



**ROUTE 33 CORRIDOR STUDY
MATTAPONI RIVER TO PEAR TREE AVENUE**

Route 33 Corridor Study

Mattaponi River to Pear Tree Avenue
July 2022

Prepared for:



Virginia Department of Transportation

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1. INTRODUCTION

1.1 Study Area and Stakeholders

The Route 33 corridor between the Mattaponi River and Pear Tree Avenue in King and Queen County is the focus of this study. Multiple intersections on the corridor and the segment between the river and Airport Road, which has a contextually different cross-section, require investigation to improve safety. This study seeks to identify and evaluate solutions to address the safety issues on the corridor and implement solutions that support local and regional goals.

1.2 Study Area and Stakeholders

The study area extends along Route 33 from the Mattaponi River in the west to Pear Tree Avenue in the east as shown in Figure 1. The study area is approximately 5.5 miles in length and includes the following study intersections on Route 33:

- Airport Road (Route 643)
- Chain Ferry Road (Route 605)
- The Trail (Route 14)
- Centerville Road (Route 678)
- Buena Vista Road (Route 14)
- Pear Tree Avenue (Route 601)

In addition to the study intersections, the additional focus areas were further analyzed based on the VDOT Potential for Safety Improvement (PSI) segments. Figure 2 summarizes the VDOT PSI locations

The study includes a diverse stakeholder group that represents local, regional, and state goals for King and Queen County. These members include:

- King and Queen County
- Middle Peninsula Planning District Commission (MPPDC)
- Virginia Department of Transportation (VDOT)
- Michael Baker International

2. EXISTING CONDITIONS

2.1 Traffic Conditions and Data

Existing conditions of the study area evaluated the weekday peak hours for the year 2021. Although only weekday traffic is being evaluated for traffic operations, this corridor serves tourism and recreational traffic as well that primarily travels on the weekends or summer months. Thus, there are different travel patterns and possibly different operations to that of weekday traffic. However, recommendations presented in other sections will still address safety and improve overall operations. A field visit was performed on May 5, 2021 to verify operational and safety concerns. Data collection included obtaining turn movement counts on August 4, 2021 and 2015-2019 crash data from VDOT. The existing year turn movement volumes are found in Figure 3.

Crash data analyses included a review of time of day, weather conditions, crash severity, and crash type. Figure 4 shows a summary of the crash types and crash severity along the study area.

Figure 1. Study Area

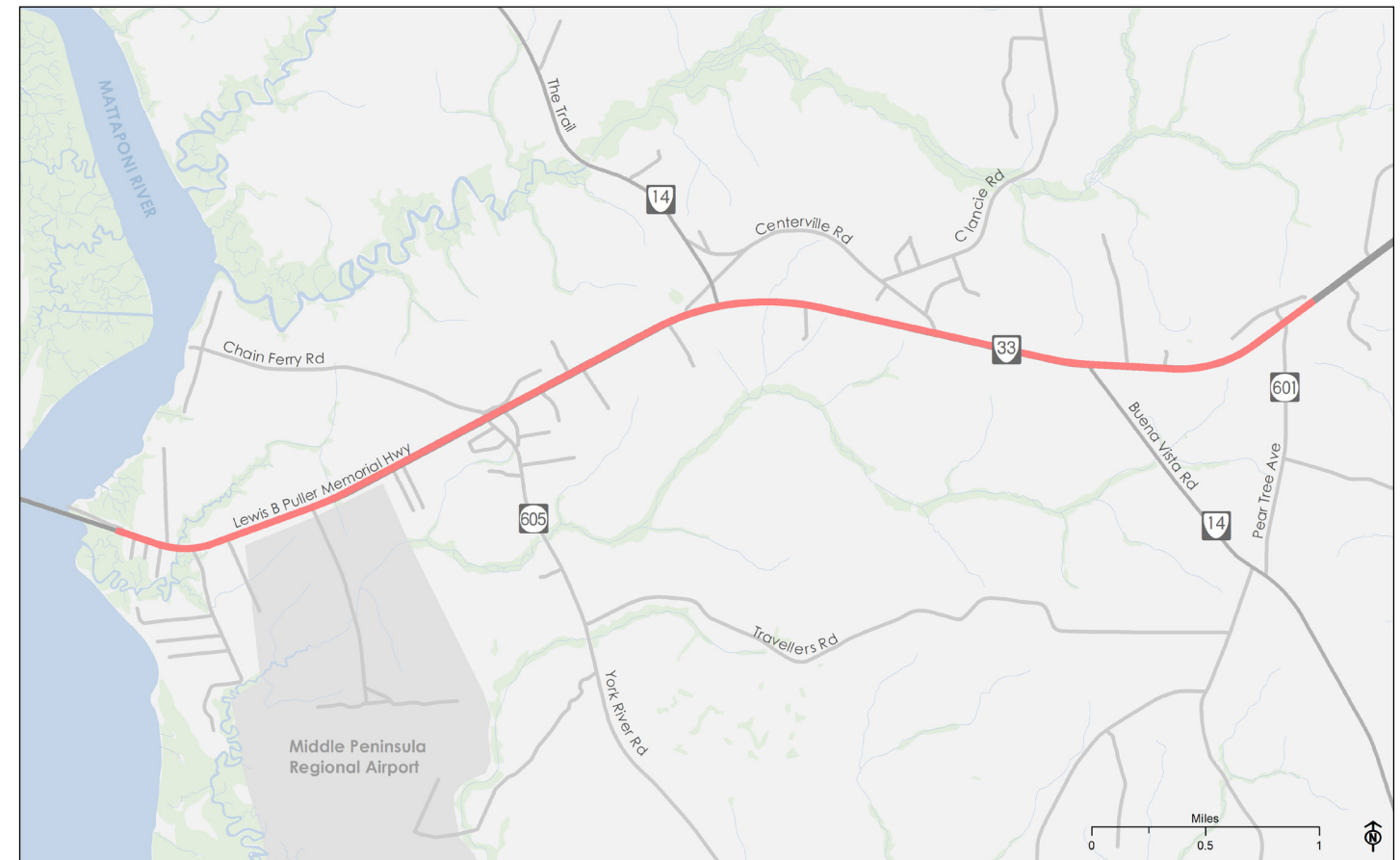


Figure 2. PSI Locations

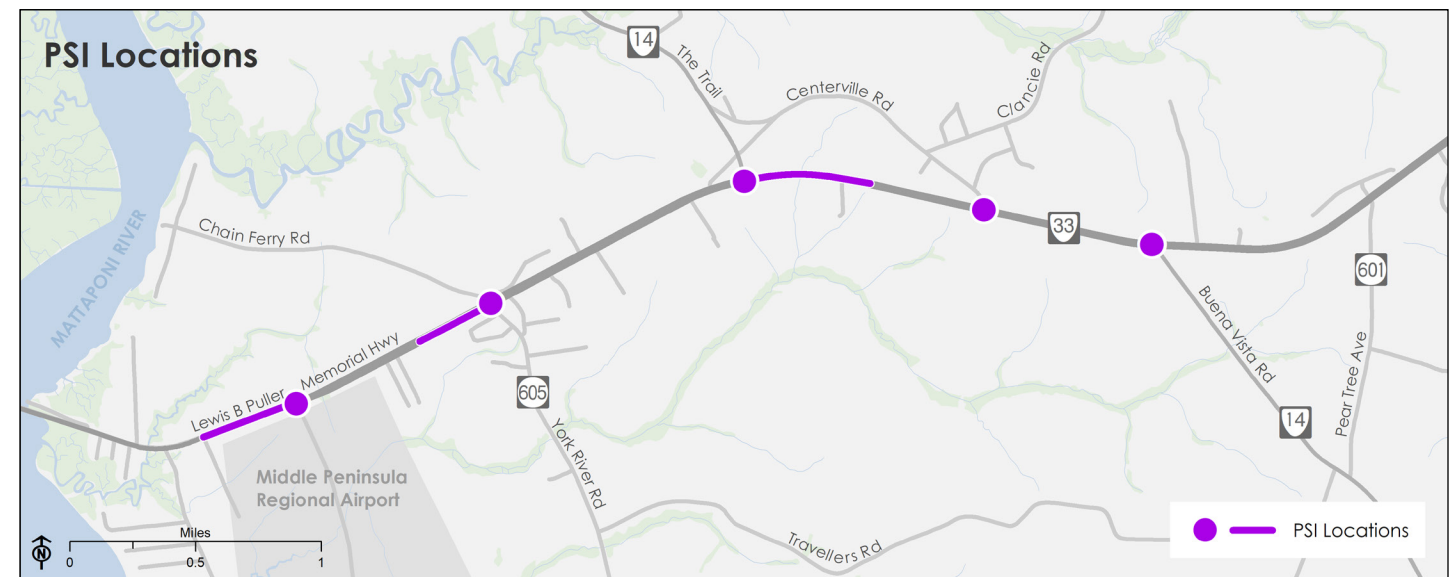


Figure 3. Existing Volumes

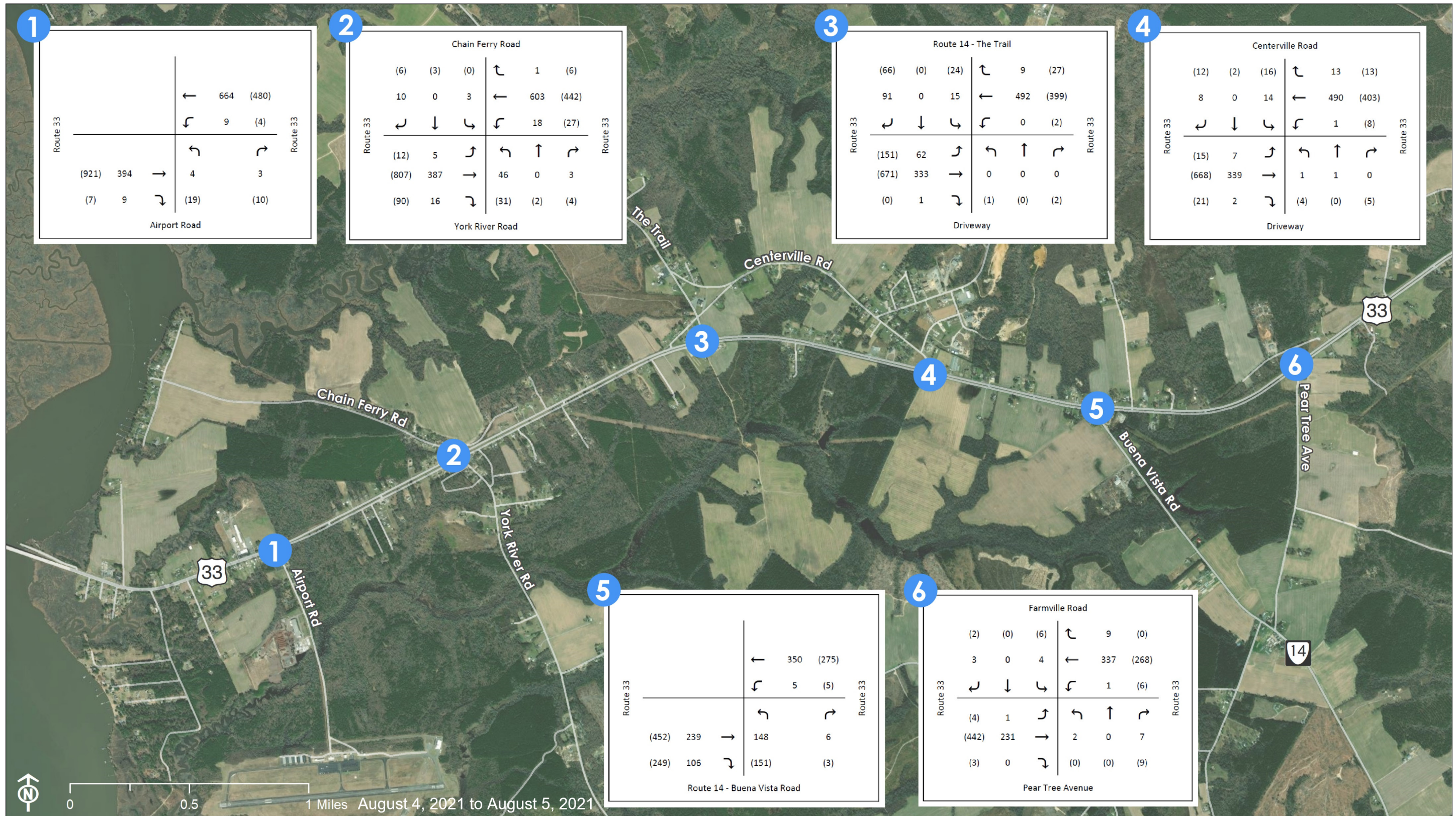
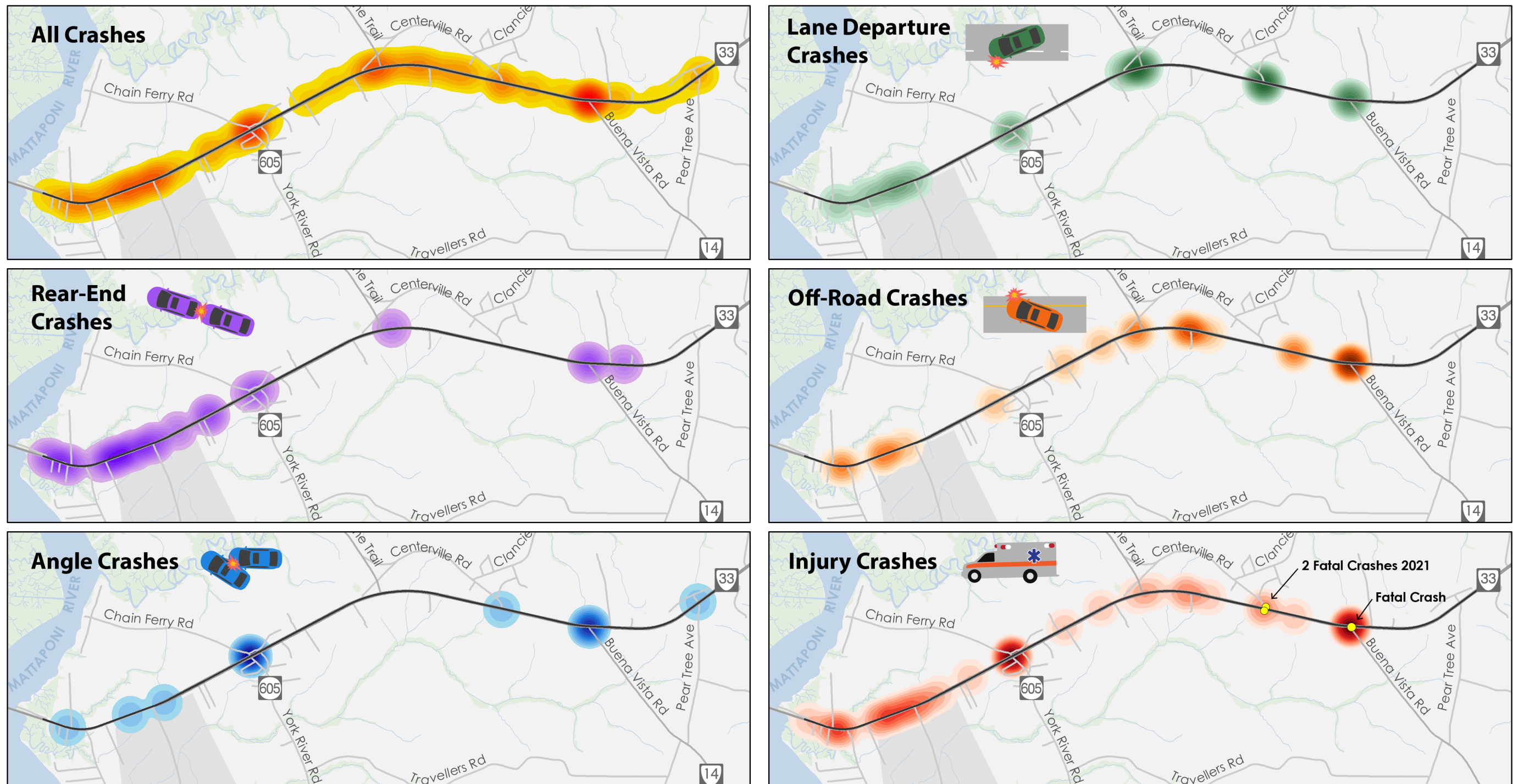
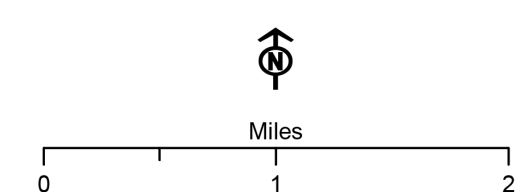
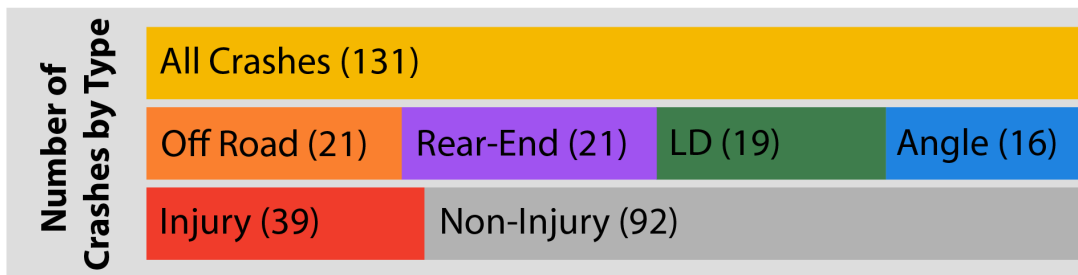


Figure 4. Crash Density



King & Queen County Rt 33: Crash Density

2015-2019



Finally, traffic operations were analyzed in accordance with the Traffic Operations and Safety Analysis Manual 2.0 (TOSAM). The study team used Synchro and existing year volumes for peak hours between 7:30 AM to 8:30 AM and 4:30 PM to 5:30 PM.

2.1.1 Segment between Goulders Creek Road and Airport Road

The Route 33 segment between Goulders Creek Road and Airport Road is an undivided four-lane segment. The segment is noticeably different than the rest of the corridor not only because of the undivided roadway but the land use immediately abutting the roadway is more dense and mixed between commercial, residential, and industrial. Other observations and comments from stakeholders include:

- Numerous driveways intersecting roadway
- Frequently observed traffic in and out of the Tri-County Animal Hospital
- Stakeholders did also express concern of speeding along the segment

This segment also has the Airport Road and Route 33 intersection. This intersection is unsignalized and provides access to both a regional airport and industrial land uses. Observations and comments from stakeholders include:

- Sight-distance looking east from the Airport Road approach is limited as a result of the vertical curve.
- Sight-distance looking west is not limited however, a vehicle in the outside lane may block a drivers view on Airport Road
- Stakeholders expressed concern about tractor trailers turning on and off of these road and the lack of turn lanes

Synchro analysis results can be found in Table 1.

Both AM and PM peak period experiences a low intersection delay with relatively minimal congestion issues on most approaches. Most vehicles exiting Airport Road experience a delay of no more than 25 seconds.

Crash results can be found for the segment and intersection in Figure 5.

It should be noted that VDOT performed a traffic study in 2019 on this segment and found that the common crash type and cause were rear-ends between vehicles making a left-turn off of Route 33 into a driveway and through-bound vehicles. This study also found the most frequent crash type were rear-ends and similar reasons. Although there were a few rear-ends with right-turning vehicles. Most rear-end crashes were observed in the eastbound direction. At Airport Road the two rear-ends were a result of a through-bound vehicle colliding with a left-turning vehicle onto Airport Road. As well, the two sideswipes were caused by large tractor trailers making a left off of Airport Road onto Route 33 westbound.

Figure 5. Crashes between Goulders Creek Road and Airport Road



Table 1. Synchro Analysis: Intersection of Route 33 and Airport Road

Direction	Lane Group	AM Peak Hour		PM Peak Hour	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Airport Road Northbound	Left	13.7	B	23.2	C
	Right	13.7	B	23.2	C
Route 33 Eastbound	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	0.4	A	0.3	A
	Through	0.0	A	0.0	A
Overall		0.2	A	0.5	A

2.1.2 Intersection of Chain Ferry Road and Route 33

The intersection of the Chain Ferry Road and Route 33 is an existing unsignalized intersection with stop-control on Chain Ferry Road and York River Road. There are left-turn lanes on Route 33, one westbound Route 33 right-turn lane, and no turn lanes on the minor approaches. There is also a relatively highly utilized gas station in the southeast corner of the intersection. There are static flashing beacons on the eastbound Route 33 travel lanes. This intersection has very poor sight-distance looking at the eastbound Route 33 travel lanes and approaching the intersection from the eastbound Route 33 travel lanes. The vertical alignment and relatively high berms on the west side of the intersection obstruct a fair amount of a drivers view. Other Observations and comments from stakeholders include:

- Drivers like to sit in median to make a turn onto York River Road
- The gas station has frequent usage and is the only diesel pump within a reasonable commutable distance

Synchro analysis results can be found in Table 2.

Both AM and PM peak period experience a low intersection delay with relatively minimal congestion issues on both minor approaches. Most vehicles exiting either side of the road onto Route 33 experience a delay of no more than 20 seconds.

Crash summary results can be found in Figure 6.

The majority of crashes at this intersection were angle type. Three of the six angle crashes resulted in an injury. The crash pattern was consistently northbound left-turns with eastbound Route 33 through movements. This is a result of the poor sight distance noted earlier. As well, two other crashes classified as head-on and ‘other’, were also a result of northbound left-turns with either a Chain Ferry Road vehicle or westbound Route 33.

Table 2. Synchro Analysis: Intersection of Route 33 and Chain Ferry Road

Direction	Lane Group	AM Peak Hour		PM Peak Hour	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Chain Ferry Road Southbound	Left	11.4	B	12.6	B
	Through	11.4	B	12.6	B
	Right	11.4	B	12.6	B
York River Road Northbound	Left	13.4	B	18.7	C
	Through	13.4	B	18.7	C
	Right	13.4	B	18.7	C
Route 33 Eastbound	Left	8.8	A	8.4	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	8.3	A	10.2	B
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Overall		0.9	A	0.8	A

Figure 6. Crashes at Route 33 and Chain Ferry Road



2.1.3 Segment between The Trail (Route 14) and the Dollar Tree

The Route 33 segment between The Trail (Route 14) and the Dollar Tree is a divided four-lane cross section. The segment has primarily agriculture and residential land-use but there are commercial areas for sale near The Trail and the Dollar Tree. The westbound Route 33 lanes have wider shoulders than any other part of study area alignment. The segment is also on a horizontal curve but there were no sight distance issues observed.

The segment also has the Route 14 and Route 33 intersection. This intersection is unsignalized and provides important commuter access to the northern part of the Middle Peninsula. The eastbound left-turn lane on Route 33 is long while the westbound Route 33 right-turn lane is short and not built to VDOT Road Design Manual standards. This location was also observed to have a very high amount of truck traffic exiting The Trail onto Route 33 eastbound and entering The Trail from Route 33 westbound. Observations and comments from stakeholders include:

- VDOT has plans and funding for a rumble-strip improvement for this segment
- A future telework center with telemedicine office is funded in the northwest corner of the intersection
- Other commercial sites are available (not funded) nearby
- Stakeholders mentioned that some vehicles avoid this intersection when entering Route 33 eastbound to avoid any waits behind a tractor trailer. It was mentioned that some traffic uses Centerville Road.

Synchro analysis results can be found in Table 3.

Both AM and PM peak period experiences low and acceptable intersection delay with relatively minimal issues on The Trail approach. Vehicles making a left-turn onto The Trail wait no more than 10 seconds and vehicles exiting The Trail wait no more than 15 seconds.

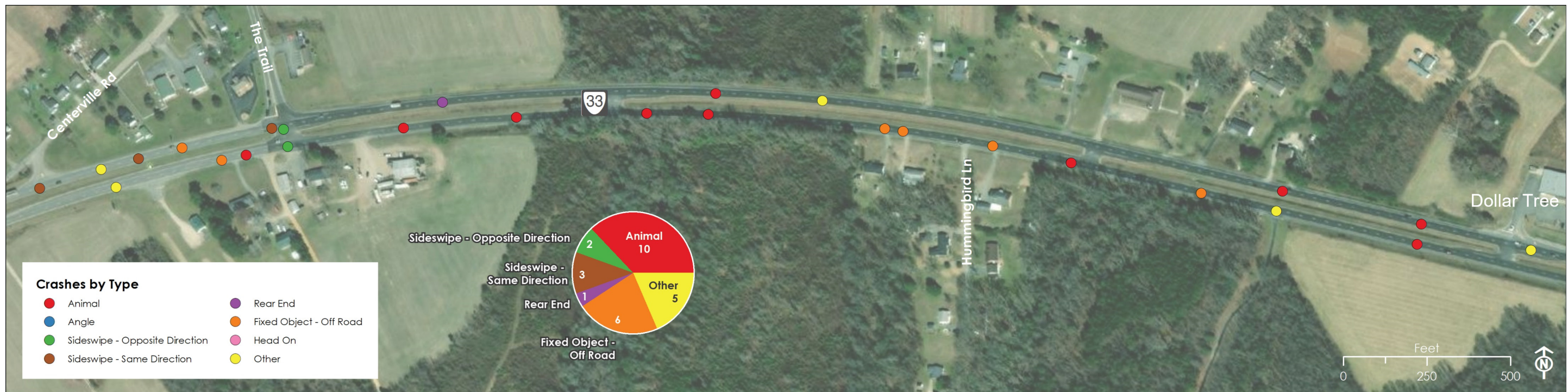
Crash summary results can be found in Figure 7.

Table 3. Synchro Analysis: Segment Between The Trail and the Dollar Tree

Direction	Lane Group	AM Peak Hour		PM Peak Hour	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
The Trail Southbound	Left	12.1	B	13.0	B
	Right	12.1	B	13.0	B
Route 33 Eastbound	Left	9.7	A	8.9	A
	Through	0.0	A	0.0	A
Route 33 Westbound	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Overall		1.9	A	1.9	A

Off road and animal crashes are the most common issue on the segment and at the intersection. Eight of the nine animal crashes occurred at night. The off-road crashes on the segment and at the intersection either occurred as a result of a driver being drowsy or avoiding an animal. As well, most of these off-road crashes occurred in the eastbound Route 33 direction. There were no concerning intersection safety issues or crashes at The Trail. It should be noted that the westbound shoulder improvements occurred after the crash period and that the rumble strips, when funded, should address the majority of these issues.

Figure 7. Crashes between The Trail and the Dollar Tree



2.1.4 Intersection of Centerville Road and Route 33

The intersection of Centerville Road and Route 33 is an existing unsignalized intersection with minor stop-control. The intersection also serves a restaurant on the south side of the intersection. There are left-turn lanes present and a right-turn lane onto Centerville Road. Sight distance is somewhat obscured by the vertical curve and median grass looking at the westbound Route 33 lanes, but other approaches were observed to have acceptable sight distance. Other observations and comments from stakeholders include:

- Multiple properties are for sale, one of which is a funded auto-shop in the northwest corner of the intersection
- There is an emergency services station located near the intersection on Centerville Road
- The restaurant is typically busy in the afternoon and evening

Synchro analysis results can be found in Table 4.

Both AM and PM peak periods experience a low intersection delay with relatively minimal congestion issues on both minor approaches. Most vehicles exiting either side of the road onto Route 33 experience a delay no more than 15 seconds. Although, the restaurant peak hour is most likely at a different time of day than the rest of the intersection.

Crash summary results can be found in Figure 8.

The majority of crashes at this intersection (angle, sideswipe, head-on), were a result of a vehicle entering or exiting the restaurant. Four of the crashes occurred after 5 PM in the evening. It should also be noted that although the crash history for this study is 2015 to 2019, there were two (2) fatalities in 2021. Both fatalities involved a vehicle entering or exiting the restaurant and colliding with either the westbound or eastbound Route 33 vehicle.

Table 4. Synchro Analysis: Route 33 and Centerville Road

Direction	Lane Group	AM Peak Hour		PM Peak Hour	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Centerville Road Southbound	Left	13.1	B	13.5	B
	Through	13.1	B	13.5	B
	Right	13.1	B	13.5	B
Restaurant Northbound	Left	13.6	B	13.6	B
	Through	13.6	B	13.6	B
	Right	13.6	B	13.6	B
Route 33 Eastbound	Left	8.9	A	8.2	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	8.0	A	9.1	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Overall		0.4	A	0.6	A

Figure 8. Crashes at Route 33 and Centerville Road



2.1.5 Intersection of Buena Vista Road (Route 14) and Route 33

The intersection of Buena Vista Road (Route 14) and Route 33 is an existing unsignalized intersection with minor stop-control. There are left-turn lanes present and a right-turn lane onto Buena Vista Road. All turn lanes are below the current VDOT Road Design Manual standards. Sight distance is obscured by the horizontal curve and vehicles in the eastbound lanes because of making a right or traveling through on Route 33. This sight distance is obstructed for both eastbound Route 33 and Buena Vista Road drivers. It should be noted that there is a noticeable commuter pattern from the volumes between The Trail and Buena Vista Road. Most vehicles at the Buena Vista Road intersection make a right-turn onto Buena Vista Road from eastbound Route 33 or make a left-turn onto westbound Route 33 from Buena Vista Road. A steady flow of right-turning vehicles onto Buena Vista Road were observed in the field. There is also noticeable rutting in the median, most likely from heavy vehicles over tracking when turning. Other observations and comments from stakeholders include:

- Stakeholders confirm that this is a very utilized commuter route
- Heavy vehicles, particularly farm equipment, do have a hard time making a left-turn onto Route 33

Synchro analysis results can be found in Table 5.

Both AM and PM peak period experiences low and acceptable intersection delay with some queuing observed on the Buena Vista Road approach. Vehicles making a left-turn from Buena Vista Road onto westbound Route 33 wait no more than 20 seconds.

Crash summary results can be found in Figure 9.

The two most common crash types at this intersection are angle crashes and off-road crashes. Angle crashes were the most severe, with three of the six resulting an injury and one of the six resulting in a fatality. Of the six angle crashes, there was a consistent crash pattern between eastbound Route 33 vehicles and left-turning Route 33 vehicles. As well, three of the five off-road crashes resulting in Route 33 vehicles evading a left-turning vehicle from Route 14.

Table 5. Synchro Analysis: Route 33 and Buena Vista Road

Direction	Lane Group	AM Peak Hour		PM Peak Hour	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Buena Vista Road Northbound	Left	12.8	B	15.8	C
	Right	12.8	B	15.8	C
Route 33 Eastbound	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	8.3	A	9.7	A
	Through	0.0	A	0.0	A
Overall		2.3	A	2.2	A

Figure 9. Crashes at Route 33 and Buena Vista Road



2.1.6 Intersection of Pear Tree Avenue and Route 33

The intersection of Pear Tree Avenue and Route 33 is an existing unsignalized intersection with minor stop-control. There are left-turn lanes present and a right-turn lanes onto the side streets. All turn lanes are below the current VDOT Road Design Manual standards. There were no general safety concerns observed during the site visit and stakeholders also expressed no current concerns with the intersection.

Synchro analysis results can be found in Table 6.

Both AM and PM peak periods experience low and acceptable intersection delay. Vehicles entering Route 33 from the minor approaches experience no more than 15 seconds of delay.

Crash summary results can be found in Figure 10.

Only three crashes occurred at this intersection since 2015. Two of the crashes, the non-collision and animal crash occurred at night. The angle crash occurred during a weather event. All three crashes were property damage only resulting in no injuries.

Table 6. Synchro Analysis: Route 33 and Pear Tree Avenue

Direction	Lane Group	AM Peak Hour		PM Peak Hour	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Pear Tree Ave Southbound	Left	12.7	B	12.8	B
	Through	12.7	B	12.8	B
	Right	12.7	B	12.8	B
Pear Tree Ave Northbound	Left	9.6	A	9.7	A
	Through	9.6	A	9.7	A
	Right	9.6	A	9.7	A
Route 33 Eastbound	Left	10.0	B	8.6	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	7.7	A	8.3	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Overall		0.3	A	0.4	A

Figure 10. Crashes at Route 33 and Pear Tree Avenue



3. FUTURE TRAFFIC CONDITIONS

3.1 Future Growth

The stakeholder group agreed on a 2045 forecast year to evaluate future operations of the study intersections. The study team then developed growth rates in accordance with IIM-TMPD-7.0 Traffic Forecasting. The growth rates were based on the Virginia Statewide Travel Demand Model, historical volumes, and funded developments. The detailed development can be found in Appendix A. The growth rates were approved by VDOT TMPD and stakeholder group on October 15, 2021. The 2045 volumes can be found in Figure 11, which were developed based on the following assumptions:

- 1% background growth rate applied to Route 33
- 1% growth rate applied to both Route 14 segments
- The remaining intersecting roadways will have no growth rate applied to them
- The telework center volumes will be calculated using the trip generation code – 712: Small Office Building
 - The gross floor area (1,000 Square Feet Gross Floor Area) will be used as the basis for the volume calculation

3.2 Future No Improvement Traffic Operations

The Synchro models were updated with the 2045 volumes. Table 7 summarizes the future No Improvement conditions on Route 33. In general, operational delay at all intersections remains similar by 2045. However, some of the minor approaches at the intersections do get slightly worse, with the worst approach experiencing a 25 sec/veh delay in the PM peak hour at the Chain Ferry Road intersection.

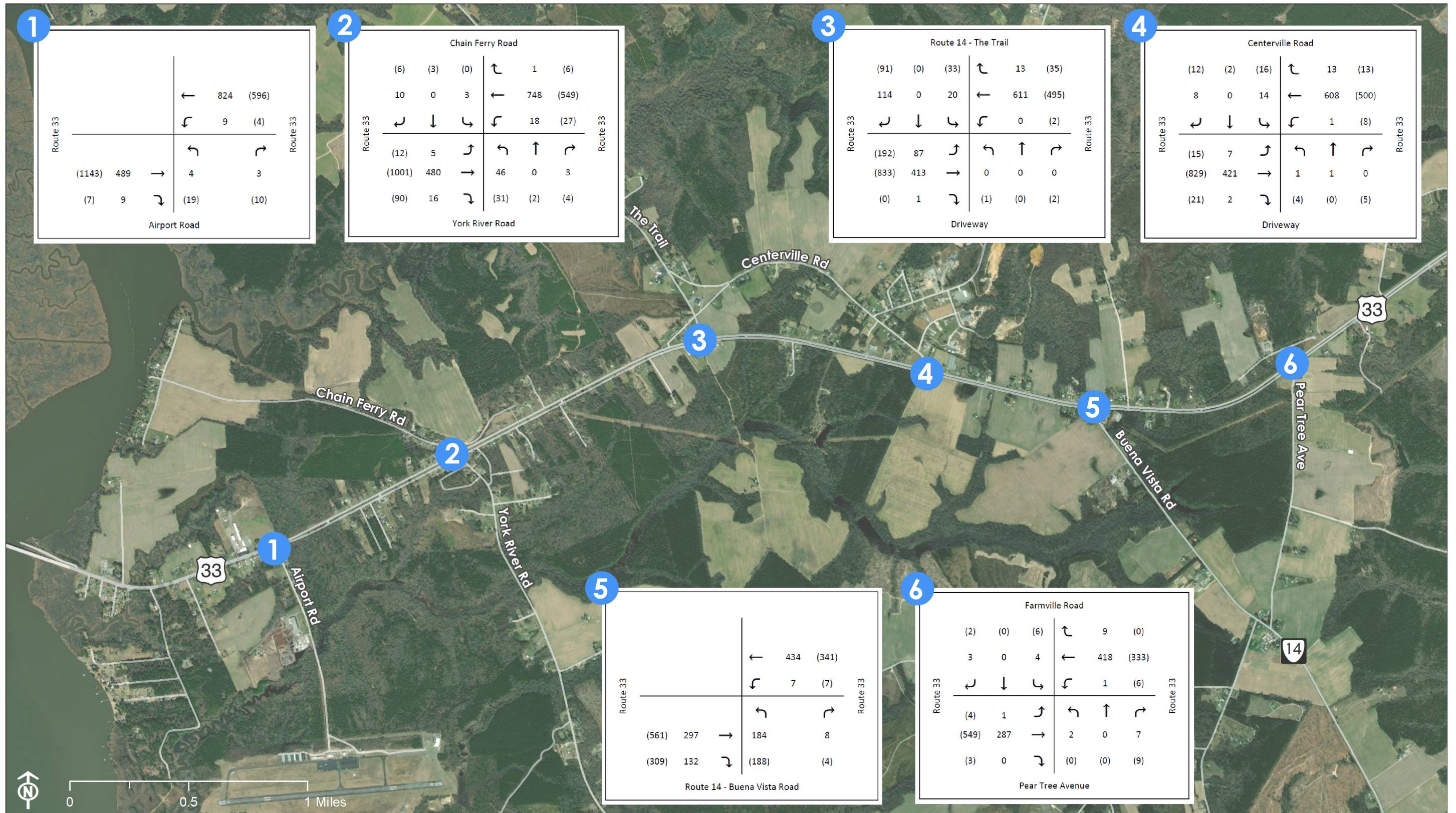
Table 7. Future No Improvement Conditions

Direction	Lane Group	AM Peak Hour		PM Peak Hour	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Airport Road and Route 33					
Airport Road Northbound	Left	16.0	C	34.7	D
	Right	16.0	C	34.7	D
Route 33 Eastbound	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	0.4	A	0.3	A
	Through	0.0	A	0.0	A
Overall		0.2	A	0.6	A
Chain Ferry Road/York River Road and Route 33					
Chain Ferry Road Southbound	Left	12.4	B	14.1	B
	Through	12.4	B	14.1	B
	Right	12.4	B	14.1	B
York River Road Northbound	Left	15.0	C	23.8	C
	Through	15.0	C	23.8	C
	Right	15.0	C	23.8	C
Route 33 Eastbound	Left	9.4	A	8.7	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	8.7	A	11.2	B
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Overall		0.8	A	0.8	A

Table 7. Future No Improvement Conditions, Cont.

Direction	Lane Group	AM Peak Hour		PM Peak Hour	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
The Trail (Route 14) and Route 33					
The Trail Southbound	Left	14.1	B	16.2	C
	Right	14.1	B	16.2	C
Route 33 Eastbound	Left	10.6	B	9.6	A
	Through	0.0	A	0.0	A
Route 33 Westbound	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Overall		2.2	A	2.3	A
Centerville Road and Route 33					
Centerville Road Southbound	Left	14.7	B	15.1	C
	Through	14.7	B	15.1	C
	Right	14.7	B	15.1	C
Restaurant Northbound	Left	15.1	C	15.5	C
	Through	15.1	C	15.5	C
	Right	15.1	C	15.5	C
Route 33 Eastbound	Left	9.4	A	8.5	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	8.2	A	9.8	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Overall		0.4	A	0.6	A
Buena Vista Road (Route 14) and Route 33					
Buena Vista Road Northbound	Left	14.8	B	20.8	C
	Right	14.8	B	20.8	C
Route 33 Eastbound	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	8.6	A	10.6	B
	Through	0.0	A	0.0	A
Overall		2.7	A	2.9	A
Pear Tree Avenue and Route 33					
Pear Tree Ave Southbound	Left	14.2	B	13.9	B
	Through	14.2	B	13.9	B
	Right	14.2	B	13.9	B
Pear Tree Ave Northbound	Left	10.1	B	10.1	B
	Through	10.1	B	10.1	B
Route 33 Eastbound	Left	10.6	B	8.9	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Route 33 Westbound	Left	7.8	A	8.6	A
	Through	0.0	A	0.0	A
	Right	0.0	A	0.0	A
Overall		0.3	A	0.3	A

Figure 11. 2045 Future Volumes



4. ALTERNATIVES ANALYSIS

The stakeholder group determined to move forward with an alternatives analysis for all focus areas but the following:

- Segment between The Trail (Route 14) and the Dollar Tree
- Intersection of The Trail (Route 14) and Route 33
- Intersection of Pear Tree Avenue and Route 33

As mentioned previously, the majority of crashes at the segment between The Trail and Dollar Tree and the intersection of The Trail and Route 33 should be corrected by the funded VDOT improvements and monitored. As well, the operational analysis found no concerns with the funded and planned growth at The Trail and Route 33 intersection. However, a reduced conflicted intersection (RCI) and median acceleration lane could be explored further at this intersection if development exceeds planned growth. The intersection of Pear Tree Avenue and Route 33 should be monitored as there are no safety concerns at this intersection.

The study team evaluated multiple options that addressed context, operations, and safety when developing alternatives for each intersection. An alternative analysis was performed using the VDOT Junction Screening Tool (VJST) and Highway Capacity Software (HCS) to evaluate Volume-to-Capacity (V/C) ratios (when applicable) and SMART SCALE crash modification factors to help screen alternatives. All alternatives were discussed with the stakeholder group and advanced to the public. Concepts presented in this section are shown as presented to the public, the final detailed recommendation can be found in Appendix B.

4.1 Segment between Brookshire Road and Airport Road

As mentioned previously, VDOT performed a study in 2019 in which it recommended a center left-turn lane. The study team from this study also recommends a center left-turn lane. However, two alternatives were presented, including a five-lane cross-section which would widen the road and a four-lane cross-section which would restripe the westbound Route 33 lane to a center left-turn lane.

4.1.1 Five-lane Cross-Section

This alternative widens Route 33 to a five-lane cross-section. There would result in two travel lanes in each direction with a center left-turn lane for left-turning vehicles. The typical section for this alternative is shown in Figure 12.

4.1.2 Four-lane Cross-Section

This alternative maintains the existing Route 33 cross-section. There would be two travel lanes in the eastbound Route 33 direction, one travel lane in the westbound Route 33 direction, and a center left-turn lane. The decision to maintain two in the eastbound direction and one in the westbound direction was because the majority of rear-end collisions that involved a right-turning vehicle were in the eastbound direction. As well, the travel patterns show more consistently higher volumes in the eastbound direction than the westbound direction. The typical section for this alternative is shown in Figure 13.

4.1.3 Alternative Summary

The anticipated operational results and safety benefit can be found in Table 8. The five-lane cross-section is the best alternative to preserve capacity and maintain similar operations. This alternative also has a slightly higher crash reduction factor compared to the four-lane cross-section; 55% reduction versus 45% reduction. However, the four-lane cross-section can be implemented with no right-of-way and utility impacts and minimal time. As well, the four-lane cross-section most likely maintains or reduces speeds particularly in the eastbound direction.

Figure 12. Five-Lane Cross Section

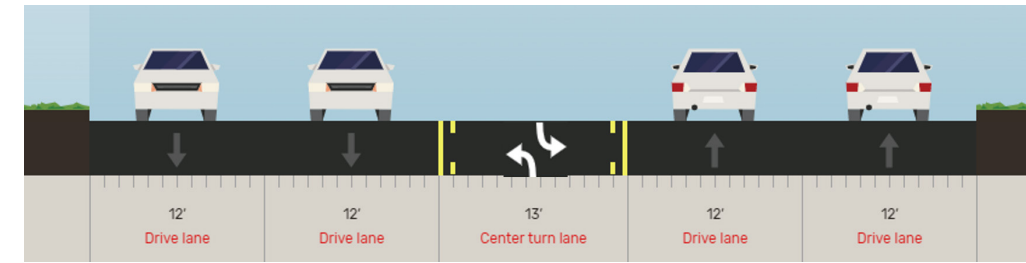


Figure 13. Four-Lane Cross Section

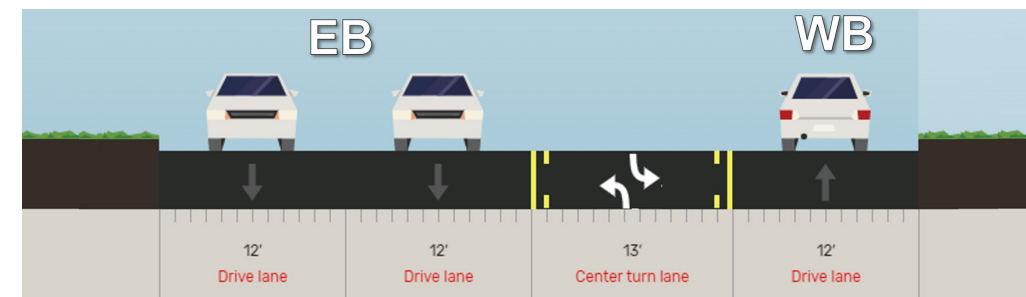


Table 8. Segment Results

Alternative	V/C Ratio		Crash Reduction Factor
	Eastbound	Westbound	
No Improvement	0.35	0.18	-
Five-lane Cross-section	0.35	0.18	55%
Four-lane Cross-section	0.35	0.39	45%

4.2 Intersection of Chain Ferry Road and Route 33

Two alternatives were explored at the intersection of Chain Ferry Road and Route 33. The intersection conflict warning system (ICWS) and a reduced conflict intersection (RCI). Both alternatives considered clearing the eastbound shoulder either via a right-turn lane or shoulder widening.

4.2.1 Intersection Conflict Warning System (ICWS)

An ICWS is similar to a flashing beacon but instead of steady static beacons, the beacons are activated when a vehicle on the minor approach arrives at the intersection and notifies drivers on the main road. This alternative would implement this concept at the intersection but also inform drivers when there is a vehicle making a left from the Route 33 left-turn lanes. The beacons would be placed in advance of the intersection on Route 33. It should be noted that intersection conflict warning systems should be installed sparingly and are typically good candidates at locations where traffic volumes and arrival rates aren't consistent, locations where sight distance cannot be improved without significant construction, and locations where a physical improvement is cost prohibitive.

4.2.2 Reduced Conflict Intersection (RCI)

This alternative redirects left and through turning vehicles from the minor approach to a u-turn area east and west of the main intersection. Vehicles on Route 33 would be able to make the same movements onto the side streets. A concept sketch of this alternative is shown in Figure 14.

Figure 14. Reduced Conflict Intersection (RCI) at Chain Ferry Road



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4.2.3 Alternative Summary

The anticipated operational results and safety benefit can be found in Table 9. All alternatives have similar traffic operations. The safety benefit of a RCI is higher than that of the ICWS but requires more construction because of the U-turn areas. The ICWS can be implemented with little to no impact to the right-of-way and typically only involves signage and either a physical or solar power source. Both improvements can be constructed together.

Table 9. Chain Ferry Road Results

Alternative	V/C Ratio PM Peak Hour	Crash Reduction Factor
No Improvement	0.22	-
Intersection Conflict Warning System	0.22	20%
Reduced Conflict Intersection	0.22	55%

4.3 Intersection of Centerville Road and Route 33

Two alternatives were explored at the intersection of Chain Ferry Road and Route 33; the median acceleration lane and a reduced conflict intersection (RCI). Both alternatives redirect traffic out of the restaurant driveway.

4.3.1 Median Acceleration Lane

This alternative involves a new median acceleration lane for vehicles making a left off of Centerville Road onto Route 33 eastbound. These vehicles would have less conflict points than a typical left-turn since the left-turning vehicles would be merging onto Route 33 eastbound instead of directly turning. This alternative would redirect vehicles from making a direct left into the restaurant driveway and require those vehicles to U-turn at the western crossover on Route 33. As well, vehicles exiting the restaurant driveway would need to U-turn at the intersection of Buena Vista Road and Route 33 or the following crossover to the east, depending on the alternative at the Buena Vista Road and Route 33 intersection. A concept sketch of this alternative is shown in Figure 15.

4.3.2 Reduced Conflict Intersection (RCI)

This alternative redirects left and through turning vehicles from Centerville Road and the restaurant driveway to a U-turn area east and west of the main intersection. Vehicles on Route 33 would be able to make the same movements onto the side streets. A concept sketch of this alternative is shown in Figure 16.

4.3.3 Alternative Summary

The anticipated operational results and safety benefit can be found in Table 10. The median acceleration lane would have the best overall operations improvements. As well, the RCI would also have better travel times for redirected vehicles from and into the restaurant than the median acceleration lane. As well, the RCI would have a significantly better crash reduction factor than the median acceleration, 55% reduction versus a 15% reduction. However, it should be noted that both alternatives would eliminate the most frequent crash pattern between the restaurant driveway and Route 33.

Table 10. Centerville Road Results

Alternative	V/C Ratio PM Peak Hour	Crash Reduction Factor
No Improvement	0.19	-
Median Acceleration Lane	0.16	15%
Reduced Conflict Intersection	0.19	55%

Figure 15. Median Acceleration Lane at Centerville Road



Figure 16. Reduced Conflict Intersection (RCI) at Centerville Road



4.4 Intersection of Buena Vista Road (Route 14) and Route 33

Three alternatives were explored at the intersection of Buena Vista Road (Route 14) and Route 33. An offset right-turn lane, a median acceleration lane and a reduced conflict intersection (RCI). It should be noted that the offset right-turn is required for the median acceleration lane to maximize safety benefit and highly recommended for the RCI.

4.4.1 Eastbound Offset Right-Turn Lane

A traditional right-turn lane provides refuge for vehicles making a right-turn onto a side street. A turn lane is an acceptable improvement to reduce rear-end collisions. An offset right-turn lane is a turn lane but with a painted or physical median separating the turn lane and travel lane with the purposes of increasing sight-distance. This separation removes the turning vehicle from a driver’s line of sight at both the minor and major approaches. A concept sketch of this alternative is shown in Figure 17.

4.4.2 Median Acceleration Lane

This alternative involves a new median acceleration lane for vehicles making a left off Buena Vista Road onto Route 33 westbound. These vehicles would have less conflict points than a typical left-turn since the left-turning vehicles would be merging onto Route 33 westbound instead of directly turning. The offset right-turn lane is still required to address the most common and severe observed crash patterns at this intersection. A concept sketch of this alternative is shown in Figure 18.

4.4.3 Reduced Conflict Intersection (RCI)

This alternative redirects left turning vehicles from Buena Vista Road to a U-turn area east of the main intersection. Vehicles on Route 33 would be able to make the same movements. A concept sketch of this alternative is shown in Figure 19.

4.4.4 Alternative Summary

The anticipated operational results and safety benefit can be found in Table 11. Both the RCI and median acceleration lane would have the most beneficial operational improvements. As for safety, the RCI and median acceleration lane alternative have the highest crash reduction factor when compared to the offset right-turn lane alone. It should be noted that the median acceleration lane does include the benefit of the offset right-turn lane but combining the offset right-turn lane with the RCI would increase safety effectiveness further for the RCI.

Table 11. Buena Vista Road Results

Alternative	V/C Ratio PM Peak Hour	Crash Reduction Factor
No Improvement	0.35	-
Offset Right-turn Lane	0.35	25%
Median Acceleration Lane	0.20	35%
Reduced Conflict Intersection	0.20	55%

Figure 17. Offset Right-Turn Lane at Buena Vista Road (Route 14)



Figure 18. Median Acceleration Lane at Buena Vista Road (Route 14)



Figure 19. Reduced Conflict Intersection at Buena Vista Road (Route 14)



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5. PUBLIC INVOLVEMENT RESULTS

Community feedback was requested via a virtual survey using MetroQuest software. The virtual survey was conducted between March 9th and March 25th, 2022. Below is a summary of the public comments:

- 218 responses were received for the virtual survey
 - 99% of respondents live/work within the study area
- Community feedback generally agreed with the identified issues from the study team
- Most respondents agreed that making no improvements was not acceptable

5.1 Segment between Brookshire Road and Airport Road

Figure 20 summarizes the average rating from the virtual survey. The five-lane cross-section, which includes the center left-turn lane, scored very favorably with a 4.21 average score out of 5. The four-lane roadway scored worse than no improvement with a 2.25 out of 5.

5.2 Intersection of Chain Ferry Road and Route 33

Figure 21 summarizes the average rating from the virtual survey. Most respondents agreed that doing nothing was not acceptable, with an average score of 2.12 out of 5. Both alternatives scored well, with an average score above 3.40 out of 5. Since both improvements can be implemented together, stakeholders could implement the ICWS first and monitor safety. The RCI would be an acceptable alternative should safety outcomes from the ICWS not be satisfactory.

5.3 Intersection of Centerville Road and Route 33

Figure 22 summarizes the average rating from the virtual survey. Most respondents agreed that doing nothing was not acceptable, with an average score of 2.36 out of 5. Both alternatives scored well, with the reduced conflict intersection scoring a 3.45 out of 5 whereas the median acceleration lane scored a 3.22 out of 5.

5.4 Intersection of Buena Vista Road and Route 33

Figure 23 summarizes the average rating from the virtual survey. Most respondents again agreed that doing nothing was not acceptable, with an average score of 2.19 out of 5. The offset right-turn lane scored the best with an average score of 3.75 out of 5. The median acceleration lane and reduced conflict intersection scored just above a 3.00 average score out of 5. The positive response of the offset right-turn lane could be combined with either alternative to generate a more well-received improvement.

Figure 20. MetroQuest Summary for Segment Between Brookshire Road and Airport Road

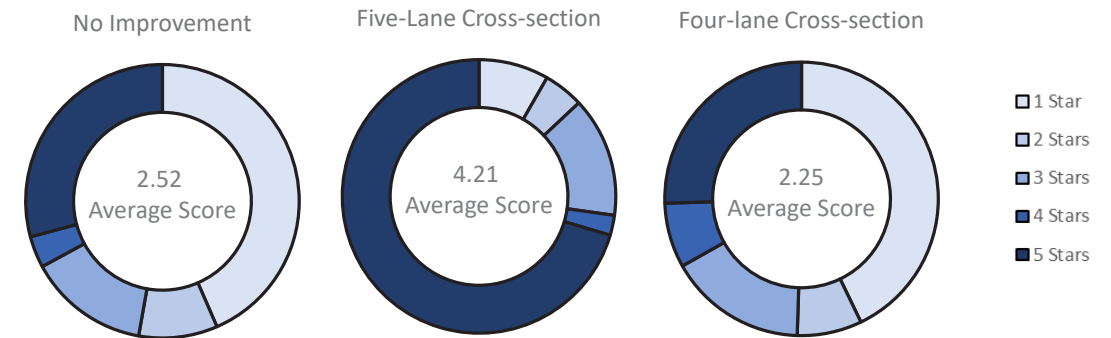


Figure 21. MetroQuest Summary for Intersection of Chain Ferry Road and Route 33

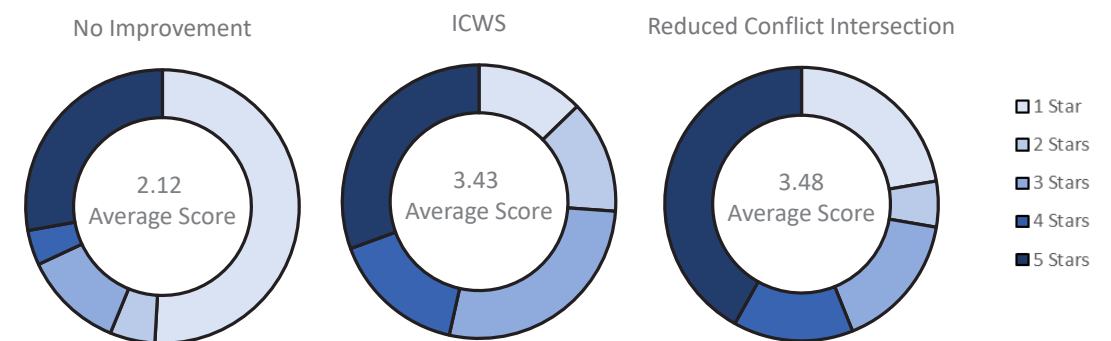


Figure 22. MetroQuest Summary for Intersection of Centerville Road and Route 33

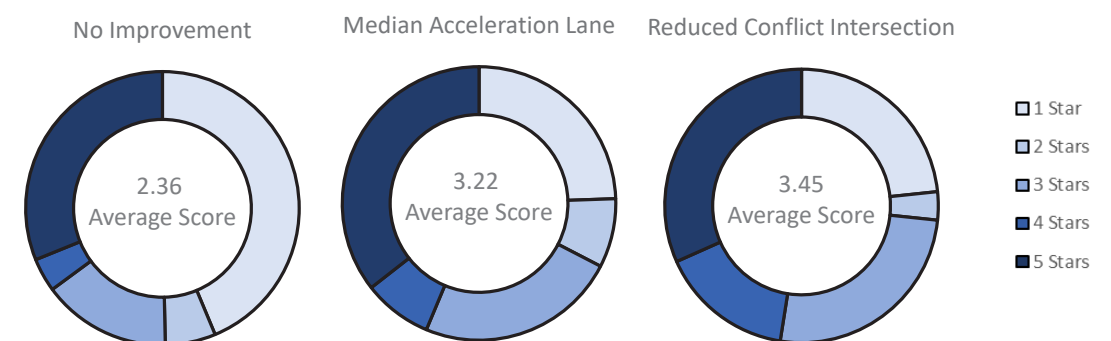
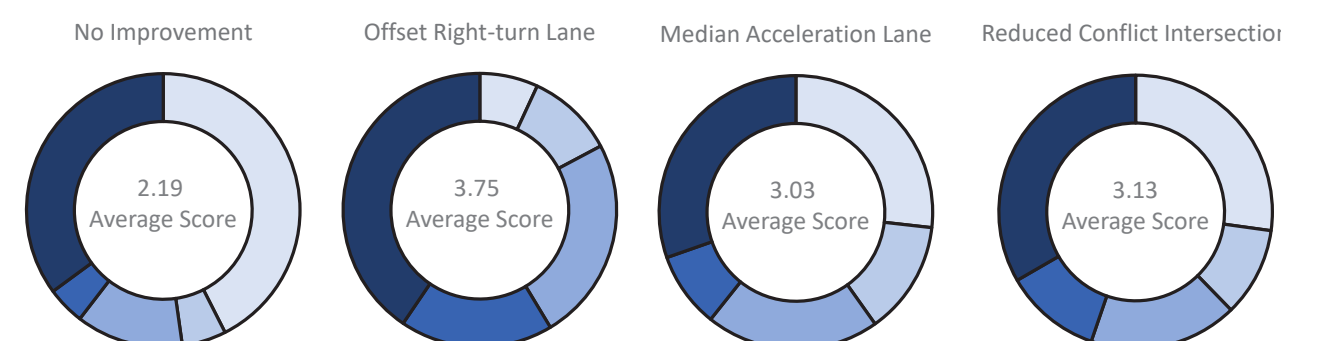


Figure 23. MetroQuest Summary for Intersection of Buena Vista Road and Route 33



6. PREFERRED ALTERNATIVES AND COSTS

Following the public survey, the stakeholder team reviewed the feedback and made a preferred alternative selection for each location. Although it was not presented to the public, it should be noted that for the intersection of Airport Road and Route 33, the stakeholder group felt that a separate standalone spot improvement would fit in with the preferred alternative on the segment between Brookshire Road and Airport Road. Table 12 summarizes the preferred alternatives operations, safety benefit, and construction cost. Appendix B has the detailed figures for each recommendation.

All costs were developed using VDOT district and statewide averages. Right-of-way and utilities were developed in the Project Cost Estimate System workbook and are based on available parcel data from VDOT and aerial photography.

Table 12. Preferred Alternative Summary

Location	Recommendation	Preliminary Engineering Phase	Right-of-Way/Utility Phase	Construction Phase	Total
Segment between Brookshire Road and Airport Road	Five-lane Cross-section with Center Left-turn Lane	\$771,000	\$1,088,290	\$2,466,784	\$4,326,074
Intersection of Airport Road and Route 33	Westbound Route 33 left-turn lane and Eastbound Route 33 Right-turn Lane	\$231,000	\$33,750	\$1,003,358	\$1,268,108
Intersection of Chain Ferry Road and Route 33	Intersection Conflict Warning System with Eastbound Route 33 Offset Right-turn Lane	\$355,000	\$247,588	\$1,124,900	\$1,727,488
Intersection of Centerville Road and Route 33	Reduced Conflict Intersection	\$568,000	\$105,095	\$1,817,460	\$2,490,555
Intersection of Buena Vista Road (Route 14) and Route 33	Median Acceleration Lane with Eastbound Route 33 Offset Right-turn Lane	\$671,000	\$51,239	\$2,145,650	\$2,867,889

7. POSSIBLE FUNDING SOURCES

Implementation of the recommended improvements will require funding sources. The VDOT SMART SCALE Program is a process which invests in projects that meet the most critical transportation needs in the state. Projects are evaluated based on improvements in certain categories such as economic development and safety. At the corridor level, more specific strategies and safety improvements can be assessed and implemented using a variety of funding sources, including Revenue Sharing, RAISE Discretionary Grants, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Highway Safety Improvement Program (HSIP), as well as through state or local funding or other discretionary funding sources.

APPENDIX A: ROUTE 33 FUTURE GROWTH RATES

TO: Stephen Haynes, VDOT
Linda LaSut, VDOT

DATE: October 15, 2021

FROM: Daniel Scolese, P.E.

SUBJECT: Route 33 Study Growth Rates

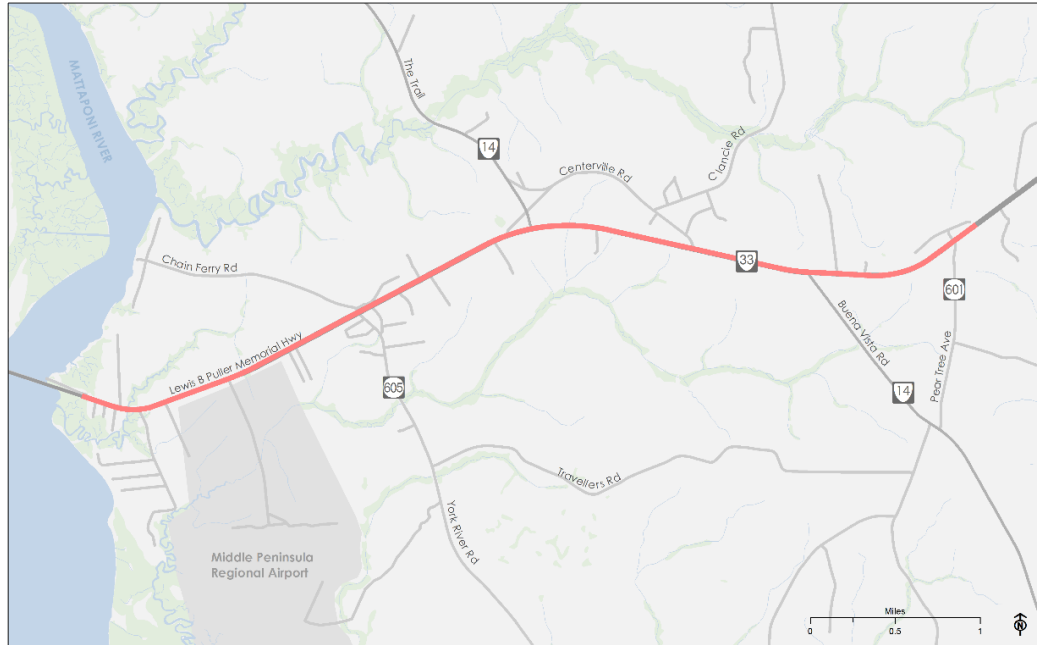
Purpose

The purpose of this memorandum is to document the growth rate development for the Route 33 Study in King and Queen County that was developed with Fredericksburg District. The Route 33 Study is focused on improving the safety of Fredericksburg District identified Potential for Safety Improvement (PSI) segments and intersections.

Study Area:

The study area for the Route 33 Study as shown in Figure 1 is located in King and Queen County along Route 33 between the Mattaponi River and Pear Tree Avenue (Route 601).

Figure 1: Route 33 Study Area



The following intersections along Route 33 that will be analyzed as part of the study area are as follows:

1. Airport Road (Route 643)
2. Chain Ferry Road / York River Road (Route 605)
3. The Trail (Route 14)
4. Centerville Road (Route 678)
5. Buena Vista Road (Route 14)
6. Pear Tree Avenue (Route 601)

Growth Rate Development

The following sources of data were reviewed to determine average annual growth rates to apply to the existing traffic volumes to forecast to 2045:

- VDOT Historic Statewide Planning System (SPS) Data
- Statewide Travel Demand Model

Table 1 summarizes the Historic AADT Data by VDOT and Table 2 summarizes the link outputs from the Statewide Travel Demand Model (TDM).

Table 1: SPS VDOT AADT Data

ROUTE #	ROAD NAME	FROM	TO	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
33	Lewis B. Puller Memorial Hwy	Route 643	Route 14	13,237	12,917	14,483	14,658	15,050	14,604	14,845	14,966	16,050	16,428
33	Lewis B. Puller Memorial Hwy	Route 14	Gloucester Cty	6,222	6,071	7,173	7,260	7,454	7,960	8,091	8,157	7,874	8,060
14	Buena Vista Road	Route 33	Gloucester Road	3,565	3,479	4,136	4,186	4,298	4,114	4,182	4,216	4,777	4,890
14	The Trail	Route 657	Route 33	2,229	2,175	1,895	1,918	1,969	1,333	1,355	1,366	1,821	1,864
601	Pear Tree Avenue	Route 605	Route 14 East	163	159	144	146	150	143	145	147	165	169
605	York River Road	Route 33	Route 606	866	845	847	857	880	812	825	832	746	782
678	Centerville Road	Route 33	Route 14 West	689	672	745	754	774	682	693	699	615	629

Table 2: Statewide Travel Demand Model – Loaded Link Outputs

ROUTE #	ROAD NAME	LINK DESCRIPTION	LINK ID	2015 DAILY VOLUMES	2040 DAILY VOLUMES
33	Lewis B. Puller Memorial Hwy	Over Mattaponi River	704505704854	9,635	12,923
33	Lewis B. Puller Memorial Hwy	East of Pear Tree Avenue	711707711663	4,982	6,249
14	The Trail	Over Mattaponi River	708902708940	1,744	3,774
14	Buena Vista Road	East of Pear Tree Avenue	711031710876	4,433	6,265

The VDOT Historic AADT and Statewide TDM calculated growth rates from each source can be found in Tables 3 and 4, respectively.

Table 3: Historic VDOT AADT Data Growth Rates

ROUTE #	ROAD NAME	FROM	TO	SLOPE	INTERCEPT	R ²	2019 VOLUME	2045 VOLUME	GROWTH RATE
33	Lewis B. Puller Memorial Hwy	Mattaponi	Route 14	322	-634,556	0.82	16,428	24,554	1.9%
33	Lewis B. Puller Memorial Hwy	Route 14	Gloucester Cty	225	-445,305	0.79	8,060	14,287	3.0%
14	Buena Vista Road	Route 33	Gloucester Road	129	-254,832	0.78	4,890	8,106	2.5%
14	The Trail	Route 657	Route 33	-65	132,833	0.35	1,864	-191	-4.2%
601	Pear Tree Avenue	Route 605	Route 14 East	1	-1,080	0.04	169	172	0.1%
605	York River Road	Route 33	Route 606	-10	21,438	0.59	782	517	-1.3%
678	Centerville Road	Route 33	Route 14 West	-9	18,325	0.27	629	428	-1.2%

Table 4: Statewide Travel Demand Model Growth Rates

ROUTE #	ROAD NAME	LINK DESCRIPTION	LINK ID	GROWTH RATE
33	Lewis B. Puller Memorial Hwy	Over Mattaponi River	704505704854	1.4%
33	Lewis B. Puller Memorial Hwy	East of Pear Tree Avenue	711707711663	1.0%
14	The Trail	Over Mattaponi River	708902708940	4.7%
14	Buena Vista Road	East of Pear Tree Avenue	711031710876	1.7%

Finally, the only approved development within the area is a telework center with a telehealth clinic. The telework center is located near the intersection of The Trail (Route 14) and Route 33. The following characteristics of the telework center are as follows:

- 11 Work Offices
- 15 Workstations
- 1 Conference Room
- 1 Small Conference Room
- Telehealth Center

Plans can be found attached to this memorandum

Conclusion

After review with Fredericksburg District and the stakeholders on August 31st, 2021, the following agreed upon linear annual growth rates will be applied to the existing turning movements to forecast the 2045 volumes for the Route 33 Study:

- 1% background growth rate applied to Route 33
- 1% growth rate applied to both Route 14 segments
- The remaining intersecting roadways will have no growth rate applied to them
- The telework center volumes will be calculated using the trip generation code – 712: Small Office Building
 - The gross floor area (1,000 Square Feet Gross Floor Area) will be used as the basis for the volume calculation

Attachments

- 2021 Turn Movement Volumes
- Telework Center Plan

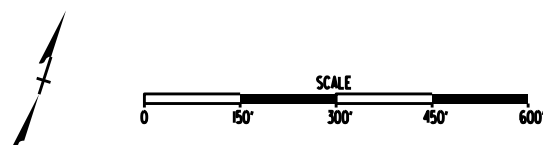
APPENDIX B: PREFERRED ALTERNATIVE CONCEPTS

Center Left-turn Lane Improvement Overview

Project Location



North Arrow & Scale



Legend

- PAVEMENT AREA

- GRASS / VEGETATION

- DRIVEWAYS

- PROPOSED PAVEMENT MARKINGS

- CURB AND GUTTER (CG-6)

Date

05/25/2022

Michael Baker
INTERNATIONAL





Virginia Department of Transportation

Center Left-turn Lane Improvement

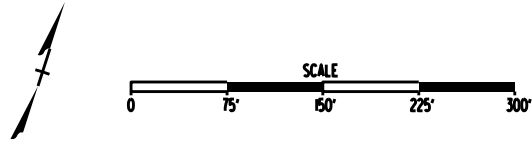
Sheet 1

Project Location








King and Queen County, VA

North Arrow & Scale



Legend

-  PAVEMENT AREA
-  GRASS / VEGETATION
-  DRIVEWAYS
-  PROPOSED PAVEMENT MARKINGS
-  CURB AND GUTTER (CG-6)

Date

Michael Baker
INTERNATIONAL



MATCH LINE, SEE SHEET 2



Virginia Department of Transportation

Center Left-turn Lane Improvement

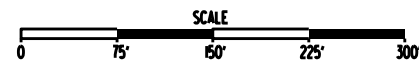
Sheet 2

Project Location



King and Queen County, VA

North Arrow & Scale



Legend

- PAVEMENT AREA

- GRASS / VEGETATION

- DRIVEWAYS

- PROPOSED PAVEMENT MARKINGS

- CURB AND GUTTER (CG-6)

Date

Michael Baker
INTERNATIONAL

MATCH LINE, SEE SHEET 1

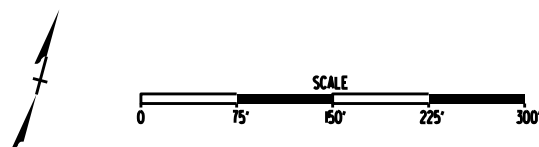


Route 33 and Airport Road Turn Lane Improvements

Project Location



North Arrow & Scale



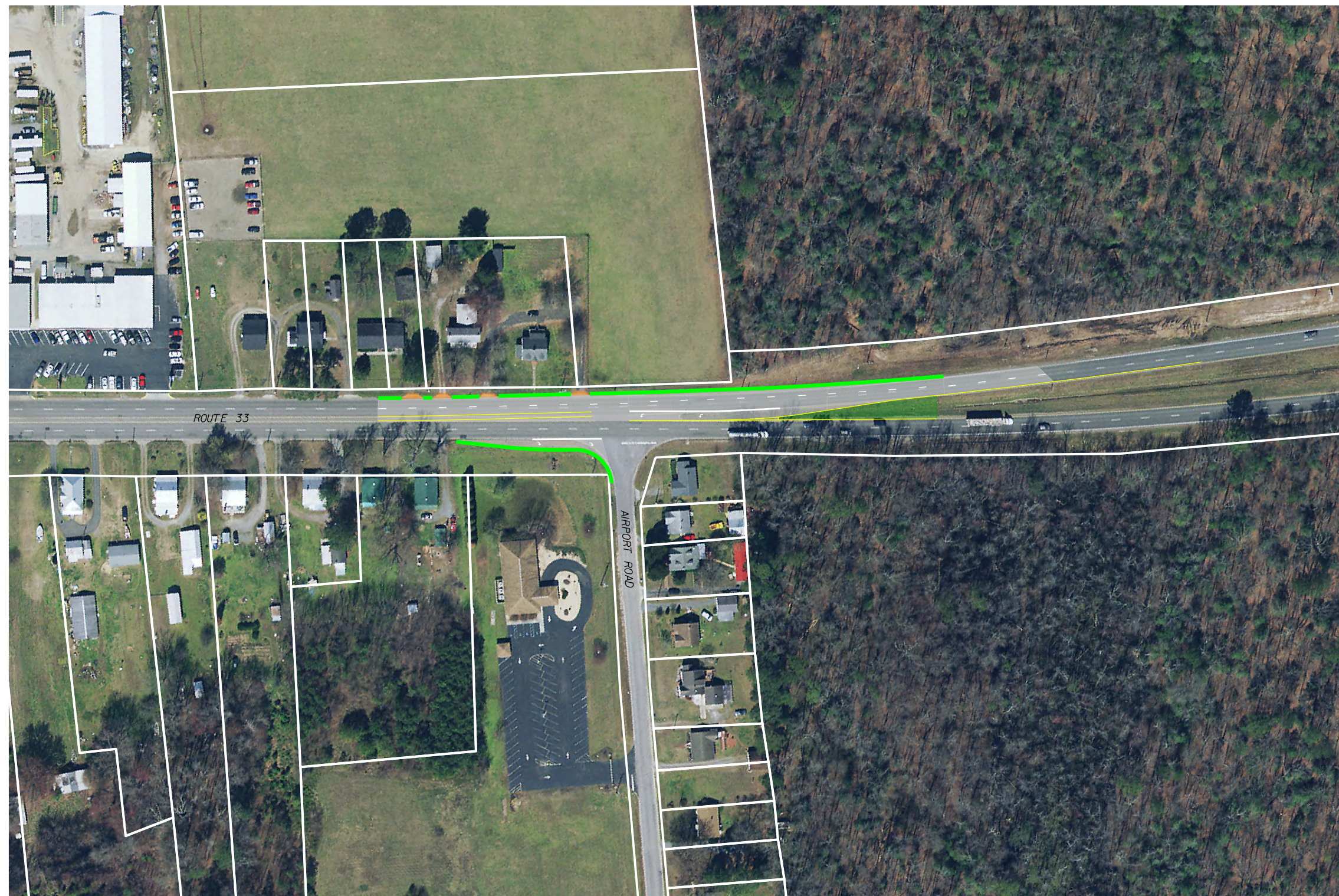
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- PAVEMENT AREA
- GRASS / VEGETATION
- DRIVEWAYS
- PROPOSED PAVEMENT MARKINGS

Date

05/25/2022

Michael Baker
INTERNATIONAL



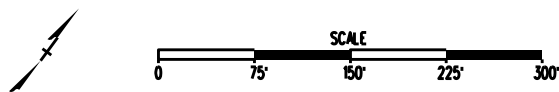
York River Road and Route 33

ICWS and Offset Right-turn Lane

Project Location



North Arrow & Scale



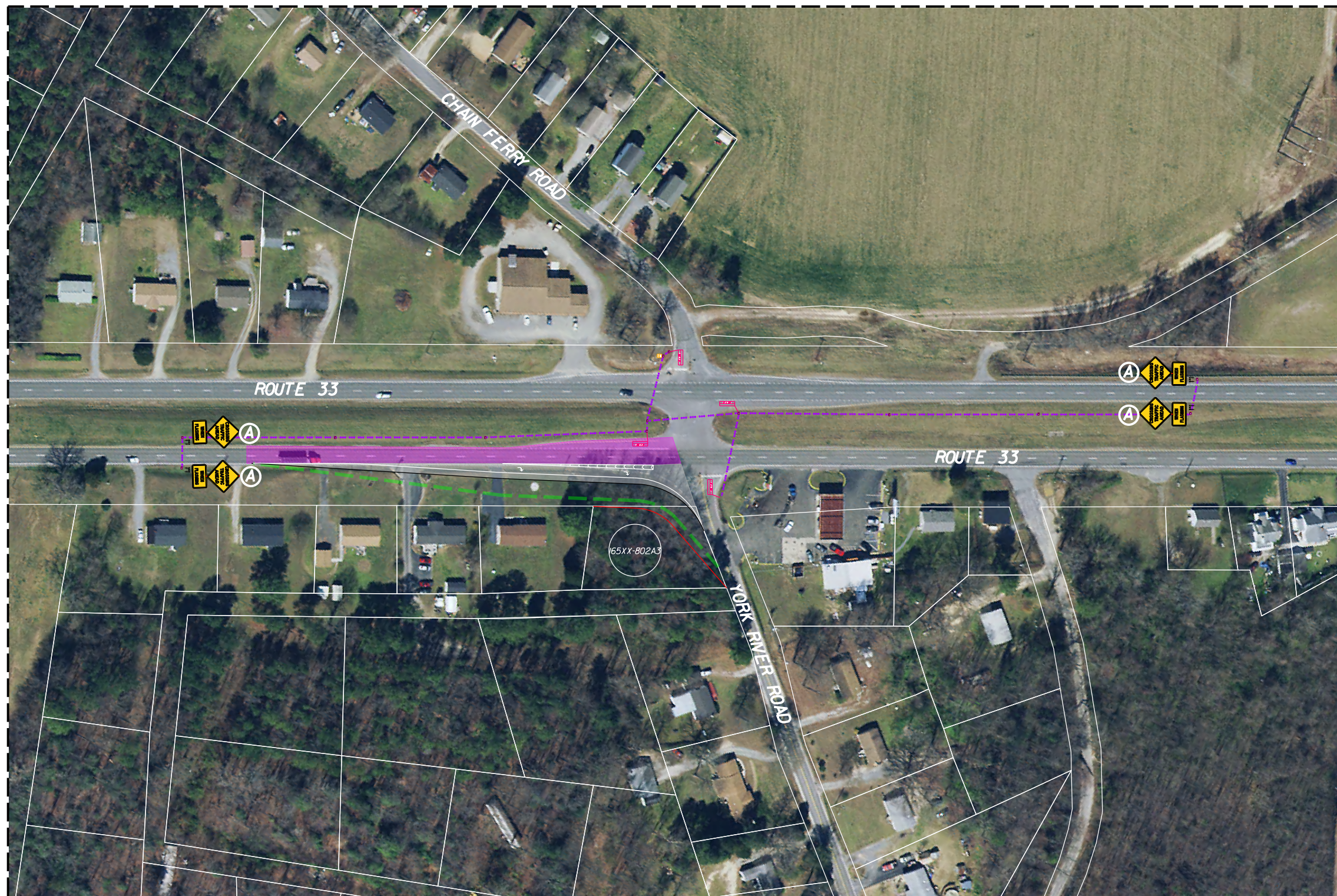
Legend

- NEW PAVEMENT AREA
- MILL/OVERLAY
- JUNCTION BOX
- CONTROL CABINET
- LOOP DETECTOR
- PROPOSED CONDUIT
- EST. BACK OF DITCH
- PROPOSED R/W
- PROPOSED PAVEMENT MARKINGS
-
-
- A

Date

07/11/2022

Michael Baker
INTERNATIONAL





Virginia Department of Transportation

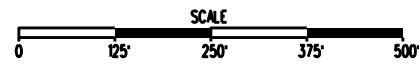
Centerville Road and Route 33 Reduced Conflict Intersection

Project Location








King and Queen County, VA

North Arrow & Scale



Legend

-  NEW PAVEMENT AREA
-  MILL/OVERLAY
-  PROPOSED MEDIAN
-  EST. BACK OF DITCH
-  PROPOSED PAVEMENT MARKINGS

Date

07/11/2022

Michael Baker
INTERNATIONAL



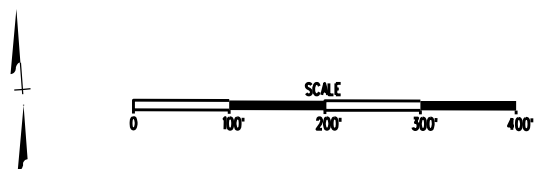
Route 33 and Route 14

Median Accel. Lane with Offset Right-turn Lane

Project Location



North Arrow & Scale



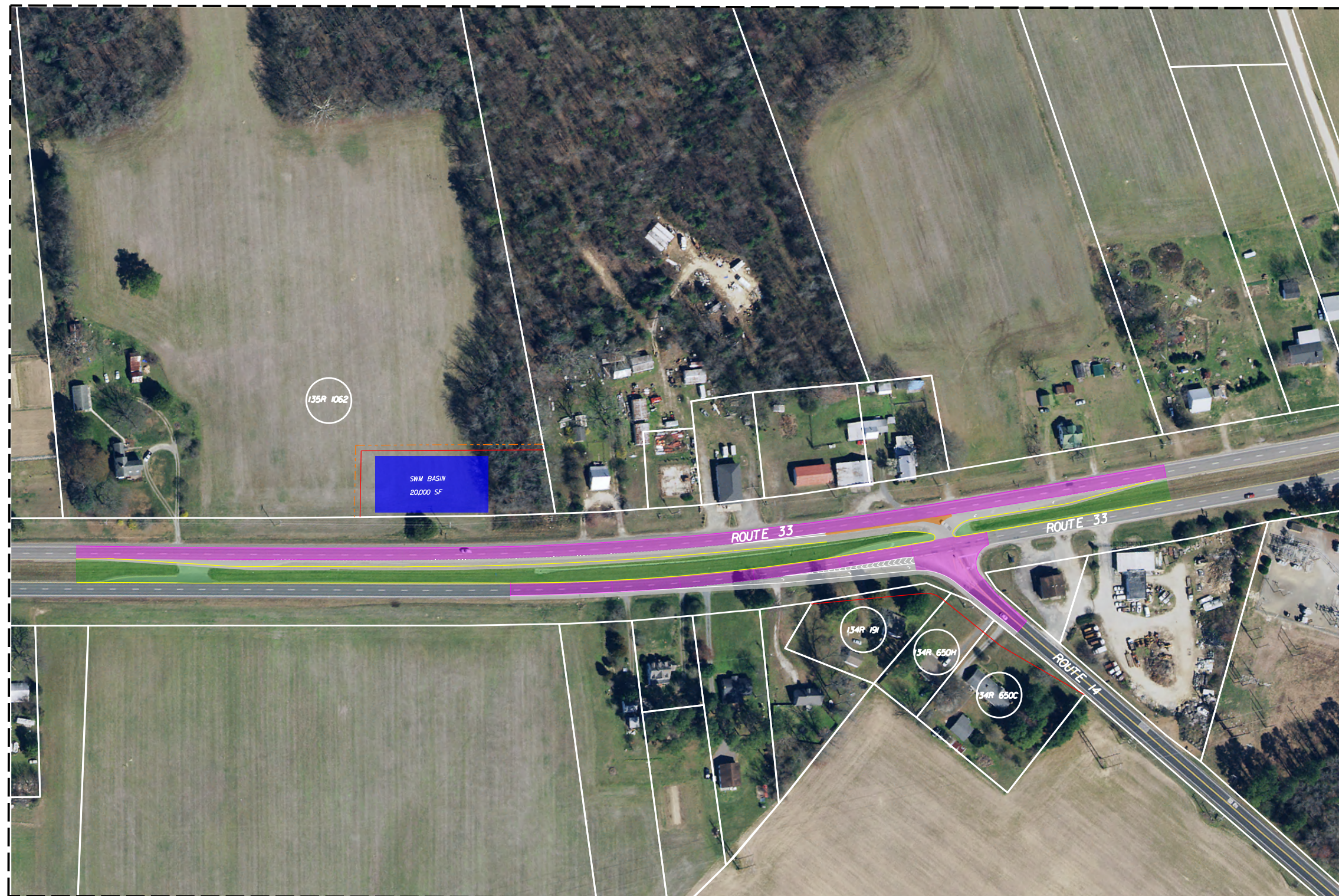
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- NEW PAVEMENT AREA
- GRASS / VEGETATION
- MILL/OVERLAY
- PROPOSED RAISED MEDIAN
- PROPOSED R/W
- PROPOSED PAVEMENT MARKINGS

Date

7/12/2022

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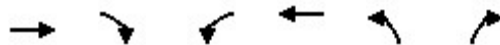


APPENDIX C: SYNCHRO REPORTS - EXISTING CONDITIONS

HCM Unsignalized Intersection Capacity Analysis

3: Airport Road & Route 33





















08/30/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↘
Traffic Volume (veh/h)	921	7	4	480	19	10
Future Volume (Veh/h)	921	7	4	480	19	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	980	7	4	511	20	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			987	1247	494	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			987	1247	494	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	88	98	
cM capacity (veh/h)			708	167	527	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	653	334	174	341	31	
Volume Left	0	0	4	0	20	
Volume Right	0	7	0	0	11	
cSH	1700	1700	708	1700	259	
Volume to Capacity	0.38	0.20	0.01	0.20	0.12	
Queue Length 95th (ft)	0	0	0	0	10	
Control Delay (s)	0.0	0.0	0.3	0.0	23.2	
Lane LOS			A	C		
Approach Delay (s)	0.0		0.1	23.2		
Approach LOS					C	
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			35.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 7: York River Rd/Chain Ferry Rd & Route 33

08/30/2021

																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR				
Lane Configurations																
Traffic Volume (veh/h)	12	807	90	27	442	6	0	3	6	31	2	4				
Future Volume (Veh/h)	12	807	90	27	442	6	0	3	6	31	2	4				
Sign Control	Free			Free			Stop			Stop						
Grade	0%			0%			0%			0%						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96				
Hourly flow rate (vph)	13	841	94	28	460	6	0	3	6	32	2	4				
Pedestrians																
Lane Width (ft)																
Walking Speed (ft/s)																
Percent Blockage																
Right turn flare (veh)																
Median type	Raised			Raised												
Median storage (veh)	2			2												
Upstream signal (ft)																
pX, platoon unblocked																
vC, conflicting volume	466		935		968		1477		230		1160		1389		420	
vC1, stage 1 conf vol					516		516				867		867			
vC2, stage 2 conf vol					452		961				294		522			
vCu, unblocked vol	466		935		968		1477		230		1160		1389		420	
tC, single (s)	4.2		4.2		7.5		6.5		6.9		7.6		6.5		6.9	
tC, 2 stage (s)					6.5		5.5				6.6		5.5			
tF (s)	2.2		2.2		3.5		4.0		3.3		3.6		4.0		3.3	
p0 queue free %	99		96		100		99		99		89		99		99	
cM capacity (veh/h)	1085		722		396		275		779		283		315		584	
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SE 1	NW 1						
Volume Total	13	420	420	94	28	230	230	6	9	38						
Volume Left	13	0	0	0	28	0	0	0	0	32						
Volume Right	0	0	0	94	0	0	0	6	6	4						
cSH	1085	1700	1700	1700	722	1700	1700	1700	483	301						
Volume to Capacity	0.01	0.25	0.25	0.06	0.04	0.14	0.14	0.00	0.02	0.13						
Queue Length 95th (ft)	1	0	0	0	3	0	0	0	1	11						
Control Delay (s)	8.4	0.0	0.0	0.0	10.2	0.0	0.0	0.0	12.6	18.7						
Lane LOS	A			B			B			C						
Approach Delay (s)	0.1		0.6		12.6		18.7									
Approach LOS					B		C									
Intersection Summary																
Average Delay			0.8													
Intersection Capacity Utilization			37.8%		ICU Level of Service				A							
Analysis Period (min)			15													

HCM Unsignalized Intersection Capacity Analysis

12: Route 33 & Route 14

























08/30/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	151	671	399	27	24	66	
Future Volume (Veh/h)	151	671	399	27	24	66	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	159	706	420	28	25	69	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage (veh)		1	1				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	448			1091	210		
vC1, stage 1 conf vol					420		
vC2, stage 2 conf vol					671		
vCu, unblocked vol	448			1091	210		
tC, single (s)	4.2			6.9	7.0		
tC, 2 stage (s)					5.9		
tF (s)	2.2			3.5	3.4		
p0 queue free %	85			92	91		
cM capacity (veh/h)	1088			296	783		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	159	353	353	210	210	28	94
Volume Left	159	0	0	0	0	0	25
Volume Right	0	0	0	0	0	28	69
cSH	1088	1700	1700	1700	1700	1700	544
Volume to Capacity	0.15	0.21	0.21	0.12	0.12	0.02	0.17
Queue Length 95th (ft)	13	0	0	0	0	0	15
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	0.0	13.0
Lane LOS	A			B			
Approach Delay (s)	1.6			0.0			13.0
Approach LOS				B			
Intersection Summary							
Average Delay			1.9				
Intersection Capacity Utilization			34.8%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 16: Rest/Centerville Rd & Route 33

08/30/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	15	668	21	8	403	13	4	0	5	16	2	12
Future Volume (Veh/h)	15	668	21	8	403	13	4	0	5	16	2	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95
Hourly flow rate (vph)	16	703	23	9	424	14	4	0	5	17	2	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			Raised							
Median storage (veh)					1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	438			726			979	1191	352	830	1200	212
vC1, stage 1 conf vol							735	735		442	442	
vC2, stage 2 conf vol							244	456		388	758	
vCu, unblocked vol	438			726			979	1191	352	830	1200	212
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.6	6.5	7.2
tC, 2 stage (s)							6.5	5.5		6.6	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.5
p0 queue free %	99			99			99	100	99	95	99	98
cM capacity (veh/h)	1133			886			302	300	651	370	295	749
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	16	352	352	23	9	212	212	14	9	32		
Volume Left	16	0	0	0	9	0	0	0	4	17		
Volume Right	0	0	0	23	0	0	0	14	5	13		
cSH	1133	1700	1700	1700	886	1700	1700	1700	430	456		
Volume to Capacity	0.01	0.21	0.21	0.01	0.01	0.12	0.12	0.01	0.02	0.07		
Queue Length 95th (ft)	1	0	0	0	1	0	0	0	2	6		
Control Delay (s)	8.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	13.6	13.5		
Lane LOS	A				A				B	B		
Approach Delay (s)	0.2				0.2				13.6	13.5		
Approach LOS									B	B		
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			28.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

20: Route 14 & Route 33

08/30/2021























Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓		
Traffic Volume (veh/h)	452	249	5	275	151	3	
Future Volume (Veh/h)	452	249	5	275	151	3	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	471	259	5	286	157	3	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	Raised		Raised				
Median storage (veh)	1		1				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			730		624	236	
vC1, stage 1 conf vol					471		
vC2, stage 2 conf vol					153		
vCu, unblocked vol			730		624	236	
tC, single (s)			4.5		6.9	6.9	
tC, 2 stage (s)					5.9		
tF (s)			2.4		3.5	3.3	
p0 queue free %			99		68	100	
cM capacity (veh/h)			766		490	772	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	236	236	259	5	143	143	160
Volume Left	0	0	0	5	0	0	157
Volume Right	0	0	259	0	0	0	3
cSH	1700	1700	1700	766	1700	1700	494
Volume to Capacity	0.14	0.14	0.15	0.01	0.08	0.08	0.32
Queue Length 95th (ft)	0	0	0	0	0	0	35
Control Delay (s)	0.0	0.0	0.0	9.7	0.0	0.0	15.8
Lane LOS				A	C		
Approach Delay (s)	0.0			0.2			15.8
Approach LOS							C
Intersection Summary							
Average Delay			2.2				
Intersection Capacity Utilization			27.7%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

24: Route 33 & Pear Tree Ave

08/30/2021

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	6	0	2	4	442	3	6	268	0
Future Volume (Veh/h)	0	0	9	6	0	2	4	442	3	6	268	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	9	6	0	2	4	456	3	6	276	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	616	752	228	533	755	138	276			459		
vC1, stage 1 conf vol	464	464		288	288							
vC2, stage 2 conf vol	152	288		245	467							
vCu, unblocked vol	616	752	228	533	755	138	276			459		
tC, single (s)	7.5	6.5	6.9	8.5	6.5	7.9	5.1			4.1		
tC, 2 stage (s)	6.5	5.5		7.5	5.5							
tF (s)	3.5	4.0	3.3	4.0	4.0	3.8	2.7			2.2		
p0 queue free %	100	100	99	99	100	100	100			99		
cM capacity (veh/h)	458	432	781	420	429	752	998			1113		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	NE 4	SW 1	SW 2	SW 3	SW 4		
Volume Total	9	8	4	228	228	3	6	138	138	0		
Volume Left	0	6	4	0	0	0	6	0	0	0		
Volume Right	9	2	0	0	0	3	0	0	0	0		
cSH	781	472	998	1700	1700	1700	1113	1700	1700	1700		
Volume to Capacity	0.01	0.02	0.00	0.13	0.13	0.00	0.01	0.08	0.08	0.00		
Queue Length 95th (ft)	1	1	0	0	0	0	0	0	0	0		
Control Delay (s)	9.7	12.8	8.6	0.0	0.0	0.0	8.3	0.0	0.0	0.0		
Lane LOS	A	B	A				A					
Approach Delay (s)	9.7	12.8	0.1				0.2					
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			24.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Airport Rd & Route 33

08/30/2021

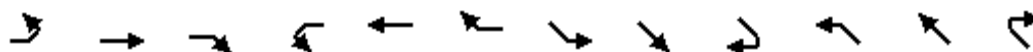


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↗
Traffic Volume (veh/h)	394	9	9	664	4	3
Future Volume (Veh/h)	394	9	9	664	4	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	424	10	10	714	4	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			434		806	217
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			434		806	217
tC, single (s)			4.1		6.8	7.6
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.6
p0 queue free %			99		99	100
cM capacity (veh/h)			1136		321	700
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	283	151	248	476	7	
Volume Left	0	0	10	0	4	
Volume Right	0	10	0	0	3	
cSH	1700	1700	1136	1700	561	
Volume to Capacity	0.17	0.09	0.01	0.28	0.01	
Queue Length 95th (ft)	0	0	1	0	1	
Control Delay (s)	0.0	0.0	0.4	0.0	13.7	
Lane LOS	A			B		
Approach Delay (s)	0.0		0.1		13.7	
Approach LOS					B	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			34.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: York River Rd/Chain Ferry Rd & Route 33

08/30/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↘	↑↑	↘	↘	↑↑	↘		↕			↕	
Traffic Volume (veh/h)	5	387	16	18	603	1	3	0	10	46	0	3
Future Volume (Veh/h)	5	387	16	18	603	1	3	0	10	46	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	5	416	17	19	648	1	3	0	11	49	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised					Raised					
Median storage (veh)		2					2					
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	649			433			907	1129	324	799	1113	208
vC1, stage 1 conf vol							686	686		426	426	
vC2, stage 2 conf vol							221	443		373	687	
vCu, unblocked vol	649			433			907	1129	324	799	1113	208
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	8.2
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	4.0
p0 queue free %	99			98			99	100	98	90	100	100
cM capacity (veh/h)	947			1095			379	382	678	471	385	630
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SE 1	NW 1		
Volume Total	5	208	208	17	19	324	324	1	14	52		
Volume Left	5	0	0	0	19	0	0	0	3	49		
Volume Right	0	0	0	17	0	0	0	1	11	3		
cSH	947	1700	1700	1700	1095	1700	1700	1700	580	478		
Volume to Capacity	0.01	0.12	0.12	0.01	0.02	0.19	0.19	0.00	0.02	0.11		
Queue Length 95th (ft)	0	0	0	0	1	0	0	0	2	9		
Control Delay (s)	8.8	0.0	0.0	0.0	8.3	0.0	0.0	0.0	11.4	13.4		
Lane LOS	A				A				B	B		
Approach Delay (s)	0.1				0.2				11.4	13.4		
Approach LOS									B	B		
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			32.1%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

12: Route 33 & Route 14




















08/30/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	62	333	492	9	15	91	
Future Volume (Veh/h)	62	333	492	9	15	91	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	66	354	523	10	16	97	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage (veh)		1	1				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	533				832	262	
vC1, stage 1 conf vol					523		
vC2, stage 2 conf vol					309		
vCu, unblocked vol	533				832	262	
tC, single (s)	4.8				7.2	7.2	
tC, 2 stage (s)					6.2		
tF (s)	2.6				3.7	3.5	
p0 queue free %	92				96	86	
cM capacity (veh/h)	833				368	696	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	66	177	177	262	262	10	113
Volume Left	66	0	0	0	0	0	16
Volume Right	0	0	0	0	0	10	97
cSH	833	1700	1700	1700	1700	1700	618
Volume to Capacity	0.08	0.10	0.10	0.15	0.15	0.01	0.18
Queue Length 95th (ft)	6	0	0	0	0	0	17
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	0.0	12.1
Lane LOS	A			B			
Approach Delay (s)	1.5	0.0			12.1		
Approach LOS				B			
Intersection Summary							
Average Delay	1.9						
Intersection Capacity Utilization	33.5%			ICU Level of Service	A		
Analysis Period (min)	15						

HCM Unsignalized Intersection Capacity Analysis
 16: Rest/Centerville Rd & Route 33

08/30/2021

																								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR												
Lane Configurations																								
Traffic Volume (veh/h)	7	339	0	1	490	13	1	1	0	14	0	8												
Future Volume (Veh/h)	7	339	0	1	490	13	1	1	0	14	0	8												
Sign Control	Free			Free			Stop			Stop														
Grade	0%			0%			0%			0%														
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95												
Hourly flow rate (vph)	7	357	0	1	516	14	1	1	0	15	0	8												
Pedestrians																								
Lane Width (ft)																								
Walking Speed (ft/s)																								
Percent Blockage																								
Right turn flare (veh)																								
Median type	None			Raised																				
Median storage (veh)	1																							
Upstream signal (ft)																								
pX, platoon unblocked																								
vC, conflicting volume	530			357			639			903			178			711			889			258		
vC1, stage 1 conf vol							371			371			518			518								
vC2, stage 2 conf vol							268			532			193			371								
vCu, unblocked vol	530			357			639			903			178			711			889			258		
tC, single (s)	4.4			4.1			7.5			6.5			6.9			7.8			6.5			6.9		
tC, 2 stage (s)							6.5			5.5			6.8			5.5								
tF (s)	2.4			2.2			3.5			4.0			3.3			3.6			4.0			3.3		
p0 queue free %	99			100			100			100			100			96			100			99		
cM capacity (veh/h)	936			1213			464			383			840			389			385			747		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1															
Volume Total	7	178	178	1	258	258	14	2	23															
Volume Left	7	0	0	1	0	0	0	1	15															
Volume Right	0	0	0	0	0	0	14	0	8															
cSH	936	1700	1700	1213	1700	1700	1700	420	467															
Volume to Capacity	0.01	0.10	0.10	0.00	0.15	0.15	0.01	0.00	0.05															
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	4															
Control Delay (s)	8.9	0.0	0.0	8.0	0.0	0.0	0.0	13.6	13.1															
Lane LOS	A			A			B			B														
Approach Delay (s)	0.2			0.0			13.6			13.1														
Approach LOS							B			B														
Intersection Summary																								
Average Delay	0.4																							
Intersection Capacity Utilization	23.5%			ICU Level of Service						A														
Analysis Period (min)	15																							

HCM Unsignalized Intersection Capacity Analysis

20: Route 14 & Route 33

08/30/2021























Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓		
Traffic Volume (veh/h)	239	106	5	350	148	6	
Future Volume (Veh/h)	239	106	5	350	148	6	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly flow rate (vph)	241	107	5	354	149	6	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	Raised		Raised				
Median storage (veh)	1		1				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			348		428	120	
vC1, stage 1 conf vol					241		
vC2, stage 2 conf vol					187		
vCu, unblocked vol			348		428	120	
tC, single (s)			4.5		6.9	7.9	
tC, 2 stage (s)					5.9		
tF (s)			2.4		3.5	3.8	
p0 queue free %			100		76	99	
cM capacity (veh/h)			1088		614	774	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	120	120	107	5	177	177	155
Volume Left	0	0	0	5	0	0	149
Volume Right	0	0	107	0	0	0	6
cSH	1700	1700	1700	1088	1700	1700	618
Volume to Capacity	0.07	0.07	0.06	0.00	0.10	0.10	0.25
Queue Length 95th (ft)	0	0	0	0	0	0	25
Control Delay (s)	0.0	0.0	0.0	8.3	0.0	0.0	12.8
Lane LOS				A	B		
Approach Delay (s)	0.0			0.1			12.8
Approach LOS							B
Intersection Summary							
Average Delay			2.3				
Intersection Capacity Utilization			24.9%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

24: Route 33 & Pear Tree Ave

08/30/2021

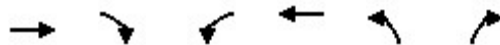
												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	2	0	7	4	0	3	1	231	0	1	337	9
Future Volume (Veh/h)	2	0	7	4	0	3	1	231	0	1	337	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	2	0	7	4	0	3	1	238	0	1	347	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	418	598	119	477	589	174	356			238		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	418	598	119	477	589	174	356			238		
tC, single (s)	7.5	6.5	6.9	8.5	6.5	7.6	6.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.0	4.0	3.6	3.2			2.2		
p0 queue free %	100	100	99	99	100	100	100			100		
cM capacity (veh/h)	521	418	917	372	423	751	718			1341		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	NE 4	SW 1	SW 2	SW 3	SW 4		
Volume Total	9	7	1	119	119	0	1	174	174	9		
Volume Left	2	4	1	0	0	0	1	0	0	0		
Volume Right	7	3	0	0	0	0	0	0	0	9		
cSH	784	475	718	1700	1700	1700	1341	1700	1700	1700		
Volume to Capacity	0.01	0.01	0.00	0.07	0.07	0.00	0.00	0.10	0.10	0.01		
Queue Length 95th (ft)	1	1	0	0	0	0	0	0	0	0		
Control Delay (s)	9.6	12.7	10.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0		
Lane LOS	A	B	B				A					
Approach Delay (s)	9.6	12.7	0.0				0.0					
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			20.0%		ICU Level of Service				A			
Analysis Period (min)			15									

APPENDIX D: SYNCHRO REPORTS - FUTURE NO BUILD

HCM Unsignalized Intersection Capacity Analysis

3: Airport Rd & Route 33






















10/19/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↗
Traffic Volume (veh/h)	489	9	9	824	4	3
Future Volume (Veh/h)	489	9	9	824	4	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	526	10	10	886	4	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			536		994	268
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			536		994	268
tC, single (s)			4.1		6.8	7.6
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.6
p0 queue free %			99		98	100
cM capacity (veh/h)			1042		243	645
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	351	185	305	591	7	
Volume Left	0	0	10	0	4	
Volume Right	0	10	0	0	3	
cSH	1700	1700	1042	1700	425	
Volume to Capacity	0.21	0.11	0.01	0.35	0.02	
Queue Length 95th (ft)	0	0	1	0	1	
Control Delay (s)	0.0	0.0	0.4	0.0	16.0	
Lane LOS			A	C		
Approach Delay (s)	0.0		0.1	16.0		
Approach LOS					C	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			39.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 7: York River Rd/Chain Ferry Rd & Route 33

10/19/2021

																								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR												
Lane Configurations																								
Traffic Volume (veh/h)	5	480	16	18	748	1	3	0	10	46	0	3												
Future Volume (Veh/h)	5	480	16	18	748	1	3	0	10	46	0	3												
Sign Control	Free			Free			Stop			Stop														
Grade	0%			0%			0%			0%														
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93												
Hourly flow rate (vph)	5	516	17	19	804	1	3	0	11	49	0	3												
Pedestrians																								
Lane Width (ft)																								
Walking Speed (ft/s)																								
Percent Blockage																								
Right turn flare (veh)																								
Median type	Raised			Raised																				
Median storage (veh)	2			2																				
Upstream signal (ft)																								
pX, platoon unblocked																								
vC, conflicting volume	805			533			1113			1385			402			977			1369			258		
vC1, stage 1 conf vol							842			842						526			526					
vC2, stage 2 conf vol							271			543						451			843					
vCu, unblocked vol	805			533			1113			1385			402			977			1369			258		
tC, single (s)	4.1			4.2			7.5			6.5			6.9			7.5			6.5			8.2		
tC, 2 stage (s)							6.5			5.5						6.5			5.5					
tF (s)	2.2			2.3			3.5			4.0			3.3			3.5			4.0			4.0		
p0 queue free %	99			98			99			100			98			88			100			99		
cM capacity (veh/h)	828			1003			305			320			604			404			322			577		
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SE 1	NW 1														
Volume Total	5	258	258	17	19	402	402	1	14	52														
Volume Left	5	0	0	0	19	0	0	0	3	49														
Volume Right	0	0	0	17	0	0	0	1	11	3														
cSH	828	1700	1700	1700	1003	1700	1700	1700	499	411														
Volume to Capacity	0.01	0.15	0.15	0.01	0.02	0.24	0.24	0.00	0.03	0.13														
Queue Length 95th (ft)	0	0	0	0	1	0	0	0	2	11														
Control Delay (s)	9.4	0.0	0.0	0.0	8.7	0.0	0.0	0.0	12.4	15.0														
Lane LOS	A			A			B			C														
Approach Delay (s)	0.1			0.2			12.4			15.0														
Approach LOS							B			C														
Intersection Summary																								
Average Delay	0.8																							
Intersection Capacity Utilization	36.1%			ICU Level of Service			A																	
Analysis Period (min)	15																							

HCM Unsignalized Intersection Capacity Analysis

12: Route 33 & Route 14




















10/19/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	87	413	611	13	20	114	
Future Volume (Veh/h)	87	413	611	13	20	114	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	93	439	650	14	21	121	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage (veh)		1	1				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	664				1056	325	
vC1, stage 1 conf vol					650		
vC2, stage 2 conf vol					406		
vCu, unblocked vol	664				1056	325	
tC, single (s)	4.8				7.2	7.2	
tC, 2 stage (s)					6.2		
tF (s)	2.6				3.7	3.5	
p0 queue free %	87				93	81	
cM capacity (veh/h)	730				292	631	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	93	220	220	325	325	14	142
Volume Left	93	0	0	0	0	0	21
Volume Right	0	0	0	0	0	14	121
cSH	730	1700	1700	1700	1700	1700	539
Volume to Capacity	0.13	0.13	0.13	0.19	0.19	0.01	0.26
Queue Length 95th (ft)	11	0	0	0	0	0	26
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	0.0	14.1
Lane LOS	B						B
Approach Delay (s)	1.9			0.0			14.1
Approach LOS							B
Intersection Summary							
Average Delay			2.2				
Intersection Capacity Utilization			39.9%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 16: Rest/Centerville Rd & Route 33

10/19/2021

																								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR												
Lane Configurations																								
Traffic Volume (veh/h)	7	421	0	1	608	13	1	1	0	14	0	8												
Future Volume (Veh/h)	7	421	0	1	608	13	1	1	0	14	0	8												
Sign Control	Free			Free			Stop			Stop														
Grade	0%			0%			0%			0%														
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95												
Hourly flow rate (vph)	7	443	0	1	640	14	1	1	0	15	0	8												
Pedestrians																								
Lane Width (ft)																								
Walking Speed (ft/s)																								
Percent Blockage																								
Right turn flare (veh)																								
Median type	None			Raised																				
Median storage (veh)	1																							
Upstream signal (ft)																								
pX, platoon unblocked																								
vC, conflicting volume	654			443			787			1113			222			878			1099			320		
vC1, stage 1 conf vol							457			457			642			642								
vC2, stage 2 conf vol							330			656			236			457								
vCu, unblocked vol	654			443			787			1113			222			878			1099			320		
tC, single (s)	4.4			4.1			7.5			6.5			6.9			7.8			6.5			6.9		
tC, 2 stage (s)							6.5			5.5			6.8			5.5								
tF (s)	2.4			2.2			3.5			4.0			3.3			3.6			4.0			3.3		
p0 queue free %	99			100			100			100			100			95			100			99		
cM capacity (veh/h)	834			1128			399			324			788			322			327			682		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1															
Volume Total	7	222	222	1	320	320	14	2	23															
Volume Left	7	0	0	1	0	0	0	1	15															
Volume Right	0	0	0	0	0	0	14	0	8															
cSH	834	1700	1700	1128	1700	1700	1700	358	394															
Volume to Capacity	0.01	0.13	0.13	0.00	0.19	0.19	0.01	0.01	0.06															
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	5															
Control Delay (s)	9.4	0.0	0.0	8.2	0.0	0.0	0.0	15.1	14.7															
Lane LOS	A			A			C			B														
Approach Delay (s)	0.1			0.0			15.1			14.7														
Approach LOS							C			B														
Intersection Summary																								
Average Delay	0.4																							
Intersection Capacity Utilization	26.8%			ICU Level of Service						A														
Analysis Period (min)	15																							

HCM Unsignalized Intersection Capacity Analysis

20: Route 14 & Route 33

10/19/2021























Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↵	↑↑	↵		
Traffic Volume (veh/h)	297	132	7	434	184	8	
Future Volume (Veh/h)	297	132	7	434	184	8	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly flow rate (vph)	300	133	7	438	186	8	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	Raised		Raised				
Median storage (veh)	1		1				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			433			533	150
vC1, stage 1 conf vol					300		
vC2, stage 2 conf vol					233		
vCu, unblocked vol			433			533	150
tC, single (s)			4.5			6.9	7.9
tC, 2 stage (s)					5.9		
tF (s)			2.4			3.5	3.8
p0 queue free %			99			67	99
cM capacity (veh/h)			1005			556	737
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	150	150	133	7	219	219	194
Volume Left	0	0	0	7	0	0	186
Volume Right	0	0	133	0	0	0	8
cSH	1700	1700	1700	1005	1700	1700	561
Volume to Capacity	0.09	0.09	0.08	0.01	0.13	0.13	0.35
Queue Length 95th (ft)	0	0	0	1	0	0	38
Control Delay (s)	0.0	0.0	0.0	8.6	0.0	0.0	14.8
Lane LOS				A	B		
Approach Delay (s)	0.0		0.1		14.8		
Approach LOS				B			
Intersection Summary							
Average Delay			2.7				
Intersection Capacity Utilization			29.3%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

24: Route 33 & Pear Tree Ave

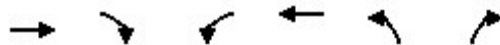
10/19/2021

													
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (veh/h)	2	0	7	4	0	3	1	287	0	1	418	9	
Future Volume (Veh/h)	2	0	7	4	0	3	1	287	0	1	418	9	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Hourly flow rate (vph)	2	0	7	4	0	3	1	296	0	1	431	9	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type													
								None			None		
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	518	740	148	590	731	216	440			296			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	518	740	148	590	731	216	440			296			
tC, single (s)	7.5	6.5	6.9	8.5	6.5	7.6	6.1			4.1			
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	4.0	4.0	3.6	3.2			2.2			
p0 queue free %	100	100	99	99	100	100	100			100			
cM capacity (veh/h)	442	346	878	302	350	702	645			1277			
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	NE 4	SW 1	SW 2	SW 3	SW 4			
Volume Total	9	7	1	148	148	0	1	216	216	9			
Volume Left	2	4	1	0	0	0	1	0	0	0			
Volume Right	7	3	0	0	0	0	0	0	0	9			
cSH	720	399	645	1700	1700	1700	1277	1700	1700	1700			
Volume to Capacity	0.01	0.02	0.00	0.09	0.09	0.00	0.00	0.13	0.13	0.01			
Queue Length 95th (ft)	1	1	0	0	0	0	0	0	0	0			
Control Delay (s)	10.1	14.2	10.6	0.0	0.0	0.0	7.8	0.0	0.0	0.0			
Lane LOS	B	B	B				A						
Approach Delay (s)	10.1	14.2	0.0				0.0						
Approach LOS	B	B											
Intersection Summary													
Average Delay			0.3										
Intersection Capacity Utilization			21.6%	ICU Level of Service						A			
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis

3: Airport Road & Route 33

























10/19/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↘
Traffic Volume (veh/h)	1143	7	4	596	19	10
Future Volume (Veh/h)	1143	7	4	596	19	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1216	7	4	634	20	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1223		1544	612
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1223		1544	612
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		81	98
cM capacity (veh/h)			577		107	441
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	811	412	215	423	31	
Volume Left	0	0	4	0	20	
Volume Right	0	7	0	0	11	
cSH	1700	1700	577	1700	165	
Volume to Capacity	0.48	0.24	0.01	0.25	0.19	
Queue Length 95th (ft)	0	0	1	0	17	
Control Delay (s)	0.0	0.0	0.3	0.0	34.7	
Lane LOS	A			D		
Approach Delay (s)	0.0		0.1		34.7	
Approach LOS					D	
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			41.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: York River Rd/Chain Ferry Rd & Route 33

10/19/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		 			 			 				 
Traffic Volume (veh/h)	12	1001	90	27	549	6	0	3	6	31	2	4
Future Volume (Veh/h)	12	1001	90	27	549	6	0	3	6	31	2	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	13	1043	94	28	572	6	0	3	6	32	2	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised					Raised					
Median storage (veh)		2					2					
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	578			1137			1180	1791	286	1418	1703	522
vC1, stage 1 conf vol							628	628		1069	1069	
vC2, stage 2 conf vol							552	1163		350	634	
vCu, unblocked vol	578			1137			1180	1791	286	1418	1703	522
tC, single (s)	4.2			4.2			7.5	6.5	6.9	7.6	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.6	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	99			95			100	99	99	85	99	99
cM capacity (veh/h)	985			604			328	216	717	213	253	502
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SE 1	NW 1		
Volume Total	13	522	522	94	28	286	286	6	9	38		
Volume Left	13	0	0	0	28	0	0	0	0	32		
Volume Right	0	0	0	94	0	0	0	6	6	4		
cSH	985	1700	1700	1700	604	1700	1700	1700	404	229		
Volume to Capacity	0.01	0.31	0.31	0.06	0.05	0.17	0.17	0.00	0.02	0.17		
Queue Length 95th (ft)	1	0	0	0	4	0	0	0	2	15		
Control Delay (s)	8.7	0.0	0.0	0.0	11.2	0.0	0.0	0.0	14.1	23.8		
Lane LOS	A				B				B	C		
Approach Delay (s)	0.1				0.5				14.1	23.8		
Approach LOS									B	C		
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			43.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

12: Route 33 & Route 14

10/19/2021



























Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	192	833	495	35	33	91	
Future Volume (Veh/h)	192	833	495	35	33	91	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	202	877	521	37	35	96	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage (veh)		1	1				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	558				1364	260	
vC1, stage 1 conf vol					521		
vC2, stage 2 conf vol					842		
vCu, unblocked vol	558				1364	260	
tC, single (s)	4.2				6.9	7.0	
tC, 2 stage (s)					5.9		
tF (s)	2.2				3.5	3.4	
p0 queue free %	80				84	87	
cM capacity (veh/h)	988				222	726	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	202	438	438	260	260	37	131
Volume Left	202	0	0	0	0	0	35
Volume Right	0	0	0	0	0	37	96
cSH	988	1700	1700	1700	1700	1700	452
Volume to Capacity	0.20	0.26	0.26	0.15	0.15	0.02	0.29
Queue Length 95th (ft)	19	0	0	0	0	0	30
Control Delay (s)	9.6	0.0	0.0	0.0	0.0	0.0	16.2
Lane LOS	A						C
Approach Delay (s)	1.8			0.0			16.2
Approach LOS							C
Intersection Summary							
Average Delay			2.3				
Intersection Capacity Utilization			41.8%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

16: Rest/Centerville Rd & Route 33

10/19/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	15	829	21	8	500	13	4	0	5	16	2	12
Future Volume (Veh/h)	15	829	21	8	500	13	4	0	5	16	2	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95
Hourly flow rate (vph)	16	873	23	9	526	14	4	0	5	17	2	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			Raised							
Median storage (veh)					1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	540			896			1200	1463	436	1018	1472	263
vC1, stage 1 conf vol							905	905		544	544	
vC2, stage 2 conf vol							295	558		474	928	
vCu, unblocked vol	540			896			1200	1463	436	1018	1472	263
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.6	6.5	7.2
tC, 2 stage (s)							6.5	5.5		6.6	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.5
p0 queue free %	98			99			98	100	99	94	99	98
cM capacity (veh/h)	1039			766			237	243	573	307	239	692
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	16	436	436	23	9	263	263	14	9	32		
Volume Left	16	0	0	0	9	0	0	0	4	17		
Volume Right	0	0	0	23	0	0	0	14	5	13		
cSH	1039	1700	1700	1700	766	1700	1700	1700	351	387		
Volume to Capacity	0.02	0.26	0.26	0.01	0.01	0.15	0.15	0.01	0.03	0.08		
Queue Length 95th (ft)	1	0	0	0	1	0	0	0	2	7		
Control Delay (s)	8.5	0.0	0.0	0.0	9.8	0.0	0.0	0.0	15.5	15.1		
Lane LOS	A				A				C	C		
Approach Delay (s)	0.1				0.2				15.5	15.1		
Approach LOS									C	C		
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			32.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

20: Route 14 & Route 33

10/19/2021























Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↵	↑↑	↵		
Traffic Volume (veh/h)	561	309	7	341	188	4	
Future Volume (Veh/h)	561	309	7	341	188	4	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	584	322	7	355	196	4	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	Raised		Raised				
Median storage (veh)	1		1				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			906		776	292	
vC1, stage 1 conf vol					584		
vC2, stage 2 conf vol					192		
vCu, unblocked vol			906		776	292	
tC, single (s)			4.5		6.9	6.9	
tC, 2 stage (s)					5.9		
tF (s)			2.4		3.5	3.3	
p0 queue free %			99		54	99	
cM capacity (veh/h)			649		422	710	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	292	292	322	7	178	178	200
Volume Left	0	0	0	7	0	0	196
Volume Right	0	0	322	0	0	0	4
cSH	1700	1700	1700	649	1700	1700	425
Volume to Capacity	0.17	0.17	0.19	0.01	0.10	0.10	0.47
Queue Length 95th (ft)	0	0	0	1	0	0	61
Control Delay (s)	0.0	0.0	0.0	10.6	0.0	0.0	20.8
Lane LOS				B	C		
Approach Delay (s)	0.0			0.2			20.8
Approach LOS							C
Intersection Summary							
Average Delay			2.9				
Intersection Capacity Utilization			32.8%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

24: Route 33 & Pear Tree Ave

10/19/2021

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	6	0	2	4	549	3	6	333	0
Future Volume (Veh/h)	0	0	9	6	0	2	4	549	3	6	333	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	9	6	0	2	4	566	3	6	343	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	760	929	283	655	932	172	343			569		
vC1, stage 1 conf vol	574	574		355	355							
vC2, stage 2 conf vol	186	355		300	577							
vCu, unblocked vol	760	929	283	655	932	172	343			569		
tC, single (s)	7.5	6.5	6.9	8.5	6.5	7.9	5.1			4.1		
tC, 2 stage (s)	6.5	5.5		7.5	5.5							
tF (s)	3.5	4.0	3.3	4.0	4.0	3.8	2.7			2.2		
p0 queue free %	100	100	99	98	100	100	100			99		
cM capacity (veh/h)	390	374	720	364	372	711	930			1013		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	NE 4	SW 1	SW 2	SW 3	SW 4		
Volume Total	9	8	4	283	283	3	6	172	172	0		
Volume Left	0	6	4	0	0	0	6	0	0	0		
Volume Right	9	2	0	0	0	3	0	0	0	0		
cSH	720	414	930	1700	1700	1700	1013	1700	1700	1700		
Volume to Capacity	0.01	0.02	0.00	0.17	0.17	0.00	0.01	0.10	0.10	0.00		
Queue Length 95th (ft)	1	1	0	0	0	0	0	0	0	0		
Control Delay (s)	10.1	13.9	8.9	0.0	0.0	0.0	8.6	0.0	0.0	0.0		
Lane LOS	B	B	A				A					
Approach Delay (s)	10.1	13.9	0.1				0.1					
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			27.4%		ICU Level of Service				A			
Analysis Period (min)			15									

APPENDIX E: VJUST REPORTS

VDOT Junction Screening Tool

Results Worksheet



General Information	
Project Title:	PM_Route 33 & Chain Ferry Road
EW Facility:	Route 33
NS Facility:	Chain Ferry Road
Date:	September 20, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	12	807	90
Westbound	27	442	6
Northbound	31	2	4
Southbound	0	3	6

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

Type	Dir	Intersection Results			Notes
		Maximum V/C	Accommodation Compared to Conventional	Weighted Total Conflict Points	
Median U-Turn	-	0.34	+	20	
Restricted Crossing U-Turn	-	0.25		20	
Roundabout	-	0.75		8	
Two-Way Stop Control	-	0.22		48	

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Interchange Results					
		Congestion	Pedestrian	Safety	Notes
Type	Dir	Maximum V/C	Accommodation Compared to Traditional Diamond	Weighted Total Conflict Points	

Information	
Congestion	The maximum v/c ratio represents the worst v/c of all zones that make up an intersection.
Pedestrian	Compares the potential of each design to accommodate pedestrians based on safety, wayfinding, and delay. Potential is qualitatively defined as better (+), similar (blank cell), or worse (-) than a conventional intersection or traditional diamond interchange.
Safety	Weighted Total = (2 x Crossing Conflicts) + Merging Conflicts + Diverging Conflicts

VDOT Junction Screening Tool

Results Worksheet



General Information	
Project Title:	PM_Route 33 & Route 14
EW Facility:	Route 33
NS Facility:	Route 14
Date:	September 20, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	151	671	0
Westbound	2	399	27
Northbound	1	0	2
Southbound	24	0	66

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

		Congestion	Pedestrian	Safety	Notes
Type	Dir	Maximum V/C	Accommodation Compared to Conventional	Weighted Total Conflict Points	
Continuous Green-T	-	0.30	-	12*	
Restricted Crossing U-Turn	-	0.23		20	
Roundabout	-	0.64		8	
Two-Way Stop Control	-	0.24		48	

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Interchange Results					
Type	Dir	Maximum V/C	Accommodation Compared to Traditional Diamond	Weighted Total Conflict Points	Notes
		Congestion	Pedestrian	Safety	

Information	
Congestion	The maximum v/c ratio represents the worst v/c of all zones that make up an intersection.
Pedestrian	Compares the potential of each design to accommodate pedestrians based on safety, wayfinding, and delay. Potential is qualitatively defined as better (+), similar (blank cell), or worse (-) than a conventional intersection or traditional diamond interchange.
Safety	Weighted Total = (2 x Crossing Conflicts) + Merging Conflicts + Diverging Conflicts

VDOT Junction Screening Tool

Results Worksheet



VDOT Junction Screening Tool

General Information	
Project Title:	PM_Route 33 & Centerville Road
EW Facility:	Route 33
NS Facility:	Centerville Road
Date:	September 20, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	15	668	21
Westbound	8	403	13
Northbound	4	0	5
Southbound	16	2	12

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

Type	Dir	Intersection Results			Notes
		Maximum V/C	Accommodation Compared to Conventional	Weighted Total Conflict Points	
Continuous Green-T	-	0.22	-	12*	
Restricted Crossing U-Turn	-	0.20		20	
Two-Way Stop Control	-	0.19		48	

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Interchange Results					
Type	Dir	Maximum V/C	Accommodation Compared to Traditional Diamond	Weighted Total Conflict Points	Notes
		Congestion	Pedestrian	Safety	

Information	
Congestion	The maximum v/c ratio represents the worst v/c of all zones that make up an intersection.
Pedestrian	Compares the potential of each design to accommodate pedestrians based on safety, wayfinding, and delay. Potential is qualitatively defined as better (+), similar (blank cell), or worse (-) than a conventional intersection or traditional diamond interchange.
Safety	Weighted Total = (2 x Crossing Conflicts) + Merging Conflicts + Diverging Conflicts

VDOT Junction Screening Tool

Results Worksheet



VDOT Junction Screening Tool

General Information	
Project Title:	PM_Route 33 & Buena Vista (Route 14)
EW Facility:	Route 33
NS Facility:	Buena Vista Road (Route 14)
Date:	September 20, 2021

Volumes (veh/hr)	U-Turn / Left	Through	Right
Eastbound	0	452	249
Westbound	5	275	0
Northbound	151	0	3
Southbound	0	0	0

General Instructions: All intersection and interchange configurations have a default assumption of one exclusive lane per movement. No results shall be interpreted until the user has verified the lane configurations on each worksheet.

Intersection Results

Type	Dir	Intersection Results			Notes
		Maximum V/C	Accommodation Compared to Conventional	Weighted Total Conflict Points	
Continuous Green-T	-	0.20	-	12*	
Restricted Crossing U-Turn	-	0.20		20	
Two-Way Stop Control	-	0.36		48	

*The continuous green-T is the only three-legged innovative intersection in this tool. To compare the continuous green-T to other innovative intersections, conflicts corresponding with the fourth leg must be removed. This has been done for the conventional intersection. Conflict point diagrams for three-legged and four-legged conventional intersections have been provided on the conventional intersection worksheet for reference.

Interchange Results					
Type	Dir	Maximum V/C	Accommodation Compared to Traditional Diamond	Weighted Total Conflict Points	Notes
		Congestion	Pedestrian	Safety	

Information	
Congestion	The maximum v/c ratio represents the worst v/c of all zones that make up an intersection.
Pedestrian	Compares the potential of each design to accommodate pedestrians based on safety, wayfinding, and delay. Potential is qualitatively defined as better (+), similar (blank cell), or worse (-) than a conventional intersection or traditional diamond interchange.
Safety	Weighted Total = (2 x Crossing Conflicts) + Merging Conflicts + Diverging Conflicts

APPENDIX F: TRAFFIC COUNTS

Peggy Malone & Associates

(888) 247-8602

File Name : 1-Rt 643_Airport Rd & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	57	8	0	65	1	149	0	150	0	0	0	0	215
07:15 AM	67	9	0	76	1	141	0	142	0	0	0	0	218
07:30 AM	81	3	0	84	6	171	0	177	2	0	0	2	263
07:45 AM	82	2	0	84	2	155	0	157	0	0	0	0	241
Total	287	22	0	309	10	616	0	626	2	0	0	2	937
08:00 AM	90	2	0	92	0	145	0	145	2	2	0	4	241
08:15 AM	79	1	1	81	1	152	0	153	0	0	0	0	234
08:30 AM	92	2	0	94	0	114	0	114	0	0	0	0	208
08:45 AM	85	6	0	91	0	115	0	115	1	1	0	2	208
Total	346	11	1	358	1	526	0	527	3	3	0	6	891
09:00 AM	96	1	0	97	1	115	0	116	1	1	0	2	215
09:15 AM	95	0	0	95	0	105	0	105	0	3	0	3	203
09:30 AM	96	1	0	97	3	118	0	121	3	0	0	3	221
09:45 AM	82	1	0	83	0	118	0	118	1	0	0	1	202
Total	369	3	0	372	4	456	0	460	5	4	0	9	841
10:00 AM	86	2	0	88	0	94	0	94	0	0	0	0	182
10:15 AM	91	2	0	93	1	115	0	116	0	2	0	2	211
10:30 AM	107	2	0	109	1	97	0	98	1	1	0	2	209
10:45 AM	80	2	0	82	0	146	0	146	0	3	0	3	231
Total	364	8	0	372	2	452	0	454	1	6	0	7	833
Grand Total	1366	44	1	1411	17	2050	0	2067	11	13	0	24	3502
Apprch %	96.8	3.1	0.1		0.8	99.2	0		45.8	54.2	0		
Total %	39	1.3	0	40.3	0.5	58.5	0	59	0.3	0.4	0	0.7	

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Airport Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	81	3	84	6	171	177	2	0	2	263
07:45 AM	82	2	84	2	155	157	0	0	0	241
08:00 AM	90	2	92	0	145	145	2	2	4	241
08:15 AM	79	1	80	1	152	153	0	0	0	233
Total Volume	332	8	340	9	623	632	4	2	6	978
% App. Total	97.6	2.4		1.4	98.6		66.7	33.3		
PHF	.922	.667	.924	.375	.911	.893	.500	.250	.375	.930

Peggy Malone & Associates

(888) 247-8602

File Name : 1-Rt 643_Airport Rd & Rt 33 AM
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Groups Printed- Trucks

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	12	0	0	12	0	7	0	7	0	1	0	1	20
07:15 AM	13	0	0	13	0	11	0	11	0	0	0	0	24
07:30 AM	18	0	0	18	0	11	0	11	0	0	0	0	29
07:45 AM	6	1	0	7	0	11	0	11	0	1	0	1	19
Total	49	1	0	50	0	40	0	40	0	2	0	2	92
08:00 AM	18	0	0	18	0	11	0	11	0	0	0	0	29
08:15 AM	20	0	0	20	0	8	0	8	0	0	0	0	28
08:30 AM	13	0	0	13	1	14	0	15	1	0	0	1	29
08:45 AM	18	0	0	18	0	16	0	16	1	0	0	1	35
Total	69	0	0	69	1	49	0	50	2	0	0	2	121
09:00 AM	13	1	0	14	0	10	0	10	0	0	0	0	24
09:15 AM	7	1	0	8	1	13	0	14	0	0	0	0	22
09:30 AM	14	0	0	14	0	19	0	19	0	0	0	0	33
09:45 AM	13	0	0	13	0	13	0	13	1	0	0	1	27
Total	47	2	0	49	1	55	0	56	1	0	0	1	106
10:00 AM	16	2	0	18	0	7	0	7	0	0	0	0	25
10:15 AM	21	0	0	21	0	12	0	12	0	2	0	2	35
10:30 AM	13	1	0	14	0	8	0	8	0	0	0	0	22
10:45 AM	19	1	0	20	0	23	0	23	0	1	0	1	44
Total	69	4	0	73	0	50	0	50	0	3	0	3	126
Grand Total	234	7	0	241	2	194	0	196	3	5	0	8	445
Apprch %	97.1	2.9	0		1	99	0		37.5	62.5	0		
Total %	52.6	1.6	0	54.2	0.4	43.6	0	44	0.7	1.1	0	1.8	

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Airport Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 10:00 AM										
10:00 AM	16	2	18	0	7	7	0	0	0	25
10:15 AM	21	0	21	0	12	12	0	2	2	35
10:30 AM	13	1	14	0	8	8	0	0	0	22
10:45 AM	19	1	20	0	23	23	0	1	1	44
Total Volume	69	4	73	0	50	50	0	3	3	126
% App. Total	94.5	5.5		0	100		0	100		
PHF	.821	.500	.869	.000	.543	.543	.000	.375	.375	.716

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File Name : 1-Rt 643_Airport Rd & Rt 33 AM
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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	69	8	0	77	1	156	0	157	0	1	0	1	235
07:15 AM	80	9	0	89	1	152	0	153	0	0	0	0	242
07:30 AM	99	3	0	102	6	182	0	188	2	0	0	2	292
07:45 AM	88	3	0	91	2	166	0	168	0	1	0	1	260
Total	336	23	0	359	10	656	0	666	2	2	0	4	1029
08:00 AM	108	2	0	110	0	156	0	156	2	2	0	4	270
08:15 AM	99	1	1	101	1	160	0	161	0	0	0	0	262
08:30 AM	105	2	0	107	1	128	0	129	1	0	0	1	237
08:45 AM	103	6	0	109	0	131	0	131	2	1	0	3	243
Total	415	11	1	427	2	575	0	577	5	3	0	8	1012
09:00 AM	109	2	0	111	1	125	0	126	1	1	0	2	239
09:15 AM	102	1	0	103	1	118	0	119	0	3	0	3	225
09:30 AM	110	1	0	111	3	137	0	140	3	0	0	3	254
09:45 AM	95	1	0	96	0	131	0	131	2	0	0	2	229
Total	416	5	0	421	5	511	0	516	6	4	0	10	947
10:00 AM	102	4	0	106	0	101	0	101	0	0	0	0	207
10:15 AM	112	2	0	114	1	127	0	128	0	4	0	4	246
10:30 AM	120	3	0	123	1	105	0	106	1	1	0	2	231
10:45 AM	99	3	0	102	0	169	0	169	0	4	0	4	275
Total	433	12	0	445	2	502	0	504	1	9	0	10	959
Grand Total	1600	51	1	1652	19	2244	0	2263	14	18	0	32	3947
Apprch %	96.9	3.1	0.1		0.8	99.2	0		43.8	56.2	0		
Total %	40.5	1.3	0	41.9	0.5	56.9	0	57.3	0.4	0.5	0	0.8	
Cars	1366	44	1	1411	17	2050	0	2067	11	13	0	24	3502
% Cars	85.4	86.3	100	85.4	89.5	91.4	0	91.3	78.6	72.2	0	75	88.7
Trucks	234	7	0	241	2	194	0	196	3	5	0	8	445
% Trucks	14.6	13.7	0	14.6	10.5	8.6	0	8.7	21.4	27.8	0	25	11.3

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	99	3		102	6	182		188	2	0		2	292
07:45 AM	88	3		91	2	166		168	0	1		1	260
08:00 AM	108	2		110	0	156		156	2	2		4	270
08:15 AM	99	1		100	1	160		161	0	0		0	261
Total Volume	394	9		403	9	664		673	4	3		7	1083
% App. Total	97.8	2.2			1.3	98.7			57.1	42.9			
PHF	.912	.750		.916	.375	.912		.895	.500	.375		.438	.927

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File Name : 1-Rt 643_Airport Rd & Rt 33 AM
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Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Airport Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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File Name : 1-Rt 643_Airport Rd & Rt 33 PM
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Groups Printed- Cars

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
03:00 PM	169	1	0	170	1	109	0	110	3	0	0	3	283
03:15 PM	162	2	0	164	0	104	0	104	4	2	0	6	274
03:30 PM	182	0	0	182	0	118	0	118	3	1	0	4	304
03:45 PM	171	1	0	172	0	129	0	129	3	0	0	3	304
Total	684	4	0	688	1	460	0	461	13	3	0	16	1165
04:00 PM	189	2	0	191	3	101	0	104	5	2	0	7	302
04:15 PM	200	3	0	203	0	98	0	98	5	1	0	6	307
04:30 PM	230	2	0	232	0	113	0	113	6	3	0	9	354
04:45 PM	210	2	0	212	2	121	0	123	1	3	0	4	339
Total	829	9	0	838	5	433	0	438	17	9	0	26	1302
05:00 PM	246	0	0	246	1	104	0	105	8	2	0	10	361
05:15 PM	209	2	0	211	1	105	0	106	4	2	0	6	323
05:30 PM	198	0	0	198	0	111	0	111	1	1	0	2	311
05:45 PM	184	2	0	186	0	95	2	97	6	0	0	6	289
Total	837	4	0	841	2	415	2	419	19	5	0	24	1284
06:00 PM	154	0	0	154	1	100	0	101	2	1	0	3	258
06:15 PM	171	0	0	171	0	68	0	68	6	2	0	8	247
06:30 PM	122	0	0	122	0	72	0	72	1	4	0	5	199
06:45 PM	112	1	0	113	0	71	0	71	1	2	0	3	187
Total	559	1	0	560	1	311	0	312	10	9	0	19	891
Grand Total	2909	18	0	2927	9	1619	2	1630	59	26	0	85	4642
Apprch %	99.4	0.6	0		0.6	99.3	0.1		69.4	30.6	0		
Total %	62.7	0.4	0	63.1	0.2	34.9	0	35.1	1.3	0.6	0	1.8	

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Airport Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	230	2	232	0	113	113	6	3	9	354
04:45 PM	210	2	212	2	121	123	1	3	4	339
05:00 PM	246	0	246	1	104	105	8	2	10	361
05:15 PM	209	2	211	1	105	106	4	2	6	323
Total Volume	895	6	901	4	443	447	19	10	29	1377
% App. Total	99.3	0.7		0.9	99.1		65.5	34.5		
PHF	.910	.750	.916	.500	.915	.909	.594	.833	.725	.954

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File Name : 1-Rt 643_Airport Rd & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Trucks

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
03:00 PM	11	0	0	11	0	14	0	14	0	0	0	0	25
03:15 PM	12	0	0	12	0	10	0	10	1	0	0	1	23
03:30 PM	8	0	0	8	0	18	0	18	0	0	0	0	26
03:45 PM	13	0	0	13	0	19	0	19	0	0	0	0	32
Total	44	0	0	44	0	61	0	61	1	0	0	1	106
04:00 PM	14	0	0	14	0	9	0	9	0	0	0	0	23
04:15 PM	8	0	0	8	0	10	0	10	0	0	0	0	18
04:30 PM	7	0	0	7	0	14	0	14	0	0	0	0	21
04:45 PM	7	1	0	8	0	4	0	4	0	0	0	0	12
Total	36	1	0	37	0	37	0	37	0	0	0	0	74
05:00 PM	10	0	0	10	0	11	0	11	0	0	0	0	21
05:15 PM	2	0	0	2	0	8	0	8	0	0	0	0	10
05:30 PM	2	0	0	2	0	7	0	7	0	0	0	0	9
05:45 PM	6	0	0	6	0	11	0	11	0	0	0	0	17
Total	20	0	0	20	0	37	0	37	0	0	0	0	57
06:00 PM	7	0	0	7	0	3	0	3	0	0	0	0	10
06:15 PM	3	0	0	3	0	5	0	5	0	0	0	0	8
06:30 PM	4	0	0	4	0	2	0	2	0	0	0	0	6
06:45 PM	8	0	0	8	0	2	0	2	0	0	0	0	10
Total	22	0	0	22	0	12	0	12	0	0	0	0	34
Grand Total	122	1	0	123	0	147	0	147	1	0	0	1	271
Apprch %	99.2	0.8	0		0	100	0		100	0	0		
Total %	45	0.4	0	45.4	0	54.2	0	54.2	0.4	0	0	0.4	

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Airport Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:00 PM	11	0	11	0	14	14	0	0	0	25
03:15 PM	12	0	12	0	10	10	1	0	1	23
03:30 PM	8	0	8	0	18	18	0	0	0	26
03:45 PM	13	0	13	0	19	19	0	0	0	32
Total Volume	44	0	44	0	61	61	1	0	1	106
% App. Total	100	0		0	100		100	0		
PHF	.846	.000	.846	.000	.803	.803	.250	.000	.250	.828

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

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(888) 247-8602

File Name : 1-Rt 643_Airport Rd & Rt 33 PM
 Site Code :
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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
03:00 PM	180	1	0	181	1	123	0	124	3	0	0	3	308
03:15 PM	174	2	0	176	0	114	0	114	5	2	0	7	297
03:30 PM	190	0	0	190	0	136	0	136	3	1	0	4	330
03:45 PM	184	1	0	185	0	148	0	148	3	0	0	3	336
Total	728	4	0	732	1	521	0	522	14	3	0	17	1271
04:00 PM	203	2	0	205	3	110	0	113	5	2	0	7	325
04:15 PM	208	3	0	211	0	108	0	108	5	1	0	6	325
04:30 PM	237	2	0	239	0	127	0	127	6	3	0	9	375
04:45 PM	217	3	0	220	2	125	0	127	1	3	0	4	351
Total	865	10	0	875	5	470	0	475	17	9	0	26	1376
05:00 PM	256	0	0	256	1	115	0	116	8	2	0	10	382
05:15 PM	211	2	0	213	1	113	0	114	4	2	0	6	333
05:30 PM	200	0	0	200	0	118	0	118	1	1	0	2	320
05:45 PM	190	2	0	192	0	106	2	108	6	0	0	6	306
Total	857	4	0	861	2	452	2	456	19	5	0	24	1341
06:00 PM	161	0	0	161	1	103	0	104	2	1	0	3	268
06:15 PM	174	0	0	174	0	73	0	73	6	2	0	8	255
06:30 PM	126	0	0	126	0	74	0	74	1	4	0	5	205
06:45 PM	120	1	0	121	0	73	0	73	1	2	0	3	197
Total	581	1	0	582	1	323	0	324	10	9	0	19	925
Grand Total	3031	19	0	3050	9	1766	2	1777	60	26	0	86	4913
Apprch %	99.4	0.6	0		0.5	99.4	0.1		69.8	30.2	0		
Total %	61.7	0.4	0	62.1	0.2	35.9	0	36.2	1.2	0.5	0	1.8	
Cars	2909	18	0	2927	9	1619	2	1630	59	26	0	85	4642
% Cars	96	94.7	0	96	100	91.7	100	91.7	98.3	100	0	98.8	94.5
Trucks	122	1	0	123	0	147	0	147	1	0	0	1	271
% Trucks	4	5.3	0	4	0	8.3	0	8.3	1.7	0	0	1.2	5.5

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Airport Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	237	2	239	0	127	127	6	3	9	375
04:45 PM	217	3	220	2	125	127	1	3	4	351
05:00 PM	256	0	256	1	115	116	8	2	10	382
05:15 PM	211	2	213	1	113	114	4	2	6	333
Total Volume	921	7	928	4	480	484	19	10	29	1441
% App. Total	99.2	0.8		0.8	99.2		65.5	34.5		
PHF	.899	.583	.906	.500	.945	.953	.594	.833	.725	.943

Peggy Malone & Associates

(888) 247-8602

File Name : 1-Rt 643_Airport Rd & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Airport Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0	0	0	0	0	0	0	0	100	100	100
Total %	0	0	0	0	0	0	0	0	0	0	100	100	100

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Airport Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

Peggy Malone & Associates

(888) 247-8602

File Name : 2-Rt 605_Chain Ferry Rd & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 605 Northbound					Chain Ferry Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	56	2	0	58	1	131	1	0	133	10	0	3	0	13	1	0	3	0	4	208
07:15 AM	1	60	7	1	69	2	146	0	0	148	9	0	0	0	9	1	0	0	0	1	227
07:30 AM	0	84	3	1	88	2	156	0	1	159	13	0	0	0	13	1	0	3	0	4	264
07:45 AM	0	80	3	3	86	3	139	1	0	143	13	0	0	0	13	0	0	2	0	2	244
Total	1	280	15	5	301	8	572	2	1	583	45	0	3	0	48	3	0	8	0	11	943
08:00 AM	0	78	4	0	82	5	134	0	0	139	9	0	0	0	9	0	0	3	0	3	233
08:15 AM	1	83	4	0	88	5	132	0	0	137	11	0	1	0	12	2	0	2	0	4	241
08:30 AM	1	79	8	0	88	2	104	0	1	107	9	0	1	0	10	1	0	3	0	4	209
08:45 AM	1	82	3	0	86	8	101	0	0	109	10	0	1	0	11	0	0	1	0	1	207
Total	3	322	19	0	344	20	471	0	1	492	39	0	3	0	42	3	0	9	0	12	890
09:00 AM	1	85	9	0	95	2	100	1	0	103	11	0	2	0	13	1	1	3	0	5	216
09:15 AM	2	86	8	1	97	1	92	1	2	96	4	0	2	0	6	0	0	0	0	0	199
09:30 AM	1	92	9	1	103	4	96	0	2	102	12	0	4	0	16	1	1	2	0	4	225
09:45 AM	0	81	2	0	83	6	112	2	0	120	6	0	1	0	7	0	0	0	0	0	210
Total	4	344	28	2	378	13	400	4	4	421	33	0	9	0	42	2	2	5	0	9	850
10:00 AM	0	72	5	1	78	2	87	1	0	90	4	0	1	0	5	0	0	1	0	1	174
10:15 AM	0	78	11	1	90	5	109	0	2	116	7	0	1	0	8	1	0	3	0	4	218
10:30 AM	1	88	10	0	99	4	94	0	0	98	14	1	3	0	18	0	0	3	0	3	218
10:45 AM	0	79	5	1	85	7	119	1	1	128	11	0	2	0	13	0	0	0	0	0	226
Total	1	317	31	3	352	18	409	2	3	432	36	1	7	0	44	1	0	7	0	8	836
Grand Total	9	1263	93	10	1375	59	1852	8	9	1928	153	1	22	0	176	9	2	29	0	40	3519
Apprch %	0.7	91.9	6.8	0.7		3.1	96.1	0.4	0.5		86.9	0.6	12.5	0		22.5	5	72.5	0		
Total %	0.3	35.9	2.6	0.3	39.1	1.7	52.6	0.2	0.3	54.8	4.3	0	0.6	0	5	0.3	0.1	0.8	0	1.1	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 605 Northbound				Chain Ferry Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	84	3	87	2	156	0	158	13	0	0	13	1	0	3	4	262
07:45 AM	0	80	3	83	3	139	1	143	13	0	0	13	0	0	2	2	241
08:00 AM	0	78	4	82	5	134	0	139	9	0	0	9	0	0	3	3	233
08:15 AM	1	83	4	88	5	132	0	137	11	0	1	12	2	0	2	4	241
Total Volume	1	325	14	340	15	561	1	577	46	0	1	47	3	0	10	13	977
% App. Total	0.3	95.6	4.1		2.6	97.2	0.2		97.9	0	2.1		23.1	0	76.9		
PHF	.250	.967	.875	.966	.750	.899	.250	.913	.885	.000	.250	.904	.375	.000	.833	.813	.932

Peggy Malone & Associates

(888) 247-8602

File Name : 2-Rt 605_Chain Ferry Rd & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 605 Northbound					Chain Ferry Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	10	2	0	12	0	7	0	0	7	0	0	1	0	1	0	0	0	0	0	20
07:15 AM	0	11	1	0	12	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	22
07:30 AM	0	17	1	0	18	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	31
07:45 AM	0	8	0	0	8	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	21
Total	0	46	4	0	50	1	42	0	0	43	0	0	1	0	1	0	0	0	0	0	94
08:00 AM	0	13	1	0	14	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	23
08:15 AM	0	24	0	0	24	0	9	0	0	9	0	0	2	0	2	0	0	0	0	0	35
08:30 AM	0	11	0	0	11	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	24
08:45 AM	0	18	1	0	19	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	35
Total	0	66	2	0	68	0	46	0	1	47	0	0	2	0	2	0	0	0	0	0	117
09:00 AM	0	11	0	0	11	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	20
09:15 AM	0	8	1	0	9	0	13	0	0	13	1	0	0	0	1	0	0	0	0	0	23
09:30 AM	0	11	1	0	12	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	32
09:45 AM	0	9	2	0	11	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	23
Total	0	39	4	0	43	0	54	0	0	54	1	0	0	0	1	0	0	0	0	0	98
10:00 AM	0	17	1	0	18	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	25
10:15 AM	1	22	1	0	24	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	36
10:30 AM	0	13	0	0	13	0	7	0	0	7	1	0	1	0	2	1	0	0	0	1	23
10:45 AM	0	19	1	0	20	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	43
Total	1	71	3	0	75	1	48	0	0	49	1	0	1	0	2	1	0	0	0	1	127
Grand Total	1	222	13	0	236	2	190	0	1	193	2	0	4	0	6	1	0	0	0	1	436
Apprch %	0.4	94.1	5.5	0		1	98.4	0	0.5		33.3	0	66.7	0		100	0	0	0		
Total %	0.2	50.9	3	0	54.1	0.5	43.6	0	0.2	44.3	0.5	0	0.9	0	1.4	0.2	0	0	0	0.2	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 605 Northbound				Chain Ferry Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	17	1	18	1	6	0	7	0	0	0	0	0	0	0	0	25
10:15 AM	1	22	1	24	0	12	0	12	0	0	0	0	0	0	0	0	36
10:30 AM	0	13	0	13	0	7	0	7	1	0	1	2	1	0	0	1	23
10:45 AM	0	19	1	20	0	23	0	23	0	0	0	0	0	0	0	0	43
Total Volume	1	71	3	75	1	48	0	49	1	0	1	2	1	0	0	1	127
% App. Total	1.3	94.7	4		2	98	0		50	0	50		100	0	0		
PHF	.250	.807	.750	.781	.250	.522	.000	.533	.250	.000	.250	.250	.250	.000	.000	.250	.738

Peggy Malone & Associates

(888) 247-8602

File Name : 2-Rt 605_Chain Ferry Rd & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 605 Northbound					Chain Ferry Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	66	4	0	70	1	138	1	0	140	10	0	4	0	14	1	0	3	0	4	228
07:15 AM	1	71	8	1	81	2	156	0	0	158	9	0	0	0	9	1	0	0	0	1	249
07:30 AM	0	101	4	1	106	3	168	0	1	172	13	0	0	0	13	1	0	3	0	4	295
07:45 AM	0	88	3	3	94	3	152	1	0	156	13	0	0	0	13	0	0	2	0	2	265
Total	1	326	19	5	351	9	614	2	1	626	45	0	4	0	49	3	0	8	0	11	1037
08:00 AM	0	91	5	0	96	5	142	0	1	148	9	0	0	0	9	0	0	3	0	3	256
08:15 AM	1	107	4	0	112	5	141	0	0	146	11	0	3	0	14	2	0	2	0	4	276
08:30 AM	1	90	8	0	99	2	117	0	1	120	9	0	1	0	10	1	0	3	0	4	233
08:45 AM	1	100	4	0	105	8	117	0	0	125	10	0	1	0	11	0	0	1	0	1	242
Total	3	388	21	0	412	20	517	0	2	539	39	0	5	0	44	3	0	9	0	12	1007
09:00 AM	1	96	9	0	106	2	109	1	0	112	11	0	2	0	13	1	1	3	0	5	236
09:15 AM	2	94	9	1	106	1	105	1	2	109	5	0	2	0	7	0	0	0	0	0	222
09:30 AM	1	103	10	1	115	4	116	0	2	122	12	0	4	0	16	1	1	2	0	4	257
09:45 AM	0	90	4	0	94	6	124	2	0	132	6	0	1	0	7	0	0	0	0	0	233
Total	4	383	32	2	421	13	454	4	4	475	34	0	9	0	43	2	2	5	0	9	948
10:00 AM	0	89	6	1	96	3	93	1	0	97	4	0	1	0	5	0	0	1	0	1	199
10:15 AM	1	100	12	1	114	5	121	0	2	128	7	0	1	0	8	1	0	3	0	4	254
10:30 AM	1	101	10	0	112	4	101	0	0	105	15	1	4	0	20	1	0	3	0	4	241
10:45 AM	0	98	6	1	105	7	142	1	1	151	11	0	2	0	13	0	0	0	0	0	269
Total	2	388	34	3	427	19	457	2	3	481	37	1	8	0	46	2	0	7	0	9	963
Grand Total	10	1485	106	10	1611	61	2042	8	10	2121	155	1	26	0	182	10	2	29	0	41	3955
Apprch %	0.6	92.2	6.6	0.6		2.9	96.3	0.4	0.5		85.2	0.5	14.3	0		24.4	4.9	70.7	0		
Total %	0.3	37.5	2.7	0.3	40.7	1.5	51.6	0.2	0.3	53.6	3.9	0	0.7	0	4.6	0.3	0.1	0.7	0	1	
Cars	9	1263	93	10	1375	59	1852	8	9	1928	153	1	22	0	176	9	2	29	0	40	3519
% Cars	90	85.1	87.7	100	85.4	96.7	90.7	100	90	90.9	98.7	100	84.6	0	96.7	90	100	100	0	97.6	89
Trucks	1	222	13	0	236	2	190	0	1	193	2	0	4	0	6	1	0	0	0	1	436
% Trucks	10	14.9	12.3	0	14.6	3.3	9.3	0	10	9.1	1.3	0	15.4	0	3.3	10	0	0	0	2.4	11

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 605 Northbound				Chain Ferry Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	101	4	105	3	168	0	171	13	0	0	13	1	0	3	4	293
07:45 AM	0	88	3	91	3	152	1	156	13	0	0	13	0	0	2	2	262
08:00 AM	0	91	5	96	5	142	0	147	9	0	0	9	0	0	3	3	255
08:15 AM	1	107	4	112	5	141	0	146	11	0	3	14	2	0	2	4	276
Total Volume	1	387	16	404	16	603	1	620	46	0	3	49	3	0	10	13	1086
% App. Total	0.2	95.8	4		2.6	97.3	0.2		93.9	0	6.1		23.1	0	76.9		
PHF	.250	.904	.800	.902	.800	.897	.250	.906	.885	.000	.250	.875	.375	.000	.833	.813	.927

Peggy Malone & Associates

(888) 247-8602

File Name : 2-Rt 605_Chain Ferry Rd & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 605 Northbound					Chain Ferry Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 605 Northbound				Chain Ferry Rd Southbound				Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Peggy Malone & Associates

(888) 247-8602

File Name : 2-Rt 605_Chain Ferry Rd & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 605 Northbound					Chain Ferry Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	2	148	19	1	170	8	97	0	1	106	7	1	0	0	8	0	0	2	0	2	286
03:15 PM	0	146	22	0	168	6	102	0	2	110	8	0	1	0	9	0	2	2	0	4	291
03:30 PM	1	158	17	0	176	5	107	3	1	116	10	0	1	0	11	2	0	0	0	2	305
03:45 PM	3	140	21	1	165	5	115	0	3	123	8	0	3	0	11	0	1	1	0	2	301
Total	6	592	79	2	679	24	421	3	7	455	33	1	5	0	39	2	3	5	0	10	1183
04:00 PM	1	174	14	1	190	3	103	0	1	107	4	2	3	0	9	0	1	0	0	1	307
04:15 PM	3	185	16	1	205	2	84	1	1	88	7	2	1	0	10	0	0	1	0	1	304
04:30 PM	2	192	22	2	218	6	108	0	3	117	10	1	0	0	11	0	1	2	0	3	349
04:45 PM	1	196	19	1	217	7	104	1	0	112	7	1	0	0	8	0	1	4	0	5	342
Total	7	747	71	5	830	18	399	2	5	424	28	6	4	0	38	0	3	7	0	10	1302
05:00 PM	1	209	22	1	233	4	96	2	0	102	7	0	3	0	10	0	1	0	0	1	346
05:15 PM	4	184	27	0	215	6	96	3	1	106	7	0	1	0	8	0	0	0	0	0	329
05:30 PM	2	190	22	0	214	4	101	0	0	105	17	0	1	0	18	0	0	0	0	0	337
05:45 PM	2	151	17	0	170	4	90	2	2	98	10	0	5	0	15	1	0	2	0	3	286
Total	9	734	88	1	832	18	383	7	3	411	41	0	10	0	51	1	1	2	0	4	1298
06:00 PM	2	138	23	0	163	4	82	2	0	88	6	0	1	0	7	0	0	3	0	3	261
06:15 PM	3	140	24	2	169	7	62	0	1	70	12	2	4	0	18	0	1	0	0	1	258
06:30 PM	2	116	14	1	133	5	64	0	0	69	5	2	1	0	8	1	1	1	0	3	213
06:45 PM	3	110	11	0	124	0	62	0	0	62	9	1	3	0	13	0	0	1	0	1	200
Total	10	504	72	3	589	16	270	2	1	289	32	5	9	0	46	1	2	5	0	8	932
Grand Total	32	2577	310	11	2930	76	1473	14	16	1579	134	12	28	0	174	4	9	19	0	32	4715
Apprch %	1.1	88	10.6	0.4		4.8	93.3	0.9	1		77	6.9	16.1	0		12.5	28.1	59.4	0		
Total %	0.7	54.7	6.6	0.2	62.1	1.6	31.2	0.3	0.3	33.5	2.8	0.3	0.6	0	3.7	0.1	0.2	0.4	0	0.7	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 605 Northbound				Chain Ferry Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	2	192	22	216	6	108	0	114	10	1	0	11	0	1	2	3	344
04:45 PM	1	196	19	216	7	104	1	112	7	0	0	8	0	1	4	5	341
05:00 PM	1	209	22	232	4	96	2	102	7	0	3	10	0	1	0	1	345
05:15 PM	4	184	27	215	6	96	3	105	7	0	1	8	0	0	0	0	328
Total Volume	8	781	90	879	23	404	6	433	31	2	4	37	0	3	6	9	1358
% App. Total	0.9	88.9	10.2		5.3	93.3	1.4		83.8	5.4	10.8		0	33.3	66.7		
PHF	.500	.934	.833	.947	.821	.935	.500	.950	.775	.500	.333	.841	.000	.750	.375	.450	.984

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates

(888) 247-8602

File Name : 2-Rt 605_Chain Ferry Rd & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 605 Northbound					Chain Ferry Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	0	14	0	0	14	1	12	0	0	13	1	0	0	0	1	0	0	0	0	0	28
03:15 PM	0	10	2	0	12	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	22
03:30 PM	0	9	0	0	9	0	19	0	0	19	0	0	1	0	1	0	0	0	0	0	29
03:45 PM	0	13	0	0	13	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	30
Total	0	46	2	0	48	1	57	0	0	58	2	0	1	0	3	0	0	0	0	0	109
04:00 PM	0	12	0	0	12	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	22
04:15 PM	0	7	1	0	8	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	18
04:30 PM	0	8	0	0	8	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	22
04:45 PM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Total	0	32	1	0	33	1	38	0	0	39	0	0	0	0	0	0	0	0	0	0	72
05:00 PM	0	10	0	0	10	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	21
05:15 PM	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	11
05:30 PM	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	3	2	0	5	0	8	0	0	8	3	0	0	0	3	0	0	0	0	0	16
Total	0	18	2	0	20	0	34	0	0	34	3	0	0	0	3	0	0	0	0	0	57
06:00 PM	0	7	0	0	7	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	11
06:15 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
06:30 PM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	1	20	0	0	21	0	11	0	0	11	1	0	0	0	1	0	0	0	0	0	33
Grand Total	1	116	5	0	122	2	140	0	0	142	6	0	1	0	7	0	0	0	0	0	271
Apprch %	0.8	95.1	4.1	0		1.4	98.6	0	0		85.7	0	14.3	0		0	0	0	0		
Total %	0.4	42.8	1.8	0	45	0.7	51.7	0	0	52.4	2.2	0	0.4	0	2.6	0	0	0	0	0	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 605 Northbound				Chain Ferry Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	14	0	14	1	12	0	13	1	0	0	1	0	0	0	0	28
03:15 PM	0	10	2	12	0	9	0	9	1	0	0	1	0	0	0	0	22
03:30 PM	0	9	0	9	0	19	0	19	0	0	1	1	0	0	0	0	29
03:45 PM	0	13	0	13	0	17	0	17	0	0	0	0	0	0	0	0	30
Total Volume	0	46	2	48	1	57	0	58	2	0	1	3	0	0	0	0	109
% App. Total	0	95.8	4.2		1.7	98.3	0		66.7	0	33.3		0	0	0		
PHF	.000	.821	.250	.857	.250	.750	.000	.763	.500	.000	.250	.750	.000	.000	.000	.000	.908

Peggy Malone & Associates

(888) 247-8602

File Name : 2-Rt 605_Chain Ferry Rd & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 605 Northbound					Chain Ferry Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	2	162	19	1	184	9	109	0	1	119	8	1	0	0	9	0	0	2	0	2	314
03:15 PM	0	156	24	0	180	6	111	0	2	119	9	0	1	0	10	0	2	2	0	4	313
03:30 PM	1	167	17	0	185	5	126	3	1	135	10	0	2	0	12	2	0	0	0	2	334
03:45 PM	3	153	21	1	178	5	132	0	3	140	8	0	3	0	11	0	1	1	0	2	331
Total	6	638	81	2	727	25	478	3	7	513	35	1	6	0	42	2	3	5	0	10	1292
04:00 PM	1	186	14	1	202	4	112	0	1	117	4	2	3	0	9	0	1	0	0	1	329
04:15 PM	3	192	17	1	213	2	94	1	1	98	7	2	1	0	10	0	0	1	0	1	322
04:30 PM	2	200	22	2	226	6	122	0	3	131	10	1	0	0	11	0	1	2	0	3	371
04:45 PM	1	201	19	1	222	7	109	1	0	117	7	1	0	0	8	0	1	4	0	5	352
Total	7	779	72	5	863	19	437	2	5	463	28	6	4	0	38	0	3	7	0	10	1374
05:00 PM	1	219	22	1	243	4	107	2	0	113	7	0	3	0	10	0	1	0	0	1	367
05:15 PM	4	187	27	0	218	6	104	3	1	114	7	0	1	0	8	0	0	0	0	0	340
05:30 PM	2	192	22	0	216	4	108	0	0	112	17	0	1	0	18	0	0	0	0	0	346
05:45 PM	2	154	19	0	175	4	98	2	2	106	13	0	5	0	18	1	0	2	0	3	302
Total	9	752	90	1	852	18	417	7	3	445	44	0	10	0	54	1	1	2	0	4	1355
06:00 PM	2	145	23	0	170	4	85	2	0	91	7	0	1	0	8	0	0	3	0	3	272
06:15 PM	3	144	24	2	173	7	66	0	1	74	12	2	4	0	18	0	1	0	0	1	266
06:30 PM	3	119	14	1	137	5	66	0	0	71	5	2	1	0	8	1	1	1	0	3	219
06:45 PM	3	116	11	0	130	0	64	0	0	64	9	1	3	0	13	0	0	1	0	1	208
Total	11	524	72	3	610	16	281	2	1	300	33	5	9	0	47	1	2	5	0	8	965
Grand Total	33	2693	315	11	3052	78	1613	14	16	1721	140	12	29	0	181	4	9	19	0	32	4986
Apprch %	1.1	88.2	10.3	0.4		4.5	93.7	0.8	0.9		77.3	6.6	16	0		12.5	28.1	59.4	0		
Total %	0.7	54	6.3	0.2	61.2	1.6	32.4	0.3	0.3	34.5	2.8	0.2	0.6	0	3.6	0.1	0.2	0.4	0	0.6	
Cars	32	2577	310	11	2930	76	1473	14	16	1579	134	12	28	0	174	4	9	19	0	32	4715
% Cars	97	95.7	98.4	100	96	97.4	91.3	100	100	91.7	95.7	100	96.6	0	96.1	100	100	100	0	100	94.6
Trucks	1	116	5	0	122	2	140	0	0	142	6	0	1	0	7	0	0	0	0	0	271
% Trucks	3	4.3	1.6	0	4	2.6	8.7	0	0	8.3	4.3	0	3.4	0	3.9	0	0	0	0	0	5.4

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 605 Northbound				Chain Ferry Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	200	22	224	6	122	0	128	10	1	0	11	0	1	2	3	366
04:45 PM	1	201	19	221	7	109	1	117	7	1	0	8	0	1	4	5	351
05:00 PM	1	219	22	242	4	107	2	113	7	0	3	10	0	1	0	1	366
05:15 PM	4	187	27	218	6	104	3	113	7	0	1	8	0	0	0	0	339
Total Volume	8	807	90	905	23	442	6	471	31	2	4	37	0	3	6	9	1422
% App. Total	0.9	89.2	9.9		4.9	93.8	1.3		83.8	5.4	10.8		0	33.3	66.7		
PHF	.500	.921	.833	.935	.821	.906	.500	.920	.775	.500	.333	.841	.000	.750	.375	.450	.971

Peggy Malone & Associates

(888) 247-8602

File Name : 2-Rt 605_Chain Ferry Rd & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 605 Northbound					Chain Ferry Rd Southbound					Int. Total	
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
Total %																						

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 605 Northbound				Chain Ferry Rd Southbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM

Peggy Malone & Associates

(888) 247-8602

File Name : 3-Rt 14_The Trail & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					The Trail Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	6	59	0	0	65	0	111	0	0	111	0	0	0	0	0	3	0	22	0	25	201
07:15 AM	10	51	0	0	61	0	119	2	0	121	0	0	0	0	0	2	0	22	0	24	206
07:30 AM	11	79	1	0	91	0	119	3	0	122	0	0	0	0	0	1	0	19	0	20	233
07:45 AM	7	68	0	0	75	0	119	0	0	119	0	0	0	0	0	3	0	19	0	22	216
Total	34	257	1	0	292	0	468	5	0	473	0	0	0	0	0	9	0	82	0	91	856
08:00 AM	13	64	0	1	78	0	117	1	0	118	0	0	0	0	0	3	0	16	0	19	215
08:15 AM	8	78	0	1	87	0	111	4	0	115	0	0	0	0	0	5	0	22	0	27	229
08:30 AM	7	75	0	0	82	0	93	2	0	95	0	0	0	0	0	4	0	15	0	19	196
08:45 AM	11	76	1	0	88	0	80	1	0	81	0	0	0	0	0	1	0	21	0	22	191
Total	39	293	1	2	335	0	401	8	0	409	0	0	0	0	0	13	0	74	0	87	831
09:00 AM	11	76	0	0	87	0	83	1	0	84	0	0	1	0	1	3	0	15	0	18	190
09:15 AM	17	69	0	1	87	1	98	0	0	99	0	0	0	0	0	4	0	11	0	15	201
09:30 AM	18	79	0	1	98	0	86	4	0	90	0	0	0	0	0	3	0	15	0	18	206
09:45 AM	12	77	0	2	91	0	103	2	0	105	0	0	1	0	1	5	0	13	0	18	215
Total	58	301	0	4	363	1	370	7	0	378	0	0	2	0	2	15	0	54	0	69	812
10:00 AM	11	65	0	0	76	0	75	4	0	79	0	0	0	0	0	6	0	13	0	19	174
10:15 AM	15	62	0	2	79	0	102	3	0	105	0	0	0	0	0	1	0	12	0	13	197
10:30 AM	18	84	0	0	102	1	78	3	0	82	0	0	0	0	0	4	0	16	0	20	204
10:45 AM	17	67	0	0	84	0	109	7	0	116	0	0	0	0	0	3	0	16	0	19	219
Total	61	278	0	2	341	1	364	17	0	382	0	0	0	0	0	14	0	57	0	71	794
Grand Total	192	1129	2	8	1331	2	1603	37	0	1642	0	0	2	0	2	51	0	267	0	318	3293
Apprch %	14.4	84.8	0.2	0.6		0.1	97.6	2.3	0		0	0	100	0		16	0	84	0		
Total %	5.8	34.3	0.1	0.2	40.4	0.1	48.7	1.1	0	49.9	0	0	0.1	0	0.1	1.5	0	8.1	0	9.7	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				The Trail Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	79	1	91	0	119	3	122	0	0	0	0	1	0	19	20	233
07:45 AM	7	68	0	75	0	119	0	119	0	0	0	0	3	0	19	22	216
08:00 AM	13	64	0	77	0	117	1	118	0	0	0	0	3	0	16	19	214
08:15 AM	8	78	0	86	0	111	4	115	0	0	0	0	5	0	22	27	228
Total Volume	39	289	1	329	0	466	8	474	0	0	0	0	12	0	76	88	891
% App. Total	11.9	87.8	0.3		0	98.3	1.7		0	0	0		13.6	0	86.4		
PHF	.750	.915	.250	.904	.000	.979	.500	.971	.000	.000	.000	.000	.600	.000	.864	.815	.956

Peggy Malone & Associates

(888) 247-8602

File Name : 3-Rt 14_The Trail & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					The Trail Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	12	0	0	12	0	5	0	0	5	0	0	0	0	0	0	0	3	0	3	20
07:15 AM	7	7	0	0	14	0	6	1	0	7	0	0	0	0	0	1	0	4	0	5	26
07:30 AM	2	13	0	0	15	0	8	1	0	9	0	0	0	0	0	1	0	3	0	4	28
07:45 AM	5	4	0	0	9	0	12	0	0	12	0	0	0	0	0	1	0	2	0	3	24
Total	14	36	0	0	50	0	31	2	0	33	0	0	0	0	0	3	0	12	0	15	98
08:00 AM	6	7	0	0	13	0	4	0	0	4	0	0	0	0	0	0	0	5	0	5	22
08:15 AM	8	20	0	0	28	0	2	0	0	2	0	0	0	0	0	1	0	5	0	6	36
08:30 AM	3	7	0	0	10	0	10	2	0	12	0	0	0	0	0	2	0	2	0	4	26
08:45 AM	2	15	0	0	17	0	10	1	0	11	0	0	0	0	0	0	0	5	0	5	33
Total	19	49	0	0	68	0	26	3	0	29	0	0	0	0	0	3	0	17	0	20	117
09:00 AM	2	8	0	0	10	0	7	2	0	9	0	0	0	0	0	1	0	4	0	5	24
09:15 AM	0	4	0	0	4	0	8	2	0	10	0	0	0	0	0	0	0	2	0	2	16
09:30 AM	2	3	0	0	5	0	17	0	0	17	0	0	0	0	0	1	0	2	0	3	25
09:45 AM	4	3	0	0	7	0	11	1	0	12	0	0	0	0	0	3	0	4	0	7	26
Total	8	18	0	0	26	0	43	5	0	48	0	0	0	0	0	5	0	12	0	17	91
10:00 AM	5	16	0	0	21	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1	29
10:15 AM	5	16	0	0	21	0	11	0	0	11	0	0	0	0	0	3	0	1	0	4	36
10:30 AM	0	14	0	0	14	0	6	0	0	6	0	0	0	0	0	0	0	2	0	2	22
10:45 AM	3	16	0	0	19	0	13	2	0	15	0	0	0	0	0	1	0	7	0	8	42
Total	13	62	0	0	75	0	36	3	0	39	0	0	0	0	0	5	0	10	0	15	129
Grand Total	54	165	0	0	219	0	136	13	0	149	0	0	0	0	0	16	0	51	0	67	435
Apprch %	24.7	75.3	0	0		0	91.3	8.7	0		0	0	0	0		23.9	0	76.1	0		
Total %	12.4	37.9	0	0	50.3	0	31.3	3	0	34.3	0	0	0	0	0	3.7	0	11.7	0	15.4	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				The Trail Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	5	16	0	21	0	6	1	7	0	0	0	0	1	0	0	1	29
10:15 AM	5	16	0	21	0	11	0	11	0	0	0	0	3	0	1	4	36
10:30 AM	0	14	0	14	0	6	0	6	0	0	0	0	0	0	2	2	22
10:45 AM	3	16	0	19	0	13	2	15	0	0	0	0	1	0	7	8	42
Total Volume	13	62	0	75	0	36	3	39	0	0	0	0	5	0	10	15	129
% App. Total	17.3	82.7	0		0	92.3	7.7		0	0	0		33.3	0	66.7		
PHF	.650	.969	.000	.893	.000	.692	.375	.650	.000	.000	.000	.000	.417	.000	.357	.469	.768

Peggy Malone & Associates

(888) 247-8602

File Name : 3-Rt 14_The Trail & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					The Trail Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	6	71	0	0	77	0	116	0	0	116	0	0	0	0	0	3	0	25	0	28	221
07:15 AM	17	58	0	0	75	0	125	3	0	128	0	0	0	0	0	3	0	26	0	29	232
07:30 AM	13	92	1	0	106	0	127	4	0	131	0	0	0	0	0	2	0	22	0	24	261
07:45 AM	12	72	0	0	84	0	131	0	0	131	0	0	0	0	0	4	0	21	0	25	240
Total	48	293	1	0	342	0	499	7	0	506	0	0	0	0	0	12	0	94	0	106	954
08:00 AM	19	71	0	1	91	0	121	1	0	122	0	0	0	0	0	3	0	21	0	24	237
08:15 AM	16	98	0	1	115	0	113	4	0	117	0	0	0	0	0	6	0	27	0	33	265
08:30 AM	10	82	0	0	92	0	103	4	0	107	0	0	0	0	0	6	0	17	0	23	222
08:45 AM	13	91	1	0	105	0	90	2	0	92	0	0	0	0	0	1	0	26	0	27	224
Total	58	342	1	2	403	0	427	11	0	438	0	0	0	0	0	16	0	91	0	107	948
09:00 AM	13	84	0	0	97	0	90	3	0	93	0	0	1	0	1	4	0	19	0	23	214
09:15 AM	17	73	0	1	91	1	106	2	0	109	0	0	0	0	0	4	0	13	0	17	217
09:30 AM	20	82	0	1	103	0	103	4	0	107	0	0	0	0	0	4	0	17	0	21	231
09:45 AM	16	80	0	2	98	0	114	3	0	117	0	0	1	0	1	8	0	17	0	25	241
Total	66	319	0	4	389	1	413	12	0	426	0	0	2	0	2	20	0	66	0	86	903
10:00 AM	16	81	0	0	97	0	81	5	0	86	0	0	0	0	0	7	0	13	0	20	203
10:15 AM	20	78	0	2	100	0	113	3	0	116	0	0	0	0	0	4	0	13	0	17	233
10:30 AM	18	98	0	0	116	1	84	3	0	88	0	0	0	0	0	4	0	18	0	22	226
10:45 AM	20	83	0	0	103	0	122	9	0	131	0	0	0	0	0	4	0	23	0	27	261
Total	74	340	0	2	416	1	400	20	0	421	0	0	0	0	0	19	0	67	0	86	923
Grand Total	246	1294	2	8	1550	2	1739	50	0	1791	0	0	2	0	2	67	0	318	0	385	3728
Apprch %	15.9	83.5	0.1	0.5		0.1	97.1	2.8	0		0	0	100	0		17.4	0	82.6	0		
Total %	6.6	34.7	0.1	0.2	41.6	0.1	46.6	1.3	0	48	0	0	0.1	0	0.1	1.8	0	8.5	0	10.3	
Cars	192	1129	2	8	1331	2	1603	37	0	1642	0	0	2	0	2	51	0	267	0	318	3293
% Cars	78	87.2	100	100	85.9	100	92.2	74	0	91.7	0	0	100	0	100	76.1	0	84	0	82.6	88.3
Trucks	54	165	0	0	219	0	136	13	0	149	0	0	0	0	0	16	0	51	0	67	435
% Trucks	22	12.8	0	0	14.1	0	7.8	26	0	8.3	0	0	0	0	0	23.9	0	16	0	17.4	11.7

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				The Trail Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	92	1	106	0	127	4	131	0	0	0	0	2	0	22	24	261
07:45 AM	12	72	0	84	0	131	0	131	0	0	0	0	4	0	21	25	240
08:00 AM	19	71	0	90	0	121	1	122	0	0	0	0	3	0	21	24	236
08:15 AM	16	98	0	114	0	113	4	117	0	0	0	0	6	0	27	33	264
Total Volume	60	333	1	394	0	492	9	501	0	0	0	0	15	0	91	106	1001
% App. Total	15.2	84.5	0.3		0	98.2	1.8		0	0	0		14.2	0	85.8		
PHF	.789	.849	.250	.864	.000	.939	.563	.956	.000	.000	.000	.000	.625	.000	.843	.803	.948

Peggy Malone & Associates

(888) 247-8602

File Name : 3-Rt 14_The Trail & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					The Trail Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				The Trail Southbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Peggy Malone & Associates

(888) 247-8602

File Name : 3-Rt 14_The Trail & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					The Trail Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	22	113	0	1	136	0	85	7	0	92	0	0	0	0	0	7	0	16	0	23	251
03:15 PM	10	142	0	0	152	0	99	5	0	104	1	0	0	0	1	5	0	10	0	15	272
03:30 PM	26	132	0	1	159	1	85	7	0	93	0	0	0	0	0	2	0	18	0	20	272
03:45 PM	24	117	0	1	142	0	100	8	1	109	0	0	0	0	0	9	0	20	0	29	280
Total	82	504	0	3	589	1	369	27	1	398	1	0	0	0	1	23	0	64	0	87	1075
04:00 PM	29	136	1	0	166	0	82	6	0	88	0	0	0	0	0	4	0	12	0	16	270
04:15 PM	28	179	0	0	207	0	75	6	0	81	0	0	0	0	0	4	0	13	0	17	305
04:30 PM	26	155	0	3	184	0	104	4	1	109	0	0	0	0	0	8	0	17	0	25	318
04:45 PM	36	168	0	1	205	0	91	4	0	95	0	0	1	0	1	4	0	16	0	20	321
Total	119	638	1	4	762	0	352	20	1	373	0	0	1	0	1	20	0	58	0	78	1214
05:00 PM	41	180	0	1	222	1	87	7	0	95	0	0	0	0	0	1	0	12	0	13	330
05:15 PM	35	152	0	1	188	0	83	10	0	93	1	0	1	0	2	10	0	17	0	27	310
05:30 PM	36	139	0	2	177	1	77	1	1	80	0	0	1	0	1	5	1	22	0	28	286
05:45 PM	35	135	2	1	173	0	80	4	0	84	0	0	0	0	0	5	0	16	0	21	278
Total	147	606	2	5	760	2	327	22	1	352	1	0	2	0	3	21	1	67	0	89	1204
06:00 PM	26	129	1	0	156	0	72	5	0	77	0	0	0	0	0	5	0	13	0	18	251
06:15 PM	20	128	0	0	148	0	49	5	0	54	0	0	0	0	0	4	0	9	0	13	215
06:30 PM	19	105	0	0	124	1	53	7	0	61	0	0	1	0	1	4	0	16	0	20	206
06:45 PM	28	95	0	1	124	0	51	4	0	55	0	0	0	0	0	2	0	9	0	11	190
Total	93	457	1	1	552	1	225	21	0	247	0	0	1	0	1	15	0	47	0	62	862
Grand Total	441	2205	4	13	2663	4	1273	90	3	1370	2	0	4	0	6	79	1	236	0	316	4355
Apprch %	16.6	82.8	0.2	0.5		0.3	92.9	6.6	0.2		33.3	0	66.7	0		25	0.3	74.7	0		
Total %	10.1	50.6	0.1	0.3	61.1	0.1	29.2	2.1	0.1	31.5	0	0	0.1	0	0.1	1.8	0	5.4	0	7.3	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				The Trail Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	26	155	0	181	0	104	4	108	0	0	0	0	8	0	17	25	314
04:45 PM	36	168	0	204	0	91	4	95	0	0	1	1	4	0	16	20	320
05:00 PM	41	180	0	221	1	87	7	95	0	0	0	0	1	0	12	13	329
05:15 PM	35	152	0	187	0	83	10	93	1	0	1	2	10	0	17	27	309
Total Volume	138	655	0	793	1	365	25	391	1	0	2	3	23	0	62	85	1272
% App. Total	17.4	82.6	0		0.3	93.4	6.4		33.3	0	66.7		27.1	0	72.9		
PHF	.841	.910	.000	.897	.250	.877	.625	.905	.250	.000	.500	.375	.575	.000	.912	.787	.967

Peggy Malone & Associates

(888) 247-8602

File Name : 3-Rt 14_The Trail & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					The Trail Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	1	12	0	0	13	0	10	0	0	10	0	0	0	0	0	1	0	4	0	5	28
03:15 PM	3	7	0	0	10	0	5	1	0	6	0	0	0	0	0	1	0	4	0	5	21
03:30 PM	2	9	0	0	11	0	12	1	0	13	0	0	0	0	0	0	0	7	0	7	31
03:45 PM	4	9	0	0	13	0	13	0	0	13	0	0	0	0	0	0	0	4	0	4	30
Total	10	37	0	0	47	0	40	2	0	42	0	0	0	0	0	2	0	19	0	21	110
04:00 PM	5	6	0	0	11	0	5	1	0	6	0	0	0	0	0	0	0	4	0	4	21
04:15 PM	1	7	0	0	8	0	8	0	0	8	0	0	0	0	0	2	0	1	0	3	19
04:30 PM	4	4	0	0	8	0	12	0	0	12	0	0	0	0	0	0	0	2	0	2	22
04:45 PM	1	4	0	0	5	0	4	1	0	5	0	0	0	0	0	1	0	2	0	3	13
Total	11	21	0	0	32	0	29	2	0	31	0	0	0	0	0	3	0	9	0	12	75
05:00 PM	1	6	0	0	7	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	19
05:15 PM	1	2	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
05:30 PM	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	1	0	1	0	2	12
05:45 PM	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	10
Total	3	12	0	0	15	0	32	1	0	33	0	0	0	0	0	2	0	1	0	3	51
06:00 PM	1	6	0	0	7	0	4	1	0	5	0	0	0	0	0	0	0	1	0	1	13
06:15 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
06:45 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
Total	1	21	0	0	22	0	10	1	0	11	0	0	0	0	0	0	0	2	0	2	35
Grand Total	25	91	0	0	116	0	111	6	0	117	0	0	0	0	0	7	0	31	0	38	271
Apprch %	21.6	78.4	0	0		0	94.9	5.1	0		0	0	0	0		18.4	0	81.6	0		
Total %	9.2	33.6	0	0	42.8	0	41	2.2	0	43.2	0	0	0	0	0	2.6	0	11.4	0	14	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				The Trail Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	12	0	13	0	10	0	10	0	0	0	0	1	0	4	5	28
03:15 PM	3	7	0	10	0	5	1	6	0	0	0	0	1	0	4	5	21
03:30 PM	2	9	0	11	0	12	1	13	0	0	0	0	0	0	7	7	31
03:45 PM	4	9	0	13	0	13	0	13	0	0	0	0	0	0	4	4	30
Total Volume	10	37	0	47	0	40	2	42	0	0	0	0	2	0	19	21	110
% App. Total	21.3	78.7	0		0	95.2	4.8		0	0	0		9.5	0	90.5		
PHF	.625	.771	.000	.904	.000	.769	.500	.808	.000	.000	.000	.000	.500	.000	.679	.750	.887

Peggy Malone & Associates

(888) 247-8602

File Name : 3-Rt 14_The Trail & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					The Trail Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	23	125	0	1	149	0	95	7	0	102	0	0	0	0	0	8	0	20	0	28	279
03:15 PM	13	149	0	0	162	0	104	6	0	110	1	0	0	0	1	6	0	14	0	20	293
03:30 PM	28	141	0	1	170	1	97	8	0	106	0	0	0	0	0	2	0	25	0	27	303
03:45 PM	28	126	0	1	155	0	113	8	1	122	0	0	0	0	0	9	0	24	0	33	310
Total	92	541	0	3	636	1	409	29	1	440	1	0	0	0	1	25	0	83	0	108	1185
04:00 PM	34	142	1	0	177	0	87	7	0	94	0	0	0	0	0	4	0	16	0	20	291
04:15 PM	29	186	0	0	215	0	83	6	0	89	0	0	0	0	0	6	0	14	0	20	324
04:30 PM	30	159	0	3	192	0	116	4	1	121	0	0	0	0	0	8	0	19	0	27	340
04:45 PM	37	172	0	1	210	0	95	5	0	100	0	0	1	0	1	5	0	18	0	23	334
Total	130	659	1	4	794	0	381	22	1	404	0	0	1	0	1	23	0	67	0	90	1289
05:00 PM	42	186	0	1	229	1	98	8	0	107	0	0	0	0	0	1	0	12	0	13	349
05:15 PM	36	154	0	1	191	0	90	10	0	100	1	0	1	0	2	10	0	17	0	27	320
05:30 PM	36	141	0	2	179	1	85	1	1	88	0	0	1	0	1	6	1	23	0	30	298
05:45 PM	36	137	2	1	176	0	86	4	0	90	0	0	0	0	0	6	0	16	0	22	288
Total	150	618	2	5	775	2	359	23	1	385	1	0	2	0	3	23	1	68	0	92	1255
06:00 PM	27	135	1	0	163	0	76	6	0	82	0	0	0	0	0	5	0	14	0	19	264
06:15 PM	20	132	0	0	152	0	52	5	0	57	0	0	0	0	0	4	0	9	0	13	222
06:30 PM	19	109	0	0	128	1	56	7	0	64	0	0	1	0	1	4	0	16	0	20	213
06:45 PM	28	102	0	1	131	0	51	4	0	55	0	0	0	0	0	2	0	10	0	12	198
Total	94	478	1	1	574	1	235	22	0	258	0	0	1	0	1	15	0	49	0	64	897
Grand Total	466	2296	4	13	2779	4	1384	96	3	1487	2	0	4	0	6	86	1	267	0	354	4626
Apprch %	16.8	82.6	0.1	0.5		0.3	93.1	6.5	0.2		33.3	0	66.7	0		24.3	0.3	75.4	0		
Total %	10.1	49.6	0.1	0.3	60.1	0.1	29.9	2.1	0.1	32.1	0	0	0.1	0	0.1	1.9	0	5.8	0	7.7	
Cars	441	2205	4	13	2663	4	1273	90	3	1370	2	0	4	0	6	79	1	236	0	316	4355
% Cars	94.6	96	100	100	95.8	100	92	93.8	100	92.1	100	0	100	0	100	91.9	100	88.4	0	89.3	94.1
Trucks	25	91	0	0	116	0	111	6	0	117	0	0	0	0	0	7	0	31	0	38	271
% Trucks	5.4	4	0	0	4.2	0	8	6.2	0	7.9	0	0	0	0	0	8.1	0	11.6	0	10.7	5.9

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				The Trail Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	29	186	0	215	0	83	6	89	0	0	0	0	6	0	14	20	324
04:30 PM	30	159	0	189	0	116	4	120	0	0	0	0	8	0	19	27	336
04:45 PM	37	172	0	209	0	95	5	100	0	0	1	1	5	0	18	23	333
05:00 PM	42	186	0	228	1	98	8	107	0	0	0	0	1	0	12	13	348
Total Volume	138	703	0	841	1	392	23	416	0	0	1	1	20	0	63	83	1341
% App. Total	16.4	83.6	0		0.2	94.2	5.5		0	0	100		24.1	0	75.9		
PHF	.821	.945	.000	.922	.250	.845	.719	.867	.000	.000	.250	.250	.625	.000	.829	.769	.963

Peggy Malone & Associates

(888) 247-8602

File Name : 3-Rt 14_The Trail & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					The Trail Southbound					Int. Total	
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
Total %																						

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				The Trail Southbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM

Peggy Malone & Associates

(888) 247-8602

File Name : 4-Rt 678_Centerville Rd & Rt 33 AM
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Groups Printed- Cars

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					Centerville Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	2	56	0	0	58	0	104	4	0	108	1	0	0	0	1	3	0	7	0	10	177
07:15 AM	2	52	0	0	54	0	118	1	0	119	0	0	0	0	0	2	0	5	0	7	180
07:30 AM	2	79	0	0	81	1	115	5	0	121	1	0	0	0	1	4	0	1	0	5	208
07:45 AM	0	69	0	0	69	0	116	3	0	119	0	0	0	0	0	1	0	1	0	2	190
Total	6	256	0	0	262	1	453	13	0	467	2	0	0	0	2	10	0	14	0	24	755
08:00 AM	2	66	1	1	70	0	125	2	0	127	0	0	0	0	0	2	0	3	0	5	202
08:15 AM	1	84	1	0	86	0	107	3	0	110	0	1	0	0	1	5	0	3	0	8	205
08:30 AM	1	77	0	0	78	0	89	2	0	91	0	0	0	0	0	2	0	2	0	4	173
08:45 AM	2	76	0	0	78	0	79	2	0	81	0	0	0	0	0	3	0	2	0	5	164
Total	6	303	2	1	312	0	400	9	0	409	0	1	0	0	1	12	0	10	0	22	744
09:00 AM	0	71	0	0	71	0	89	5	0	94	0	0	1	0	1	1	0	0	0	1	167
09:15 AM	0	70	0	1	71	0	101	1	0	102	0	0	0	0	0	4	0	2	0	6	179
09:30 AM	3	90	0	0	93	1	91	2	0	94	0	0	0	0	0	1	1	1	0	3	190
09:45 AM	4	74	0	0	78	0	97	1	0	98	1	0	1	0	2	0	0	4	0	4	182
Total	7	305	0	1	313	1	378	9	0	388	1	0	2	0	3	6	1	7	0	14	718
10:00 AM	2	65	0	0	67	2	75	0	0	77	0	0	0	0	0	2	0	1	0	3	147
10:15 AM	2	66	0	0	68	1	104	1	1	107	1	0	0	0	1	2	1	3	0	6	182
10:30 AM	0	73	1	1	75	0	85	4	0	89	0	0	0	0	0	2	0	2	0	4	168
10:45 AM	4	73	1	1	79	1	108	1	1	111	0	0	1	0	1	0	0	3	0	3	194
Total	8	277	2	2	289	4	372	6	2	384	1	0	1	0	2	6	1	9	0	16	691
Grand Total	27	1141	4	4	1176	6	1603	37	2	1648	4	1	3	0	8	34	2	40	0	76	2908
Apprch %	2.3	97	0.3	0.3		0.4	97.3	2.2	0.1		50	12.5	37.5	0		44.7	2.6	52.6	0		
Total %	0.9	39.2	0.1	0.1	40.4	0.2	55.1	1.3	0.1	56.7	0.1	0	0.1	0	0.3	1.2	0.1	1.4	0	2.6	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				Centerville Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	79	0	81	1	115	5	121	1	0	0	1	4	0	1	5	208
07:45 AM	0	69	0	69	0	116	3	119	0	0	0	0	1	0	1	2	190
08:00 AM	2	66	1	69	0	125	2	127	0	0	0	0	2	0	3	5	201
08:15 AM	1	84	1	86	0	107	3	110	0	1	0	1	5	0	3	8	205
Total Volume	5	298	2	305	1	463	13	477	1	1	0	2	12	0	8	20	804
% App. Total	1.6	97.7	0.7		0.2	97.1	2.7		50	50	0		60	0	40		
PHF	.625	.887	.500	.887	.250	.926	.650	.939	.250	.250	.000	.500	.600	.000	.667	.625	.966

Peggy Malone & Associates

(888) 247-8602

File Name : 4-Rt 678_Centerville Rd & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					Centerville Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	13	0	0	13	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	6	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	14	0	0	14	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	0	1	0	0	0	1
Total	1	39	0	0	40	0	31	0	0	31	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	1	15	0	0	16	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	9	0	0	9	0	12	0	0	12	0	0	0	0	0	1	0	1	0	0	2
08:45 AM	0	17	0	0	17	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0
Total	1	47	0	0	48	0	32	0	0	32	0	0	0	0	0	2	0	1	0	0	3
09:00 AM	0	13	0	0	13	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	1	0	0	0	0	1
09:30 AM	0	6	0	0	6	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	13	0	0	13	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0
Total	0	40	0	0	40	0	47	0	0	47	0	0	0	0	0	1	0	0	0	0	1
10:00 AM	0	17	0	0	17	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	18	1	0	19	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	15	0	0	15	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	14	0	0	15	0	17	0	0	17	0	0	0	0	0	0	0	2	0	0	2
Total	1	64	1	0	66	0	40	2	0	42	0	0	0	0	0	0	0	2	0	0	2
Grand Total	3	190	1	0	194	0	150	2	0	152	0	0	0	0	0	4	0	3	0	7	353
Apprch %	1.5	97.9	0.5	0	0	98.7	1.3	0	0	0	0	0	0	0	0	57.1	0	42.9	0	0	
Total %	0.8	53.8	0.3	0	55	0	42.5	0.6	0	43.1	0	0	0	0	0	1.1	0	0.8	0	2	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				Centerville Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	17	0	17	0	7	0	7	0	0	0	0	0	0	0	0	24
10:15 AM	0	18	1	19	0	10	1	11	0	0	0	0	0	0	0	0	30
10:30 AM	0	15	0	15	0	6	1	7	0	0	0	0	0	0	0	0	22
10:45 AM	1	14	0	15	0	17	0	17	0	0	0	0	0	0	2	2	34
Total Volume	1	64	1	66	0	40	2	42	0	0	0	0	0	0	2	2	110
% App. Total	1.5	97	1.5		0	95.2	4.8		0	0	0		0	0	100		
PHF	.250	.889	.250	.868	.000	.588	.500	.618	.000	.000	.000	.000	.000	.000	.250	.250	.809

Peggy Malone & Associates

(888) 247-8602

File Name : 4-Rt 678_Centerville Rd & Rt 33 AM
 Site Code :
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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					Centerville Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	2	69	0	0	71	0	109	4	0	113	1	0	0	0	1	3	0	7	0	10	195
07:15 AM	3	58	0	0	61	0	125	1	0	126	0	0	0	0	0	2	0	5	0	7	194
07:30 AM	2	93	0	0	95	1	124	5	0	130	1	0	0	0	1	4	0	1	0	5	231
07:45 AM	0	75	0	0	75	0	126	3	0	129	0	0	0	0	0	2	0	1	0	3	207
Total	7	295	0	0	302	1	484	13	0	498	2	0	0	0	2	11	0	14	0	25	827
08:00 AM	2	72	1	1	76	0	128	2	0	130	0	0	0	0	0	3	0	3	0	6	212
08:15 AM	2	99	1	0	102	0	112	3	0	115	0	1	0	0	1	5	0	3	0	8	226
08:30 AM	1	86	0	0	87	0	101	2	0	103	0	0	0	0	0	3	0	3	0	6	196
08:45 AM	2	93	0	0	95	0	91	2	0	93	0	0	0	0	0	3	0	2	0	5	193
Total	7	350	2	1	360	0	432	9	0	441	0	1	0	0	1	14	0	11	0	25	827
09:00 AM	0	84	0	0	84	0	98	5	0	103	0	0	1	0	1	1	0	0	0	1	189
09:15 AM	0	78	0	1	79	0	111	1	0	112	0	0	0	0	0	5	0	2	0	7	198
09:30 AM	3	96	0	0	99	1	106	2	0	109	0	0	0	0	0	1	1	1	0	3	211
09:45 AM	4	87	0	0	91	0	110	1	0	111	1	0	1	0	2	0	0	4	0	4	208
Total	7	345	0	1	353	1	425	9	0	435	1	0	2	0	3	7	1	7	0	15	806
10:00 AM	2	82	0	0	84	2	82	0	0	84	0	0	0	0	0	2	0	1	0	3	171
10:15 AM	2	84	1	0	87	1	114	2	1	118	1	0	0	0	1	2	1	3	0	6	212
10:30 AM	0	88	1	1	90	0	91	5	0	96	0	0	0	0	0	2	0	2	0	4	190
10:45 AM	5	87	1	1	94	1	125	1	1	128	0	0	1	0	1	0	0	5	0	5	228
Total	9	341	3	2	355	4	412	8	2	426	1	0	1	0	2	6	1	11	0	18	801
Grand Total	30	1331	5	4	1370	6	1753	39	2	1800	4	1	3	0	8	38	2	43	0	83	3261
Apprch %	2.2	97.2	0.4	0.3		0.3	97.4	2.2	0.1		50	12.5	37.5	0		45.8	2.4	51.8	0		
Total %	0.9	40.8	0.2	0.1	42	0.2	53.8	1.2	0.1	55.2	0.1	0	0.1	0	0.2	1.2	0.1	1.3	0	2.5	
Cars	27	1141	4	4	1176	6	1603	37	2	1648	4	1	3	0	8	34	2	40	0	76	2908
% Cars	90	85.7	80	100	85.8	100	91.4	94.9	100	91.6	100	100	100	0	100	89.5	100	93	0	91.6	89.2
Trucks	3	190	1	0	194	0	150	2	0	152	0	0	0	0	0	4	0	3	0	7	353
% Trucks	10	14.3	20	0	14.2	0	8.6	5.1	0	8.4	0	0	0	0	0	10.5	0	7	0	8.4	10.8

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				Centerville Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	93	0	95	1	124	5	130	1	0	0	1	4	0	1	5	231
07:45 AM	0	75	0	75	0	126	3	129	0	0	0	0	2	0	1	3	207
08:00 AM	2	72	1	75	0	128	2	130	0	0	0	0	3	0	3	6	211
08:15 AM	2	99	1	102	0	112	3	115	0	1	0	1	5	0	3	8	226
Total Volume	6	339	2	347	1	490	13	504	1	1	0	2	14	0	8	22	875
% App. Total	1.7	97.7	0.6		0.2	97.2	2.6		50	50	0		63.6	0	36.4		
PHF	.750	.856	.500	.850	.250	.957	.650	.969	.250	.250	.000	.500	.700	.000	.667	.688	.947

Peggy Malone & Associates

(888) 247-8602

File Name : 4-Rt 678_Centerville Rd & Rt 33 AM
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Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					Centerville Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				Centerville Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 4-Rt 678_Centerville Rd & Rt 33 PM
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Groups Printed- Cars

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					Centerville Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	1	133	1	0	135	1	84	4	0	89	1	0	0	0	1	1	0	2	0	3	228
03:15 PM	5	139	1	1	146	0	103	2	0	105	1	0	2	0	3	4	0	2	0	6	260
03:30 PM	0	142	3	0	145	0	100	3	0	103	2	0	3	0	5	1	0	1	0	2	255
03:45 PM	1	134	1	2	138	1	103	2	0	106	3	0	1	0	4	2	0	2	0	4	252
Total	7	548	6	3	564	2	390	11	0	403	7	0	6	0	13	8	0	7	0	15	995
04:00 PM	1	141	2	0	144	1	87	2	0	90	1	0	0	0	1	5	0	1	0	6	241
04:15 PM	9	157	1	2	169	0	78	1	0	79	1	1	1	0	3	4	0	1	0	5	256
04:30 PM	2	153	2	1	158	1	98	2	1	102	0	0	0	0	0	1	1	8	0	10	270
04:45 PM	2	171	7	0	180	2	92	4	0	98	1	0	2	0	3	6	0	0	0	6	287
Total	14	622	12	3	651	4	355	9	1	369	3	1	3	0	7	16	1	10	0	27	1054
05:00 PM	5	165	6	1	177	2	93	3	0	98	1	0	3	0	4	7	1	1	0	9	288
05:15 PM	3	157	6	1	167	2	86	3	0	91	2	0	0	0	2	1	0	1	0	2	262
05:30 PM	3	147	6	0	156	6	83	3	0	92	1	0	2	0	3	2	0	2	0	4	255
05:45 PM	3	131	6	0	140	4	79	4	0	87	0	0	1	0	1	1	0	2	0	3	231
Total	14	600	24	2	640	14	341	13	0	368	4	0	6	0	10	11	1	6	0	18	1036
06:00 PM	2	127	5	0	134	1	66	2	0	69	4	0	0	0	4	5	2	5	0	12	219
06:15 PM	2	117	1	0	120	7	47	2	0	56	1	1	0	0	2	3	0	2	0	5	183
06:30 PM	4	113	5	0	122	6	63	1	0	70	2	1	4	0	7	2	3	1	0	6	205
06:45 PM	3	83	3	0	89	5	51	2	0	58	1	2	2	0	5	3	1	0	0	4	156
Total	11	440	14	0	465	19	227	7	0	253	8	4	6	0	18	13	6	8	0	27	763
Grand Total	46	2210	56	8	2320	39	1313	40	1	1393	22	5	21	0	48	48	8	31	0	87	3848
Apprch %	2	95.3	2.4	0.3		2.8	94.3	2.9	0.1		45.8	10.4	43.8	0		55.2	9.2	35.6	0		
Total %	1.2	57.4	1.5	0.2	60.3	1	34.1	1	0	36.2	0.6	0.1	0.5	0	1.2	1.2	0.2	0.8	0	2.3	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				Centerville Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	153	2	157	1	98	2	101	0	0	0	0	1	1	8	10	268
04:45 PM	2	171	7	180	2	92	4	98	1	0	2	3	6	0	0	6	287
05:00 PM	5	165	6	176	2	93	3	98	1	0	3	4	7	1	1	9	287
05:15 PM	3	157	6	166	2	86	3	91	2	0	0	2	1	0	1	2	261
Total Volume	12	646	21	679	7	369	12	388	4	0	5	9	15	2	10	27	1103
% App. Total	1.8	95.1	3.1		1.8	95.1	3.1		44.4	0	55.6		55.6	7.4	37		
PHF	.600	.944	.750	.943	.875	.941	.750	.960	.500	.000	.417	.563	.536	.500	.313	.675	.961

Peggy Malone & Associates

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File Name : 4-Rt 678_Centerville Rd & Rt 33 PM
 Site Code :
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Groups Printed- Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					Centerville Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	0	10	0	0	10	0	12	1	0	13	0	0	0	0	0	1	0	0	0	1	24
03:15 PM	0	9	0	0	9	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	15
03:30 PM	0	9	0	0	9	0	9	1	0	10	0	0	0	0	0	0	0	2	0	2	21
03:45 PM	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
Total	0	36	0	0	36	0	35	2	0	37	0	0	0	0	0	2	0	2	0	4	77
04:00 PM	0	6	0	0	6	0	6	2	0	8	0	0	0	0	0	1	0	0	0	1	15
04:15 PM	0	9	0	0	9	0	7	0	0	7	0	0	0	0	0	1	0	1	0	2	18
04:30 PM	0	4	0	0	4	0	11	1	0	12	0	0	0	0	0	0	0	2	0	2	18
04:45 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	9
Total	0	23	0	0	23	0	28	3	0	31	0	0	0	0	0	3	0	3	0	6	60
05:00 PM	0	8	0	0	8	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	19
05:15 PM	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
05:30 PM	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	10
Total	0	20	0	0	20	0	34	0	0	34	0	0	0	0	0	1	0	0	0	1	55
06:00 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
06:15 PM	0	4	0	0	4	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
06:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	19	0	0	19	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	29
Grand Total	0	98	0	0	98	0	106	6	0	112	0	0	0	0	0	6	0	5	0	11	221
Apprch %	0	100	0	0		0	94.6	5.4	0		0	0	0	0		54.5	0	45.5	0		
Total %	0	44.3	0	0	44.3	0	48	2.7	0	50.7	0	0	0	0	0	2.7	0	2.3	0	5	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				Centerville Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	10	0	10	0	12	1	13	0	0	0	0	1	0	0	1	24
03:15 PM	0	9	0	9	0	5	0	5	0	0	0	0	1	0	0	1	15
03:30 PM	0	9	0	9	0	9	1	10	0	0	0	0	0	0	2	2	21
03:45 PM	0	8	0	8	0	9	0	9	0	0	0	0	0	0	0	0	17
Total Volume	0	36	0	36	0	35	2	37	0	0	0	0	2	0	2	4	77
% App. Total	0	100	0		0	94.6	5.4		0	0	0		50	0	50		
PHF	.000	.900	.000	.900	.000	.729	.500	.712	.000	.000	.000	.000	.500	.000	.250	.500	.802

Peggy Malone & Associates

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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					Centerville Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	1	143	1	0	145	1	96	5	0	102	1	0	0	0	1	2	0	2	0	4	252
03:15 PM	5	148	1	1	155	0	108	2	0	110	1	0	2	0	3	5	0	2	0	7	275
03:30 PM	0	151	3	0	154	0	109	4	0	113	2	0	3	0	5	1	0	3	0	4	276
03:45 PM	1	142	1	2	146	1	112	2	0	115	3	0	1	0	4	2	0	2	0	4	269
Total	7	584	6	3	600	2	425	13	0	440	7	0	6	0	13	10	0	9	0	19	1072
04:00 PM	1	147	2	0	150	1	93	4	0	98	1	0	0	0	1	6	0	1	0	7	256
04:15 PM	9	166	1	2	178	0	85	1	0	86	1	1	1	0	3	5	0	2	0	7	274
04:30 PM	2	157	2	1	162	1	109	3	1	114	0	0	0	0	0	1	1	10	0	12	288
04:45 PM	2	175	7	0	184	2	96	4	0	102	1	0	2	0	3	7	0	0	0	7	296
Total	14	645	12	3	674	4	383	12	1	400	3	1	3	0	7	19	1	13	0	33	1114
05:00 PM	5	173	6	1	185	2	104	3	0	109	1	0	3	0	4	7	1	1	0	9	307
05:15 PM	3	163	6	1	173	2	94	3	0	99	2	0	0	0	2	1	0	1	0	2	276
05:30 PM	3	150	6	0	159	6	92	3	0	101	1	0	2	0	3	2	0	2	0	4	267
05:45 PM	3	134	6	0	143	4	85	4	0	93	0	0	1	0	1	2	0	2	0	4	241
Total	14	620	24	2	660	14	375	13	0	402	4	0	6	0	10	12	1	6	0	19	1091
06:00 PM	2	131	5	0	138	1	70	2	0	73	4	0	0	0	4	5	2	5	0	12	227
06:15 PM	2	121	1	0	124	7	49	3	0	59	1	1	0	0	2	3	0	2	0	5	190
06:30 PM	4	118	5	0	127	6	66	1	0	73	2	1	4	0	7	2	3	1	0	6	213
06:45 PM	3	89	3	0	95	5	51	2	0	58	1	2	2	0	5	3	1	0	0	4	162
Total	11	459	14	0	484	19	236	8	0	263	8	4	6	0	18	13	6	8	0	27	792
Grand Total	46	2308	56	8	2418	39	1419	46	1	1505	22	5	21	0	48	54	8	36	0	98	4069
Apprch %	1.9	95.5	2.3	0.3		2.6	94.3	3.1	0.1		45.8	10.4	43.8	0		55.1	8.2	36.7	0		
Total %	1.1	56.7	1.4	0.2	59.4	1	34.9	1.1	0	37	0.5	0.1	0.5	0	1.2	1.3	0.2	0.9	0	2.4	
Cars	46	2210	56	8	2320	39	1313	40	1	1393	22	5	21	0	48	48	8	31	0	87	3848
% Cars	100	95.8	100	100	95.9	100	92.5	87	100	92.6	100	100	100	0	100	88.9	100	86.1	0	88.8	94.6
Trucks	0	98	0	0	98	0	106	6	0	112	0	0	0	0	0	6	0	5	0	11	221
% Trucks	0	4.2	0	0	4.1	0	7.5	13	0	7.4	0	0	0	0	0	11.1	0	13.9	0	11.2	5.4

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				Centerville Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	157	2	161	1	109	3	113	0	0	0	0	1	1	10	12	286
04:45 PM	2	175	7	184	2	96	4	102	1	0	2	3	7	0	0	7	296
05:00 PM	5	173	6	184	2	104	3	109	1	0	3	4	7	1	1	9	306
05:15 PM	3	163	6	172	2	94	3	99	2	0	0	2	1	0	1	2	275
Total Volume	12	668	21	701	7	403	13	423	4	0	5	9	16	2	12	30	1163
% App. Total	1.7	95.3	3		1.7	95.3	3.1		44.4	0	55.6		53.3	6.7	40		
PHF	.600	.954	.750	.952	.875	.924	.813	.936	.500	.000	.417	.563	.571	.500	.300	.625	.950

Peggy Malone & Associates

(888) 247-8602

File Name : 4-Rt 678_Centerville Rd & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Driveway Northbound					Centerville Rd Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	75	75	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Driveway Northbound				Centerville Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 5-Rt 14_Buena Vista Rd & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Buena Vista Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	40	13	0	53	0	85	0	85	23	0	1	24	162
07:15 AM	34	21	0	55	1	84	0	85	39	0	0	39	179
07:30 AM	55	26	0	81	0	86	0	86	29	1	0	30	197
07:45 AM	48	23	0	71	2	82	0	84	42	0	0	42	197
Total	177	83	0	260	3	337	0	340	133	1	1	135	735
08:00 AM	46	18	1	65	1	90	0	91	36	0	0	36	192
08:15 AM	53	29	0	82	1	75	0	76	36	2	0	38	196
08:30 AM	56	19	1	76	0	65	0	65	27	0	0	27	168
08:45 AM	61	21	0	82	0	50	0	50	24	0	0	24	156
Total	216	87	2	305	2	280	0	282	123	2	0	125	712
09:00 AM	62	16	0	78	1	57	0	58	33	0	0	33	169
09:15 AM	51	20	0	71	0	75	0	75	26	1	0	27	173
09:30 AM	51	35	1	87	1	67	0	68	26	0	0	26	181
09:45 AM	54	20	0	74	0	68	0	68	26	0	0	26	168
Total	218	91	1	310	2	267	0	269	111	1	0	112	691
10:00 AM	42	24	0	66	1	56	0	57	25	1	0	26	149
10:15 AM	46	19	0	65	0	80	0	80	30	0	0	30	175
10:30 AM	50	26	0	76	1	58	0	59	25	0	0	25	160
10:45 AM	47	27	0	74	0	78	1	79	32	0	0	32	185
Total	185	96	0	281	2	272	1	275	112	1	0	113	669
Grand Total	796	357	3	1156	9	1156	1	1166	479	5	1	485	2807
Apprch %	68.9	30.9	0.3		0.8	99.1	0.1		98.8	1	0.2		
Total %	28.4	12.7	0.1	41.2	0.3	41.2	0	41.5	17.1	0.2	0	17.3	

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Buena Vista Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	55	26	81	0	86	86	29	1	30	197
07:45 AM	48	23	71	2	82	84	42	0	42	197
08:00 AM	46	18	64	1	90	91	36	0	36	191
08:15 AM	53	29	82	1	75	76	36	2	38	196
Total Volume	202	96	298	4	333	337	143	3	146	781
% App. Total	67.8	32.2		1.2	98.8		97.9	2.1		
PHF	.918	.828	.909	.500	.925	.926	.851	.375	.869	.991

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File Name : 5-Rt 14_Buena Vista Rd & Rt 33 AM
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Groups Printed- Trucks

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Buena Vista Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	8	6	0	14	1	2	0	3	2	0	0	2	19
07:15 AM	6	2	1	9	0	6	0	6	3	1	0	4	19
07:30 AM	11	3	0	14	0	3	0	3	3	0	0	3	20
07:45 AM	5	1	0	6	1	9	0	10	1	2	0	3	19
Total	30	12	1	43	2	20	0	22	9	3	0	12	77
08:00 AM	7	3	0	10	0	3	0	3	0	0	0	0	13
08:15 AM	13	3	0	16	0	2	0	2	1	1	0	2	20
08:30 AM	8	2	0	10	0	11	0	11	2	0	0	2	23
08:45 AM	15	1	0	16	0	7	0	7	7	0	0	7	30
Total	43	9	0	52	0	23	0	23	10	1	0	11	86
09:00 AM	9	2	0	11	2	6	0	8	2	1	0	3	22
09:15 AM	8	1	0	9	0	9	0	9	2	0	0	2	20
09:30 AM	4	2	0	6	0	13	0	13	3	1	0	4	23
09:45 AM	11	1	1	13	0	8	0	8	4	0	0	4	25
Total	32	6	1	39	2	36	0	38	11	2	0	13	90
10:00 AM	12	5	0	17	0	6	0	6	4	0	0	4	27
10:15 AM	15	4	0	19	0	6	0	6	2	0	0	2	27
10:30 AM	12	4	0	16	0	8	0	8	1	1	0	2	26
10:45 AM	10	5	0	15	0	16	0	16	1	0	0	1	32
Total	49	18	0	67	0	36	0	36	8	1	0	9	112
Grand Total	154	45	2	201	4	115	0	119	38	7	0	45	365
Apprch %	76.6	22.4	1		3.4	96.6	0		84.4	15.6	0		
Total %	42.2	12.3	0.5	55.1	1.1	31.5	0	32.6	10.4	1.9	0	12.3	

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Buena Vista Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 10:00 AM										
10:00 AM	12	5	17	0	6	6	4	0	4	27
10:15 AM	15	4	19	0	6	6	2	0	2	27
10:30 AM	12	4	16	0	8	8	1	1	2	26
10:45 AM	10	5	15	0	16	16	1	0	1	32
Total Volume	49	18	67	0	36	36	8	1	9	112
% App. Total	73.1	26.9		0	100		88.9	11.1		
PHF	.817	.900	.882	.000	.563	.563	.500	.250	.563	.875

Peggy Malone & Associates

(888) 247-8602

File Name : 5-Rt 14_Buena Vista Rd & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Buena Vista Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	48	19	0	67	1	87	0	88	25	0	1	26	181
07:15 AM	40	23	1	64	1	90	0	91	42	1	0	43	198
07:30 AM	66	29	0	95	0	89	0	89	32	1	0	33	217
07:45 AM	53	24	0	77	3	91	0	94	43	2	0	45	216
Total	207	95	1	303	5	357	0	362	142	4	1	147	812
08:00 AM	53	21	1	75	1	93	0	94	36	0	0	36	205
08:15 AM	66	32	0	98	1	77	0	78	37	3	0	40	216
08:30 AM	64	21	1	86	0	76	0	76	29	0	0	29	191
08:45 AM	76	22	0	98	0	57	0	57	31	0	0	31	186
Total	259	96	2	357	2	303	0	305	133	3	0	136	798
09:00 AM	71	18	0	89	3	63	0	66	35	1	0	36	191
09:15 AM	59	21	0	80	0	84	0	84	28	1	0	29	193
09:30 AM	55	37	1	93	1	80	0	81	29	1	0	30	204
09:45 AM	65	21	1	87	0	76	0	76	30	0	0	30	193
Total	250	97	2	349	4	303	0	307	122	3	0	125	781
10:00 AM	54	29	0	83	1	62	0	63	29	1	0	30	176
10:15 AM	61	23	0	84	0	86	0	86	32	0	0	32	202
10:30 AM	62	30	0	92	1	66	0	67	26	1	0	27	186
10:45 AM	57	32	0	89	0	94	1	95	33	0	0	33	217
Total	234	114	0	348	2	308	1	311	120	2	0	122	781
Grand Total	950	402	5	1357	13	1271	1	1285	517	12	1	530	3172
Apprch %	70	29.6	0.4		1	98.9	0.1		97.5	2.3	0.2		
Total %	29.9	12.7	0.2	42.8	0.4	40.1	0	40.5	16.3	0.4	0	16.7	
Cars	796	357	3	1156	9	1156	1	1166	479	5	1	485	2807
% Cars	83.8	88.8	60	85.2	69.2	91	100	90.7	92.6	41.7	100	91.5	88.5
Trucks	154	45	2	201	4	115	0	119	38	7	0	45	365
% Trucks	16.2	11.2	40	14.8	30.8	9	0	9.3	7.4	58.3	0	8.5	11.5

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Buena Vista Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	66	29		95	0	89		89	32	1		33	217
07:45 AM	53	24		77	3	91		94	43	2		45	216
08:00 AM	53	21		74	1	93		94	36	0		36	204
08:15 AM	66	32		98	1	77		78	37	3		40	216
Total Volume	238	106		344	5	350		355	148	6		154	853
% App. Total	69.2	30.8			1.4	98.6			96.1	3.9			
PHF	.902	.828		.878	.417	.941		.944	.860	.500		.856	.983

Peggy Malone & Associates

(888) 247-8602

File Name : 5-Rt 14_Buena Vista Rd & Rt 33 PM
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Groups Printed- Cars

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Buena Vista Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
03:00 PM	92	37	0	129	0	45	0	45	40	0	0	40	214
03:15 PM	106	42	0	148	0	75	0	75	30	2	0	32	255
03:30 PM	98	38	0	136	1	67	0	68	35	2	0	37	241
03:45 PM	96	47	0	143	1	62	0	63	38	1	0	39	245
Total	392	164	0	556	2	249	0	251	143	5	0	148	955
04:00 PM	102	55	0	157	1	68	0	69	25	1	0	26	252
04:15 PM	94	57	0	151	1	59	0	60	11	1	0	12	223
04:30 PM	117	51	1	169	1	61	0	62	42	1	0	43	274
04:45 PM	107	67	0	174	3	62	0	65	35	2	0	37	276
Total	420	230	1	651	6	250	0	256	113	5	0	118	1025
05:00 PM	109	70	0	179	0	67	0	67	32	0	0	32	278
05:15 PM	102	56	0	158	0	59	0	59	35	0	0	35	252
05:30 PM	115	40	0	155	1	58	0	59	33	1	0	34	248
05:45 PM	86	44	0	130	1	51	0	52	37	0	0	37	219
Total	412	210	0	622	2	235	0	237	137	1	0	138	997
06:00 PM	100	40	0	140	1	44	0	45	24	5	0	29	214
06:15 PM	82	39	1	122	0	34	0	34	26	2	0	28	184
06:30 PM	85	35	0	120	1	40	0	41	23	1	0	24	185
06:45 PM	63	28	0	91	1	41	0	42	19	2	0	21	154
Total	330	142	1	473	3	159	0	162	92	10	0	102	737
Grand Total	1554	746	2	2302	13	893	0	906	485	21	0	506	3714
Apprch %	67.5	32.4	0.1		1.4	98.6	0		95.8	4.2	0		
Total %	41.8	20.1	0.1	62	0.4	24	0	24.4	13.1	0.6	0	13.6	

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Buena Vista Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	117	51	168	1	61	62	42	1	43	273
04:45 PM	107	67	174	3	62	65	35	2	37	276
05:00 PM	109	70	179	0	67	67	32	0	32	278
05:15 PM	102	56	158	0	59	59	35	0	35	252
Total Volume	435	244	679	4	249	253	144	3	147	1079
% App. Total	64.1	35.9		1.6	98.4		98	2		
PHF	.929	.871	.948	.333	.929	.944	.857	.375	.855	.970

Peggy Malone & Associates

(888) 247-8602

File Name : 5-Rt 14_Buena Vista Rd & Rt 33 PM
 Site Code :
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Groups Printed- Trucks

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Buena Vista Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
03:00 PM	6	5	0	11	0	11	0	11	1	0	0	1	23
03:15 PM	8	2	0	10	0	6	0	6	2	0	0	2	18
03:30 PM	8	0	0	8	0	6	0	6	4	0	0	4	18
03:45 PM	7	2	0	9	1	9	0	10	2	0	0	2	21
Total	29	9	0	38	1	32	0	33	9	0	0	9	80
04:00 PM	3	3	0	6	0	6	0	6	1	0	0	1	13
04:15 PM	5	3	0	8	0	8	0	8	2	0	0	2	18
04:30 PM	3	0	0	3	1	10	0	11	1	0	0	1	15
04:45 PM	4	1	0	5	0	4	0	4	0	0	0	0	9
Total	15	7	0	22	1	28	0	29	4	0	0	4	55
05:00 PM	4	4	0	8	0	5	0	5	4	0	0	4	17
05:15 PM	6	0	0	6	0	7	0	7	2	0	0	2	15
05:30 PM	2	1	0	3	0	7	0	7	0	0	0	0	10
05:45 PM	3	0	0	3	0	2	0	2	2	0	0	2	7
Total	15	5	0	20	0	21	0	21	8	0	0	8	49
06:00 PM	4	0	0	4	0	4	0	4	1	0	0	1	9
06:15 PM	2	2	0	4	1	2	0	3	0	0	0	0	7
06:30 PM	3	2	0	5	0	3	0	3	0	0	0	0	8
06:45 PM	5	1	0	6	0	0	0	0	0	0	0	0	6
Total	14	5	0	19	1	9	0	10	1	0	0	1	30
Grand Total	73	26	0	99	3	90	0	93	22	0	0	22	214
Apprch %	73.7	26.3	0		3.2	96.8	0		100	0	0		
Total %	34.1	12.1	0	46.3	1.4	42.1	0	43.5	10.3	0	0	10.3	

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Buena Vista Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	6	5	11	0	11	11	1	0	1	23
03:15 PM	8	2	10	0	6	6	2	0	2	18
03:30 PM	8	0	8	0	6	6	4	0	4	18
03:45 PM	7	2	9	1	9	10	2	0	2	21
Total Volume	29	9	38	1	32	33	9	0	9	80
% App. Total	76.3	23.7		3	97		100	0		
PHF	.906	.450	.864	.250	.727	.750	.563	.000	.563	.870

Peggy Malone & Associates

(888) 247-8602

File Name : 5-Rt 14_Buena Vista Rd & Rt 33 PM
 Site Code :
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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Buena Vista Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
03:00 PM	98	42	0	140	0	56	0	56	41	0	0	41	237
03:15 PM	114	44	0	158	0	81	0	81	32	2	0	34	273
03:30 PM	106	38	0	144	1	73	0	74	39	2	0	41	259
03:45 PM	103	49	0	152	2	71	0	73	40	1	0	41	266
Total	421	173	0	594	3	281	0	284	152	5	0	157	1035
04:00 PM	105	58	0	163	1	74	0	75	26	1	0	27	265
04:15 PM	99	60	0	159	1	67	0	68	13	1	0	14	241
04:30 PM	120	51	1	172	2	71	0	73	43	1	0	44	289
04:45 PM	111	68	0	179	3	66	0	69	35	2	0	37	285
Total	435	237	1	673	7	278	0	285	117	5	0	122	1080
05:00 PM	113	74	0	187	0	72	0	72	36	0	0	36	295
05:15 PM	108	56	0	164	0	66	0	66	37	0	0	37	267
05:30 PM	117	41	0	158	1	65	0	66	33	1	0	34	258
05:45 PM	89	44	0	133	1	53	0	54	39	0	0	39	226
Total	427	215	0	642	2	256	0	258	145	1	0	146	1046
06:00 PM	104	40	0	144	1	48	0	49	25	5	0	30	223
06:15 PM	84	41	1	126	1	36	0	37	26	2	0	28	191
06:30 PM	88	37	0	125	1	43	0	44	23	1	0	24	193
06:45 PM	68	29	0	97	1	41	0	42	19	2	0	21	160
Total	344	147	1	492	4	168	0	172	93	10	0	103	767
Grand Total	1627	772	2	2401	16	983	0	999	507	21	0	528	3928
Apprch %	67.8	32.2	0.1		1.6	98.4	0		96	4	0		
Total %	41.4	19.7	0.1	61.1	0.4	25	0	25.4	12.9	0.5	0	13.4	
Cars	1554	746	2	2302	13	893	0	906	485	21	0	506	3714
% Cars	95.5	96.6	100	95.9	81.2	90.8	0	90.7	95.7	100	0	95.8	94.6
Trucks	73	26	0	99	3	90	0	93	22	0	0	22	214
% Trucks	4.5	3.4	0	4.1	18.8	9.2	0	9.3	4.3	0	0	4.2	5.4

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Buena Vista Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	120	51	171	2	71	73	43	1	44	288
04:45 PM	111	68	179	3	66	69	35	2	37	285
05:00 PM	113	74	187	0	72	72	36	0	36	295
05:15 PM	108	56	164	0	66	66	37	0	37	267
Total Volume	452	249	701	5	275	280	151	3	154	1135
% App. Total	64.5	35.5		1.8	98.2		98.1	1.9		
PHF	.942	.841	.937	.417	.955	.959	.878	.375	.875	.962

Peggy Malone & Associates

(888) 247-8602

File Name : 5-Rt 14_Buena Vista Rd & Rt 33 PM
 Site Code :
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Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Buena Vista Rd Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

Start Time	Rt 33 Eastbound			Rt 33 Westbound			Buena Vista Rd Northbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

Peggy Malone & Associates

(888) 247-8602

File Name : 6-Rt 601_Pear Tree Ave & Rt 33 AM
 Site Code :
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Groups Printed- Cars

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 601 Northbound					Rt 601 Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	1	40	0	0	41	0	84	0	0	84	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	34	0	0	34	2	78	0	0	80	2	1	3	0	6	0	0	0	0	0	0
07:30 AM	0	51	0	0	51	1	79	3	0	83	1	0	2	0	3	1	0	0	0	1	138
07:45 AM	0	48	0	0	48	0	83	1	0	84	1	0	0	0	1	0	0	0	0	0	133
Total	1	173	0	0	174	3	324	4	0	331	4	1	5	0	10	1	0	0	0	1	516
08:00 AM	0	50	0	0	50	0	89	4	0	93	0	0	2	0	2	1	0	0	0	1	146
08:15 AM	0	48	0	0	48	0	69	1	0	70	0	0	3	0	3	0	0	2	0	2	123
08:30 AM	1	57	0	0	58	0	66	0	0	66	0	0	0	0	0	0	0	0	0	0	124
08:45 AM	1	58	0	0	59	0	47	0	0	47	0	0	1	0	1	0	0	1	0	1	108
Total	2	213	0	0	215	0	271	5	0	276	0	0	6	0	6	1	0	3	0	4	501
09:00 AM	1	58	0	1	60	3	59	0	0	62	0	0	0	0	0	0	0	0	0	0	122
09:15 AM	0	52	0	0	52	0	72	0	0	72	1	0	0	0	1	2	0	0	0	2	127
09:30 AM	0	52	1	0	53	0	70	0	0	70	0	0	0	0	0	0	0	0	0	0	123
09:45 AM	0	55	0	0	55	1	62	0	0	63	0	0	2	0	2	0	0	0	0	0	120
Total	1	217	1	1	220	4	263	0	0	267	1	0	2	0	3	2	0	0	0	2	492
10:00 AM	0	39	0	0	39	2	59	1	0	62	0	0	2	0	2	0	0	1	0	1	104
10:15 AM	1	47	0	0	48	0	78	0	0	78	0	0	0	0	0	0	0	1	0	1	127
10:30 AM	0	51	0	0	51	2	52	0	0	54	0	0	1	0	1	0	0	0	0	0	106
10:45 AM	2	40	0	0	42	0	77	0	0	77	0	0	3	0	3	0	0	0	0	0	122
Total	3	177	0	0	180	4	266	1	0	271	0	0	6	0	6	0	0	2	0	2	459
Grand Total	7	780	1	1	789	11	1124	10	0	1145	5	1	19	0	25	4	0	5	0	9	1968
Apprch %	0.9	98.9	0.1	0.1		1	98.2	0.9	0		20	4	76	0		44.4	0	55.6	0		
Total %	0.4	39.6	0.1	0.1	40.1	0.6	57.1	0.5	0	58.2	0.3	0.1	1	0	1.3	0.2	0	0.3	0	0.5	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 601 Northbound				Rt 601 Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	51	0	51	1	79	3	83	1	0	2	3	1	0	0	1	138
07:45 AM	0	48	0	48	0	83	1	84	1	0	0	1	0	0	0	0	133
08:00 AM	0	50	0	50	0	89	4	93	0	0	2	2	1	0	0	1	146
08:15 AM	0	48	0	48	0	69	1	70	0	0	3	3	0	0	2	2	123
Total Volume	0	197	0	197	1	320	9	330	2	0	7	9	2	0	2	4	540
% App. Total	0	100	0	100	0.3	97	2.7	97.7	22.2	0	77.8	22.2	50	0	50	50	50
PHF	.000	.966	.000	.966	.250	.899	.563	.887	.500	.000	.583	.750	.500	.000	.250	.500	.925

Peggy Malone & Associates

(888) 247-8602

File Name : 6-Rt 601_Pear Tree Ave & Rt 33 AM
 Site Code :
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Groups Printed- Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 601 Northbound					Rt 601 Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	1	10	0	0	11	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	7	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	11	0	0	11	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	16
07:45 AM	1	9	0	0	10	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	20
Total	3	37	0	0	40	0	22	0	0	22	0	0	0	0	0	2	0	0	0	2	64
08:00 AM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	9	0	0	9	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	11
08:30 AM	1	14	0	0	15	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	25
08:45 AM	0	13	0	0	13	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	20
Total	1	41	0	0	42	0	20	0	0	20	0	0	0	0	0	0	0	2	0	2	64
09:00 AM	0	12	0	0	12	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	21
09:15 AM	1	7	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
09:30 AM	0	6	0	0	6	0	11	0	0	11	0	0	0	0	0	1	0	0	0	1	18
09:45 AM	0	10	0	0	10	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	18
Total	1	35	0	0	36	1	35	0	0	36	0	0	0	0	0	1	0	1	0	2	74
10:00 AM	0	12	0	0	12	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	17
10:15 AM	0	12	0	0	12	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	18
10:30 AM	1	14	0	0	15	0	10	0	0	10	0	0	0	0	0	0	0	1	0	1	26
10:45 AM	1	12	0	0	13	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	26
Total	2	50	0	0	52	0	34	0	0	34	0	0	0	0	0	0	0	1	0	1	87
Grand Total	7	163	0	0	170	1	111	0	0	112	0	0	0	0	0	3	0	4	0	7	289
Apprch %	4.1	95.9	0	0		0.9	99.1	0	0		0	0	0	0		42.9	0	57.1	0		
Total %	2.4	56.4	0	0	58.8	0.3	38.4	0	0	38.8	0	0	0	0	0	1	0	1.4	0	2.4	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 601 Northbound				Rt 601 Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	12	0	12	0	5	0	5	0	0	0	0	0	0	0	0	17
10:15 AM	0	12	0	12	0	6	0	6	0	0	0	0	0	0	0	0	18
10:30 AM	1	14	0	15	0	10	0	10	0	0	0	0	0	0	1	1	26
10:45 AM	1	12	0	13	0	13	0	13	0	0	0	0	0	0	0	0	26
Total Volume	2	50	0	52	0	34	0	34	0	0	0	0	0	0	1	1	87
% App. Total	3.8	96.2	0		0	100	0		0	0	0		0	0	100		
PHF	.500	.893	.000	.867	.000	.654	.000	.654	.000	.000	.000	.000	.000	.000	.250	.250	.837

Peggy Malone & Associates

(888) 247-8602

File Name : 6-Rt 601_Pear Tree Ave & Rt 33 AM
 Site Code :
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Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 601 Northbound					Rt 601 Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	2	50	0	0	52	0	88	0	0	88	0	0	0	0	0	0	0	0	0	0	140
07:15 AM	1	41	0	0	42	2	83	0	0	85	2	1	3	0	6	0	0	0	0	0	133
07:30 AM	0	62	0	0	62	1	83	3	0	87	1	0	2	0	3	2	0	0	0	2	154
07:45 AM	1	57	0	0	58	0	92	1	0	93	1	0	0	0	1	1	0	0	0	1	153
Total	4	210	0	0	214	3	346	4	0	353	4	1	5	0	10	3	0	0	0	3	580
08:00 AM	0	55	0	0	55	0	92	4	0	96	0	0	2	0	2	1	0	0	0	1	154
08:15 AM	0	57	0	0	57	0	70	1	0	71	0	0	3	0	3	0	0	3	0	3	134
08:30 AM	2	71	0	0	73	0	75	0	0	75	0	0	0	0	0	0	0	1	0	1	149
08:45 AM	1	71	0	0	72	0	54	0	0	54	0	0	1	0	1	0	0	1	0	1	128
Total	3	254	0	0	257	0	291	5	0	296	0	0	6	0	6	1	0	5	0	6	565
09:00 AM	1	70	0	1	72	4	67	0	0	71	0	0	0	0	0	0	0	0	0	0	143
09:15 AM	1	59	0	0	60	0	81	0	0	81	1	0	0	0	1	2	0	0	0	2	144
09:30 AM	0	58	1	0	59	0	81	0	0	81	0	0	0	0	0	1	0	0	0	1	141
09:45 AM	0	65	0	0	65	1	69	0	0	70	0	0	2	0	2	0	0	1	0	1	138
Total	2	252	1	1	256	5	298	0	0	303	1	0	2	0	3	3	0	1	0	4	566
10:00 AM	0	51	0	0	51	2	64	1	0	67	0	0	2	0	2	0	0	1	0	1	121
10:15 AM	1	59	0	0	60	0	84	0	0	84	0	0	0	0	0	0	0	1	0	1	145
10:30 AM	1	65	0	0	66	2	62	0	0	64	0	0	1	0	1	0	0	1	0	1	132
10:45 AM	3	52	0	0	55	0	90	0	0	90	0	0	3	0	3	0	0	0	0	0	148
Total	5	227	0	0	232	4	300	1	0	305	0	0	6	0	6	0	0	3	0	3	546
Grand Total	14	943	1	1	959	12	1235	10	0	1257	5	1	19	0	25	7	0	9	0	16	2257
Apprch %	1.5	98.3	0.1	0.1		1	98.2	0.8	0		20	4	76	0		43.8	0	56.2	0		
Total %	0.6	41.8	0	0	42.5	0.5	54.7	0.4	0	55.7	0.2	0	0.8	0	1.1	0.3	0	0.4	0	0.7	
Cars	7	780	1	1	789	11	1124	10	0	1145	5	1	19	0	25	4	0	5	0	9	1968
% Cars	50	82.7	100	100	82.3	91.7	91	100	0	91.1	100	100	100	0	100	57.1	0	55.6	0	56.2	87.2
Trucks	7	163	0	0	170	1	111	0	0	112	0	0	0	0	0	3	0	4	0	7	289
% Trucks	50	17.3	0	0	17.7	8.3	9	0	0	8.9	0	0	0	0	0	42.9	0	44.4	0	43.8	12.8

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 601 Northbound				Rt 601 Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	62	0	62	1	83	3	87	1	0	2	3	2	0	0	2	154
07:45 AM	1	57	0	58	0	92	1	93	1	0	0	1	1	0	0	1	153
08:00 AM	0	55	0	55	0	92	4	96	0	0	2	2	1	0	0	1	154
08:15 AM	0	57	0	57	0	70	1	71	0	0	3	3	0	0	3	3	134
Total Volume	1	231	0	232	1	337	9	347	2	0	7	9	4	0	3	7	595
% App. Total	0.4	99.6	0		0.3	97.1	2.6		22.2	0	77.8		57.1	0	42.9		
PHF	.250	.931	.000	.935	.250	.916	.563	.904	.500	.000	.583	.750	.500	.000	.250	.583	.966

Peggy Malone & Associates

(888) 247-8602

File Name : 6-Rt 601_Pear Tree Ave & Rt 33 AM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 601 Northbound					Rt 601 Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 601 Northbound				Rt 601 Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 6-Rt 601_Pear Tree Ave & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 601 Northbound					Rt 601 Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	0	86	0	0	86	0	47	0	0	47	0	0	1	0	1	0	0	0	0	0	0
03:15 PM	0	112	2	0	114	2	79	0	0	81	0	0	0	0	0	0	0	1	0	1	1
03:30 PM	0	89	0	1	90	1	64	0	0	65	0	0	1	0	1	0	0	0	0	0	0
03:45 PM	0	107	0	0	107	1	56	0	0	57	0	1	0	0	1	0	1	1	0	2	2
Total	0	394	2	1	397	4	246	0	0	250	0	1	2	0	3	0	1	2	0	3	653
04:00 PM	0	93	1	0	94	1	70	0	0	71	0	0	1	0	1	1	0	0	0	1	1
04:15 PM	0	101	1	0	102	2	61	0	0	63	0	0	1	0	1	0	0	0	0	0	0
04:30 PM	1	106	0	0	107	2	62	0	0	64	0	0	1	0	1	0	0	0	0	0	0
04:45 PM	1	110	3	0	114	1	61	0	0	62	0	0	4	0	4	0	0	0	0	0	0
Total	2	410	5	0	417	6	254	0	0	260	0	0	7	0	7	1	0	0	0	1	685
05:00 PM	0	104	0	0	104	3	68	0	0	71	0	0	0	0	0	3	0	0	0	3	178
05:15 PM	0	107	0	0	107	0	50	0	0	50	0	0	4	0	4	0	0	1	0	1	162
05:30 PM	0	113	1	0	114	1	58	0	0	59	1	0	0	0	1	4	0	0	0	4	178
05:45 PM	0	86	0	0	86	0	52	0	0	52	1	0	2	0	3	0	0	0	0	0	141
Total	0	410	1	0	411	4	228	0	0	232	2	0	6	0	8	7	0	1	0	8	659
06:00 PM	0	96	0	0	96	3	42	1	0	46	1	0	1	0	2	0	0	0	0	0	144
06:15 PM	0	81	1	0	82	3	38	1	1	43	0	0	3	0	3	0	0	0	0	0	128
06:30 PM	0	79	0	1	80	2	40	0	0	42	0	0	2	0	2	0	0	0	0	0	124
06:45 PM	2	65	1	1	69	1	37	0	0	38	0	0	2	0	2	0	0	1	0	1	110
Total	2	321	2	2	327	9	157	2	1	169	1	0	8	0	9	0	0	1	0	1	506
Grand Total	4	1535	10	3	1552	23	885	2	1	911	3	1	23	0	27	8	1	4	0	13	2503
Apprch %	0.3	98.9	0.6	0.2		2.5	97.1	0.2	0.1		11.1	3.7	85.2	0		61.5	7.7	30.8	0		
Total %	0.2	61.3	0.4	0.1	62	0.9	35.4	0.1	0	36.4	0.1	0	0.9	0	1.1	0.3	0	0.2	0	0.5	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 601 Northbound				Rt 601 Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	1	110	3	114	1	61	0	62	0	0	4	4	0	0	0	0	180
05:00 PM	0	104	0	104	3	68	0	71	0	0	0	0	3	0	0	3	178
05:15 PM	0	107	0	107	0	50	0	50	0	0	4	4	0	0	1	1	162
05:30 PM	0	113	1	114	1	58	0	59	1	0	0	1	4	0	0	4	178
Total Volume	1	434	4	439	5	237	0	242	1	0	8	9	7	0	1	8	698
% App. Total	0.2	98.9	0.9		2.1	97.9	0		11.1	0	88.9		87.5	0	12.5		
PHF	.250	.960	.333	.963	.417	.871	.000	.852	.250	.000	.500	.563	.438	.000	.250	.500	.969

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

Peggy Malone & Associates

(888) 247-8602

File Name : 6-Rt 601_Pear Tree Ave & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 601 Northbound					Rt 601 Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	0	7	0	1	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	8	1	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	8	0	0	8	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	0
03:45 PM	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
Total	0	29	1	1	31	0	30	0	0	30	0	0	1	0	1	0	0	0	0	0	0
04:00 PM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	11	0	0	11	0	0	0	0	0	0	1	0	0	0	1
04:45 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
Total	0	16	0	0	16	0	26	0	0	26	0	0	0	0	0	1	0	0	0	0	1
05:00 PM	2	3	0	0	5	0	5	0	0	5	0	0	0	0	0	1	0	1	0	2	12
05:15 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	14
05:30 PM	0	2	0	0	2	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	10
05:45 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	2	14	0	0	16	1	21	0	0	22	0	0	0	0	0	2	0	1	0	3	41
06:00 PM	1	4	0	0	5	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	10
06:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	6
06:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	6
06:45 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	2	12	0	0	14	0	9	1	0	10	0	0	0	0	0	1	0	1	0	2	26
Grand Total	4	71	1	1	77	1	86	1	0	88	0	0	1	0	1	4	0	2	0	6	172
Apprch %	5.2	92.2	1.3	1.3		1.1	97.7	1.1	0		0	0	100	0		66.7	0	33.3	0		
Total %	2.3	41.3	0.6	0.6	44.8	0.6	50	0.6	0	51.2	0	0	0.6	0	0.6	2.3	0	1.2	0	3.5	

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 601 Northbound				Rt 601 Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	7	0	7	0	9	0	9	0	0	0	0	0	0	0	0	16
03:15 PM	0	8	1	9	0	4	0	4	0	0	0	0	0	0	0	0	13
03:30 PM	0	8	0	8	0	8	0	8	0	0	1	1	0	0	0	0	17
03:45 PM	0	6	0	6	0	9	0	9	0	0	0	0	0	0	0	0	15
Total Volume	0	29	1	30	0	30	0	30	0	0	1	1	0	0	0	0	61
% App. Total	0	96.7	3.3		0	100	0		0	0	100		0	0	0		
PHF	.000	.906	.250	.833	.000	.833	.000	.833	.000	.000	.250	.250	.000	.000	.000	.000	.897

Peggy Malone & Associates

(888) 247-8602

File Name : 6-Rt 601_Pear Tree Ave & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 601 Northbound					Rt 601 Southbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
03:00 PM	0	93	0	1	94	0	56	0	0	56	0	0	1	0	1	0	0	0	0	0	151
03:15 PM	0	120	3	0	123	2	83	0	0	85	0	0	0	0	0	0	0	1	0	1	209
03:30 PM	0	97	0	1	98	1	72	0	0	73	0	0	2	0	2	0	0	0	0	0	173
03:45 PM	0	113	0	0	113	1	65	0	0	66	0	1	0	0	1	0	1	1	0	2	182
Total	0	423	3	2	428	4	276	0	0	280	0	1	3	0	4	0	1	2	0	3	715
04:00 PM	0	97	1	0	98	1	76	0	0	77	0	0	1	0	1	1	0	0	0	1	177
04:15 PM	0	107	1	0	108	2	66	0	0	68	0	0	1	0	1	0	0	0	0	0	177
04:30 PM	1	108	0	0	109	2	73	0	0	75	0	0	1	0	1	1	0	0	0	1	186
04:45 PM	1	114	3	0	118	1	65	0	0	66	0	0	4	0	4	0	0	0	0	0	188
Total	2	426	5	0	433	6	280	0	0	286	0	0	7	0	7	2	0	0	0	2	728
05:00 PM	2	107	0	0	109	3	73	0	0	76	0	0	0	0	0	4	0	1	0	5	190
05:15 PM	0	113	0	0	113	0	57	0	0	57	0	0	4	0	4	1	0	1	0	2	176
05:30 PM	0	115	1	0	116	2	65	0	0	67	1	0	0	0	1	4	0	0	0	4	188
05:45 PM	0	89	0	0	89	0	54	0	0	54	1	0	2	0	3	0	0	0	0	0	146
Total	2	424	1	0	427	5	249	0	0	254	2	0	6	0	8	9	0	2	0	11	700
06:00 PM	1	100	0	0	101	3	46	2	0	51	1	0	1	0	2	0	0	0	0	0	154
06:15 PM	0	83	1	0	84	3	41	1	1	46	0	0	3	0	3	1	0	0	0	1	134
06:30 PM	0	82	0	1	83	2	42	0	0	44	0	0	2	0	2	0	0	1	0	1	130
06:45 PM	3	68	1	1	73	1	37	0	0	38	0	0	2	0	2	0	0	1	0	1	114
Total	4	333	2	2	341	9	166	3	1	179	1	0	8	0	9	1	0	2	0	3	532
Grand Total	8	1606	11	4	1629	24	971	3	1	999	3	1	24	0	28	12	1	6	0	19	2675
Apprch %	0.5	98.6	0.7	0.2		2.4	97.2	0.3	0.1		10.7	3.6	85.7	0		63.2	5.3	31.6	0		
Total %	0.3	60	0.4	0.1	60.9	0.9	36.3	0.1	0	37.3	0.1	0	0.9	0	1	0.4	0	0.2	0	0.7	
Cars	4	1535	10	3	1552	23	885	2	1	911	3	1	23	0	27	8	1	4	0	13	2503
% Cars	50	95.6	90.9	75	95.3	95.8	91.1	66.7	100	91.2	100	100	95.8	0	96.4	66.7	100	66.7	0	68.4	93.6
Trucks	4	71	1	1	77	1	86	1	0	88	0	0	1	0	1	4	0	2	0	6	172
% Trucks	50	4.4	9.1	25	4.7	4.2	8.9	33.3	0	8.8	0	0	4.2	0	3.6	33.3	0	33.3	0	31.6	6.4

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 601 Northbound				Rt 601 Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	114	3	118	1	65	0	66	0	0	4	4	0	0	0	0	188
05:00 PM	2	107	0	109	3	73	0	76	0	0	0	0	4	0	1	5	190
05:15 PM	0	113	0	113	0	57	0	57	0	0	4	4	1	0	1	2	176
05:30 PM	0	115	1	116	2	65	0	67	1	0	0	1	4	0	0	4	188
Total Volume	3	449	4	456	6	260	0	266	1	0	8	9	9	0	2	11	742
% App. Total	0.7	98.5	0.9		2.3	97.7	0		11.1	0	88.9		81.8	0	18.2		
PHF	.375	.976	.333	.966	.500	.890	.000	.875	.250	.000	.500	.563	.563	.000	.500	.550	.976

Peggy Malone & Associates

(888) 247-8602

File Name : 6-Rt 601_Pear Tree Ave & Rt 33 PM
 Site Code :
 Start Date : 8/4/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Rt 33 Eastbound					Rt 33 Westbound					Rt 601 Northbound					Rt 601 Southbound					Int. Total	
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
Total %																						

Start Time	Rt 33 Eastbound				Rt 33 Westbound				Rt 601 Northbound				Rt 601 Southbound				Int. Total					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total						
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM