	14.12	27.84

Project Total:
Predicted Crashes by Crash Type



Project Total:
Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

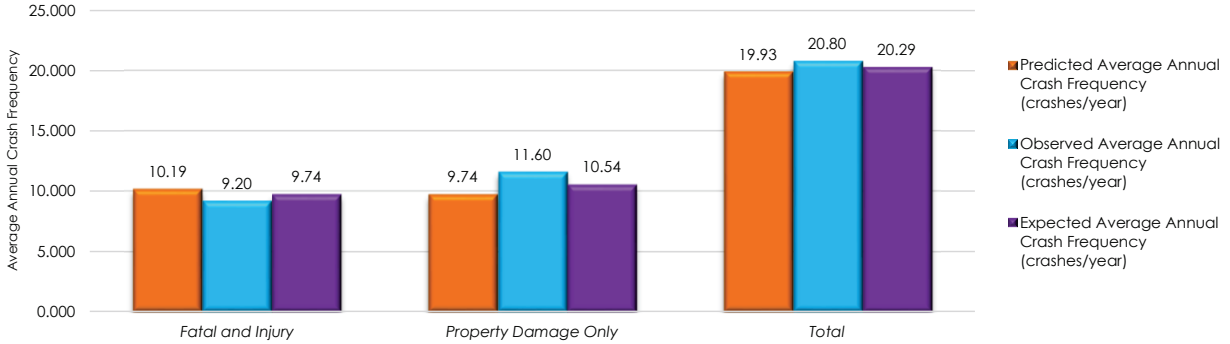
Mt. Nittany Expressway, Boal Avenue, General Potter Highway (SR 0322)

Old Forte Interchange (SR 0045) to Red Mill Road/Mountain Back Road

Rural Two-Lane Roads Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Rural Two-Lane Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	10.19	9.74	19.93
Observed Average Annual Crash Frequency	9.20	11.60	20.80
Expected Average Annual Crash Frequency	9.74	10.54	20.29
Potential for Safety Improvement (PSI)	-0.45	0.81	0.36

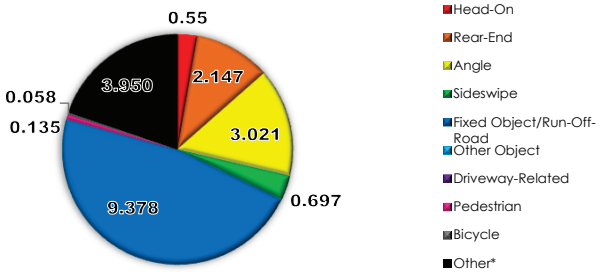
Rural Two-Lane Roads Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	8.76	8.73	17.49
Observed Average Annual Crash Frequency (crashes/yr)	7.20	9.80	17.00
Expected Average Annual Crash Frequency (crashes/yr)	8.05	9.17	17.22

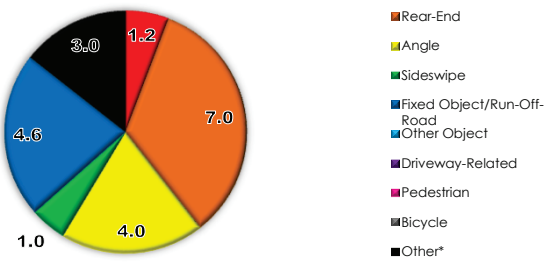
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	1.43	1.01	2.44
Observed Average Annual Crash Frequency (crashes/yr)	2.00	1.80	3.80
Expected Average Annual Crash Frequency (crashes/yr)	1.69	1.38	3.07

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	10.19	9.74	19.93
Observed Average Annual Crash Frequency (crashes/yr)	9.20	11.60	20.80
Expected Average Annual Crash Frequency (crashes/yr)	9.74	10.54	20.29

Rural Two-Lane Roads: Predicted Crashes by Crash Type



Rural Two-Lane Roads: Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

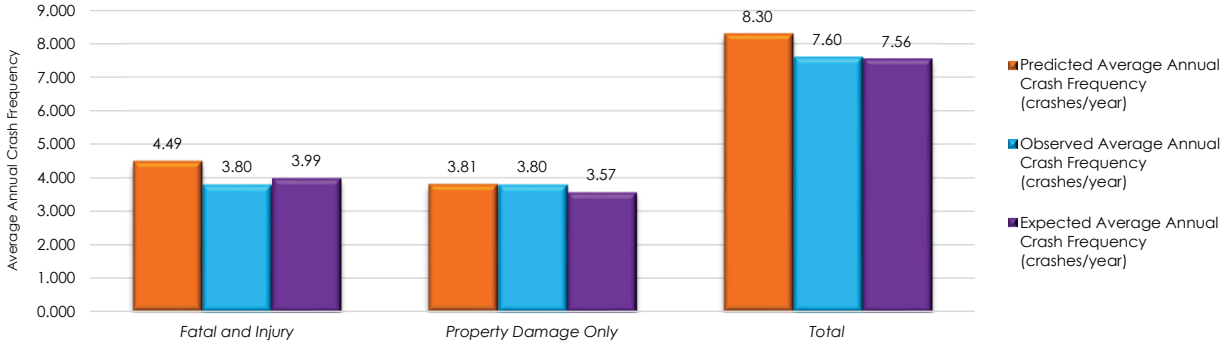
Mt. Nittany Expressway, Boal Avenue, General Potter Highway (SR 0322)

Old Forte Interchange (SR 0045) to Red Mill Road/Mountain Back Road

Urban/Suburban Arterials Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Urban/Suburban Arterial Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	4.49	3.81	8.30
Observed Average Annual Crash Frequency	3.80	3.80	7.60
Expected Average Annual Crash Frequency	3.99	3.57	7.56
Potential for Safety Improvement (PSI)	-0.51	-0.24	-0.74

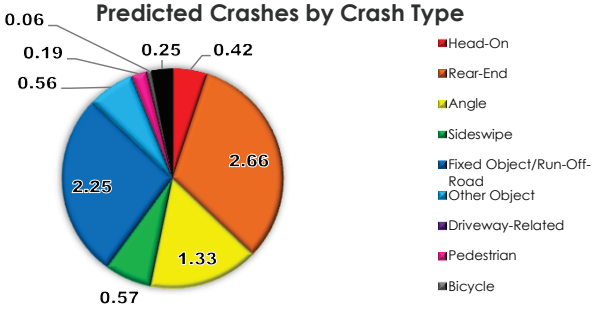
Urban/Suburban Arterials Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	4.49	3.81	8.30
Observed Average Annual Crash Frequency (crashes/yr)	3.80	3.80	7.60
Expected Average Annual Crash Frequency (crashes/yr)	3.99	3.57	7.56

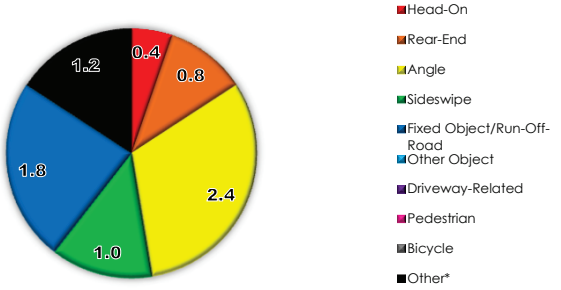
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	4.49	3.81	8.30
Observed Average Annual Crash Frequency (crashes/yr)	3.80	3.80	7.60
Expected Average Annual Crash Frequency (crashes/yr)	3.99	3.57	7.56

Urban/Suburban Arterials: Predicted Crashes by Crash Type



Urban/Suburban Arterials: Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Rural Two-Lane, Two-Way Roads: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	610	427	7.16	7.80	7.50	0.35
Segment 2	660	979	2.23	0.60	1.35	-0.88
Segment 3	680	426	8.10	8.60	8.37	0.26

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Rural Two-Lane, Two-Way Roads: Intersections

Intersection Name	*Major Road*	*Minor Road*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Intersection 1	SR 0322	b Road/Bear Meadow	0.66	2.20	1.38	0.72
Intersection 2	SR 0322	Neff Road	0.98	0.40	0.68	-0.30
Intersection 3	SR 0322	ill Road/Mountain Bac	0.81	1.20	1.01	0.21

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	590	0	3.86	2.40	2.91	-0.96
Segment 2	590	2927	2.51	0.60	1.06	-1.45
Segment 3	600	1053	1.93	4.60	3.59	1.66

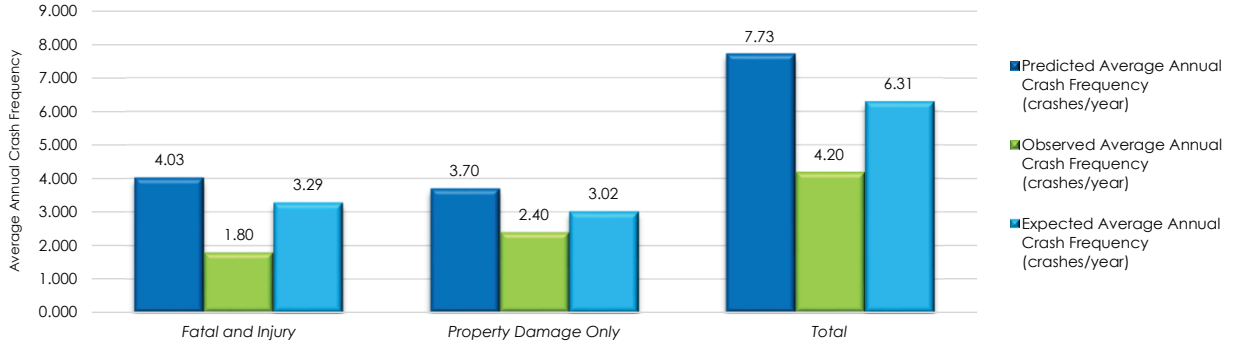
Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

Project Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Project Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	4.03	3.70	7.73
Observed Average Annual Crash Frequency	1.80	2.40	4.20
Expected Average Annual Crash Frequency	3.29	3.02	6.31
Potential for Safety Improvement (PSI)	-0.74	-0.69	-1.43

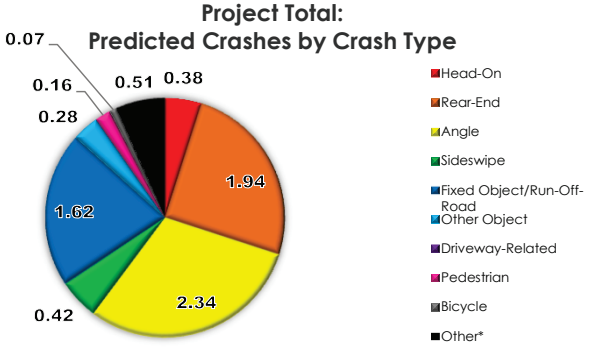
Total Project Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	2.30	2.14	4.44
Observed Average Annual Crash Frequency (crashes/yr)	1.60	2.40	4.00
Expected Average Annual Crash Frequency (crashes/yr)	2.11	2.30	4.40

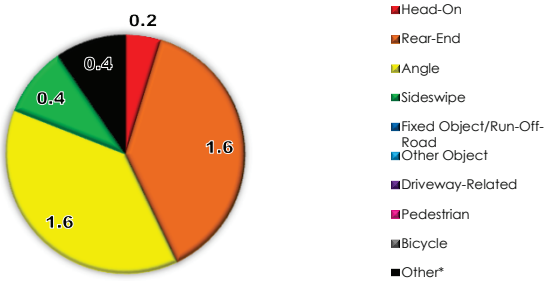
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	1.73	1.57	3.29
Observed Average Annual Crash Frequency (crashes/yr)	0.20	0.00	0.20
Expected Average Annual Crash Frequency (crashes/yr)	1.18	0.72	1.90

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	4.03	3.70	7.73
Observed Average Annual Crash Frequency (crashes/yr)	1.80	2.40	4.20
Expected Average Annual Crash Frequency (crashes/yr)	3.29	3.02	6.31

Project Total: Predicted Crashes by Crash Type



Project Total: Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

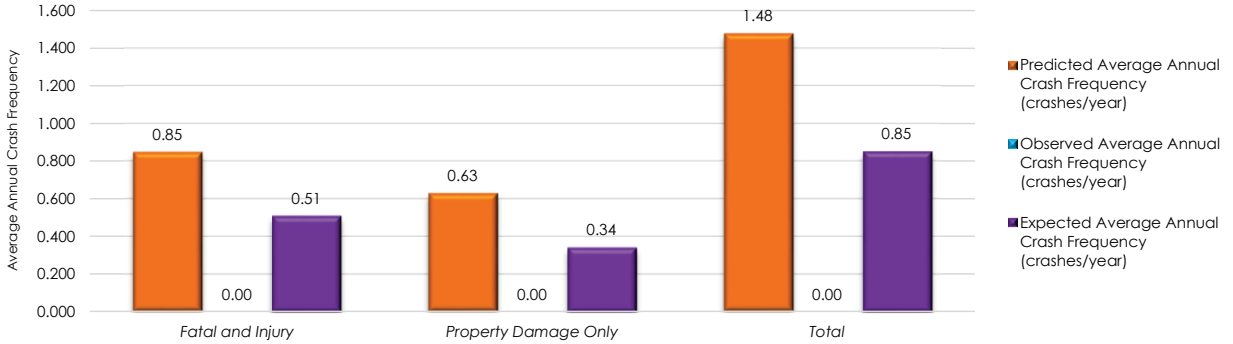
Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

Rural Two-Lane Roads Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Rural Two-Lane Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	0.85	0.63	1.48
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency	0.51	0.34	0.85
Potential for Safety Improvement (PSI)	-0.34	-0.29	-0.63

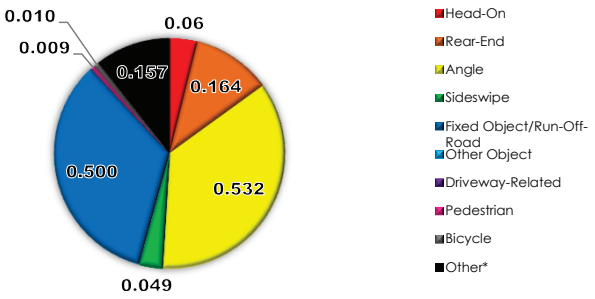
Rural Two-Lane Roads Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.33	0.24	0.57
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	0.24	0.16	0.40

Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.52	0.39	0.90
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	0.27	0.18	0.45

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.85	0.63	1.48
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	0.51	0.34	0.85

Rural Two-Lane Roads: Predicted Crashes by Crash Type



Rural Two-Lane Roads: Observed Crashes by Crash Type

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

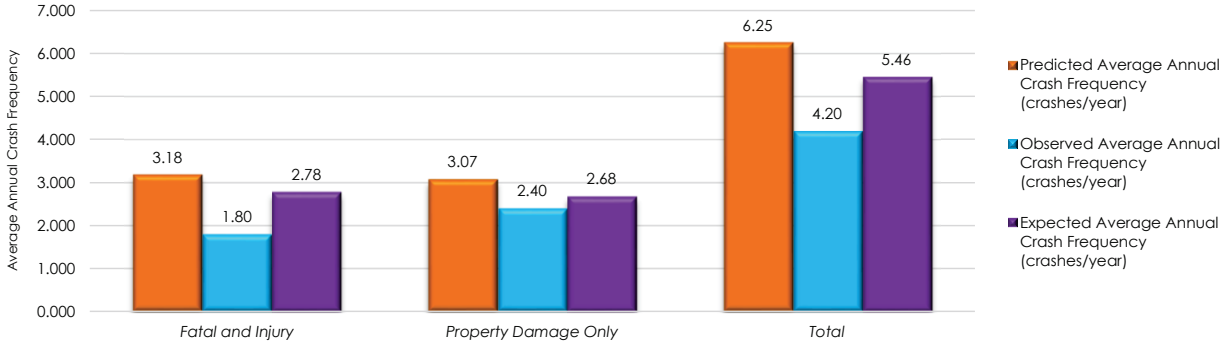
Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

Urban/Suburban Arterials Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Urban/Suburban Arterial Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	3.18	3.07	6.25
Observed Average Annual Crash Frequency	1.80	2.40	4.20
Expected Average Annual Crash Frequency	2.78	2.68	5.46
Potential for Safety Improvement (PSI)	-0.40	-0.40	-0.80

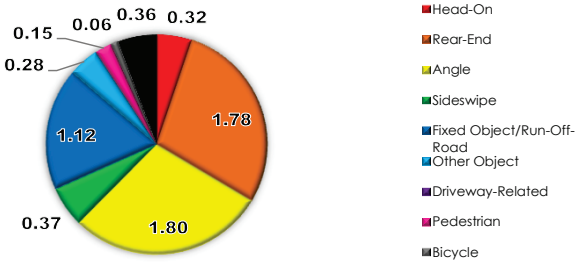
Urban/Suburban Arterials Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	1.97	1.89	3.87
Observed Average Annual Crash Frequency (crashes/yr)	1.60	2.40	4.00
Expected Average Annual Crash Frequency (crashes/yr)	1.86	2.14	4.00

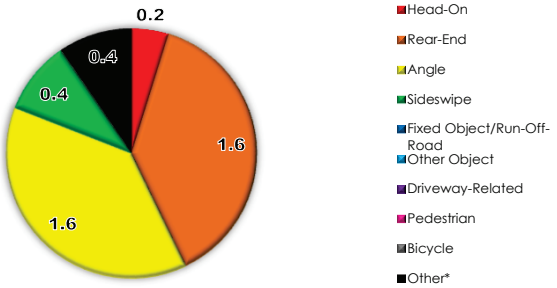
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	1.21	1.18	2.39
Observed Average Annual Crash Frequency (crashes/yr)	0.20	0.00	0.20
Expected Average Annual Crash Frequency (crashes/yr)	0.92	0.54	1.45

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	3.18	3.07	6.25
Observed Average Annual Crash Frequency (crashes/yr)	1.80	2.40	4.20
Expected Average Annual Crash Frequency (crashes/yr)	2.78	2.68	5.46

Urban/Suburban Arterials: Predicted Crashes by Crash Type



Urban/Suburban Arterials: Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Rural Two-Lane, Two-Way Roads: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	50	0	0.57	0.00	0.40	-0.17

Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Rural Two-Lane, Two-Way Roads: Intersections

Intersection Name	*Major Road*	*Minor Road*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Intersection 1	SR 3010	! 2004 (Linden Hall Roa	0.90	0.00	0.45	-0.45

Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description SCAC
Date 10/23/2023
Analysis Year 2023
Analysis Type Site Level Analysis
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	60	142	2.50	1.60	1.99	-0.51
Segment 2	70	0	1.37	2.40	2.01	0.64

Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Urban and Suburban Arterials: Intersections

Intersection Name	*Major Road*	*Minor Road*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Intersection 1	SR 3010	·ine Drive/Mary Elizabe	2.39	0.20	1.45	-0.94

Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

Output Summary

General Information

Project description:	State College Area Connector				
Analyst:	HAK	Date:	10/23/2023	Area type:	Urban
First year of analysis:	2023				
Last year of analysis:	2023				

Crash Data Description

Freeway segments	Segment crash data available?	Yes	First year of crash data:	2023
	Project-level crash data available?	No	Last year of crash data:	2023
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2023
	Project-level crash data available?	No	Last year of crash data:	2023
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2017
	Project-level crash data available?	No	Last year of crash data:	2021

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	1.3	0.0	0.0	0.1	0.4	0.7
Estimated average crash freq. during Study Period, crashes/yr:	1.3	0.0	0.0	0.1	0.4	0.7

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Ramp segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:	2	1.3	0.0	0.0	0.1	0.4	0.7

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2023	1.3	0.0	0.0	0.1	0.4	0.7
	2024						
	2025						
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Right-angle crashes:	0.5	0.0	0.0	0.0	0.2	0.3
	Rear-end crashes:	0.5	0.0	0.0	0.0	0.2	0.3
	Sideswipe crashes:	0.1	0.0	0.0	0.0	0.0	0.1
	Other multiple-vehicle crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Total multiple-vehicle crashes:	1.1	0.0	0.0	0.1	0.4	0.6
Single vehicle	Crashes with animal:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with fixed object:	0.1	0.0	0.0	0.0	0.0	0.1
	Crashes with other object:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with parked vehicle:	0.0	0.0	0.0	0.0	0.0	0.0
	Other single-vehicle crashes	0.0	0.0	0.0	0.0	0.0	0.0
	Total single-vehicle crashes:	0.2	0.0	0.0	0.0	0.0	0.1
	Total crashes:	1.3	0.0	0.0	0.1	0.4	0.7

Boalsburg Road, Warner Boulevard (SR 3010)

North of Linden Hall Road (SR 2004) to Boal Avenue (SR 0045/SR 3014)

	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						

Expected Average Crash Frequency

Fatal-and-Injury Crash Frequency

Ramp Terminal Crash Analysis	Year						
Overdispersion parameter ($k_{w,x,at,fi}$):		0.294		0.294			
Observed crash count ($N^*_{o,w,x,at,fi}$), crashes:		1		0			
Reference year (r):		2017		2017			
Predicted average crash freq. for reference year ($N_{p,w,x,at,fi,r}$), crashes/yr:		0.474		0.249			
Equivalent years associated with crash count ($C_{b,w,x,at,fi,r}$), yr:		5.000		5.000			
Expected average crash freq. for reference year given N^*_o ($N_{a,w,x,at,fi,r}$), crashes/yr:		0.362		0.182			
Expected average crash frequency	2017	0.362		0.182			
($N_{e,w,x,at,fi}$), crashes/yr:	2018	0.362		0.182			
	2019	0.362		0.182			
	2020	0.362		0.182			
	2021	0.362		0.182			
	2022						
	2023		0.362		0.182		
	2024						
	2025						
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						

Property-Damage-Only Crash Frequency

Ramp Terminal Crash Analysis	Year						
Overdispersion parameter ($k_{w,x,at,pdo}$):		0.182		0.182			
Observed crash count ($N^*_{o,w,x,at,pdo}$), crashes:		3		0			
Reference year (r):		2017		2017			
Predicted average crash freq. for reference year ($N_{p,w,x,at,pdo,r}$), crashes/yr:		0.456		0.292			
Equivalent years associated with crash count ($C_{b,w,x,at,pdo,r}$), yr:		5.000		5.000			
Expected average crash freq. for reference year given N^*_o ($N_{a,w,x,at,pdo,r}$), crashes/yr:		0.498		0.231			
Expected average crash frequency	2017	0.498		0.231			
($N_{e,w,x,at,pdo}$), crashes/yr:	2018	0.498		0.231			
	2019	0.498		0.231			
	2020	0.498		0.231			
	2021	0.498		0.231			
	2022						
	2023		0.498		0.231		
	2024						
	2025						
	2026						
	2027						
	2028						
	2029						

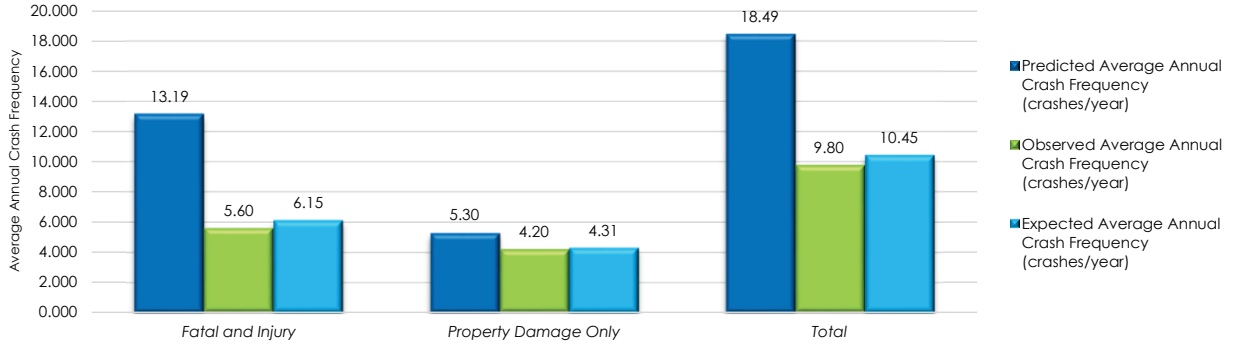
S. Atherton Street, Boal Avenue (SR 3014)

Villa Chrest Drive to Mt. Nittany Expressway (SR 0322)

Project Safety Performance Summary Report

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Project Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	13.19	5.30	18.49
Observed Average Annual Crash Frequency	5.60	4.20	9.80
Expected Average Annual Crash Frequency	6.15	4.31	10.45
Potential for Safety Improvement (PSI)	-7.05	-0.99	-8.04

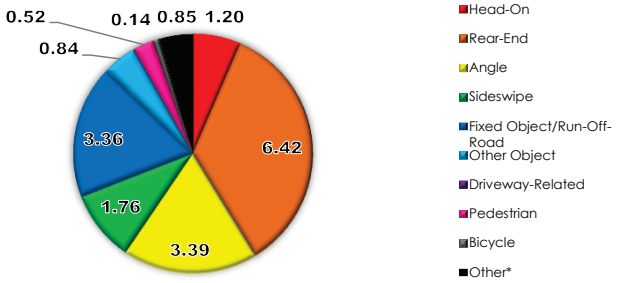
Total Project Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	13.19	5.30	18.49
Observed Average Annual Crash Frequency (crashes/yr)	5.60	4.20	9.80
Expected Average Annual Crash Frequency (crashes/yr)	6.15	4.31	10.45

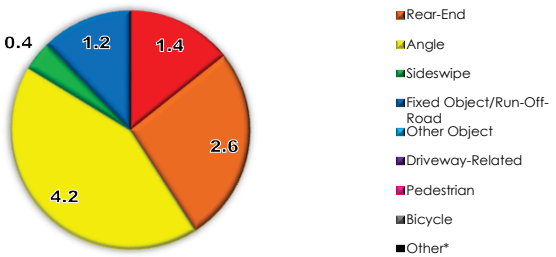
Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	13.19	5.30	18.49
Observed Average Annual Crash Frequency (crashes/yr)	5.60	4.20	9.80
Expected Average Annual Crash Frequency (crashes/yr)	6.15	4.31	10.45

Project Total: Predicted Crashes by Crash Type



Project Total: Observed Crashes by Crash Type



*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

S. Atherton Street, Boal Avenue (SR 3014)

Villa Chrest Drive to Mt. Nittany Expressway (SR 0322)

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description	SCAC
Date	10/23/2023
Analysis Year	2023
Analysis Type	Site Level Analysis
Facility Type(s)	Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	180	0	16.55	7.40	8.23	-8.32
Segment 2	200	0	1.94	2.40	2.22	0.28

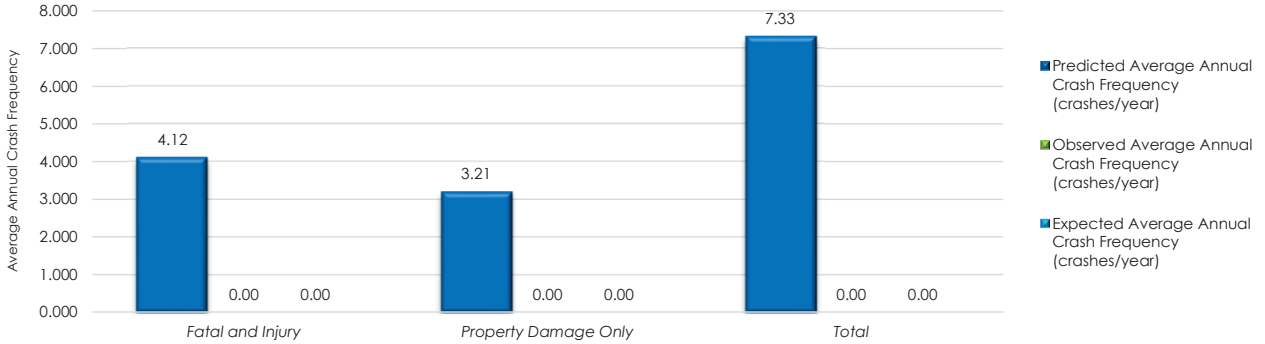
2050 NO-BUILD

SR 0045 (2050 No Build)

Project Safety Performance Summary Report

Project Description	SCAC
Date	2/7/2024
Analysis Year	2050
Analysis Type	Site Level Analysis
Facility Type(s)	Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Project Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	4.12	3.21	7.33
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency	--	--	--
Potential for Safety Improvement (PSI)	--	--	--

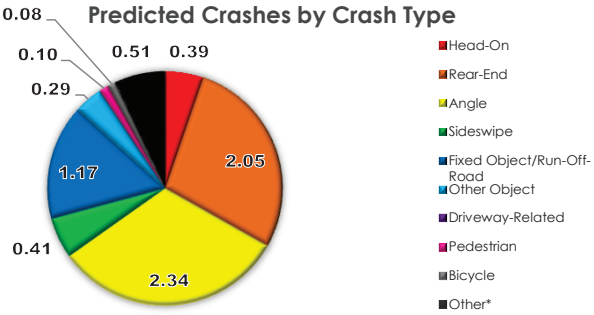
Total Project Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	1.93	1.73	3.66
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	2.20	1.48	3.67
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	4.12	3.21	7.33
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Project Total: Predicted Crashes by Crash Type



No Observed Crash Data Provided

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description SCAC
Date 2/7/2024
Analysis Year 2050
Analysis Type Site Level Analysis
Facility Type(s) Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	272	0	2.01	0.00	--	--
Segment 2	282	531	0.58	0.00	--	--
Segment 3	282	1128	1.07	0.00	--	--

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description SCAC
Date 2/7/2024
Analysis Year 2050
Analysis Type Site Level Analysis
Facility Type(s) Urban/Suburban Arterials

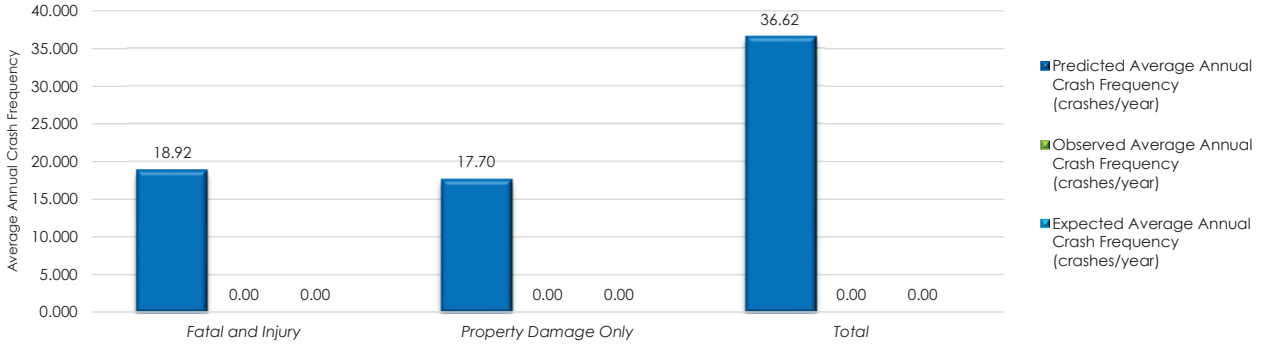
Urban and Suburban Arterials: Intersections

Intersection Name	*Major Road*	*Minor Road*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Intersection 1	SR 0045 (Earlystown Rd)	SR 3014 (Boal Ave)	2.98	0.00	--	--
Intersection 2	SR 0045 (Earlystown Rd)	Indian Hill Rd	0.69	0.00	--	--

Project Safety Performance Summary Report

Project Description	SCAC
Date	2/4/2025
Analysis Year	2050
Analysis Type	Predicted Only (No Crash Data Analysis)
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Project Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	18.92	17.70	36.62
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency	--	--	--
Potential for Safety Improvement (PSI)	--	--	--

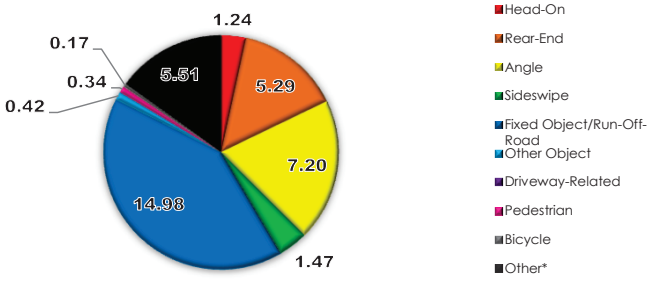
Total Project Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	14.89	14.25	29.15
Observed Average Annual Crash Frequency (crashes/yr)	N/A	N/A	N/A
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	4.02	3.45	7.47
Observed Average Annual Crash Frequency (crashes/yr)	N/A	N/A	N/A
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	18.92	17.70	36.62
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Project Total: Predicted Crashes by Crash Type



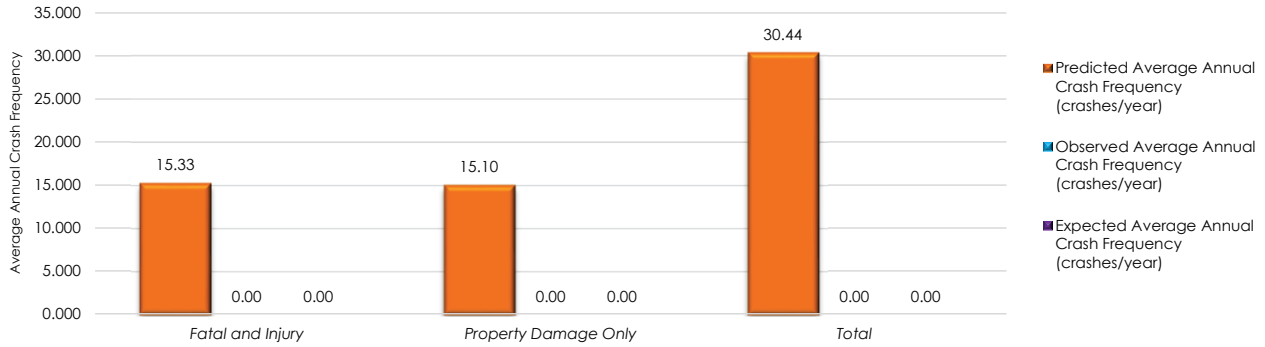
No Observed Crash Data Provided

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Rural Two-Lane Roads Safety Performance Summary Report

Project Description	SCAC
Date	2/4/2025
Analysis Year	2050
Analysis Type	Predicted Only (No Crash Data Analysis)
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Rural Two-Lane Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	15.33	15.10	30.44
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency	--	--	--
Potential for Safety Improvement (PSI)	--	--	--

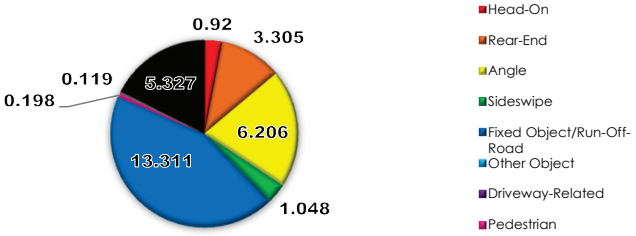
Rural Two-Lane Roads Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	11.31	11.66	22.97
Observed Average Annual Crash Frequency (crashes/yr)	N/A	N/A	N/A
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	4.02	3.45	7.47
Observed Average Annual Crash Frequency (crashes/yr)	N/A	N/A	N/A
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	15.33	15.10	30.44
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Rural Two-Lane Roads: Predicted Crashes by Crash Type



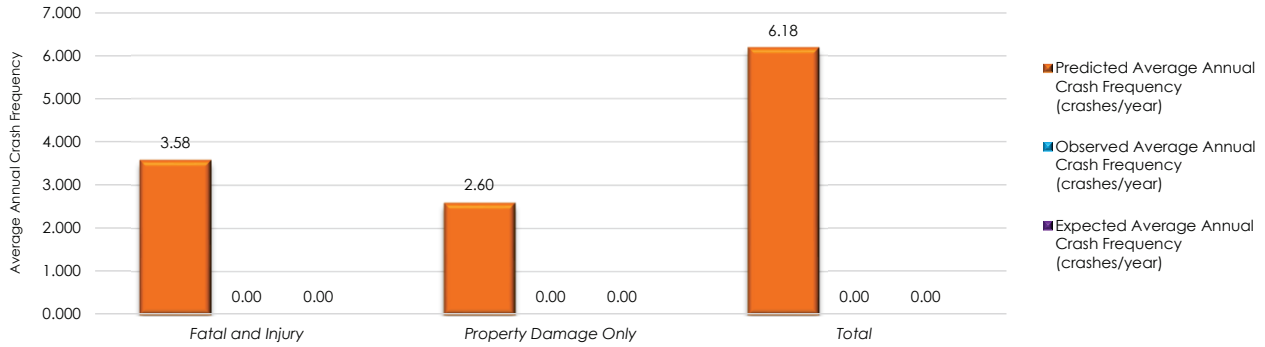
No Observed Crash Data Provided

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Urban/Suburban Arterials Safety Performance Summary Report

Project Description	SCAC
Date	2/4/2025
Analysis Year	2050
Analysis Type	Predicted Only (No Crash Data Analysis)
Facility Type(s)	Rural Two-Lane Roads, and Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Urban/Suburban Arterial Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	3.58	2.60	6.18
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency	--	--	--
Potential for Safety Improvement (PSI)	--	--	--

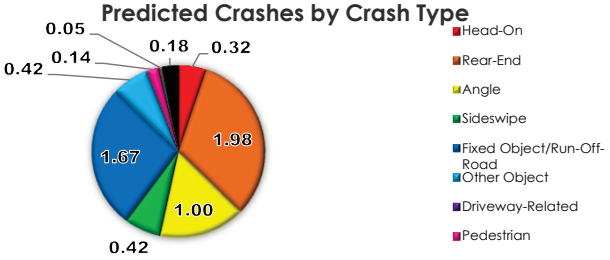
Urban/Suburban Arterials Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	3.58	2.60	6.18
Observed Average Annual Crash Frequency (crashes/yr)	N/A	N/A	N/A
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Observed Average Annual Crash Frequency (crashes/yr)	N/A	N/A	N/A
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	3.58	2.60	6.18
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Urban/Suburban Arterials: Predicted Crashes by Crash Type



No Observed Crash Data Provided

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description SCAC
Date 2/4/2025
Analysis Year 2050
Analysis Type Predicted Only (No Crash Data Analysis)
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Rural Two-Lane, Two-Way Roads: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	610	427	2.75	N/A	--	--
Segment 2	620	2110	6.33	N/A	--	--
Segment 3	660	979	3.26	N/A	--	--
Segment 4	680	479	2.94	N/A	--	--
Segment 5	700	0	7.69	N/A	--	--

Project Safety Performance Detailed Report

Rural Two-Lane, Two-Way Roads

Project Description SCAC
Date 2/4/2025
Analysis Year 2050
Analysis Type Predicted Only (No Crash Data Analysis)
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Rural Two-Lane, Two-Way Roads: Intersections

Intersection Name	*Major Road*	*Minor Road*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Intersection 1	SR 0322	b Road/Bear Meadow	1.67	N/A	--	--
Intersection 2	SR 0322	Tati Road	1.01	N/A	--	--
Intersection 3	SR 0322	Tussey View Lane	1.01	N/A	--	--
Intersection 4	SR 0322	Taylor Hill Road	1.98	N/A	--	--
Intersection 5	SR 0322	Neff Road	1.80	N/A	--	--

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description SCAC
Date 2/4/2025
Analysis Year 2050
Analysis Type Predicted Only (No Crash Data Analysis)
Facility Type(s) Rural Two-Lane Roads, and Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	590	0	2.81	N/A	--	--
Segment 2	590	2895	1.12	N/A	--	--
Segment 3	600	1053	2.25	N/A	--	--

SR 0322/SR 0045 Interchange Ramps (2050 No Build)

Output Summary

General Information

Project description:	2050 No Build				
Analyst:	JMT (NTS/HAK)	Date:	2/4/2025	Area type:	Urban
First year of analysis:	2050				
Last year of analysis:	2050				

Crash Data Description

Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	4.9	0.0	0.1	0.5	1.7	2.6
Estimated average crash freq. during Study Period, crashes/yr:	4.9	0.0	0.1	0.5	1.7	2.6

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Ramp segments, crashes:	2	0.8	0.0	0.0	0.1	0.2	0.5
Crossroad ramp terminals, crashes:	2	4.0	0.0	0.1	0.3	1.5	2.1

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2050	4.9	0.0	0.1	0.5	1.7	2.6
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						
	2069						
	2070						
	2071						
	2072						
	2073						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Right-angle crashes:	1.3	0.0	0.0	0.1	0.5	0.6
	Rear-end crashes:	2.0	0.0	0.0	0.2	0.8	1.0
	Sideswipe crashes:	0.3	0.0	0.0	0.0	0.1	0.3
	Other multiple-vehicle crashes:	0.1	0.0	0.0	0.0	0.0	0.0
	Total multiple-vehicle crashes:	3.8	0.0	0.1	0.3	1.4	1.9
Single vehicle	Crashes with animal:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with fixed object:	0.8	0.0	0.0	0.1	0.2	0.5
	Crashes with other object:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with parked vehicle:	0.0	0.0	0.0	0.0	0.0	0.0
	Other single-vehicle crashes	0.2	0.0	0.0	0.0	0.1	0.1
	Total single-vehicle crashes:	1.1	0.0	0.0	0.2	0.3	0.6
	Total crashes:	4.9	0.0	0.1	0.5	1.7	2.6

Evaluation Site Summary

General Information

Project description:	2050 No Build				
Analyst:	JMT (NTS/HAK)	Date:	2/4/2025	Area type:	Urban
First year of analysis:	2050	Total length of freeway segments for Study Period (mi):		0.000	
Last year of analysis:	2050				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	0	0.000	0
2	0	0.000	0
3	0	0.000	0
4	0	0.000	0
5	0	0.000	0
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	WB On	21	0
2	EB Off	22	0
3	0	23	0
4	0	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D3ex	Signal	EB-Off
2	D3en	One stop	WB-On
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

SR 0322/SR 3014 Interchange Ramps (2050 No Build)

Output Summary

General Information

Project description:	2050 No Build				
Analyst:	JMT (NTS/HAK)	Date:	2/4/2025	Area type:	Urban
First year of analysis:	2050				
Last year of analysis:	2050				

Crash Data Description

Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	0.5	0.0	0.0	0.1	0.1	0.3
Estimated average crash freq. during Study Period, crashes/yr:	0.5	0.0	0.0	0.1	0.1	0.3

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Ramp segments, crashes:	2	0.46	0.01	0.02	0.08	0.10	0.26
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2050	0.5	0.0	0.0	0.1	0.1	0.3
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						
	2069						
	2070						
	2071						
	2072						
	2073						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Right-angle crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Rear-end crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Sideswipe crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Other multiple-vehicle crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Total multiple-vehicle crashes:	0.0	0.0	0.0	0.0	0.0	0.0
Single vehicle	Crashes with animal:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with fixed object:	0.3	0.0	0.0	0.1	0.1	0.2
	Crashes with other object:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with parked vehicle:	0.0	0.0	0.0	0.0	0.0	0.0
	Other single-vehicle crashes	0.1	0.0	0.0	0.0	0.0	0.0
	Total single-vehicle crashes:	0.4	0.0	0.0	0.1	0.1	0.2
	Total crashes:	0.5	0.0	0.0	0.1	0.1	0.3

Evaluation Site Summary

General Information

Project description:	2050 No Build				
Analyst:	JMT (NTS/HAK)	Date:	2/4/2025	Area type:	Urban
First year of analysis:	2050	Total length of freeway segments for Study Period (mi):		0.000	
Last year of analysis:	2050				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	0	0.000	0
2	0	0.000	0
3	0	0.000	0
4	0	0.000	0
5	0	0.000	0
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	EB-On	21	0
2	WB-Off	22	0
3	0	23	0
4	0	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

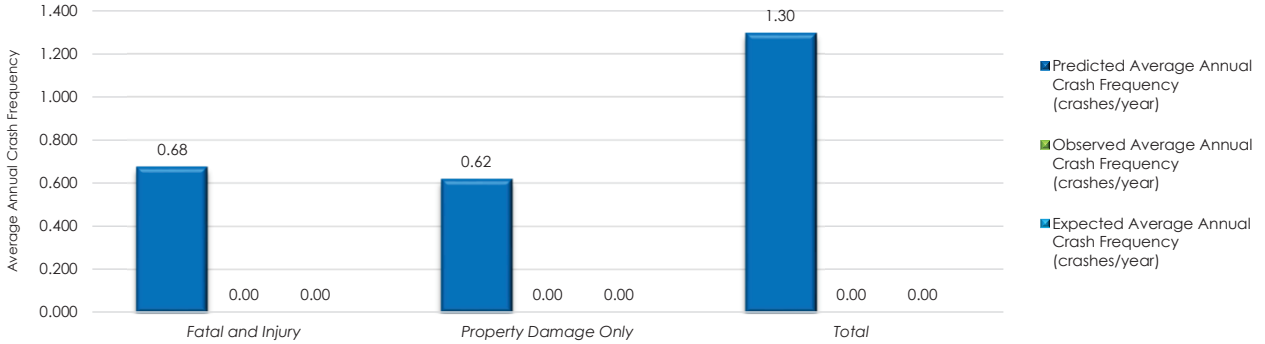
Number	Config.	Control	Study Period Description
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

SR 3014 (2050 No Build)

Project Safety Performance Summary Report

Project Description	SCAC
Date	2/4/2025
Analysis Year	2050
Analysis Type	Site Level Analysis
Facility Type(s)	Urban/Suburban Arterials

Summary of Average Safety Performance for the Project (crashes/year)



Project Totals	*Fatal and Injury Crashes*	*Property Damage Only Crashes*	*Total Crashes*
Predicted Average Annual Crash Frequency	0.68	0.62	1.30
Observed Average Annual Crash Frequency	0.00	0.00	0.00
Expected Average Annual Crash Frequency	--	--	--
Potential for Safety Improvement (PSI)	--	--	--

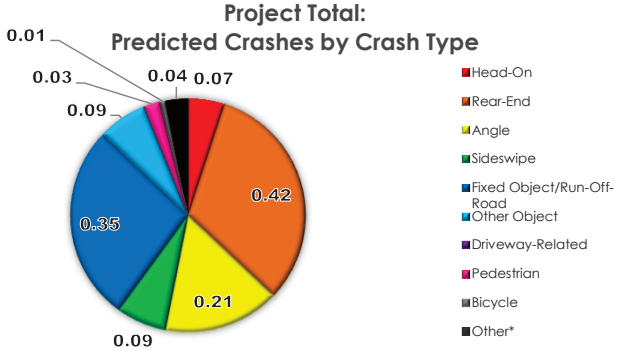
Total Project Summary

Segments	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.68	0.62	1.30
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Intersections	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Total	*Fatal and Injury*	*Property Damage Only*	*Total*
Predicted Average Annual Crash Frequency (crashes/yr)	0.68	0.62	1.30
Observed Average Annual Crash Frequency (crashes/yr)	0.00	0.00	0.00
Expected Average Annual Crash Frequency (crashes/yr)	--	--	--

Project Total: Predicted Crashes by Crash Type



No Observed Crash Data Provided

*Note: "Other Crashes" include animal, overturn, parked vehicle, noncollisions, and other single-/multiple-vehicle crashes

Project Safety Performance Detailed Report

Urban and Suburban Arterials

Project Description SCAC
Date 2/4/2025
Analysis Year 2050
Analysis Type Site Level Analysis
Facility Type(s) Urban/Suburban Arterials

Urban and Suburban Arterials: Segments

Segment Name	*PennDOT Segment*	*PennDOT Offset*	*Total Predicted Crashes*	*Total Observed Crashes*	*Total Expected Crashes*	*Potential for Safety Improvement*
Segment 1	200	0	1.30	0.00	--	--