

Ordinance 2025-24
Transportation Master Plan

AN ORDINANCE ADOPTING THE VINEYARD CITY TRANSPORTATION MASTER PLAN, ESTABLISHING POLICIES TO PROMOTE AND ENHANCE A COMPREHENSIVE MULTI-MODAL TRANSPORTATION SYSTEM, INCLUDING ACTIVE TRANSPORTATION, TRANSIT, AND VEHICULAR MOBILITY THAT SUPPORTS AND IS CONSISTENT WITH THE VINEYARD CITY GENERAL PLAN. THE TRANSPORTATION MASTER PLAN IDENTIFIES EXISTING CONDITIONS AND OBSTACLES, SETS FORTH GOALS AND PRIORITY PROJECTS, AND PROVIDES MAPS AND DEVELOPMENT STANDARDS FOR TRANSPORTATION INFRASTRUCTURE; PROVIDING A REPEALER CLAUSE; PROVIDING A SAVINGS AND SEVERABILITY CLAUSE; PROVIDING FOR PUBLICATION BY SUMMARY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, in compliance with Utah State Municipal Land Use, Development, and Management Act (LUDMA), the City established a master plan as a companion document to the General Plan; and

WHEREAS, the state legislature has required that a municipality shall prepare and adopt a comprehensive, long-range general plan for the present and future needs of the municipality and the growth and development of all or any part of the land within the municipality; and

WHEREAS, the Planning Commission held a public hearing on September 3, 2025, and after fully considering public comment and staff recommendations, recommended approval to the City Council; and

WHEREAS, the City Council reviewed The Transportation Master Plan and held a public hearing on December 10, 2025, and after fully considering public comment, staff and Planning Commission's recommendations, evidence and testimony presented by the City, staff and other interested parties.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF VINEYARD:

Section 1: VINEYARD TRANSPORTATION MASTER PLAN is hereby adopted. Attached as exhibit A.

Section 2: REPEALER CLAUSE. All City plans, which are in conflict with the Vineyard Transportation Master Plan herewith are hereby repealed.

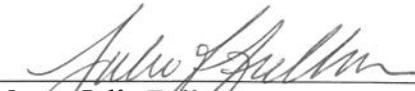
Section 3: SAVINGS AND SERVERABILITY CLAUSE. It is hereby declared to be the legislative intent that the provisions and parts of this Ordinance shall be severable. If any paragraph, part, section, subsection, clause or phrase of this Ordinance is for any reason held to be invalid by a Court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 4: PUBLICATION. This Ordinance, or a summary thereof, shall be published

according to state code and shall take effect immediately upon its passage, approval, and publication.

Section 5: EFFECTIVE DATE. This Ordinance shall be in full force and effect after its passage, approval and publication according to law.

Passed and adopted this 10th day of December 2025.



Mayor Julie Eullmer

Attest



Tony Lara, Deputy Recorder



VINEYARD

Transportation Master Plan



August 2025



VINEYARD
STAY CONNECTED

HALES  **ENGINEERING**
innovative transportation solutions



ACKNOWLEDGEMENTS

Vineyard City

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Eric Ellis, City Manager

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INTRODUCTION

A photograph of a residential street with houses, trees, and snow-capped mountains in the background, overlaid with a semi-transparent blue filter and the word 'INTRODUCTION' in large white letters.



OVERVIEW

With history back to the 1890s, Vineyard City has most recently experienced rapid growth. The population has increased from 139 residents in 2010, to approximately 14,500 residents in 2023. This growth rate is unmatched in Utah. With this growth comes many challenges and opportunities to provide safe and efficient transportation for the citizens of Vineyard.

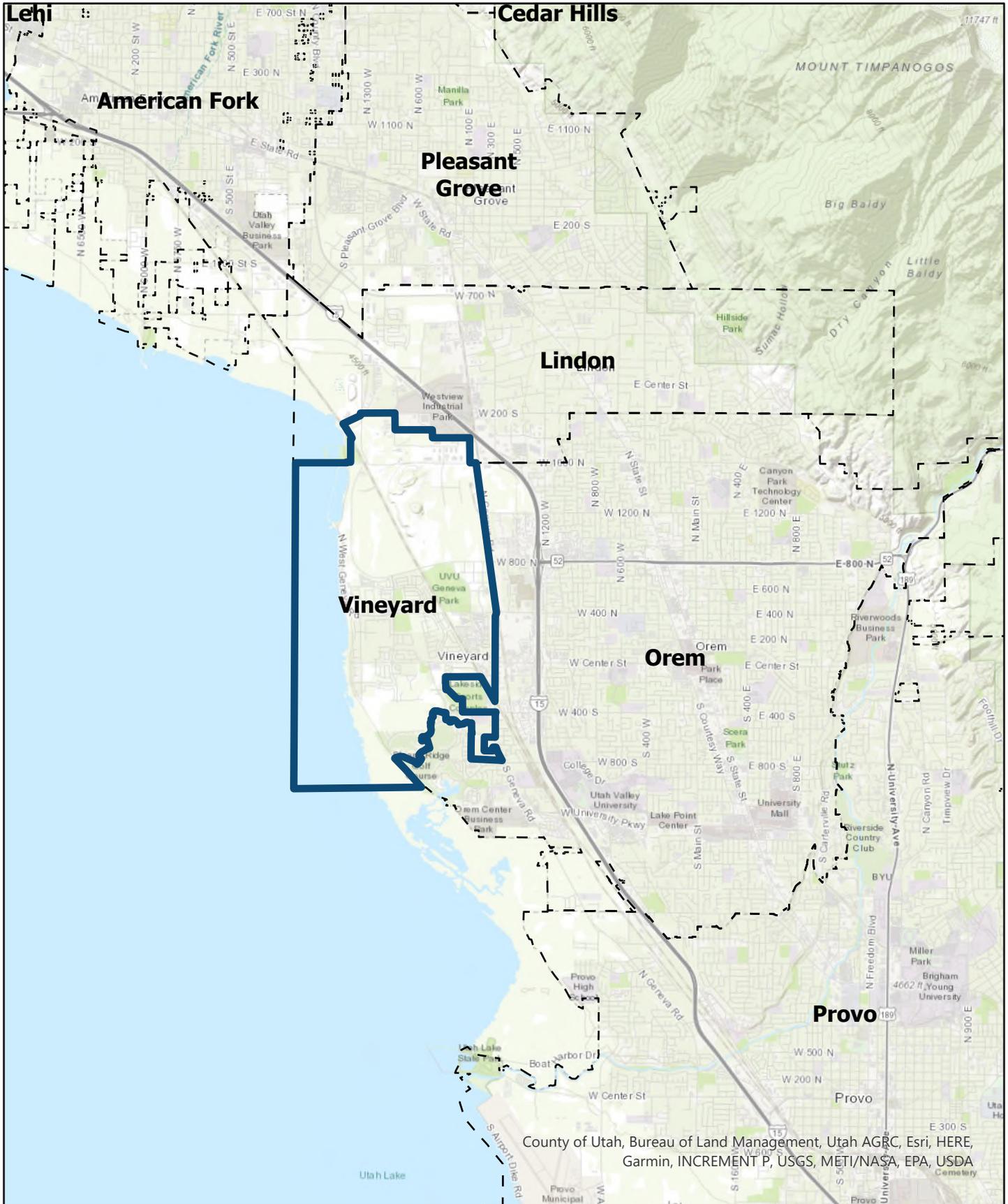
The City continues to see rapid growth with the development of Utah City, the Forge, and many other projects in the area. With a high number of residents traveling in and out of the City to commute to work during peak hours, there are existing challenges with transportation in the City. The purpose of this Transportation Master Plan (TMP) is to plan for the multi-modal transportation needs of Vineyard City, accounting for the projected future growth.

Vineyard is in Utah County, Utah, about 9 miles northwest of downtown Provo – bordered by Lindon to the north, Orem to the east, and Utah Lake to the west, as shown in Figure 1.

While numerous traffic studies have been done in or around the Vineyard City, this will be the first edition of the transportation master plan. The Vineyard City TMP is being written with the most current land use plans. Because of large and often unpredictable growth in the City, it will be necessary to update this TMP periodically.

Key to planning for Vineyard’s transportation needs is an understanding of the City’s goals and policies related to transportation. The other portions of the General Plan include future land use and development plans and goals in the City and how those will be achieved. This TMP provides details regarding the City’s transportation needs, including future demand and improvements, to meet the goals outlined by the City. The TMP expands the vision for the General Plan into actionable mobility-related goals and objectives to guide Vineyard’s near- and long-term transportation investments.





County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA



VINEYARD
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TRANSPORTATION MASTER PLAN

Vicinity Map

Date	3/29/2025
Project	UT23-2453
Figure 1	



DEMOGRAPHICS

This section discusses the demographics of Vineyard City and provides helpful information about how people live, work, and play. These characteristics have a direct impact on the transportation needs of the City. The existing demographics data come primarily from U.S. Census data, including the American Community Survey results.

POPULATION



The population in Vineyard City has grown rapidly in recent years, making it the fastest growing city in Utah. According to the U.S. Census, the population in 2010 was 139. It is estimated that the population in 2023 was approximately 14,500. The median age of the population is approximately 24.8 years, and approximately 29 percent of the population is 18 years or younger.

Population
(2023):
14,500

HOUSEHOLDS



Similar growth has occurred for the number of households in Vineyard. According to the U.S. Census, the number of households in Vineyard was 43 in the year 2000. The estimate for households rose to approximately 4,379 in 2023. It is estimated that there are approximately 3.09 persons per household.

Approximately 44 percent of the housing units in the city are owner-occupied with 52 percent of homes being single-family detached units, and the rest being apartments, condos, townhomes, mobile homes, etc. Approximately 98 percent of the residents of Vineyard have moved into the city since 2010. Related to transportation demand, approximately 94 percent of households have at least one vehicle available for use, and approximately one-fourth of households have at least three vehicles.

Households
(2023):
4,379

EMPLOYMENT & JOURNEY TO WORK



As of 2023, over 6,100 Vineyard residents were employed, and the median household income was \$100,022. Unlike population, the employment opportunities within the City have not seen significant growth until the last few years. Vineyard has seen an increase in regional retail developments along Mill Road between 800 North and 400 North. Data were collected from the U.S. Census American Community Survey results for Vineyard to determine the mode split in the City. The recent mode split in the City based on survey results from 2022 is shown in Figure 2.

As shown, just under three-fourths of workers drive alone in a personal vehicle to work. Approximately 11.5 percent carpool and 3.1 percent ride transit. It is anticipated that as transit, pedestrian, and bicycle facilities improve in the city the percentage of personal vehicle usage for commuting will decrease. The average commute time to work for Vineyard City residents is 20 minutes.



Avg. Commute:
20 min.

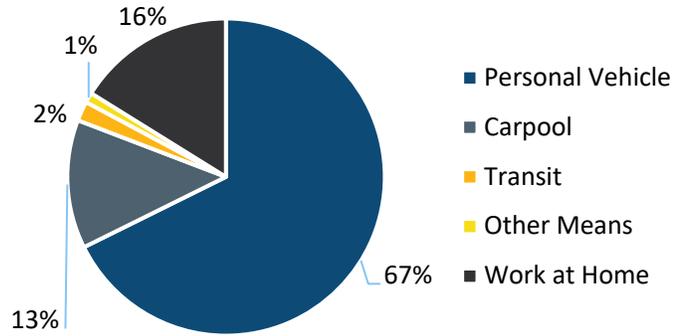


Figure 2: Vineyard mode split

LAND USE



This section discusses plans for existing and future land use in Vineyard City. Land use is a good predictor of transportation trends and demand. Therefore, it is important to identify existing and future land use when planning for transportation needs. There are several parcels within the City limits that are anticipated to experience development in the near future, especially along the Vineyard Connector corridor. Other areas that already have some developed land will experience in-fill development projects that will increase the density of land uses.

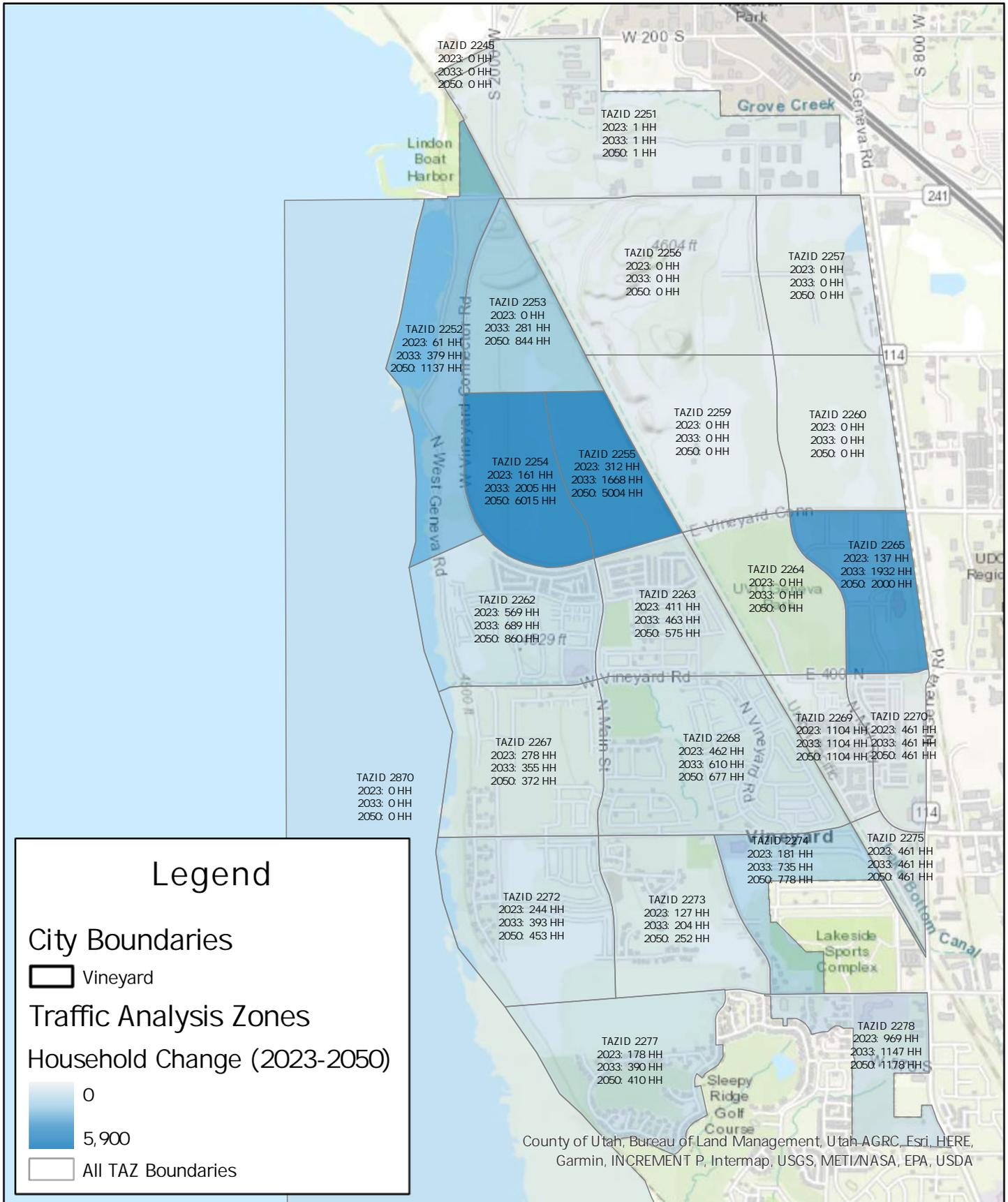
Most of Vineyard City currently consists of residential uses. Existing commercial and office developments are primarily located along the Mill Road corridor. Other land uses that are currently located in the City are K-12 public schools, City buildings, religious buildings, and medical care facilities. In preparation to complete this TMP, Vineyard City staff summarized the projects and land uses that are anticipated to develop in the next twenty years and beyond to help determine future transportation demand in the City.

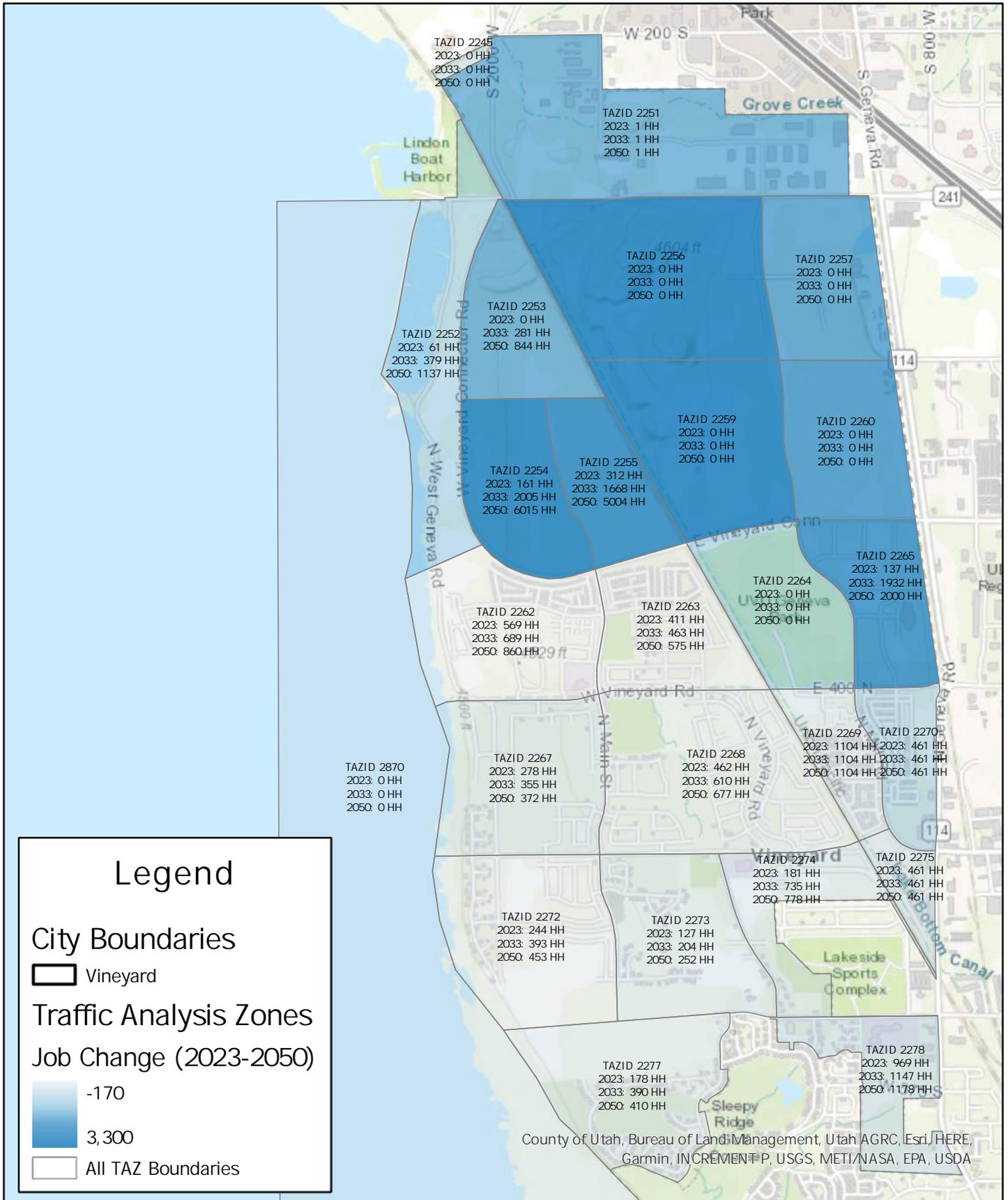
The baseline (2023) and future job and employment numbers for each traffic analysis zone (TAZ) are summarized in Table 1. Detailed TAZ data is provided in the Appendix. Graphical representations of the household and population growth are provided in Figure 3 and Figure 4.

Table 1: Vineyard TAZ summary

Year	Population	Households	Jobs
2023	17,637	5,583	9,042
2033	36,530	13,278	17,713
2050	56,256	22,582	30,594

Note: Some TAZ's are shared with neighboring cities, so the numbers here will be higher than Vineyard City's own land uses.







TRAVEL DEMAND FORECASTING

Hales Engineering obtained the Mountainland Association of Governments (MAG) Travel Demand Model (v9). Based on the socioeconomic data within that model, various adjustments were made to be in line with the data and assumptions provided by Vineyard City staff. The future land use assumptions, as summarized above in Table 1, were applied to the Vineyard City Travel Demand Model to estimate future roadway volumes throughout the city for future years 2030 and 2050.

Based on the results of the no-build future (2030) and future (2050) volume projections, Hales Engineering determined deficiencies in roadway capacity under no-build conditions, which were then used as a factor in determining future roadway projects. The future travel demand models were then adjusted accordingly based on these projects to obtain future (2033) and future (2050) build conditions. The underlying assumptions, future projects, and results of these analyses are summarized later in this document.

PUBLIC ENGAGEMENT

Local stakeholder involvement and engagement in any TMP is critical to understanding current conditions of the transportation network and to identifying needs for future improvement. Multiple public involvement activities were employed to provide outreach and opportunities for the public to provide input. These activities included one public open house, a community survey, and a web-based story map detailing project development. Additionally, multiple meetings with UDOT, MAG, UTA, Orem City staff, Lindon City staff, and the Vineyard City Council were held to keep key project stakeholders aware of the public input as well as study development.

SOCIAL MEDIA AND ONLINE COMMUNITY SURVEY

Vineyard City hosted a Facebook Live event on Tuesday, April 18, 2023 to educate the public on the TMP process and to spread word of the online survey and upcoming public input meeting and online story map. A basic presentation was given to explain the need for a TMP and the desire for public input to play a crucial role in the outcomes of the study.

An online community survey was created and disseminated via Vineyard City social media channels. The following TMP-related questions were asked in the survey:

1. Which of the following best describes you?
 - a. Live, Work, Shop, and/or Recreate in Vineyard
2. How important are the following transportation modes to your personal travel in Vineyard?
 - a. Personal Vehicles, Transit, Bicycle, Walking
 - i. Five options ranging from “Not Important” to “Very Important”
3. How would you rate your experience with the following modes of transportation?
 - a. Personal Vehicles, Transit, Bicycle, Walking
 - i. Five options ranging from “Poor” to “Excellent”
4. How would you rate your current travel time in the morning peak hour?
 - a. “Congested and Slow,” “As Expected,” “Faster than Expected”



5. How would you rate your current travel time in the morning peak hour
 - a. “Congested and Slow,” “As Expected,” “Faster than Expected”
6. How would you improve the Transportation Network in Vineyard
 - a. Free Response for
 - i. Personal Vehicles, Transit, Bicycle, Walking
7. How long is your commute to work? (optional)
 - a. Free response in minutes
8. How often do you currently ride transit?
 - a. “3+ days per week,” “1-2 days per week,” “1-3 days per month,” “once every few months,” “1-2 days per year,” “never”
9. How often would you ride transit if you lived within a 5-minute walking distance of the Vineyard FrontRunner station?
 - a. “3+ days per week,” “1-2 days per week,” “1-3 days per month,” “once every few months,” “1-2 days per year,” “never”
10. From your experience, what is the most congested roadway or intersection during peak hours?
 - a. (select on map)
11. What location in Vineyard City do you see as a safety concern for vehicles and/or pedestrians?
 - a. (select on map)

A copy of the summarized responses from the online survey is provided in Appendix C. Locations that received comments regarding transportation are shown summarized in the map in Figure 5.

PUBLIC INPUT MEETING

- **Date and Time:** Tuesday April 25, 2023 from 5:30 - 8:30 PM
- **Location:** Freedom Preparatory Academy

An informal open-house style event was held to inform members of the public of the ongoing TMP as well as to obtain crucial public input via the online survey and in-person interactions. Multiple displays were used to convey the goals of the study and to communicate the importance of working with the public to find improvements in the Vineyard City transportation system. A map of the City was printed with markers to allow attendees to write and illustrate their concerns especially. A summary of many of the public comments from this meeting is provided in Table 2.



Table 2: Topics and Comments from the Public Input Meeting

Location	Comments
600 North / Main Street	Excessive eastbound queuing, need for alternative access to Vineyard Connector
600 North	Need more pedestrian crosswalks
Vineyard Loop Road	Speed limit too fast
FrontRunner Tracks	Need for pedestrian connectivity between east and west, potentially at 400 North
Lakeside Sports Park	Excessive congestion during sports season that spills onto Vineyard streets
Vineyard Connector	Need more pedestrian/bike connectivity to connect town to FrontRunner station

CITY COUNCIL MEETINGS

Date and Time: Wednesday August 30, 2023, 6:00 PM

Location: Vineyard City Hall

An introductory presentation was given, focusing on the elements of the TMP. These included the purpose and goals of the document, existing conditions throughout the city, and a summary of the public input provided to-date, projected future conditions, and potential projects to include to address future transportation-related concerns.

Date and Time: Wednesday March 6, 2024, 6:00 PM

Location: Vineyard City Hall

An follow-up presentation was given, focusing on progress of the TMP with emphasis on the future alignment of a proposed expressway/high-capacity arterial connection from Geneva Road to 1600 North, which will relieve congestion on the current Vineyard Connector alignment and provide a true parallel route to I-15. Additionally, level of service results from the future travel demand model projections were provided and discussed in conjunction with this expressway proposal.

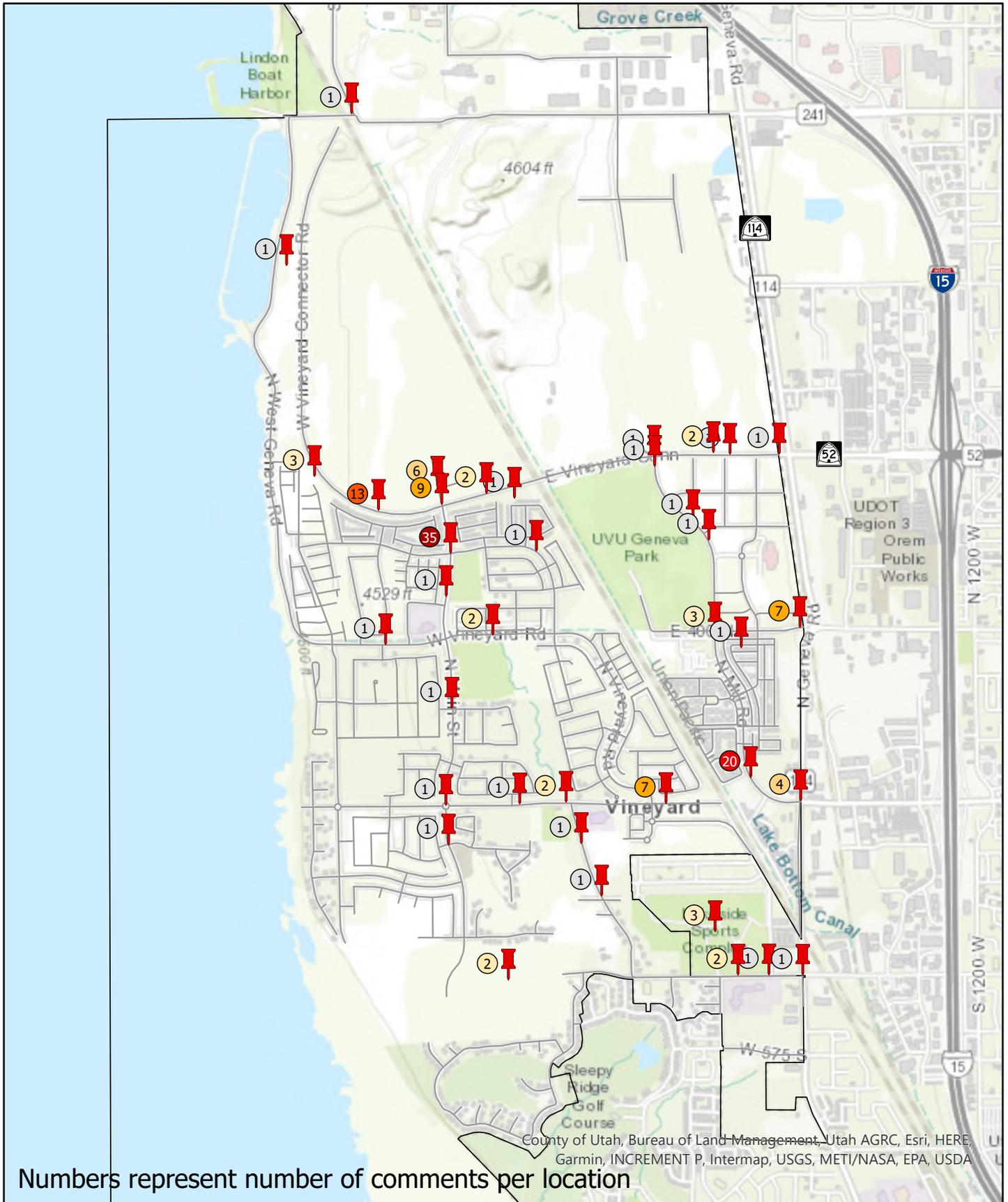
Date and Time: Wednesday May 14, 2024, 6:00 PM

Location: Vineyard City Hall

A final transportation master plan presentation to the City Council, including final projects and findings.

ONLINE STORY MAP

A study-specific online webpage was created in April 2023 as an additional resource through the study process. The public were directed to access the page at the public input meeting and via City social media channels. The story map was hosted at www.vineyardutah.gov. A screenshot of the opening view of the webpage is shown in Figure 5.



County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

VINEYARD
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Community Input Locations

Date	3/29/2025
Project	UT23-2453
Figure 5	



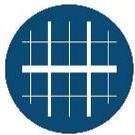
ROADWAY NETWORK



PURPOSE

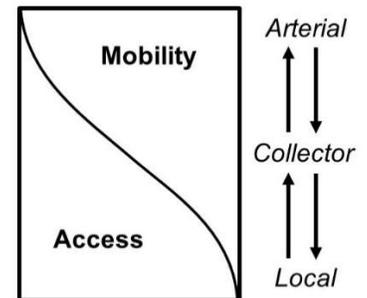
The purpose of this chapter is to discuss the characteristics and needs of the existing and future roadway networks. Recommendations for future improvements are discussed as well, based on the future projections. The analysis methodologies and models that were used are also discussed.

FUNCTIONAL CLASSIFICATION



Roads are categorized into a hierarchal system and given a functional classification based on right-of-way (ROW) width. The higher a street classification, the more mobility it provides with limited access. Lower street classifications have less mobility, but more access. The four classifications defined in the Vineyard City code are arterials, major collectors, minor collectors, and local streets.

The following are the four typical street classifications for Vineyard City roadways:



- Arterial – Arterials are designed to have greater mobility and connect traffic between population centers and regional attractions. Because of their increased mobility, arterials typically have higher speeds and a high degree of access control, with the exception of some historical sections. Major Arterials have a ROW of 95 or more feet while minor arterials have a ROW of 73 feet.
- Collector – Major collector roads are designed to connect with and augment the arterial system and provide access control. Generally, these streets are intended to carry traffic for shorter distances than arterials and have lower speeds. Major collectors have a ROW of 88 feet. A minor collector road is designed to carry low-speed traffic and provides greater access than major collectors. Minor collector roads are also designed for greater mobility than local streets as they are generally wider and as a result have less side friction with on-street parking. Minor collectors have a ROW of 63 feet.
- Local Street – Local streets are designed for accessibility and have less mobility than any other functional classification. The primary purpose of these is to provide access to surrounding properties and carry low-speed traffic. Some local streets may be designed to discourage through-traffic in neighborhoods. Local streets have a ROW of 55 feet.

A summary of the Vineyard roadway classifications is shown in Table 3. Typical cross-sections were designed for each of the Vineyard street classifications primarily based on the existing City cross-section standards and standard engineering practice. These are shown in Figures 3 through 7. These cross-sections do not necessarily match existing roadway cross-sections but are recommended cross-sections for new and improved roadways in the future. Bike treatments are not included in these concepts and may require additional ROW and/or pavement. The colors shown in Table 3 correspond to colors shown in both the cross-section figures and the roadway network figures shown later in the document. The Principal Arterial classification is being introduced based on future roadway improvement recommendations and has a seven-lane cross-section to accommodate higher demands.

Table 3: Roadway Classifications



TRANSPORTATION MASTER PLAN

Vineyard Roadway Classifications		
	Classification	Characteristics
Mobility Access	Major Arterial	ROW: 95+ feet 5 lanes
	Minor Arterial	ROW: 73 feet 2-3 Lanes
	Major Collector	ROW: 88 feet 3 Lanes
	Minor Collector	ROW: 63 feet 2 Lanes
	Local Street	ROW: 58 feet 2 Lanes

LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Calculating a planning-level LOS for a roadway segment is completed based on volume-to-capacity (v/c) ratios. The volume is the average daily traffic (ADT) for the given roadway segment and the capacity is based on factors such as lane count and traffic signal spacing.

Table 4 provides a brief description of each LOS letter designation and the accompanying range of v/c ratios. A visual representation of the various levels of service is shown in Figure 9.

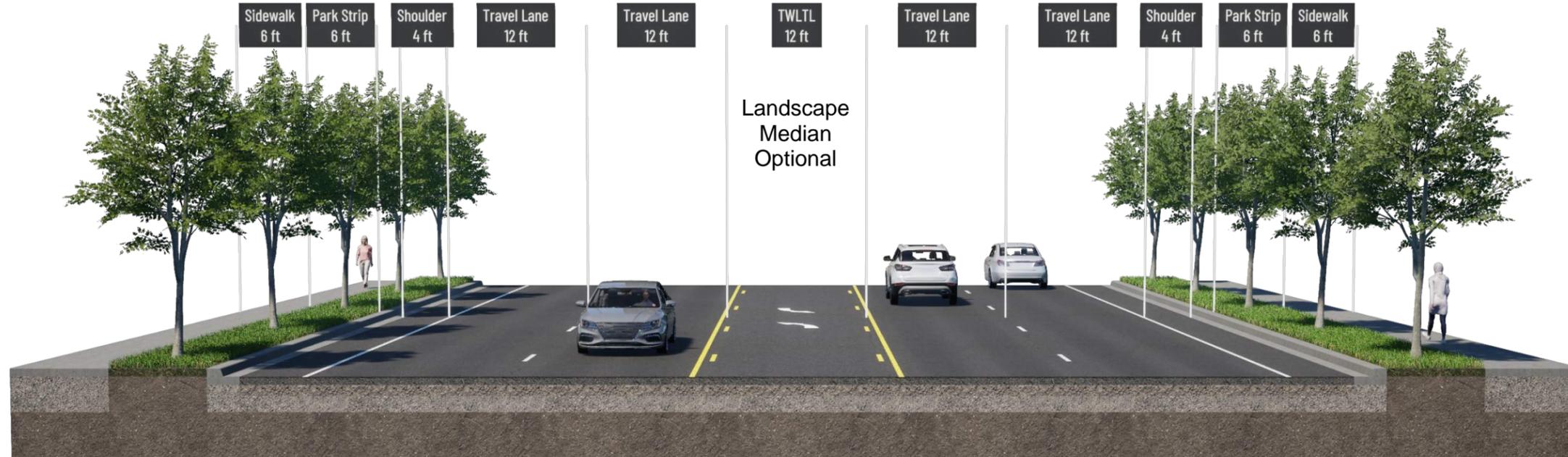
For the purposes of this TMP, a minimum overall performance for each of the study roadways and intersections was set at the levels of service shown below. These acceptable thresholds for various City roads were set based on discussions with the City to prioritize good flow on lower classification roads while also allowing for some congestion to encourage walkability in the downtown (Utah City) area.

City Road Threshold				Downtown Road Threshold			
LOS	Local	Collector	Arterial	LOS	Local	Collector	Arterial
A	Green	Green	Green	A	Green	Green	Green
B	Green	Green	Green	B	Green	Green	Green
C	Yellow	Green	Green	C	Green	Green	Green
D	Yellow	Yellow	Green	D	Yellow	Green	Green
E	Red	Red	Red	E	Red	Yellow	Yellow
F	Red	Red	Red	F	Red	Red	Red

Data was collected utilizing annual daily traffic counts and turning movement counts at key intersection and roads. A map showing the data collection locations is shown in Figure 10.

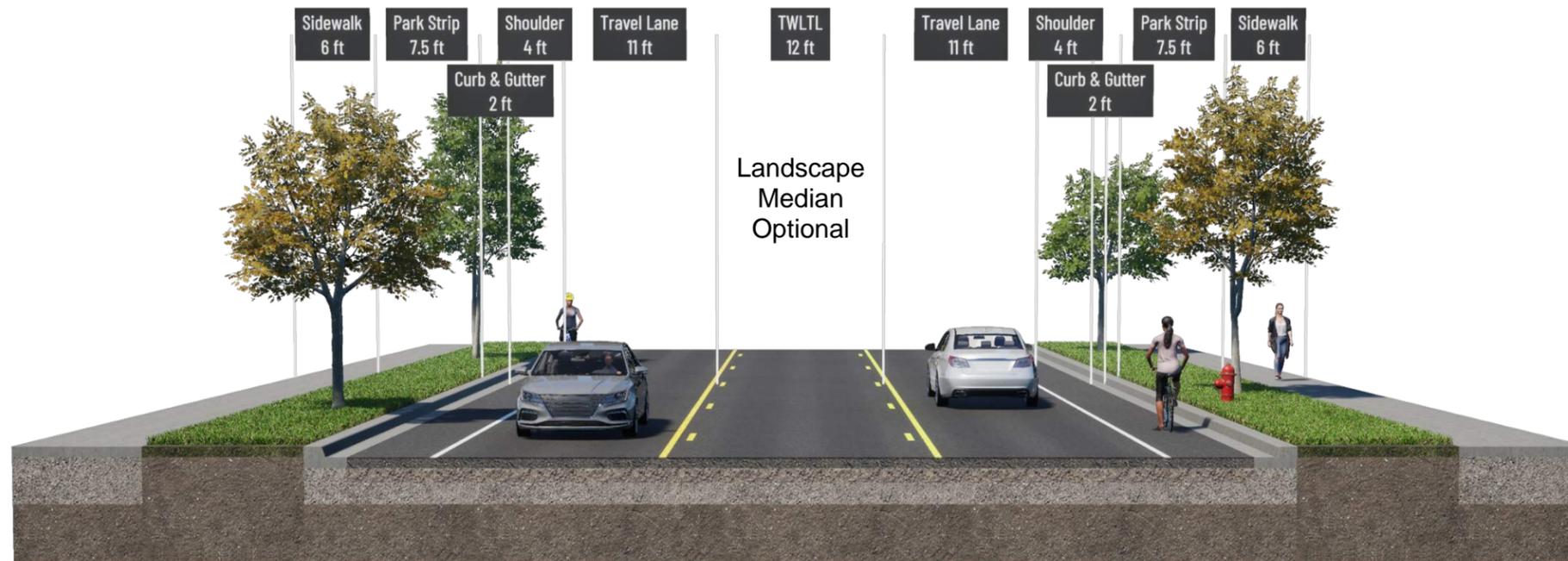
Major Arterial (5 Lanes)

Major Arterial (5 Lanes) 96+ ' ROW

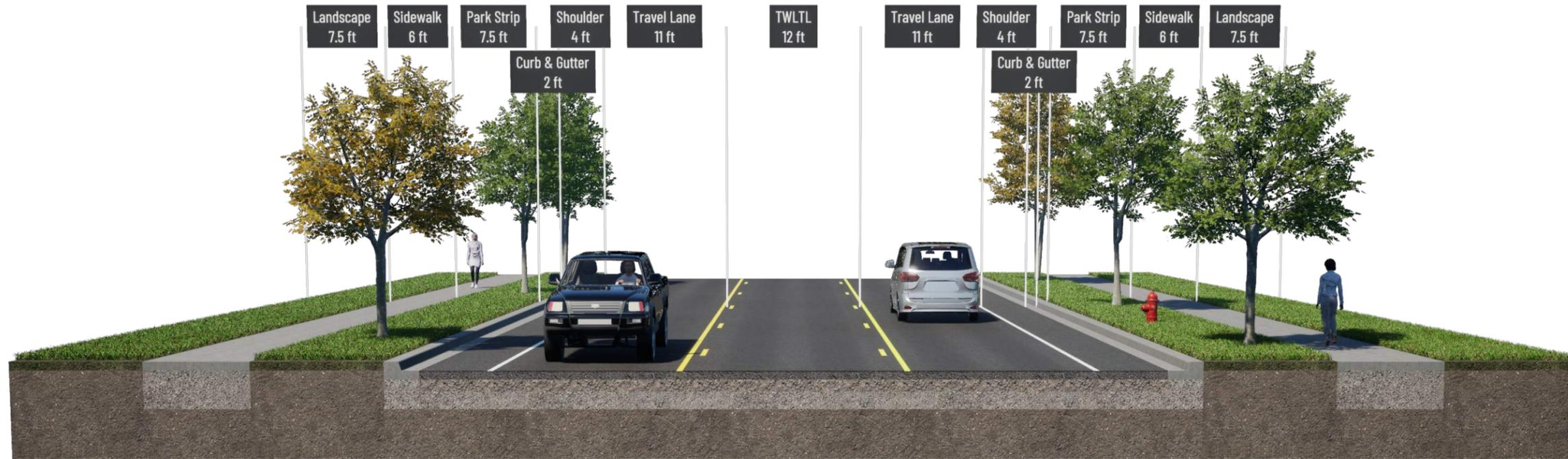


Minor Arterial (3 Lanes)

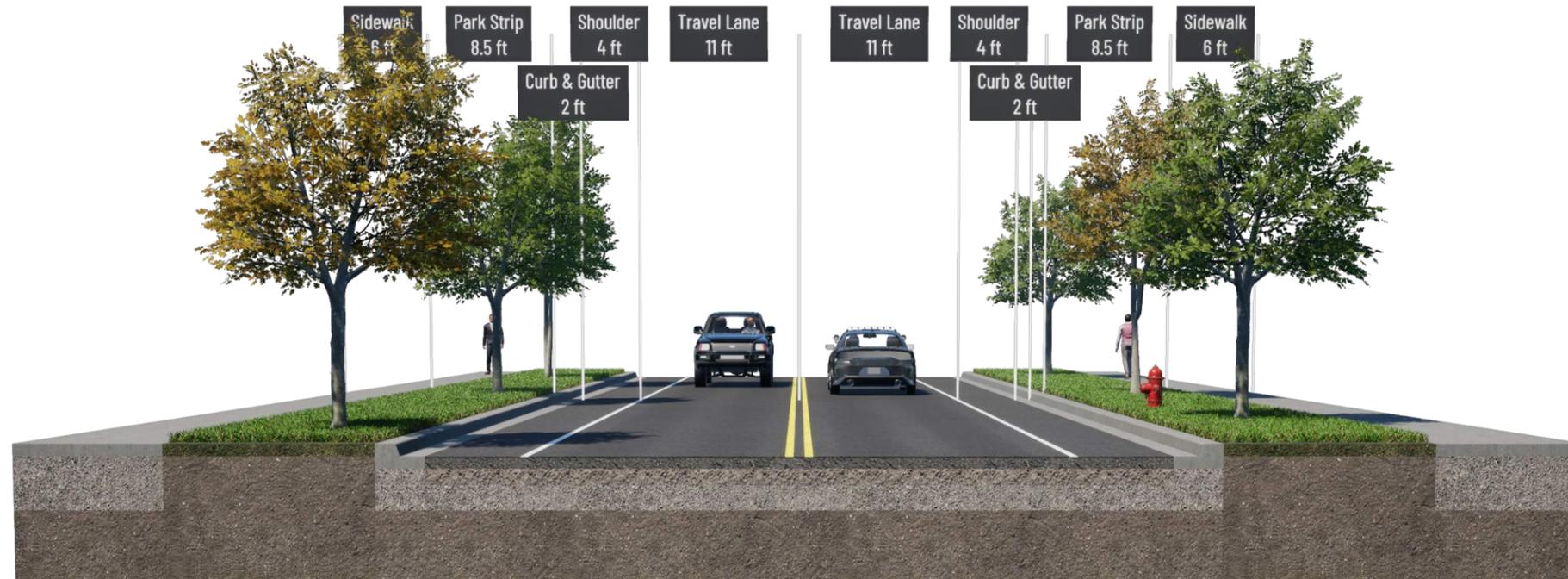
Minor Arterial (3 Lanes) 73' ROW



Major Collector (3 Lanes) 88' ROW



Minor Collector (2 Lanes) 63' ROW



Local (2 Lanes)

Local (2 Lanes) 58' ROW

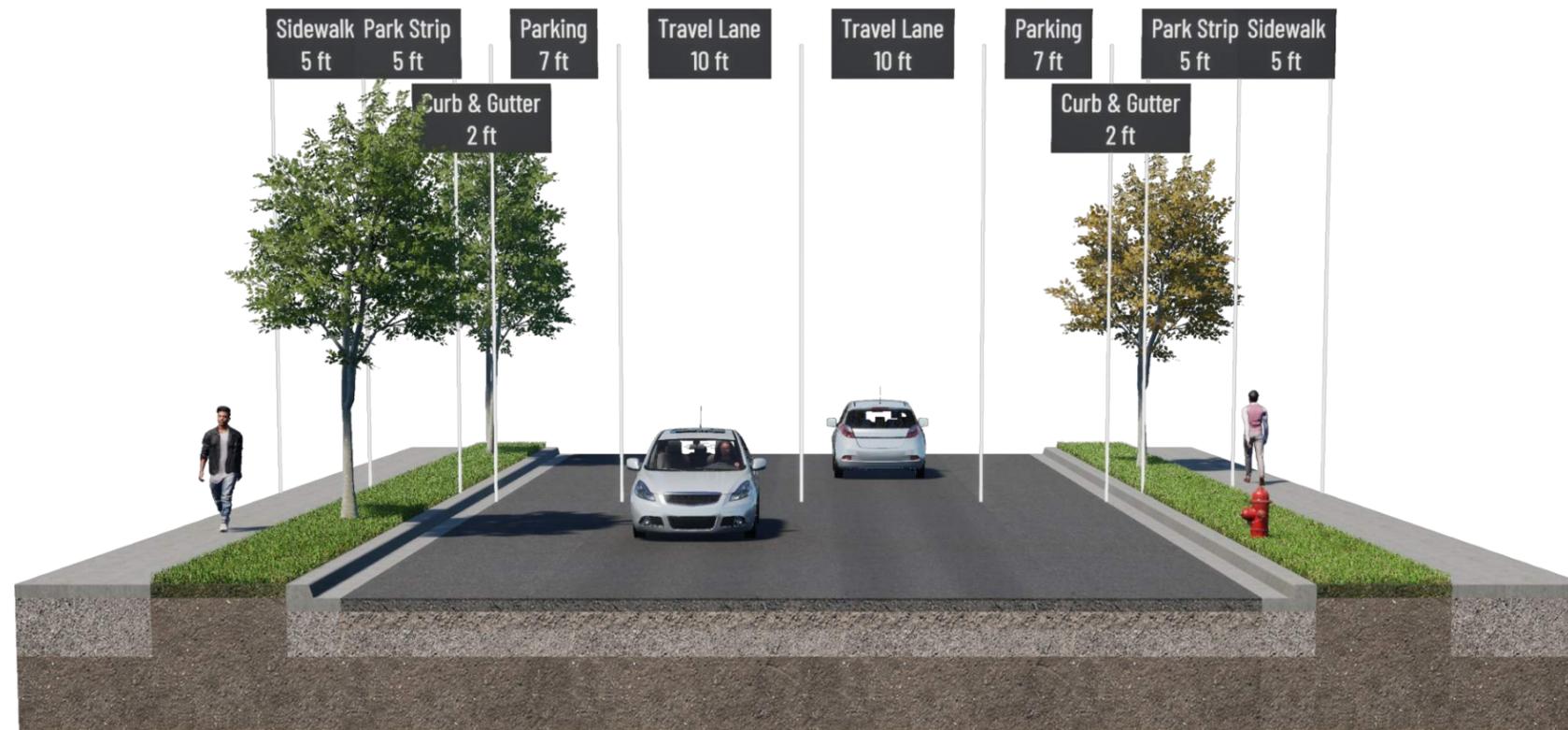




Table 4: Level of Service Descriptions

Level of Service	Description of Traffic Conditions	Volume / Capacity Ratio
A	Extremely favorable progression and a very low level of control (intersection) delay. Individual users are virtually unaffected by others in the traffic stream.	≤ 0.30
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	$> 0.30 - 0.50$
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	$> 0.50 - 0.75$
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeable more constrained.	$> 0.75 - 0.85$
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	$> 0.85 - 1.00$
F	Unacceptable progression with forced or breakdown operating conditions.	> 1.00

Source: *Highway Capacity Manual (HCM) 7th edition* (Transportation Research Board, 2022).

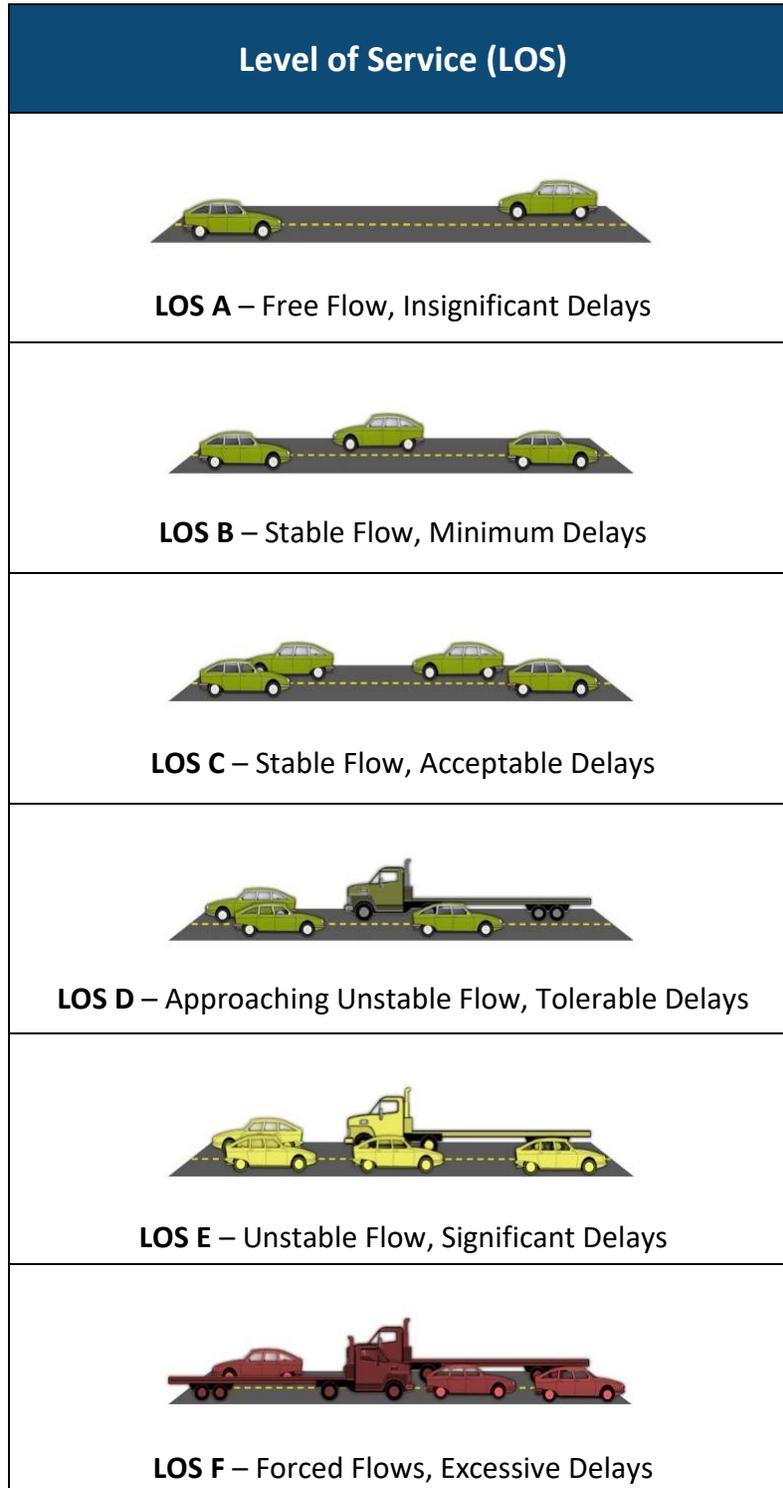
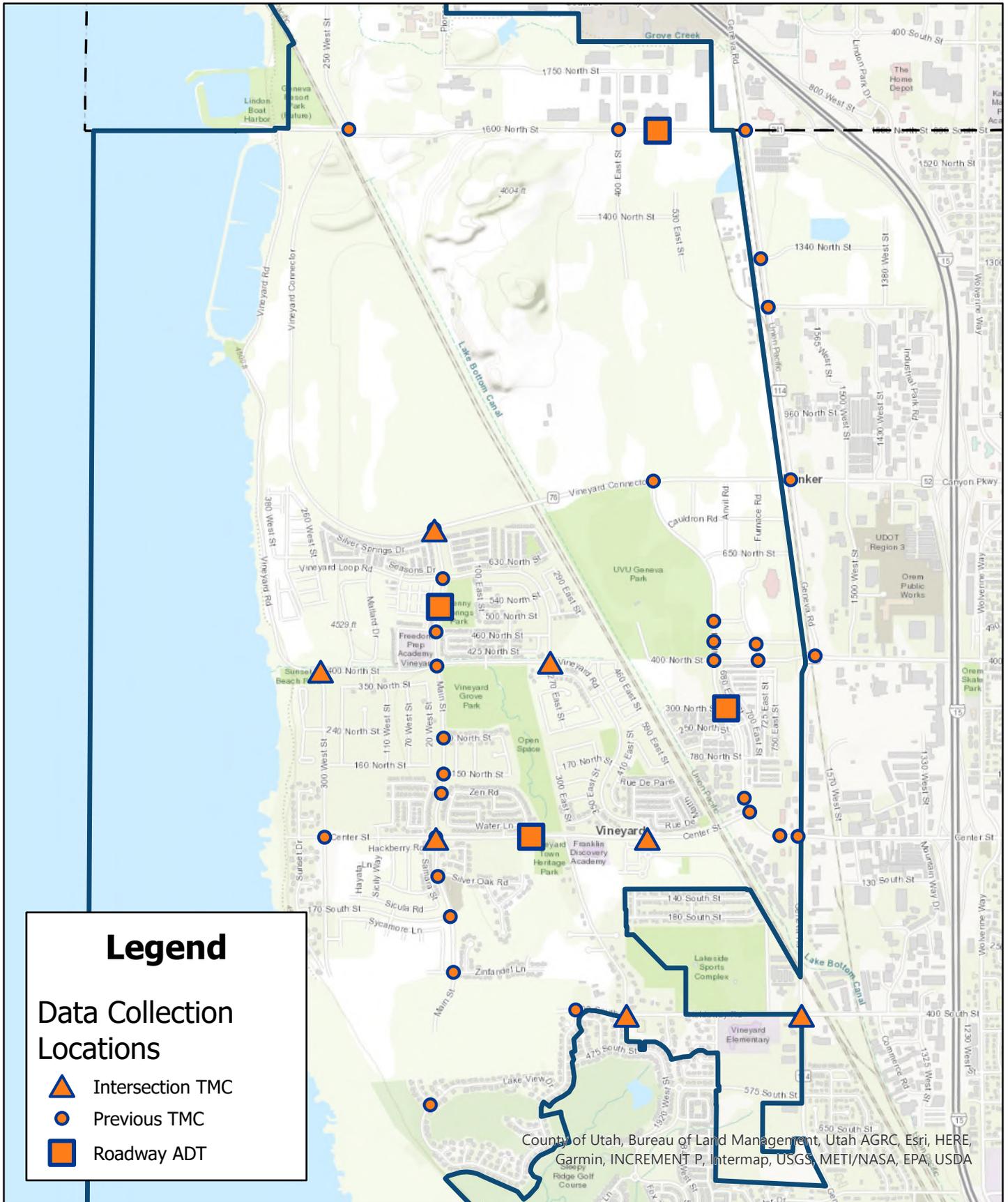


Figure 9: Visual representation of LOS



County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

Legend

Data Collection Locations

-  Intersection TMC
-  Previous TMC
-  Roadway ADT



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Data Collection Locations

Date	3/29/2025
Project	UT23-2453
Figure 10	



ROADWAY CAPACITIES

The capacities for each roadway type were identified using Transportation Research Board (TRB) *Highway Capacity Manual*, 7th Edition, 2022 methodologies and based on common practice in Utah. Key factors that influence the capacity of a roadway include the number of travel lanes, presence of a two-way left-turn lane (TWLTL) or turn pockets, level of access management, and signal spacing. The assumed LOS capacity thresholds for Vineyard City roadways are shown in Table 5, reported as vehicles per day (vpd).

Table 5: Roadway Capacities

Functional Classification	Number of Lanes	Capacity (vpd)
Local	2	9,000
Minor Collector	2	11,600
Major Collector	3	13,700
Minor Arterial	3	15,600
Major Arterial	5	31,300

INTERSECTION LOS

Intersection LOS looks at individual intersections and provides a microscopic view of a roadway network. LOS at intersections can be broken down into directions and respective movements (left-turns, through movements, or right-turns). A detailed look at intersections should occur as frequently as necessary since they are a source of bottlenecks. The Highway Capacity Manual has divided intersections into two types, signalized and un-signalized. The methodology to calculate the delay per vehicle at an intersection is outlined in the *Highway Capacity Manual* (HCM), 7th Edition, 2022 and the subsequent delay criteria and corresponding LOS. A LOS D for intersection delay has been determined to be the acceptable limit for Vineyard City. The delay thresholds for each LOS for both signalized and unsignalized intersections can be found in Table 6.

The levels of service for signalized, all-way stop-controlled (AWSC), and roundabout intersections are calculated as a weighted average of all movements. The LOS for a two-way stop-controlled (TWSC) intersection is equal to the LOS of the worst movement. Failing LOS conditions are typically experienced during the peak hours (morning and/or evening). It is not uncommon for a side street or access on busy arterials to experience LOS worse than D during the peak hours due to high traffic volumes on the major roadway. Vehicles generally learn to re-route to signalized intersections in these cases.



Table 6: Intersection LOS Criteria

LOS	LOS Delay Criteria (sec. / vehicle)	
	Signalized Intersections	TWSC, AWSC, & Roundabout Intersections
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Source: *Highway Capacity Manual, 7th Edition, 2022*

EXISTING CONDITIONS

This section discusses the existing roadway and intersection conditions in Vineyard. The current LOS for each of the major roadways and intersections in Vineyard were analyzed. It is important to analyze the existing conditions as this serves as a baseline with which future conditions and alternatives can be compared.

EXISTING ROADWAY NETWORK

Major roadways in Vineyard have been designed on a grid system as is the pattern along much of the Wasatch Front as well. Many north-south and east-west roads are located approximately every 200 to 400 feet.

Main Street and Mill Road are the City's primary arterials through town. Geneva Road (S.R. 114) also serves much of Vineyard City on the eastern edge of town. Other major north-south roadways include Vineyard Road and 380 West. Center Street and Vineyard Connector Road (S.R. 176) are the primary east-west roadways. Other major east-west routes include 400 North and 400 South.

Local roadways in Vineyard are a mixture of grid systems in some areas and unconnected roads with cul-de-sacs in other areas. Discontinuous local road systems can lead to unnecessary congestion and delay on collector and arterial roads, as vehicles are forced to take those routes even for short trips. Therefore, it is recommended that the grid system be followed as much as possible as areas develop.

The functional classifications discussed previously were assigned to the roadways in Vineyard based on existing number of lanes. The existing roadway network map that shows the functional classifications is shown in Figure 11. Most roadways in Vineyard City are maintained by the City. Vineyard Connector Road (S.R. 176) and Geneva Road (S.R. 114) are state roadways maintained by the Utah Department of Transportation (UDOT). State and City



roadway jurisdictions are shown in Figure 12. The locations of traffic signals, stop signs, and other traffic control devices are shown in Figure 11.

ROADWAY IMPROVEMENTS

Through discussions with the city representatives, several locations around the City were considered phase 1 projects or projects that require immediate work. Phase one projects were mostly based at a few Geneva Road intersections and along Lake Boulevard. A list of phase 1 projects can be found in Table 7.

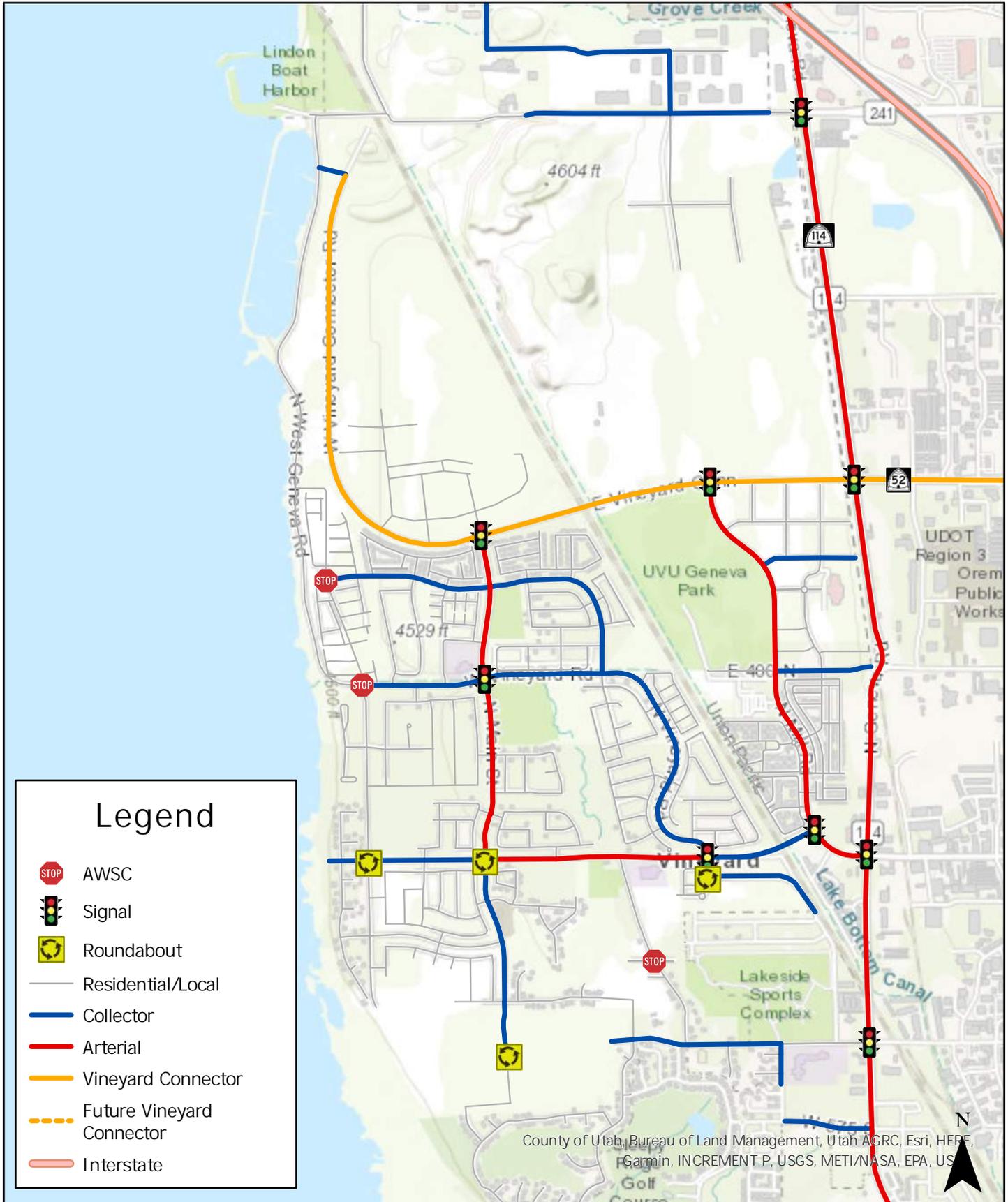
Table 7: Recommended Phase 1 Improvement Projects

#	Location	Type	Description	Jurisdiction
1	Lake Boulevard	Widen	Widen to 2 lanes	Vineyard
2	1600 North / Geneva Road Intersection	Intersection	Increase capacity	UDOT
3	300 West: Lake Boulevard Connection	New	2 lane / roundabout	Vineyard
4	400 North / Geneva Road Intersection	Intersection	Install traffic signal	UDOT
5	Center Street / Geneva Road Intersection	Intersection	NB dual LT lanes	UDOT

It is recommended that Lake Boulevard be widened to a full 2-lane width to accommodate vehicles traveling along the western edge of the City in both the northbound and southbound directions. This is a project that is currently in design at the time of this TMP.

Improvements are recommended at the UDOT-controlled 1600 North / Geneva Road and 400 North Geneva Road intersections. These improvements will take place after removal of the current rail lines on the west side of each intersection. It is also anticipated that the 400 North / Geneva Road intersection will be realigned and signalized when the west leg of the intersection is built, connecting the Vineyard roadway network to Orem at that location.

Dual northbound left-turn lanes are recommended at the Center Street / Geneva Road intersection based on existing deficiencies identified at the intersection in traffic impact studies conducted in the area for private developments. It is recommended that the City coordinate with UDOT on the timing of this improvement in conjunction with future widening plans on Geneva Road.



Legend

-  AWSC
-  Signal
-  Roundabout
-  Residential/Local
-  Collector
-  Arterial
-  Vineyard Connector
-  Future Vineyard Connector
-  Interstate

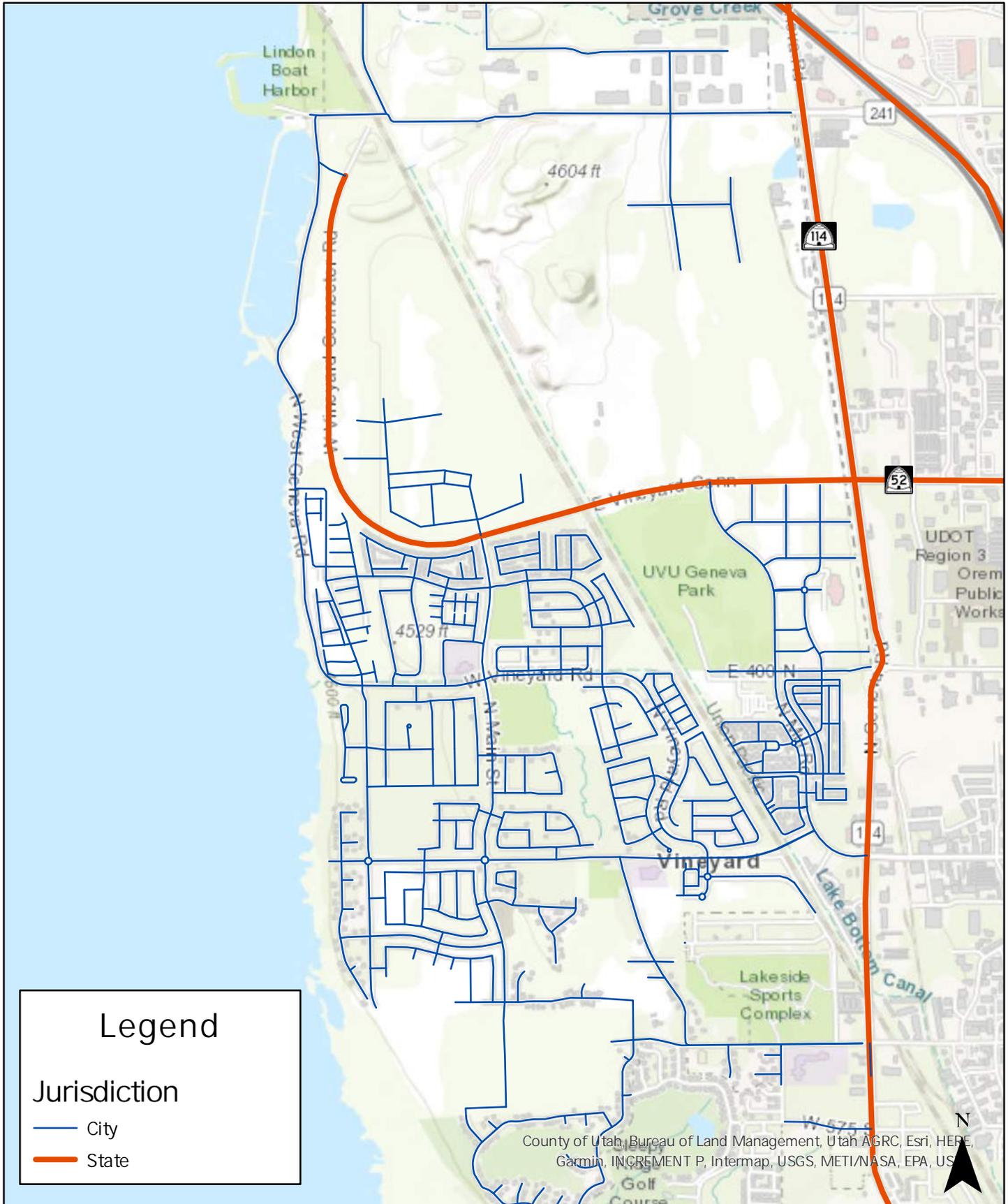
County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, US



VINEYARD
STAY CONNECTED
TRANSPORTATION MASTER PLAN

Existing (2023) Roadway Network

Date	6/17/2025
Project	UT23-2453
Figure 11	




VINEYARD
STAY CONNECTED
TRANSPORTATION MASTER PLAN

Existing (2023)
Roadway Jurisdiction

Date	6/13/2025
Project	UT23-2453
Figure 12	



EXISTING VOLUMES AND LOS

Roadways

In order to accurately identify existing conditions on the roadway network in Vineyard City, the consultant team gathered traffic data. Existing traffic volumes were obtained from various sources, including the following:

- Consultant Team Data – Where UDOT data were not available, the consultant team used data collected for this and previous projects in the area. These data were collected in the form of two-way roadway counts or turning movement counts at intersections and are included in Appendix B.
- UDOT - Many of the traffic volume values on State roads and other federal aid roads were obtained from UDOT's *Traffic on Utah Highways* database, Automatic Signal Performance Metrics (ATSPM) website, or from previous studies completed on UDOT roads.

The volumes from these sources were compiled to have a comprehensive volume map of all major roadways. LOS values were assigned to each roadway segment based on the volume and the LOS criteria for roadways that was described previously. The existing traffic volumes are reported as ADT in vpd along with the LOS of each roadway segment in Figure 13.

As shown, the roadways in Vineyard are currently operating within capacity, but three of the major intersections are currently operating at a poor LOS. These intersections include the 600 North / Main Street, 400 North / Geneva Road, and Mill Road / Geneva Road intersections.

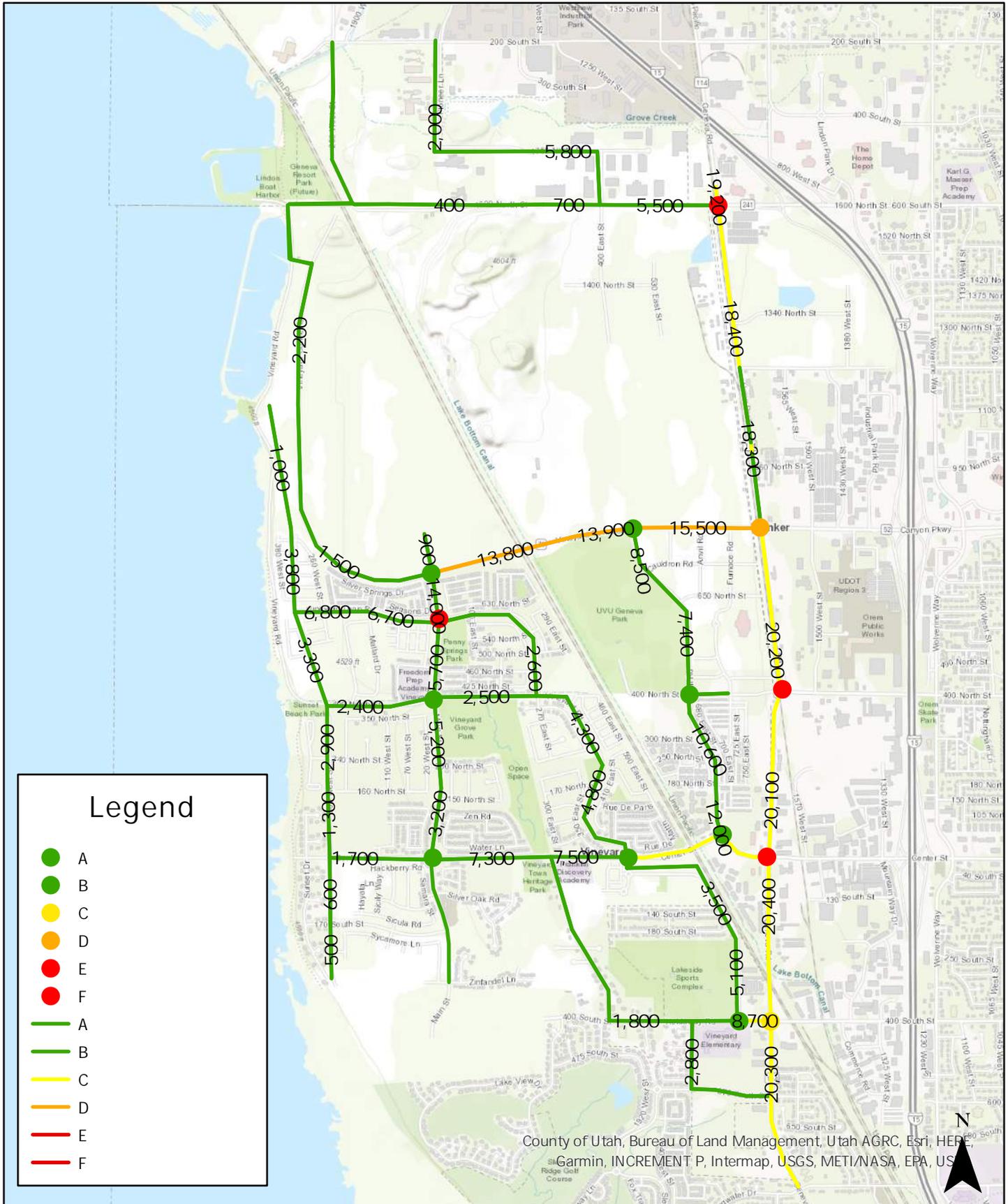
Intersections

Evening peak hour turning movement count data were collected for several major intersections within the City. Hales Engineering completed morning evening peak hour turning movement counts between 7:00 and 9:00 a.m. and 4:00 and 6:00 p.m. at the following intersections on Tuesday, March 7, 2023; Wednesday, March 8, 2023, and Thursday, March 9, 2023:

- Main Street / Center Street
- Main Street / Vineyard Connector
- 300 West / Vineyard Road
- 270 East / Vineyard Road
- Holdaway Road / 400 South (Holdaway Road)
- 400 South / Geneva Road (S.R. 114)
- Vineyard Road / Center Street

Volume data at the following intersections were collected from previous traffic studies or from UDOT's ATSPM website or other databases:

- Center Street (Mill Road) / Geneva Road (S.R. 114)
- 1600 North / Geneva Road (S.R. 114)
- 800 North (Vineyard Connector) / Geneva Road (S.R. 114)



County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, US

Legend

- A
- B
- C
- D
- E
- F

- A
- B
- C
- D
- E
- F

VINEYARD
STAY CONNECTED
TRANSPORTATION MASTER PLAN

Existing (2023)
No-Build LOS

Date	8/13/2025
Project	UT23-2453
Figure 13	



An intersection LOS analysis was completed for all major intersections in the City. This analysis was completed for the evening peak hour using Synchro / SimTraffic traffic modeling and simulation software, which follow HCM methodology. The evening peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. LOS results are provided in Table 8 and visually in Figure 13. LOS and queueing reports are shown in Appendix D.

The major intersections in Vineyard City with three exceptions are all operating at acceptable levels of service during the evening peak hour, as shown in Table 8.

Table 8: Existing Evening Peak Hour Intersection Level of Service

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec/Veh)	LOS ²
Mill Road / Center Street	Signal	-	13.8	B
400 North / Main Street	Signal	-	10.1	B
600 North / Main Street	EB/WB Stop	EBL	>50	f
Vineyard Road / Center Street	Signal	-	8.8	A
400 North / Mill Road	EB/WB Stop	EBL	11.4	b
800 North (SR-176) / Main Street	Signal	-	9.1	A
800 North (SR-176) / Geneva Road (SR-114)	Signal	-	51.1	D
400 North / Geneva Road (SR-114)	WB Stop	WBL	>50	f
Mill Road / Geneva Road (SR-114)	Signal	-	>80	F
400 South / Geneva Road (SR-114)	Signal	-	22.8	C
Vineyard Road / 400 South	SB Stop	SBL	9.9	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC unsignalized intersections.

Source: Hales Engineering, January 2025

It is recommended that east-and westbound left-turn movements be restricted at the 600 North / Main Street intersection. This change will take place with the future 300 West / Vineyard connector project, which will provide for alternative access for the neighborhood on the west side of Main Street.

It is also recommended that The 400 North / Geneva Road (SR-114) intersection be realigned and signalized, per future UDOT plans for when the Union Pacific railroad along Geneva Road is removed and the west leg of the intersection constructed.

It is recommended that Vineyard City staff coordinate with UDOT on dual northbound left-turn lanes at the Mill Road / Geneva Road (SR-114) intersection. This will increase capacity at the intersection and allow for better access from Geneva Road into Vineyard City.



FUTURE (2033) CONDITIONS

Future ADT roadway volumes were projected based on the anticipated development in the City. This was done based on future land use plans discussed previously in this report. These tasks were completed to determine roadway ADT volumes, which were then converted to turning movement counts at key intersections. Future traffic volumes were calibrated using existing traffic counts grown according to the Vineyard City Travel Demand model.

No-BUILD LOS

LOS was analyzed for a scenario in which new roads had been constructed to support full development, but existing roads had not been widened (no-build condition). All new roads were assumed to comply with the Vineyard City standard cross sections for each functional classification. The no-build roadway and intersection LOS for future (2033) conditions is shown in Figure 14. Evening Peak Hour intersection LOS results are shown in Table 9. It is anticipated that the 600 North / Main Street intersection will still operate at a poor level of service without any movement restrictions or improvements.

Table 9: Future (2033) No-Build Evening Peak Hour Level of Service

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec/Veh)	LOS ²
400 North / Main Street	Signal	-	14.1	B
600 North / Main Street	EB/WB Stop	EBL	>50	f
Vineyard Road / Center Street	Signal	-	34.9	C
400 South / Geneva Road (SR-114)	Signal	-	50.5	D
Vineyard Road / 400 South	SB Stop	SBL	14.4	b

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC unsignalized intersections.

Source: Hales Engineering, January 2025



ROADWAY IMPROVEMENTS

As Vineyard continues to develop, new roads will be constructed to connect developments to arterial streets. Additionally, improvements for future conditions were recommended for roadways that are anticipated to operate at a poor LOS. New roads and recommended improvements on city roadways are listed in Table 10. The recommended phase 2 roadway and intersections projects are shown in Figure 15. These projects were anticipated to be needed in phase 2 but may be constructed on an accelerated timeline. 400 South from Main Street to Lake View Drive is partially built at the time of this master plan.

Table 10: Recommended Phase 2 Improvement Projects

#	Location	Type	Description	Jurisdiction
1	Mill Rd: 1600 North to Vineyard Connector	New	Construct 5-lane roadway	Vineyard
2	1200 North: Utah City to Geneva Rd	New	Construct 5-lane roadway	Vineyard/UDOT
3	300 West / Vineyard Connector	New	Roundabout with leg for RT onto Vineyard Connector	Vineyard/UDOT
4	Vineyard Connector: Main St to Geneva Rd	Widen	Widen to 5 lanes	UDOT
5	600 North / Main St	Intersection	Install traffic signal	Vineyard
6	400 North: Rail Bridge to Mill Rd	Widen	Widen to 5 Lanes	Vineyard
7	400 North / Mill Rd Intersection	Intersection	Install traffic signal	Vineyard
8	Main St: Zinfandel Ln to 400 South	New	3-lane road	Vineyard
9	400 South: Main St to Lake View Dr	New	2-lane road	Vineyard
10	620 East / 400 South	Intersection	Install traffic signal	Orem/Vineyard

Hales Engineering recommends a connection to the Vineyard connector at 300 West to allow for an alternate outlet for residents in the surrounding neighborhood. This connection is proposed as a roundabout intersection with its eastern leg connecting to Vineyard connector in an added auxiliary lane that continues eastward until the Main Street / Vineyard Connector intersection. When this project is completed, it is recommended that the failing eastbound and westbound left-turn movements at the 600 North / Main Street intersection be restricted since an alternate outlet from the neighborhood west of Main Street to Vineyard Connector will then be available.



It is anticipated that UDOT will widen Vineyard Connector to a 5-lane cross-section from Main Street to Geneva Road as a phase 2 project. This will allow for increased capacity on Vineyard Connector that will better serve the increased development in the city. To allow for better connectivity on the south side of Vineyard City, it is recommended that Main Street be extended as a 3-lane road from Zinfandel Lane to 400 South. Similarly, it is recommended that 400 South be extended west from Main Street to Lake View Drive as a 2-lane road.

BUILD LOS

With the proposed improvements, most Vineyard City roadways are anticipated to operate at LOS D or better, as shown in Figure 16. Exceptions to this include Center Street east of Vineyard Road and Mill Road south of Center Street. Future (2033) evening peak hour LOS results are shown in Table 11.

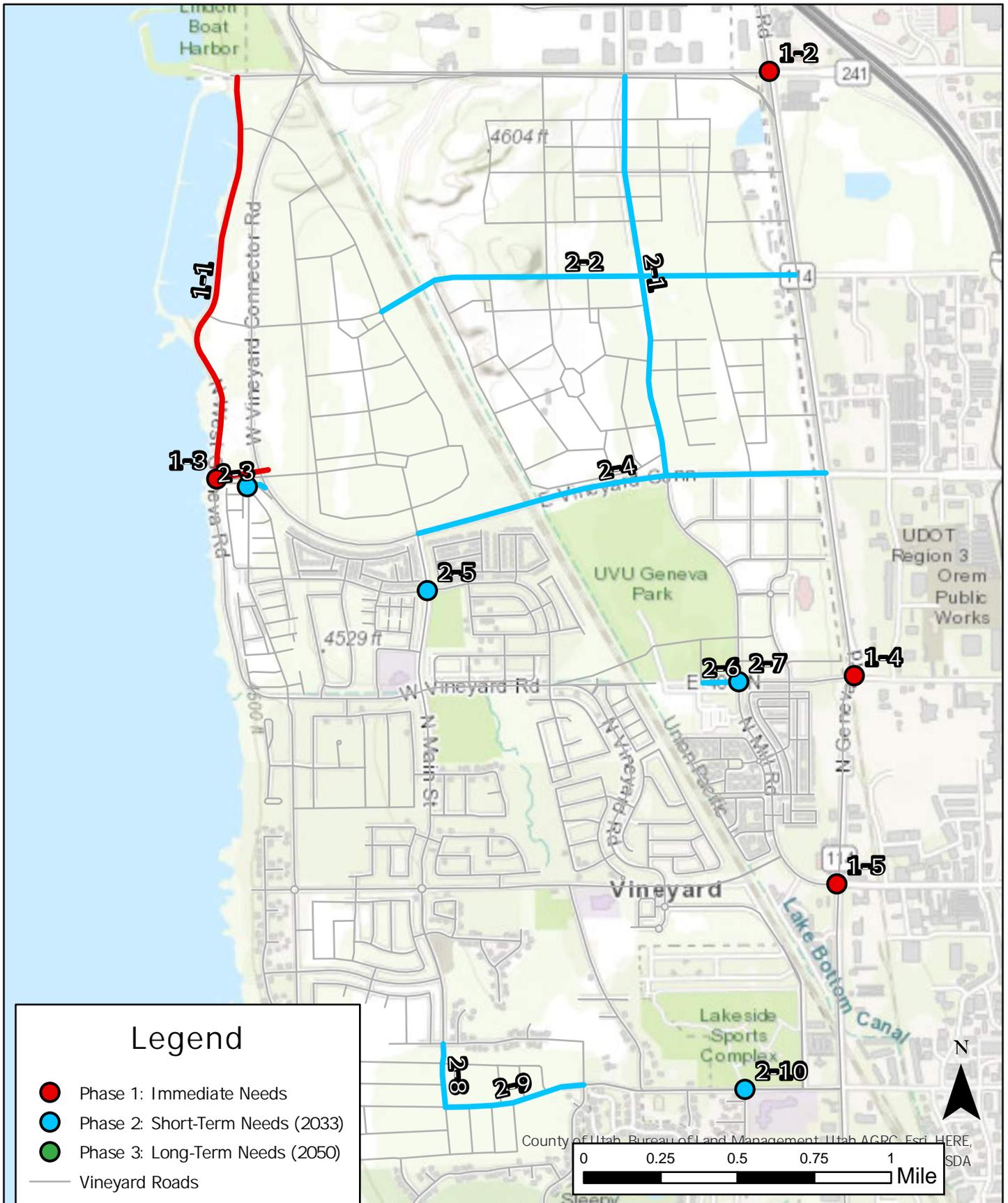
Table 11: Future (2033) Build Evening Peak Hour Build LOS

Intersection		Level of Service			
Description	Control	Movement ¹	Aver. Delay (Sec/Veh)	LOS ²	
400 North / Main Street	Signal	-	26.0	C	
600 North / Main Street	Signal	-	13.3	B	
Vineyard Road / Center Street	Signal	-	30.0	C	
400 South / Geneva Road (SR-114)	Signal	-	54.1	D	
Vineyard Road / 400 South	SB Stop	SBL	14.9	b	

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC unsignalized intersections.

Source: Hales Engineering, January 2025





FUTURE (2050) CONDITIONS

Future ADT roadway volumes were projected based on the anticipated development in the City. This was done based on future land use plans discussed previously in this report. These tasks were completed to determine roadway ADT volumes, which were then converted to turning movement counts at key intersections.

TRAFFIC VOLUMES

Future traffic volumes were calibrated using existing traffic counts grown according to the Vineyard City Travel Demand model.

No-BUILD LOS

LOS was analyzed for a scenario in which new roads had been constructed to support full development, but existing roads had not been widened (no-build condition). All new roads were assumed to comply with the Vineyard City standard cross sections for each functional classification. The no-build roadway and intersection LOS for future (2050) conditions is shown in Figure 14. Evening Peak Hour intersection LOS results are shown in Table 13. With the restriction of eastbound and westbound left-turns at the 600 North / Main Street intersection, it is anticipated that levels of service will improve on those approaches. However, it may be difficult for northbound left-turning vehicles to find appropriate gaps during the evening peak hour due to the high volume of traffic projected to travel southbound on Main Street.

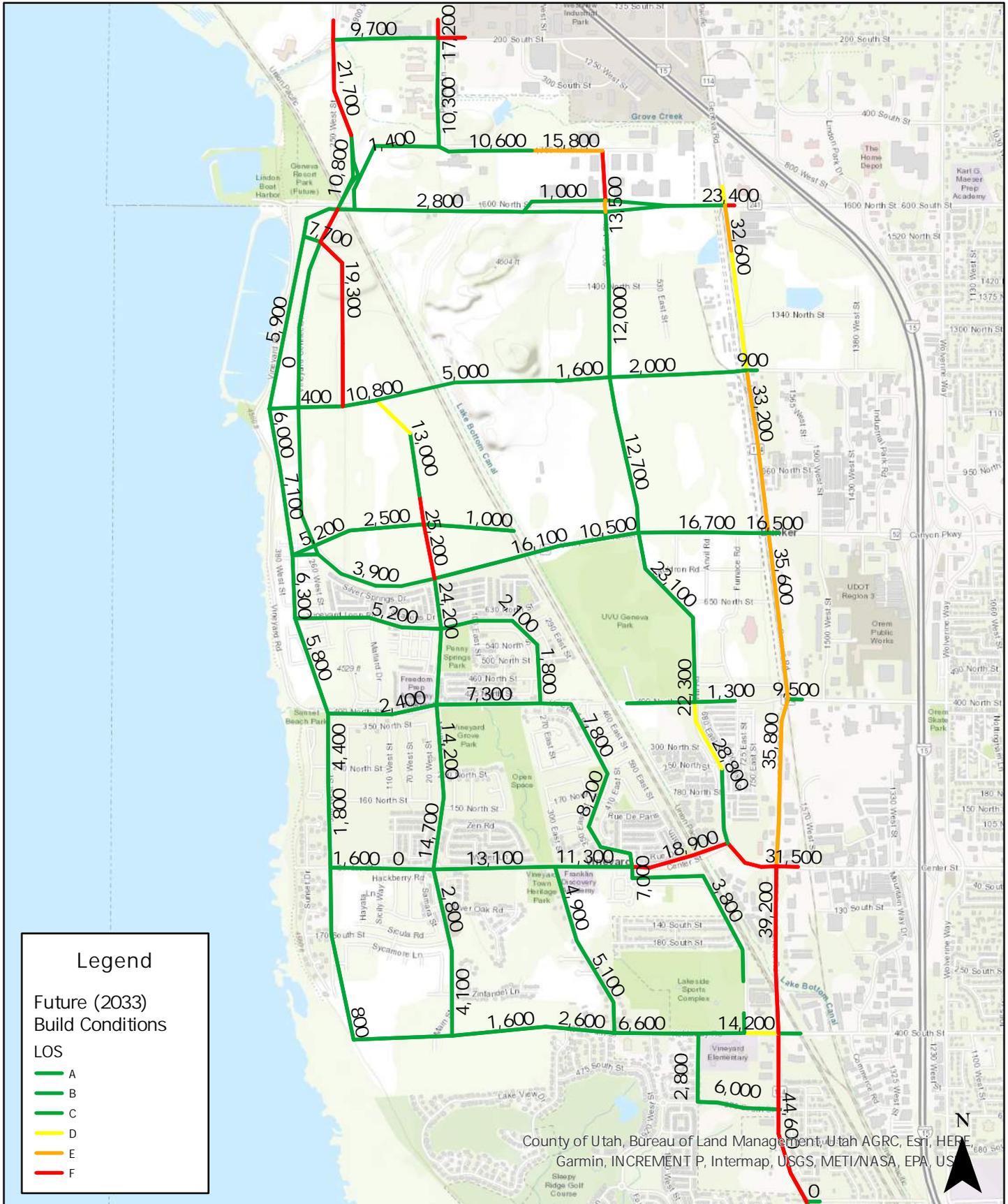
Table 12: Future (2050) No-Build Evening Peak Hour Level of Service

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec/Veh)	LOS ²
400 North / Main Street	Signal	-	36.8	D
600 North / Main Street	EB/WB Stop	NBL	38.0	e
Vineyard Road / Center Street	Signal	-	47.7	D
400 South / Geneva Road (SR-114)	Signal	-	41.9	D
Vineyard Road / 400 South	SB Stop	SBL	21.1	c

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC unsignalized intersections.

Source: Hales Engineering, February 2025



Legend

Future (2033)
Build Conditions

LOS

- A
- B
- C
- D
- E
- F

County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, US

VINEYARD
STAY CONNECTED
TRANSPORTATION MASTER PLAN

**Future (2033)
Build LOS**

Date	8/13/2025
Project	UT23-2453
Figure 16	



ROADWAY IMPROVEMENTS

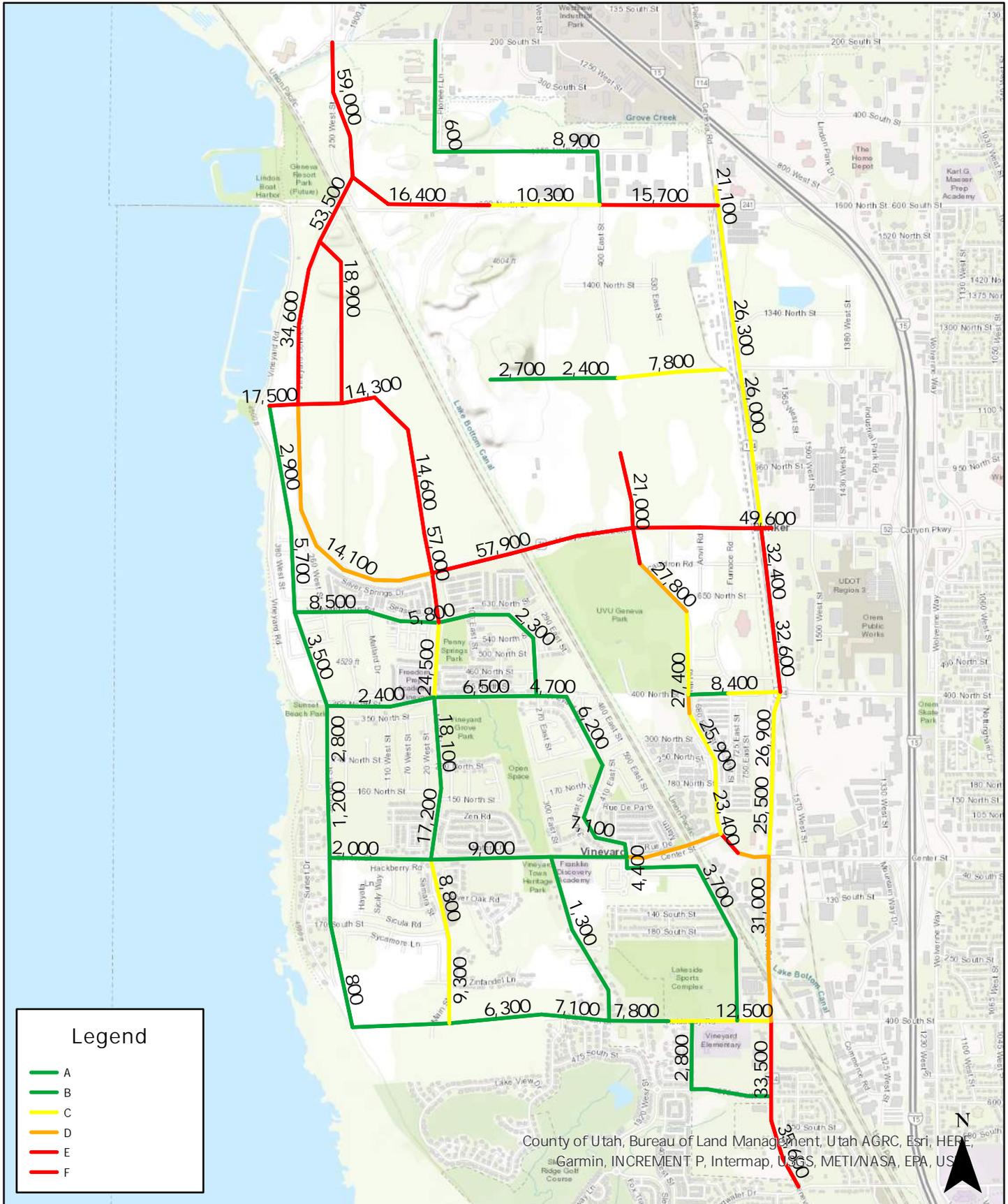
As Vineyard continues to develop, new roads will be constructed to connect developments to arterial streets. Additionally, improvements for future conditions were recommended for roadways that are anticipated to operate at a poor LOS. New roads and recommended improvements on city roadways are listed in Table 13. The recommended phase 3 roadway and intersections projects are shown in Figure 18. A map of the build future (2050) roadway network and intersection control is shown in Figure 19.

Multiple projects on UDOT roadways are recommended to increase network capacity. These include roadway widening projects on Vineyard Connector and intersection improvements at the Vineyard Connector / Geneva Road, 400 North / Geneva Road, and Center Street / Geneva Road intersections.

Recommended projects on Vineyard City roads and intersections include widening of 1600 North, widening of the Main Street / Vineyard Connector intersection, a new 400 North connection from Main Street to Mill Road including a bridge over the rail lines, increased capacity at the 400 North / Mill Road intersection, a roundabout at 620 East / 400 South, and widening on 400 South between Vineyard Road and Geneva Road.

VINEYARD CONNECTOR REALIGNMENT

Based on preliminary traffic models, it was determined that the existing Vineyard Connector (800 North) alignment will be over-capacity at full buildout in the City. Therefore, a separate grade expressway/arterial is recommended as the new connection of the future Vineyard Connector Expressway to Geneva Road. This separate grade connection will divert pass-through traffic away from the heart of Vineyard City and improve conditions on the existing Vineyard Connector (800 North) alignment. The connection between the future Vineyard Connector Expressway to Geneva Road may be aligned at or just south of 1600 North. This will also create a true parallel route to I-15 rather than the indirect route of the current 800 North alignment. A conceptual view of the proposed alignment can be identified in Figure 19.



County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, US

Legend

- A
- B
- C
- D
- E
- F

VINEYARD
STAY CONNECTED
TRANSPORTATION MASTER PLAN

**Future (2050)
No-Build LOS**

Date	8/13/2025
Project	UT23-2453
Figure 17	



Table 13: Recommended Phase 3 Improvement Projects

#	Location	Type	Description	Jurisdiction
1	New Vineyard Connector	New	New expressway along north and east sides of City	UDOT
2	1600 North: West of Railroad Crossing	Widen	Widen to 3 lanes	Vineyard
3	Vineyard Connector: 1200 North to 1600 North	Widen	Widen to 7 lanes	UDOT
4	Vineyard Connector: Main St to 1200 North	Widen	Widen to 5 lanes	UDOT
5	Main St / Vineyard Connector Intersection	Intersection	Increase intersection capacity / Innovative intersection	UDOT
6	Vineyard Connector & 800 North / Geneva Rd	Intersection	Grade-separated intersection	UDOT
7	400 North: Main St to Mill Rd	New	Construct 400 North connection (at-grade or grade-separated)	Vineyard
8	400 North / Geneva Rd	Intersection	Increase intersection capacity	UDOT
9	Center Street / Geneva Rd	Intersection	Increase intersection capacity	UDOT
10	400 South: Vineyard Rd to Geneva Rd	Widen	Widen to 5 lanes, consider restricting SB LT movement from Vineyard Rd	Vineyard

BUILD LOS

With the proposed improvements, most Vineyard City roadways are anticipated to operate at LOS D or better, as shown in Figure 20. Future (2050) evening peak hour LOS results are shown in Table 14.

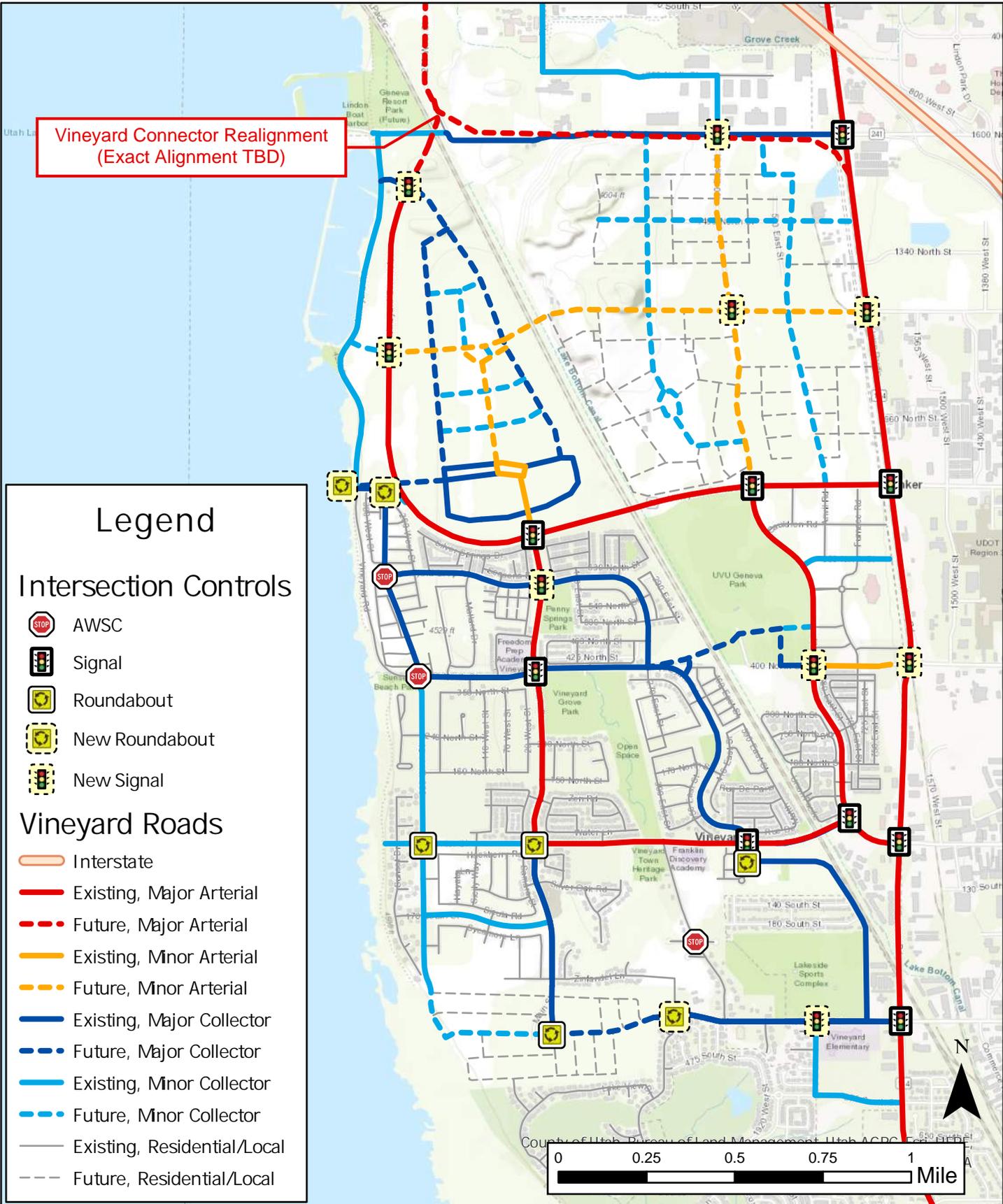
Table 14: Future (2050) Build Evening Peak Hour Level of Service

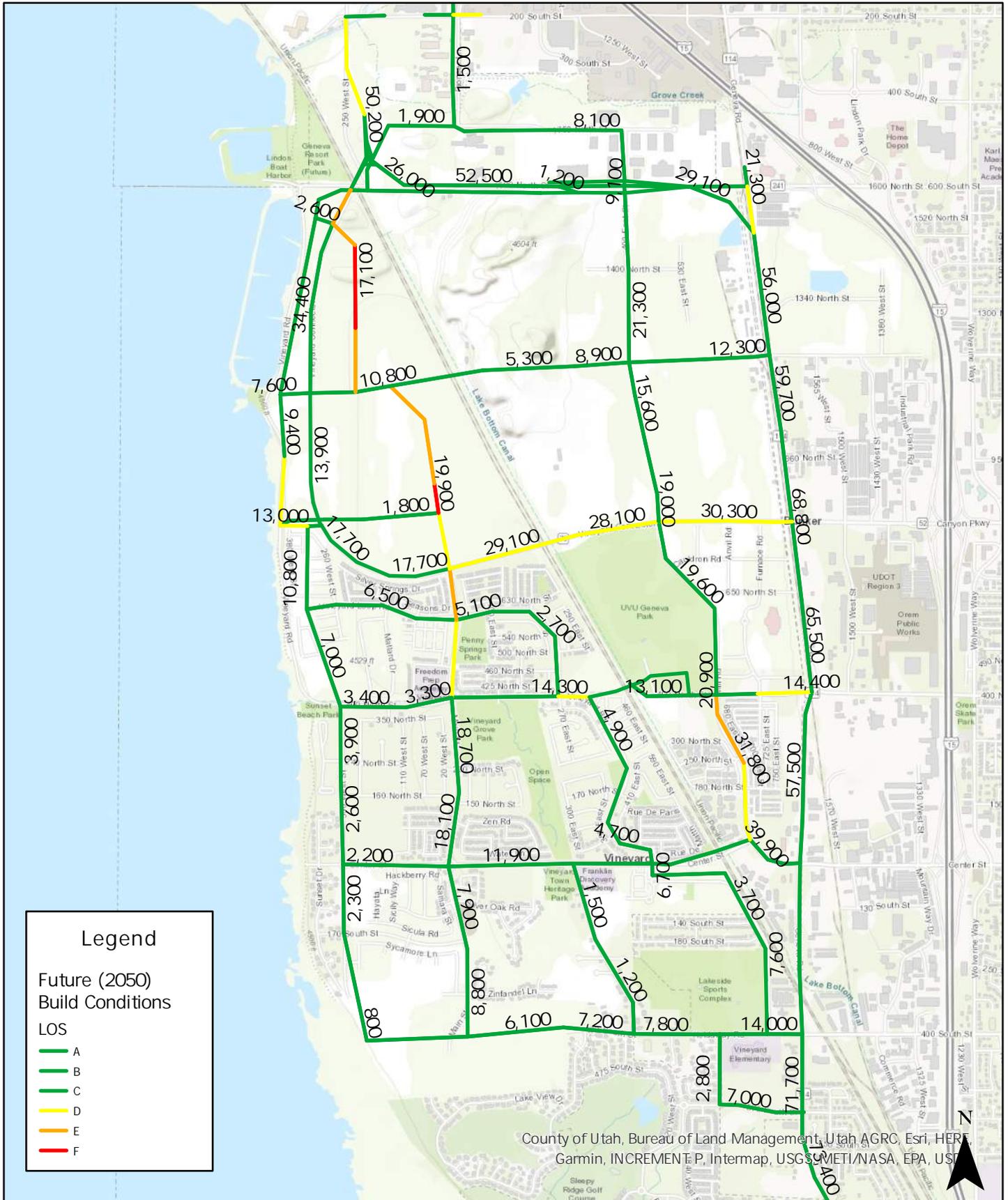
Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec/Veh)	LOS ²
400 North / Main Street	Signal	-	39.2	D
600 North / Main Street	Signal	-	12.2	B
Vineyard Road / Center Street	Signal	-	43.6	D
400 South / Geneva Road (SR-114)	Signal	-	37.7	D
Vineyard Road / 400 South	SB Stop	SBL	16.5	c

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC unsignalized intersections.

Source: Hales Engineering, February 2025





PUBLIC TRANSIT & ACTIVE TRANSPORTATION

Vineyard





PURPOSE

A transportation system is composed of more than roadways. It also includes provisions for other modes of transportation including public transit, cycling, and walking. The purpose of this section is to discuss these modes and how Vineyard City can improve the infrastructure that facilitates these modes.

PUBLIC TRANSIT



Public transportation in Vineyard City is served by the Utah Transit Authority (UTA). Currently, public transportation within city limits includes bus and commuter rail service through UTA's Frontrunner system at the Vineyard Station. Figure 21 shows the existing and future transit routes in Vineyard.

The following are the existing transit facilities in Vineyard City:

- Bus – There is one existing UTA bus route that services Vineyard City, which is Route 834. Route 834 has headways of approximately 30 minutes and travels between Provo Central Station and the Vineyard Station via University Avenue, Orem Center Street, Vineyard Center Street, and Vineyard Main Street.
- UTA Frontrunner – The Vineyard Station, northeast of the Main Street & Vineyard Connector intersection provides UTA transit connectivity to the entire Wasatch Front from Provo to Ogden.

The following are proposed transit routes and systems for Vineyard:

- Light Rail (TRAX) – Proposed to follow along Geneva Road, then along 1200 North to the current rail line, then southward along the east side of the rail line towards Orem. This is anticipated to provide access to the greater Utah County transit network and to key destinations such as UVU. The first phase of this alignment could be a connection between the north UVU parcel in Vineyard to the main UVU campus in Orem.
- Bus Rapid Transit – One proposed connection between Orem / UVU to the Vineyard Station, and another proposed along 800 North to connect the Vineyard Station to transit routes along State Street (US-89) in Orem.
- Circulator – To reduce dependency on personal vehicles in the downtown area, a circulator could be considered to transport local downtown residents to various destinations including the Vineyard Station. This will require further study as the downtown develops.

ACTIVE TRANSPORTATION



Providing safe and convenient bicycle and pedestrian facilities in Vineyard City is critical to promoting active and multi-modal transportation. If citizens have easy access to these facilities, use of the bicycle and pedestrian modes of travel will increase. The City has a few existing routes to facilitate these modes. However, there are also some improvements that could be made to improve the system.



This section is a supplement to the parks and recreation element of the General Plan. The following are the classifications of bike facilities that are found or planned for in Vineyard City:

- Multi-Use Trail – A separate path designed for non-motorized traffic such as bicycles or pedestrians. Other names for these facilities include “bike paths” or “shared-use paths.”
- Bike Lane – A facility that includes striped lanes meant for bicycle use within the paved roadway.
- Shared Roadway – Facilities designated by signs, striping, and/or directional markers where bicycles share the roadway with motorized traffic.

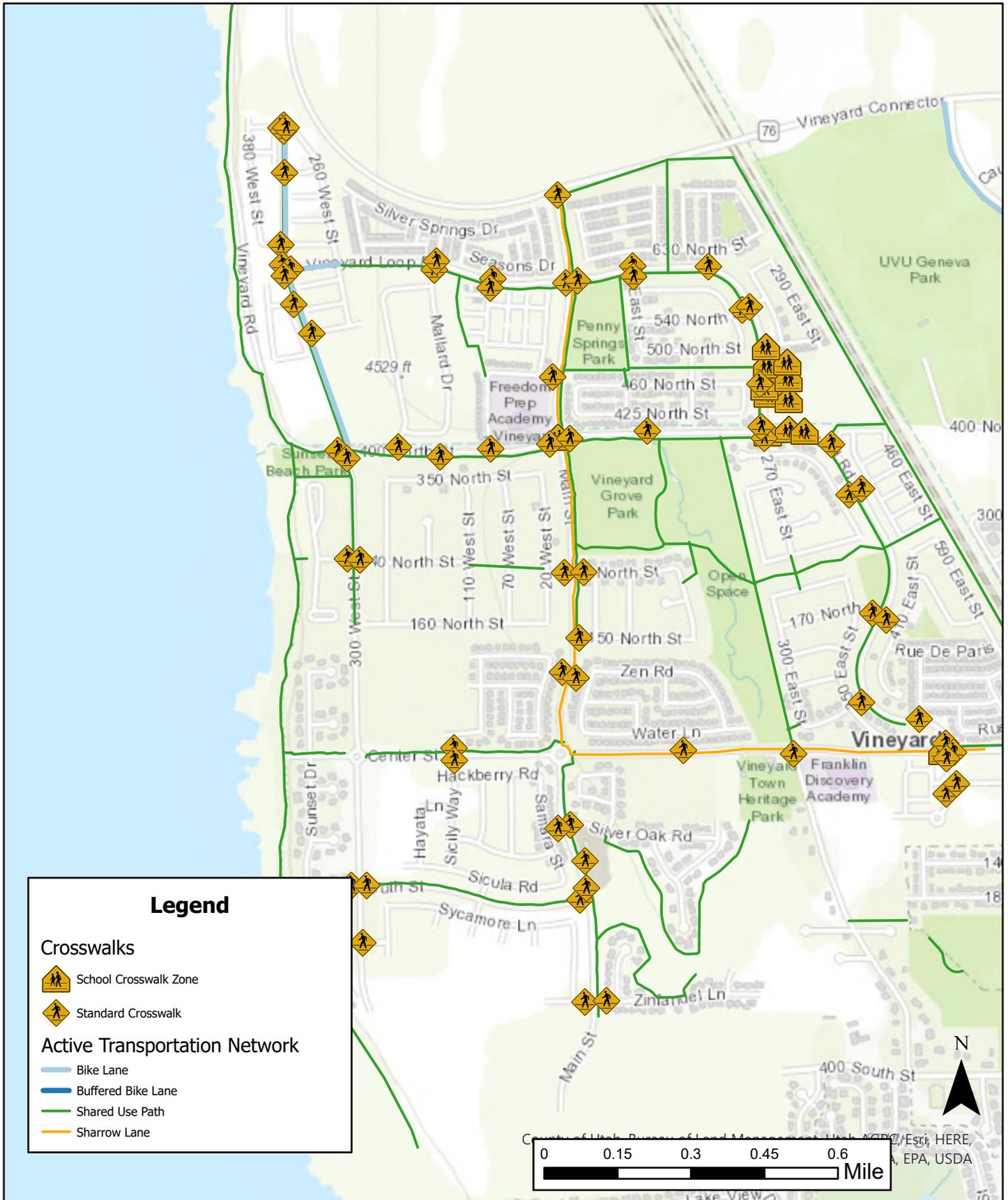
Vineyard City currently has a growing network of these bicycle facilities. Future bike facilities were identified based primarily on the City of Vineyard Active Transportation Plan (November 2022). Existing and proposed bike facilities are shown in Figure 22. The purpose of the proposed facilities is to connect existing facilities and to plan for facilities in developing areas.

The details of multiple active transportation implements can be found in the Active Transportation Plan document. Some proposed treatments throughout the City include the following:

1. Shared Roadway –A sharrow in the vehicle travel lane for shared use.
2. Conventional Bike Lane –a dedicated bike lane adjacent to vehicle traffic.
3. Buffered Bike Lane –a bike lane separated by a small buffer from vehicles.



The location of parks is important when considering bike and pedestrian facilities and this was considered when proposing future facilities. Several parks currently exist in Vineyard City, scattered in a variety of places. More information on these parks is available at <https://www.vineyardutah.gov/government/parks.php>



SAFETY





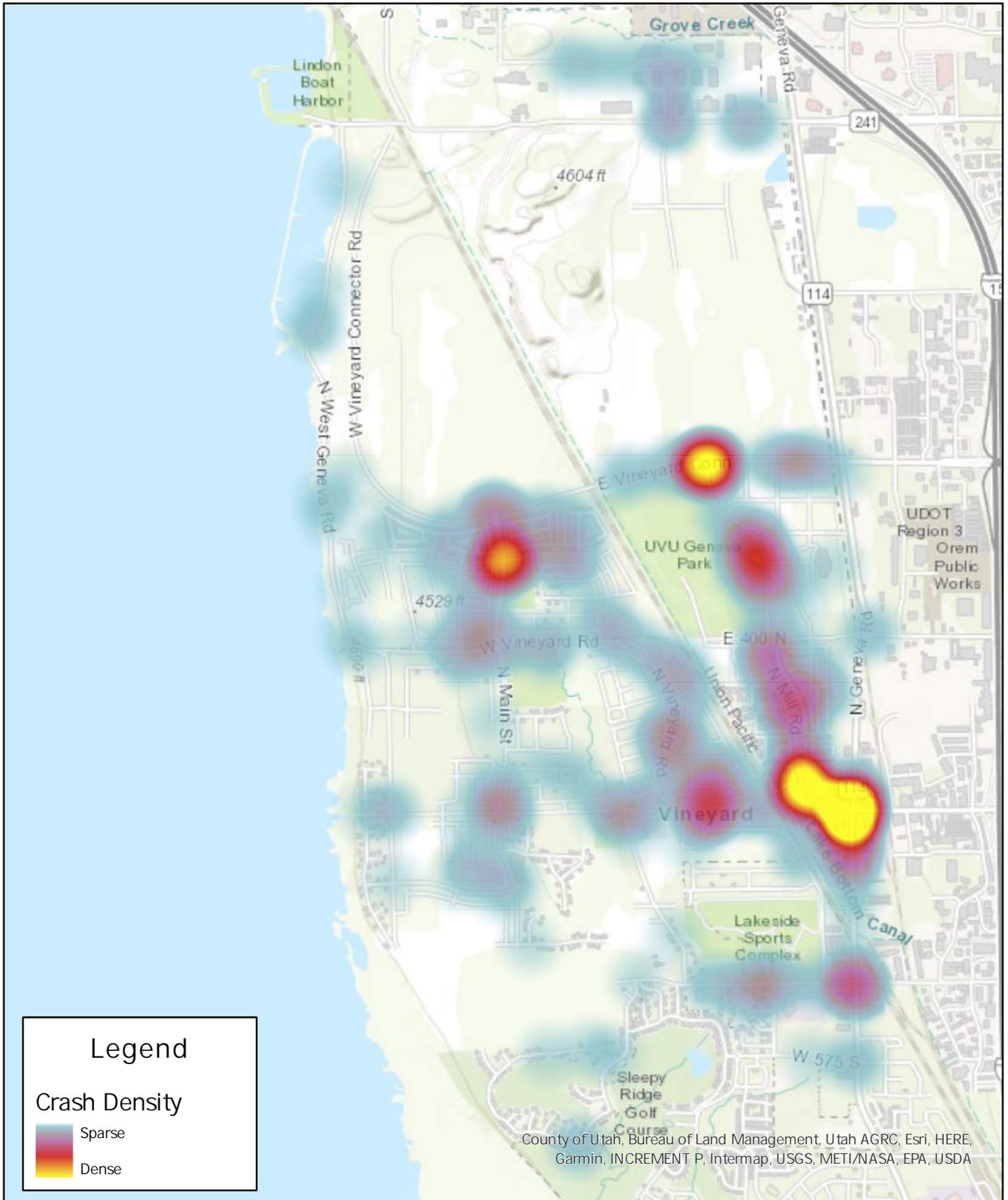
PURPOSE

The purpose of this chapter is to analyze the safety of the existing road network in Vineyard City and to recommend improvements. A few intersections have been identified by the City as areas of concern, which will be discussed in this chapter. In addition, potential traffic calming measures and access management strategies are presented.

SAFETY HOTSPOTS

This section addresses safety concerns at existing intersections in Vineyard City. Factors including crash history, sight distance, and intersection offset were examined to determine if any mitigations are needed to improve safety. Crash data are protected under 23 USC 409.

- 255 North / Mill Road
 - Angle collisions comprised approximately 15 percent of crashes at this location. 65 percent of crashes were intersection related. 30 percent of crashes involved roadway departures. Only one of the six reported crashes suspected minor injury. The remaining crashes were no injury/property damage only.
- 650 North / Mill Road
 - Both angle and sideswipe same direction collisions comprised approximately 25 percent of crashes at this location. All the crashes were intersection related. 40 percent of crashes involved roadway departures. Two of the eight reported crashes included possible injury. The remaining crashes were no injury/property damage only.
- 800 North / Mill Road
 - Angle collisions comprised approximately 15 percent of crashes at this location. All crashes were intersection related. 20 percent of crashes involved distracted driving. Five of the 30 reported crashes suspected minor injury and four reported possible injury. The remaining crashes were no injury/property damage only.
- 170 North / Vineyard Road
 - Angle collisions comprised approximately 60 percent of crashes at this location. 100 percent of crashes were intersection related. 30 percent of crashes involved distracted driving. Three of the seven crashes reported suspected minor injury, one reported possible injury, and one reported suspected serious injury. The remaining crashes were no injury/property damage only.
- Center Street / Main Street
 - Front to rear collisions comprised approximately 30 percent of crashes at this location. 85 percent of crashes were intersection related. 20 percent of crashes involved distracted driving. 30 percent of crashes were reported as sideswipe same direction. One of the six reported crashes was reported to be serious. The remaining crashes were no injury/property damage only.



County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

Legend

Crash Density

Sparse

Dense

VINEYARD
STAY CONNECTED
TRANSPORTATION MASTER PLAN

**Crash Analysis
Heat Map**

Date	6/13/2025
Project	UT23-2453
	Figure 23

CONCLUSION

Vineyard Campus

UTAH VALLEY

UVU

UNIVERSITY



OVERVIEW

The purpose of this TMP for Vineyard City is to plan for the future multi-modal transportation needs of Vineyard City. The following tasks were completed as a part of this TMP:

- The land use and socioeconomic characteristics were reviewed and summarized.
- The functional classification of roadways was redefined.
- Data were collected to summarize the existing traffic volume conditions.
- Future volumes in 2050 conditions were projected using development predictions from Vineyard City and the travel demand model.
- A LOS analysis was performed to identify existing and future transportation needs.
- Improvements were recommended to support future growth.
- Locations for future signals were identified.
- Truck routes on existing and future roadways were identified.
- The public transit opportunities of the City were discussed.
- Recommendations were given regarding active transportation facilities.
- Several City transportation management strategies were outlined.

NEXT STEPS

It is recommended that the following steps be taken to implement the proposed improvements and recommendations of this study:

- Implement this TMP and pursue funding for roadway projects as needed.
- Require that the trip generation for all new developments be calculated to determine its impact on City roadways. With each new development that generates at least 100 peak hour trips, require that a traffic impact study be completed to analyze nearby intersections to determine needed improvements.
- Continue to communicate regularly with UDOT and UTA on current and future roadway and transit improvement needs within the City.
- Work with the State's Office of Outdoor Recreation, Bike Utah, and other agencies to apply for grant funding to increase the number of trails and active transportation/recreation options for Vineyard City residents. Install bicycle and pedestrian friendly facilities (bike racks, water stations, etc) at key locations for public access.
- Plan to address the safety hotspots with traffic calming devices as outlined above in the plan
- Work with UTA to extend public transportation options



APPENDIX A

Vineyard TAZ Data

TAZID	Actual Vineyard 2023							Vineyard 2033							Vineyard 2050						
	Residents			Employment				Residents			Employment				Residents			Employment			
	Households	Population	Household Size	Total	Retail	Industrial	Other	Households	Population	Household Size	Total	Retail	Industrial	Other	Households	Population	Household Size	Total	Retail	Industrial	Other
2245	0	0	0.00	2,314	230	1,182	902	0	0	0.00	2,382	236	1,213	933	0	0	2.99	2,476	245	1,261	970
2251	1	5	5.00	2,512	248	1,321	943	1	5	5.00	3,442	303	1,865	1,274	1	5	5.00	3,879	341	2,102	1,436
2252	0	0	0.00	5	0	0	5	379	1,156	3.05	223	17	0	206	1,137	3,411	3.00	669	50	0	619
2253	0	0	0.00	5	0	0	5	281	787	2.80	493	33	0	460	844	2,321	2.75	1,480	100	0	1,380
2254	0	0	0.00	30	1	1	28	2,005	4,311	2.15	919	100	0	819	6,015	12,632	2.10	2,758	300	0	2,458
2255	0	0	0.00	30	1	1	28	1,668	3,253	1.95	864	150	0	714	5,004	9,508	1.90	2,593	450	0	2,143
2256	0	0	0.00	98	0	58	40	0	0	0.00	665	2	237	426	0	0	2.94	3,407	10	1,214	2,183
2257	0	0	0.00	267	75	65	127	0	0	0.00	731	284	125	322	0	0	2.90	1,864	724	319	821
2259	0	0	0.00	283	7	80	196	0	0	0.00	1,465	14	326	1,125	0	0	2.99	3,129	30	696	2,403
2260	0	0	0.00	281	8	75	198	0	0	0.00	1,004	32	232	740	0	0	2.79	2,130	68	492	1,570
2262	569	1,776	3.12	238	0	0	238	689	2,106	3.06	96	0	0	96	860	2,586	3.01	71	0	0	71
2263	411	1,224	2.98	160	0	0	160	463	1,359	2.94	39	0	0	39	575	2,273	3.95	47	0	0	47
2264	0	0	0.00	610	1	9	600	0	0	0.00	776	5	14	757	0	0	0.00	1,220	8	22	1,190
2265	137	442	3.23	857	129	269	459	1,932	5,410	2.80	2,417	400	600	1,417	2,000	5,500	2.75	2,991	495	742	1,754
2267	278	906	3.26	12	0	0	12	355	1,131	3.19	130	0	0	130	372	1,167	3.14	33	0	0	33
2268	462	1,508	3.26	136	0	0	136	610	1,906	3.12	129	0	0	129	677	2,081	3.07	56	0	0	56
2269	1,104	3,377	3.06	67	0	0	67	1,104	3,182	2.88	85	0	0	85	1,104	3,127	2.83	91	0	0	91
2270	461	1,269	2.75	393	51	163	179	461	1,280	2.78	827	77	342	408	461	1,257	2.73	833	78	344	411
2272	244	794	3.25	127	0	0	127	393	1,241	3.16	133	0	0	133	453	1,364	3.01	34	0	0	34
2273	127	402	3.17	46	0	0	46	204	654	3.20	90	0	0	90	252	795	3.16	52	0	0	52
2274	181	621	3.43	85	0	17	68	735	2,449	3.33	293	0	57	236	778	2,279	2.93	117	0	23	94
2275	461	1,410	3.06	74	12	12	50	461	1,300	2.82	83	12	14	57	461	1,253	2.72	124	18	21	85
2277	178	616	3.46	32	0	0	32	390	1,272	3.26	18	0	0	18	410	1,298	3.16	22	0	0	22
2278	969	3,287	3.39	380	11	77	292	1,147	3,728	3.25	409	16	81	312	1,178	3,399	2.89	518	20	103	395
2870	0	0	0.00	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0.00	0	0	0	0
TOTAL	5,583	17,637	-	9,042	774	3,330	4,938	13,278	36,530	-	17,713	1,681	5,106	10,926	22,582	56,256	-	30,594	2,937	7,339	20,318



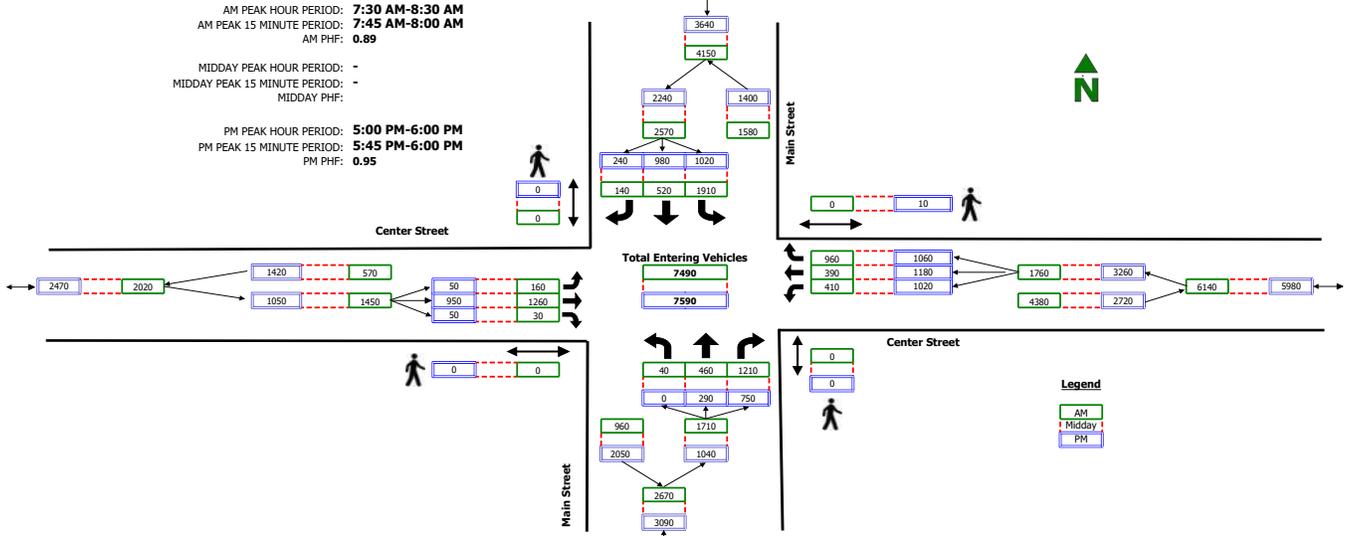
APPENDIX B

Traffic Volume Data Collection

Intersection Turning Movement Summary

Intersection: Main Street / Center Street
North/South: Main Street
East/West: Center Street
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

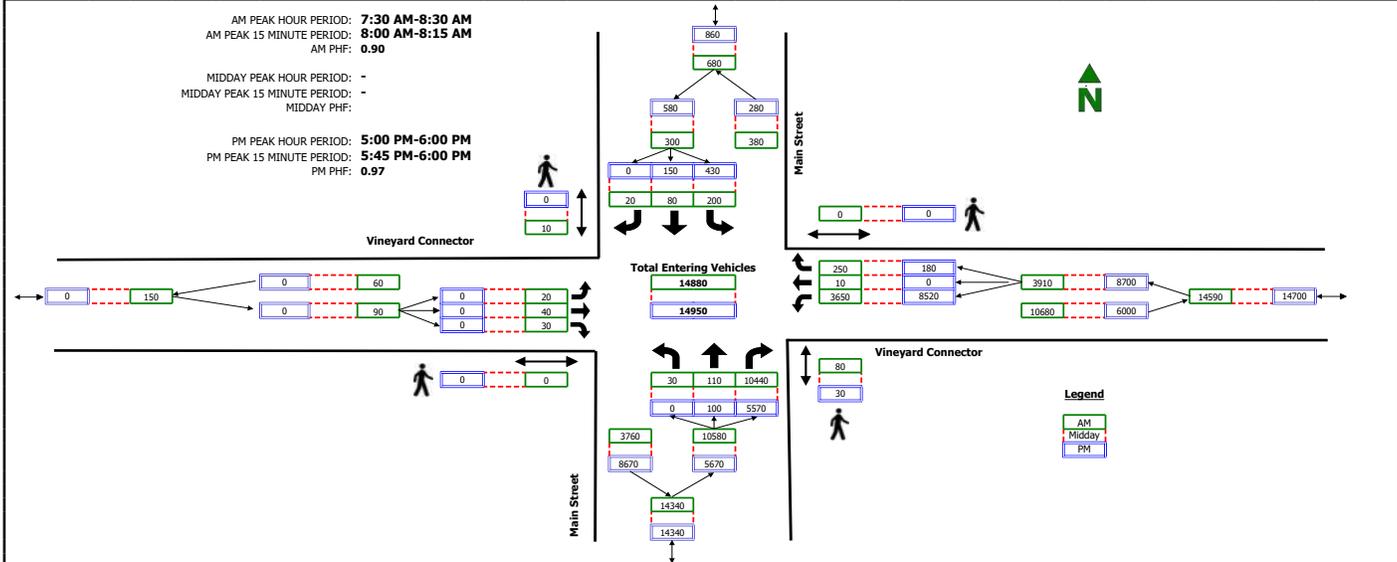
Date: 3-7-23, Tue
PM Peak to Daily Volumes Adjustment: 10.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Center Street Eastbound				Center Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	10	40	110	0	130	20	60	0	80	190	0	0	20	70	110	0	840
7:15 - 7:30	0	140	220	0	320	70	10	0	60	250	0	0	50	80	30	0	1230
7:30 - 7:45	20	110	270	0	310	100	60	0	60	280	10	0	60	60	180	0	1520
7:45 - 8:00	20	140	440	0	520	70	50	0	30	380	0	0	90	170	200	0	2110
8:00 - 8:15	0	130	310	0	480	130	20	0	50	280	20	0	160	70	380	0	2030
8:15 - 8:30	0	80	190	0	600	220	10	0	20	320	0	0	100	90	200	0	1830
8:30 - 8:45	0	120	260	0	260	120	40	0	30	270	0	0	70	120	160	0	1450
8:45 - 9:00	0	140	260	0	310	70	60	0	120	290	40	0	40	180	70	0	1580
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	120	130	0	210	100	60	0	10	230	10	0	300	220	380	0	1770
16:15 - 16:30	0	30	200	20	180	180	100	0	40	200	0	0	150	260	270	0	1610
16:30 - 16:45	0	100	220	0	220	100	80	0	50	270	0	0	140	220	190	0	1590
16:45 - 17:00	0	50	170	0	320	200	80	0	90	200	20	0	180	270	250	0	1830
17:00 - 17:15	0	90	160	0	280	170	90	0	10	310	0	0	170	260	320	10	1860
17:15 - 17:30	0	100	170	0	230	250	30	0	20	270	10	0	250	280	310	0	1920
17:30 - 17:45	0	60	200	0	230	220	80	0	0	170	0	0	310	360	180	0	1810
17:45 - 18:00	0	40	220	0	280	340	40	0	20	200	40	0	290	280	250	0	2000

Intersection Turning Movement Summary

Intersection: Main Street / Vineyard Connector North/South: Main Street East/West: Vineyard Connector Jurisdiction: Vineyard Project Title: Vineyard TMP Project No.: UT23-2453 Weather: Clear	Date: 3-9-23, Thu PM Peak to Daily Volumes Adjustment: 10.0% Month of Year Adjustment: 100.0% Adjustment Station #: 0 Growth Rate: 0.0% Number of Years: 0
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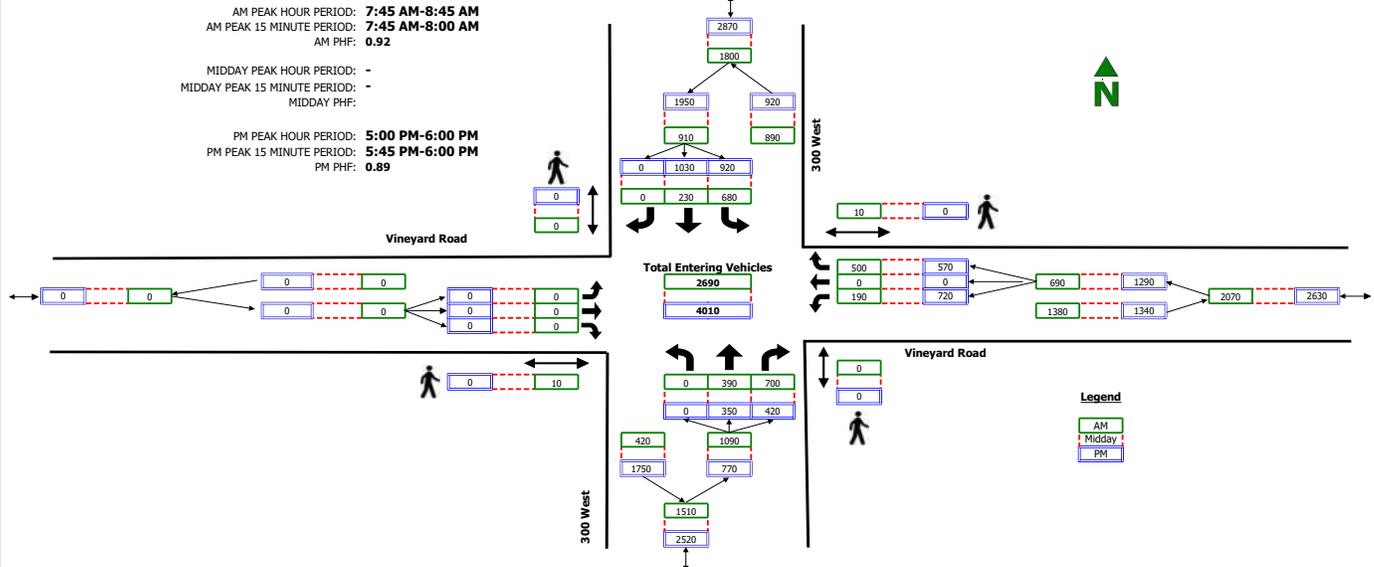


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Vineyard Connector Eastbound				Vineyard Connector Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	10	1020	0	90	50	10	0	0	30	0	0	430	40	90	0	1770
7:15 - 7:30	0	70	1560	10	40	20	10	0	20	0	0	0	490	30	160	10	2400
7:30 - 7:45	0	0	2710	10	50	10	0	0	10	0	0	0	820	0	20	0	3620
7:45 - 8:00	0	70	2520	30	60	40	10	10	0	0	20	0	980	0	140	0	3840
8:00 - 8:15	20	20	2920	20	60	10	10	0	0	30	0	0	1060	0	10	0	4140
8:15 - 8:30	10	20	2290	20	30	20	0	0	10	10	10	0	790	10	80	0	3280
8:30 - 8:45	0	10	2340	10	20	10	0	0	0	0	0	0	670	20	0	0	3070
8:45 - 9:00	0	20	2550	10	20	10	0	0	0	0	0	10	940	20	0	10	3560
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	20	1060	30	130	50	0	0	10	20	0	0	1610	0	20	0	2920
16:15 - 16:30	0	20	1140	10	20	50	0	0	0	30	0	0	1970	0	70	0	3300
16:30 - 16:45	0	10	1080	20	80	30	0	0	0	40	0	0	1890	0	20	10	3150
16:45 - 17:00	0	40	1640	0	40	40	0	0	0	0	0	0	1750	0	50	0	3600
17:00 - 17:15	0	20	1390	20	110	30	0	0	0	0	0	0	1560	0	50	0	3560
17:15 - 17:30	0	40	1310	0	140	20	0	0	0	0	0	0	2260	0	30	0	3800
17:30 - 17:45	0	10	1490	10	170	60	0	0	0	0	0	0	1950	0	70	0	3750
17:45 - 18:00	0	30	1380	0	10	40	0	0	0	0	0	0	2350	0	30	0	3840

Intersection Turning Movement Summary

Intersection: 300 West / Vineyard Road
North/South: 300 West
East/West: Vineyard Road
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

Date: 3-8-23, Wed
PM Peak to Daily Volumes Adjustment: 10.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	300 West Northbound				300 West Southbound				Vineyard Road Eastbound				Vineyard Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	50	60	0	100	30	0	0	0	0	0	0	30	0	50	0	320
7:15 - 7:30	0	30	160	0	120	30	0	0	0	0	0	10	30	0	20	0	390
7:30 - 7:45	0	60	190	0	160	80	0	0	0	0	0	10	50	0	70	0	610
7:45 - 8:00	0	100	200	0	200	50	0	0	0	0	0	10	40	0	140	0	730
8:00 - 8:15	0	90	140	0	130	70	0	0	0	0	0	0	90	0	100	0	620
8:15 - 8:30	0	110	200	0	160	60	0	0	0	0	0	0	40	0	140	10	710
8:30 - 8:45	0	90	160	0	190	50	0	0	0	0	0	0	20	0	120	0	630
8:45 - 9:00	0	110	140	0	220	60	0	0	0	0	0	0	80	0	100	0	710
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	60	70	0	140	140	0	0	0	10	0	0	70	0	170	0	660
16:15 - 16:30	0	80	50	10	140	90	0	0	0	0	0	0	120	0	150	10	630
16:30 - 16:45	0	30	130	0	250	170	0	0	0	0	0	0	170	0	180	0	930
16:45 - 17:00	0	110	70	10	150	200	0	0	0	0	0	0	90	0	160	0	780
17:00 - 17:15	0	50	40	0	240	270	0	0	0	0	0	0	180	0	70	0	850
17:15 - 17:30	0	80	80	0	290	290	0	0	0	0	0	0	190	0	140	0	1070
17:30 - 17:45	0	130	160	0	150	190	0	0	0	0	0	0	150	0	180	0	960
17:45 - 18:00	0	90	140	0	240	280	0	0	0	0	0	0	200	0	180	0	1130

Intersection Turning Movement Summary

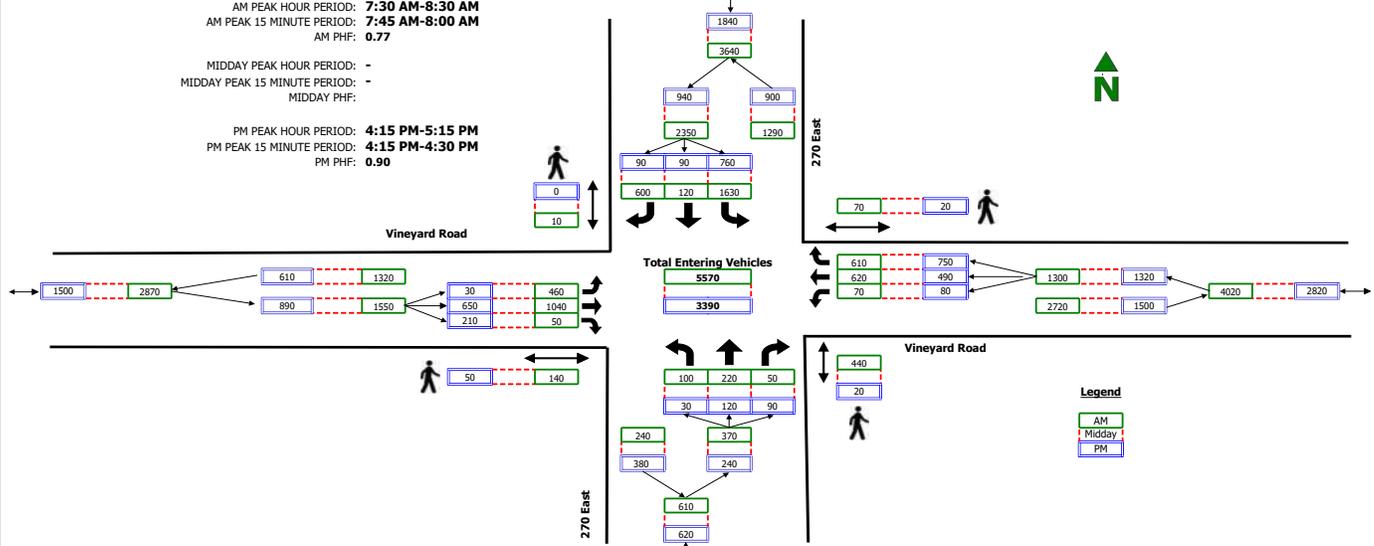
Intersection: 270 East / Vineyard Road
North/South: 270 East
East/West: Vineyard Road
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

Date: 3-8-23, Wed
PM Peak to Daily Volumes Adjustment: 10.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:30 AM-8:30 AM
AM PEAK 15 MINUTE PERIOD: 7:45 AM-8:00 AM
AM PHF: 0.77

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

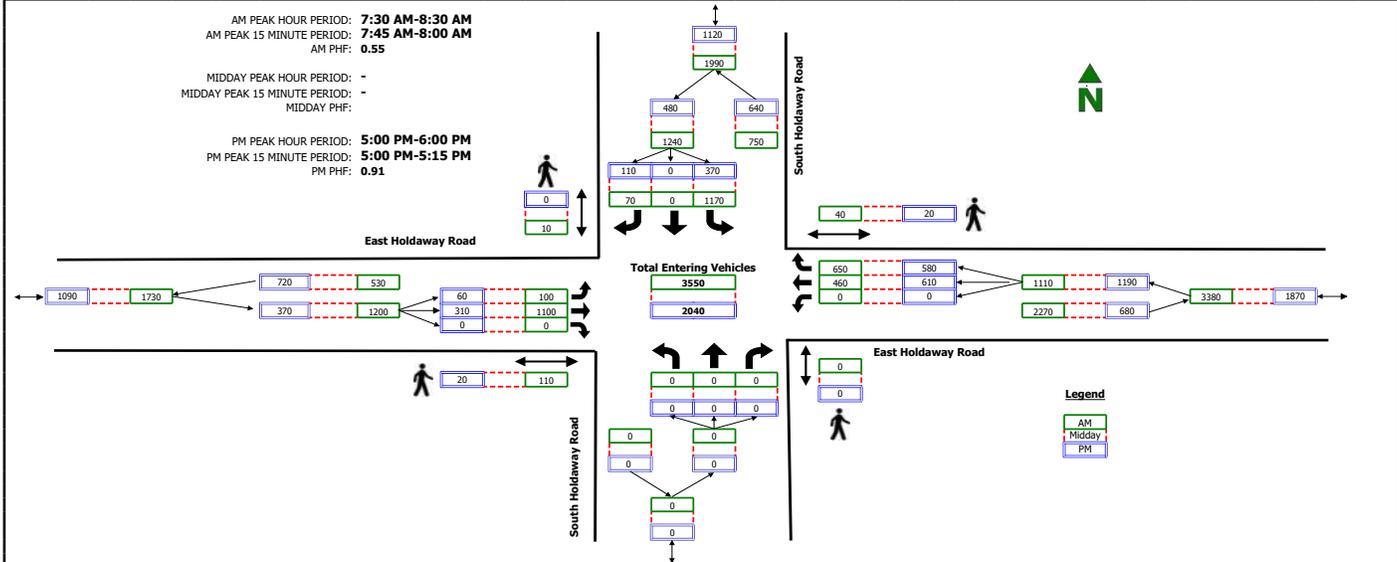
PM PEAK HOUR PERIOD: 4:15 PM-5:15 PM
PM PEAK 15 MINUTE PERIOD: 4:15 PM-4:30 PM
PM PHF: 0.90



RAW COUNT SUMMARIES	270 East Northbound				270 East Southbound				Vineyard Road Eastbound				Vineyard Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	10	0	0	10	90	10	0	0	0	80	10	30	10	80	40	10	340
7:15 - 7:30	0	60	30	70	120	0	30	0	10	180	10	20	0	40	90	10	570
7:30 - 7:45	0	20	0	80	470	10	110	0	130	150	0	10	20	110	230	20	1250
7:45 - 8:00	50	80	10	300	420	20	220	0	220	390	20	120	20	140	210	40	1800
8:00 - 8:15	40	60	20	60	470	50	200	0	90	290	10	10	10	240	70	10	1550
8:15 - 8:30	10	60	20	0	270	40	70	10	20	210	20	0	20	130	100	0	970
8:30 - 8:45	0	30	10	20	230	0	10	0	20	80	10	10	10	110	80	0	570
8:45 - 9:00	0	20	70	10	200	20	30	10	30	90	10	0	10	130	90	10	700
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	10	20	0	0	170	20	30	0	20	200	50	0	30	140	120	0	810
16:15 - 16:30	30	50	30	20	190	10	60	0	10	140	80	40	40	110	190	0	940
16:30 - 16:45	0	30	20	0	220	40	0	0	20	170	40	10	20	130	150	10	840
16:45 - 17:00	0	20	20	0	160	20	10	0	0	130	50	0	0	110	160	10	680
17:00 - 17:15	0	20	20	0	190	20	20	0	0	210	40	0	20	140	250	0	930
17:15 - 17:30	10	10	20	0	210	40	0	0	0	160	20	0	20	100	270	0	860
17:30 - 17:45	10	50	0	0	120	20	10	0	10	170	30	10	20	120	200	10	760
17:45 - 18:00	50	50	10	10	90	30	10	0	20	170	40	10	10	110	130	0	720

Intersection Turning Movement Summary

Intersection: South Holdaway Road / East Holdaway Road North/South: South Holdaway Road East/West: East Holdaway Road Jurisdiction: Vineyard Project Title: Vineyard TMP Project No: UT23-2453 Weather: Clear	Date: 3-8-23, Wed PM Peak to Daily Volumes Adjustment: 10.0% Month of Year Adjustment: 100.0% Adjustment Station #: 0 Growth Rate: 0.0% Number of Years: 0
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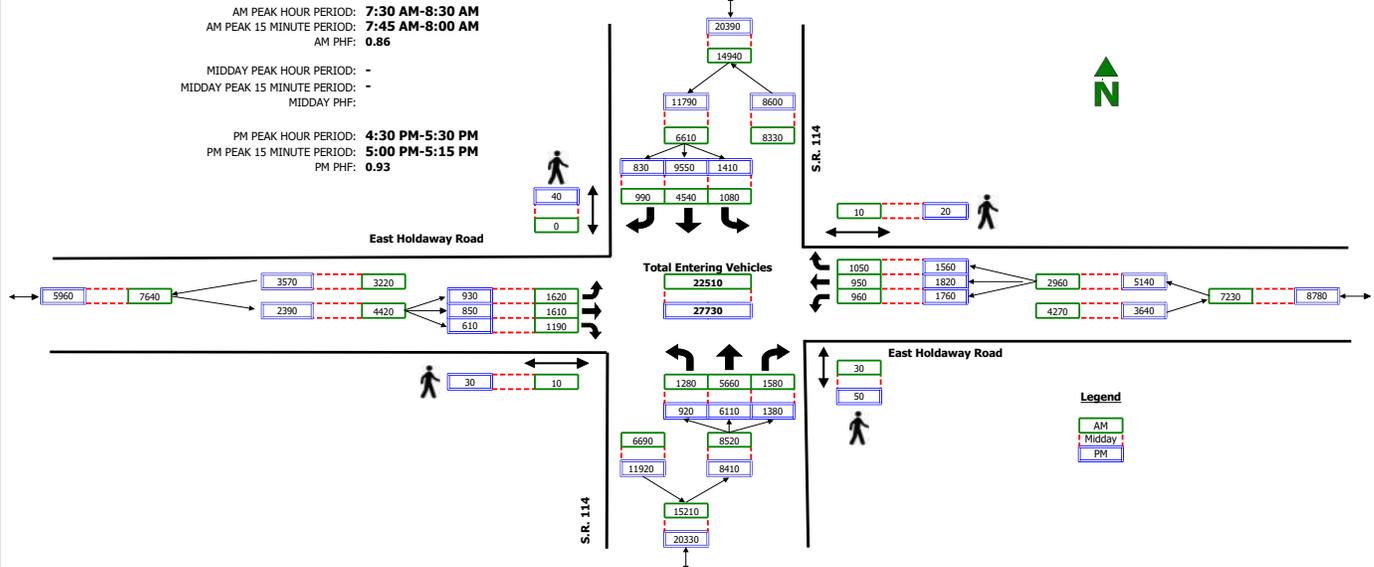


RAW COUNT SUMMARIES	South Holdaway Road				South Holdaway Road				East Holdaway Road				East Holdaway Road				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	10	60	0	10	0	10	30	0	0	0	30	10	0	150
7:15 - 7:30	0	0	0	0	50	0	0	0	10	250	0	10	0	30	60	10	400
7:30 - 7:45	0	0	0	0	160	10	10	0	10	330	0	110	0	30	70	0	610
7:45 - 8:00	0	0	0	0	580	0	0	0	40	500	0	0	0	240	250	20	1610
8:00 - 8:15	0	0	0	0	200	0	40	10	50	180	0	0	0	80	200	10	750
8:15 - 8:30	0	0	0	0	230	0	20	0	0	90	0	0	0	110	130	10	580
8:30 - 8:45	0	0	0	0	40	0	0	0	0	120	0	0	0	50	80	0	290
8:45 - 9:00	0	0	0	0	130	0	40	10	20	100	0	10	0	40	90	10	420
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	60	0	20	0	0	80	0	0	0	140	100	0	400
16:15 - 16:30	0	0	0	0	60	0	10	0	20	70	0	20	0	70	200	0	430
16:30 - 16:45	0	0	0	0	40	0	20	0	20	110	0	0	0	150	110	10	450
16:45 - 17:00	0	0	0	0	110	0	40	0	20	50	0	0	0	90	60	0	370
17:00 - 17:15	0	0	0	0	140	0	30	0	10	100	0	0	0	110	170	10	560
17:15 - 17:30	0	0	0	0	50	0	0	0	10	80	0	0	0	220	140	10	500
17:30 - 17:45	0	0	0	0	70	0	20	0	30	80	0	20	0	200	150	0	550
17:45 - 18:00	0	0	0	0	110	0	60	0	10	50	0	0	0	80	120	0	430

Intersection Turning Movement Summary

Intersection: S.R. 114 / East Holdaway Road
North/South: S.R. 114
East/West: East Holdaway Road
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

Date: 3-8-23, Wed
PM Peak to Daily Volumes Adjustment: 10.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

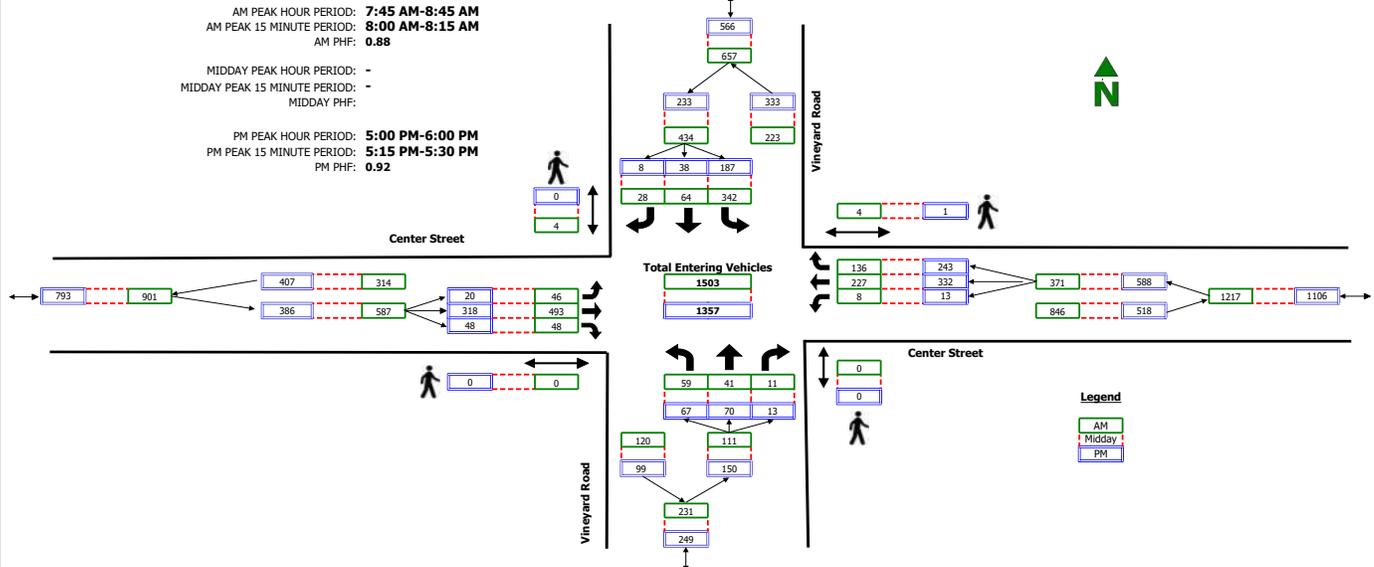


RAW COUNT SUMMARIES	S.R. 114 Northbound				S.R. 114 Southbound				East Holdaway Road Eastbound				East Holdaway Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	60	1060	220	0	210	700	130	0	130	80	80	0	180	20	100	0	2570
7:15 - 7:30	120	1080	300	0	190	820	100	0	270	170	110	0	220	80	210	0	3670
7:30 - 7:45	230	1350	360	10	300	930	290	0	330	430	160	0	220	130	210	10	4940
7:45 - 8:00	410	1490	470	0	320	1240	200	0	540	600	360	10	230	380	270	0	6510
8:00 - 8:15	440	1490	460	0	280	1240	270	0	470	330	420	0	190	230	210	0	6030
8:15 - 8:30	200	1330	290	20	180	1130	230	0	280	250	250	0	320	210	360	0	5030
8:30 - 8:45	110	1730	280	0	250	1000	180	0	150	130	170	10	170	130	270	0	4570
8:45 - 9:00	100	1560	470	0	240	1130	100	0	270	250	190	0	80	70	230	0	4690
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	310	1420	380	10	330	2100	270	0	140	250	170	0	310	270	390	0	6340
16:15 - 16:30	130	1300	300	10	330	1970	330	0	200	180	230	10	370	340	270	10	5950
16:30 - 16:45	200	1460	430	10	400	2260	290	20	180	250	100	10	280	150	300	0	6300
16:45 - 17:00	210	1680	210	30	260	2260	190	0	270	160	240	10	550	470	540	10	7040
17:00 - 17:15	240	1460	400	10	470	2770	200	10	190	200	110	0	480	540	420	10	7480
17:15 - 17:30	270	1510	340	0	280	2260	150	10	290	240	160	10	450	660	300	0	6910
17:30 - 17:45	180	1360	300	0	290	2060	160	0	200	130	140	0	430	350	480	10	6080
17:45 - 18:00	360	1130	290	10	160	2140	160	0	300	230	80	0	310	430	190	10	5780

Intersection Turning Movement Summary

Intersection: Vineyard Road / Center Street
North/South: Vineyard Road
East/West: Center Street
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

Date: 3-7-23, Tue
PM Peak to Daily Volumes Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

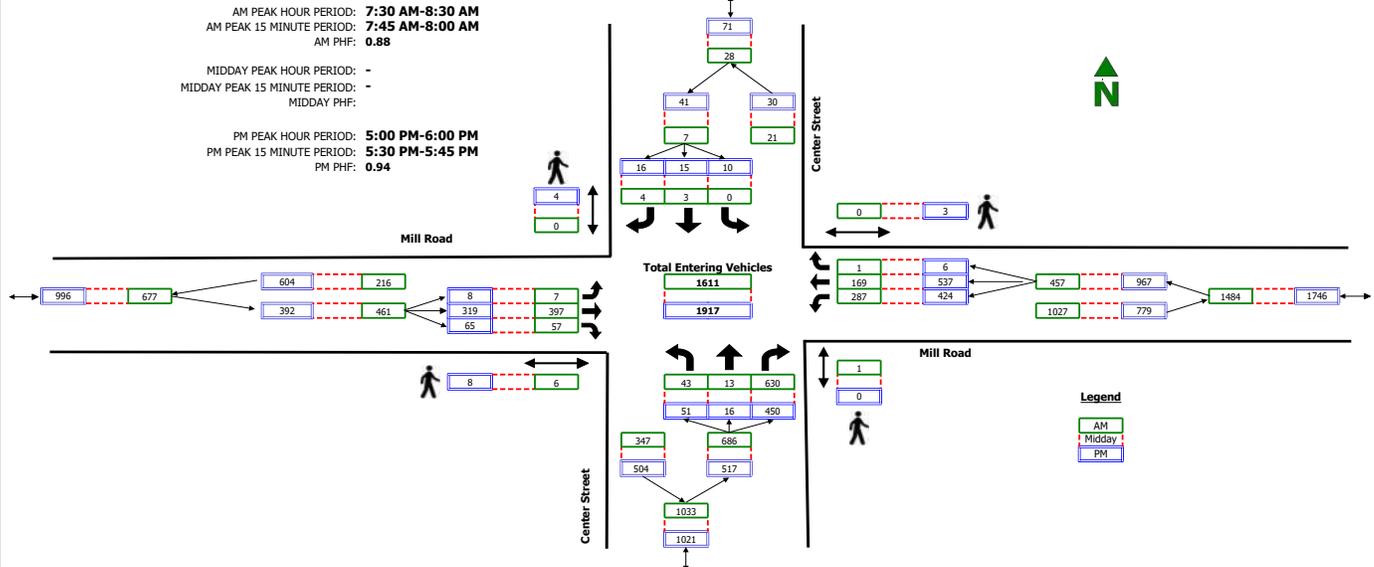


RAW COUNT SUMMARIES	Vineyard Road Northbound				Vineyard Road Southbound				Center Street Eastbound				Center Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	3	3	0	0	39	5	3	0	0	42	5	0	1	19	17	0	137
7:15 - 7:30	2	4	2	0	41	3	2	0	4	66	12	0	1	20	22	0	179
7:30 - 7:45	10	8	3	0	88	12	6	0	4	77	16	0	4	33	37	0	298
7:45 - 8:00	10	4	1	0	84	19	11	0	23	113	11	0	1	38	55	0	370
8:00 - 8:15	23	15	6	0	124	29	3	0	5	105	11	0	2	63	39	0	425
8:15 - 8:30	18	13	0	0	65	9	6	3	10	142	11	0	3	72	23	3	372
8:30 - 8:45	8	9	4	0	69	7	8	1	8	133	15	0	2	54	19	1	336
8:45 - 9:00	11	2	4	0	62	10	6	0	5	93	13	0	0	48	28	1	282
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	22	14	6	0	36	7	5	1	8	82	7	0	6	96	43	0	332
16:15 - 16:30	12	16	4	0	45	14	4	3	8	65	8	0	7	64	52	3	299
16:30 - 16:45	15	11	7	0	56	10	0	0	10	92	11	0	3	58	57	1	330
16:45 - 17:00	17	10	4	0	50	8	8	0	2	73	6	0	7	61	60	1	306
17:00 - 17:15	13	13	3	0	46	12	1	0	0	86	8	0	3	85	63	1	333
17:15 - 17:30	18	24	4	0	64	12	1	0	9	95	15	0	3	74	48	0	367
17:30 - 17:45	17	19	4	0	38	5	1	0	9	71	13	0	5	88	75	0	345
17:45 - 18:00	19	14	2	0	39	9	5	0	2	66	12	0	2	85	57	0	312

Intersection Turning Movement Summary

Intersection: Center Street / Mill Road
North/South: Center Street
East/West: Mill Road
Jurisdiction: Vineyard
Project Title: Vineyard Mill Road Plaza
Project No: 2182
Weather: Clear

Date: 3-30-22, Wed
PM to Daily Volumes Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

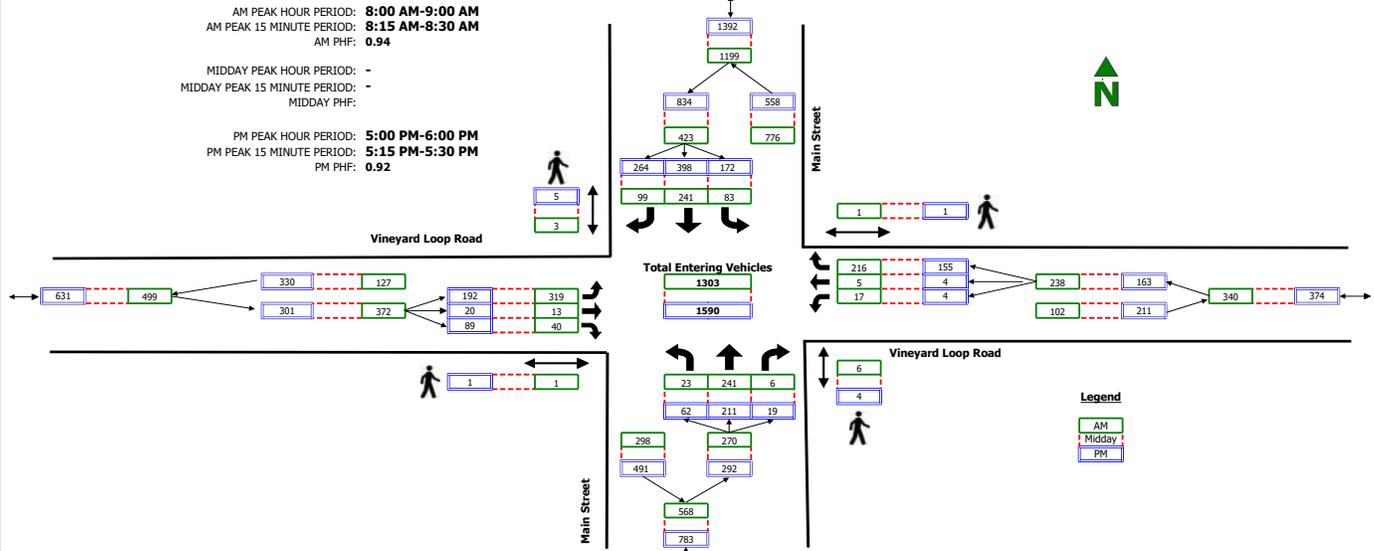


RAW COUNT SUMMARIES	Center Street Northbound				Center Street Southbound				Mill Road Eastbound				Mill Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	2	72	1	0	0	0	0	1	60	3	0	26	16	0	0	181
7:15 - 7:30	3	5	105	0	0	1	1	0	2	61	9	0	42	21	1	0	251
7:30 - 7:45	8	3	152	1	0	1	1	0	4	108	11	3	50	32	1	0	371
7:45 - 8:00	14	3	179	0	0	0	1	0	0	117	17	0	65	61	0	0	457
8:00 - 8:15	15	4	163	0	0	1	0	0	2	75	15	2	95	42	0	0	412
8:15 - 8:30	6	3	136	0	0	1	2	0	1	97	14	1	77	34	0	0	371
8:30 - 8:45	8	3	136	0	0	1	1	0	3	71	14	0	47	32	0	0	316
8:45 - 9:00	9	3	139	1	0	0	0	1	0	91	13	0	61	41	0	0	357
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	4	3	91	4	0	2	3	0	1	46	13	2	87	93	0	1	343
16:15 - 16:30	8	1	101	0	2	3	3	2	0	70	18	3	112	97	2	1	417
16:30 - 16:45	7	1	118	1	0	1	0	0	0	73	15	3	64	66	2	1	347
16:45 - 17:00	12	3	124	2	3	0	0	4	3	89	19	2	81	111	3	2	448
17:00 - 17:15	8	9	95	0	5	7	8	2	2	80	15	5	93	129	3	1	454
17:15 - 17:30	13	1	116	0	2	4	3	2	3	67	17	3	113	141	0	2	480
17:30 - 17:45	14	1	116	0	2	3	3	0	0	90	14	0	127	142	0	0	512
17:45 - 18:00	16	5	123	0	1	1	2	0	3	82	19	0	91	125	3	0	471

Intersection Turning Movement Summary

Intersection: Main Street / Vineyard Loop Road
North/South: Main Street
East/West: Vineyard Loop Road
Jurisdiction: Vineyard
Project Title: Vineyard Active Transportation Plan
Project No: UT21-1896
Weather: Clear

Date: 5-6-21, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Vineyard Loop Road Eastbound				Vineyard Loop Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	29	0	0	7	38	20	2	33	0	11	0	2	2	29	3	172
7:15 - 7:30	1	36	1	0	9	30	20	1	46	0	6	1	1	1	35	0	186
7:30 - 7:45	2	40	0	1	6	50	29	0	61	3	4	1	3	1	54	0	253
7:45 - 8:00	2	59	0	2	17	63	22	3	85	0	10	2	4	1	43	2	306
8:00 - 8:15	5	49	2	3	15	82	22	2	79	5	9	0	11	0	54	0	333
8:15 - 8:30	8	61	1	1	25	67	23	1	87	4	11	0	4	2	54	0	347
8:30 - 8:45	4	57	2	0	22	48	31	0	77	2	8	1	1	3	51	1	306
8:45 - 9:00	6	74	1	2	21	44	23	0	76	2	12	0	1	0	57	0	317
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	6	59	2	0	40	54	47	1	54	1	6	0	2	2	28	0	301
16:15 - 16:30	6	48	6	1	36	67	45	0	49	4	6	0	1	1	26	0	295
16:30 - 16:45	6	40	6	0	47	47	64	0	48	2	13	0	0	1	42	0	316
16:45 - 17:00	6	59	3	2	39	65	68	0	57	1	8	0	2	1	53	0	362
17:00 - 17:15	13	48	2	0	53	97	52	0	48	3	7	0	0	0	37	0	360
17:15 - 17:30	15	56	7	3	39	115	80	3	47	6	27	0	1	2	37	0	432
17:30 - 17:45	16	56	6	0	43	97	80	2	44	8	28	0	2	1	43	0	424
17:45 - 18:00	18	51	4	1	37	89	52	0	53	3	27	1	1	1	38	1	374

Intersection Turning Movement Summary

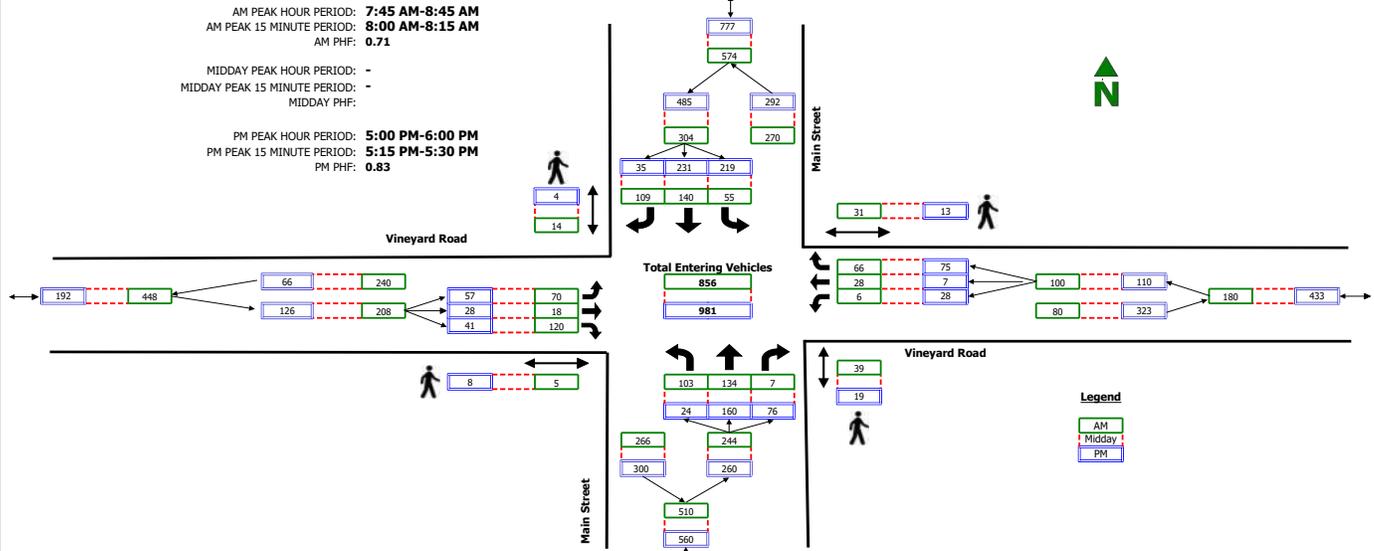
Intersection: Main Street / Vineyard Road
North/South: Main Street
East/West: Vineyard Road
Jurisdiction: Vineyard
Project Title: Vineyard Active Transportation Plan
Project No: UT21-1896
Weather: Clear

Date: 5-6-21, Thu
PM to Daily Volumes Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 8:00 AM-8:15 AM
AM PHF: 0.71

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:15 PM-5:30 PM
PM PHF: 0.83

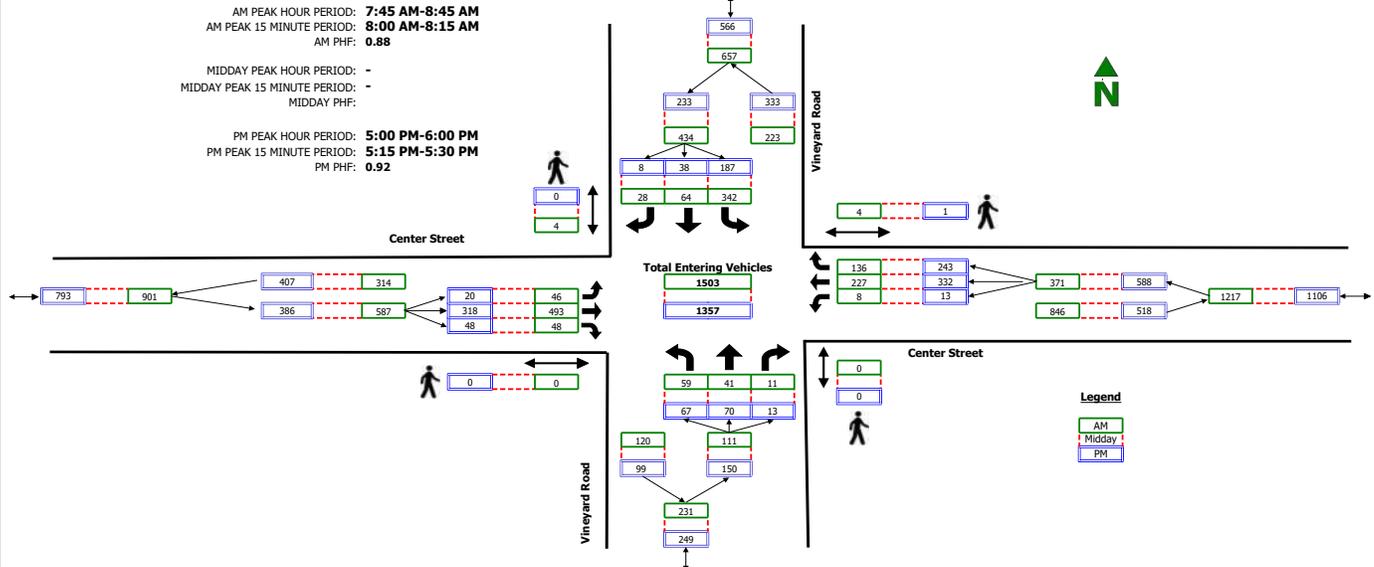


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Vineyard Road Eastbound				Vineyard Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	4	14	0	0	2	37	6	0	1	1	1	0	1	3	12	0	82
7:15 - 7:30	4	29	2	1	10	16	8	0	1	2	4	0	3	2	8	0	89
7:30 - 7:45	17	21	1	7	8	31	21	4	8	2	13	0	3	1	16	9	142
7:45 - 8:00	19	33	1	9	10	32	25	4	19	5	15	0	0	9	17	3	185
8:00 - 8:15	59	40	3	16	10	44	49	8	9	5	58	0	4	8	14	26	303
8:15 - 8:30	20	28	2	13	19	35	24	1	27	5	38	2	1	7	18	1	224
8:30 - 8:45	5	33	1	1	16	29	11	1	15	3	9	3	1	4	17	1	144
8:45 - 9:00	4	43	2	1	11	34	10	2	16	0	11	1	1	7	26	1	165
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	5	33	5	2	25	32	11	0	22	4	5	0	4	4	17	5	167
16:15 - 16:30	3	34	6	3	22	37	10	3	10	6	4	0	4	4	14	3	154
16:30 - 16:45	4	28	9	0	25	31	6	0	13	4	9	3	3	0	13	0	145
16:45 - 17:00	8	35	7	2	24	35	5	2	22	7	9	2	3	3	14	4	172
17:00 - 17:15	4	33	10	5	44	46	10	1	13	8	6	0	7	1	16	2	198
17:15 - 17:30	9	42	31	8	77	60	7	2	11	12	11	2	8	5	21	8	294
17:30 - 17:45	7	47	22	1	56	57	10	1	11	5	12	3	7	0	19	2	253
17:45 - 18:00	4	38	13	5	42	68	8	0	22	3	12	3	6	1	19	1	236

Intersection Turning Movement Summary

Intersection: Vineyard Road / Center Street
North/South: Vineyard Road
East/West: Center Street
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

Date: 3-7-23, Tue
PM Peak to Daily Volumes Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

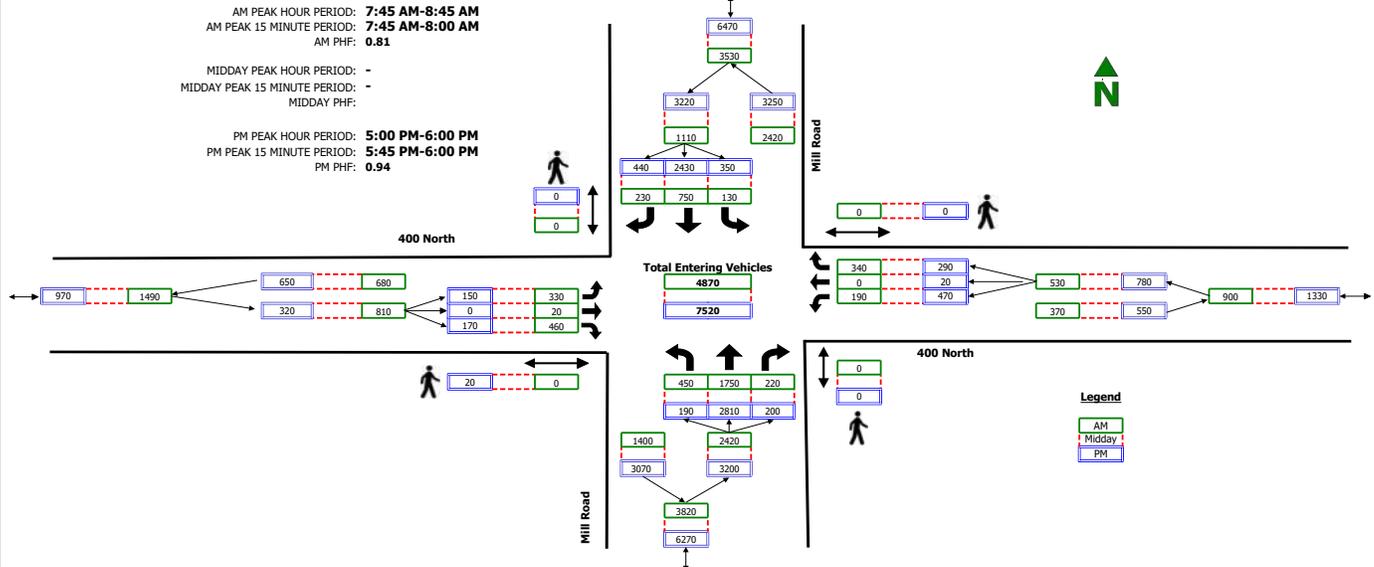


RAW COUNT SUMMARIES	Vineyard Road Northbound				Vineyard Road Southbound				Center Street Eastbound				Center Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	3	3	0	0	39	5	3	0	0	42	5	0	1	19	17	0	137
7:15 - 7:30	2	4	2	0	41	3	2	0	4	66	12	0	1	20	22	0	179
7:30 - 7:45	10	8	3	0	88	12	6	0	4	77	16	0	4	33	37	0	298
7:45 - 8:00	10	4	1	0	84	19	11	0	23	113	11	0	1	38	55	0	370
8:00 - 8:15	23	15	6	0	124	29	3	0	5	105	11	0	2	63	39	0	425
8:15 - 8:30	18	13	0	0	65	9	6	3	10	142	11	0	3	72	23	3	372
8:30 - 8:45	8	9	4	0	69	7	8	1	8	133	15	0	2	54	19	1	336
8:45 - 9:00	11	2	4	0	62	10	6	0	5	93	13	0	0	48	28	1	282
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	22	14	6	0	36	7	5	1	8	82	7	0	6	96	43	0	332
16:15 - 16:30	12	16	4	0	45	14	4	3	8	65	8	0	7	64	52	3	299
16:30 - 16:45	15	11	7	0	56	10	0	0	10	92	11	0	3	58	57	1	330
16:45 - 17:00	17	10	4	0	50	8	8	0	2	73	6	0	7	61	60	1	306
17:00 - 17:15	13	13	3	0	46	12	1	0	0	86	8	0	3	85	63	1	333
17:15 - 17:30	18	24	4	0	64	12	1	0	9	95	15	0	3	74	48	0	367
17:30 - 17:45	17	19	4	0	38	5	1	0	9	71	13	0	5	88	75	0	345
17:45 - 18:00	19	14	2	0	39	9	5	0	2	66	12	0	2	85	57	0	312

Intersection Turning Movement Summary

Intersection: Mill Road / 400 North
North/South: Mill Road
East/West: 400 North
Jurisdiction: Vineyard
Project Title: The Yard TIS
Project No: UT21-2032
Weather: Clear

Date: 10-12-21, Tue
PM to Daily Volumes Adjustment: 10.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

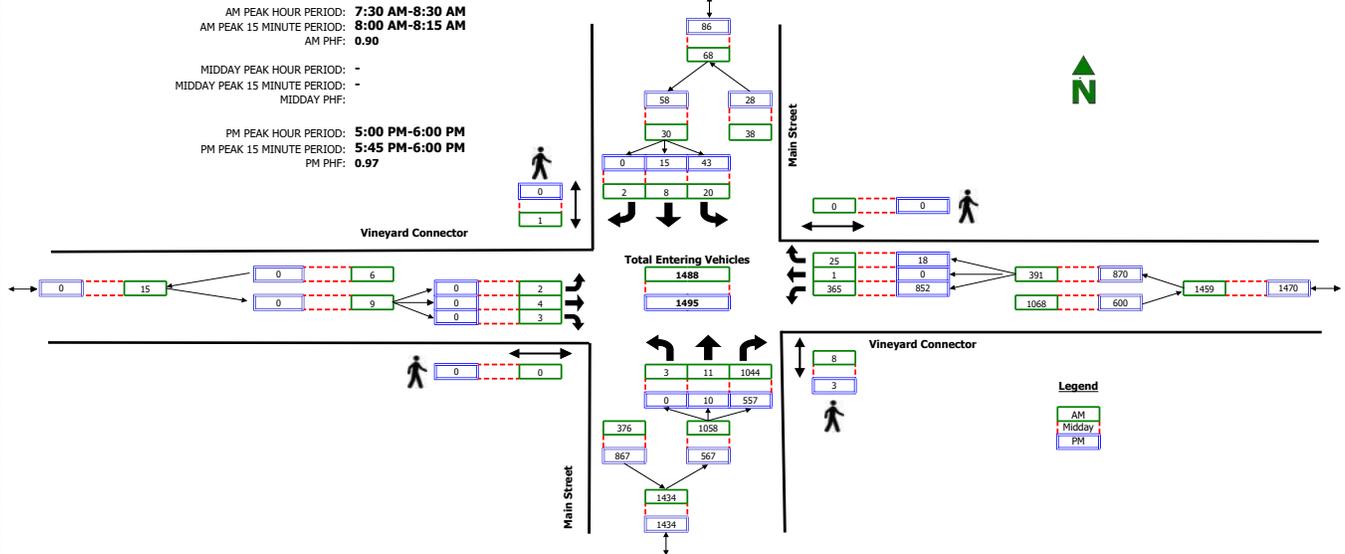


RAW COUNT SUMMARIES	Mill Road Northbound				Mill Road Southbound				400 North Eastbound				400 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	70	170	30	0	40	100	40	0	120	10	30	0	20	0	70	0	700
7:15 - 7:30	20	370	30	0	10	160	50	0	80	0	40	0	30	0	100	0	890
7:30 - 7:45	90	400	30	10	30	40	30	0	50	0	40	0	60	0	90	0	860
7:45 - 8:00	300	460	110	0	30	160	80	0	80	10	130	0	30	0	110	0	1500
8:00 - 8:15	70	410	80	0	40	190	60	0	150	0	140	0	20	0	40	0	1200
8:15 - 8:30	40	400	10	0	50	180	50	0	60	10	110	0	40	0	120	0	1070
8:30 - 8:45	40	480	20	0	10	220	40	0	40	0	80	0	100	0	70	0	1100
8:45 - 9:00	10	530	50	0	30	190	10	0	50	10	60	0	50	0	150	0	1140
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	20	400	50	0	70	540	80	0	30	0	60	0	70	0	50	10	1370
16:15 - 16:30	10	510	60	20	80	490	70	0	10	0	80	0	70	10	80	0	1470
16:30 - 16:45	120	460	40	0	50	530	120	0	50	0	10	0	90	0	30	0	1500
16:45 - 17:00	100	550	40	0	40	510	160	0	20	10	40	0	110	0	50	0	1630
17:00 - 17:15	70	570	20	0	130	510	130	0	60	0	60	0	160	0	80	0	1790
17:15 - 17:30	20	470	120	0	110	770	140	0	50	0	40	0	140	10	40	0	1910
17:30 - 17:45	60	800	20	0	50	540	80	0	20	0	30	0	80	0	130	0	1810
17:45 - 18:00	40	970	40	0	60	610	90	0	20	0	40	20	90	10	40	0	2010

Intersection Turning Movement Summary

Intersection: Main Street / Vineyard Connector
North/South: Main Street
East/West: Vineyard Connector
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

Date: 3-9-23, Thu
PM Peak to Daily Volumes Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

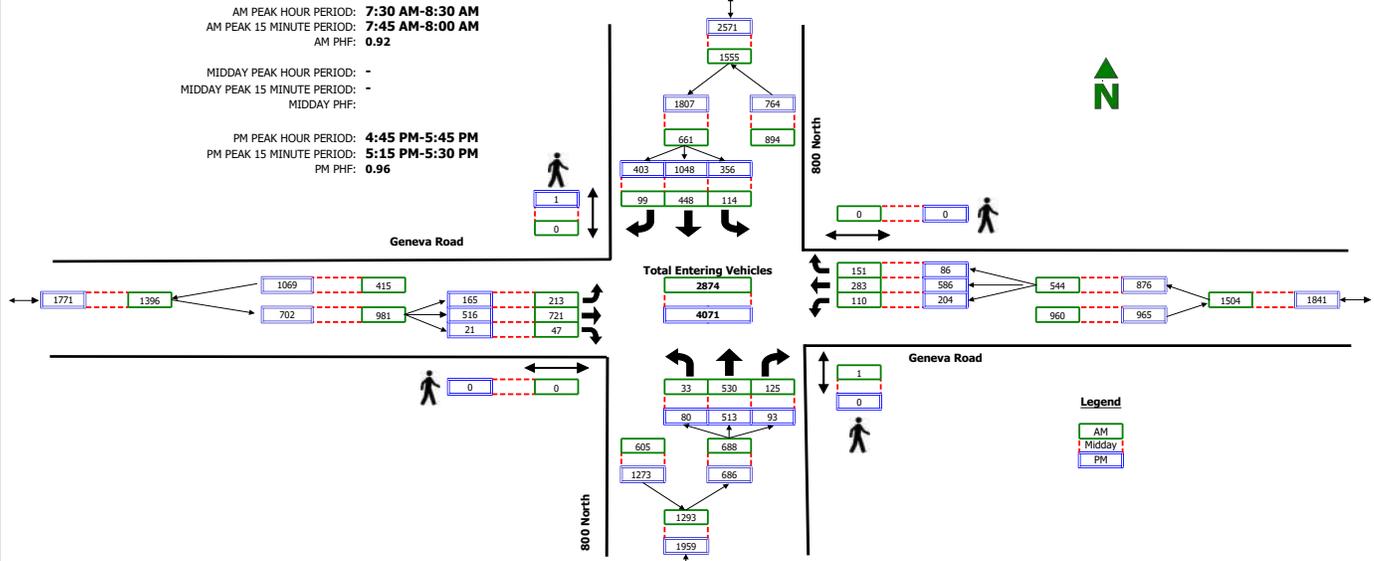


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Vineyard Connector Eastbound				Vineyard Connector Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	1	102	0	9	5	1	0	0	3	0	0	43	4	9	0	177
7:15 - 7:30	0	7	156	1	4	2	1	0	2	0	0	0	49	3	16	1	240
7:30 - 7:45	0	0	271	1	5	1	0	0	1	0	0	0	82	0	2	0	362
7:45 - 8:00	0	7	252	3	6	4	1	1	0	0	2	0	98	0	14	0	384
8:00 - 8:15	2	2	292	2	6	1	1	0	0	3	0	0	106	0	1	0	414
8:15 - 8:30	1	2	229	2	3	2	0	0	1	1	1	0	79	1	8	0	328
8:30 - 8:45	0	1	234	1	2	1	0	0	0	0	0	0	67	2	0	0	307
8:45 - 9:00	0	2	255	1	2	1	0	0	0	0	0	1	94	2	0	1	356
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	2	106	3	13	5	0	0	1	2	0	0	161	0	2	0	292
16:15 - 16:30	0	2	114	1	2	5	0	0	0	3	0	0	197	0	7	0	330
16:30 - 16:45	0	1	108	2	8	3	0	0	0	4	0	0	189	0	2	1	315
16:45 - 17:00	0	4	164	0	4	4	0	0	0	0	0	0	175	0	9	0	360
17:00 - 17:15	0	2	139	2	11	3	0	0	0	0	0	0	196	0	5	0	356
17:15 - 17:30	0	4	131	0	14	2	0	0	0	0	0	0	226	0	3	0	380
17:30 - 17:45	0	1	149	1	17	6	0	0	0	0	0	0	195	0	7	0	375
17:45 - 18:00	0	3	138	0	1	4	0	0	0	0	0	0	235	0	3	0	384

Intersection Turning Movement Summary

Intersection: 800 North / Geneva Road
North/South: 800 North
East/West: Geneva Road
Jurisdiction: Vineyard
Project Title: Vineyard Mill Road & 1600 North
Project No: 2157
Weather: Clear

Date: 3-17-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

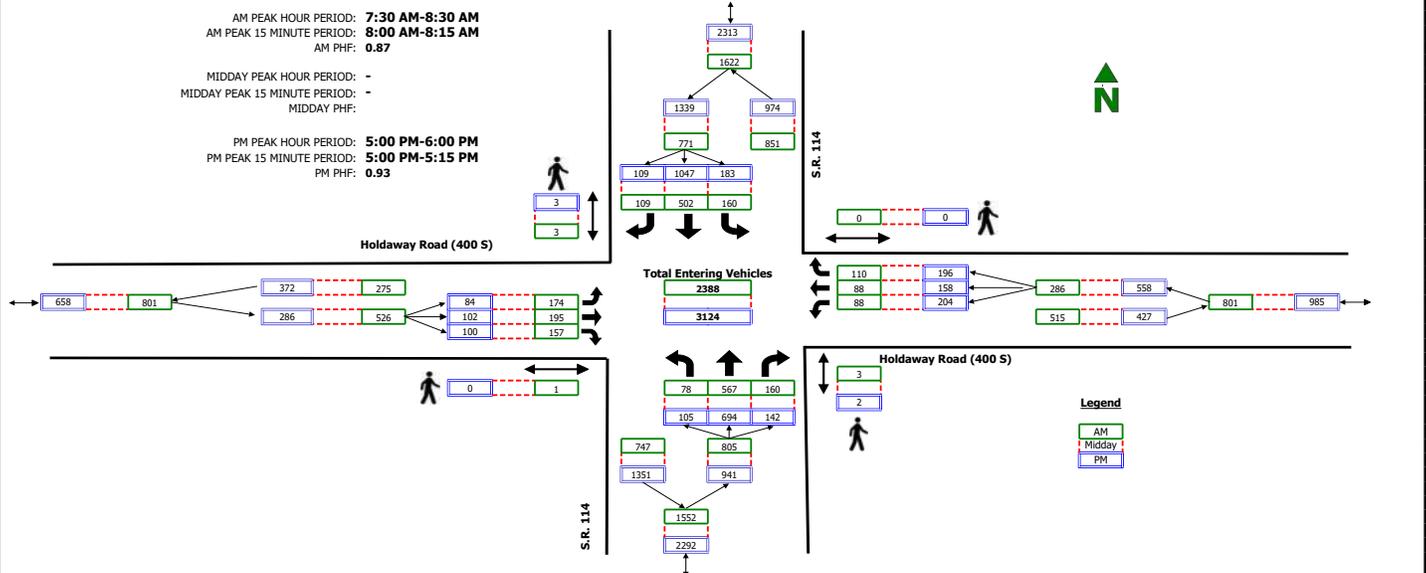


RAW COUNT SUMMARIES	800 North Northbound				800 North Southbound				Geneva Road Eastbound				Geneva Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	4	102	19	0	15	69	16	0	31	114	3	0	12	25	12	0	422
7:15 - 7:30	1	95	24	0	24	65	21	2	29	125	4	0	12	59	29	0	488
7:30 - 7:45	11	131	32	1	26	109	22	0	53	172	12	0	28	60	40	0	696
7:45 - 8:00	8	152	34	0	27	108	27	0	49	198	12	0	24	76	53	0	778
8:00 - 8:15	9	117	26	0	30	114	20	0	65	165	8	0	31	71	30	0	686
8:15 - 8:30	5	120	33	0	31	117	30	0	46	186	15	0	27	76	28	0	714
8:30 - 8:45	2	125	32	0	38	94	21	0	58	175	12	0	18	45	33	0	653
8:45 - 9:00	7	150	43	1	41	119	24	2	75	184	13	0	25	55	36	0	772
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	13	141	27	0	70	173	41	2	46	126	3	0	24	161	20	1	845
16:15 - 16:30	9	123	34	0	61	191	66	0	42	108	9	0	28	131	22	1	824
16:30 - 16:45	11	99	26	0	88	207	72	0	48	132	2	0	29	129	22	0	865
16:45 - 17:00	12	131	29	0	103	262	91	0	34	110	5	0	39	138	18	0	972
17:00 - 17:15	21	108	28	0	87	242	85	0	56	137	6	0	51	133	30	0	984
17:15 - 17:30	22	164	24	0	88	272	129	0	37	100	6	0	49	151	22	0	1064
17:30 - 17:45	25	110	12	0	78	272	98	1	38	159	4	0	65	164	16	0	1051
17:45 - 18:00	18	125	20	0	67	205	118	0	49	113	7	0	48	145	23	1	938

Intersection Turning Movement Summary

Intersection: S.R. 114 / Holdaway Road (400 S)
North/South: S.R. 114
East/West: Holdaway Road (400 S)
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

Date: 3-28-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

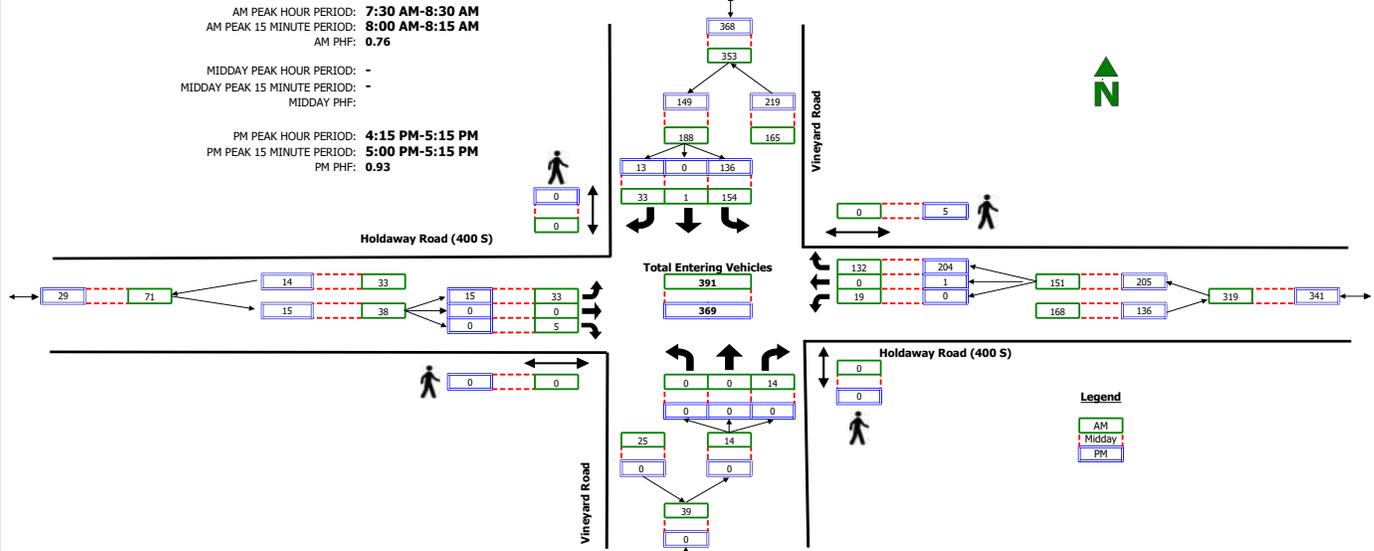


RAW COUNT SUMMARIES	S.R. 114 Northbound				S.R. 114 Southbound				Holdaway Road (400 S) Eastbound				Holdaway Road (400 S) Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	8	91	24	0	17	64	10	1	10	7	7	0	15	6	10	0	269
7:15 - 7:30	8	118	29	0	22	83	8	0	15	15	14	0	24	12	16	0	364
7:30 - 7:45	17	144	35	0	34	102	31	0	37	42	34	0	13	14	34	0	537
7:45 - 8:00	29	131	38	3	55	126	32	0	44	65	36	0	21	29	33	0	639
8:00 - 8:15	23	146	45	0	32	148	34	3	69	68	52	0	22	19	27	0	685
8:15 - 8:30	9	146	42	0	39	126	12	0	24	20	35	1	32	26	16	0	527
8:30 - 8:45	5	169	42	0	58	122	11	0	18	24	26	0	16	10	31	0	532
8:45 - 9:00	8	182	41	0	48	97	18	0	42	32	38	0	18	15	26	1	565
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	12	181	32	0	35	232	28	2	34	17	19	1	56	46	53	0	745
16:15 - 16:30	23	179	24	0	41	219	20	0	24	21	15	1	43	26	31	0	666
16:30 - 16:45	25	160	25	0	31	229	19	5	19	17	14	0	42	33	41	0	655
16:45 - 17:00	31	163	29	0	44	254	25	2	15	23	27	1	48	34	29	0	722
17:00 - 17:15	22	191	29	2	50	274	27	2	25	29	33	0	61	42	59	0	842
17:15 - 17:30	32	184	41	0	42	280	25	0	12	13	16	0	50	33	56	0	784
17:30 - 17:45	26	156	39	0	43	240	20	1	27	25	25	0	49	46	45	0	741
17:45 - 18:00	25	163	33	0	48	253	37	0	20	35	26	0	44	37	36	0	757

Intersection Turning Movement Summary

Intersection: Vineyard Road / Holdaway Road (400 S)
North/South: Vineyard Road
East/West: Holdaway Road (400 S)
Jurisdiction: Vineyard
Project Title: Vineyard TMP
Project No: UT23-2453
Weather: Clear

Date: 3-28-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Vineyard Road Northbound				Vineyard Road Southbound				Holdaway Road (400 S) Eastbound				Holdaway Road (400 S) Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	13	0	0	0	0	0	0	0	1	0	5	1	19
7:15 - 7:30	0	0	0	0	31	0	0	0	0	0	0	0	1	0	9	0	41
7:30 - 7:45	0	0	1	0	39	0	6	0	7	0	0	0	1	0	28	0	82
7:45 - 8:00	0	0	2	0	37	0	13	0	12	0	1	0	13	0	36	0	114
8:00 - 8:15	0	0	7	0	42	1	13	0	11	0	4	0	5	0	45	0	128
8:15 - 8:30	0	0	4	0	36	0	1	0	3	0	0	0	0	0	23	0	67
8:30 - 8:45	0	0	0	0	40	0	0	0	1	0	0	0	1	0	18	1	59
8:45 - 9:00	0	0	1	0	70	0	2	0	0	0	0	0	1	0	27	0	101
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	0	0	0	30	0	1	1	1	0	0	0	0	0	42	2	75
16:15 - 16:30	0	0	0	0	41	0	4	0	8	0	0	0	0	1	39	2	93
16:30 - 16:45	0	0	0	0	24	0	2	0	1	0	0	0	0	0	60	2	87
16:45 - 17:00	0	0	0	0	34	0	3	0	5	0	0	0	0	0	48	1	90
17:00 - 17:15	0	0	0	0	37	0	4	0	1	0	0	0	0	0	57	0	99
17:15 - 17:30	0	0	0	0	24	0	1	1	2	0	0	0	0	0	43	0	70
17:30 - 17:45	0	0	0	0	34	0	3	1	2	0	0	0	0	0	54	0	93
17:45 - 18:00	0	0	0	0	37	0	3	0	1	0	0	0	0	0	52	1	93

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	4	3	7
00:15 - 00:29	4	3	7
00:30 - 00:44	1	2	3
00:45 - 00:59	6	2	8
01:00 - 01:14	1	2	3
01:15 - 01:29	3	5	8
01:30 - 01:44	7	4	11
01:45 - 01:59	2	3	5
02:00 - 02:14	3	2	5
02:15 - 02:29	14	3	17
02:30 - 02:44	2	6	8
02:45 - 02:59	2	31	33
03:00 - 03:14	12	5	17
03:15 - 03:29	14	3	17
03:30 - 03:44	8	11	19
03:45 - 03:59	2	8	10
04:00 - 04:14	0	3	3
04:15 - 04:29	0	10	10
04:30 - 04:44	1	27	28
04:45 - 04:59	3	37	40
05:00 - 05:14	3	14	17
05:15 - 05:29	7	25	32
05:30 - 05:44	4	48	52
05:45 - 05:59	23	85	108
06:00 - 06:14	9	42	51
06:15 - 06:29	5	23	28
06:30 - 06:44	7	47	54
06:45 - 06:59	14	104	118
07:00 - 07:14	30	41	71
07:15 - 07:29	39	55	94
07:30 - 07:44	40	40	80
07:45 - 07:59	33	76	109
08:00 - 08:14	31	81	112
08:15 - 08:29	26	74	100
08:30 - 08:44	31	69	100
08:45 - 08:59	37	73	110
09:00 - 09:14	32	64	96
09:15 - 09:29	32	58	90
09:30 - 09:44	31	49	80
09:45 - 09:59	31	40	71
10:00 - 10:14	29	51	80
10:15 - 10:29	33	30	63
10:30 - 10:44	32	30	62
10:45 - 10:59	28	30	58
11:00 - 11:14	53	40	93
11:15 - 11:29	28	58	86
11:30 - 11:44	41	36	77
11:45 - 11:59	45	27	72
12:00 - 12:14	53	36	89
12:15 - 12:29	50	35	85
12:30 - 12:44	38	45	83
12:45 - 12:59	47	46	93

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	53	49	102
13:15 - 13:29	31	36	67
13:30 - 13:44	36	55	91
13:45 - 13:59	44	58	102
14:00 - 14:14	38	53	91
14:15 - 14:29	45	65	110
14:30 - 14:44	76	83	159
14:45 - 14:59	22	73	95
15:00 - 15:14	71	46	117
15:15 - 15:29	53	33	86
15:30 - 15:44	104	37	141
15:45 - 15:59	62	55	117
16:00 - 16:14	90	43	133
16:15 - 16:29	65	50	115
16:30 - 16:44	69	36	105
16:45 - 16:59	63	20	83
17:00 - 17:14	116	28	144
17:15 - 17:29	87	25	112
17:30 - 17:44	67	20	87
17:45 - 17:59	56	26	82
18:00 - 18:14	54	20	74
18:15 - 18:29	24	9	33
18:30 - 18:44	33	9	42
18:45 - 18:59	18	14	32
19:00 - 19:14	21	7	28
19:15 - 19:29	22	16	38
19:30 - 19:44	23	11	34
19:45 - 19:59	18	4	22
20:00 - 20:14	15	4	19
20:15 - 20:29	19	5	24
20:30 - 20:44	33	1	34
20:45 - 20:59	9	7	16
21:00 - 21:14	5	3	8
21:15 - 21:29	6	4	10
21:30 - 21:44	5	1	6
21:45 - 21:59	1	3	4
22:00 - 22:14	5	3	8
22:15 - 22:29	4	1	5
22:30 - 22:44	2	3	5
22:45 - 22:59	3	4	7
23:00 - 23:14	12	11	23
23:15 - 23:29	60	8	68
23:30 - 23:44	16	3	19
23:45 - 23:59	2	2	4
Totals	2689	2786	5475
AM Peak Time	10:56 - 11:55	07:50 - 08:49	07:51 - 08:50
AM Peak Volume	169	305	429
PM Peak Time	16:51 - 17:50	14:03 - 15:02	15:28 - 16:27
PM Peak Volume	347	283	517

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Daily Eastbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15 - 00:29	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:30 - 00:44	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45 - 00:59	0	4	0	0	2	0	0	0	0	0	0	0	0	6
01:00 - 01:14	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15 - 01:29	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30 - 01:44	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	1	0	0	2
02:00 - 02:14	0	2	0	0	0	0	0	0	0	0	1	0	0	3
02:15 - 02:29	0	13	1	0	0	0	0	0	0	0	0	0	0	14
02:30 - 02:44	0	1	0	0	0	0	0	0	0	0	1	0	0	2
02:45 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:14	0	11	1	0	0	0	0	0	0	0	0	0	0	12
03:15 - 03:29	0	12	1	0	0	0	0	1	0	0	0	0	0	14
03:30 - 03:44	0	6	1	0	1	0	0	0	0	0	0	0	0	8
03:45 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:44	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 - 04:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00 - 05:14	0	2	0	0	0	0	0	0	0	0	1	0	0	3
05:15 - 05:29	0	3	1	1	2	0	0	0	0	0	0	0	0	7
05:30 - 05:44	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:45 - 05:59	0	22	0	0	1	0	0	0	0	0	0	0	0	23
06:00 - 06:14	0	5	0	0	2	1	0	1	0	0	0	0	0	9
06:15 - 06:29	0	2	2	0	1	0	0	0	0	0	0	0	0	5
06:30 - 06:44	0	5	0	0	2	0	0	0	0	0	0	0	0	7
06:45 - 06:59	4	7	1	0	0	0	0	2	0	0	0	0	0	14
07:00 - 07:14	2	19	2	0	5	2	0	0	0	0	0	0	0	30
07:15 - 07:29	0	23	7	1	5	0	0	0	0	1	0	1	1	39
07:30 - 07:44	3	16	3	2	11	0	2	0	0	1	0	0	2	40
07:45 - 07:59	0	13	3	0	14	1	0	1	1	0	0	0	0	33
08:00 - 08:14	0	8	4	0	19	0	0	0	0	0	0	0	0	31
08:15 - 08:29	0	7	2	1	14	0	0	0	0	0	0	0	2	26
08:30 - 08:44	0	9	6	0	11	0	0	2	0	0	0	0	3	31
08:45 - 08:59	0	5	6	4	17	0	0	2	1	0	0	1	1	37
09:00 - 09:14	0	10	6	2	11	0	0	1	0	0	0	0	2	32
09:15 - 09:29	0	6	4	1	17	0	0	0	2	0	0	1	1	32
09:30 - 09:44	0	10	3	2	13	0	0	3	0	0	0	0	0	31
09:45 - 09:59	0	13	3	2	10	0	0	1	0	1	0	0	1	31
10:00 - 10:14	0	12	3	1	8	2	1	1	0	0	0	1	0	29
10:15 - 10:29	0	12	8	2	5	0	0	3	1	0	0	0	2	33
10:30 - 10:44	0	13	4	2	8	1	0	2	1	1	0	0	0	32
10:45 - 10:59	0	10	5	1	9	1	0	2	0	0	0	0	0	28
11:00 - 11:14	0	29	9	0	11	0	0	2	0	0	0	1	1	53
11:15 - 11:29	0	11	4	0	9	0	1	3	0	0	0	0	0	28
11:30 - 11:44	0	16	4	3	13	1	0	3	1	0	0	0	0	41
11:45 - 11:59	0	27	5	0	9	0	0	1	1	1	0	0	1	45
12:00 - 12:14	0	30	7	1	13	0	0	1	0	0	0	0	1	53
12:15 - 12:29	7	22	4	1	13	0	0	1	0	0	0	1	1	50
12:30 - 12:44	0	21	5	1	5	0	0	4	1	0	0	0	1	38
12:45 - 12:59	1	28	4	2	10	1	0	0	1	0	0	0	0	47

Daily Eastbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	30	4	0	15	0	0	1	1	1	0	0	1	53
13:15 - 13:29	1	13	8	1	2	1	0	2	1	1	0	1	0	31
13:30 - 13:44	2	17	2	2	9	1	0	2	0	0	1	0	0	36
13:45 - 13:59	1	19	2	3	12	1	1	2	0	1	0	1	1	44
14:00 - 14:14	0	18	6	2	8	1	0	1	2	0	0	0	0	38
14:15 - 14:29	0	26	9	0	9	0	0	1	0	0	0	0	0	45
14:30 - 14:44	4	52	6	0	10	2	0	1	0	1	0	0	0	76
14:45 - 14:59	3	11	4	0	3	0	0	0	0	0	0	0	1	22
15:00 - 15:14	0	50	8	1	8	1	0	2	0	0	0	0	1	71
15:15 - 15:29	1	32	3	0	14	3	0	0	0	0	0	0	0	53
15:30 - 15:44	0	83	8	2	8	0	0	3	0	0	0	0	0	104
15:45 - 15:59	0	45	4	1	11	0	0	1	0	0	0	0	0	62
16:00 - 16:14	0	71	8	0	8	2	0	1	0	0	0	0	0	90
16:15 - 16:29	2	39	10	1	12	0	0	1	0	0	0	0	0	65
16:30 - 16:44	0	46	6	1	12	2	0	2	0	0	0	0	0	69
16:45 - 16:59	0	42	11	0	10	0	0	0	0	0	0	0	0	63
17:00 - 17:14	1	86	12	0	16	0	0	0	1	0	0	0	0	116
17:15 - 17:29	0	52	14	1	19	0	0	0	1	0	0	0	0	87
17:30 - 17:44	0	48	7	0	11	0	0	1	0	0	0	0	0	67
17:45 - 17:59	0	37	6	1	12	0	0	0	0	0	0	0	0	56
18:00 - 18:14	0	37	8	0	7	0	0	2	0	0	0	0	0	54
18:15 - 18:29	0	17	2	0	4	0	0	0	1	0	0	0	0	24
18:30 - 18:44	0	22	8	0	3	0	0	0	0	0	0	0	0	33
18:45 - 18:59	0	10	6	0	1	0	0	0	0	0	1	0	0	18
19:00 - 19:14	0	16	1	0	3	0	0	1	0	0	0	0	0	21
19:15 - 19:29	0	16	3	0	3	0	0	0	0	0	0	0	0	22
19:30 - 19:44	0	14	5	0	2	1	0	1	0	0	0	0	0	23
19:45 - 19:59	0	11	5	1	1	0	0	0	0	0	0	0	0	18
20:00 - 20:14	0	9	2	1	1	0	0	2	0	0	0	0	0	15
20:15 - 20:29	0	14	2	0	3	0	0	0	0	0	0	0	0	19
20:30 - 20:44	0	28	3	0	1	0	0	0	0	0	0	1	0	33
20:45 - 20:59	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:00 - 21:14	0	4	0	0	0	0	0	1	0	0	0	0	0	5
21:15 - 21:29	0	5	0	0	0	0	0	0	0	0	1	0	0	6
21:30 - 21:44	0	2	0	0	2	0	0	0	0	0	1	0	0	5
21:45 - 21:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00 - 22:14	0	1	2	0	2	0	0	0	0	0	0	0	0	5
22:15 - 22:29	0	0	0	1	1	0	0	1	0	0	1	0	0	4
22:30 - 22:44	0	1	0	0	1	0	0	0	0	0	0	0	0	2
22:45 - 22:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00 - 23:14	0	10	1	0	1	0	0	0	0	0	0	0	0	12
23:15 - 23:29	0	57	2	0	0	0	0	1	0	0	0	0	0	60
23:30 - 23:44	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:45 - 23:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals	32	1618	308	49	517	25	5	67	17	9	9	9	24	2689
Percent of Total	1.2	60.2	11.5	1.8	19.2	0.9	0.2	2.5	0.6	0.3	0.3	0.3	0.9	100
Percent of AM	1.1	47.1	11.7	3.0	27.3	1.1	0.5	3.7	0.9	0.6	0.5	0.6	2.0	100
Percent of PM	1.2	66.1	11.3	1.3	15.5	0.9	0.1	2.0	0.5	0.2	0.3	0.2	0.4	100

Daily Eastbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Truck Summary:

Total Trucks: 731 % Trucks: 27.2 AM % Trucks: 40.1 PM % Trucks: 21.3

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Westbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	2	0	0	1	0	0	0	0	0	0	0	0	3
00:15 - 00:29	0	1	2	0	0	0	0	0	0	0	0	0	0	3
00:30 - 00:44	0	1	0	0	1	0	0	0	0	0	0	0	0	2
00:45 - 00:59	0	0	0	0	1	0	0	0	1	0	0	0	0	2
01:00 - 01:14	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:15 - 01:29	0	3	0	0	0	0	0	1	0	0	1	0	0	5
01:30 - 01:44	0	3	0	1	0	0	0	0	0	0	0	0	0	4
01:45 - 01:59	0	1	0	0	0	0	0	1	0	0	1	0	0	3
02:00 - 02:14	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15 - 02:29	0	2	0	0	0	0	0	0	0	0	1	0	0	3
02:30 - 02:44	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:45 - 02:59	0	28	3	0	0	0	0	0	0	0	0	0	0	31
03:00 - 03:14	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:15 - 03:29	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:30 - 03:44	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:45 - 03:59	0	7	0	0	1	0	0	0	0	0	0	0	0	8
04:00 - 04:14	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15 - 04:29	0	8	1	0	1	0	0	0	0	0	0	0	0	10
04:30 - 04:44	0	24	2	0	0	0	0	0	0	0	1	0	0	27
04:45 - 04:59	0	36	1	0	0	0	0	0	0	0	0	0	0	37
05:00 - 05:14	0	10	4	0	0	0	0	0	0	0	0	0	0	14
05:15 - 05:29	0	25	0	0	0	0	0	0	0	0	0	0	0	25
05:30 - 05:44	0	43	5	0	0	0	0	0	0	0	0	0	0	48
05:45 - 05:59	0	72	7	0	6	0	0	0	0	0	0	0	0	85
06:00 - 06:14	0	32	4	0	5	1	0	0	0	0	0	0	0	42
06:15 - 06:29	0	16	0	0	7	0	0	0	0	0	0	0	0	23
06:30 - 06:44	0	30	8	0	9	0	0	0	0	0	0	0	0	47
06:45 - 06:59	1	73	13	2	15	0	0	0	0	0	0	0	0	104
07:00 - 07:14	0	26	5	2	6	0	0	2	0	0	0	0	0	41
07:15 - 07:29	1	34	6	1	12	0	0	1	0	0	0	0	0	55
07:30 - 07:44	0	28	6	0	4	1	0	1	0	0	0	0	0	40
07:45 - 07:59	0	56	10	1	8	0	0	1	0	0	0	0	0	76
08:00 - 08:14	0	57	8	2	10	0	0	3	1	0	0	0	0	81
08:15 - 08:29	0	50	8	1	13	0	0	1	0	1	0	0	0	74
08:30 - 08:44	0	46	5	1	11	1	0	3	1	0	0	0	1	69
08:45 - 08:59	0	46	7	1	17	0	0	1	1	0	0	0	0	73
09:00 - 09:14	0	45	4	0	14	0	1	0	0	0	0	0	0	64
09:15 - 09:29	1	35	7	2	13	0	0	0	0	0	0	0	0	58
09:30 - 09:44	1	31	4	1	11	0	0	0	1	0	0	0	0	49
09:45 - 09:59	0	23	3	3	8	0	0	1	2	0	0	0	0	40
10:00 - 10:14	0	23	11	1	9	0	0	3	3	0	0	0	1	51
10:15 - 10:29	0	18	2	0	7	0	0	1	1	1	0	0	0	30
10:30 - 10:44	0	10	4	2	9	0	0	2	2	1	0	0	0	30
10:45 - 10:59	0	17	2	1	8	0	0	0	2	0	0	0	0	30
11:00 - 11:14	0	25	4	1	7	0	0	3	0	0	0	0	0	40
11:15 - 11:29	1	31	6	3	12	1	0	2	1	1	0	0	0	58
11:30 - 11:44	0	20	3	2	11	0	0	0	0	0	0	0	0	36
11:45 - 11:59	0	17	2	1	5	0	0	0	1	0	0	1	0	27
12:00 - 12:14	0	26	2	1	6	0	0	1	0	0	0	0	0	36
12:15 - 12:29	0	17	2	4	9	0	0	2	0	1	0	0	0	35
12:30 - 12:44	0	17	5	1	16	0	0	5	0	0	0	0	1	45
12:45 - 12:59	1	28	5	1	10	0	0	0	0	1	0	0	0	46

Daily Westbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	30	7	0	9	0	0	3	0	0	0	0	0	49
13:15 - 13:29	0	18	8	2	7	0	0	1	0	0	0	0	0	36
13:30 - 13:44	0	28	6	4	13	1	0	2	0	1	0	0	0	55
13:45 - 13:59	2	28	7	2	13	1	0	3	2	0	0	0	0	58
14:00 - 14:14	0	29	5	2	10	2	0	2	2	1	0	0	0	53
14:15 - 14:29	0	47	4	0	9	0	0	4	1	0	0	0	0	65
14:30 - 14:44	0	63	6	0	13	0	0	0	1	0	0	0	0	83
14:45 - 14:59	0	59	1	2	5	0	0	4	2	0	0	0	0	73
15:00 - 15:14	1	30	6	2	4	0	1	1	1	0	0	0	0	46
15:15 - 15:29	0	19	4	2	7	0	0	1	0	0	0	0	0	33
15:30 - 15:44	1	22	6	0	6	0	0	2	0	0	0	0	0	37
15:45 - 15:59	0	32	4	1	16	0	0	2	0	0	0	0	0	55
16:00 - 16:14	0	27	4	0	9	0	1	2	0	0	0	0	0	43
16:15 - 16:29	0	35	5	0	9	0	0	0	1	0	0	0	0	50
16:30 - 16:44	0	26	4	0	5	0	0	1	0	0	0	0	0	36
16:45 - 16:59	0	15	4	0	1	0	0	0	0	0	0	0	0	20
17:00 - 17:14	0	16	2	2	8	0	0	0	0	0	0	0	0	28
17:15 - 17:29	0	16	2	0	6	0	0	1	0	0	0	0	0	25
17:30 - 17:44	0	16	1	0	2	0	0	0	1	0	0	0	0	20
17:45 - 17:59	0	15	3	1	6	0	0	1	0	0	0	0	0	26
18:00 - 18:14	1	16	3	0	0	0	0	0	0	0	0	0	0	20
18:15 - 18:29	0	4	2	0	2	0	0	0	0	0	1	0	0	9
18:30 - 18:44	0	6	1	0	2	0	0	0	0	0	0	0	0	9
18:45 - 18:59	0	6	1	0	3	0	0	4	0	0	0	0	0	14
19:00 - 19:14	0	3	2	0	2	0	0	0	0	0	0	0	0	7
19:15 - 19:29	1	9	2	0	4	0	0	0	0	0	0	0	0	16
19:30 - 19:44	0	7	1	1	1	0	0	1	0	0	0	0	0	11
19:45 - 19:59	0	2	0	0	1	0	0	1	0	0	0	0	0	4
20:00 - 20:14	0	2	0	0	1	0	0	1	0	0	0	0	0	4
20:15 - 20:29	0	5	0	0	0	0	0	0	0	0	0	0	0	5
20:30 - 20:44	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45 - 20:59	0	5	0	0	0	0	0	1	0	0	1	0	0	7
21:00 - 21:14	0	1	0	0	2	0	0	0	0	0	0	0	0	3
21:15 - 21:29	0	3	1	0	0	0	0	0	0	0	0	0	0	4
21:30 - 21:44	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45 - 21:59	0	2	0	0	1	0	0	0	0	0	0	0	0	3
22:00 - 22:14	0	2	0	0	0	0	0	0	0	0	1	0	0	3
22:15 - 22:29	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:30 - 22:44	0	2	0	0	0	0	0	1	0	0	0	0	0	3
22:45 - 22:59	0	3	0	0	1	0	0	0	0	0	0	0	0	4
23:00 - 23:14	0	8	2	0	0	0	0	1	0	0	0	0	0	11
23:15 - 23:29	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:30 - 23:44	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:45 - 23:59	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Totals	12	1841	278	57	463	8	3	75	28	8	8	2	3	2786
Percent of Total	0.4	66.1	10.0	2.0	16.6	0.3	0.1	2.7	1.0	0.3	0.3	0.1	0.1	100
Percent of AM	0.3	68.5	10.1	1.8	15.4	0.3	0.1	1.7	1.1	0.3	0.3	0.1	0.1	100
Percent of PM	0.6	62.9	9.9	2.3	18.2	0.3	0.2	4.0	0.9	0.3	0.3	0.1	0.1	100

Daily Westbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Truck Summary:

Total Trucks: 655 % Trucks: 23.5 AM % Trucks: 21.1 PM % Trucks: 26.7

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	6	0	0	1	0	0	0	0	0	0	0	0	7
00:15 - 00:29	0	5	2	0	0	0	0	0	0	0	0	0	0	7
00:30 - 00:44	0	2	0	0	1	0	0	0	0	0	0	0	0	3
00:45 - 00:59	0	4	0	0	3	0	0	0	1	0	0	0	0	8
01:00 - 01:14	0	2	0	0	1	0	0	0	0	0	0	0	0	3
01:15 - 01:29	0	6	0	0	0	0	0	1	0	0	1	0	0	8
01:30 - 01:44	0	10	0	1	0	0	0	0	0	0	0	0	0	11
01:45 - 01:59	0	2	0	0	0	0	0	1	0	0	2	0	0	5
02:00 - 02:14	0	4	0	0	0	0	0	0	0	0	1	0	0	5
02:15 - 02:29	0	15	1	0	0	0	0	0	0	0	1	0	0	17
02:30 - 02:44	0	7	0	0	0	0	0	0	0	0	1	0	0	8
02:45 - 02:59	0	30	3	0	0	0	0	0	0	0	0	0	0	33
03:00 - 03:14	0	15	2	0	0	0	0	0	0	0	0	0	0	17
03:15 - 03:29	0	14	1	0	1	0	0	1	0	0	0	0	0	17
03:30 - 03:44	0	16	2	0	1	0	0	0	0	0	0	0	0	19
03:45 - 03:59	0	9	0	0	1	0	0	0	0	0	0	0	0	10
04:00 - 04:14	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15 - 04:29	0	8	1	0	1	0	0	0	0	0	0	0	0	10
04:30 - 04:44	0	25	2	0	0	0	0	0	0	0	1	0	0	28
04:45 - 04:59	0	39	1	0	0	0	0	0	0	0	0	0	0	40
05:00 - 05:14	0	12	4	0	0	0	0	0	0	0	1	0	0	17
05:15 - 05:29	0	28	1	1	2	0	0	0	0	0	0	0	0	32
05:30 - 05:44	0	47	5	0	0	0	0	0	0	0	0	0	0	52
05:45 - 05:59	0	94	7	0	7	0	0	0	0	0	0	0	0	108
06:00 - 06:14	0	37	4	0	7	2	0	1	0	0	0	0	0	51
06:15 - 06:29	0	18	2	0	8	0	0	0	0	0	0	0	0	28
06:30 - 06:44	0	35	8	0	11	0	0	0	0	0	0	0	0	54
06:45 - 06:59	5	80	14	2	15	0	0	2	0	0	0	0	0	118
07:00 - 07:14	2	45	7	2	11	2	0	2	0	0	0	0	0	71
07:15 - 07:29	1	57	13	2	17	0	0	1	0	1	0	1	1	94
07:30 - 07:44	3	44	9	2	15	1	2	1	0	1	0	0	2	80
07:45 - 07:59	0	69	13	1	22	1	0	2	1	0	0	0	0	109
08:00 - 08:14	0	65	12	2	29	0	0	3	1	0	0	0	0	112
08:15 - 08:29	0	57	10	2	27	0	0	1	0	1	0	0	2	100
08:30 - 08:44	0	55	11	1	22	1	0	5	1	0	0	0	4	100
08:45 - 08:59	0	51	13	5	34	0	0	3	2	0	0	1	1	110
09:00 - 09:14	0	55	10	2	25	0	1	1	0	0	0	0	2	96
09:15 - 09:29	1	41	11	3	30	0	0	0	2	0	0	1	1	90
09:30 - 09:44	1	41	7	3	24	0	0	3	1	0	0	0	0	80
09:45 - 09:59	0	36	6	5	18	0	0	2	2	1	0	0	1	71
10:00 - 10:14	0	35	14	2	17	2	1	4	3	0	0	1	1	80
10:15 - 10:29	0	30	10	2	12	0	0	4	2	1	0	0	2	63
10:30 - 10:44	0	23	8	4	17	1	0	4	3	2	0	0	0	62
10:45 - 10:59	0	27	7	2	17	1	0	2	2	0	0	0	0	58
11:00 - 11:14	0	54	13	1	18	0	0	5	0	0	0	1	1	93
11:15 - 11:29	1	42	10	3	21	1	1	5	1	1	0	0	0	86
11:30 - 11:44	0	36	7	5	24	1	0	3	1	0	0	0	0	77
11:45 - 11:59	0	44	7	1	14	0	0	1	2	1	0	1	1	72
12:00 - 12:14	0	56	9	2	19	0	0	2	0	0	0	0	1	89
12:15 - 12:29	7	39	6	5	22	0	0	3	0	1	0	1	1	85
12:30 - 12:44	0	38	10	2	21	0	0	9	1	0	0	0	2	83
12:45 - 12:59	2	56	9	3	20	1	0	0	1	1	0	0	0	93

Daily Total Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	60	11	0	24	0	0	4	1	1	0	0	1	102
13:15 - 13:29	1	31	16	3	9	1	0	3	1	1	0	1	0	67
13:30 - 13:44	2	45	8	6	22	2	0	4	0	1	1	0	0	91
13:45 - 13:59	3	47	9	5	25	2	1	5	2	1	0	1	1	102
14:00 - 14:14	0	47	11	4	18	3	0	3	4	1	0	0	0	91
14:15 - 14:29	0	73	13	0	18	0	0	5	1	0	0	0	0	110
14:30 - 14:44	4	115	12	0	23	2	0	1	1	1	0	0	0	159
14:45 - 14:59	3	70	5	2	8	0	0	4	2	0	0	0	1	95
15:00 - 15:14	1	80	14	3	12	1	1	3	1	0	0	0	1	117
15:15 - 15:29	1	51	7	2	21	3	0	1	0	0	0	0	0	86
15:30 - 15:44	1	105	14	2	14	0	0	5	0	0	0	0	0	141
15:45 - 15:59	0	77	8	2	27	0	0	3	0	0	0	0	0	117
16:00 - 16:14	0	98	12	0	17	2	1	3	0	0	0	0	0	133
16:15 - 16:29	2	74	15	1	21	0	0	1	1	0	0	0	0	115
16:30 - 16:44	0	72	10	1	17	2	0	3	0	0	0	0	0	105
16:45 - 16:59	0	57	15	0	11	0	0	0	0	0	0	0	0	83
17:00 - 17:14	1	102	14	2	24	0	0	0	1	0	0	0	0	144
17:15 - 17:29	0	68	16	1	25	0	0	1	1	0	0	0	0	112
17:30 - 17:44	0	64	8	0	13	0	0	1	1	0	0	0	0	87
17:45 - 17:59	0	52	9	2	18	0	0	1	0	0	0	0	0	82
18:00 - 18:14	1	53	11	0	7	0	0	2	0	0	0	0	0	74
18:15 - 18:29	0	21	4	0	6	0	0	0	1	0	1	0	0	33
18:30 - 18:44	0	28	9	0	5	0	0	0	0	0	0	0	0	42
18:45 - 18:59	0	16	7	0	4	0	0	4	0	0	1	0	0	32
19:00 - 19:14	0	19	3	0	5	0	0	1	0	0	0	0	0	28
19:15 - 19:29	1	25	5	0	7	0	0	0	0	0	0	0	0	38
19:30 - 19:44	0	21	6	1	3	1	0	2	0	0	0	0	0	34
19:45 - 19:59	0	13	5	1	2	0	0	1	0	0	0	0	0	22
20:00 - 20:14	0	11	2	1	2	0	0	3	0	0	0	0	0	19
20:15 - 20:29	0	19	2	0	3	0	0	0	0	0	0	0	0	24
20:30 - 20:44	0	29	3	0	1	0	0	0	0	0	0	1	0	34
20:45 - 20:59	0	14	0	0	0	0	0	1	0	0	1	0	0	16
21:00 - 21:14	0	5	0	0	2	0	0	1	0	0	0	0	0	8
21:15 - 21:29	0	8	1	0	0	0	0	0	0	0	1	0	0	10
21:30 - 21:44	0	3	0	0	2	0	0	0	0	0	1	0	0	6
21:45 - 21:59	0	2	0	0	2	0	0	0	0	0	0	0	0	4
22:00 - 22:14	0	3	2	0	2	0	0	0	0	0	1	0	0	8
22:15 - 22:29	0	0	1	1	1	0	0	1	0	0	1	0	0	5
22:30 - 22:44	0	3	0	0	1	0	0	1	0	0	0	0	0	5
22:45 - 22:59	0	6	0	0	1	0	0	0	0	0	0	0	0	7
23:00 - 23:14	0	18	3	0	1	0	0	1	0	0	0	0	0	23
23:15 - 23:29	0	65	2	0	0	0	0	1	0	0	0	0	0	68
23:30 - 23:44	0	18	1	0	0	0	0	0	0	0	0	0	0	19
23:45 - 23:59	0	2	0	0	0	0	0	0	0	0	1	1	0	4
Totals	44	3459	586	106	980	33	8	142	45	17	17	11	27	5475
Percent of Total	0.8	63.2	10.7	1.9	17.9	0.6	0.1	2.6	0.8	0.3	0.3	0.2	0.5	100
Percent of AM	0.6	61.1	10.6	2.2	19.6	0.5	0.2	2.4	1.0	0.4	0.3	0.2	0.8	100
Percent of PM	1.0	64.8	10.7	1.7	16.6	0.7	0.1	2.8	0.7	0.3	0.3	0.2	0.3	100

Daily Total Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Truck Summary:

Total Trucks: 1386 % Trucks: 25.3 AM % Trucks: 27.7 PM % Trucks: 23.4

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
00:15 - 00:29	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
00:30 - 00:44	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:45 - 00:59	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
01:00 - 01:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 - 01:29	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:30 - 01:44	0	0	3	1	1	1	1	0	0	0	0	0	0	0	0	7
01:45 - 01:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:00 - 02:14	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
02:15 - 02:29	0	0	0	1	3	3	4	2	1	0	0	0	0	0	0	14
02:30 - 02:44	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45 - 02:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:00 - 03:14	0	0	6	1	1	2	2	0	0	0	0	0	0	0	0	12
03:15 - 03:29	0	0	8	5	0	1	0	0	0	0	0	0	0	0	0	14
03:30 - 03:44	0	0	4	0	2	1	1	0	0	0	0	0	0	0	0	8
03:45 - 03:59	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:44	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45 - 04:59	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
05:00 - 05:14	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:15 - 05:29	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	7
05:30 - 05:44	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
05:45 - 05:59	0	0	0	0	6	12	4	1	0	0	0	0	0	0	0	23
06:00 - 06:14	0	0	0	2	4	1	2	0	0	0	0	0	0	0	0	9
06:15 - 06:29	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	5
06:30 - 06:44	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	7
06:45 - 06:59	1	0	1	0	3	4	1	0	1	0	0	0	0	0	0	11
07:00 - 07:14	0	0	1	4	10	7	4	2	0	0	0	0	0	0	0	28
07:15 - 07:29	0	0	2	6	10	11	8	2	0	0	0	0	0	0	0	39
07:30 - 07:44	0	1	0	15	6	13	3	1	1	0	0	0	0	0	0	40
07:45 - 07:59	0	0	0	5	11	11	2	3	1	0	0	0	0	0	0	33
08:00 - 08:14	0	0	0	4	5	17	4	0	0	0	0	0	1	0	0	31
08:15 - 08:29	0	1	2	3	10	5	5	0	0	0	0	0	0	0	0	26
08:30 - 08:44	0	0	1	9	4	11	5	1	0	0	0	0	0	0	0	31
08:45 - 08:59	0	0	1	7	8	14	6	0	1	0	0	0	0	0	0	37
09:00 - 09:14	0	1	1	2	15	6	5	1	0	0	0	1	0	0	0	32
09:15 - 09:29	0	2	1	4	13	7	3	1	0	1	0	0	0	0	0	32
09:30 - 09:44	0	0	2	3	6	12	6	2	0	0	0	0	0	0	0	31
09:45 - 09:59	0	0	4	2	13	8	4	0	0	0	0	0	0	0	0	31
10:00 - 10:14	0	0	2	5	7	5	2	5	3	0	0	0	0	0	0	29
10:15 - 10:29	0	1	2	5	12	9	3	1	0	0	0	0	0	0	0	33
10:30 - 10:44	0	0	3	5	7	11	4	2	0	0	0	0	0	0	0	32
10:45 - 10:59	0	0	2	3	7	8	5	3	0	0	0	0	0	0	0	28
11:00 - 11:14	1	1	0	3	14	18	9	6	0	0	1	0	0	0	0	53
11:15 - 11:29	0	0	2	0	10	6	8	1	1	0	0	0	0	0	0	28
11:30 - 11:44	0	1	2	1	16	8	9	3	1	0	0	0	0	0	0	41
11:45 - 11:59	0	3	3	4	10	12	8	4	0	1	0	0	0	0	0	45
12:00 - 12:14	0	0	1	5	12	18	13	2	1	0	1	0	0	0	0	53
12:15 - 12:29	4	1	0	6	16	13	3	2	2	0	0	0	0	0	0	47
12:30 - 12:44	0	0	2	5	8	14	6	3	0	0	0	0	0	0	0	38

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	1	0	2	17	16	8	3	0	0	0	0	0	0	0	47
13:00 - 13:14	0	1	3	15	14	15	4	0	1	0	0	0	0	0	0	53
13:15 - 13:29	0	2	0	4	9	4	6	4	0	1	0	0	0	0	0	30
13:30 - 13:44	0	0	0	5	11	14	5	1	0	0	0	0	0	0	0	36
13:45 - 13:59	1	0	1	5	16	9	9	1	1	0	0	0	0	0	0	43
14:00 - 14:14	0	2	2	7	5	11	8	2	1	0	0	0	0	0	0	38
14:15 - 14:29	0	0	0	7	12	15	8	3	0	0	0	0	0	0	0	45
14:30 - 14:44	6	10	6	13	13	15	8	4	0	0	0	0	0	0	0	75
14:45 - 14:59	4	1	1	0	6	7	1	0	0	0	0	0	0	0	0	20
15:00 - 15:14	0	0	4	13	22	19	10	3	0	0	0	0	0	0	0	71
15:15 - 15:29	0	1	4	3	8	19	13	4	0	0	0	0	0	0	0	52
15:30 - 15:44	0	5	15	23	34	20	6	1	0	0	0	0	0	0	0	104
15:45 - 15:59	0	0	0	4	17	28	9	2	1	0	0	0	0	0	1	62
16:00 - 16:14	12	6	6	21	20	20	4	1	0	0	0	0	0	0	0	90
16:15 - 16:29	2	0	2	5	17	26	12	1	0	0	0	0	0	0	0	65
16:30 - 16:44	14	5	12	8	9	7	9	5	0	0	0	0	0	0	0	69
16:45 - 16:59	4	2	5	20	13	15	4	0	0	0	0	0	0	0	0	63
17:00 - 17:14	2	5	23	27	40	15	3	0	1	0	0	0	0	0	0	116
17:15 - 17:29	0	5	7	10	37	23	5	0	0	0	0	0	0	0	0	87
17:30 - 17:44	0	0	0	3	17	21	20	5	1	0	0	0	0	0	0	67
17:45 - 17:59	0	0	0	2	10	14	22	8	0	0	0	0	0	0	0	56
18:00 - 18:14	0	0	0	2	12	23	17	0	0	0	0	0	0	0	0	54
18:15 - 18:29	0	0	2	1	7	5	4	5	0	0	0	0	0	0	0	24
18:30 - 18:44	0	0	0	0	7	13	9	3	0	0	1	0	0	0	0	33
18:45 - 18:59	0	0	0	2	2	12	1	0	0	1	0	0	0	0	0	18
19:00 - 19:14	0	0	1	1	10	2	4	3	0	0	0	0	0	0	0	21
19:15 - 19:29	0	0	0	1	7	10	1	2	1	0	0	0	0	0	0	22
19:30 - 19:44	0	0	0	2	3	6	10	1	1	0	0	0	0	0	0	23
19:45 - 19:59	0	0	0	2	5	5	3	3	0	0	0	0	0	0	0	18
20:00 - 20:14	0	0	0	2	1	7	2	3	0	0	0	0	0	0	0	15
20:15 - 20:29	0	0	0	0	4	8	4	3	0	0	0	0	0	0	0	19
20:30 - 20:44	0	0	0	5	8	11	6	1	2	0	0	0	0	0	0	33
20:45 - 20:59	0	0	0	0	4	3	2	0	0	0	0	0	0	0	0	9
21:00 - 21:14	0	0	1	0	1	1	1	0	1	0	0	0	0	0	0	5
21:15 - 21:29	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
21:30 - 21:44	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
21:45 - 21:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00 - 22:14	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
22:15 - 22:29	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
22:30 - 22:44	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
22:45 - 22:59	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
23:00 - 23:14	0	0	0	0	5	3	3	0	0	1	0	0	0	0	0	12
23:15 - 23:29	0	0	2	6	25	17	7	3	0	0	0	0	0	0	0	60
23:30 - 23:44	0	0	0	1	4	6	3	2	0	0	0	0	0	0	0	16
23:45 - 23:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Totals	51	59	154	346	720	763	410	135	25	6	3	1	1	0	1	2675
Percent of Total	1.9	2.2	5.8	12.9	26.9	28.5	15.3	5.0	0.9	0.2	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.2	1.4	6.4	12.6	27.0	29.1	15.4	5.8	1.3	0.2	0.1	0.1	0.1	0.0	0.0	100
Percent of PM	2.7	2.6	5.4	13.1	26.9	28.3	15.3	4.7	0.8	0.2	0.1	0.0	0.0	0.0	0.1	100

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

Standard Deviation: 8.0 MPH
Mean Speed: 34.6 MPH
Median Speed: 35.0 MPH
Modal Speed: 37.5 MPH

Ten Mile Pace: 30 to 39 MPH
Percent in Ten Mile Pace: 55.4%

85th Percentile: 42.2 MPH
15th Percentile: 27.0 MPH
90th Percentile: 43.8 MPH
95th Percentile: 46.4 MPH

Daily Westbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
00:15 - 00:29	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
00:30 - 00:44	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
00:45 - 00:59	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
01:00 - 01:14	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15 - 01:29	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	5
01:30 - 01:44	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4
01:45 - 01:59	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
02:00 - 02:14	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
02:15 - 02:29	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:30 - 02:44	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	6
02:45 - 02:59	0	0	0	2	9	2	15	2	1	0	0	0	0	0	0	31
03:00 - 03:14	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	5
03:15 - 03:29	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
03:30 - 03:44	0	0	0	1	2	1	4	1	1	1	0	0	0	0	0	11
03:45 - 03:59	0	0	0	0	3	2	1	0	2	0	0	0	0	0	0	8
04:00 - 04:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
04:15 - 04:29	0	0	0	2	1	4	3	0	0	0	0	0	0	0	0	10
04:30 - 04:44	0	0	0	3	6	9	8	1	0	0	0	0	0	0	0	27
04:45 - 04:59	0	0	1	1	13	11	10	1	0	0	0	0	0	0	0	37
05:00 - 05:14	0	0	0	3	2	3	3	3	0	0	0	0	0	0	0	14
05:15 - 05:29	0	0	1	7	5	9	3	0	0	0	0	0	0	0	0	25
05:30 - 05:44	0	0	2	5	7	22	11	0	1	0	0	0	0	0	0	48
05:45 - 05:59	0	0	5	10	23	31	15	0	1	0	0	0	0	0	0	85
06:00 - 06:14	0	1	1	2	12	9	12	1	3	1	0	0	0	0	0	42
06:15 - 06:29	0	0	0	0	5	9	9	0	0	0	0	0	0	0	0	23
06:30 - 06:44	0	0	0	1	18	12	12	4	0	0	0	0	0	0	0	47
06:45 - 06:59	0	0	1	10	37	33	16	7	0	0	0	0	0	0	0	104
07:00 - 07:14	0	0	0	6	9	8	10	7	0	0	1	0	0	0	0	41
07:15 - 07:29	0	0	0	6	10	25	11	3	0	0	0	0	0	0	0	55
07:30 - 07:44	0	0	0	1	5	16	14	4	0	0	0	0	0	0	0	40
07:45 - 07:59	0	0	0	0	16	39	18	1	2	0	0	0	0	0	0	76
08:00 - 08:14	0	0	0	6	26	34	12	2	1	0	0	0	0	0	0	81
08:15 - 08:29	0	0	0	2	18	29	19	5	0	0	1	0	0	0	0	74
08:30 - 08:44	0	1	1	3	17	30	14	3	0	0	0	0	0	0	0	69
08:45 - 08:59	0	0	2	10	20	27	11	2	0	1	0	0	0	0	0	73
09:00 - 09:14	0	0	0	3	14	29	16	1	1	0	0	0	0	0	0	64
09:15 - 09:29	1	1	1	12	7	20	11	1	3	0	0	0	1	0	0	58
09:30 - 09:44	0	0	0	2	15	21	6	4	1	0	0	0	0	0	0	49
09:45 - 09:59	0	0	0	2	13	15	7	1	2	0	0	0	0	0	0	40
10:00 - 10:14	0	0	0	7	9	23	10	0	1	0	0	0	0	0	1	51
10:15 - 10:29	0	0	1	6	9	5	3	6	0	0	0	0	0	0	0	30
10:30 - 10:44	1	1	2	3	11	6	5	1	0	0	0	0	0	0	0	30
10:45 - 10:59	0	0	2	1	7	10	9	1	0	0	0	0	0	0	0	30
11:00 - 11:14	0	0	0	6	12	14	6	0	2	0	0	0	0	0	0	40
11:15 - 11:29	0	1	3	7	22	13	10	1	1	0	0	0	0	0	0	58
11:30 - 11:44	0	0	0	6	6	9	12	3	0	0	0	0	0	0	0	36
11:45 - 11:59	0	0	0	3	6	12	6	0	0	0	0	0	0	0	0	27
12:00 - 12:14	0	0	1	2	5	19	8	1	0	0	0	0	0	0	0	36
12:15 - 12:29	0	0	0	8	10	9	5	2	0	1	0	0	0	0	0	35
12:30 - 12:44	0	0	0	10	14	9	9	3	0	0	0	0	0	0	0	45

Daily Westbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	3	3	15	14	7	4	0	0	0	0	0	0	0	46
13:00 - 13:14	0	0	0	10	16	6	12	5	0	0	0	0	0	0	0	49
13:15 - 13:29	0	0	0	2	8	16	9	1	0	0	0	0	0	0	0	36
13:30 - 13:44	0	0	4	1	22	16	8	4	0	0	0	0	0	0	0	55
13:45 - 13:59	1	1	6	23	13	8	4	2	0	0	0	0	0	0	0	58
14:00 - 14:14	0	0	1	13	14	19	5	1	0	0	0	0	0	0	0	53
14:15 - 14:29	0	0	0	13	24	17	7	2	1	0	0	0	1	0	0	65
14:30 - 14:44	0	0	3	6	33	26	14	1	0	0	0	0	0	0	0	83
14:45 - 14:59	0	0	0	5	31	26	8	3	0	0	0	0	0	0	0	73
15:00 - 15:14	1	1	3	4	14	12	8	2	1	0	0	0	0	0	0	46
15:15 - 15:29	0	0	0	3	6	13	7	4	0	0	0	0	0	0	0	33
15:30 - 15:44	0	0	0	0	15	13	7	2	0	0	0	0	0	0	0	37
15:45 - 15:59	0	0	4	5	12	21	13	0	0	0	0	0	0	0	0	55
16:00 - 16:14	0	1	7	9	16	6	2	2	0	0	0	0	0	0	0	43
16:15 - 16:29	0	1	8	12	13	8	6	2	0	0	0	0	0	0	0	50
16:30 - 16:44	1	1	2	8	11	10	2	1	0	0	0	0	0	0	0	36
16:45 - 16:59	0	0	0	1	4	10	3	2	0	0	0	0	0	0	0	20
17:00 - 17:14	0	0	0	1	7	12	7	1	0	0	0	0	0	0	0	28
17:15 - 17:29	0	0	0	3	8	8	5	0	1	0	0	0	0	0	0	25
17:30 - 17:44	0	0	0	1	1	7	6	4	1	0	0	0	0	0	0	20
17:45 - 17:59	0	0	0	2	3	12	6	1	1	1	0	0	0	0	0	26
18:00 - 18:14	1	0	0	0	6	7	6	0	0	0	0	0	0	0	0	20
18:15 - 18:29	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	9
18:30 - 18:44	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	9
18:45 - 18:59	0	0	0	0	4	6	3	0	1	0	0	0	0	0	0	14
19:00 - 19:14	0	0	1	0	3	2	1	0	0	0	0	0	0	0	0	7
19:15 - 19:29	0	0	0	3	2	7	4	0	0	0	0	0	0	0	0	16
19:30 - 19:44	0	0	0	1	4	4	1	0	1	0	0	0	0	0	0	11
19:45 - 19:59	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4
20:00 - 20:14	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
20:15 - 20:29	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	5
20:30 - 20:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:45 - 20:59	0	0	1	0	1	2	2	1	0	0	0	0	0	0	0	7
21:00 - 21:14	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
21:15 - 21:29	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
21:30 - 21:44	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:45 - 21:59	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
22:00 - 22:14	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
22:15 - 22:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:30 - 22:44	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
22:45 - 22:59	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
23:00 - 23:14	0	0	0	0	3	2	2	4	0	0	0	0	0	0	0	11
23:15 - 23:29	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	8
23:30 - 23:44	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
23:45 - 23:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Totals	7	10	67	298	765	926	542	130	31	5	2	0	2	0	1	2786
Percent of Total	0.3	0.4	2.4	10.7	27.5	33.2	19.5	4.7	1.1	0.2	0.1	0.0	0.1	0.0	0.0	100
Percent of AM	0.2	0.3	1.5	9.0	25.9	35.4	21.4	4.4	1.5	0.2	0.1	0.0	0.1	0.0	0.1	100
Percent of PM	0.3	0.4	3.6	12.9	29.5	30.4	16.9	5.0	0.6	0.2	0.0	0.0	0.1	0.0	0.0	100

Daily Westbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

Standard Deviation: 6.5 MPH
Mean Speed: 36.3 MPH
Median Speed: 36.3 MPH
Modal Speed: 37.5 MPH

Ten Mile Pace: 30 to 39 MPH
Percent in Ten Mile Pace: 60.7%

85th Percentile: 42.7 MPH
15th Percentile: 30.2 MPH
90th Percentile: 44.0 MPH
95th Percentile: 46.2 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	7
00:15 - 00:29	0	0	0	1	1	1	2	2	0	0	0	0	0	0	0	7
00:30 - 00:44	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
00:45 - 00:59	1	0	0	0	0	3	3	1	0	0	0	0	0	0	0	8
01:00 - 01:14	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:15 - 01:29	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	8
01:30 - 01:44	0	0	3	1	3	2	1	1	0	0	0	0	0	0	0	11
01:45 - 01:59	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	5
02:00 - 02:14	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	5
02:15 - 02:29	0	0	0	1	3	4	6	2	1	0	0	0	0	0	0	17
02:30 - 02:44	0	0	0	1	5	1	1	0	0	0	0	0	0	0	0	8
02:45 - 02:59	0	0	0	2	10	3	15	2	1	0	0	0	0	0	0	33
03:00 - 03:14	0	0	6	2	1	4	3	1	0	0	0	0	0	0	0	17
03:15 - 03:29	0	0	8	5	0	4	0	0	0	0	0	0	0	0	0	17
03:30 - 03:44	0	0	4	1	4	2	5	1	1	1	0	0	0	0	0	19
03:45 - 03:59	0	0	0	0	3	2	2	0	3	0	0	0	0	0	0	10
04:00 - 04:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
04:15 - 04:29	0	0	0	2	1	4	3	0	0	0	0	0	0	0	0	10
04:30 - 04:44	0	0	0	3	6	10	8	1	0	0	0	0	0	0	0	28
04:45 - 04:59	0	0	1	1	15	11	11	1	0	0	0	0	0	0	0	40
05:00 - 05:14	0	0	0	4	4	3	3	3	0	0	0	0	0	0	0	17
05:15 - 05:29	0	0	1	8	6	12	5	0	0	0	0	0	0	0	0	32
05:30 - 05:44	0	0	2	6	8	23	12	0	1	0	0	0	0	0	0	52
05:45 - 05:59	0	0	5	10	29	43	19	1	1	0	0	0	0	0	0	108
06:00 - 06:14	0	1	1	4	16	10	14	1	3	1	0	0	0	0	0	51
06:15 - 06:29	0	1	0	0	7	9	9	2	0	0	0	0	0	0	0	28
06:30 - 06:44	0	0	0	1	18	17	13	5	0	0	0	0	0	0	0	54
06:45 - 06:59	1	0	2	10	40	37	17	7	1	0	0	0	0	0	0	115
07:00 - 07:14	0	0	1	10	19	15	14	9	0	0	1	0	0	0	0	69
07:15 - 07:29	0	0	2	12	20	36	19	5	0	0	0	0	0	0	0	94
07:30 - 07:44	0	1	0	16	11	29	17	5	1	0	0	0	0	0	0	80
07:45 - 07:59	0	0	0	5	27	50	20	4	3	0	0	0	0	0	0	109
08:00 - 08:14	0	0	0	10	31	51	16	2	1	0	0	0	1	0	0	112
08:15 - 08:29	0	1	2	5	28	34	24	5	0	0	1	0	0	0	0	100
08:30 - 08:44	0	1	2	12	21	41	19	4	0	0	0	0	0	0	0	100
08:45 - 08:59	0	0	3	17	28	41	17	2	1	1	0	0	0	0	0	110
09:00 - 09:14	0	1	1	5	29	35	21	2	1	0	0	1	0	0	0	96
09:15 - 09:29	1	3	2	16	20	27	14	2	3	1	0	0	1	0	0	90
09:30 - 09:44	0	0	2	5	21	33	12	6	1	0	0	0	0	0	0	80
09:45 - 09:59	0	0	4	4	26	23	11	1	2	0	0	0	0	0	0	71
10:00 - 10:14	0	0	2	12	16	28	12	5	4	0	0	0	0	0	1	80
10:15 - 10:29	0	1	3	11	21	14	6	7	0	0	0	0	0	0	0	63
10:30 - 10:44	1	1	5	8	18	17	9	3	0	0	0	0	0	0	0	62
10:45 - 10:59	0	0	4	4	14	18	14	4	0	0	0	0	0	0	0	58
11:00 - 11:14	1	1	0	9	26	32	15	6	2	0	1	0	0	0	0	93
11:15 - 11:29	0	1	5	7	32	19	18	2	2	0	0	0	0	0	0	86
11:30 - 11:44	0	1	2	7	22	17	21	6	1	0	0	0	0	0	0	77
11:45 - 11:59	0	3	3	7	16	24	14	4	0	1	0	0	0	0	0	72
12:00 - 12:14	0	0	2	7	17	37	21	3	1	0	1	0	0	0	0	89
12:15 - 12:29	4	1	0	14	26	22	8	4	2	1	0	0	0	0	0	82
12:30 - 12:44	0	0	2	15	22	23	15	6	0	0	0	0	0	0	0	83

Daily Total Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	1	3	5	32	30	15	7	0	0	0	0	0	0	0	93
13:00 - 13:14	0	1	3	25	30	21	16	5	1	0	0	0	0	0	0	102
13:15 - 13:29	0	2	0	6	17	20	15	5	0	1	0	0	0	0	0	66
13:30 - 13:44	0	0	4	6	33	30	13	5	0	0	0	0	0	0	0	91
13:45 - 13:59	2	1	7	28	29	17	13	3	1	0	0	0	0	0	0	101
14:00 - 14:14	0	2	3	20	19	30	13	3	1	0	0	0	0	0	0	91
14:15 - 14:29	0	0	0	20	36	32	15	5	1	0	0	0	1	0	0	110
14:30 - 14:44	6	10	9	19	46	41	22	5	0	0	0	0	0	0	0	158
14:45 - 14:59	4	1	1	5	37	33	9	3	0	0	0	0	0	0	0	93
15:00 - 15:14	1	1	7	17	36	31	18	5	1	0	0	0	0	0	0	117
15:15 - 15:29	0	1	4	6	14	32	20	8	0	0	0	0	0	0	0	85
15:30 - 15:44	0	5	15	23	49	33	13	3	0	0	0	0	0	0	0	141
15:45 - 15:59	0	0	4	9	29	49	22	2	1	0	0	0	0	0	1	117
16:00 - 16:14	12	7	13	30	36	26	6	3	0	0	0	0	0	0	0	133
16:15 - 16:29	2	1	10	17	30	34	18	3	0	0	0	0	0	0	0	115
16:30 - 16:44	15	6	14	16	20	17	11	6	0	0	0	0	0	0	0	105
16:45 - 16:59	4	2	5	21	17	25	7	2	0	0	0	0	0	0	0	83
17:00 - 17:14	2	5	23	28	47	27	10	1	1	0	0	0	0	0	0	144
17:15 - 17:29	0	5	7	13	45	31	10	0	1	0	0	0	0	0	0	112
17:30 - 17:44	0	0	0	4	18	28	26	9	2	0	0	0	0	0	0	87
17:45 - 17:59	0	0	0	4	13	26	28	9	1	1	0	0	0	0	0	82
18:00 - 18:14	1	0	0	2	18	30	23	0	0	0	0	0	0	0	0	74
18:15 - 18:29	0	0	2	1	8	9	7	6	0	0	0	0	0	0	0	33
18:30 - 18:44	0	0	0	2	9	18	9	3	0	0	1	0	0	0	0	42
18:45 - 18:59	0	0	0	2	6	18	4	0	1	1	0	0	0	0	0	32
19:00 - 19:14	0	0	2	1	13	4	5	3	0	0	0	0	0	0	0	28
19:15 - 19:29	0	0	0	4	9	17	5	2	1	0	0	0	0	0	0	38
19:30 - 19:44	0	0	0	3	7	10	11	1	2	0	0	0	0	0	0	34
19:45 - 19:59	0	0	0	2	7	5	4	4	0	0	0	0	0	0	0	22
20:00 - 20:14	0	0	0	2	1	9	4	3	0	0	0	0	0	0	0	19
20:15 - 20:29	0	0	0	1	4	9	7	3	0	0	0	0	0	0	0	24
20:30 - 20:44	0	0	0	5	9	11	6	1	2	0	0	0	0	0	0	34
20:45 - 20:59	0	0	1	0	5	5	4	1	0	0	0	0	0	0	0	16
21:00 - 21:14	0	0	1	0	1	2	2	1	1	0	0	0	0	0	0	8
21:15 - 21:29	0	0	0	1	2	4	2	1	0	0	0	0	0	0	0	10
21:30 - 21:44	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6
21:45 - 21:59	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	4
22:00 - 22:14	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0	8
22:15 - 22:29	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
22:30 - 22:44	0	0	0	1	1	1	0	1	0	1	0	0	0	0	0	5
22:45 - 22:59	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	7
23:00 - 23:14	0	0	0	0	8	5	5	4	0	1	0	0	0	0	0	23
23:15 - 23:29	0	0	2	6	27	19	10	4	0	0	0	0	0	0	0	68
23:30 - 23:44	0	0	0	1	4	7	5	2	0	0	0	0	0	0	0	19
23:45 - 23:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
Totals	58	69	221	644	1485	1689	952	265	56	11	5	1	3	0	2	5461
Percent of Total	1.1	1.3	4.0	11.8	27.2	30.9	17.4	4.9	1.0	0.2	0.1	0.0	0.1	0.0	0.0	100
Percent of AM	0.2	0.7	3.2	10.3	26.3	33.2	19.3	4.9	1.4	0.2	0.1	0.0	0.1	0.0	0.0	100
Percent of PM	1.7	1.7	4.7	13.0	27.9	29.1	15.9	4.8	0.7	0.2	0.1	0.0	0.0	0.0	0.0	100

Daily Total Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: 1600 North Location

Posted Speed: 25

Standard Deviation: 7.3 MPH
Mean Speed: 35.4 MPH
Median Speed: 35.7 MPH
Modal Speed: 37.5 MPH

Ten Mile Pace: 30 to 39 MPH
Percent in Ten Mile Pace: 58.1%

85th Percentile: 42.5 MPH
15th Percentile: 28.7 MPH
90th Percentile: 43.9 MPH
95th Percentile: 46.3 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	4	12	16
00:15 - 00:29	12	2	14
00:30 - 00:44	3	6	9
00:45 - 00:59	6	4	10
01:00 - 01:14	6	4	10
01:15 - 01:29	2	4	6
01:30 - 01:44	0	2	2
01:45 - 01:59	1	0	1
02:00 - 02:14	3	2	5
02:15 - 02:29	1	5	6
02:30 - 02:44	4	1	5
02:45 - 02:59	1	1	2
03:00 - 03:14	0	2	2
03:15 - 03:29	0	1	1
03:30 - 03:44	1	1	2
03:45 - 03:59	2	0	2
04:00 - 04:14	4	0	4
04:15 - 04:29	3	0	3
04:30 - 04:44	2	1	3
04:45 - 04:59	7	1	8
05:00 - 05:14	10	2	12
05:15 - 05:29	12	2	14
05:30 - 05:44	14	2	16
05:45 - 05:59	26	2	28
06:00 - 06:14	16	6	22
06:15 - 06:29	16	5	21
06:30 - 06:44	34	6	40
06:45 - 06:59	49	12	61
07:00 - 07:14	52	13	65
07:15 - 07:29	80	17	97
07:30 - 07:44	128	30	158
07:45 - 07:59	147	53	200
08:00 - 08:14	114	58	172
08:15 - 08:29	99	33	132
08:30 - 08:44	76	34	110
08:45 - 08:59	92	26	118
09:00 - 09:14	87	21	108
09:15 - 09:29	66	40	106
09:30 - 09:44	90	27	117
09:45 - 09:59	72	25	97
10:00 - 10:14	47	39	86
10:15 - 10:29	44	32	76
10:30 - 10:44	44	38	82
10:45 - 10:59	62	45	107
11:00 - 11:14	49	41	90
11:15 - 11:29	60	34	94
11:30 - 11:44	70	47	117
11:45 - 11:59	59	42	101
12:00 - 12:14	48	54	102
12:15 - 12:29	45	41	86
12:30 - 12:44	38	42	80
12:45 - 12:59	45	41	86

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	34	53	87
13:15 - 13:29	48	43	91
13:30 - 13:44	54	55	109
13:45 - 13:59	60	43	103
14:00 - 14:14	71	44	115
14:15 - 14:29	72	88	160
14:30 - 14:44	85	96	181
14:45 - 14:59	64	77	141
15:00 - 15:14	62	64	126
15:15 - 15:29	59	61	120
15:30 - 15:44	73	63	136
15:45 - 15:59	74	86	160
16:00 - 16:14	68	80	148
16:15 - 16:29	66	94	160
16:30 - 16:44	77	66	143
16:45 - 16:59	70	50	120
17:00 - 17:14	65	72	137
17:15 - 17:29	67	83	150
17:30 - 17:44	89	99	188
17:45 - 17:59	78	97	175
18:00 - 18:14	66	99	165
18:15 - 18:29	60	69	129
18:30 - 18:44	68	71	139
18:45 - 18:59	86	48	134
19:00 - 19:14	62	79	141
19:15 - 19:29	52	68	120
19:30 - 19:44	47	46	93
19:45 - 19:59	46	50	96
20:00 - 20:14	29	42	71
20:15 - 20:29	38	63	101
20:30 - 20:44	29	42	71
20:45 - 20:59	45	46	91
21:00 - 21:14	20	46	66
21:15 - 21:29	24	46	70
21:30 - 21:44	37	42	79
21:45 - 21:59	25	40	65
22:00 - 22:14	41	39	80
22:15 - 22:29	22	31	53
22:30 - 22:44	11	18	29
22:45 - 22:59	14	16	30
23:00 - 23:14	12	20	32
23:15 - 23:29	7	14	21
23:30 - 23:44	15	13	28
23:45 - 23:59	10	9	19
Totals	4155	3430	7585
AM Peak Time	07:28 - 08:27	07:41 - 08:40	07:28 - 08:27
AM Peak Volume	493	189	665
PM Peak Time	17:06 - 18:05	17:15 - 18:14	17:20 - 18:19
PM Peak Volume	310	378	680

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Daily Eastbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15 - 00:29	0	12	0	0	0	0	0	0	0	0	0	0	0	12
00:30 - 00:44	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:45 - 00:59	0	5	0	0	1	0	0	0	0	0	0	0	0	6
01:00 - 01:14	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:15 - 01:29	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:14	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30 - 02:44	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:45 - 02:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:44	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:14	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:15 - 04:29	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:30 - 04:44	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45 - 04:59	0	4	2	0	1	0	0	0	0	0	0	0	0	7
05:00 - 05:14	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:15 - 05:29	0	9	3	0	0	0	0	0	0	0	0	0	0	12
05:30 - 05:44	0	13	0	0	1	0	0	0	0	0	0	0	0	14
05:45 - 05:59	0	20	3	0	3	0	0	0	0	0	0	0	0	26
06:00 - 06:14	0	13	1	0	2	0	0	0	0	0	0	0	0	16
06:15 - 06:29	0	11	1	1	3	0	0	0	0	0	0	0	0	16
06:30 - 06:44	0	25	1	0	8	0	0	0	0	0	0	0	0	34
06:45 - 06:59	0	39	4	2	4	0	0	0	0	0	0	0	0	49
07:00 - 07:14	0	39	3	1	8	0	0	1	0	0	0	0	0	52
07:15 - 07:29	0	71	5	1	3	0	0	0	0	0	0	0	0	80
07:30 - 07:44	0	110	5	0	13	0	0	0	0	0	0	0	0	128
07:45 - 07:59	0	117	11	5	13	1	0	0	0	0	0	0	0	147
08:00 - 08:14	0	96	10	0	8	0	0	0	0	0	0	0	0	114
08:15 - 08:29	0	80	4	2	12	1	0	0	0	0	0	0	0	99
08:30 - 08:44	0	61	8	0	6	0	0	1	0	0	0	0	0	76
08:45 - 08:59	0	77	4	1	10	0	0	0	0	0	0	0	0	92
09:00 - 09:14	0	73	7	0	7	0	0	0	0	0	0	0	0	87
09:15 - 09:29	0	44	7	1	14	0	0	0	0	0	0	0	0	66
09:30 - 09:44	0	74	9	0	7	0	0	0	0	0	0	0	0	90
09:45 - 09:59	0	60	5	1	6	0	0	0	0	0	0	0	0	72
10:00 - 10:14	0	38	3	0	6	0	0	0	0	0	0	0	0	47
10:15 - 10:29	0	35	3	1	5	0	0	0	0	0	0	0	0	44
10:30 - 10:44	0	32	4	1	6	0	0	1	0	0	0	0	0	44
10:45 - 10:59	0	50	5	2	5	0	0	0	0	0	0	0	0	62
11:00 - 11:14	0	42	5	0	2	0	0	0	0	0	0	0	0	49
11:15 - 11:29	0	46	4	1	7	1	0	1	0	0	0	0	0	60
11:30 - 11:44	0	58	5	0	7	0	0	0	0	0	0	0	0	70
11:45 - 11:59	0	44	10	0	4	1	0	0	0	0	0	0	0	59
12:00 - 12:14	0	33	6	1	8	0	0	0	0	0	0	0	0	48
12:15 - 12:29	0	33	6	2	4	0	0	0	0	0	0	0	0	45
12:30 - 12:44	0	36	1	0	1	0	0	0	0	0	0	0	0	38
12:45 - 12:59	1	39	1	1	2	0	0	1	0	0	0	0	0	45

Daily Eastbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	28	4	0	2	0	0	0	0	0	0	0	0	34
13:15 - 13:29	1	37	2	1	7	0	0	0	0	0	0	0	0	48
13:30 - 13:44	0	46	6	0	2	0	0	0	0	0	0	0	0	54
13:45 - 13:59	0	53	5	0	2	0	0	0	0	0	0	0	0	60
14:00 - 14:14	0	60	6	0	5	0	0	0	0	0	0	0	0	71
14:15 - 14:29	0	57	8	1	6	0	0	0	0	0	0	0	0	72
14:30 - 14:44	0	68	4	4	9	0	0	0	0	0	0	0	0	85
14:45 - 14:59	0	57	3	1	3	0	0	0	0	0	0	0	0	64
15:00 - 15:14	0	51	2	2	7	0	0	0	0	0	0	0	0	62
15:15 - 15:29	0	43	7	2	7	0	0	0	0	0	0	0	0	59
15:30 - 15:44	0	59	7	0	7	0	0	0	0	0	0	0	0	73
15:45 - 15:59	1	55	12	1	5	0	0	0	0	0	0	0	0	74
16:00 - 16:14	0	55	9	0	4	0	0	0	0	0	0	0	0	68
16:15 - 16:29	0	54	4	2	6	0	0	0	0	0	0	0	0	66
16:30 - 16:44	0	64	5	0	8	0	0	0	0	0	0	0	0	77
16:45 - 16:59	0	60	5	1	3	1	0	0	0	0	0	0	0	70
17:00 - 17:14	0	53	3	0	8	1	0	0	0	0	0	0	0	65
17:15 - 17:29	0	54	9	1	3	0	0	0	0	0	0	0	0	67
17:30 - 17:44	0	72	9	0	8	0	0	0	0	0	0	0	0	89
17:45 - 17:59	0	64	10	1	3	0	0	0	0	0	0	0	0	78
18:00 - 18:14	0	53	7	0	6	0	0	0	0	0	0	0	0	66
18:15 - 18:29	0	46	8	1	5	0	0	0	0	0	0	0	0	60
18:30 - 18:44	0	56	9	0	3	0	0	0	0	0	0	0	0	68
18:45 - 18:59	0	71	8	1	6	0	0	0	0	0	0	0	0	86
19:00 - 19:14	0	50	5	0	7	0	0	0	0	0	0	0	0	62
19:15 - 19:29	0	43	6	2	1	0	0	0	0	0	0	0	0	52
19:30 - 19:44	0	38	2	0	7	0	0	0	0	0	0	0	0	47
19:45 - 19:59	0	43	2	0	1	0	0	0	0	0	0	0	0	46
20:00 - 20:14	0	27	0	0	2	0	0	0	0	0	0	0	0	29
20:15 - 20:29	0	33	1	1	2	1	0	0	0	0	0	0	0	38
20:30 - 20:44	0	24	4	0	1	0	0	0	0	0	0	0	0	29
20:45 - 20:59	1	40	2	0	2	0	0	0	0	0	0	0	0	45
21:00 - 21:14	0	17	1	0	2	0	0	0	0	0	0	0	0	20
21:15 - 21:29	0	24	0	0	0	0	0	0	0	0	0	0	0	24
21:30 - 21:44	0	33	2	0	2	0	0	0	0	0	0	0	0	37
21:45 - 21:59	0	23	1	0	1	0	0	0	0	0	0	0	0	25
22:00 - 22:14	0	37	1	0	3	0	0	0	0	0	0	0	0	41
22:15 - 22:29	0	15	4	0	3	0	0	0	0	0	0	0	0	22
22:30 - 22:44	0	10	0	0	1	0	0	0	0	0	0	0	0	11
22:45 - 22:59	0	11	1	0	2	0	0	0	0	0	0	0	0	14
23:00 - 23:14	0	12	0	0	0	0	0	0	0	0	0	0	0	12
23:15 - 23:29	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:30 - 23:44	0	12	2	0	1	0	0	0	0	0	0	0	0	15
23:45 - 23:59	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Totals	4	3405	335	46	353	7	0	5	0	0	0	0	0	4155
Percent of Total	0.1	81.9	8.1	1.1	8.5	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	81.0	7.5	1.1	9.8	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.2	82.6	8.5	1.1	7.5	0.1	0.0	100						

Daily Eastbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Truck Summary:

Total Trucks: 411 % Trucks: 9.9 AM % Trucks: 11.4 PM % Trucks: 8.7

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Westbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	11	0	0	1	0	0	0	0	0	0	0	0	12
00:15 - 00:29	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:30 - 00:44	0	4	1	0	1	0	0	0	0	0	0	0	0	6
00:45 - 00:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00 - 01:14	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15 - 01:29	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:30 - 01:44	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:14	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15 - 02:29	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:30 - 02:44	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:14	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15 - 03:29	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 - 03:44	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:44	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:14	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15 - 05:29	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30 - 05:44	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45 - 05:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:14	0	4	0	1	1	0	0	0	0	0	0	0	0	6
06:15 - 06:29	0	3	1	0	1	0	0	0	0	0	0	0	0	5
06:30 - 06:44	0	4	0	1	0	0	0	0	1	0	0	0	0	6
06:45 - 06:59	0	9	0	1	2	0	0	0	0	0	0	0	0	12
07:00 - 07:14	0	7	2	1	3	0	0	0	0	0	0	0	0	13
07:15 - 07:29	0	11	2	1	3	0	0	0	0	0	0	0	0	17
07:30 - 07:44	3	18	3	2	4	0	0	0	0	0	0	0	0	30
07:45 - 07:59	0	46	5	0	1	0	0	1	0	0	0	0	0	53
08:00 - 08:14	0	46	4	0	6	2	0	0	0	0	0	0	0	58
08:15 - 08:29	0	26	5	0	2	0	0	0	0	0	0	0	0	33
08:30 - 08:44	0	26	6	0	2	0	0	0	0	0	0	0	0	34
08:45 - 08:59	0	20	5	1	0	0	0	0	0	0	0	0	0	26
09:00 - 09:14	0	14	0	1	6	0	0	0	0	0	0	0	0	21
09:15 - 09:29	0	31	3	0	6	0	0	0	0	0	0	0	0	40
09:30 - 09:44	0	16	3	1	7	0	0	0	0	0	0	0	0	27
09:45 - 09:59	0	20	4	0	1	0	0	0	0	0	0	0	0	25
10:00 - 10:14	0	28	4	1	5	1	0	0	0	0	0	0	0	39
10:15 - 10:29	0	24	7	0	1	0	0	0	0	0	0	0	0	32
10:30 - 10:44	0	26	5	1	6	0	0	0	0	0	0	0	0	38
10:45 - 10:59	0	38	1	2	4	0	0	0	0	0	0	0	0	45
11:00 - 11:14	0	30	5	0	6	0	0	0	0	0	0	0	0	41
11:15 - 11:29	0	32	1	0	1	0	0	0	0	0	0	0	0	34
11:30 - 11:44	0	42	3	1	1	0	0	0	0	0	0	0	0	47
11:45 - 11:59	0	38	2	0	1	1	0	0	0	0	0	0	0	42
12:00 - 12:14	0	43	3	1	7	0	0	0	0	0	0	0	0	54
12:15 - 12:29	0	31	4	0	6	0	0	0	0	0	0	0	0	41
12:30 - 12:44	0	33	2	2	4	0	1	0	0	0	0	0	0	42
12:45 - 12:59	0	32	3	0	6	0	0	0	0	0	0	0	0	41

Daily Westbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	43	4	0	6	0	0	0	0	0	0	0	0	53
13:15 - 13:29	1	32	8	0	2	0	0	0	0	0	0	0	0	43
13:30 - 13:44	0	47	2	1	5	0	0	0	0	0	0	0	0	55
13:45 - 13:59	0	38	4	0	1	0	0	0	0	0	0	0	0	43
14:00 - 14:14	0	40	1	1	2	0	0	0	0	0	0	0	0	44
14:15 - 14:29	1	71	8	2	5	1	0	0	0	0	0	0	0	88
14:30 - 14:44	0	83	4	0	8	0	0	1	0	0	0	0	0	96
14:45 - 14:59	0	58	8	3	6	0	0	1	1	0	0	0	0	77
15:00 - 15:14	0	50	2	6	6	0	0	0	0	0	0	0	0	64
15:15 - 15:29	0	55	3	1	1	0	0	1	0	0	0	0	0	61
15:30 - 15:44	0	50	3	1	7	1	1	0	0	0	0	0	0	63
15:45 - 15:59	0	75	2	2	7	0	0	0	0	0	0	0	0	86
16:00 - 16:14	0	73	4	1	2	0	0	0	0	0	0	0	0	80
16:15 - 16:29	0	79	7	2	5	0	0	0	1	0	0	0	0	94
16:30 - 16:44	0	52	8	0	5	0	0	1	0	0	0	0	0	66
16:45 - 16:59	0	40	4	0	5	1	0	0	0	0	0	0	0	50
17:00 - 17:14	1	58	7	1	5	0	0	0	0	0	0	0	0	72
17:15 - 17:29	0	74	4	0	4	1	0	0	0	0	0	0	0	83
17:30 - 17:44	0	77	9	0	11	0	0	2	0	0	0	0	0	99
17:45 - 17:59	0	76	13	1	6	1	0	0	0	0	0	0	0	97
18:00 - 18:14	0	85	6	1	6	0	0	1	0	0	0	0	0	99
18:15 - 18:29	0	58	7	0	4	0	0	0	0	0	0	0	0	69
18:30 - 18:44	5	61	4	0	0	1	0	0	0	0	0	0	0	71
18:45 - 18:59	1	37	2	0	8	0	0	0	0	0	0	0	0	48
19:00 - 19:14	0	64	10	0	5	0	0	0	0	0	0	0	0	79
19:15 - 19:29	0	58	6	0	4	0	0	0	0	0	0	0	0	68
19:30 - 19:44	0	39	5	0	2	0	0	0	0	0	0	0	0	46
19:45 - 19:59	0	38	8	0	2	2	0	0	0	0	0	0	0	50
20:00 - 20:14	0	39	1	1	1	0	0	0	0	0	0	0	0	42
20:15 - 20:29	2	50	8	0	3	0	0	0	0	0	0	0	0	63
20:30 - 20:44	0	32	6	1	3	0	0	0	0	0	0	0	0	42
20:45 - 20:59	0	41	3	0	2	0	0	0	0	0	0	0	0	46
21:00 - 21:14	0	36	6	0	4	0	0	0	0	0	0	0	0	46
21:15 - 21:29	0	41	3	0	2	0	0	0	0	0	0	0	0	46
21:30 - 21:44	0	37	3	0	2	0	0	0	0	0	0	0	0	42
21:45 - 21:59	0	37	2	0	1	0	0	0	0	0	0	0	0	40
22:00 - 22:14	0	35	4	0	0	0	0	0	0	0	0	0	0	39
22:15 - 22:29	0	27	3	0	1	0	0	0	0	0	0	0	0	31
22:30 - 22:44	0	17	1	0	0	0	0	0	0	0	0	0	0	18
22:45 - 22:59	0	14	2	0	0	0	0	0	0	0	0	0	0	16
23:00 - 23:14	0	19	0	0	1	0	0	0	0	0	0	0	0	20
23:15 - 23:29	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:30 - 23:44	0	11	2	0	0	0	0	0	0	0	0	0	0	13
23:45 - 23:59	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Totals	14	2815	286	43	247	12	2	8	3	0	0	0	0	3430
Percent of Total	0.4	82.1	8.3	1.3	7.2	0.3	0.1	0.2	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.4	77.8	9.6	1.9	9.5	0.5	0.0	0.1	0.1	0.0	0.0	0.0	0.0	100
Percent of PM	0.4	83.3	8.0	1.1	6.5	0.3	0.1	0.3	0.1	0.0	0.0	0.0	0.0	100

Daily Westbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Truck Summary:

Total Trucks: 315 % Trucks: 9.2 AM % Trucks: 12.2 PM % Trucks: 8.3

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	15	0	0	1	0	0	0	0	0	0	0	0	16
00:15 - 00:29	0	14	0	0	0	0	0	0	0	0	0	0	0	14
00:30 - 00:44	0	7	1	0	1	0	0	0	0	0	0	0	0	9
00:45 - 00:59	0	9	0	0	1	0	0	0	0	0	0	0	0	10
01:00 - 01:14	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:15 - 01:29	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:30 - 01:44	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:14	0	4	0	0	1	0	0	0	0	0	0	0	0	5
02:15 - 02:29	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:30 - 02:44	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:45 - 02:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:14	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15 - 03:29	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 - 03:44	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:14	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:15 - 04:29	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:30 - 04:44	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:45 - 04:59	0	5	2	0	1	0	0	0	0	0	0	0	0	8
05:00 - 05:14	0	11	1	0	0	0	0	0	0	0	0	0	0	12
05:15 - 05:29	0	11	3	0	0	0	0	0	0	0	0	0	0	14
05:30 - 05:44	0	14	1	0	1	0	0	0	0	0	0	0	0	16
05:45 - 05:59	0	22	3	0	3	0	0	0	0	0	0	0	0	28
06:00 - 06:14	0	17	1	1	3	0	0	0	0	0	0	0	0	22
06:15 - 06:29	0	14	2	1	4	0	0	0	0	0	0	0	0	21
06:30 - 06:44	0	29	1	1	8	0	0	0	1	0	0	0	0	40
06:45 - 06:59	0	48	4	3	6	0	0	0	0	0	0	0	0	61
07:00 - 07:14	0	46	5	2	11	0	0	1	0	0	0	0	0	65
07:15 - 07:29	0	82	7	2	6	0	0	0	0	0	0	0	0	97
07:30 - 07:44	3	128	8	2	17	0	0	0	0	0	0	0	0	158
07:45 - 07:59	0	163	16	5	14	1	0	1	0	0	0	0	0	200
08:00 - 08:14	0	142	14	0	14	2	0	0	0	0	0	0	0	172
08:15 - 08:29	0	106	9	2	14	1	0	0	0	0	0	0	0	132
08:30 - 08:44	0	87	14	0	8	0	0	1	0	0	0	0	0	110
08:45 - 08:59	0	97	9	2	10	0	0	0	0	0	0	0	0	118
09:00 - 09:14	0	87	7	1	13	0	0	0	0	0	0	0	0	108
09:15 - 09:29	0	75	10	1	20	0	0	0	0	0	0	0	0	106
09:30 - 09:44	0	90	12	1	14	0	0	0	0	0	0	0	0	117
09:45 - 09:59	0	80	9	1	7	0	0	0	0	0	0	0	0	97
10:00 - 10:14	0	66	7	1	11	1	0	0	0	0	0	0	0	86
10:15 - 10:29	0	59	10	1	6	0	0	0	0	0	0	0	0	76
10:30 - 10:44	0	58	9	2	12	0	0	1	0	0	0	0	0	82
10:45 - 10:59	0	88	6	4	9	0	0	0	0	0	0	0	0	107
11:00 - 11:14	0	72	10	0	8	0	0	0	0	0	0	0	0	90
11:15 - 11:29	0	78	5	1	8	1	0	1	0	0	0	0	0	94
11:30 - 11:44	0	100	8	1	8	0	0	0	0	0	0	0	0	117
11:45 - 11:59	0	82	12	0	5	2	0	0	0	0	0	0	0	101
12:00 - 12:14	0	76	9	2	15	0	0	0	0	0	0	0	0	102
12:15 - 12:29	0	64	10	2	10	0	0	0	0	0	0	0	0	86
12:30 - 12:44	0	69	3	2	5	0	1	0	0	0	0	0	0	80
12:45 - 12:59	1	71	4	1	8	0	0	1	0	0	0	0	0	86

Daily Total Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	71	8	0	8	0	0	0	0	0	0	0	0	87
13:15 - 13:29	2	69	10	1	9	0	0	0	0	0	0	0	0	91
13:30 - 13:44	0	93	8	1	7	0	0	0	0	0	0	0	0	109
13:45 - 13:59	0	91	9	0	3	0	0	0	0	0	0	0	0	103
14:00 - 14:14	0	100	7	1	7	0	0	0	0	0	0	0	0	115
14:15 - 14:29	1	128	16	3	11	1	0	0	0	0	0	0	0	160
14:30 - 14:44	0	151	8	4	17	0	0	1	0	0	0	0	0	181
14:45 - 14:59	0	115	11	4	9	0	0	1	1	0	0	0	0	141
15:00 - 15:14	0	101	4	8	13	0	0	0	0	0	0	0	0	126
15:15 - 15:29	0	98	10	3	8	0	0	1	0	0	0	0	0	120
15:30 - 15:44	0	109	10	1	14	1	1	0	0	0	0	0	0	136
15:45 - 15:59	1	130	14	3	12	0	0	0	0	0	0	0	0	160
16:00 - 16:14	0	128	13	1	6	0	0	0	0	0	0	0	0	148
16:15 - 16:29	0	133	11	4	11	0	0	0	1	0	0	0	0	160
16:30 - 16:44	0	116	13	0	13	0	0	1	0	0	0	0	0	143
16:45 - 16:59	0	100	9	1	8	2	0	0	0	0	0	0	0	120
17:00 - 17:14	1	111	10	1	13	1	0	0	0	0	0	0	0	137
17:15 - 17:29	0	128	13	1	7	1	0	0	0	0	0	0	0	150
17:30 - 17:44	0	149	18	0	19	0	0	2	0	0	0	0	0	188
17:45 - 17:59	0	140	23	2	9	1	0	0	0	0	0	0	0	175
18:00 - 18:14	0	138	13	1	12	0	0	1	0	0	0	0	0	165
18:15 - 18:29	0	104	15	1	9	0	0	0	0	0	0	0	0	129
18:30 - 18:44	5	117	13	0	3	1	0	0	0	0	0	0	0	139
18:45 - 18:59	1	108	10	1	14	0	0	0	0	0	0	0	0	134
19:00 - 19:14	0	114	15	0	12	0	0	0	0	0	0	0	0	141
19:15 - 19:29	0	101	12	2	5	0	0	0	0	0	0	0	0	120
19:30 - 19:44	0	77	7	0	9	0	0	0	0	0	0	0	0	93
19:45 - 19:59	0	81	10	0	3	2	0	0	0	0	0	0	0	96
20:00 - 20:14	0	66	1	1	3	0	0	0	0	0	0	0	0	71
20:15 - 20:29	2	83	9	1	5	1	0	0	0	0	0	0	0	101
20:30 - 20:44	0	56	10	1	4	0	0	0	0	0	0	0	0	71
20:45 - 20:59	1	81	5	0	4	0	0	0	0	0	0	0	0	91
21:00 - 21:14	0	53	7	0	6	0	0	0	0	0	0	0	0	66
21:15 - 21:29	0	65	3	0	2	0	0	0	0	0	0	0	0	70
21:30 - 21:44	0	70	5	0	4	0	0	0	0	0	0	0	0	79
21:45 - 21:59	0	60	3	0	2	0	0	0	0	0	0	0	0	65
22:00 - 22:14	0	72	5	0	3	0	0	0	0	0	0	0	0	80
22:15 - 22:29	0	42	7	0	4	0	0	0	0	0	0	0	0	53
22:30 - 22:44	0	27	1	0	1	0	0	0	0	0	0	0	0	29
22:45 - 22:59	0	25	3	0	2	0	0	0	0	0	0	0	0	30
23:00 - 23:14	0	31	0	0	1	0	0	0	0	0	0	0	0	32
23:15 - 23:29	0	19	2	0	0	0	0	0	0	0	0	0	0	21
23:30 - 23:44	0	23	4	0	1	0	0	0	0	0	0	0	0	28
23:45 - 23:59	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Totals	18	6220	621	89	600	19	2	13	3	0	0	0	0	7585
Percent of Total	0.2	82.0	8.2	1.2	7.9	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.1	80.1	8.2	1.4	9.7	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.3	83.0	8.2	1.1	7.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100

Daily Total Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Truck Summary:

Total Trucks: 726 % Trucks: 9.6 AM % Trucks: 11.6 PM % Trucks: 8.5

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
00:15 - 00:29	0	0	0	0	2	6	4	0	0	0	0	0	0	0	0	12
00:30 - 00:44	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
00:45 - 00:59	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	6
01:00 - 01:14	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	6
01:15 - 01:29	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:14	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:15 - 02:29	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30 - 02:44	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	4
02:45 - 02:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:44	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 - 03:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00 - 04:14	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
04:15 - 04:29	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
04:30 - 04:44	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45 - 04:59	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7
05:00 - 05:14	0	0	0	1	3	2	3	1	0	0	0	0	0	0	0	10
05:15 - 05:29	0	0	0	2	4	3	3	0	0	0	0	0	0	0	0	12
05:30 - 05:44	0	0	0	1	4	8	0	1	0	0	0	0	0	0	0	14
05:45 - 05:59	0	0	0	2	3	12	8	1	0	0	0	0	0	0	0	26
06:00 - 06:14	0	0	0	0	2	10	3	1	0	0	0	0	0	0	0	16
06:15 - 06:29	0	0	0	0	3	8	5	0	0	0	0	0	0	0	0	16
06:30 - 06:44	0	0	0	2	5	12	14	1	0	0	0	0	0	0	0	34
06:45 - 06:59	0	0	1	0	9	19	13	5	2	0	0	0	0	0	0	49
07:00 - 07:14	0	0	0	1	13	22	11	5	0	0	0	0	0	0	0	52
07:15 - 07:29	0	0	0	2	19	41	12	6	0	0	0	0	0	0	0	80
07:30 - 07:44	0	0	0	0	24	69	25	9	0	1	0	0	0	0	0	128
07:45 - 07:59	0	1	0	3	18	78	44	3	0	0	0	0	0	0	0	147
08:00 - 08:14	0	0	0	0	16	64	29	5	0	0	0	0	0	0	0	114
08:15 - 08:29	0	0	0	2	10	56	28	3	0	0	0	0	0	0	0	99
08:30 - 08:44	0	0	0	0	8	43	21	4	0	0	0	0	0	0	0	76
08:45 - 08:59	0	0	0	1	9	41	34	5	2	0	0	0	0	0	0	92
09:00 - 09:14	0	0	0	0	1	41	40	5	0	0	0	0	0	0	0	87
09:15 - 09:29	0	0	0	1	6	28	25	6	0	0	0	0	0	0	0	66
09:30 - 09:44	0	0	0	0	3	36	37	10	4	0	0	0	0	0	0	90
09:45 - 09:59	0	0	0	0	5	20	38	8	1	0	0	0	0	0	0	72
10:00 - 10:14	0	0	0	0	4	20	17	6	0	0	0	0	0	0	0	47
10:15 - 10:29	0	0	0	0	4	15	21	4	0	0	0	0	0	0	0	44
10:30 - 10:44	0	0	0	0	7	23	11	3	0	0	0	0	0	0	0	44
10:45 - 10:59	0	0	0	2	3	25	26	5	1	0	0	0	0	0	0	62
11:00 - 11:14	0	0	0	0	2	20	22	2	2	1	0	0	0	0	0	49
11:15 - 11:29	0	0	0	1	6	26	23	4	0	0	0	0	0	0	0	60
11:30 - 11:44	0	0	0	0	8	31	25	5	1	0	0	0	0	0	0	70
11:45 - 11:59	0	0	0	0	7	23	20	7	1	1	0	0	0	0	0	59
12:00 - 12:14	0	0	0	0	1	18	18	10	1	0	0	0	0	0	0	48
12:15 - 12:29	0	0	0	1	5	21	10	7	1	0	0	0	0	0	0	45
12:30 - 12:44	0	0	0	0	1	17	14	6	0	0	0	0	0	0	0	38

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	4	18	17	4	1	0	0	0	0	0	0	44
13:00 - 13:14	0	0	0	0	2	17	9	3	3	0	0	0	0	0	0	34
13:15 - 13:29	0	0	0	0	6	13	21	5	1	1	0	0	0	0	0	47
13:30 - 13:44	0	0	0	0	6	21	21	5	1	0	0	0	0	0	0	54
13:45 - 13:59	0	0	0	0	2	31	19	8	0	0	0	0	0	0	0	60
14:00 - 14:14	0	0	0	1	9	39	16	5	1	0	0	0	0	0	0	71
14:15 - 14:29	0	0	0	0	6	33	23	7	2	1	0	0	0	0	0	72
14:30 - 14:44	0	0	0	0	21	34	26	3	1	0	0	0	0	0	0	85
14:45 - 14:59	0	1	0	0	10	29	15	7	1	1	0	0	0	0	0	64
15:00 - 15:14	0	0	0	0	6	27	20	6	2	1	0	0	0	0	0	62
15:15 - 15:29	0	0	0	0	5	32	14	7	0	0	1	0	0	0	0	59
15:30 - 15:44	0	0	0	1	6	35	26	3	2	0	0	0	0	0	0	73
15:45 - 15:59	0	0	1	2	8	30	28	4	1	0	0	0	0	0	0	74
16:00 - 16:14	0	0	0	0	6	28	24	9	1	0	0	0	0	0	0	68
16:15 - 16:29	0	0	0	0	6	26	24	8	2	0	0	0	0	0	0	66
16:30 - 16:44	0	0	0	0	11	24	37	4	1	0	0	0	0	0	0	77
16:45 - 16:59	0	0	0	2	4	29	26	6	2	1	0	0	0	0	0	70
17:00 - 17:14	0	0	0	1	5	31	24	3	1	0	0	0	0	0	0	65
17:15 - 17:29	0	0	0	0	6	35	17	8	0	1	0	0	0	0	0	67
17:30 - 17:44	0	0	0	3	7	44	29	6	0	0	0	0	0	0	0	89
17:45 - 17:59	0	0	0	0	1	33	35	7	2	0	0	0	0	0	0	78
18:00 - 18:14	0	0	0	0	17	16	30	3	0	0	0	0	0	0	0	66
18:15 - 18:29	0	0	0	1	4	21	26	8	0	0	0	0	0	0	0	60
18:30 - 18:44	0	0	0	2	13	28	20	5	0	0	0	0	0	0	0	68
18:45 - 18:59	0	0	0	0	10	46	20	5	3	1	1	0	0	0	0	86
19:00 - 19:14	0	0	0	0	9	30	21	2	0	0	0	0	0	0	0	62
19:15 - 19:29	0	0	0	2	13	23	12	1	0	0	0	0	0	0	1	52
19:30 - 19:44	0	0	0	0	11	24	11	1	0	0	0	0	0	0	0	47
19:45 - 19:59	0	0	0	0	8	24	10	4	0	0	0	0	0	0	0	46
20:00 - 20:14	0	0	0	3	2	14	10	0	0	0	0	0	0	0	0	29
20:15 - 20:29	0	0	0	1	10	19	4	4	0	0	0	0	0	0	0	38
20:30 - 20:44	0	1	0	2	5	14	6	1	0	0	0	0	0	0	0	29
20:45 - 20:59	0	1	0	0	8	15	17	3	1	0	0	0	0	0	0	45
21:00 - 21:14	0	0	0	3	4	6	4	3	0	0	0	0	0	0	0	20
21:15 - 21:29	0	0	1	0	7	7	8	1	0	0	0	0	0	0	0	24
21:30 - 21:44	0	0	0	1	7	18	10	0	1	0	0	0	0	0	0	37
21:45 - 21:59	0	0	0	0	4	8	11	1	1	0	0	0	0	0	0	25
22:00 - 22:14	0	0	0	0	8	20	13	0	0	0	0	0	0	0	0	41
22:15 - 22:29	0	0	0	0	4	7	9	2	0	0	0	0	0	0	0	22
22:30 - 22:44	0	0	0	0	2	6	2	1	0	0	0	0	0	0	0	11
22:45 - 22:59	0	0	0	0	5	6	2	1	0	0	0	0	0	0	0	14
23:00 - 23:14	0	0	0	0	1	8	3	0	0	0	0	0	0	0	0	12
23:15 - 23:29	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	7
23:30 - 23:44	0	0	0	0	2	8	4	1	0	0	0	0	0	0	0	15
23:45 - 23:59	0	0	0	0	3	5	1	0	1	0	0	0	0	0	0	10
Totals	0	4	4	47	519	1867	1344	306	49	10	2	0	0	0	1	4153
Percent of Total	0.0	0.1	0.1	1.1	12.5	45.0	32.4	7.4	1.2	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.1	0.1	1.2	12.3	46.5	32.2	6.6	0.8	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.1	0.1	1.1	12.7	43.8	32.5	7.9	1.4	0.3	0.1	0.0	0.0	0.0	0.0	100

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

Standard Deviation:	4.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.0 MPH
Mean Speed:	39.3 MPH	Percent in Ten Mile Pace:	77.3%	15th Percentile:	35.1 MPH
Median Speed:	39.0 MPH			90th Percentile:	44.8 MPH
Modal Speed:	37.5 MPH			95th Percentile:	47.6 MPH

Daily Westbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	1	0	2	7	2	0	0	0	0	0	0	0	0	12
00:15 - 00:29	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
00:30 - 00:44	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	6
00:45 - 00:59	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
01:00 - 01:14	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
01:15 - 01:29	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
01:30 - 01:44	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:14	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
02:15 - 02:29	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
02:30 - 02:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45 - 02:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:14	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
03:15 - 03:29	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30 - 03:44	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:44	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45 - 04:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 - 05:14	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 - 05:29	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:30 - 05:44	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
05:45 - 05:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
06:00 - 06:14	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6
06:15 - 06:29	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5
06:30 - 06:44	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
06:45 - 06:59	0	0	0	0	1	8	2	1	0	0	0	0	0	0	0	12
07:00 - 07:14	0	0	0	1	1	3	6	1	1	0	0	0	0	0	0	13
07:15 - 07:29	0	0	0	1	3	8	5	0	0	0	0	0	0	0	0	17
07:30 - 07:44	2	0	0	2	7	8	10	0	0	0	0	0	0	0	0	29
07:45 - 07:59	0	0	0	0	5	27	19	2	0	0	0	0	0	0	0	53
08:00 - 08:14	0	0	0	0	5	27	18	7	0	0	1	0	0	0	0	58
08:15 - 08:29	0	0	0	1	2	18	8	3	1	0	0	0	0	0	0	33
08:30 - 08:44	0	0	0	2	5	10	12	5	0	0	0	0	0	0	0	34
08:45 - 08:59	0	0	1	0	4	11	7	2	1	0	0	0	0	0	0	26
09:00 - 09:14	0	0	0	0	3	10	5	3	0	0	0	0	0	0	0	21
09:15 - 09:29	0	0	0	1	3	12	17	7	0	0	0	0	0	0	0	40
09:30 - 09:44	0	0	0	0	6	7	10	3	1	0	0	0	0	0	0	27
09:45 - 09:59	0	0	0	0	2	13	9	1	0	0	0	0	0	0	0	25
10:00 - 10:14	0	0	0	1	6	16	14	2	0	0	0	0	0	0	0	39
10:15 - 10:29	0	0	0	0	3	21	5	3	0	0	0	0	0	0	0	32
10:30 - 10:44	0	0	0	0	4	22	8	4	0	0	0	0	0	0	0	38
10:45 - 10:59	0	0	0	0	6	21	16	2	0	0	0	0	0	0	0	45
11:00 - 11:14	0	0	0	0	3	17	18	2	1	0	0	0	0	0	0	41
11:15 - 11:29	0	0	0	0	5	15	10	3	1	0	0	0	0	0	0	34
11:30 - 11:44	0	0	0	0	6	21	16	3	1	0	0	0	0	0	0	47
11:45 - 11:59	0	0	0	0	4	20	12	5	1	0	0	0	0	0	0	42
12:00 - 12:14	0	0	0	0	1	24	25	4	0	0	0	0	0	0	0	54
12:15 - 12:29	0	0	0	0	3	17	15	5	1	0	0	0	0	0	0	41
12:30 - 12:44	0	0	0	0	5	13	18	5	1	0	0	0	0	0	0	42

Daily Westbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	7	19	8	5	2	0	0	0	0	0	0	41
13:00 - 13:14	0	0	0	0	2	26	21	4	0	0	0	0	0	0	0	53
13:15 - 13:29	0	0	0	0	0	20	18	3	1	0	0	0	0	0	0	42
13:30 - 13:44	0	0	0	1	1	20	25	7	0	1	0	0	0	0	0	55
13:45 - 13:59	0	0	0	0	2	17	19	4	0	1	0	0	0	0	0	43
14:00 - 14:14	0	0	0	0	6	12	20	6	0	0	0	0	0	0	0	44
14:15 - 14:29	0	0	1	1	12	46	24	3	1	0	0	0	0	0	0	88
14:30 - 14:44	0	0	0	0	9	46	34	6	0	1	0	0	0	0	0	96
14:45 - 14:59	1	0	1	1	8	28	28	8	1	1	0	0	0	0	0	77
15:00 - 15:14	1	1	0	3	7	30	20	1	0	1	0	0	0	0	0	64
15:15 - 15:29	0	0	0	1	7	26	16	8	2	1	0	0	0	0	0	61
15:30 - 15:44	0	0	0	0	6	23	26	4	4	0	0	0	0	0	0	63
15:45 - 15:59	0	0	1	1	6	37	35	5	1	0	0	0	0	0	0	86
16:00 - 16:14	0	0	0	0	5	30	36	8	1	0	0	0	0	0	0	80
16:15 - 16:29	0	0	1	0	8	36	31	14	4	0	0	0	0	0	0	94
16:30 - 16:44	0	0	0	1	7	21	31	6	0	0	0	0	0	0	0	66
16:45 - 16:59	0	0	0	0	5	28	12	3	2	0	0	0	0	0	0	50
17:00 - 17:14	1	0	0	0	4	36	24	7	0	0	0	0	0	0	0	72
17:15 - 17:29	0	0	0	1	5	41	32	4	0	0	0	0	0	0	0	83
17:30 - 17:44	0	0	0	0	5	65	25	4	0	0	0	0	0	0	0	99
17:45 - 17:59	0	0	0	1	8	44	30	10	4	0	0	0	0	0	0	97
18:00 - 18:14	0	0	1	0	7	50	35	4	2	0	0	0	0	0	0	99
18:15 - 18:29	0	0	0	0	3	26	33	6	1	0	0	0	0	0	0	69
18:30 - 18:44	3	0	0	0	4	44	14	4	0	0	0	0	0	0	0	69
18:45 - 18:59	0	1	0	0	6	24	15	2	0	0	0	0	0	0	0	48
19:00 - 19:14	0	0	1	0	11	44	21	2	0	0	0	0	0	0	0	79
19:15 - 19:29	0	0	0	2	9	46	11	0	0	0	0	0	0	0	0	68
19:30 - 19:44	0	0	0	0	9	29	7	1	0	0	0	0	0	0	0	46
19:45 - 19:59	0	0	0	0	8	26	14	2	0	0	0	0	0	0	0	50
20:00 - 20:14	0	0	0	0	9	22	8	2	1	0	0	0	0	0	0	42
20:15 - 20:29	1	0	0	0	11	34	14	2	0	0	0	0	0	0	0	62
20:30 - 20:44	0	0	0	1	9	24	8	0	0	0	0	0	0	0	0	42
20:45 - 20:59	0	0	0	1	9	31	2	3	0	0	0	0	0	0	0	46
21:00 - 21:14	0	0	0	0	9	22	12	3	0	0	0	0	0	0	0	46
21:15 - 21:29	0	0	1	1	6	26	12	0	0	0	0	0	0	0	0	46
21:30 - 21:44	0	0	0	0	8	21	12	1	0	0	0	0	0	0	0	42
21:45 - 21:59	0	0	0	0	3	24	10	3	0	0	0	0	0	0	0	40
22:00 - 22:14	0	0	0	0	9	18	11	1	0	0	0	0	0	0	0	39
22:15 - 22:29	0	0	0	0	8	13	9	0	1	0	0	0	0	0	0	31
22:30 - 22:44	0	0	0	1	3	8	5	1	0	0	0	0	0	0	0	18
22:45 - 22:59	0	0	0	0	4	9	3	0	0	0	0	0	0	0	0	16
23:00 - 23:14	0	0	0	2	3	8	6	1	0	0	0	0	0	0	0	20
23:15 - 23:29	0	0	0	0	2	8	2	1	1	0	0	0	0	0	0	14
23:30 - 23:44	0	0	0	1	2	3	7	0	0	0	0	0	0	0	0	13
23:45 - 23:59	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	9
Totals	9	2	9	30	384	1620	1087	237	39	7	1	0	0	0	0	3425
Percent of Total	0.3	0.1	0.3	0.9	11.2	47.3	31.7	6.9	1.1	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.3	0.0	0.3	1.3	12.9	45.0	30.9	8.1	1.0	0.1	0.1	0.0	0.0	0.0	0.0	100
Percent of PM	0.3	0.1	0.3	0.8	10.7	48.0	32.0	6.6	1.2	0.2	0.0	0.0	0.0	0.0	0.0	100

Daily Westbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

Standard Deviation:	4.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	43.9 MPH
Mean Speed:	39.2 MPH	Percent in Ten Mile Pace:	79.0%	15th Percentile:	35.2 MPH
Median Speed:	38.9 MPH			90th Percentile:	44.7 MPH
Modal Speed:	37.5 MPH			95th Percentile:	47.4 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	1	0	2	10	3	0	0	0	0	0	0	0	0	16
00:15 - 00:29	0	0	0	0	2	7	5	0	0	0	0	0	0	0	0	14
00:30 - 00:44	0	0	0	0	2	5	1	1	0	0	0	0	0	0	0	9
00:45 - 00:59	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	10
01:00 - 01:14	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	10
01:15 - 01:29	0	0	1	0	1	3	1	0	0	0	0	0	0	0	0	6
01:30 - 01:44	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:45 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:14	0	0	0	0	3	1	0	0	0	1	0	0	0	0	0	5
02:15 - 02:29	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
02:30 - 02:44	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	5
02:45 - 02:59	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
03:00 - 03:14	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
03:15 - 03:29	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30 - 03:44	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:45 - 03:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00 - 04:14	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
04:15 - 04:29	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
04:30 - 04:44	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
04:45 - 04:59	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	8
05:00 - 05:14	0	0	0	1	5	2	3	1	0	0	0	0	0	0	0	12
05:15 - 05:29	0	0	0	2	4	4	4	0	0	0	0	0	0	0	0	14
05:30 - 05:44	0	0	0	1	4	10	0	1	0	0	0	0	0	0	0	16
05:45 - 05:59	0	0	0	2	3	14	8	1	0	0	0	0	0	0	0	28
06:00 - 06:14	0	0	0	0	4	12	5	1	0	0	0	0	0	0	0	22
06:15 - 06:29	0	0	0	0	4	12	5	0	0	0	0	0	0	0	0	21
06:30 - 06:44	0	0	0	3	7	13	16	1	0	0	0	0	0	0	0	40
06:45 - 06:59	0	0	1	0	10	27	15	6	2	0	0	0	0	0	0	61
07:00 - 07:14	0	0	0	2	14	25	17	6	1	0	0	0	0	0	0	65
07:15 - 07:29	0	0	0	3	22	49	17	6	0	0	0	0	0	0	0	97
07:30 - 07:44	2	0	0	2	31	77	35	9	0	1	0	0	0	0	0	157
07:45 - 07:59	0	1	0	3	23	105	63	5	0	0	0	0	0	0	0	200
08:00 - 08:14	0	0	0	0	21	91	47	12	0	0	1	0	0	0	0	172
08:15 - 08:29	0	0	0	3	12	74	36	6	1	0	0	0	0	0	0	132
08:30 - 08:44	0	0	0	2	13	53	33	9	0	0	0	0	0	0	0	110
08:45 - 08:59	0	0	1	1	13	52	41	7	3	0	0	0	0	0	0	118
09:00 - 09:14	0	0	0	0	4	51	45	8	0	0	0	0	0	0	0	108
09:15 - 09:29	0	0	0	2	9	40	42	13	0	0	0	0	0	0	0	106
09:30 - 09:44	0	0	0	0	9	43	47	13	5	0	0	0	0	0	0	117
09:45 - 09:59	0	0	0	0	7	33	47	9	1	0	0	0	0	0	0	97
10:00 - 10:14	0	0	0	1	10	36	31	8	0	0	0	0	0	0	0	86
10:15 - 10:29	0	0	0	0	7	36	26	7	0	0	0	0	0	0	0	76
10:30 - 10:44	0	0	0	0	11	45	19	7	0	0	0	0	0	0	0	82
10:45 - 10:59	0	0	0	2	9	46	42	7	1	0	0	0	0	0	0	107
11:00 - 11:14	0	0	0	0	5	37	40	4	3	1	0	0	0	0	0	90
11:15 - 11:29	0	0	0	1	11	41	33	7	1	0	0	0	0	0	0	94
11:30 - 11:44	0	0	0	0	14	52	41	8	2	0	0	0	0	0	0	117
11:45 - 11:59	0	0	0	0	11	43	32	12	2	1	0	0	0	0	0	101
12:00 - 12:14	0	0	0	0	2	42	43	14	1	0	0	0	0	0	0	102
12:15 - 12:29	0	0	0	1	8	38	25	12	2	0	0	0	0	0	0	86
12:30 - 12:44	0	0	0	0	6	30	32	11	1	0	0	0	0	0	0	80

Daily Total Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	11	37	25	9	3	0	0	0	0	0	0	85
13:00 - 13:14	0	0	0	0	4	43	30	7	3	0	0	0	0	0	0	87
13:15 - 13:29	0	0	0	0	6	33	39	8	2	1	0	0	0	0	0	89
13:30 - 13:44	0	0	0	1	7	41	46	12	1	1	0	0	0	0	0	109
13:45 - 13:59	0	0	0	0	4	48	38	12	0	1	0	0	0	0	0	103
14:00 - 14:14	0	0	0	1	15	51	36	11	1	0	0	0	0	0	0	115
14:15 - 14:29	0	0	1	1	18	79	47	10	3	1	0	0	0	0	0	160
14:30 - 14:44	0	0	0	0	30	80	60	9	1	1	0	0	0	0	0	181
14:45 - 14:59	1	1	1	1	18	57	43	15	2	2	0	0	0	0	0	141
15:00 - 15:14	1	1	0	3	13	57	40	7	2	2	0	0	0	0	0	126
15:15 - 15:29	0	0	0	1	12	58	30	15	2	1	1	0	0	0	0	120
15:30 - 15:44	0	0	0	1	12	58	52	7	6	0	0	0	0	0	0	136
15:45 - 15:59	0	0	2	3	14	67	63	9	2	0	0	0	0	0	0	160
16:00 - 16:14	0	0	0	0	11	58	60	17	2	0	0	0	0	0	0	148
16:15 - 16:29	0	0	1	0	14	62	55	22	6	0	0	0	0	0	0	160
16:30 - 16:44	0	0	0	1	18	45	68	10	1	0	0	0	0	0	0	143
16:45 - 16:59	0	0	0	2	9	57	38	9	4	1	0	0	0	0	0	120
17:00 - 17:14	1	0	0	1	9	67	48	10	1	0	0	0	0	0	0	137
17:15 - 17:29	0	0	0	1	11	76	49	12	0	1	0	0	0	0	0	150
17:30 - 17:44	0	0	0	3	12	109	54	10	0	0	0	0	0	0	0	188
17:45 - 17:59	0	0	0	1	9	77	65	17	6	0	0	0	0	0	0	175
18:00 - 18:14	0	0	1	0	24	66	65	7	2	0	0	0	0	0	0	165
18:15 - 18:29	0	0	0	1	7	47	59	14	1	0	0	0	0	0	0	129
18:30 - 18:44	3	0	0	2	17	72	34	9	0	0	0	0	0	0	0	137
18:45 - 18:59	0	1	0	0	16	70	35	7	3	1	1	0	0	0	0	134
19:00 - 19:14	0	0	1	0	20	74	42	4	0	0	0	0	0	0	0	141
19:15 - 19:29	0	0	0	4	22	69	23	1	0	0	0	0	0	0	1	120
19:30 - 19:44	0	0	0	0	20	53	18	2	0	0	0	0	0	0	0	93
19:45 - 19:59	0	0	0	0	16	50	24	6	0	0	0	0	0	0	0	96
20:00 - 20:14	0	0	0	3	11	36	18	2	1	0	0	0	0	0	0	71
20:15 - 20:29	1	0	0	1	21	53	18	6	0	0	0	0	0	0	0	100
20:30 - 20:44	0	1	0	3	14	38	14	1	0	0	0	0	0	0	0	71
20:45 - 20:59	0	1	0	1	17	46	19	6	1	0	0	0	0	0	0	91
21:00 - 21:14	0	0	0	3	13	28	16	6	0	0	0	0	0	0	0	66
21:15 - 21:29	0	0	2	1	13	33	20	1	0	0	0	0	0	0	0	70
21:30 - 21:44	0	0	0	1	15	39	22	1	1	0	0	0	0	0	0	79
21:45 - 21:59	0	0	0	0	7	32	21	4	1	0	0	0	0	0	0	65
22:00 - 22:14	0	0	0	0	17	38	24	1	0	0	0	0	0	0	0	80
22:15 - 22:29	0	0	0	0	12	20	18	2	1	0	0	0	0	0	0	53
22:30 - 22:44	0	0	0	1	5	14	7	2	0	0	0	0	0	0	0	29
22:45 - 22:59	0	0	0	0	9	15	5	1	0	0	0	0	0	0	0	30
23:00 - 23:14	0	0	0	2	4	16	9	1	0	0	0	0	0	0	0	32
23:15 - 23:29	0	0	0	0	2	10	7	1	1	0	0	0	0	0	0	21
23:30 - 23:44	0	0	0	1	4	11	11	1	0	0	0	0	0	0	0	28
23:45 - 23:59	0	0	0	0	5	9	3	1	1	0	0	0	0	0	0	19
Totals	9	6	13	77	903	3487	2431	543	88	17	3	0	0	0	1	7578
Percent of Total	0.1	0.1	0.2	1.0	11.9	46.0	32.1	7.2	1.2	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.1	0.0	0.2	1.2	12.5	46.1	31.8	7.1	0.9	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.1	0.1	0.2	0.9	11.6	46.0	32.2	7.2	1.3	0.3	0.0	0.0	0.0	0.0	0.0	100

Daily Total Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Center Street Location

Posted Speed: 35

Standard Deviation: 4.9 MPH
Mean Speed: 39.3 MPH
Median Speed: 39.0 MPH
Modal Speed: 37.5 MPH

Ten Mile Pace: 35 to 44 MPH
Percent in Ten Mile Pace: 78.1%

85th Percentile: 44.0 MPH
15th Percentile: 35.2 MPH
90th Percentile: 44.8 MPH
95th Percentile: 47.5 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location NB

	Northbound Volume
00:00 - 00:14	8
00:15 - 00:29	0
00:30 - 00:44	6
00:45 - 00:59	2
01:00 - 01:14	1
01:15 - 01:29	4
01:30 - 01:44	2
01:45 - 01:59	2
02:00 - 02:14	1
02:15 - 02:29	4
02:30 - 02:44	2
02:45 - 02:59	3
03:00 - 03:14	1
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	3
04:00 - 04:14	1
04:15 - 04:29	2
04:30 - 04:44	6
04:45 - 04:59	8
05:00 - 05:14	9
05:15 - 05:29	8
05:30 - 05:44	13
05:45 - 05:59	21
06:00 - 06:14	20
06:15 - 06:29	17
06:30 - 06:44	23
06:45 - 06:59	27
07:00 - 07:14	32
07:15 - 07:29	58
07:30 - 07:44	65
07:45 - 07:59	63
08:00 - 08:14	82
08:15 - 08:29	90
08:30 - 08:44	72
08:45 - 08:59	81
09:00 - 09:14	43
09:15 - 09:29	35
09:30 - 09:44	40
09:45 - 09:59	38
10:00 - 10:14	35
10:15 - 10:29	40
10:30 - 10:44	34
10:45 - 10:59	37
11:00 - 11:14	26
11:15 - 11:29	50
11:30 - 11:44	46
11:45 - 11:59	38
12:00 - 12:14	30
12:15 - 12:29	36
12:30 - 12:44	26
12:45 - 12:59	30

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location NB

	Northbound Volume
13:00 - 13:14	33
13:15 - 13:29	27
13:30 - 13:44	28
13:45 - 13:59	32
14:00 - 14:14	32
14:15 - 14:29	47
14:30 - 14:44	66
14:45 - 14:59	53
15:00 - 15:14	48
15:15 - 15:29	45
15:30 - 15:44	44
15:45 - 15:59	52
16:00 - 16:14	61
16:15 - 16:29	46
16:30 - 16:44	42
16:45 - 16:59	45
17:00 - 17:14	45
17:15 - 17:29	63
17:30 - 17:44	65
17:45 - 17:59	60
18:00 - 18:14	43
18:15 - 18:29	45
18:30 - 18:44	44
18:45 - 18:59	60
19:00 - 19:14	43
19:15 - 19:29	43
19:30 - 19:44	32
19:45 - 19:59	30
20:00 - 20:14	32
20:15 - 20:29	34
20:30 - 20:44	33
20:45 - 20:59	23
21:00 - 21:14	20
21:15 - 21:29	30
21:30 - 21:44	21
21:45 - 21:59	25
22:00 - 22:14	19
22:15 - 22:29	13
22:30 - 22:44	13
22:45 - 22:59	11
23:00 - 23:14	11
23:15 - 23:29	6
23:30 - 23:44	11
23:45 - 23:59	5
Totals	2902
AM Peak Time	07:53 - 08:52
AM Peak Volume	327
PM Peak Time	17:10 - 18:09
PM Peak Volume	240

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023
Unit ID:
Location: Main Street Location NB

Daily Northbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location NB

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	7	0	0	1	0	0	0	0	0	0	0	0	8
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:44	0	6	0	0	0	0	0	0	0	0	0	0	0	6
00:45 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:14	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15 - 01:29	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:30 - 01:44	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:45 - 01:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:14	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15 - 02:29	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:30 - 02:44	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45 - 02:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00 - 03:14	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 03:59	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00 - 04:14	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15 - 04:29	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30 - 04:44	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:45 - 04:59	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:00 - 05:14	0	5	1	0	3	0	0	0	0	0	0	0	0	9
05:15 - 05:29	0	6	1	0	1	0	0	0	0	0	0	0	0	8
05:30 - 05:44	0	10	2	0	1	0	0	0	0	0	0	0	0	13
05:45 - 05:59	0	19	1	0	1	0	0	0	0	0	0	0	0	21
06:00 - 06:14	0	14	2	1	2	1	0	0	0	0	0	0	0	20
06:15 - 06:29	0	12	2	0	3	0	0	0	0	0	0	0	0	17
06:30 - 06:44	0	15	2	1	5	0	0	0	0	0	0	0	0	23
06:45 - 06:59	0	23	1	1	2	0	0	0	0	0	0	0	0	27
07:00 - 07:14	0	27	2	1	1	0	0	0	1	0	0	0	0	32
07:15 - 07:29	0	53	4	0	1	0	0	0	0	0	0	0	0	58
07:30 - 07:44	0	57	2	0	6	0	0	0	0	0	0	0	0	65
07:45 - 07:59	0	47	5	4	7	0	0	0	0	0	0	0	0	63
08:00 - 08:14	1	65	9	0	5	2	0	0	0	0	0	0	0	82
08:15 - 08:29	0	70	12	1	6	0	0	1	0	0	0	0	0	90
08:30 - 08:44	0	58	6	0	7	1	0	0	0	0	0	0	0	72
08:45 - 08:59	0	65	7	1	8	0	0	0	0	0	0	0	0	81
09:00 - 09:14	0	31	6	0	6	0	0	0	0	0	0	0	0	43
09:15 - 09:29	0	28	4	1	2	0	0	0	0	0	0	0	0	35
09:30 - 09:44	0	31	5	1	3	0	0	0	0	0	0	0	0	40
09:45 - 09:59	0	30	2	1	5	0	0	0	0	0	0	0	0	38
10:00 - 10:14	0	26	4	1	4	0	0	0	0	0	0	0	0	35
10:15 - 10:29	0	35	3	1	0	1	0	0	0	0	0	0	0	40
10:30 - 10:44	0	28	3	1	1	0	0	0	1	0	0	0	0	34
10:45 - 10:59	0	30	5	0	1	1	0	0	0	0	0	0	0	37
11:00 - 11:14	0	20	4	1	1	0	0	0	0	0	0	0	0	26
11:15 - 11:29	0	43	4	0	3	0	0	0	0	0	0	0	0	50
11:30 - 11:44	0	37	5	0	4	0	0	0	0	0	0	0	0	46
11:45 - 11:59	0	25	8	1	4	0	0	0	0	0	0	0	0	38
12:00 - 12:14	0	22	4	1	3	0	0	0	0	0	0	0	0	30
12:15 - 12:29	0	29	2	0	4	1	0	0	0	0	0	0	0	36
12:30 - 12:44	0	18	3	1	4	0	0	0	0	0	0	0	0	26
12:45 - 12:59	0	21	3	1	5	0	0	0	0	0	0	0	0	30

Daily Northbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location NB

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	21	6	0	6	0	0	0	0	0	0	0	0	33
13:15 - 13:29	0	21	2	1	2	1	0	0	0	0	0	0	0	27
13:30 - 13:44	0	19	4	1	3	0	0	1	0	0	0	0	0	28
13:45 - 13:59	0	26	1	0	5	0	0	0	0	0	0	0	0	32
14:00 - 14:14	0	25	2	1	2	1	0	1	0	0	0	0	0	32
14:15 - 14:29	1	41	3	0	2	0	0	0	0	0	0	0	0	47
14:30 - 14:44	0	57	5	0	4	0	0	0	0	0	0	0	0	66
14:45 - 14:59	0	42	6	1	3	0	0	0	1	0	0	0	0	53
15:00 - 15:14	1	35	3	3	6	0	0	0	0	0	0	0	0	48
15:15 - 15:29	0	35	4	1	5	0	0	0	0	0	0	0	0	45
15:30 - 15:44	0	36	2	0	6	0	0	0	0	0	0	0	0	44
15:45 - 15:59	0	42	4	2	4	0	0	0	0	0	0	0	0	52
16:00 - 16:14	0	45	11	2	3	0	0	0	0	0	0	0	0	61
16:15 - 16:29	0	40	3	0	3	0	0	0	0	0	0	0	0	46
16:30 - 16:44	0	33	4	1	3	1	0	0	0	0	0	0	0	42
16:45 - 16:59	0	37	5	1	2	0	0	0	0	0	0	0	0	45
17:00 - 17:14	0	36	4	1	3	0	0	1	0	0	0	0	0	45
17:15 - 17:29	0	50	7	0	6	0	0	0	0	0	0	0	0	63
17:30 - 17:44	0	54	6	0	5	0	0	0	0	0	0	0	0	65
17:45 - 17:59	1	47	8	1	3	0	0	0	0	0	0	0	0	60
18:00 - 18:14	0	36	5	0	2	0	0	0	0	0	0	0	0	43
18:15 - 18:29	0	37	6	1	1	0	0	0	0	0	0	0	0	45
18:30 - 18:44	0	36	7	1	0	0	0	0	0	0	0	0	0	44
18:45 - 18:59	0	49	8	0	2	1	0	0	0	0	0	0	0	60
19:00 - 19:14	1	33	5	0	4	0	0	0	0	0	0	0	0	43
19:15 - 19:29	0	33	6	1	3	0	0	0	0	0	0	0	0	43
19:30 - 19:44	0	28	1	1	2	0	0	0	0	0	0	0	0	32
19:45 - 19:59	0	28	1	0	1	0	0	0	0	0	0	0	0	30
20:00 - 20:14	0	30	1	1	0	0	0	0	0	0	0	0	0	32
20:15 - 20:29	0	29	5	0	0	0	0	0	0	0	0	0	0	34
20:30 - 20:44	0	30	2	1	0	0	0	0	0	0	0	0	0	33
20:45 - 20:59	0	17	2	0	4	0	0	0	0	0	0	0	0	23
21:00 - 21:14	0	15	5	0	0	0	0	0	0	0	0	0	0	20
21:15 - 21:29	0	24	5	0	1	0	0	0	0	0	0	0	0	30
21:30 - 21:44	0	20	1	0	0	0	0	0	0	0	0	0	0	21
21:45 - 21:59	0	24	1	0	0	0	0	0	0	0	0	0	0	25
22:00 - 22:14	0	15	4	0	0	0	0	0	0	0	0	0	0	19
22:15 - 22:29	0	13	0	0	0	0	0	0	0	0	0	0	0	13
22:30 - 22:44	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:45 - 22:59	0	8	2	0	1	0	0	0	0	0	0	0	0	11
23:00 - 23:14	0	9	1	0	1	0	0	0	0	0	0	0	0	11
23:15 - 23:29	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:30 - 23:44	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:45 - 23:59	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Totals	5	2336	288	43	212	11	0	4	3	0	0	0	0	2902
Percent of Total	0.2	80.5	9.9	1.5	7.3	0.4	0.0	0.1	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.1	79.8	9.7	1.5	8.2	0.5	0.0	0.1	0.2	0.0	0.0	0.0	0.0	100
Percent of PM	0.2	81.0	10.1	1.5	6.7	0.3	0.0	0.2	0.1	0.0	0.0	0.0	0.0	100

Daily Northbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location NB

Truck Summary:

Total Trucks: 273 % Trucks: 9.4 AM % Trucks: 10.4 PM % Trucks: 8.7

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Northbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location NB

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	6	1	1	0	0	0	0	0	0	0	0	8
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:44	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6
00:45 - 00:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:00 - 01:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 - 01:29	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
01:30 - 01:44	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45 - 01:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00 - 02:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15 - 02:29	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
02:30 - 02:44	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45 - 02:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:00 - 03:14	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 03:59	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
04:00 - 04:14	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 - 04:29	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:30 - 04:44	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	6
04:45 - 04:59	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	8
05:00 - 05:14	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	9
05:15 - 05:29	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	8
05:30 - 05:44	0	0	0	0	4	2	7	0	0	0	0	0	0	0	0	13
05:45 - 05:59	0	0	0	0	6	12	3	0	0	0	0	0	0	0	0	21
06:00 - 06:14	0	0	0	0	4	11	5	0	0	0	0	0	0	0	0	20
06:15 - 06:29	0	0	0	0	2	10	5	0	0	0	0	0	0	0	0	17
06:30 - 06:44	0	0	0	1	4	10	7	1	0	0	0	0	0	0	0	23
06:45 - 06:59	0	0	0	0	6	17	2	2	0	0	0	0	0	0	0	27
07:00 - 07:14	0	0	1	2	7	15	6	1	0	0	0	0	0	0	0	32
07:15 - 07:29	0	0	1	0	8	29	14	5	1	0	0	0	0	0	0	58
07:30 - 07:44	0	0	0	1	16	37	7	3	0	1	0	0	0	0	0	65
07:45 - 07:59	0	0	0	3	19	32	8	1	0	0	0	0	0	0	0	63
08:00 - 08:14	2	0	0	4	29	33	13	1	0	0	0	0	0	0	0	82
08:15 - 08:29	0	0	1	1	23	42	20	3	0	0	0	0	0	0	0	90
08:30 - 08:44	0	0	0	2	19	32	14	4	1	0	0	0	0	0	0	72
08:45 - 08:59	0	0	1	0	7	39	30	3	0	1	0	0	0	0	0	81
09:00 - 09:14	0	0	0	0	6	23	13	1	0	0	0	0	0	0	0	43
09:15 - 09:29	0	0	0	0	8	17	9	1	0	0	0	0	0	0	0	35
09:30 - 09:44	0	0	0	0	4	19	15	1	1	0	0	0	0	0	0	40
09:45 - 09:59	0	0	0	0	3	18	12	5	0	0	0	0	0	0	0	38
10:00 - 10:14	1	0	0	0	3	14	12	5	0	0	0	0	0	0	0	35
10:15 - 10:29	0	0	0	2	2	21	9	5	1	0	0	0	0	0	0	40
10:30 - 10:44	0	0	0	1	7	13	11	2	0	0	0	0	0	0	0	34
10:45 - 10:59	0	0	0	3	8	15	8	3	0	0	0	0	0	0	0	37
11:00 - 11:14	0	0	0	0	6	12	8	0	0	0	0	0	0	0	0	26
11:15 - 11:29	0	0	0	0	12	27	10	1	0	0	0	0	0	0	0	50
11:30 - 11:44	0	0	0	1	6	24	11	2	2	0	0	0	0	0	0	46
11:45 - 11:59	0	0	0	1	3	22	11	1	0	0	0	0	0	0	0	38
12:00 - 12:14	0	0	0	0	8	11	9	2	0	0	0	0	0	0	0	30
12:15 - 12:29	0	0	1	1	4	13	14	3	0	0	0	0	0	0	0	36
12:30 - 12:44	0	0	0	1	2	13	7	3	0	0	0	0	0	0	0	26

Daily Northbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location NB

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	4	17	5	4	0	0	0	0	0	0	0	30
13:00 - 13:14	0	0	0	1	5	17	8	2	0	0	0	0	0	0	0	33
13:15 - 13:29	0	0	0	1	6	10	8	1	1	0	0	0	0	0	0	27
13:30 - 13:44	0	0	0	0	5	13	8	2	0	0	0	0	0	0	0	28
13:45 - 13:59	0	0	0	0	8	16	6	1	1	0	0	0	0	0	0	32
14:00 - 14:14	0	0	1	0	8	14	9	0	0	0	0	0	0	0	0	32
14:15 - 14:29	0	0	0	1	20	20	5	1	0	0	0	0	0	0	0	47
14:30 - 14:44	0	0	0	0	18	35	12	0	1	0	0	0	0	0	0	66
14:45 - 14:59	0	0	0	1	6	27	19	0	0	0	0	0	0	0	0	53
15:00 - 15:14	0	0	0	3	19	13	13	0	0	0	0	0	0	0	0	48
15:15 - 15:29	0	0	0	1	10	26	7	1	0	0	0	0	0	0	0	45
15:30 - 15:44	0	0	0	0	10	21	13	0	0	0	0	0	0	0	0	44
15:45 - 15:59	0	0	0	0	6	29	15	2	0	0	0	0	0	0	0	52
16:00 - 16:14	0	0	0	0	4	34	19	4	0	0	0	0	0	0	0	61
16:15 - 16:29	0	0	0	0	7	18	19	1	0	1	0	0	0	0	0	46
16:30 - 16:44	0	0	0	0	6	17	16	3	0	0	0	0	0	0	0	42
16:45 - 16:59	0	0	0	0	9	24	9	2	1	0	0	0	0	0	0	45
17:00 - 17:14	0	0	0	0	10	23	8	3	1	0	0	0	0	0	0	45
17:15 - 17:29	0	0	0	2	11	30	20	0	0	0	0	0	0	0	0	63
17:30 - 17:44	0	0	0	2	17	32	13	1	0	0	0	0	0	0	0	65
17:45 - 17:59	0	0	0	3	14	23	16	4	0	0	0	0	0	0	0	60
18:00 - 18:14	0	0	0	2	9	21	10	1	0	0	0	0	0	0	0	43
18:15 - 18:29	0	0	0	2	11	23	6	3	0	0	0	0	0	0	0	45
18:30 - 18:44	0	0	1	1	5	28	9	0	0	0	0	0	0	0	0	44
18:45 - 18:59	0	0	0	3	11	32	13	1	0	0	0	0	0	0	0	60
19:00 - 19:14	0	0	0	5	13	22	1	1	0	0	0	1	0	0	0	43
19:15 - 19:29	0	0	2	3	12	20	6	0	0	0	0	0	0	0	0	43
19:30 - 19:44	0	0	0	2	13	13	4	0	0	0	0	0	0	0	0	32
19:45 - 19:59	0	0	0	0	8	17	3	2	0	0	0	0	0	0	0	30
20:00 - 20:14	0	0	0	0	8	19	5	0	0	0	0	0	0	0	0	32
20:15 - 20:29	0	0	1	4	7	17	5	0	0	0	0	0	0	0	0	34
20:30 - 20:44	0	0	0	6	16	8	2	0	1	0	0	0	0	0	0	33
20:45 - 20:59	0	0	0	4	9	8	2	0	0	0	0	0	0	0	0	23
21:00 - 21:14	0	0	0	6	4	6	3	1	0	0	0	0	0	0	0	20
21:15 - 21:29	0	0	0	2	9	14	5	0	0	0	0	0	0	0	0	30
21:30 - 21:44	0	0	0	2	7	10	2	0	0	0	0	0	0	0	0	21
21:45 - 21:59	0	0	0	0	6	7	9	3	0	0	0	0	0	0	0	25
22:00 - 22:14	0	0	0	1	9	3	4	1	1	0	0	0	0	0	0	19
22:15 - 22:29	0	0	0	2	5	3	3	0	0	0	0	0	0	0	0	13
22:30 - 22:44	0	0	1	1	4	6	1	0	0	0	0	0	0	0	0	13
22:45 - 22:59	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	11
23:00 - 23:14	0	0	0	1	2	5	3	0	0	0	0	0	0	0	0	11
23:15 - 23:29	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	6
23:30 - 23:44	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	11
23:45 - 23:59	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	5
Totals	3	0	12	89	639	1365	669	107	14	3	0	1	0	0	0	2902
Percent of Total	0.1	0.0	0.4	3.1	22.0	47.0	23.1	3.7	0.5	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.3	0.0	0.4	2.1	20.3	47.7	24.1	4.4	0.6	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.4	3.8	23.3	46.6	22.3	3.2	0.4	0.1	0.0	0.1	0.0	0.0	0.0	100

Daily Northbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location NB

Posted Speed: 35

Standard Deviation:	4.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	42.7 MPH
Mean Speed:	37.6 MPH	Percent in Ten Mile Pace:	70.1%	15th Percentile:	32.6 MPH
Median Speed:	37.6 MPH			90th Percentile:	43.8 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.8 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location SB

	Southbound Volume
00:00 - 00:14	8
00:15 - 00:29	5
00:30 - 00:44	4
00:45 - 00:59	1
01:00 - 01:14	4
01:15 - 01:29	2
01:30 - 01:44	1
01:45 - 01:59	0
02:00 - 02:14	3
02:15 - 02:29	0
02:30 - 02:44	4
02:45 - 02:59	1
03:00 - 03:14	0
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	0
04:15 - 04:29	0
04:30 - 04:44	0
04:45 - 04:59	4
05:00 - 05:14	1
05:15 - 05:29	4
05:30 - 05:44	4
05:45 - 05:59	7
06:00 - 06:14	3
06:15 - 06:29	8
06:30 - 06:44	8
06:45 - 06:59	18
07:00 - 07:14	25
07:15 - 07:29	23
07:30 - 07:44	46
07:45 - 07:59	68
08:00 - 08:14	91
08:15 - 08:29	49
08:30 - 08:44	29
08:45 - 08:59	43
09:00 - 09:14	33
09:15 - 09:29	28
09:30 - 09:44	36
09:45 - 09:59	40
10:00 - 10:14	33
10:15 - 10:29	25
10:30 - 10:44	29
10:45 - 10:59	43
11:00 - 11:14	32
11:15 - 11:29	46
11:30 - 11:44	63
11:45 - 11:59	44
12:00 - 12:14	39
12:15 - 12:29	45
12:30 - 12:44	33
12:45 - 12:59	30

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location SB

	Southbound Volume
13:00 - 13:14	19
13:15 - 13:29	39
13:30 - 13:44	27
13:45 - 13:59	60
14:00 - 14:14	58
14:15 - 14:29	79
14:30 - 14:44	63
14:45 - 14:59	48
15:00 - 15:14	69
15:15 - 15:29	50
15:30 - 15:44	50
15:45 - 15:59	54
16:00 - 16:14	54
16:15 - 16:29	56
16:30 - 16:44	74
16:45 - 16:59	72
17:00 - 17:14	81
17:15 - 17:29	80
17:30 - 17:44	78
17:45 - 17:59	79
18:00 - 18:14	65
18:15 - 18:29	72
18:30 - 18:44	62
18:45 - 18:59	64
19:00 - 19:14	56
19:15 - 19:29	69
19:30 - 19:44	59
19:45 - 19:59	52
20:00 - 20:14	51
20:15 - 20:29	51
20:30 - 20:44	55
20:45 - 20:59	34
21:00 - 21:14	32
21:15 - 21:29	32
21:30 - 21:44	37
21:45 - 21:59	31
22:00 - 22:14	36
22:15 - 22:29	22
22:30 - 22:44	29
22:45 - 22:59	19
23:00 - 23:14	10
23:15 - 23:29	17
23:30 - 23:44	10
23:45 - 23:59	14
Totals	3232
AM Peak Time	07:36 - 08:35
AM Peak Volume	257
PM Peak Time	16:56 - 17:55
PM Peak Volume	320

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023
Unit ID:
Location: Main Street Location SB

Daily Southbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location SB

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	7	0	0	1	0	0	0	0	0	0	0	0	8
00:15 - 00:29	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:30 - 00:44	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:45 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00 - 01:14	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15 - 01:29	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30 - 01:44	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:14	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:44	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:45 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 04:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:14	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 - 05:29	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:30 - 05:44	0	3	0	0	1	0	0	0	0	0	0	0	0	4
05:45 - 05:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:00 - 06:14	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:15 - 06:29	0	6	0	1	1	0	0	0	0	0	0	0	0	8
06:30 - 06:44	0	7	0	1	0	0	0	0	0	0	0	0	0	8
06:45 - 06:59	0	12	3	1	2	0	0	0	0	0	0	0	0	18
07:00 - 07:14	0	23	0	1	1	0	0	0	0	0	0	0	0	25
07:15 - 07:29	0	19	0	1	3	0	0	0	0	0	0	0	0	23
07:30 - 07:44	0	39	3	1	3	0	0	0	0	0	0	0	0	46
07:45 - 07:59	0	56	6	0	6	0	0	0	0	0	0	0	0	68
08:00 - 08:14	0	80	4	0	7	0	0	0	0	0	0	0	0	91
08:15 - 08:29	0	40	5	1	3	0	0	0	0	0	0	0	0	49
08:30 - 08:44	0	21	3	1	4	0	0	0	0	0	0	0	0	29
08:45 - 08:59	0	34	2	0	7	0	0	0	0	0	0	0	0	43
09:00 - 09:14	0	27	3	0	2	0	0	0	1	0	0	0	0	33
09:15 - 09:29	0	20	1	1	5	0	1	0	0	0	0	0	0	28
09:30 - 09:44	0	30	2	0	4	0	0	0	0	0	0	0	0	36
09:45 - 09:59	0	24	9	1	5	0	0	0	1	0	0	0	0	40
10:00 - 10:14	0	20	7	1	5	0	0	0	0	0	0	0	0	33
10:15 - 10:29	0	18	4	2	1	0	0	0	0	0	0	0	0	25
10:30 - 10:44	0	18	6	0	5	0	0	0	0	0	0	0	0	29
10:45 - 10:59	1	23	6	1	11	0	0	1	0	0	0	0	0	43
11:00 - 11:14	1	24	2	1	4	0	0	0	0	0	0	0	0	32
11:15 - 11:29	0	40	5	0	1	0	0	0	0	0	0	0	0	46
11:30 - 11:44	0	46	11	0	6	0	0	0	0	0	0	0	0	63
11:45 - 11:59	2	35	5	1	1	0	0	0	0	0	0	0	0	44
12:00 - 12:14	0	30	3	1	4	1	0	0	0	0	0	0	0	39
12:15 - 12:29	0	37	2	1	5	0	0	0	0	0	0	0	0	45
12:30 - 12:44	0	26	4	1	2	0	0	0	0	0	0	0	0	33
12:45 - 12:59	0	19	3	0	6	2	0	0	0	0	0	0	0	30

Daily Southbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location SB

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	14	1	0	4	0	0	0	0	0	0	0	0	19
13:15 - 13:29	0	28	6	1	4	0	0	0	0	0	0	0	0	39
13:30 - 13:44	0	17	5	1	4	0	0	0	0	0	0	0	0	27
13:45 - 13:59	1	47	3	1	7	0	0	0	1	0	0	0	0	60
14:00 - 14:14	0	46	2	1	6	2	0	1	0	0	0	0	0	58
14:15 - 14:29	1	61	7	1	8	1	0	0	0	0	0	0	0	79
14:30 - 14:44	4	44	6	0	9	0	0	0	0	0	0	0	0	63
14:45 - 14:59	6	33	4	1	4	0	0	0	0	0	0	0	0	48
15:00 - 15:14	11	46	6	1	5	0	0	0	0	0	0	0	0	69
15:15 - 15:29	10	35	2	0	3	0	0	0	0	0	0	0	0	50
15:30 - 15:44	4	35	4	0	5	1	1	0	0	0	0	0	0	50
15:45 - 15:59	6	32	4	0	11	1	0	0	0	0	0	0	0	54
16:00 - 16:14	2	44	3	1	4	0	0	0	0	0	0	0	0	54
16:15 - 16:29	4	44	3	0	4	0	0	1	0	0	0	0	0	56
16:30 - 16:44	5	56	8	0	5	0	0	0	0	0	0	0	0	74
16:45 - 16:59	0	56	3	0	13	0	0	0	0	0	0	0	0	72
17:00 - 17:14	0	67	6	1	7	0	0	0	0	0	0	0	0	81
17:15 - 17:29	0	70	5	0	5	0	0	0	0	0	0	0	0	80
17:30 - 17:44	0	66	7	1	4	0	0	0	0	0	0	0	0	78
17:45 - 17:59	0	64	7	0	8	0	0	0	0	0	0	0	0	79
18:00 - 18:14	1	51	4	0	8	0	0	0	0	0	0	1	0	65
18:15 - 18:29	0	56	9	1	6	0	0	0	0	0	0	0	0	72
18:30 - 18:44	0	52	4	1	5	0	0	0	0	0	0	0	0	62
18:45 - 18:59	0	50	7	0	7	0	0	0	0	0	0	0	0	64
19:00 - 19:14	0	48	2	1	5	0	0	0	0	0	0	0	0	56
19:15 - 19:29	0	53	6	0	9	0	1	0	0	0	0	0	0	69
19:30 - 19:44	0	48	5	0	6	0	0	0	0	0	0	0	0	59
19:45 - 19:59	0	42	4	1	5	0	0	0	0	0	0	0	0	52
20:00 - 20:14	0	43	5	0	2	1	0	0	0	0	0	0	0	51
20:15 - 20:29	0	39	8	1	3	0	0	0	0	0	0	0	0	51
20:30 - 20:44	0	45	6	0	4	0	0	0	0	0	0	0	0	55
20:45 - 20:59	0	28	4	0	2	0	0	0	0	0	0	0	0	34
21:00 - 21:14	0	28	1	0	3	0	0	0	0	0	0	0	0	32
21:15 - 21:29	0	29	1	0	2	0	0	0	0	0	0	0	0	32
21:30 - 21:44	0	29	3	0	5	0	0	0	0	0	0	0	0	37
21:45 - 21:59	0	26	3	0	2	0	0	0	0	0	0	0	0	31
22:00 - 22:14	0	30	2	0	4	0	0	0	0	0	0	0	0	36
22:15 - 22:29	0	17	2	0	3	0	0	0	0	0	0	0	0	22
22:30 - 22:44	0	24	4	0	1	0	0	0	0	0	0	0	0	29
22:45 - 22:59	0	18	0	0	1	0	0	0	0	0	0	0	0	19
23:00 - 23:14	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:15 - 23:29	0	16	1	0	0	0	0	0	0	0	0	0	0	17
23:30 - 23:44	0	7	1	0	2	0	0	0	0	0	0	0	0	10
23:45 - 23:59	0	12	1	0	1	0	0	0	0	0	0	0	0	14
Totals	59	2528	277	34	315	9	3	3	3	0	0	1	0	3232
Percent of Total	1.8	78.2	8.6	1.1	9.7	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.4	77.7	9.6	1.7	10.0	0.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	100
Percent of PM	2.4	78.4	8.2	0.8	9.6	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	100

Daily Southbound Classes Report

Study Date: Thursday, 03/02/2023
Unit ID:
Location: Main Street Location SB

Truck Summary:

Total Trucks: 368 % Trucks: 11.4 AM % Trucks: 12.2 PM % Trucks: 11.1

Classification Scheme: FHWA (ID: 1)

- | | | | | | |
|----|--------------------------------|-----|-------------------------------|-----|------------------------------|
| #1 | Motorcycles - 2 Axles | #6 | Single Unit Truck - 3 Axles | #11 | Multi-Unit - 5 Axles or Less |
| #2 | Passenger Cars - 2 Axles | #7 | Single Unit - 4 Axles | #12 | Multi-Unit - 6 Axles |
| #3 | Pickup Trucks, Vans - 2 Axles | #8 | Single Unit - 4 Axles or Less | #13 | Multi-Unit - 7 Axles or More |
| #4 | Buses | #9 | Double Unit - 5 Axles | | |
| #5 | Single Unit - 2 Axles, 6 Tires | #10 | Double Unit - 6 Axles or More | | |

Daily Southbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location SB

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	8
00:15 - 00:29	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
00:30 - 00:44	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
00:45 - 00:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:14	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
01:15 - 01:29	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:30 - 01:44	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:14	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:44	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
02:45 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 04:59	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
05:00 - 05:14	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15 - 05:29	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
05:30 - 05:44	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
05:45 - 05:59	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	7
06:00 - 06:14	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
06:15 - 06:29	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	8
06:30 - 06:44	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8
06:45 - 06:59	0	0	0	1	2	6	8	1	0	0	0	0	0	0	0	18
07:00 - 07:14	0	0	0	1	12	9	1	2	0	0	0	0	0	0	0	25
07:15 - 07:29	0	0	0	1	8	10	4	0	0	0	0	0	0	0	0	23
07:30 - 07:44	0	0	0	2	18	16	10	0	0	0	0	0	0	0	0	46
07:45 - 07:59	0	0	0	4	24	31	7	2	0	0	0	0	0	0	0	68
08:00 - 08:14	0	0	0	2	30	44	12	3	0	0	0	0	0	0	0	91
08:15 - 08:29	0	0	0	4	8	25	12	0	0	0	0	0	0	0	0	49
08:30 - 08:44	0	0	0	2	2	17	7	1	0	0	0	0	0	0	0	29
08:45 - 08:59	0	0	0	1	7	20	14	1	0	0	0	0	0	0	0	43
09:00 - 09:14	0	0	0	0	9	15	7	2	0	0	0	0	0	0	0	33
09:15 - 09:29	0	0	0	4	4	15	4	1	0	0	0	0	0	0	0	28
09:30 - 09:44	0	0	0	0	9	18	6	3	0	0	0	0	0	0	0	36
09:45 - 09:59	0	0	0	2	10	19	6	3	0	0	0	0	0	0	0	40
10:00 - 10:14	0	0	0	0	0	17	13	3	0	0	0	0	0	0	0	33
10:15 - 10:29	0	0	0	0	3	10	11	1	0	0	0	0	0	0	0	25
10:30 - 10:44	0	0	0	2	3	12	10	2	0	0	0	0	0	0	0	29
10:45 - 10:59	0	0	1	1	9	20	10	1	1	0	0	0	0	0	0	43
11:00 - 11:14	0	0	0	1	8	17	5	1	0	0	0	0	0	0	0	32
11:15 - 11:29	0	0	0	0	11	20	15	0	0	0	0	0	0	0	0	46
11:30 - 11:44	0	0	0	2	11	28	20	2	0	0	0	0	0	0	0	63
11:45 - 11:59	0	0	0	0	12	18	10	3	1	0	0	0	0	0	0	44
12:00 - 12:14	0	0	0	1	6	20	9	3	0	0	0	0	0	0	0	39
12:15 - 12:29	0	0	0	0	2	21	18	1	2	0	0	1	0	0	0	45
12:30 - 12:44	0	0	0	0	4	14	13	2	0	0	0	0	0	0	0	33

Daily Southbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location SB

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	5	12	11	2	0	0	0	0	0	0	0	30
13:00 - 13:14	0	0	0	0	4	10	5	0	0	0	0	0	0	0	0	19
13:15 - 13:29	0	0	0	0	4	21	11	3	0	0	0	0	0	0	0	39
13:30 - 13:44	0	0	1	1	4	12	8	1	0	0	0	0	0	0	0	27
13:45 - 13:59	0	0	0	0	13	27	19	1	0	0	0	0	0	0	0	60
14:00 - 14:14	0	0	0	4	9	30	13	2	0	0	0	0	0	0	0	58
14:15 - 14:29	0	0	0	2	21	39	16	1	0	0	0	0	0	0	0	79
14:30 - 14:44	0	0	0	1	15	31	13	2	1	0	0	0	0	0	0	63
14:45 - 14:59	0	0	0	2	7	21	17	1	0	0	0	0	0	0	0	48
15:00 - 15:14	0	0	1	2	11	36	13	6	0	0	0	0	0	0	0	69
15:15 - 15:29	0	0	1	0	8	22	17	1	1	0	0	0	0	0	0	50
15:30 - 15:44	0	0	0	0	4	25	19	2	0	0	0	0	0	0	0	50
15:45 - 15:59	0	0	0	1	6	25	18	4	0	0	0	0	0	0	0	54
16:00 - 16:14	0	0	0	1	6	22	20	3	1	0	0	0	0	0	0	53
16:15 - 16:29	0	0	0	1	4	25	22	3	1	0	0	0	0	0	0	56
16:30 - 16:44	0	0	0	2	7	38	23	4	0	0	0	0	0	0	0	74
16:45 - 16:59	0	0	0	0	15	32	22	3	0	0	0	0	0	0	0	72
17:00 - 17:14	0	0	0	1	6	41	24	7	1	1	0	0	0	0	0	81
17:15 - 17:29	0	0	0	2	9	24	34	11	0	0	0	0	0	0	0	80
17:30 - 17:44	0	0	0	0	12	36	27	3	0	0	0	0	0	0	0	78
17:45 - 17:59	0	0	0	1	13	34	29	1	1	0	0	0	0	0	0	79
18:00 - 18:14	0	0	1	1	5	31	20	6	1	0	0	0	0	0	0	65
18:15 - 18:29	0	0	0	0	6	34	29	3	0	0	0	0	0	0	0	72
18:30 - 18:44	0	0	1	4	8	27	20	2	0	0	0	0	0	0	0	62
18:45 - 18:59	0	0	1	1	8	39	13	1	1	0	0	0	0	0	0	64
19:00 - 19:14	0	0	0	1	16	28	11	0	0	0	0	0	0	0	0	56
19:15 - 19:29	0	0	0	0	11	36	19	1	1	1	0	0	0	0	0	69
19:30 - 19:44	0	1	1	3	9	34	10	1	0	0	0	0	0	0	0	59
19:45 - 19:59	0	0	1	2	7	30	10	1	1	0	0	0	0	0	0	52
20:00 - 20:14	0	0	0	1	19	21	10	0	0	0	0	0	0	0	0	51
20:15 - 20:29	0	0	0	1	11	26	12	1	0	0	0	0	0	0	0	51
20:30 - 20:44	0	0	0	2	10	35	7	1	0	0	0	0	0	0	0	55
20:45 - 20:59	0	0	0	1	4	21	6	2	0	0	0	0	0	0	0	34
21:00 - 21:14	0	0	0	1	7	15	7	2	0	0	0	0	0	0	0	32
21:15 - 21:29	0	0	0	3	7	13	9	0	0	0	0	0	0	0	0	32
21:30 - 21:44	0	0	0	0	8	19	10	0	0	0	0	0	0	0	0	37
21:45 - 21:59	0	0	0	2	5	13	11	0	0	0	0	0	0	0	0	31
22:00 - 22:14	0	0	0	4	3	20	8	1	0	0	0	0	0	0	0	36
22:15 - 22:29	0	0	0	1	4	12	5	0	0	0	0	0	0	0	0	22
22:30 - 22:44	0	0	0	2	5	16	5	1	0	0	0	0	0	0	0	29
22:45 - 22:59	0	0	0	1	1	12	4	1	0	0	0	0	0	0	0	19
23:00 - 23:14	0	0	0	1	3	3	3	0	0	0	0	0	0	0	0	10
23:15 - 23:29	0	0	0	0	6	6	5	0	0	0	0	0	0	0	0	17
23:30 - 23:44	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	10
23:45 - 23:59	0	1	1	8	1	1	2	0	0	0	0	0	0	0	0	14
Totals	0	2	10	101	585	1525	865	126	14	2	0	1	0	0	0	3231
Percent of Total	0.0	0.1	0.3	3.1	18.1	47.2	26.8	3.9	0.4	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.1	4.1	24.2	45.0	22.5	3.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.1	0.4	2.7	15.7	48.1	28.5	3.9	0.5	0.1	0.0	0.0	0.0	0.0	0.0	100

Daily Southbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Main Street Location SB

Posted Speed: 35

Standard Deviation:	4.7 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	43.0 MPH
Mean Speed:	38.0 MPH	Percent in Ten Mile Pace:	74.0%	15th Percentile:	33.2 MPH
Median Speed:	38.0 MPH			90th Percentile:	44.0 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.9 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

	Northbound Volume
00:00 - 00:14	6
00:15 - 00:29	8
00:30 - 00:44	5
00:45 - 00:59	4
01:00 - 01:14	3
01:15 - 01:29	6
01:30 - 01:44	11
01:45 - 01:59	1
02:00 - 02:14	3
02:15 - 02:29	0
02:30 - 02:44	2
02:45 - 02:59	4
03:00 - 03:14	0
03:15 - 03:29	1
03:30 - 03:44	3
03:45 - 03:59	4
04:00 - 04:14	1
04:15 - 04:29	2
04:30 - 04:44	5
04:45 - 04:59	4
05:00 - 05:14	4
05:15 - 05:29	9
05:30 - 05:44	10
05:45 - 05:59	19
06:00 - 06:14	13
06:15 - 06:29	12
06:30 - 06:44	13
06:45 - 06:59	32
07:00 - 07:14	28
07:15 - 07:29	26
07:30 - 07:44	47
07:45 - 07:59	66
08:00 - 08:14	63
08:15 - 08:29	55
08:30 - 08:44	44
08:45 - 08:59	58
09:00 - 09:14	54
09:15 - 09:29	49
09:30 - 09:44	42
09:45 - 09:59	45
10:00 - 10:14	57
10:15 - 10:29	46
10:30 - 10:44	41
10:45 - 10:59	58
11:00 - 11:14	66
11:15 - 11:29	62
11:30 - 11:44	57
11:45 - 11:59	69
12:00 - 12:14	58
12:15 - 12:29	75
12:30 - 12:44	64
12:45 - 12:59	72

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

	Northbound Volume
13:00 - 13:14	58
13:15 - 13:29	68
13:30 - 13:44	47
13:45 - 13:59	58
14:00 - 14:14	64
14:15 - 14:29	63
14:30 - 14:44	74
14:45 - 14:59	71
15:00 - 15:14	76
15:15 - 15:29	69
15:30 - 15:44	73
15:45 - 15:59	85
16:00 - 16:14	63
16:15 - 16:29	53
16:30 - 16:44	68
16:45 - 16:59	67
17:00 - 17:14	80
17:15 - 17:29	75
17:30 - 17:44	105
17:45 - 17:59	106
18:00 - 18:14	108
18:15 - 18:29	91
18:30 - 18:44	91
18:45 - 18:59	115
19:00 - 19:14	98
19:15 - 19:29	86
19:30 - 19:44	73
19:45 - 19:59	72
20:00 - 20:14	72
20:15 - 20:29	60
20:30 - 20:44	62
20:45 - 20:59	46
21:00 - 21:14	40
21:15 - 21:29	43
21:30 - 21:44	35
21:45 - 21:59	44
22:00 - 22:14	45
22:15 - 22:29	26
22:30 - 22:44	18
22:45 - 22:59	13
23:00 - 23:14	16
23:15 - 23:29	16
23:30 - 23:44	10
23:45 - 23:59	11
Totals	4201
AM Peak Time	10:55 - 11:54
AM Peak Volume	260
PM Peak Time	18:04 - 19:03
PM Peak Volume	418

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

Daily Northbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:15 - 00:29	0	7	1	0	0	0	0	0	0	0	0	0	0	8
00:30 - 00:44	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45 - 00:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00 - 01:14	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15 - 01:29	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:30 - 01:44	0	10	0	0	1	0	0	0	0	0	0	0	0	11
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:14	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:44	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45 - 02:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:29	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 - 03:44	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:45 - 03:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:14	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 - 04:29	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30 - 04:44	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:45 - 04:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:14	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:15 - 05:29	0	8	0	0	1	0	0	0	0	0	0	0	0	9
05:30 - 05:44	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:45 - 05:59	0	16	2	0	1	0	0	0	0	0	0	0	0	19
06:00 - 06:14	0	12	1	0	0	0	0	0	0	0	0	0	0	13
06:15 - 06:29	0	11	1	0	0	0	0	0	0	0	0	0	0	12
06:30 - 06:44	0	12	1	0	0	0	0	0	0	0	0	0	0	13
06:45 - 06:59	1	28	0	0	3	0	0	0	0	0	0	0	0	32
07:00 - 07:14	0	26	0	0	2	0	0	0	0	0	0	0	0	28
07:15 - 07:29	0	20	3	1	2	0	0	0	0	0	0	0	0	26
07:30 - 07:44	0	41	3	0	3	0	0	0	0	0	0	0	0	47
07:45 - 07:59	0	58	5	0	3	0	0	0	0	0	0	0	0	66
08:00 - 08:14	0	56	3	0	4	0	0	0	0	0	0	0	0	63
08:15 - 08:29	0	48	1	0	5	0	0	0	0	1	0	0	0	55
08:30 - 08:44	0	33	6	1	4	0	0	0	0	0	0	0	0	44
08:45 - 08:59	0	53	1	0	4	0	0	0	0	0	0	0	0	58
09:00 - 09:14	0	45	2	0	7	0	0	0	0	0	0	0	0	54
09:15 - 09:29	0	42	3	0	2	0	0	0	0	0	0	0	2	49
09:30 - 09:44	0	37	2	0	3	0	0	0	0	0	0	0	0	42
09:45 - 09:59	0	37	4	1	3	0	0	0	0	0	0	0	0	45
10:00 - 10:14	1	49	2	0	4	0	0	0	1	0	0	0	0	57
10:15 - 10:29	0	41	2	0	2	0	0	0	0	0	0	0	1	46
10:30 - 10:44	0	35	3	1	2	0	0	0	0	0	0	0	0	41
10:45 - 10:59	1	43	9	0	5	0	0	0	0	0	0	0	0	58
11:00 - 11:14	0	52	6	0	5	1	0	0	0	0	0	0	2	66
11:15 - 11:29	0	57	3	0	2	0	0	0	0	0	0	0	0	62
11:30 - 11:44	0	44	7	0	5	0	0	1	0	0	0	0	0	57
11:45 - 11:59	0	51	6	0	10	0	0	0	0	0	0	0	2	69
12:00 - 12:14	0	46	5	0	6	1	0	0	0	0	0	0	0	58
12:15 - 12:29	1	64	5	0	4	0	1	0	0	0	0	0	0	75
12:30 - 12:44	1	49	8	0	6	0	0	0	0	0	0	0	0	64
12:45 - 12:59	0	63	4	0	2	1	0	0	0	0	0	0	2	72

Daily Northbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	1	49	5	0	3	0	0	0	0	0	0	0	0	58
13:15 - 13:29	0	59	3	0	4	0	0	2	0	0	0	0	0	68
13:30 - 13:44	0	42	2	0	2	1	0	0	0	0	0	0	0	47
13:45 - 13:59	0	47	5	0	5	0	0	0	0	0	0	0	1	58
14:00 - 14:14	0	53	3	0	6	1	0	0	0	0	0	0	1	64
14:15 - 14:29	0	54	3	0	5	1	0	0	0	0	0	0	0	63
14:30 - 14:44	0	63	3	0	8	0	0	0	0	0	0	0	0	74
14:45 - 14:59	0	51	6	1	11	0	0	0	0	0	0	0	2	71
15:00 - 15:14	0	65	4	2	4	1	0	0	0	0	0	0	0	76
15:15 - 15:29	0	62	4	0	2	1	0	0	0	0	0	0	0	69
15:30 - 15:44	0	64	5	0	3	0	0	0	0	0	0	0	1	73
15:45 - 15:59	0	75	3	1	5	1	0	0	0	0	0	0	0	85
16:00 - 16:14	0	59	3	0	1	0	0	0	0	0	0	0	0	63
16:15 - 16:29	0	46	2	1	4	0	0	0	0	0	0	0	0	53
16:30 - 16:44	0	65	2	0	1	0	0	0	0	0	0	0	0	68
16:45 - 16:59	0	58	7	0	2	0	0	0	0	0	0	0	0	67
17:00 - 17:14	0	71	6	0	3	0	0	0	0	0	0	0	0	80
17:15 - 17:29	0	62	5	1	7	0	0	0	0	0	0	0	0	75
17:30 - 17:44	0	94	6	0	4	1	0	0	0	0	0	0	0	105
17:45 - 17:59	0	102	4	0	0	0	0	0	0	0	0	0	0	106
18:00 - 18:14	0	98	3	0	7	0	0	0	0	0	0	0	0	108
18:15 - 18:29	0	78	1	0	11	1	0	0	0	0	0	0	0	91
18:30 - 18:44	0	78	8	0	5	0	0	0	0	0	0	0	0	91
18:45 - 18:59	0	103	8	0	4	0	0	0	0	0	0	0	0	115
19:00 - 19:14	0	82	6	0	9	1	0	0	0	0	0	0	0	98
19:15 - 19:29	0	77	5	0	4	0	0	0	0	0	0	0	0	86
19:30 - 19:44	0	63	7	0	3	0	0	0	0	0	0	0	0	73
19:45 - 19:59	2	65	2	0	3	0	0	0	0	0	0	0	0	72
20:00 - 20:14	0	64	4	0	4	0	0	0	0	0	0	0	0	72
20:15 - 20:29	0	53	4	0	3	0	0	0	0	0	0	0	0	60
20:30 - 20:44	0	56	6	0	0	0	0	0	0	0	0	0	0	62
20:45 - 20:59	0	41	4	0	1	0	0	0	0	0	0	0	0	46
21:00 - 21:14	0	35	2	0	2	0	0	1	0	0	0	0	0	40
21:15 - 21:29	0	34	3	0	4	0	0	2	0	0	0	0	0	43
21:30 - 21:44	0	32	1	0	1	1	0	0	0	0	0	0	0	35
21:45 - 21:59	0	42	1	0	1	0	0	0	0	0	0	0	0	44
22:00 - 22:14	0	36	3	0	6	0	0	0	0	0	0	0	0	45
22:15 - 22:29	0	24	2	0	0	0	0	0	0	0	0	0	0	26
22:30 - 22:44	0	11	5	0	2	0	0	0	0	0	0	0	0	18
22:45 - 22:59	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:00 - 23:14	0	15	0	0	1	0	0	0	0	0	0	0	0	16
23:15 - 23:29	0	16	0	0	0	0	0	0	0	0	0	0	0	16
23:30 - 23:44	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:45 - 23:59	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Totals	8	3633	261	10	253	13	1	6	1	1	0	0	14	4201
Percent of Total	0.2	86.5	6.2	0.2	6.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.3	100
Percent of AM	0.2	85.1	6.5	0.3	6.9	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.6	100
Percent of PM	0.2	87.0	6.1	0.2	5.7	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.2	100

Daily Northbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

Truck Summary:

Total Trucks: 299 % Trucks: 7.1 AM % Trucks: 8.1 PM % Trucks: 6.7

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Northbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	6
00:15 - 00:29	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	8
00:30 - 00:44	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
00:45 - 00:59	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
01:00 - 01:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
01:15 - 01:29	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	6
01:30 - 01:44	0	1	0	1	5	4	0	0	0	0	0	0	0	0	0	11
01:45 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:14	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:44	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:45 - 02:59	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:29	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30 - 03:44	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
03:45 - 03:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
04:00 - 04:14	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 - 04:29	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
04:30 - 04:44	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	5
04:45 - 04:59	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:14	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
05:15 - 05:29	0	0	0	1	1	5	1	1	0	0	0	0	0	0	0	9
05:30 - 05:44	0	0	0	5	3	1	1	0	0	0	0	0	0	0	0	10
05:45 - 05:59	0	0	0	2	8	4	4	1	0	0	0	0	0	0	0	19
06:00 - 06:14	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	13
06:15 - 06:29	0	0	0	1	2	4	3	2	0	0	0	0	0	0	0	12
06:30 - 06:44	0	0	0	1	5	3	3	1	0	0	0	0	0	0	0	13
06:45 - 06:59	0	0	0	4	9	9	8	2	0	0	0	0	0	0	0	32
07:00 - 07:14	0	0	0	2	10	8	8	0	0	0	0	0	0	0	0	28
07:15 - 07:29	0	0	0	1	8	13	4	0	0	0	0	0	0	0	0	26
07:30 - 07:44	0	0	0	2	12	16	10	7	0	0	0	0	0	0	0	47
07:45 - 07:59	0	0	0	1	10	21	28	4	2	0	0	0	0	0	0	66
08:00 - 08:14	0	0	1	2	10	31	13	6	0	0	0	0	0	0	0	63
08:15 - 08:29	0	0	0	1	9	17	21	7	0	0	0	0	0	0	0	55
08:30 - 08:44	1	0	0	1	9	16	12	4	1	0	0	0	0	0	0	44
08:45 - 08:59	0	0	0	0	5	30	18	4	0	1	0	0	0	0	0	58
09:00 - 09:14	0	0	0	1	2	23	22	6	0	0	0	0	0	0	0	54
09:15 - 09:29	0	0	0	1	9	18	18	2	1	0	0	0	0	0	0	49
09:30 - 09:44	0	0	0	0	6	21	12	3	0	0	0	0	0	0	0	42
09:45 - 09:59	0	0	0	1	8	19	13	3	1	0	0	0	0	0	0	45
10:00 - 10:14	0	0	0	1	10	23	19	4	0	0	0	0	0	0	0	57
10:15 - 10:29	0	0	0	1	12	23	6	4	0	0	0	0	0	0	0	46
10:30 - 10:44	0	0	0	1	7	18	14	1	0	0	0	0	0	0	0	41
10:45 - 10:59	0	0	0	1	14	23	15	4	1	0	0	0	0	0	0	58
11:00 - 11:14	0	0	1	0	11	30	17	6	0	1	0	0	0	0	0	66
11:15 - 11:29	0	0	1	0	6	26	22	5	1	1	0	0	0	0	0	62
11:30 - 11:44	0	0	0	0	12	28	14	3	0	0	0	0	0	0	0	57
11:45 - 11:59	0	0	0	5	6	32	23	1	2	0	0	0	0	0	0	69
12:00 - 12:14	0	0	0	0	4	32	19	3	0	0	0	0	0	0	0	58
12:15 - 12:29	0	0	0	2	10	32	28	2	1	0	0	0	0	0	0	75
12:30 - 12:44	0	0	0	7	6	28	20	3	0	0	0	0	0	0	0	64

Daily Northbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	1	10	36	20	5	0	0	0	0	0	0	0	72
13:00 - 13:14	0	0	0	0	10	29	18	1	0	0	0	0	0	0	0	58
13:15 - 13:29	0	0	0	4	10	34	19	1	0	0	0	0	0	0	0	68
13:30 - 13:44	0	0	0	2	10	23	12	0	0	0	0	0	0	0	0	47
13:45 - 13:59	0	0	0	0	5	27	23	2	1	0	0	0	0	0	0	58
14:00 - 14:14	0	0	0	2	11	27	17	7	0	0	0	0	0	0	0	64
14:15 - 14:29	0	0	0	4	5	25	23	6	0	0	0	0	0	0	0	63
14:30 - 14:44	0	0	0	4	12	32	25	1	0	0	0	0	0	0	0	74
14:45 - 14:59	0	0	0	2	16	36	16	1	0	0	0	0	0	0	0	71
15:00 - 15:14	0	0	0	3	14	33	20	5	1	0	0	0	0	0	0	76
15:15 - 15:29	0	0	0	2	6	35	22	4	0	0	0	0	0	0	0	69
15:30 - 15:44	0	0	0	2	13	32	24	2	0	0	0	0	0	0	0	73
15:45 - 15:59	0	0	1	0	10	42	27	5	0	0	0	0	0	0	0	85
16:00 - 16:14	0	0	0	2	9	26	21	4	0	0	1	0	0	0	0	63
16:15 - 16:29	0	1	0	0	7	22	18	4	1	0	0	0	0	0	0	53
16:30 - 16:44	0	0	0	2	17	21	26	2	0	0	0	0	0	0	0	68
16:45 - 16:59	0	0	0	0	10	33	18	6	0	0	0	0	0	0	0	67
17:00 - 17:14	0	0	0	2	8	50	18	2	0	0	0	0	0	0	0	80
17:15 - 17:29	0	0	0	2	20	34	13	6	0	0	0	0	0	0	0	75
17:30 - 17:44	0	0	1	1	19	54	24	5	1	0	0	0	0	0	0	105
17:45 - 17:59	0	0	0	2	15	45	39	5	0	0	0	0	0	0	0	106
18:00 - 18:14	0	0	0	5	19	58	19	5	0	2	0	0	0	0	0	108
18:15 - 18:29	0	0	0	1	27	48	13	2	0	0	0	0	0	0	0	91
18:30 - 18:44	0	0	0	1	19	51	20	0	0	0	0	0	0	0	0	91
18:45 - 18:59	0	0	0	1	19	59	31	4	1	0	0	0	0	0	0	115
19:00 - 19:14	0	0	0	5	20	44	26	3	0	0	0	0	0	0	0	98
19:15 - 19:29	0	0	0	2	18	43	19	2	2	0	0	0	0	0	0	86
19:30 - 19:44	0	0	0	3	15	42	12	1	0	0	0	0	0	0	0	73
19:45 - 19:59	0	0	0	0	19	30	21	2	0	0	0	0	0	0	0	72
20:00 - 20:14	0	0	1	3	18	30	18	2	0	0	0	0	0	0	0	72
20:15 - 20:29	0	0	0	1	19	28	11	1	0	0	0	0	0	0	0	60
20:30 - 20:44	0	0	0	1	17	33	9	2	0	0	0	0	0	0	0	62
20:45 - 20:59	0	0	0	2	14	14	12	4	0	0	0	0	0	0	0	46
21:00 - 21:14	0	0	0	2	16	18	3	1	0	0	0	0	0	0	0	40
21:15 - 21:29	0	0	0	3	14	16	10	0	0	0	0	0	0	0	0	43
21:30 - 21:44	0	0	0	1	9	15	9	1	0	0	0	0	0	0	0	35
21:45 - 21:59	0	0	0	0	5	32	6	1	0	0	0	0	0	0	0	44
22:00 - 22:14	0	0	1	3	13	14	11	3	0	0	0	0	0	0	0	45
22:15 - 22:29	0	0	0	0	7	14	3	2	0	0	0	0	0	0	0	26
22:30 - 22:44	0	0	0	3	4	7	4	0	0	0	0	0	0	0	0	18
22:45 - 22:59	0	0	0	1	2	6	3	1	0	0	0	0	0	0	0	13
23:00 - 23:14	0	0	0	2	1	8	5	0	0	0	0	0	0	0	0	16
23:15 - 23:29	0	0	1	1	5	6	3	0	0	0	0	0	0	0	0	16
23:30 - 23:44	0	0	0	1	4	1	3	1	0	0	0	0	0	0	0	10
23:45 - 23:59	0	0	0	1	2	7	1	0	0	0	0	0	0	0	0	11
Totals	1	2	9	135	799	1900	1125	206	18	5	1	0	0	0	0	4201
Percent of Total	0.0	0.0	0.2	3.2	19.0	45.2	26.8	4.9	0.4	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.1	0.1	0.3	3.8	19.4	40.1	28.2	7.1	0.8	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.2	3.0	18.9	47.3	26.2	4.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	100

Daily Northbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location NB

Posted Speed: 35

Standard Deviation:	4.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	43.2 MPH
Mean Speed:	38.1 MPH	Percent in Ten Mile Pace:	72.0%	15th Percentile:	33.0 MPH
Median Speed:	38.0 MPH			90th Percentile:	44.2 MPH
Modal Speed:	37.5 MPH			95th Percentile:	45.5 MPH

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

	Southbound Volume
00:00 - 00:14	13
00:15 - 00:29	13
00:30 - 00:44	11
00:45 - 00:59	6
01:00 - 01:14	4
01:15 - 01:29	8
01:30 - 01:44	4
01:45 - 01:59	0
02:00 - 02:14	2
02:15 - 02:29	2
02:30 - 02:44	4
02:45 - 02:59	1
03:00 - 03:14	3
03:15 - 03:29	6
03:30 - 03:44	2
03:45 - 03:59	2
04:00 - 04:14	3
04:15 - 04:29	3
04:30 - 04:44	5
04:45 - 04:59	4
05:00 - 05:14	6
05:15 - 05:29	4
05:30 - 05:44	11
05:45 - 05:59	11
06:00 - 06:14	10
06:15 - 06:29	13
06:30 - 06:44	20
06:45 - 06:59	20
07:00 - 07:14	22
07:15 - 07:29	20
07:30 - 07:44	34
07:45 - 07:59	38
08:00 - 08:14	39
08:15 - 08:29	36
08:30 - 08:44	33
08:45 - 08:59	37
09:00 - 09:14	41
09:15 - 09:29	30
09:30 - 09:44	34
09:45 - 09:59	38
10:00 - 10:14	48
10:15 - 10:29	35
10:30 - 10:44	37
10:45 - 10:59	54
11:00 - 11:14	47
11:15 - 11:29	55
11:30 - 11:44	48
11:45 - 11:59	55
12:00 - 12:14	66
12:15 - 12:29	77
12:30 - 12:44	60
12:45 - 12:59	72

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

	Southbound Volume
13:00 - 13:14	57
13:15 - 13:29	50
13:30 - 13:44	61
13:45 - 13:59	55
14:00 - 14:14	57
14:15 - 14:29	65
14:30 - 14:44	84
14:45 - 14:59	61
15:00 - 15:14	66
15:15 - 15:29	75
15:30 - 15:44	85
15:45 - 15:59	74
16:00 - 16:14	70
16:15 - 16:29	98
16:30 - 16:44	72
16:45 - 16:59	77
17:00 - 17:14	82
17:15 - 17:29	77
17:30 - 17:44	99
17:45 - 17:59	79
18:00 - 18:14	83
18:15 - 18:29	65
18:30 - 18:44	70
18:45 - 18:59	83
19:00 - 19:14	82
19:15 - 19:29	81
19:30 - 19:44	87
19:45 - 19:59	74
20:00 - 20:14	66
20:15 - 20:29	69
20:30 - 20:44	70
20:45 - 20:59	92
21:00 - 21:14	72
21:15 - 21:29	85
21:30 - 21:44	64
21:45 - 21:59	47
22:00 - 22:14	42
22:15 - 22:29	47
22:30 - 22:44	25
22:45 - 22:59	37
23:00 - 23:14	24
23:15 - 23:29	23
23:30 - 23:44	27
23:45 - 23:59	18
Totals	4124
AM Peak Time	10:41 - 11:40
AM Peak Volume	212
PM Peak Time	17:10 - 18:09
PM Peak Volume	351

Daily Vehicle Volume Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

Daily Southbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	10	1	0	2	0	0	0	0	0	0	0	0	13
00:15 - 00:29	0	12	0	0	1	0	0	0	0	0	0	0	0	13
00:30 - 00:44	0	10	0	0	1	0	0	0	0	0	0	0	0	11
00:45 - 00:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00 - 01:14	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15 - 01:29	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:30 - 01:44	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:14	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15 - 02:29	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:30 - 02:44	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:45 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:14	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:15 - 03:29	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:30 - 03:44	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45 - 03:59	0	0	1	0	0	1	0	0	0	0	0	0	0	2
04:00 - 04:14	0	2	0	0	0	1	0	0	0	0	0	0	0	3
04:15 - 04:29	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:30 - 04:44	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:45 - 04:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:14	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:15 - 05:29	0	2	1	0	1	0	0	0	0	0	0	0	0	4
05:30 - 05:44	0	11	0	0	0	0	0	0	0	0	0	0	0	11
05:45 - 05:59	0	8	2	0	1	0	0	0	0	0	0	0	0	11
06:00 - 06:14	0	6	0	0	4	0	0	0	0	0	0	0	0	10
06:15 - 06:29	0	12	1	0	0	0	0	0	0	0	0	0	0	13
06:30 - 06:44	0	17	1	0	1	1	0	0	0	0	0	0	0	20
06:45 - 06:59	0	16	4	0	0	0	0	0	0	0	0	0	0	20
07:00 - 07:14	0	17	2	2	1	0	0	0	0	0	0	0	0	22
07:15 - 07:29	0	18	2	0	0	0	0	0	0	0	0	0	0	20
07:30 - 07:44	0	28	1	3	2	0	0	0	0	0	0	0	0	34
07:45 - 07:59	0	33	2	0	2	0	0	0	1	0	0	0	0	38
08:00 - 08:14	0	36	1	1	1	0	0	0	0	0	0	0	0	39
08:15 - 08:29	0	31	3	0	2	0	0	0	0	0	0	0	0	36
08:30 - 08:44	0	28	3	0	1	0	0	1	0	0	0	0	0	33
08:45 - 08:59	0	32	2	0	2	0	0	0	0	1	0	0	0	37
09:00 - 09:14	0	34	2	1	4	0	0	0	0	0	0	0	0	41
09:15 - 09:29	0	27	1	0	2	0	0	0	0	0	0	0	0	30
09:30 - 09:44	0	30	2	0	2	0	0	0	0	0	0	0	0	34
09:45 - 09:59	0	33	1	0	2	0	0	0	0	2	0	0	0	38
10:00 - 10:14	0	42	1	1	3	1	0	0	0	0	0	0	0	48
10:15 - 10:29	0	31	1	0	3	0	0	0	0	0	0	0	0	35
10:30 - 10:44	0	34	1	0	1	0	0	0	0	0	0	0	1	37
10:45 - 10:59	0	43	2	0	7	0	0	1	0	1	0	0	0	54
11:00 - 11:14	0	38	3	0	6	0	0	0	0	0	0	0	0	47
11:15 - 11:29	0	49	2	0	3	1	0	0	0	0	0	0	0	55
11:30 - 11:44	0	37	6	0	2	0	0	1	0	2	0	0	0	48
11:45 - 11:59	0	38	7	1	9	0	0	0	0	0	0	0	0	55
12:00 - 12:14	0	51	9	2	4	0	0	0	0	0	0	0	0	66
12:15 - 12:29	0	62	7	0	5	0	0	1	0	2	0	0	0	77
12:30 - 12:44	0	50	6	0	4	0	0	0	0	0	0	0	0	60
12:45 - 12:59	1	62	6	0	3	0	0	0	0	0	0	0	0	72

Daily Southbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	49	5	0	3	0	0	0	0	0	0	0	0	57
13:15 - 13:29	0	42	1	0	5	0	0	0	0	1	0	0	1	50
13:30 - 13:44	0	54	1	0	6	0	0	0	0	0	0	0	0	61
13:45 - 13:59	0	47	3	0	4	0	1	0	0	0	0	0	0	55
14:00 - 14:14	0	46	5	0	4	1	0	1	0	0	0	0	0	57
14:15 - 14:29	0	56	1	0	6	0	0	0	0	2	0	0	0	65
14:30 - 14:44	0	71	4	1	7	1	0	0	0	0	0	0	0	84
14:45 - 14:59	1	49	3	0	8	0	0	0	0	0	0	0	0	61
15:00 - 15:14	0	55	5	2	4	0	0	0	0	0	0	0	0	66
15:15 - 15:29	0	61	7	0	4	1	0	0	1	1	0	0	0	75
15:30 - 15:44	0	75	5	0	4	1	0	0	0	0	0	0	0	85
15:45 - 15:59	0	65	3	0	5	0	0	1	0	0	0	0	0	74
16:00 - 16:14	0	56	5	1	6	0	0	0	0	2	0	0	0	70
16:15 - 16:29	0	90	4	0	4	0	0	0	0	0	0	0	0	98
16:30 - 16:44	0	63	2	0	6	1	0	0	0	0	0	0	0	72
16:45 - 16:59	0	70	5	0	2	0	0	0	0	0	0	0	0	77
17:00 - 17:14	0	73	4	0	5	0	0	0	0	0	0	0	0	82
17:15 - 17:29	0	69	7	0	1	0	0	0	0	0	0	0	0	77
17:30 - 17:44	0	87	5	0	6	1	0	0	0	0	0	0	0	99
17:45 - 17:59	0	69	3	0	7	0	0	0	0	0	0	0	0	79
18:00 - 18:14	0	73	6	0	3	0	0	1	0	0	0	0	0	83
18:15 - 18:29	0	54	4	0	7	0	0	0	0	0	0	0	0	65
18:30 - 18:44	0	61	4	0	4	1	0	0	0	0	0	0	0	70
18:45 - 18:59	0	70	6	0	7	0	0	0	0	0	0	0	0	83
19:00 - 19:14	0	72	4	0	5	1	0	0	0	0	0	0	0	82
19:15 - 19:29	0	74	3	0	4	0	0	0	0	0	0	0	0	81
19:30 - 19:44	0	80	4	0	3	0	0	0	0	0	0	0	0	87
19:45 - 19:59	0	70	2	0	2	0	0	0	0	0	0	0	0	74
20:00 - 20:14	0	57	1	1	6	1	0	0	0	0	0	0	0	66
20:15 - 20:29	0	59	5	0	4	1	0	0	0	0	0	0	0	69
20:30 - 20:44	0	63	3	1	3	0	0	0	0	0	0	0	0	70
20:45 - 20:59	0	78	10	0	3	1	0	0	0	0	0	0	0	92
21:00 - 21:14	0	61	8	0	3	0	0	0	0	0	0	0	0	72
21:15 - 21:29	0	75	4	0	6	0	0	0	0	0	0	0	0	85
21:30 - 21:44	0	56	3	0	5	0	0	0	0	0	0	0	0	64
21:45 - 21:59	0	41	6	0	0	0	0	0	0	0	0	0	0	47
22:00 - 22:14	0	34	5	0	3	0	0	0	0	0	0	0	0	42
22:15 - 22:29	0	39	3	0	4	1	0	0	0	0	0	0	0	47
22:30 - 22:44	0	21	2	0	2	0	0	0	0	0	0	0	0	25
22:45 - 22:59	0	32	4	0	1	0	0	0	0	0	0	0	0	37
23:00 - 23:14	0	21	3	0	0	0	0	0	0	0	0	0	0	24
23:15 - 23:29	0	21	2	0	0	0	0	0	0	0	0	0	0	23
23:30 - 23:44	0	23	2	0	2	0	0	0	0	0	0	0	0	27
23:45 - 23:59	0	17	0	0	1	0	0	0	0	0	0	0	0	18
Totals	2	3544	260	17	258	17	1	7	2	14	0	0	2	4124
Percent of Total	0.0	85.9	6.3	0.4	6.3	0.4	0.0	0.2	0.0	0.3	0.0	0.0	0.0	100
Percent of AM	0.0	84.4	6.2	0.9	6.9	0.5	0.0	0.3	0.1	0.6	0.0	0.0	0.1	100
Percent of PM	0.1	86.4	6.3	0.3	6.1	0.4	0.0	0.1	0.0	0.3	0.0	0.0	0.0	100

Daily Southbound Classes Report

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

Truck Summary:

Total Trucks: 318 % Trucks: 7.7 AM % Trucks: 9.5 PM % Trucks: 7.2

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Southbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	1	3	7	2	0	0	0	0	0	0	0	0	13
00:15 - 00:29	0	0	0	1	4	6	0	2	0	0	0	0	0	0	0	13
00:30 - 00:44	0	0	0	3	1	7	0	0	0	0	0	0	0	0	0	11
00:45 - 00:59	0	0	1	0	0	4	1	0	0	0	0	0	0	0	0	6
01:00 - 01:14	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
01:15 - 01:29	0	0	1	0	3	2	2	0	0	0	0	0	0	0	0	8
01:30 - 01:44	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	4
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:14	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:15 - 02:29	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:30 - 02:44	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
02:45 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:14	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:15 - 03:29	0	1	0	0	1	3	1	0	0	0	0	0	0	0	0	6
03:30 - 03:44	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:45 - 03:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00 - 04:14	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:15 - 04:29	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
04:30 - 04:44	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	5
04:45 - 04:59	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
05:00 - 05:14	0	0	1	2	2	0	0	0	1	0	0	0	0	0	0	6
05:15 - 05:29	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4
05:30 - 05:44	0	0	1	1	3	3	3	0	0	0	0	0	0	0	0	11
05:45 - 05:59	0	0	1	3	5	1	0	1	0	0	0	0	0	0	0	11
06:00 - 06:14	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	10
06:15 - 06:29	0	0	1	4	4	2	1	1	0	0	0	0	0	0	0	13
06:30 - 06:44	0	0	0	8	7	4	1	0	0	0	0	0	0	0	0	20
06:45 - 06:59	0	0	1	2	6	9	2	0	0	0	0	0	0	0	0	20
07:00 - 07:14	0	1	0	5	9	6	1	0	0	0	0	0	0	0	0	22
07:15 - 07:29	0	0	1	8	3	6	1	1	0	0	0	0	0	0	0	20
07:30 - 07:44	0	0	1	3	15	10	4	1	0	0	0	0	0	0	0	34
07:45 - 07:59	0	0	0	3	14	10	9	1	1	0	0	0	0	0	0	38
08:00 - 08:14	0	0	0	1	9	17	9	3	0	0	0	0	0	0	0	39
08:15 - 08:29	0	0	1	3	11	16	5	0	0	0	0	0	0	0	0	36
08:30 - 08:44	1	0	2	8	6	7	6	2	1	0	0	0	0	0	0	33
08:45 - 08:59	0	0	0	2	11	16	8	0	0	0	0	0	0	0	0	37
09:00 - 09:14	0	0	0	0	7	19	13	2	0	0	0	0	0	0	0	41
09:15 - 09:29	0	0	0	1	10	7	11	1	0	0	0	0	0	0	0	30
09:30 - 09:44	0	0	0	2	9	16	6	1	0	0	0	0	0	0	0	34
09:45 - 09:59	0	0	0	7	8	12	9	2	0	0	0	0	0	0	0	38
10:00 - 10:14	0	0	0	2	15	17	12	2	0	0	0	0	0	0	0	48
10:15 - 10:29	0	0	0	3	8	9	11	2	1	1	0	0	0	0	0	35
10:30 - 10:44	0	0	0	0	11	15	10	1	0	0	0	0	0	0	0	37
10:45 - 10:59	0	0	0	1	11	24	15	3	0	0	0	0	0	0	0	54
11:00 - 11:14	0	0	1	4	10	14	12	6	0	0	0	0	0	0	0	47
11:15 - 11:29	0	0	0	2	8	21	21	3	0	0	0	0	0	0	0	55
11:30 - 11:44	0	1	0	2	16	24	5	0	0	0	0	0	0	0	0	48
11:45 - 11:59	0	1	0	1	8	28	13	4	0	0	0	0	0	0	0	55
12:00 - 12:14	0	0	1	3	13	33	13	3	0	0	0	0	0	0	0	66
12:15 - 12:29	0	0	0	5	14	38	13	6	1	0	0	0	0	0	0	77
12:30 - 12:44	0	0	0	4	15	25	14	2	0	0	0	0	0	0	0	60

Daily Southbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	10	33	23	6	0	0	0	0	0	0	0	72
13:00 - 13:14	0	0	0	0	13	26	16	2	0	0	0	0	0	0	0	57
13:15 - 13:29	0	1	0	2	13	24	9	1	0	0	0	0	0	0	0	50
13:30 - 13:44	0	0	0	5	11	18	25	1	1	0	0	0	0	0	0	61
13:45 - 13:59	0	0	0	2	9	26	15	3	0	0	0	0	0	0	0	55
14:00 - 14:14	0	0	1	1	12	17	24	2	0	0	0	0	0	0	0	57
14:15 - 14:29	0	0	1	0	17	29	14	4	0	0	0	0	0	0	0	65
14:30 - 14:44	1	0	1	2	12	41	24	3	0	0	0	0	0	0	0	84
14:45 - 14:59	0	0	2	4	14	22	14	4	1	0	0	0	0	0	0	61
15:00 - 15:14	0	0	0	3	13	28	20	1	0	1	0	0	0	0	0	66
15:15 - 15:29	0	0	1	4	14	31	16	7	2	0	0	0	0	0	0	75
15:30 - 15:44	0	1	0	3	17	33	27	3	1	0	0	0	0	0	0	85
15:45 - 15:59	0	0	2	5	17	29	18	2	1	0	0	0	0	0	0	74
16:00 - 16:14	0	0	0	2	14	24	26	4	0	0	0	0	0	0	0	70
16:15 - 16:29	0	0	0	3	14	45	29	7	0	0	0	0	0	0	0	98
16:30 - 16:44	0	0	1	1	11	37	17	3	1	1	0	0	0	0	0	72
16:45 - 16:59	0	0	0	1	14	34	24	3	1	0	0	0	0	0	0	77
17:00 - 17:14	0	0	0	3	14	30	29	5	1	0	0	0	0	0	0	82
17:15 - 17:29	0	0	1	5	18	33	18	2	0	0	0	0	0	0	0	77
17:30 - 17:44	0	0	3	6	18	39	26	7	0	0	0	0	0	0	0	99
17:45 - 17:59	0	0	0	2	11	37	25	3	1	0	0	0	0	0	0	79
18:00 - 18:14	0	0	0	3	21	30	23	6	0	0	0	0	0	0	0	83
18:15 - 18:29	0	0	0	4	11	24	20	5	1	0	0	0	0	0	0	65
18:30 - 18:44	0	0	0	6	18	24	18	3	1	0	0	0	0	0	0	70
18:45 - 18:59	0	0	0	5	28	32	15	3	0	0	0	0	0	0	0	83
19:00 - 19:14	0	0	1	5	21	37	17	1	0	0	0	0	0	0	0	82
19:15 - 19:29	0	0	0	1	20	37	20	3	0	0	0	0	0	0	0	81
19:30 - 19:44	0	0	0	2	21	43	15	5	1	0	0	0	0	0	0	87
19:45 - 19:59	0	0	0	3	18	36	14	3	0	0	0	0	0	0	0	74
20:00 - 20:14	0	0	0	8	21	27	9	1	0	0	0	0	0	0	0	66
20:15 - 20:29	0	1	0	10	13	31	13	0	1	0	0	0	0	0	0	69
20:30 - 20:44	0	1	1	2	16	32	14	3	0	0	1	0	0	0	0	70
20:45 - 20:59	1	0	0	5	32	37	17	0	0	0	0	0	0	0	0	92
21:00 - 21:14	0	0	0	2	18	35	15	0	1	0	0	0	0	1	0	72
21:15 - 21:29	0	0	0	1	16	51	13	4	0	0	0	0	0	0	0	85
21:30 - 21:44	0	0	0	2	23	27	9	2	0	0	0	1	0	0	0	64
21:45 - 21:59	0	0	0	3	13	21	6	4	0	0	0	0	0	0	0	47
22:00 - 22:14	0	0	0	3	12	12	14	1	0	0	0	0	0	0	0	42
22:15 - 22:29	0	0	0	1	11	23	11	0	1	0	0	0	0	0	0	47
22:30 - 22:44	0	0	0	3	7	9	5	1	0	0	0	0	0	0	0	25
22:45 - 22:59	0	1	1	3	9	15	8	0	0	0	0	0	0	0	0	37
23:00 - 23:14	0	0	2	2	9	6	4	1	0	0	0	0	0	0	0	24
23:15 - 23:29	0	1	1	3	5	10	2	1	0	0	0	0	0	0	0	23
23:30 - 23:44	0	0	0	2	4	10	11	0	0	0	0	0	0	0	0	27
23:45 - 23:59	0	0	1	2	6	6	3	0	0	0	0	0	0	0	0	18
Totals	3	11	34	237	958	1707	976	170	22	3	1	1	0	1	0	4124
Percent of Total	0.1	0.3	0.8	5.7	23.2	41.4	23.7	4.1	0.5	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.1	0.5	1.3	9.3	26.4	37.0	20.7	4.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.1	0.2	0.7	4.7	22.2	42.7	24.6	4.2	0.5	0.1	0.0	0.0	0.0	0.0	0.0	100

Daily Southbound Speeds (MPH)

Study Date: Thursday, 03/02/2023

Unit ID:

Location: Mill Road Location SB

Posted Speed: 35

Standard Deviation:	5.4 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	42.8 MPH
Mean Speed:	37.3 MPH	Percent in Ten Mile Pace:	65.1%	15th Percentile:	31.7 MPH
Median Speed:	37.4 MPH			90th Percentile:	43.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	45.0 MPH

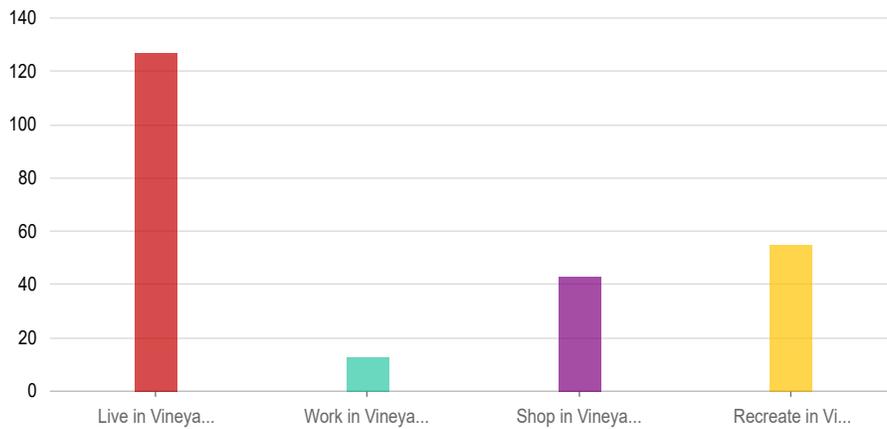


APPENDIX C

Public Survey Results

Vineyard Transportation Master Plan - Public Input Survey

1) Which of the following describes you?



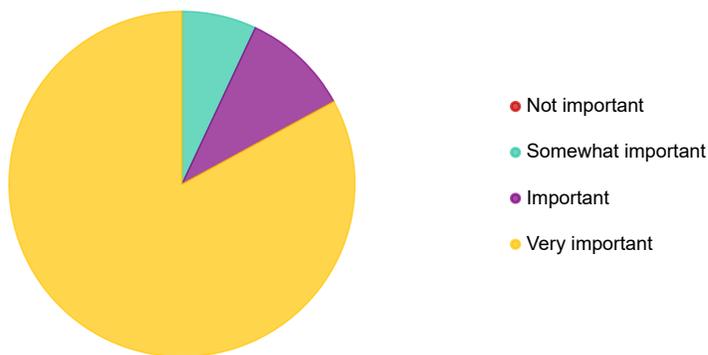
Answers	Count	Percentage
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Live in Vineyard	127	97.69%
Work in Vineyard	13	10%
Shop in Vineyard	43	33.08%
Recreate in Vineyard	55	42.31%

Answered: 129 Skipped: 1

2) How important are the following transportation modes to your current personal travel in Vineyard?

Roadway (personal vehicle)



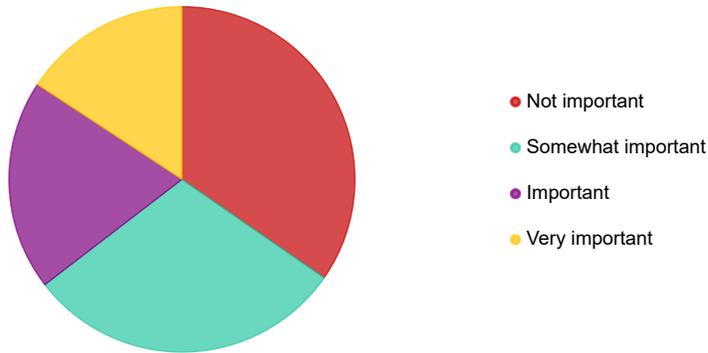
Answers	Count	Percentage
---------	-------	------------

Not important	0	0%
Somewhat important	9	6.92%
Important	13	10%

Very important	107	82.31%
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Answered: 129 Skipped: 1

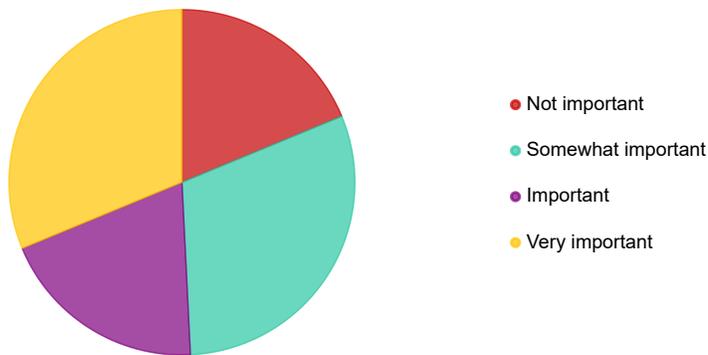
o Transit



Answers	Count	Percentage
Not important	44	33.85%
Somewhat important	38	29.23%
Important	25	19.23%
Very important	20	15.38%

Answered: 127 Skipped: 3

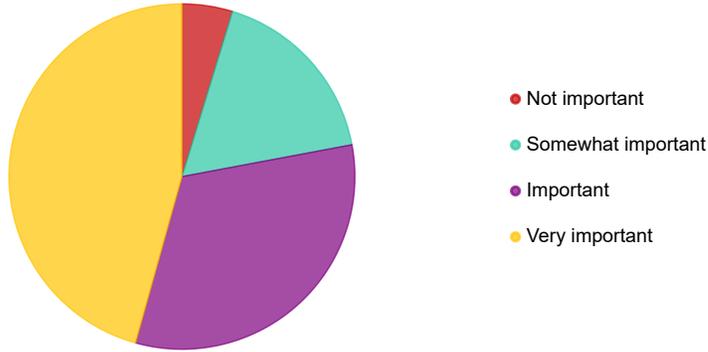
o Bicycle



Answers	Count	Percentage
Not important	24	18.46%
Somewhat important	39	30%
Important	25	19.23%
Very important	40	30.77%

Answered: 128 Skipped: 2

o Walking



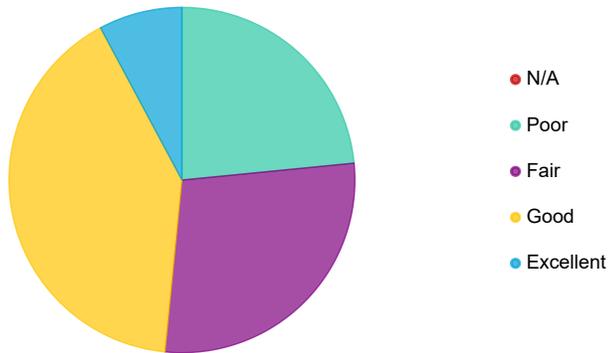
Answers	Count	Percentage
---------	-------	------------

Not important	6	4.62%
Somewhat important	22	16.92%
Important	41	31.54%
Very important	58	44.62%

Answered: 127 Skipped: 3

3) How would you describe your recent experience with the following modes of transportation within Vineyard City?

o Roadway (personal vehicle)

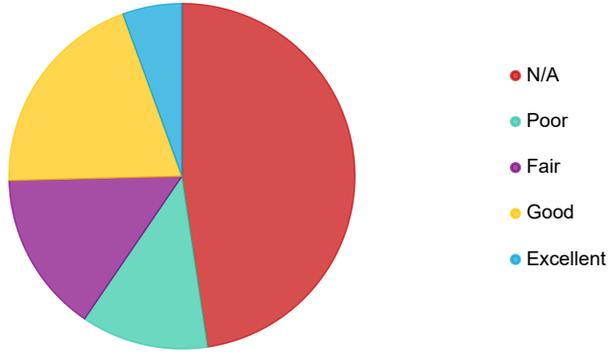


Answers	Count	Percentage
---------	-------	------------

N/A	0	0%
Poor	30	23.08%
Fair	36	27.69%
Good	52	40%
Excellent	10	7.69%

Answered: 128 Skipped: 2

o Transit

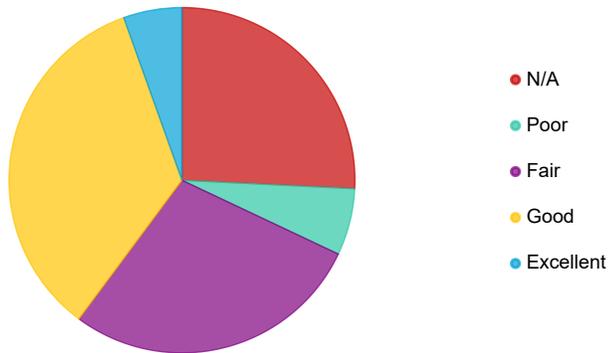


Answers **Count** **Percentage**

N/A	60	46.15%
Poor	15	11.54%
Fair	19	14.62%
Good	25	19.23%
Excellent	7	5.38%

Answered: 126 Skipped: 4

o Bicycle

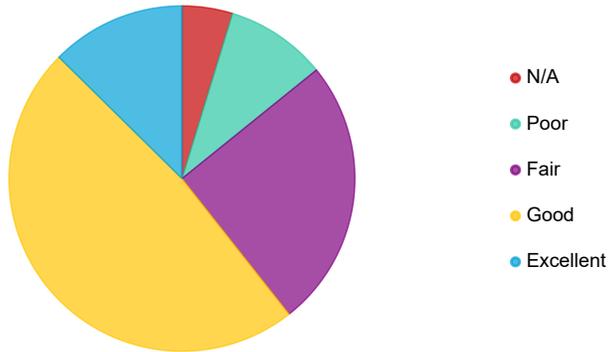


Answers **Count** **Percentage**

N/A	33	25.38%
Poor	8	6.15%
Fair	36	27.69%
Good	44	33.85%
Excellent	7	5.38%

Answered: 128 Skipped: 2

o Walking

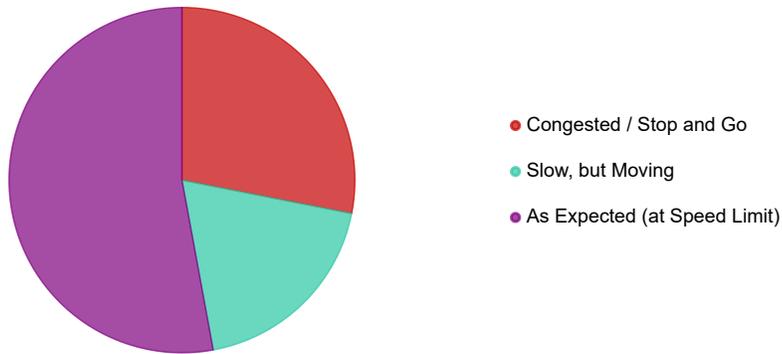


Answers	Count	Percentage
N/A	6	4.62%
Poor	12	9.23%
Fair	32	24.62%
Good	61	46.92%
Excellent	16	12.31%

Answered: 127 Skipped: 3

4) How would you describe your recent travel during the MORNING peak hours (7-9 AM) on the following City roads?

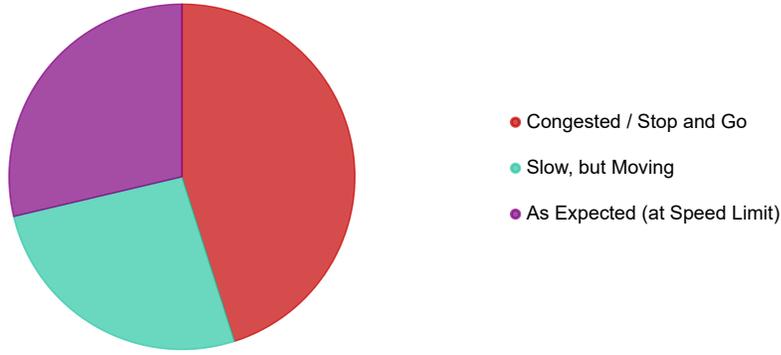
o 4a) Main Street:



Answers	Count	Percentage
Congested / Stop and Go	34	26.15%
Slow, but Moving	23	17.69%
As Expected (at Speed Limit)	64	49.23%

Answered: 121 Skipped: 9

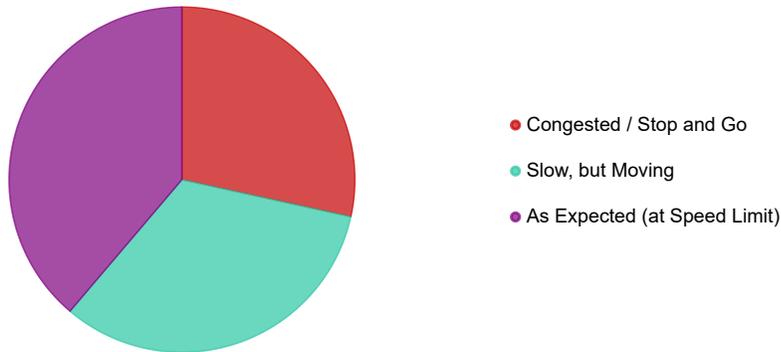
o 4b) Center Street:



Answers	Count	Percentage
Congested / Stop and Go	55	42.31%
Slow, but Moving	32	24.62%
As Expected (at Speed Limit)	35	26.92%

Answered: 122 Skipped: 8

o 4c) Mill Road:

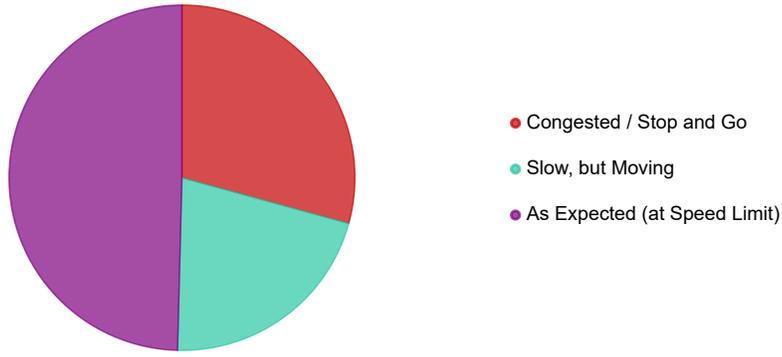


Answers	Count	Percentage
Congested / Stop and Go	33	25.38%
Slow, but Moving	38	29.23%
As Expected (at Speed Limit)	45	34.62%

Answered: 116 Skipped: 14

5) How would you describe your recent travel during the EVENING peak hours (4-6 PM) on the following City roads?

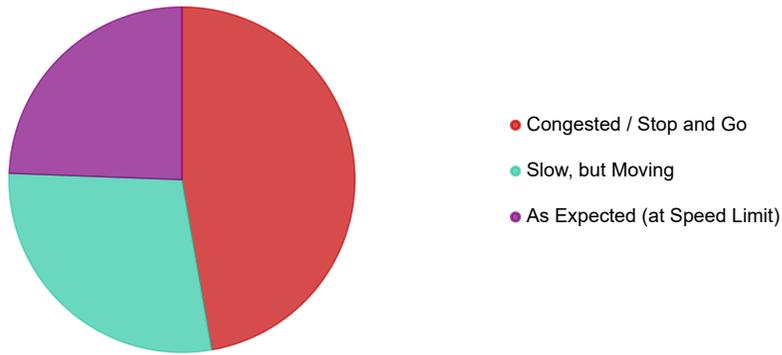
o 5a) Main Street:



Answers	Count	Percentage
Congested / Stop and Go	36	27.69%
Slow, but Moving	26	20%
As Expected (at Speed Limit)	61	46.92%

Answered: 123 Skipped: 7

o 5b) Center Street:



Answers	Count	Percentage
Congested / Stop and Go	60	46.15%
Slow, but Moving	36	27.69%
As Expected (at Speed Limit)	31	23.85%

Answered: 127 Skipped: 3

o 5c) Mill Road:

Widen 800 north, center St	1
Widen 800 N + Center Overpasses	1
We need more lanes across all the bridges	1
Vineyard's connector turning left is horrific	1
Vineyard connector has to be widened	1
Use of roundabouts rather than lights	1
Two straigh westbound on Center street bridge	1
Turnabout on main St and vineyard loop	1
Traffic control at Vineyard Loop Rd and Main St.	1
There are some blind corners caused by fences.	1
Stoplight/traffic circle by pool house	1
Stoplight at Main Street and vineyard loop road	1
Stoplight at Main and Mill Road intersection	1
Speed limits should be slower overall	1
Sometimes a bottleneck at Center from Mill Rd.	1
Slower speeds and better designed roads for safety	1
Slow traffic, more grid network	1
Slow the roads down! Neighborhood speeds everywher	1
Roundabout at vineyard connector and main street	1
Roundabout at Main Street and Vineyard Loop	1
roundabout at Main st & vineyard loop rd needed	1
roundabout at main & vineyard loop rd, more lanes	1
Round about Mill and Vineyard loop Horrible inter	1
Remove all shrubs	1
Reduced speed limits in neighborhoods	1
Redesign so safety is highest priority	1
Plan for growth instead of issuing a bandaid	1
People drive too fast	1
One lane on Center & Vineyard Con./800 N is dumb.	1
Need to help manage traffic at Main and 600 N	1
Need light at Main Street and Vineyard Loop Road	1
More time for a green light for center st at mill	1
More than 2 roads in and out of Vineyard.	1
More roundabouts	1

More roads going in and out of Vineyard	1
More police presence and parking enforcement	1
More parking! 2 west/eastbound lanes!	1
more parking lots	1
More parking at lake front areas	1
More lanes on existing roads and access points	1
More lanes of travel, alternate routes	1
More lanes needed on Vineyard Connector (800 N)	1
More Lanes & bridges to get in and out of vineyard	1
More lanes	1
More entrances, exits lanes in and out of vineyard	1
More entrances from Geneva that are 2 lanes	1
more and wider connections to the east.	1
More access in/out of the city, 400 N to Geneva	1
Make lanes narrower on Center, Mill & Main	1
Make a double left at Vineyard Connector and Main	1
Main and Vineyard loop rd needs addressed	1
Love a roundabout at Main St and Vineyard Loop	1
light getting out of "villas" to main street	1
Light at Vineyard loop and Main	1
It's okay.	1
It's good.	1
Great right now with with the new light at Freedom	1
get some stores that don't require a car to get to	1
fix the intersection at Main Street & vineyard lp	1
Finish the roads that are under constructions	1
Extra lane going east bound on Center Street.	1
Enforcing speeding more	1
Double lanes on Vineyard Connector Rd	1
Create a road on 400 n into Vineyard	1
Connector/Geneva Rd & Center St Overpass/Mill Rd	1
Connector slow during rush hour, fast otherwise	1
Connect 400 N street from east to west	1
complete roadway 400 N from Geneva Rd to UT Lake	1

NA	2
Will there be Trax in Utah county?	1
UTA to offer UVX service within Vineyard	1
Transit options are very good.	1
Trail connections, walk to transit w/o light Xing	1
The parking lot at Fronrunner is too small	1
Safer school bus stops (to lakeridge Jr high)	1
Progress is great.	1
post parking ordinances	1
parking at fronrunner station	1
Not used.	1
Not sure	1
Not built well enough yet	1
Not applicable	1
None	1
Nobody I know uses the transit system. Waste of \$\$	1
Needs more frequent stops & more regular schedules	1
N/A	1
More transit options, especially from west Vineyar	1
More train parkinhy	1
More publicity of where the routes go and when	1
more parking for Fronrunner	1
MORE PARKING at train station	1
More parking at the Fronrunner station.	1
More parking at Fronrunner station	1
More parking at fronrunner	1
More parking	1
More options at more frequent intervals	1
More options	1
More info. Not sure where the bus stops are.	1
More frequent stops	1
More frequent buses. Route to Forge	1
more busses, would be great to have tram some day	1
More access to transit for people farther away	1

We could use a few more cross walks.	1
Very good. Could use more/safer paths eastward	1
Vertical separation between cars and bikes	1
they need to connect	1
These are great!	1
These are good.	1
the bike paths are good, except when crossing	1
Take out park strips to repurpose as bike lanes	1
Smoother, less bumpy paths	1
Separate paths and a barrier to separate the road	1
Separate from roads by physical barriers	1
Separate from road but allow speed for commuting	1
Separate bike lines	1
Segregated bike trails.	1
Seems okay for now	1
Safe connections to other cities north and east!!!	1
repave path by lake	1
Protected bike lanes with physical separation	1
Pretty much non existent and feel people speed	1
Preserving all the nature paths is important	1
Paint more crosswalks at intersections.	1
Paint is not infrastructure! Bike PATHs needed	1
Nothing	1
Not enough paths on east side	1
Needs to be safer and go places. Mill road esp.	1
Need some driver education. More signage maybe.	1
Need protected bike/hike path on Holdaway	1
Need more bike lanes	1
NA	1
N/A	1
Mostly fine	1
More!!	1
More dedicated, protected bike infrastructure	1
More bike paths!	1

More bike lanes	1
More and longer. More bicycle lanes	1
More	1
Maybe a map that could be looked up?	1
Make more dedicated bike paths	1
Long, mostly straight bike paths away from traffic	1
Keep up the good work. Alter paths around hills	1
I don't own a bike	1
Good! But maybe too much focus on those.	1
Garbage	1
Finish loop at the marina to saratoga springs	1
Fine as is	1
Extend lake path in both directions.	1
Don't use	1
Don't care for these	1
dedicated bike lanes, not shared with cars	1
Crosswalk at intersection main/vineyard	1
Crossing at Main and Millpond	1
Create a bike/ walking path on 800 N	1
continue with any new development	1
Connections to vineyard connector from the preserv	1
Connect to Lindon trail. Fix train path	1
bike lanes on the roads that are marked	1
Bike lanes need to connect business w/ residential	1
Bike lane separate from sidewalk	1
Better painting, i.e. like City of San Luis Obispo	1
Better maintenance on sidewalk by lake	1
Add lots more. Add protected bike lanes on big rds	1
800N should have a bike lane, cleaned from dirt.	1
?	1

Answered: 66 Skipped: 64

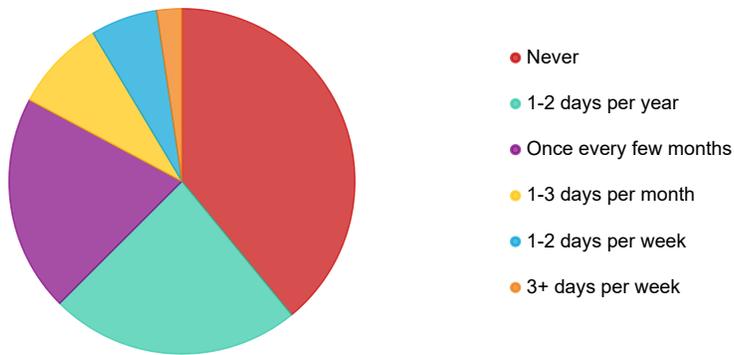
o 6d) Sidewalks, Trails, and Crosswalks

Need a cross walk at vineyard loop & main-street	1
More!!!	1
More trails	1
More of them, speed on all needs to be enforced	1
More crosswalks and connections to destinations	1
More crosswalks	1
More cross walks.	1
More connections needed across rail road	1
More connections and more destinations	1
More connected sidewalks/ paved paths	1
Mill/Center/Main crossing safe enough for kids	1
Make where trails come to an end have crosswalks	1
Make a connection in solstice to rail side trail.	1
Install traffic lights at busiest intersections	1
Increase crosswalks and trail access points	1
Improve walkability from FrontRunner to the cinema	1
Improve access to Fronrunner from Mill Rd	1
I wish we could cross safely at Main and V. Loop	1
Good,but no need to be a walkable city.We're in UT	1
Get e-bikes and golf carts off paths/parks!	1
Fix the walking situation to fronrunner	1
Fine as is	1
extend lakefront bike path south to Sleepy Ridge	1
Crosswalks with refuge areas. Flags at crosswalks	1
Crosswalks on both sides of intersections.	1
Crosswalk or bridge between Parkside and Hampton	1
Crosswalk needed at Main Street/vineyard loop rd	1
Crosswalk at main and vineyard loop	1
Crosswalk at 540/560 N crossing Vineyard loop road	1
Crosswalk across Main Street at vineyard loop	1
Crossing at Main and Millpond	1
Cross walk at Main st/Vineyard loop rd	1
Create a walking path on 800 N	1
Continue to put them in the developing areas.	1

Connect lake trail to other long distance trails	1
Connect lake shore trail through clegg farms	1
better use empty lots for trails and parks	1
Better trail maint. Last coating is horrible.	1
Better shoveling in winter months	1
Almost Excellent. Need more/safer paths eastward	1
add more crosswalks to Main St and Center St	1
Add foot bridge over tracks behind windsor	1
Add a crosswalk on all sides of vineyard loop/main	1
A few more crosswalks to parks would help	1
Need safe pedestrian crossing at the park areas.	1

Answered: 70 Skipped: 60

7) How often do you currently ride transit?



Answers **Count** **Percentage**

Never	50	38.46%
1-2 days per year	30	23.08%
Once every few months	26	20%
1-3 days per month	11	8.46%
1-2 days per week	8	6.15%
3+ days per week	3	2.31%

Answered: 128 Skipped: 2

8) How often would you ride transit if you lived within a 10-minute walk of the...

Vineyard loop and Mill I think. Just S of 800N	1
Vineyard loop & main is so awful. Packed & not safe	1
Vineyard connector road turn into Waters edge.	1
Vineyard Connector Rd	1
Vineyard connector needs to be widened more lanes.	1
Vineyard Connector at Geneva. Solution starting.	1
Vineyard connector and Main Street (left turn)	1
Vineyard connector and Holdaway road	1
Vineyard connector turning left. Two turn lanes???	1
Turning left onto center street from mill	1
Trail/parks w/ e-bikes/golf carts. 400 S. Center	1
Traffic is a nightmare everywhere.	1
This is so congested!	1
There's no paths or crosswalks on the East side	1
The mill road/center street intersection	1
The light timing near vineyard elementary.	1
The intersection of Main St and Vineyard Loop Rd	1
The intersection of Main and 600N (Vineyard Loop)	1
The intersection by the pool house	1
The intersection by the clubhouse and condos.	1
The bridges	1
That one street into lakefront area. Mill road too	1
stoplight/crosswalk at main and vineyard loop road	1
SR52 during morning and evening rushes.	1
School zones	1
roundabout needs better markings for correct usage	1
Rd near boatramp -construction causes bike accdnts	1
Need a stoplight by the condos & clubhouse & main	1
Mills road needs more lanes	1
Mill Road from Geneva Road to Center Street.	1
Mill road	1
Mill and centerAlso vineyard connector and Geneva	1
Make a 2 lane left at Main and Vineyard Connector.	1
Main Street at 600 North. Traffic moving too fast.	1

Main Street and vineyard loop road.	1
Main street and Vineyard Loop Rd	1
Main Street & Vineyard Loop road.	1
Main St and Vineyard Loop Rd needs a roundabout	1
Main St and vineyard loop	1
Main and Vineyard Rd., Center St and Mill Rd	1
Main and vineyard loop.	1
Main and 800, main and Center	1
Lots are unsafe, mill in particular for walking	1
Left turn EB from Vineyard Loop Rd to NB Main	1
Lanes are too wide and encourage too much speeding	1
Intersection of Vineyard Loop Rd and Main	1
I think things are okay if people are patient.	1
Getting back into Vineyard on 800 N or Center.	1
Geneva/Center Street	1
Geneva Rd and Vineyard Connector	1
future conflict between cars and pedestrians	1
front runner+mill road, south of that needs light	1
Front runner parking stops traffic for too long	1
From the Fronrunner station to the cinema	1
Fire whoever decided to add a bus route.	1
Feels like traffic starts outside of Vnyrd in Orem	1
Families crossing main street from Hampton to park	1
exit to main street from "villas"	1
Every exit point. 400 S, Center and Vineyard Con.	1
Eastbound on Vineyard Connector.	1
Don't be coy, it's the center street RR crossing	1
Difficult to walk from Megaplex to Fronrunner	1
crosswalk at this location	1
Crossing Main St @ Millpond or making left turn	1
Crossing center street to gammon park.	1
Change light main/400 to yield during non-peak tim	1
Cernter street and 8th north into Orem.	1
Center street to the bridge	1

Center Street overpass and Vineyard Connector Road	1
Center street needs to be widened where it merges	1
Center street intersection with Geneva	1
Center Street and the 800 North coming vineyard	1
Center Street and Mill Road and 800 North	1
Center street and mill road	1
Center street and Geneva	1
Center street and around Franklin Elementary.	1
center street and 8th	1
Center street 800 N	1
Center St. Main St. off Vineyard connector.	1
Center St and Mill, Mill and Geneva.	1
Center St and Geneva	1
Center St & Mill Rd, dangerous turns to businesses	1
Center in Orem from I-15 to Geneva	1
Center bridge, mill and Geneva. Holdaway road.	1
Center bridge always has speeders, in bike lane.	1
Center and Mill, 800 N downhill from Orem	1
By the Center Street overpass. Major choke point.	1
Both of the overpassesW2	1
Anything coming into the city is horrible	1
ALL connections from east of Geneva to Vineyard.	1
Add a roundabout at Vineyard Loop & Main	1
800North	1
800N	1
800 north. Crossing at main and 800 n is not safe	1
800 North, Center St	1
800 north into vineyard. Center street and geneva	1
800 north and Center Street	1
800 N/vineyard connector Orem center street	1
800 N, Center Street, 400 S	1
800 N, Center St, Mill Rd, 600 N and Main St	1
800 N needs to be build to a 4 lane road.	1
800 N exit to vineyard & main st/vineyard loop rd	1

Safety of humans (not speed/moving cars) needs to be #1 priority.	1
Roundabout on vineyard loop rd and main	1
Round a bout, crosswalk	1
promote safety by providing discounted or free helmets, also a bike exchange program as kids outgrow	1
Plow bike path by fronrunner tracks earlier in the day in winter. Physical barriers for bike lanes	1
Please have clear crosswalks for pedestrians, especially children.	1
Perhaps a longer green arrow turning off mill rd to main street. Gets really backed up around 5 pm	1
Parking is always a mess-make builders provide enough parking spaces when they build housing.	1
Parking in Waters Edge is a big problem.	1
Overall just sucks and we have so much space to make it better	1
Need to have more parking for residents. People are not going to give up their vehicles.	1
Need more bus stops, routes, frequency. To be a walking city we need jobs in vineyard.	1
Need another option in/out of Vineyard like 400n. 1600n too much out of the way	1
Need a bus from the homes area to the Forge/shopping area. Frequently, if possible	1
N/A	1
More roads and lanes into and out of city	1
more options needed to leave or enter the city by car. 800n closing last weekend was a good example	1
More options for roads into Vineyard	1
More access to electric bikes, bikes, and scooter rentals throughout vineyard	1
More access in/out of the city. Low capacity to exit the city, worse if one of the routes is down.	1
Maybe grocery or necessities that would help us not have to travel to Orem for it	1
Make 800 North bike and pedestrian friendly to go to restaurants and Megaplex.	1
Invest more in bike infrastructure	1
Interior trails are not enough. Trails that connect north, south, and east make commuting possible.	1
Improve walkability from the Fronrunner station to the cinema especially during early/late hours.	1
I'd like a segregated bike trail to connect from city hall to the grocery store and to top golf	1
I, & other cyclers, have had falls on the rd near boat tramp just passed train x due to destroyed rd	1
I would walk/bike if there was anything within 100 miles but we live in a god-forsaken car dependent	1
I want more options than taking a car everywhere. This survey seems biased and car-centered.	1
I think the city has done a great job with bike/walking paths. 800 N and Center need to be watched.	1
I know the plan is to extend 800 N to 1600 N. It would be nice to go all the way to 2000 N.	1
Holdaway road is so slow at 20. Move back to 25 pleas. 800 N by the train, center and Geneva are bad	1
Have cops monitoring speeds and those who skip the red light at "no turn" locations.	1
Fix north vineyard road It's awfully bumpy	1

Enforce speed limits and better timing on traffic lights, both installed and future	1
Eliminate the bus. What a waste of money and what a safety issue for residents.	1
Easier access to front runner from bike and bus.	1
Crosswalks on main streets are needed!	1
Crossing 2 Grove park is dangerous. This main park is used for everything. A crosswalk light/paint would help a lot!	1
Cramming too many in this area. Stop building high density. Bring in grocery to alleviate traffic.	1
Covered bike parking by the train station. It's too far to walk.	1
Consider raised pedestrian crossings that act as a speedbump to cars for pedestrian comfort / safety	1
Connect 1600N to Vineyard Road. Connect 400N with a road crossing. Add lane on Vineyard Connector.	1
Can we please get another way to drive across the train tracks?	1
Big thank you for removing the old stop light system by Franklin school and putting in a new 1	1
An additional access point across railroad tracks by way of 400 North	1

Answered: 64 Skipped: 66



APPENDIX D

LOS and Queueing Results

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2033) No Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Main Street & 400 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	16.8	B
	T	398	393	99	18.0	B
	R	52	50	97	6.6	A
	Subtotal	479	471	98	16.7	B
SB	L	467	407	87	17.9	B
	T	658	588	89	8.3	A
	R	92	82	89	3.4	A
	Subtotal	1,217	1,077	88	11.6	B
EB	L	133	128	96	30.0	C
	T	34	33	96	19.5	B
	R	52	53	102	6.6	A
	Subtotal	219	214	98	22.6	C
WB	L	34	34	99	31.6	C
	T	12	11	96	24.9	C
	R	150	155	103	6.5	A
	Subtotal	196	200	102	11.8	B
Total		2,111	1,962	93	14.1	B

Intersection: Vineyard Road & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	107	110	103	20.9	C
	T	96	99	103	22.6	C
	R	224	218	98	13.7	B
	Subtotal	427	427	100	17.6	B
SB	L	203	200	99	76.0	E
	T	53	53	100	32.3	C
	R	11	11	102	21.1	C
	Subtotal	267	264	99	64.9	E
EB	L	26	26	98	37.0	D
	T	442	440	100	14.9	B
	R	80	89	111	2.7	A
	Subtotal	548	555	101	14.0	B
WB	L	224	229	102	86.8	F
	T	458	475	104	37.5	D
	R	272	275	101	25.1	C
	Subtotal	954	979	103	45.5	D
Total		2,194	2,225	101	34.9	C

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2033) No Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Geneva Road & 400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	169	171	101	65.6	E
	T	1,009	1,028	102	27.4	C
	R	216	208	96	7.2	A
	Subtotal	1,394	1,407	101	29.1	C
SB	L	216	218	101	60.5	E
	T	1,521	1,496	98	42.8	D
	R	132	135	102	14.2	B
	Subtotal	1,869	1,849	99	42.8	D
EB	L	95	97	102	51.0	D
	T	122	113	93	53.0	D
	R	153	161	105	35.0	C
	Subtotal	370	371	100	44.7	D
WB	L	322	303	94	184.6	F
	T	196	182	93	81.2	F
	R	233	224	96	41.2	D
	Subtotal	751	709	94	112.8	F
Total		4,384	4,336	99	50.5	D

Intersection: Vineyard Road & 400 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	7.4	A
	R	5	6	120	4.4	A
	Subtotal	10	10	100	5.6	A
SB	L	200	202	101	14.4	B
	R	16	16	102	3.7	A
	Subtotal	216	218	101	13.6	B
EB	L	22	23	107	8.6	A
	T	164	163	99	1.3	A
	R	5	7	140	1.7	A
	Subtotal	191	193	101	2.2	A
WB	L	5	4	80	4.5	A
	T	180	180	100	4.9	A
	R	312	303	97	3.0	A
	Subtotal	497	487	98	3.7	A
Total		913	908	99	5.8	A

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2033) No Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Main Street & 600 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	76	95	24.1	C
	T	575	569	99	3.2	A
	R	26	29	109	2.8	A
	Subtotal	681	674	99	5.5	A
SB	L	208	188	90	12.2	B
	T	1,012	921	91	2.5	A
	R	325	280	86	2.9	A
	Subtotal	1,545	1,389	90	3.9	A
EB	L	245	128	52	1072.5	F
	T	22	12	56	816.4	F
	R	107	54	51	800.7	F
	Subtotal	374	194	52	981.0	F
WB	L	5	5	100	43.9	E
	T	5	5	100	90.3	F
	R	181	182	100	18.0	C
	Subtotal	191	192	101	20.6	C
Total		2,792	2,449	88	113.8	F

SimTraffic LOS Report

Project: Vineyard 300 West & Vineyard Collector TS
Analysis Period: Future (2033) Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: 300 West & Vineyard Connector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	141	145	103	5.5	A
	R	115	115	100	3.8	A
	Subtotal	256	260	102	4.7	A
EB	T	210	205	98	0.5	A
	R	364	366	101	0.8	A
	Subtotal	574	571	99	0.7	A
Total		830	831	100	2.0	A

Intersection: Main Street & Vineyard Connector
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	53	97	35.0	C
	T	106	109	103	44.9	D
	R	625	636	102	22.5	C
	Subtotal	786	798	102	26.4	C
SB	L	700	419	60	454.7	F
	T	145	81	56	336.4	F
	R	10	5	50	323.4	F
	Subtotal	855	505	59	434.4	F
EB	L	10	9	90	89.2	F
	T	486	468	96	47.4	D
	R	80	80	100	10.3	B
	Subtotal	576	557	97	42.7	D
WB	L	1,225	866	71	318.7	F
	T	290	205	71	53.7	D
	R	515	367	71	38.4	D
	Subtotal	2,030	1,438	71	209.4	F
Total		4,248	3,298	78	179.6	F

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2033) 600 N Signal
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Main Street & 600 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	96	101	105	31.7	C
	T	544	561	103	9.8	A
	R	42	41	97	4.4	A
	Subtotal	682	703	103	12.6	B
SB	L	208	206	99	14.1	B
	T	799	793	99	4.4	A
	R	282	264	94	3.0	A
	Subtotal	1,289	1,263	98	5.7	A
EB	L	213	211	99	61.0	E
	T	11	9	84	43.8	D
	R	128	130	102	10.9	B
	Subtotal	352	350	99	41.9	D
WB	L	11	10	93	53.1	D
	T	5	4	80	51.0	D
	R	176	180	103	8.2	A
	Subtotal	192	194	101	11.4	B
Total		2,513	2,510	100	13.3	B

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2050) No Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Main Street & 400 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	38	110	47.5	D
	T	802	812	101	39.4	D
	R	69	70	101	15.0	B
	Subtotal	905	920	102	37.9	D
SB	L	646	579	90	60.5	E
	T	1,307	1,176	90	18.8	B
	R	98	85	87	9.8	A
	Subtotal	2,051	1,840	90	31.5	C
EB	L	139	138	99	39.9	D
	T	34	33	96	29.4	C
	R	52	52	100	15.3	B
	Subtotal	225	223	99	32.6	C
WB	L	40	35	87	37.8	D
	T	17	18	104	38.2	D
	R	219	224	102	11.8	B
	Subtotal	276	277	100	16.8	B
Total		3,458	3,260	94	32.1	C

Intersection: Vineyard Road & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	128	128	100	22.1	C
	T	133	134	101	23.1	C
	R	224	224	100	15.6	B
	Subtotal	485	486	100	19.4	B
SB	L	203	205	101	182.5	F
	T	53	54	102	90.6	F
	R	11	11	102	70.1	E
	Subtotal	267	270	101	159.5	F
EB	L	32	31	96	38.7	D
	T	448	443	99	16.7	B
	R	85	90	106	2.6	A
	Subtotal	565	564	100	15.7	B
WB	L	229	228	99	88.4	F
	T	468	467	100	37.0	D
	R	277	287	104	24.1	C
	Subtotal	974	982	101	45.2	D
Total		2,291	2,302	100	46.4	D

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2050) No Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Geneva Road & 400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	200	202	101	101.4	F
	T	1,114	1,097	98	41.7	D
	R	258	260	101	12.2	B
	Subtotal	1,572	1,559	99	44.5	D
SB	L	254	226	89	134.7	F
	T	1,674	1,534	92	118.4	F
	R	158	146	92	68.5	E
	Subtotal	2,086	1,906	91	116.5	F
EB	L	127	130	103	62.9	E
	T	196	198	101	45.7	D
	R	196	198	101	41.2	D
	Subtotal	519	526	101	48.3	D
WB	L	364	288	79	317.7	F
	T	254	205	81	143.1	F
	R	269	224	83	99.1	F
	Subtotal	887	717	81	199.5	F
Total		5,064	4,708	93	99.0	F

Intersection: Vineyard Road & 400 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	11	10	93	17.3	C
	R	11	10	93	9.2	A
	Subtotal	22	20	91	13.3	B
SB	L	206	203	98	41.6	E
	R	22	22	102	6.5	A
	Subtotal	228	225	99	38.2	E
EB	L	26	27	102	14.8	B
	T	301	315	105	4.1	A
	R	11	13	121	2.5	A
	Subtotal	338	355	105	4.9	A
WB	L	11	10	93	6.0	A
	T	349	322	92	4.7	A
	R	269	238	88	3.0	A
	Subtotal	629	570	91	4.0	A
Total		1,216	1,170	96	11.1	B

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2050) No Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Main Street & 600 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	96	102	106	101.5	F
	T	1,021	1,031	101	5.8	A
	R	42	40	95	4.9	A
	Subtotal	1,159	1,173	101	14.1	B
SB	L	314	302	96	23.5	C
	T	1,768	1,678	95	4.1	A
	R	378	368	97	3.3	A
	Subtotal	2,460	2,348	95	6.5	A
EB	L	272	4	1	3425.3	F
	T	22	1	5	3349.0	F
	R	128	2	2	3404.2	F
	Subtotal	422	7	2	3408.4	F
WB	L	11	7	65	1459.1	F
	T	5	2	40	1671.4	F
	R	277	253	91	66.3	F
	Subtotal	293	262	89	115.8	F
Total		4,334	3,790	87	99.9	F

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2050) Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Main Street & 400 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	34	99	35.6	D
	T	802	790	99	65.6	E
	R	69	68	99	34.1	C
	Subtotal	905	892	99	62.1	E
SB	L	646	603	93	59.7	E
	T	1,310	1,203	92	16.1	B
	R	98	89	91	7.7	A
	Subtotal	2,054	1,895	92	29.6	C
EB	L	139	138	99	55.6	E
	T	34	35	101	53.8	D
	R	52	55	106	27.3	C
	Subtotal	225	228	101	48.5	D
WB	L	40	41	102	53.1	D
	T	17	18	104	61.6	E
	R	219	219	100	14.6	B
	Subtotal	276	278	101	23.3	C
Total		3,460	3,293	95	39.2	D

Intersection: Vineyard Road & Center Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	128	125	98	22.6	C
	T	133	133	100	22.6	C
	R	224	223	100	15.5	B
	Subtotal	485	481	99	19.3	B
SB	L	203	194	96	144.2	F
	T	53	53	100	66.0	E
	R	11	11	102	58.1	E
	Subtotal	267	258	97	124.5	F
EB	L	32	30	93	43.0	D
	T	448	458	102	16.8	B
	R	85	86	101	2.5	A
	Subtotal	565	574	102	16.0	B
WB	L	229	220	96	96.5	F
	T	468	462	99	39.9	D
	R	277	270	97	28.1	C
	Subtotal	974	952	98	49.6	D
Total		2,291	2,265	99	43.6	D

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2050) Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Geneva Road & 400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	200	192	96	52.9	D
	T	1,114	1,123	101	35.1	D
	R	258	263	102	10.8	B
	Subtotal	1,572	1,578	100	33.2	C
SB	L	254	251	99	50.8	D
	T	1,674	1,683	101	37.2	D
	R	158	147	93	6.9	A
	Subtotal	2,086	2,081	100	36.7	D
EB	L	127	123	97	41.9	D
	T	196	186	95	41.4	D
	R	196	198	101	15.5	B
	Subtotal	519	507	98	31.4	C
WB	L	364	362	99	81.3	F
	T	254	252	99	49.4	D
	R	269	272	101	12.4	B
	Subtotal	887	886	100	51.1	D
Total		5,064	5,052	100	37.7	D

Intersection: Vineyard Road & 400 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	11	11	102	10.6	B
	R	11	11	102	5.0	A
	Subtotal	22	22	100	7.8	A
SB	L	206	203	98	16.5	C
	R	22	23	107	4.5	A
	Subtotal	228	226	99	15.3	C
EB	L	26	25	94	7.2	A
	T	301	294	98	1.2	A
	R	11	10	93	0.8	A
	Subtotal	338	329	97	1.6	A
WB	L	11	11	102	3.9	A
	T	349	336	96	1.4	A
	R	269	262	97	2.0	A
	Subtotal	629	609	97	1.7	A
Total		1,216	1,186	98	4.4	A

SimTraffic LOS Report

Project: Vineyard Transportation Master Plan
Analysis Period: Future (2050) Build
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Main Street & 600 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	96	97	101	40.6	E
	T	1,021	1,008	99	5.8	A
	R	42	44	104	5.5	A
	Subtotal	1,159	1,149	99	8.7	A
SB	L	314	282	90	16.2	C
	T	1,768	1,603	91	2.9	A
	R	378	341	90	3.1	A
	Subtotal	2,460	2,226	90	4.6	A
EB	R	149	151	101	30.6	D
	Subtotal	149	151	101	30.6	D
WB	R	277	282	102	20.8	C
	Subtotal	277	282	102	20.8	C
Total		4,046	3,808	94	8.1	A

SimTraffic LOS Report

Project: Vineyard - TMP Signal Timing Analysis
Analysis Period: Future (2050) 600 N Signal
Time Period: Evening Peak Hour **Project #: UT23-2453**

Intersection: Main Street & 600 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	90	89	99	27.2	C
	T	836	838	100	6.6	A
	R	40	40	100	4.9	A
	Subtotal	966	967	100	8.4	A
SB	L	195	170	87	14.1	B
	T	808	739	91	5.4	A
	R	265	234	88	3.3	A
	Subtotal	1,268	1,143	90	6.3	A
EB	L	200	192	96	63.0	E
	T	10	10	98	53.2	D
	R	120	116	96	12.1	B
	Subtotal	330	318	96	44.1	D
WB	L	10	11	107	50.6	D
	T	5	6	120	45.7	D
	R	165	163	99	8.5	A
	Subtotal	180	180	100	12.3	B
Total		2,744	2,608	95	12.2	B

SimTraffic Queueing Report

Project: Vineyard Transportation Master Plan

Analysis: Future (2033) No Build

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT23-2453

Intersection	NB					SB				EB				WB				
	L	LTR	R	T	TR	L	R	T	TR	L	LTR	R	T	L	R	T	TR	
01: Main Street & 400 North	50		50	150		225	50	250		125		50	75	75	100	50		
02: Vineyard Road & Center Street	125				200	225			325	75		50	200	250	250	825		
03: Geneva Road & 400 South	275		100	400		425	325	800		150		175	200	375	225	875		
04: Vineyard Road & 400 South		50				125			50		75							
05: Main Street & 600 North	100					125		75		675		200	2,050		125	50		

SimTraffic Queueing Report
Project: Vineyard 300 West & Vineyard Collector TS
Analysis: Future (2033) Build
Time Period: Evening Peak Hour
 95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

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Project #: UT23-2453

Intersection	NB			SB		EB			WB		
	L	R	T	L	TR	L	R	T	L	R	T
01: 300 West & Vineyard Connector	75	50									
02: Main Street & Vineyard Connector	100	400	200	800	800	75	75	250	825	200	2,100

SimTraffic Queueing Report
Project: Vineyard Transportation Master Plan
Analysis: Future (2033) 600 N Signal
Time Period: Evening Peak Hour
 95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT23-2453

Intersection	NB			SB			EB			WB		
	L	R	T	L	R	T	L	R	T	L	R	T
01: Main Street & 600 North	125	50	175	150	50	125	300	100		50	100	

SimTraffic Queueing Report

Project: Vineyard Transportation Master Plan

Analysis: Future (2050) No Build

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT23-2453

Intersection	NB					SB				EB				WB				
	L	LTR	R	T	TR	L	R	T	TR	L	LTR	R	T	L	R	T	TR	
01: Main Street & 400 North	150		175	375		250	125	850		125		75	75	75	125	50		
02: Vineyard Road & Center Street	150				225	250			600	75		50	225	250	250	800		
03: Geneva Road & 400 South	400		250	600		550	700	1,200		225		225	325	375	250	1,075		
04: Vineyard Road & 400 South		50				200			125		150							50
05: Main Street & 600 North	200			225		200		200		625		50	1,700	225	225	450		

SimTraffic Queueing Report

Project: Vineyard Transportation Master Plan

Analysis: Future (2050) Build

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT23-2453

Intersection	NB					SB				EB					WB		
	L	LTR	R	T	TR	L	R	T	TR	L	LTR	R	T	TR	L	R	T
01: Main Street & 400 North	225		225	550		550	150	875		200				125	75	150	75
02: Vineyard Road & Center Street	150				250	250			525	100		50	250		250	250	825
03: Geneva Road & 400 South	275		125	375		375	75	500		150		125	200		325	225	475
04: Vineyard Road & 400 South		50				125			50		75						
05: Main Street & 600 North	125		50	75		175		100				150					200

SimTraffic Queueing Report
Project: Vineyard - TMP Signal Timing Analysis
Analysis: Future (2050) 600 N Signal
Time Period: Evening Peak Hour
 95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT23-2453

Intersection	NB			SB			EB			WB		
	L	R	T	L	R	T	L	R	T	L	R	T
01: Main Street & 600 North	100	50	200	125	50	125	200	100	200	50	100	