

APPENDIX B

Traffic Analysis Report

1. Corridor Traffic Study Report
2. Garlington Rd Counts S of Roper Mountain Rd
3. Garlington Rd Counts N of Roper Mountain Rd
4. Hartness Development Traffic Impact Analysis
5. Proposed Growth Rates

Memorandum

To: Jim Walden, PE, SCDOT
From: Tony Steffee, PE, Project Manager
Date: 12/15/23
Subject: Garlington Road – Feasibility Study / Intersection Alternative Analysis

Introduction/Study Purpose and Goals

Mead & Hunt, as a consultant to South Carolina Department of Transportation, is evaluating the need for, and feasibility of improvements to the Garlington Road (S-564) Corridor for approximately 3.3 miles from Woodruff Road (SC 146) to Pelham Road (S-492) in Greenville County, South Carolina. The purpose of this project is to improve operational efficiency and improve safety at intersections and throughout the corridor. Garlington Road is classified as an Urban Major Collector and consists primarily of one lane per direction, with auxiliary lanes at major intersections.

The roadway is being assessed due to its crash history and known issues with congestion. Scenarios assessed include 2023 Existing Conditions, 2050 No-Build, and 2050 Build with various improvement alternatives. 2050 is the design year for this project.

Data Collection

Traffic Counts / Existing Traffic Volumes

Turning movement traffic counts were collected on April 11, 2023. Overall corridor peak hours were determined to be 7:00 – 8:00 am and 4:30 – 5:30 pm. Counts at the following intersections with Garlington Road were collected:

1) Woodruff Road	5) Shamrock Lane
2) Gateway Access Road	6) Gelsemium Place/Hoke Smith Blvd
3) GE West Entrance	7) Dublin Road
4) Roper Mountain Road	8) Wyndham Court
	9) Pelham Road

In addition, 7-day ADT volume-speed-classification counts were collected at two locations – one south and one north of Roper Mountain Road, on April 11, 2023.

Traffic volumes at other significant intersections in the corridor were estimated using ITE Trip Generation rates for specific developments and balancing volumes between counted intersections. The following intersections were assessed in this study:

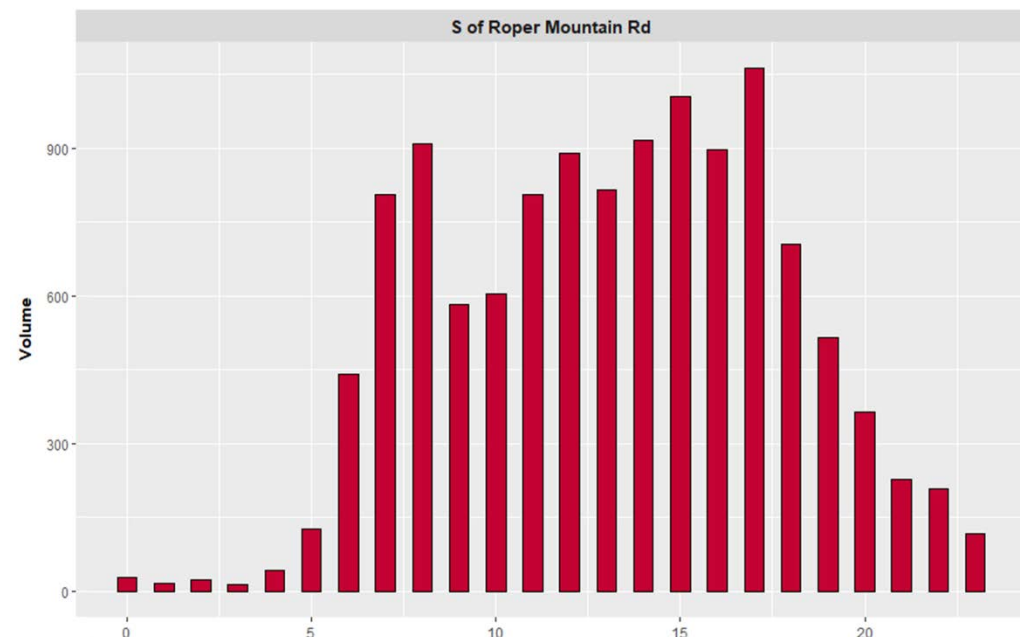
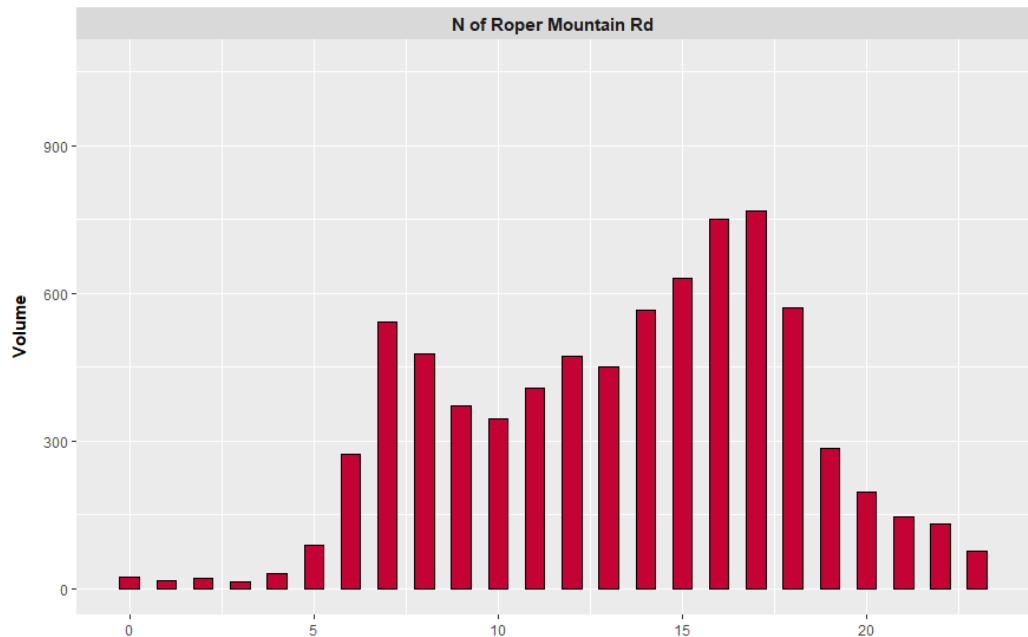
1) Woodruff Road	7) Dublin Road (south)
2) Lowe's Entrance	8) Shamrock Lane / Snipes Road
3) GE West Entrance	9) Gelsemium Rd / Hoke Smith Blvd
4) Chrome Drive	10) Dublin (north)
5) Gateway Access Road	11) Hartness Drive
6) Roper Mountain Road	12) Entertainment Blvd
	13) Pelham Road

12/15/23

Page 2

Existing Traffic and Speed Data

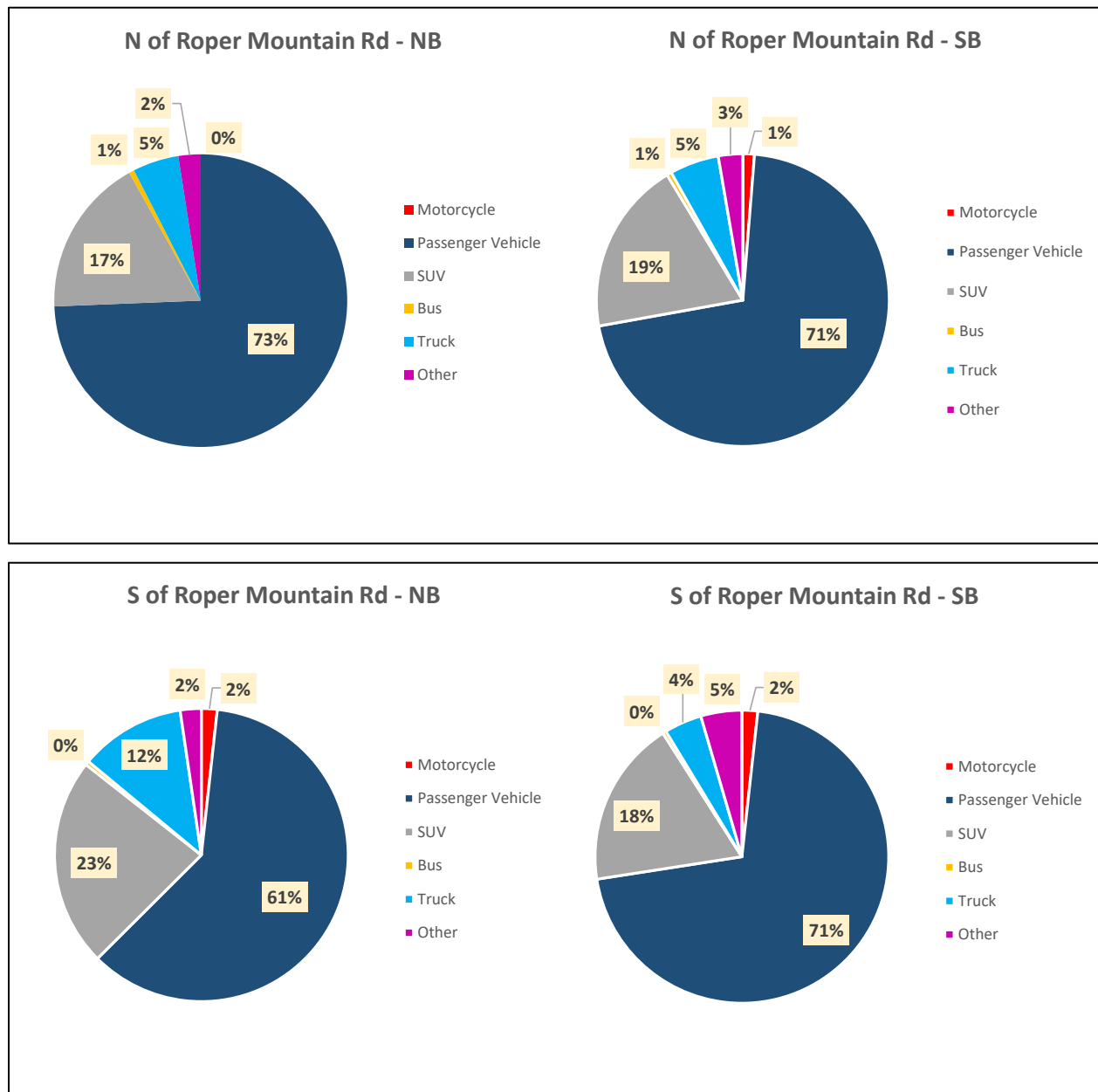
Traffic counts revealed Wednesday to be the peak day of the week. South of Roper Mountain Road, a daily volume of 12,821 vehicles was recorded. North of Roper Mountain Road, the daily volume was 7,721 vehicles. The graphs below illustrate the weekly hourly volume distribution, for north and south of Roper Mountain Road.



12/15/23

Page 3

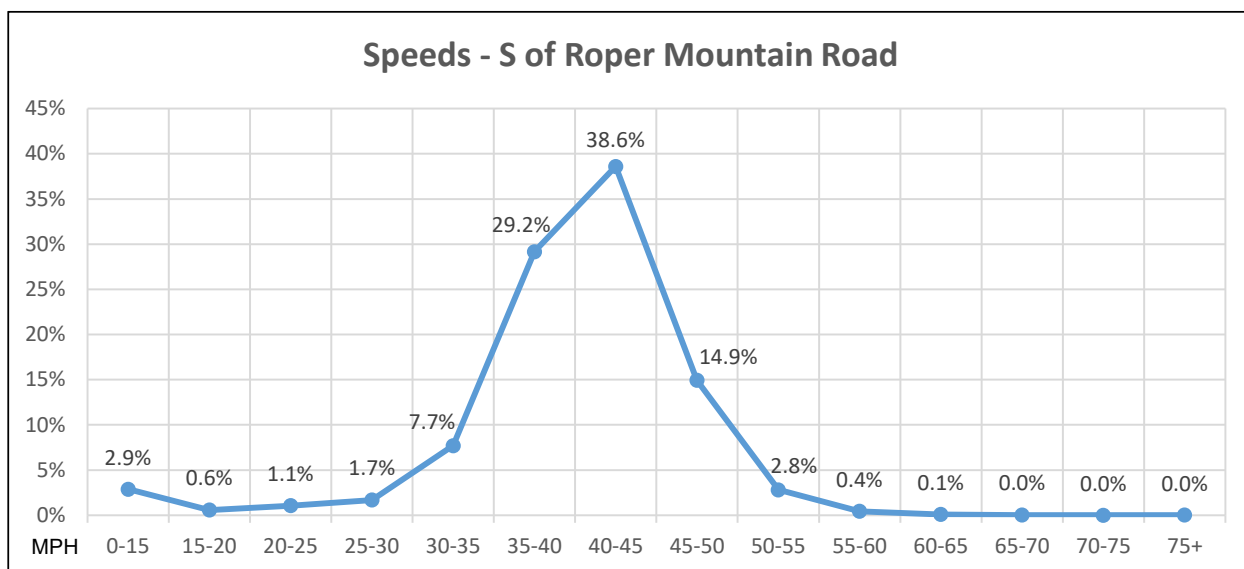
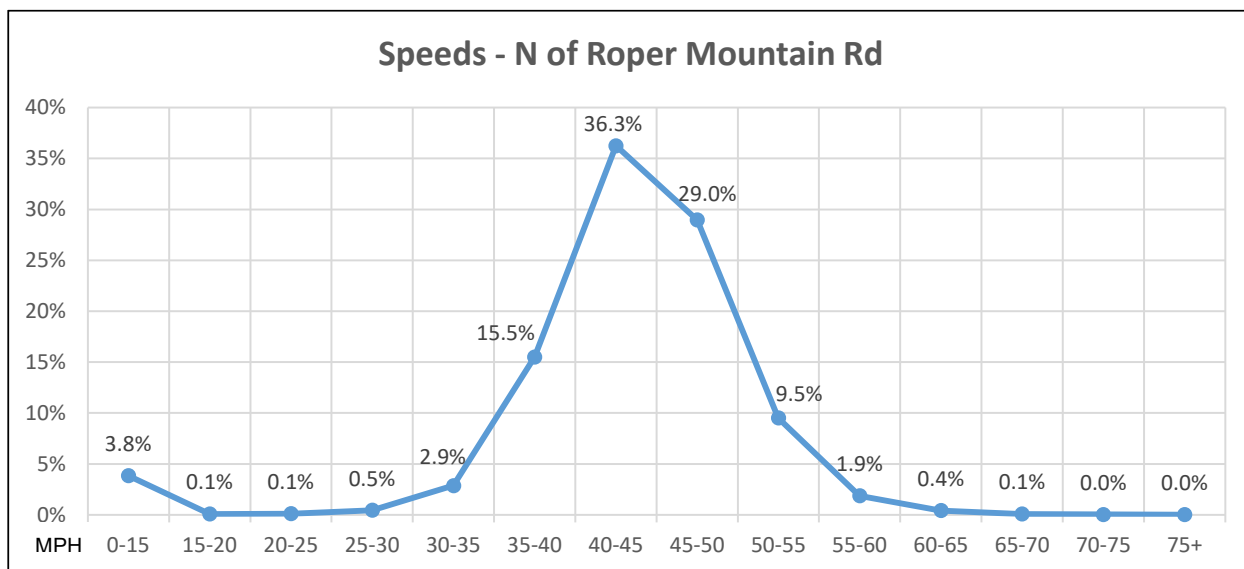
Classification data was also collected on April 11, 2023. The following graphs illustrate the percentage of types of vehicles, both South and North of Roper Mountain Road.



Finally, speed data was collected, both south and north of Roper Mountain Road. The following graphs illustrate the speed data collected. South of Roper Mountain, the average speed was 42.8 mph (speed limit 40 mph). 88% of vehicles were compliant with the speed limit. North of Roper Mountain, the average speed was 39.8 mph (speed limit 35 mph). 82% of vehicles were compliant with the speed limit.

12/15/23

Page 4



Crash Data

Crash data for the three-year period from 2022 – 2022 was obtained from SCDOT. Data was plotted and analyzed to determine the following statistics and figures:

Existing Conditions

Capacity Analysis

Capacity analysis using the *Highway Capacity Manual (HCM)* was conducted to calculate Levels of Service (LOS) as a measurement of the quality of services of transportation system elements. The HCM defines six levels of service, ranging from A to F, for each service measure or combination of service measures. LOS A represents the best operating conditions from the traveler's perspective and LOS F the worst. The LOS for signalized intersections is determined by the overall LOS for the intersection and the LOS for unsignalized intersections is determined by the approach with the worst LOS.

12/15/23

Page 5

The Delay as defined in the HCM is the additional travel time experienced by a driver beyond that required to travel at a desired speed. The table below shows how Level of Service is determined in correlation with the traffic delays at signalized and unsignalized intersections.

LOS	Signalized Intersection Delay	Unsignalized Intersection Delay
A	<10 sec	<10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

The HCM defines the 95th percentile queue as the queue length (in vehicles) that has only a five percent probability of being exceeded during the analysis time periods. It is a useful parameter for determining the appropriate design length of turn lanes.

A Synchro analysis was performed for existing conditions. The LOS, Delay, and 95th percentile queue for the AM and PM peak hours were evaluated and the results are listed in the table below.

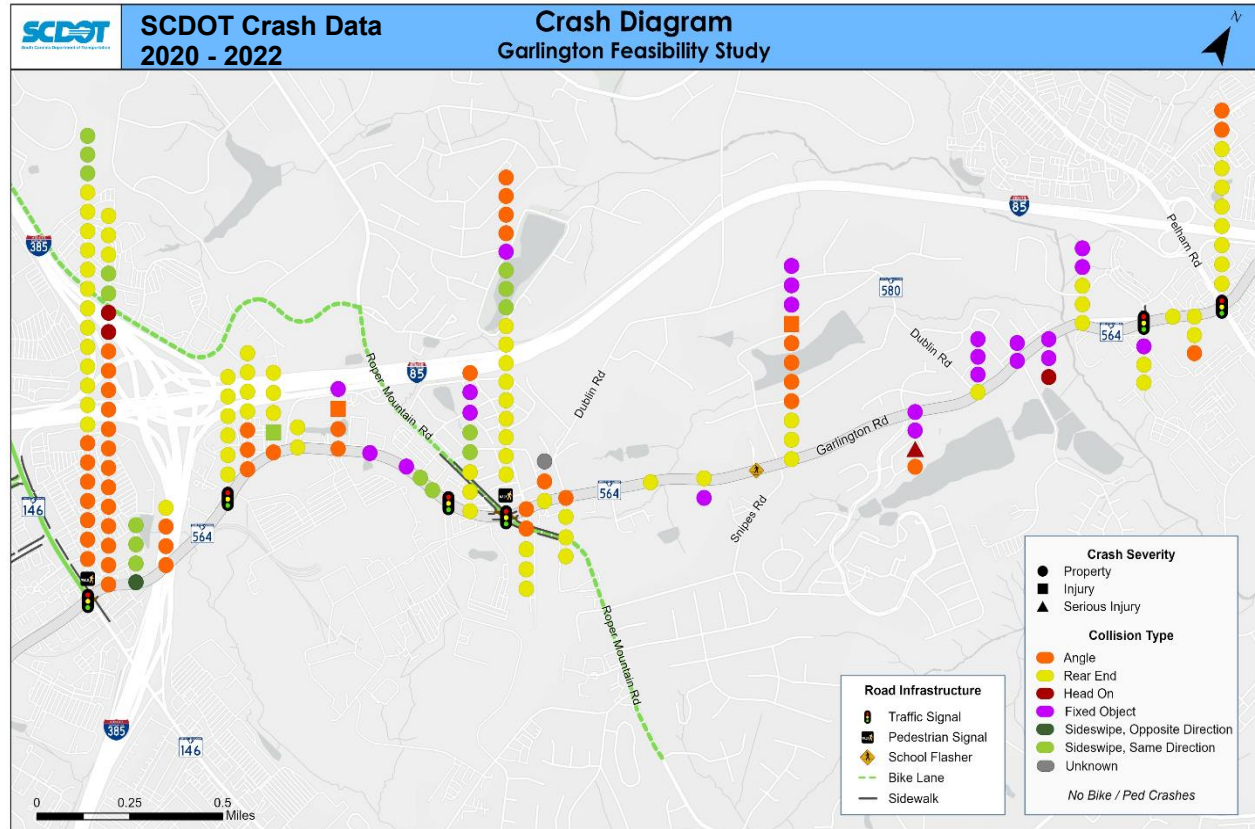
Safety Analysis

The following statistics present a summary of the crash data at the key intersections with the highest crash rates, as well as for corridor segments:

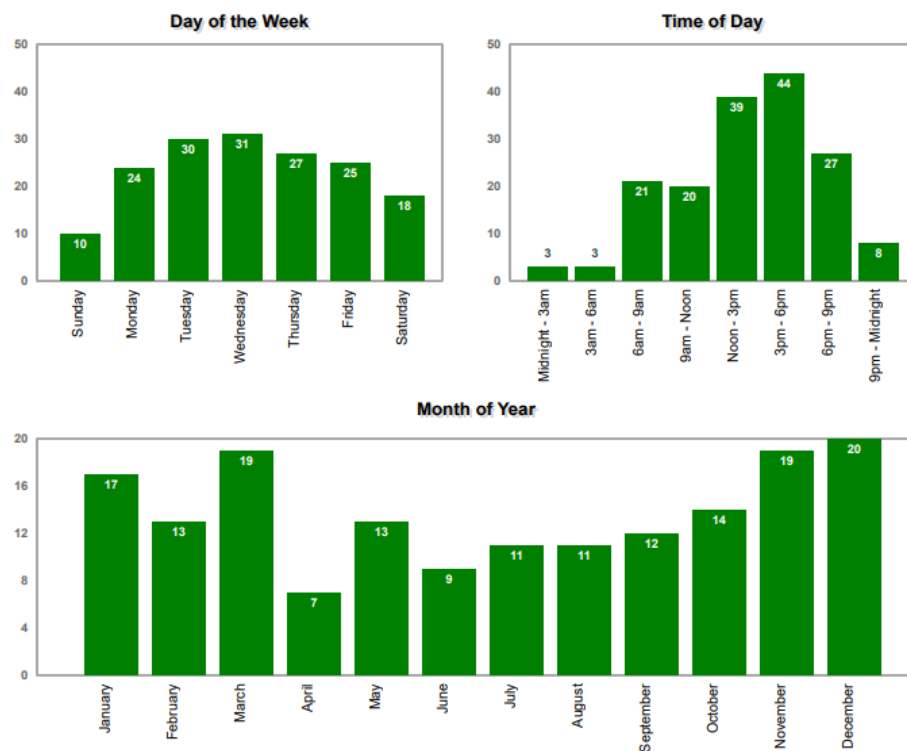
- 1) Woodruff – 30% angle (7), 55% rear-end (13), 13% sideswipe, same direction (3)
- 2) Roper Mountain – 24% angle (4), 53% rear-end (9), 17% sideswipe, same direction (3), 6% fixed object (1)
- 3) Pelham – 20% angle (2), 80% rear-end (8)
- 4) Corridor Segments – 4 injury crashes, all at two-way “stop” locations where Garlington Road does not stop.

12/15/23

Page 6

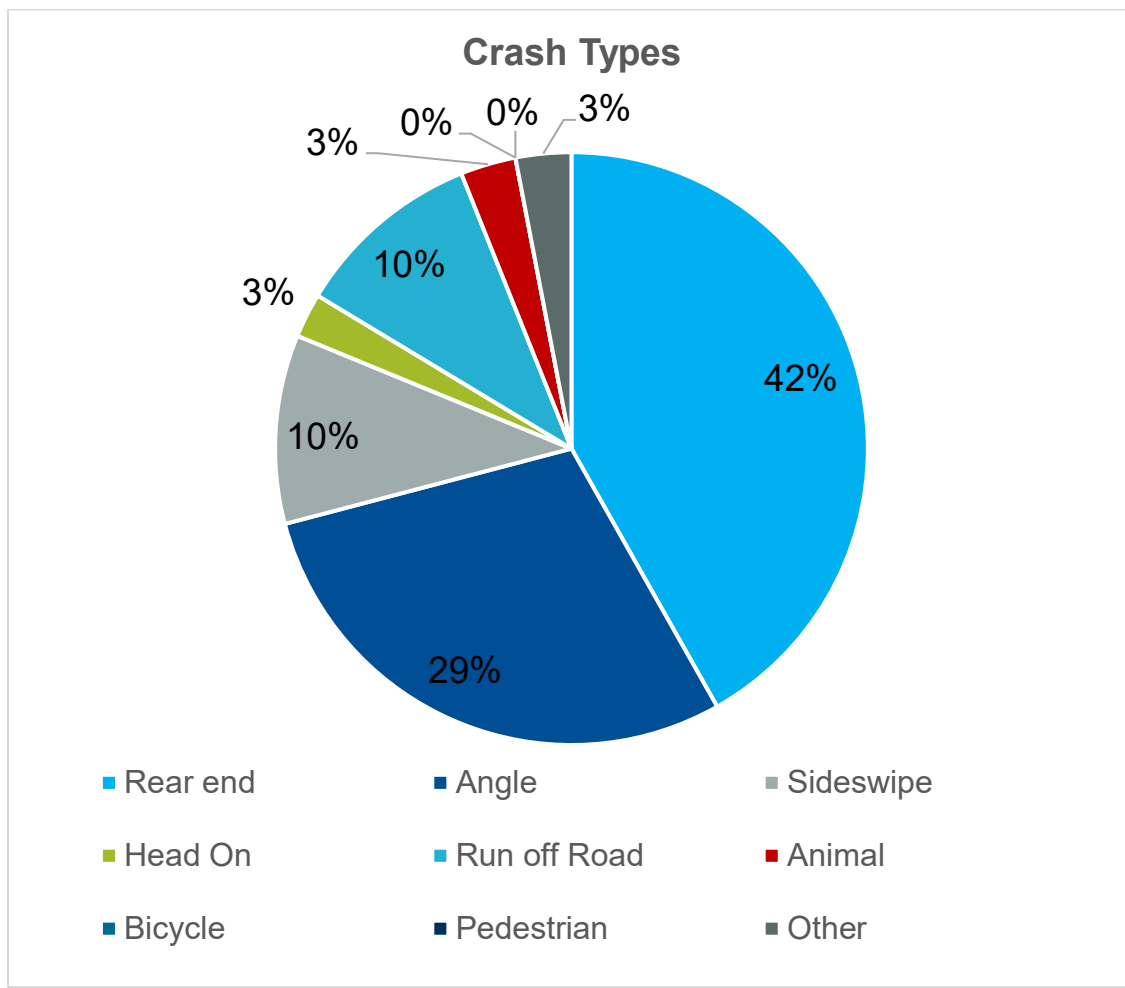


The following graphs illustrate statistics for the corridor.



12/15/23

Page 7



Road Conditions	
Dry:	138
Wet:	27
Snow:	0
Slush:	0
Ice:	0
Contaminate:	0
Water (standing):	0
Other:	0
Not Reported:	0

Light Conditions	
Day:	117
Dawn:	4
Dusk:	7
Dark (Unspecified Lighting):	8
Dark (Street Lamp):	6
Dark (Street Lamp Not Lit):	3
Dark (No Lights):	20
Not Reported:	0

Crashes Involving	
Pedestrians:	0
Bicycles:	0
Motorcycles:	4
Truck Tractors:	8
Fixed Objects:	16
Workzones:	3

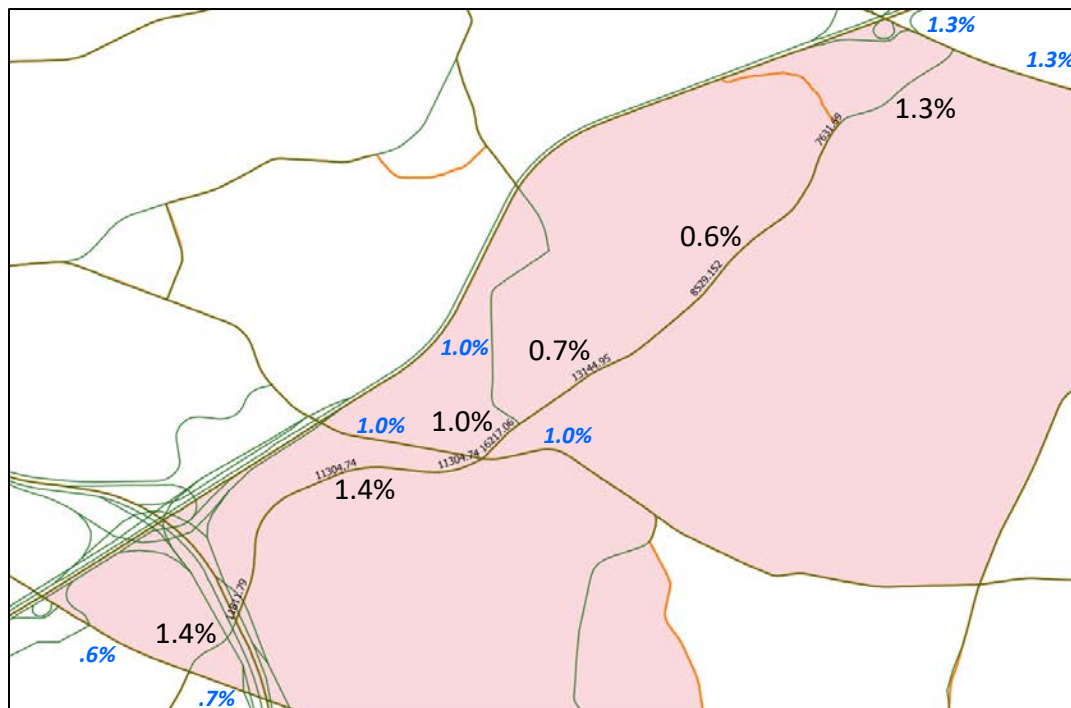
Access Review

During the design phase for the corridor, opportunities should be examined for consolidating access points at parcels that have more than one existing access, and with adjacent parcels. This would help to reduce the number of turn conflict points along the corridor, in accordance with the SCDOT Access Management Guide.

2050 Projections / No Build Conditions

Traffic Growth Rate

Travel demand model volume forecasts for 2020 and 2045 AADT were obtained from the Appalachian COG. The following annual growth rates were calculated from that data and are summarized in the figure below. Woodruff Road growth rates are based on information from the Woodruff Road Congestion Relief Project study report. Growth rates for the other major roads (Roper Mountain, Dublin and Pelham) were estimates based on the adjacent Garlington Road growth rates.



Other Area Proposed Developments

Traffic volumes for the Hartness development, obtained from the development traffic study, were added. It was assumed that any other potential developments are covered by the annual growth rates.

2050 Projected Volumes

Volumes from the Hartness development were added to the 2050 projected volumes to form the 2050 No-Build traffic volumes.

Area Proposed Road Projects

Studies are in progress concerning improvements to Woodruff Road and Pelham Road in this area. No recommendations are yet available, so no improvements were assumed for these two roads.

2050 No-Build Capacity Analysis

A Synchro analysis was performed for 2050 No-Build conditions. The LOS, Delay, and 95th percentile queue for the AM and PM peak hours in year 2050 were evaluated and the results are listed in the table below.

Corridor Traffic and Safety Needs

- The corridor does not need additional thru-lane throughput for capacity.
- Major intersections will fail, as do many of the unsignalized side-street left turn movements
- Inconsistent roadway section
- Lack of auxiliary lanes/shoulders
- Skewed intersections
- Limited sight distance due to horizontal or vertical curves
- Lack of sidewalks / bicycle facilities
- High heavy vehicle percentages
- High crash frequency at signalized intersections
- Excessive speeds
- Improved access management

Alternative Development

Alternative Development Process

Based on the results of the 2050 No-Build and crash analysis, alternatives were developed for the corridor overall, and each of the key corridor intersections (six (6) signalized and eight (8) unsignalized). A Scoping Meeting took place with SCDOT on July 20, 2023. The main purpose of this meeting was to discuss the results of the traffic and crash analysis and develop possible alternatives to identified needs.

The focus for alternative development was on capacity and safety improvements and did not examine solution ideas for feasibility initially. Note that “Synchro” software, using the HCM 6th edition methodology, was used to evaluate signal and “stop” sign-controlled intersections. “Sidra” software was used to evaluate roundabout alternatives.

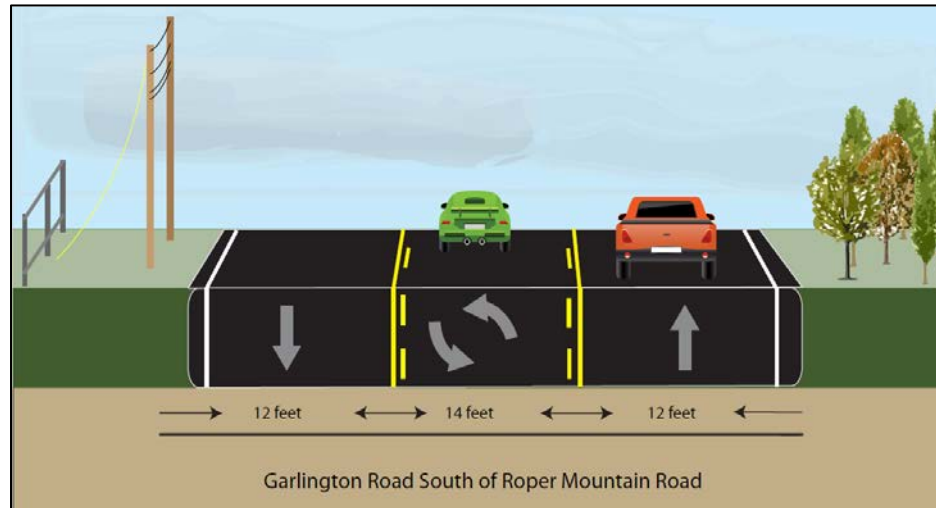
Potential Alternatives

The following potential alternatives were either developed by SCDOT during the Scoping Meeting, or by Mead and Hunt. The following sections present the alternatives, first for the section of Garlington Road south of Roper Mountain Road, the rest for the intersections with identified capacity and/or safety needs. Each intersection section presents the 2050 No-Build volumes, and diagrams illustrating the proposed lane configurations:

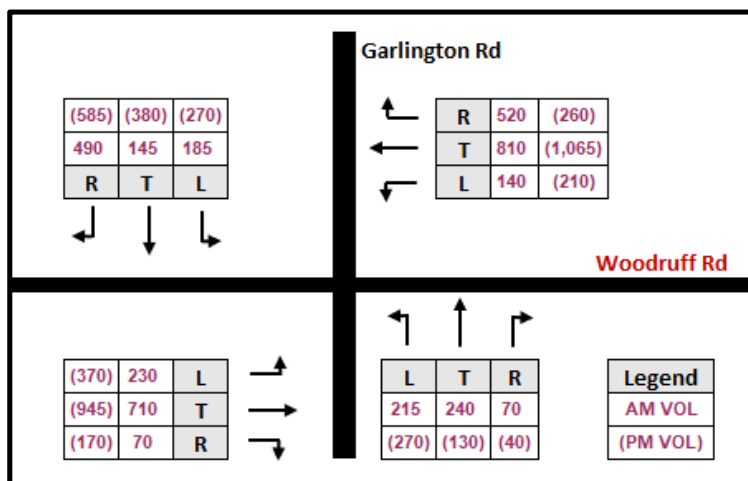
- 1) South of Roper Mountain Road – in general, south of Roper Mountain Road, traffic turning left into side streets and parcel driveways blocks through traffic. This can create excessive delay and safety concerns.
 - a. Option 1 - Add center two-way left turn lane, striped as an exclusive left turn lane at street intersections.

12/15/23

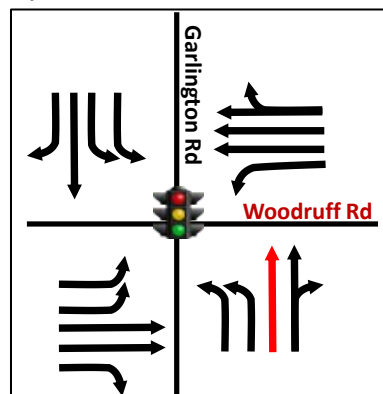
Page 10



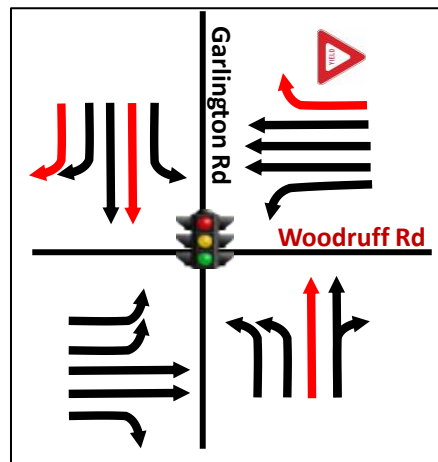
- 2) Woodruff Road – this is the #1 intersection in the corridor for number of crashes, with a high percentage of right-angle crashes. Capacity analysis shows that several movements operate at unacceptable levels of service. Although a study is underway to help reduce traffic along this section of Woodruff Road, alternatives were developed to alleviate some of the delays in the interim.



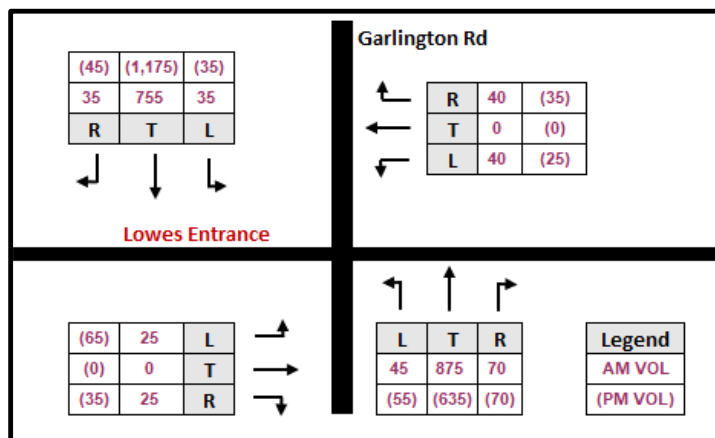
- a. Option 1 - Add NB thru lane.



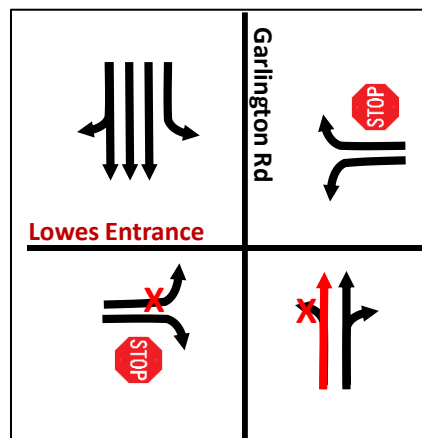
- b. Option 2 - Add NB/SB thru lanes, SB right turn lane and WB right turn lane.



- 3) Lowe's Entrance – this access is often blocked by southbound queuing traffic back from Woodford Road, creating safety issues. The retail plaza containing Lowe's has additional access points available.



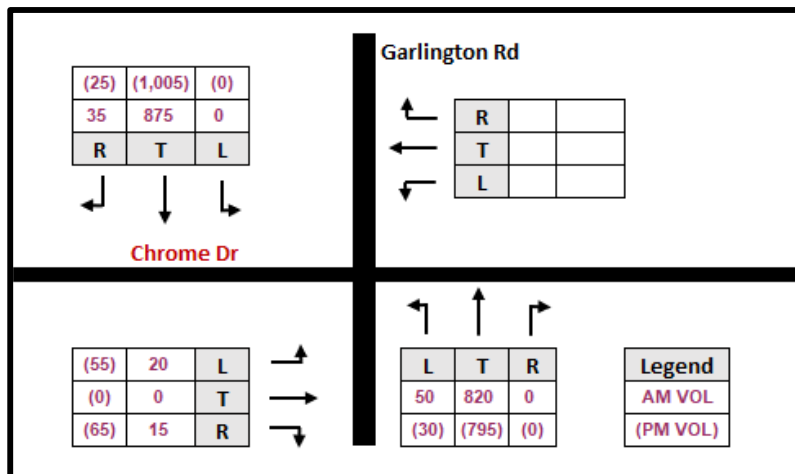
- a. Options 1 - Restrict left turns in and left turns out.



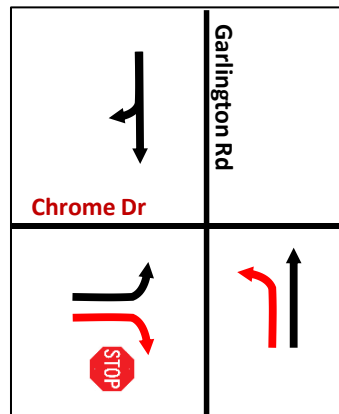
- 4) Chrome Drive – northbound left turning traffic blocks through traffic. Delays are excessive for eastbound traffic from Chrome Drive.

12/15/23

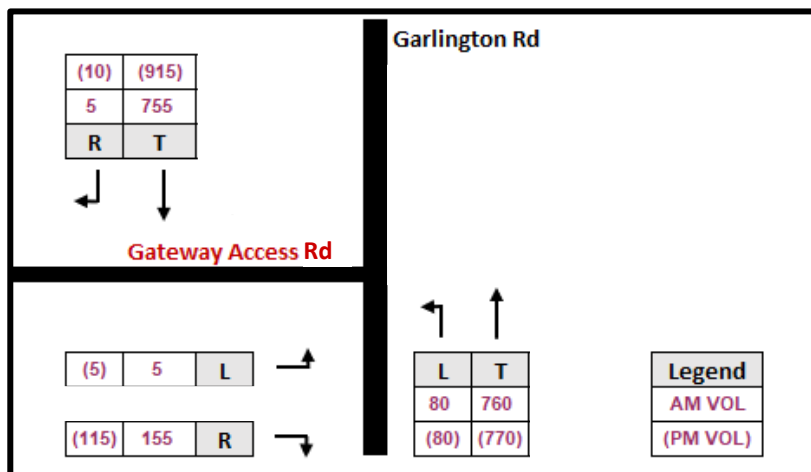
Page 12



- a. Option 1 - Add northbound left turn and eastbound right turn lanes.



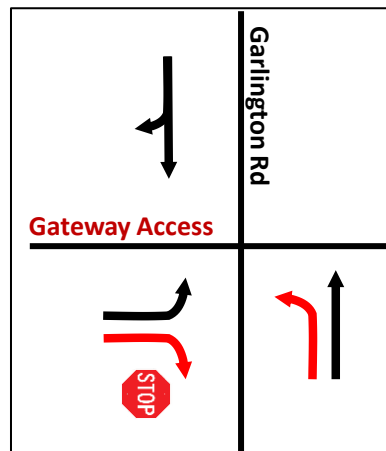
- 5) Gateway Access Road – northbound left turning traffic blocks through traffic. Delays are excessive for eastbound traffic from Gateway Access Road.



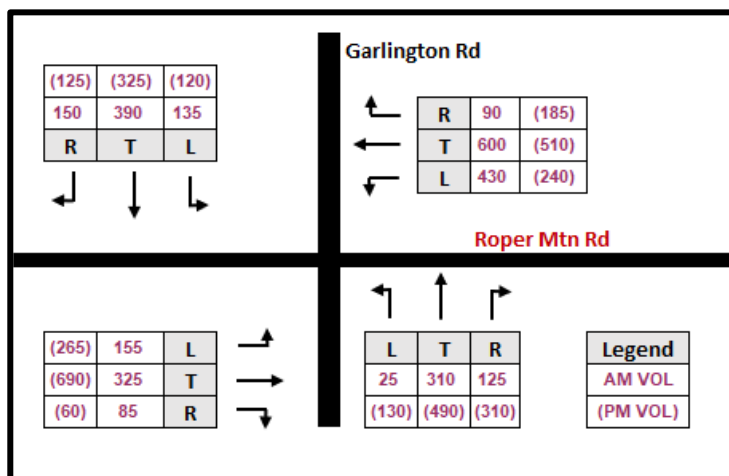
12/15/23

Page 13

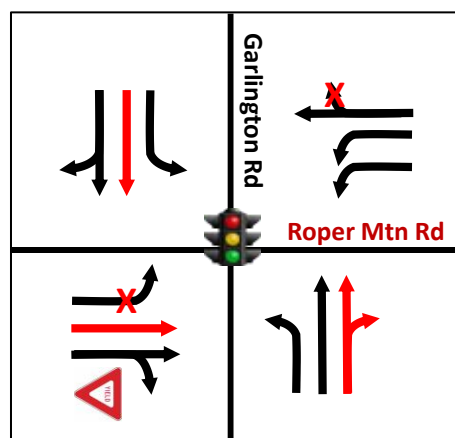
- a. Option 1 - Add northbound left turn and eastbound right turn lanes.



- 6) Roper Mountain Road – several movements operate at unacceptable levels of service. There are a higher number of crashes, with a significant number of rear end crashes.

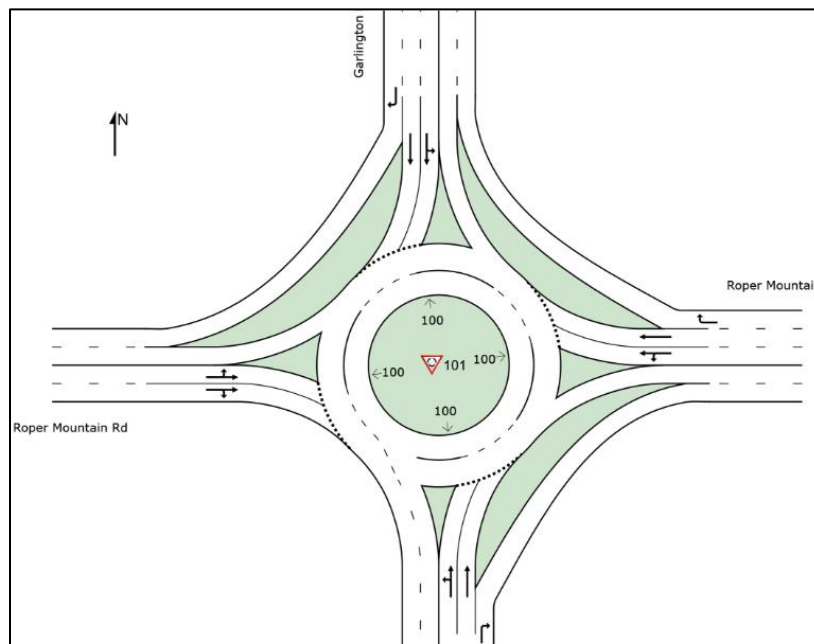


- a. Option 1 - New bypass road in northeast quadrant, add northbound, southbound and eastbound thru lanes, restrict eastbound left turns and westbound right turns.

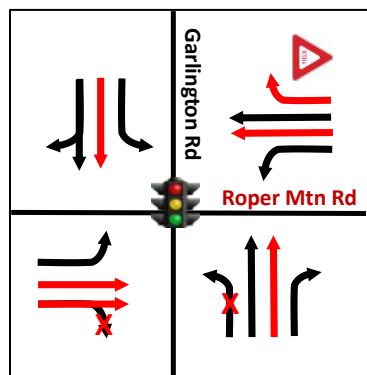




- b. Option 2 - Construct a roundabout.



- c. Option 3 - Add one through lane on each approach, restrict northbound left turn and eastbound right turn movements, sign Gateway Access Road as the route to make the restricted movements, install a signal at Roper Mountain / Gateway Access Road.

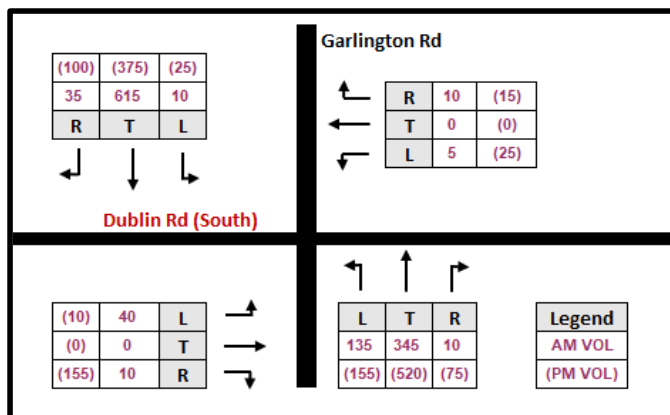


12/15/23

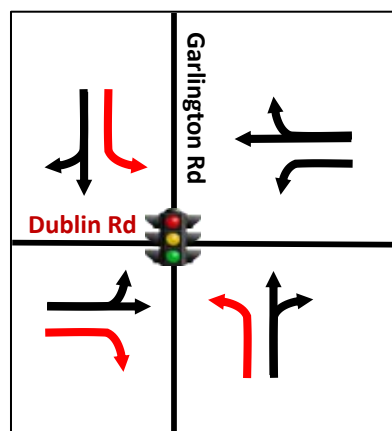
Page 15



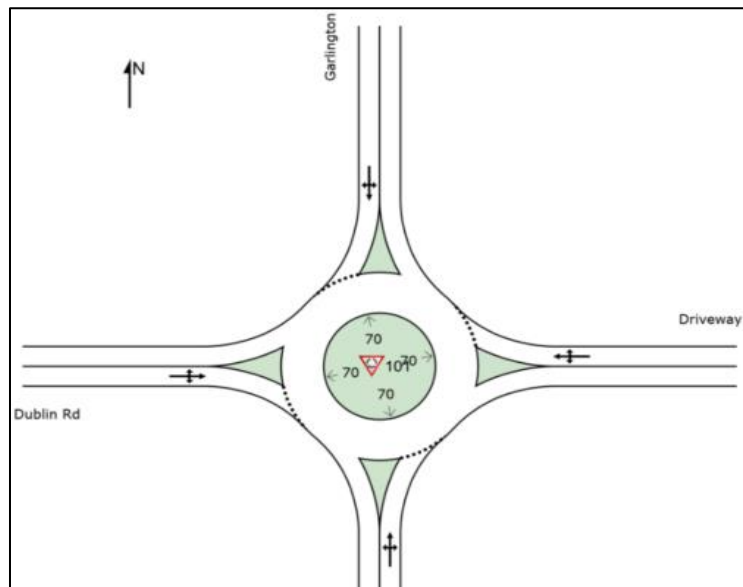
- 7) Dublin Road (south) – unacceptable levels of service are forecasts for traffic turning from the side streets.



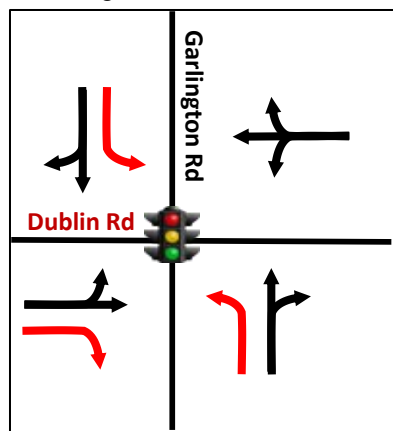
- a. Option 1 - Add northbound, southbound and westbound left turn lanes, an eastbound right turn lane and a signal. This would be in conjunction with Roper Mountain Road option a (new road).



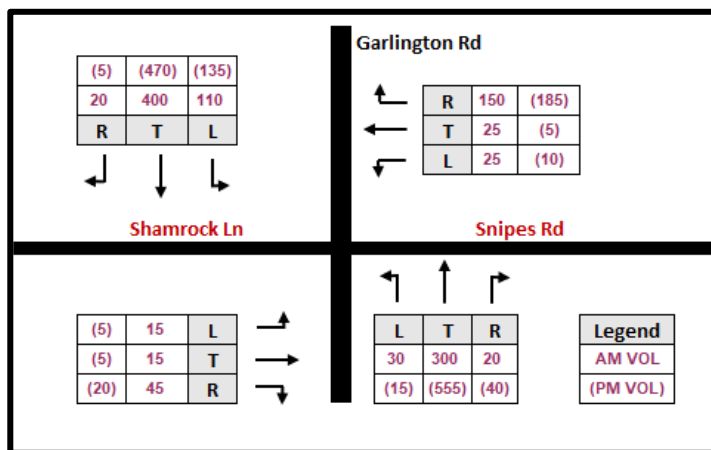
- b. Option 2 - Construct a roundabout.



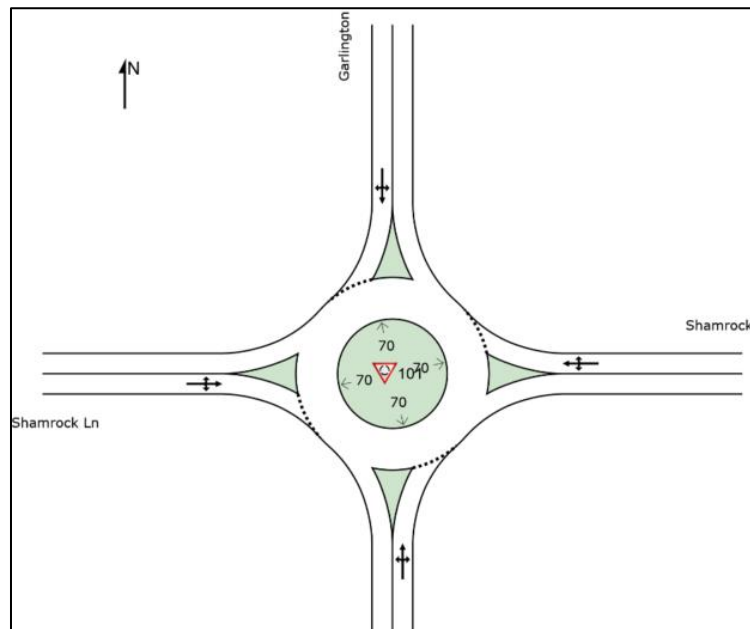
- c. Option 3 - Add northbound and southbound left turn lanes, an eastbound right turn lane and a signal. This does not include the new road.



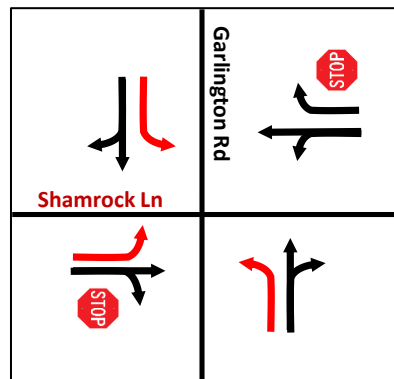
- 8) Shamrock / Snipes – There is a higher number of crashes, especially right angle.



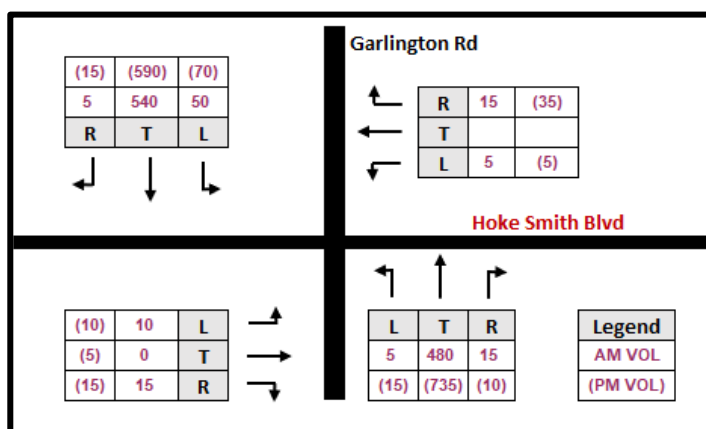
- a. Option 1 - Construct a roundabout.



- b. Option 2 - Add northbound, southbound and eastbound left turn lanes.



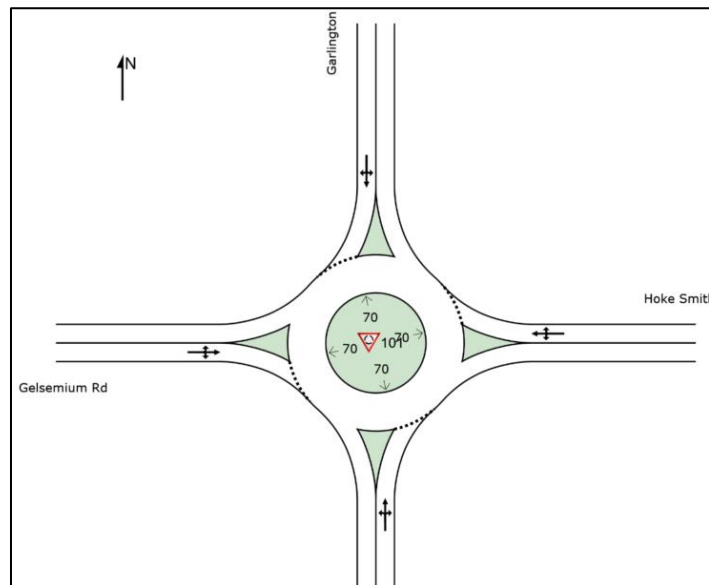
9) Gelsemium / Hoke Smith



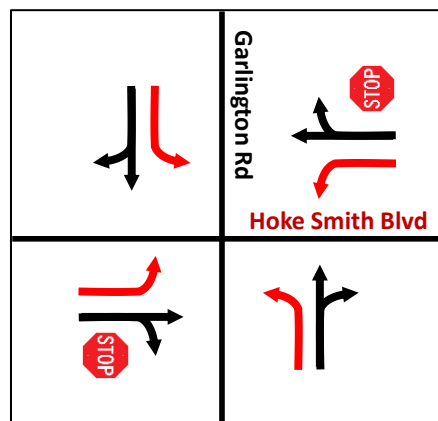
12/15/23

Page 18

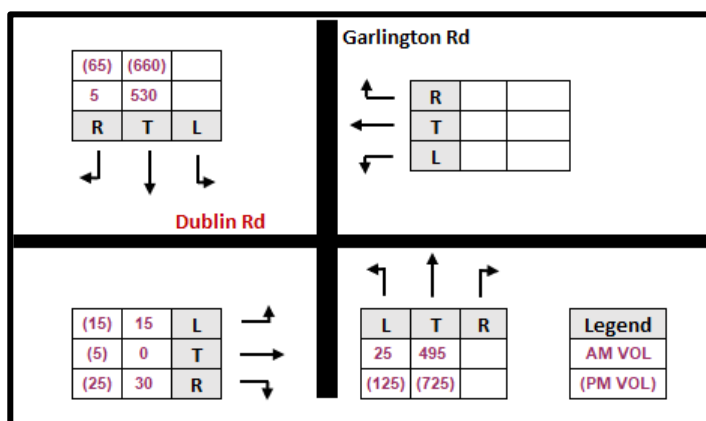
- a. Option 1 - Construct a roundabout.



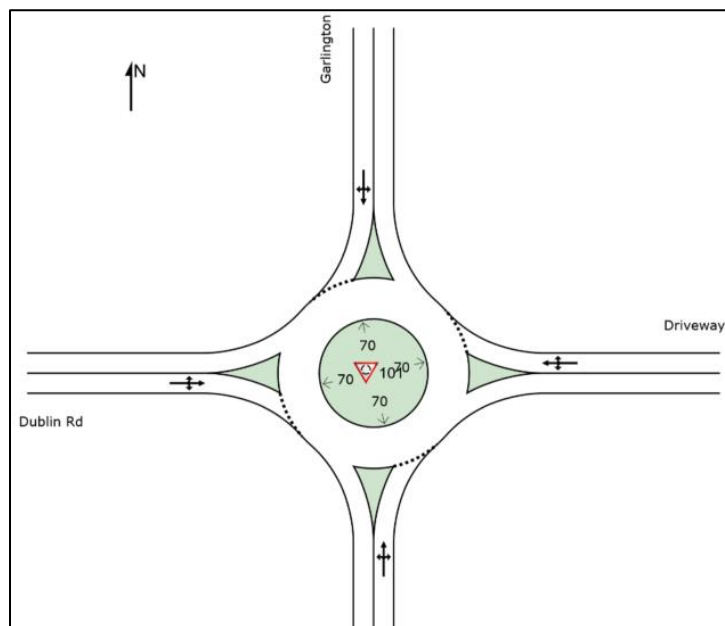
- b. Option 2 - Add a left turn lane on each approach.



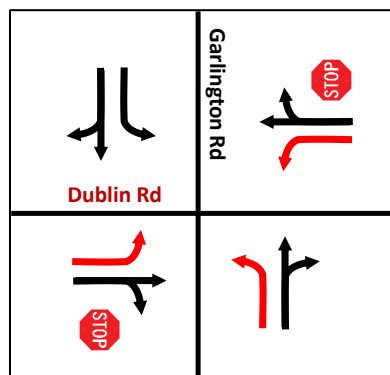
10) Dublin (north) – delays are unacceptable for vehicles turning from the side streets.



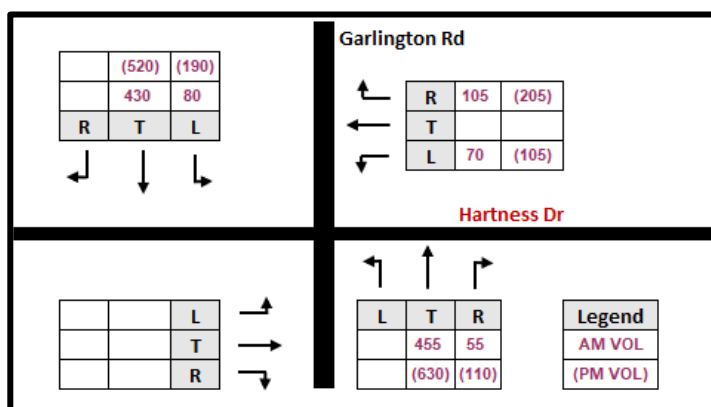
- a. Option 1 - Construct a roundabout.



- b. Option 2 - Construct northbound, eastbound and westbound left turn lanes.



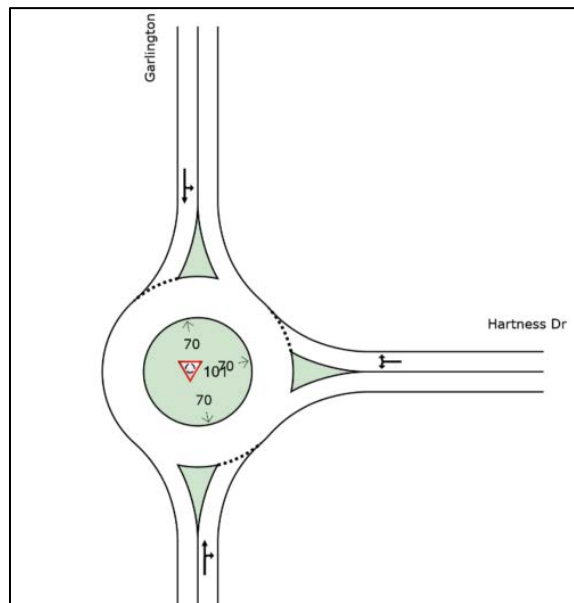
- 11) Hartness – delays are unacceptable turning from Hartness. A new fire house is proposed for the northeast corner.



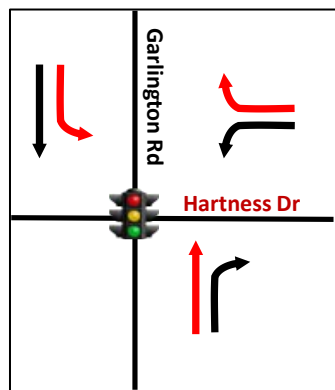
12/15/23

Page 20

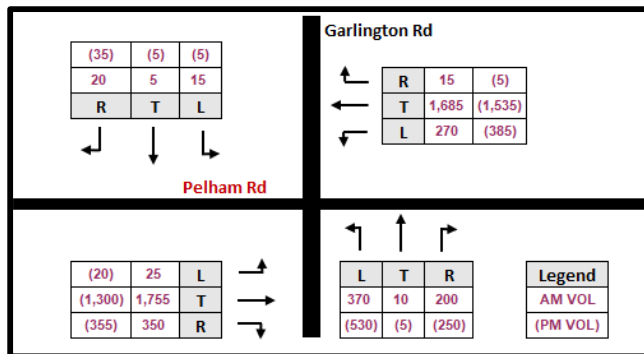
- a. Option 1 - Construct a roundabout.



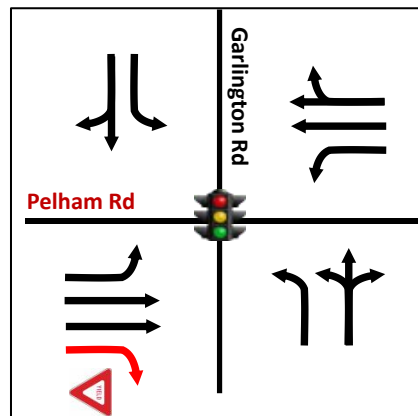
- b. Option 2 - Add southbound and westbound left turn lanes and a northbound right turn lane.



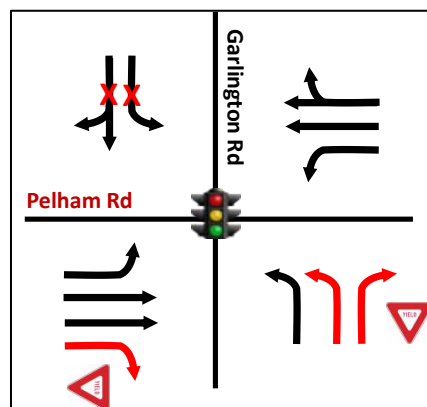
- 12) Pelham – several movements operate at unacceptable levels of service. There is a higher number of crashes, especially rear-end type. Although a study is underway to help reduce traffic along Pelham / I-85 interchange, alternatives were developed to alleviate some of the delays in the interim.



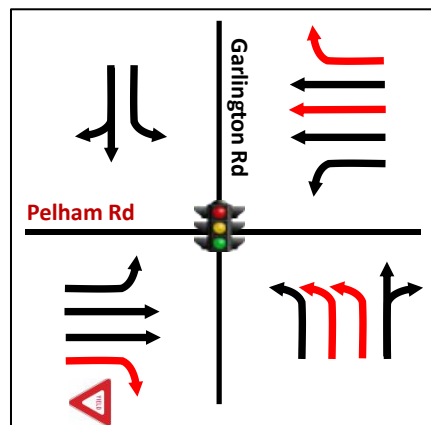
- a. Option 1 - Add an eastbound right turn lane.



- b. Option 2 - Add an eastbound right turn lane and a northbound right turn lane. The existing northbound thru/right lane will be turned into a 2nd left turn lane. Close the southbound approach.



- c. Option 3 - Add two additional northbound left turn lanes, one additional thru and a separate westbound right turn lane. Add a separate eastbound right turn lane. Channel the third northbound left turn lane and third westbound thru lane to exit only at I-85.



Alternative Evaluation**Capacity Analysis**

A Synchro analysis was performed for each alternative, using 2050 projected volumes. The LOS, Delay, and 95th percentile queue for the AM and PM peak hours in year 2050 for each scenario was evaluated and the results are listed in the tables below for existing, 2050 No Build and each alternative, for ease of comparison. Overall tables, by movement, showing LOS and queue lengths, follow.

1) Woodruff Road

	Delay (s)	LOS	v/c
2050 No Build	54.5 (104.4)	D (F)	0.91 (0.91)
2050 Build – Option 1	42.5 (102.6)	D (F)	0.8 (0.90)
2050 Build – Option 2	43.3 (58.6)	D (E)	0.71 (0.97)

2) Lowe's Entrance

	Delay (s)	LOS	Failing Approach
2050 No Build	31.8 (236.8)**	D (F)	EB (EB)*
2050 Build – Option 1	27.4 (25.0)	D (C)	WB (WB)*
*Unsignalized results for poorest performing movements **HCM 2000 is known to over-estimate delay for unsignalized intersections *** EB movement projected to perform at a LOS of A (B) under Option 1			

3) Chrome Drive

	Delay (s)	LOS	Failing Approach
2050 No Build	73.7 (326.4)	F (F)	EB (EB)
2050 Build – Option 1	18.5 (22.1)	C (C)	EB (EB)

4) Gateway Access Road

	Delay (s)	LOS	Failing Approach
2050 No Build	23.4 (30.0)	C (D)	EB (EB)
2050 Build – Option 1	23.2 (29.5)	C (D)	EB (EB)

5) Roper Mountain Road

	Delay (s)	LOS	v/c
2050 No Build	118.1 (196.6)	F (F)	1.12 (1.06)
2050 Build – Option 1	43.0 (44.6)	D (D)	0.62 (0.82)
2050 Build – Option 2	13.9 (23.2)	B (C)	0.69 (0.84)
2050 Build – Option 3	38.0 (37.8)	D (D)	0.69 (0.72)

6) Dublin Road (south)

	Delay (s)	LOS	Failing Approach
2050 No Build	46.2 (81.7)	E (F)	EB (WB)
2050 Build – Option 1 w/o signal	59.0 (16.5)	F (C)	EB (EB)
2050 Build – Option 1 w/ signal	14.2 (11.0)	B (B)	n/a
2050 Build – Option 2	6.9 (6.9)	A (A)	0.64 (0.52)
2050 Build – Option 3 w/o signal	26.4 (22.9)	D (C)	EB (EB)
2050 Build – Option 3 w/ signal	19.9 (13.0)	B (B)	n/a

7) Shamrock / Snipes

	Delay (s)	LOS	Failing Approach
2050 No Build	21.6 (27.2)	C (D)	EB (EB)
2050 Build – Option 1	6.6 (6.6)	A (A)	n/a
2050 Build – Option 2	19.1 (24.9)	C (C)	EB (EB)

8) Gelsemium / Hoke Smith

	Delay (s)	LOS	Failing Approach
2050 No Build	19.1 (35.2)	C (E)	EB (EB)
2050 Build – Option 1	5.3 (5.9)	A (A)	n/a
2050 Build – Option 2	18.4 (31.9)	C (D)	EB (EB)

9) Dublin (north)

	Delay (s)	LOS	Failing Approach
2050 No Build	17.2 (47.1)	C (E)	EB (WB)
2050 Build – Option 1	5.1 (6.1)	A (A)	n/a
2050 Build – Option 2	16.4 (51.3)	C (E)	EB (EB)

10) Hartness

	Delay (s)	LOS	v/c
2050 No Build	24.4 (330.0)	C (F)	n/a
2050 Build – Option 1	6.2 (9.4)	A (A)	n/a
2050 Build – Option 2	6.5 (9.2)	A (A)	0.44 (0.55)

12/15/23

Page 24

11) Pelham

	Delay (s)	LOS	v/c
2050 No Build	90.6 (87.6)	F (F)	1.38 (1.14)
2050 No Build – Option 1	53.0 (77.7)	D (E)	1.39 (1.20)
2050 No Build – Option 2	27.1 (33.4)	C (C)	0.90 (0.90)
2050 No Build – Option 3	32.9 (39.4)	C (D)	0.91 (0.92)

Levels of Service, By Movement

INTERSECTION	2023 EXISTING TRAFFIC		2050 NO BUILD TRAFFIC		OPTION 1		OPTION 2		OPTION 3	
	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
1. Woodruff Road										
a. EBL	E (58)	F (92)	E (57)	F (159)	E (57)	E (57)	E (57)	E (57)	-	-
b. EBT	C (27)	C (29)	C (27)	C (28)	C (26)	C (33)	C (26)	C (33)	-	-
c. EBR	B (15)	B (15)	B (14)	B (15)	B (14)	B (17)	B (14)	B (17)	-	-
d. WBL	E (62)	F (172)	E (59)	F (170)	E (59)	E (76)	E (59)	E (76)	-	-
e. WBT	C (24)	C (26)	C (26)	C (27)	C (23)	C (28)	C (23)	C (28)	-	-
f. WBR	C (30)	C (28)	C (34)	C (28)	-	-	-	-	-	-
g. NBL	D (52)	E (59)	D (55)	E (60)	E (61)	E (68)	E (61)	E (68)	-	-
h. NBT	A (0)	A (0)	A (0)	A (0)	E (62)	D (53)	E (61)	D (53)	-	-
i. NBR	F (143)	F (88)	F (219)	E (76)	E (65)	D (54)	E (65)	D (54)	-	-
j. SBL	D (51)	D (53)	D (52)	E (55)	D (48)	D (50)	E (75)	F (184)	-	-
k. SBT	D (49)	F (211)	D (51)	F (338)	D (51)	F (338)	D (47)	E (64)	-	-
l. SBR	F (206)	F (222)	F (242)	F (367)	F (242)	F (261)	D (51)	D (50)	-	-
m. Overall Intersection	E (63)	E (78)	E (77)	F (117)	E (68)	F (95)	D (42)	D (54)	-	-
2. GE West										
a. EBL	-	D (43)	-	D (43)	-	-	-	-	-	-
b. EBT	-	A (0)	-	A (0)	-	-	-	-	-	-
c. EBR	-	A (0)	-	A (0)	-	-	-	-	-	-
d. WBL	-	D (41)	-	D (42)	-	-	-	-	-	-
e. WBT	-	A (0)	-	A (0)	-	-	-	-	-	-
f. WBR	-	D (38)	-	D (35)	-	-	-	-	-	-
g. NBL	-	B (11)	-	C (28)	-	-	-	-	-	-
h. NBT	-	A (0)	-	A (0)	-	-	-	-	-	-
i. NBR	-	A (10)	-	B (17)	-	-	-	-	-	-
j. SBL	-	A (6)	-	B (11)	-	-	-	-	-	-
k. SBT	-	A (0)	-	A (0)	-	-	-	-	-	-
l. SBR	-	A (8)	-	B (18)	-	-	-	-	-	-
m. Overall Intersection	-	B (14)	-	C (21)	-	-	-	-	-	-
3. Chrome Dr										
a. NBL	A (9)	A (10)	B (10)	B (11)	B (10)	B (11)	-	-	-	-
b. NBT	A (0)	A (0)	A (0)	A (0)	-	-	-	-	-	-
c. EBL	D (29)	F (51)	F (50)	F (142)	F (64)	F (132)	-	-	-	-
d. EBR	D (29)	F (51)	F (50)	F (142)	C (16)	C (21)	-	-	-	-
e. SBT	-	-	-	-	-	-	-	-	-	-
f. SBR	-	-	-	-	-	-	-	-	-	-
g. Overall Intersection	A (1)	A (4)	A (1)	A (9)	A (1)	A (5)	-	-	-	-

Memorandum - Garlington Road – Feasibility Study / Intersection Alternative Analysis

12/15/23

Page 25

INTERSECTION	2023 EXISTING TRAFFIC		2050 NO BUILD TRAFFIC		OPTION 1		OPTION 2		OPTION 3	
	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
4. Gateway Access Dr										
a. NBL	A (9)	A (10)	A (9)	B (11)	A (9)	B (10)	-	-	-	-
b. NBT	A (0)	A (0)	A (0)	A (0)	-	-	-	-	-	-
c. EBL	C (18)	D (25)	C (22)	D (27)	E (45)	F (58)	-	-	-	-
d. EBR	C (18)	D (25)	C (22)	D (27)	D (26)	C (22)	-	-	-	-
e. SBT	-	-	-	-	-	-	-	-	-	-
f. SBR	-	-	-	-	-	-	-	-	-	-
g. Overall Intersection	A (2)	A (3)	A (2)	A (2)	A (4)	A (2)	-	-	-	-
5. Roper Mountain Rd										
a. EBL	E (72)	E (74)	F (102)	F (114)	A (0)	A (0)			D (42)	D (39)
b. EBT	D (48)	F (130)	D (47)	F (238)	E (58)	D (54)			D (49)	D (47)
c. EBR	-	-	-	-	-	-			A (0)	A (0)
d. WBL	F (81)	D (54)	F (211)	D (53)	E (66)	D (53)			D (41)	D (44)
e. WBT	E (76)	F (155)	F (144)	F (211)	D (51)	C (27)			D (46)	D (40)
f. WBR	-	-	-	-	A (0)	A (0)			-	-
g. NBL	C (25)	C (22)	C (29)	C (25)	C (21)	C (24)	Roundabout		A (0)	A (0)
h. NBT	C (27)	C (31)	D (25)	D (40)	C (26)	D (41)			D (36)	D (37)
i. NBR	B (18)	C (25)	C (22)	C (24)	C (26)	D (42)			B (19)	C (29)
j. SBL	C (21)	C (22)	C (26)	C (26)	C (20)	C (28)			C (29)	C (28)
k. SBT	A (0)	A (0)	A (0)	A (0)	C (24)	C (32)			C (28)	C (25)
l. SBR	C (32)	C (33)	D (40)	D (39)	C (24)	C (32)			C (28)	C (25)
m. Overall Intersection	D (51)	E (76)	F (94)	F (114)	D (43)	D (41)	B (14)	C (23)	D (40)	D (38)
6. Dublin Rd (South)										
a. NBL	A (9)	A (9)	A (9)	A (9)	B (16)	C (21)			B (11)	B (11)
b. NBT	A (0)	A (0)	A (0)	A (0)	A (0)	A (0)			A (0)	A (0)
c. NBR	-	-	-	-	A (6)	A (10)			A (4)	A (5)
d. EBLT	D (25)	B (12)	E (44)	C (16)	C (20)	C (23)	Roundabout		B (13)	B (11)
e. EBR	D (25)	B (12)	E (44)	C (16)	B (14)	B (13)			B (13)	B (14)
f. WBL	D (27)	F (51)	E (36)	F (83)	B (14)	B (15)			B (13)	B (12)
g. WBTR	A (10)	B (11)	B (10)	B (12)	B (19)	C (21)			A (0)	A (0)
h. SBL	A (8)	A (8)	A (8)	A (9)	A (6)	B (11)			A (4)	A (6)
i. SBT	A (0)	A (0)	A (0)	A (0)	A (0)	A (0)			A (0)	A (0)
j. SBR	-	-	-	-	A (9)	B (13)			A (6)	A (7)
k. Overall Intersection	A (3)	A (4)	A (3)	A (5)	B (12)	B (16)	A (7)	A (7)	A (7)	A (9)
7. Shamrock Ln/Snipes Rd										
a. NBL	A (8)	A (8)	A (8)	A (8)			A (8)	A (8)	-	-
b. NBT	A (0)	A (0)	A (0)	A (0)			-	-	-	-
c. NBR	-	-	-	-			-	-	-	-
d. EBL	F (57)	E (40)	C (22)	D (28)			E (37)	F (69)	-	-
e. EBTR	F (57)	E (40)	C (22)	D (28)	Roundabout		B (15)	C (17)	-	-
f. WBLT	F (71)	F (64)	D (32)	E (45)			D (31)	E (42)	-	-
g. WBR	B (11)	C (16)	B (11)	C (16)			B (11)	C (16)	-	-
h. SBL	A (8)	A (10)	A (8)	A (9)			A (8)	A (9)	-	-
i. SBT	A (0)	A (0)	A (0)	A (0)			-	-	-	-
j. SBR	-	-	-	-			-	-	-	-
k. Overall Intersection	C (16)	A (6)	A (5)	A (4)	A (7)	A (7)	A (5)	A (4)	-	-

Memorandum - Garlington Road – Feasibility Study / Intersection Alternative Analysis

12/15/23

Page 26

INTERSECTION	2023 EXISTING TRAFFIC		2050 NO BUILD TRAFFIC		OPTION 1		OPTION 2		OPTION 3	
	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
8. Gelsemium Rd/Hoke Smith										
a. NBL	A (8)	A (0)	A (9)	A (9)			A (9)	A (9)	-	-
b. NBT	A (0)	-	A (0)	A (0)			-	-	-	-
c. NBR	-	-	-	-			-	-	-	-
d. EBL	C (16)	D (27)	C (19)	E (36)			D (28)	F (55)	-	-
e. EBTR	C (16)	D (27)	C (19)	E (36)	Roundabout		B (12)	C (20)	-	-
f. WBL	B (13)	C (17)	C (16)	C (20)			D (28)	F (50)	-	-
g. WBTR	B (13)	C (17)	C (16)	C (20)			B (11)	B (15)	-	-
h. SBL	A (8)	A (9)	A (9)	A (9)			A (9)	A (9)	-	-
i. SBT	A (0)	A (0)	A (0)	A (0)			-	-	-	-
j. SBR	-	-	-	-			-	-	-	-
k. Overall Intersection	A (2)	A (2)	A (1)	A (2)	A (5)	A (6)	A (1)	A (2)	-	-
9. Dublin Rd (North)										
a. NBL	A (8)	A (10)	A (9)	A (9)			A (9)	A (10)	-	-
b. NBT	A (0)	A (0)	A (0)	A (0)			-	-	-	-
c. NBR	-	-	-	-			-	-	-	-
d. EBL	C (15)	E (49)	C (17)	F (53)			D (25)	F (76)	-	-
e. EBTR	C (15)	E (49)	C (17)	F (53)	Roundabout		B (12)	C (21)	-	-
f. WBL	A (0)	F (56)	A (0)	F (60)			A (0)	A (0)	-	-
g. WBTR	A (0)	F (56)	A (0)	F (60)			A (0)	F (54)	-	-
h. SBL	A (0)	A (0)	A (0)	A (0)			A (0)	A (0)	-	-
i. SBT	-	-	-	-			-	-	-	-
j. SBR	-	-	-	-			-	-	-	-
k. Overall Intersection	A (2)	A (3)	A (1)	A (2)	A (5)	A (6)	A (1)	A (2)	-	-
10. Hartness Dr										
a. NBT	-	-	-	-			A (8)	A (7)	-	-
b. NBR	-	-	-	-			A (6)	A (4)	-	-
c. WBL	B (14)	C (25)	D (25)	F (401)	Roundabout		B (10)	B (19)	-	-
d. WBR	B (14)	C (25)	D (25)	F (401)			B (11)	C (24)	-	-
e. SBL	A (8)	A (9)	A (9)	B (10)			B (10)	B (14)	-	-
f. SBT	A (0)	A (0)	A (0)	A (0)			A (8)	A (6)	-	-
g. Overall Intersection	A (2)	A (2)	A (4)	F (72)	A (6)	A (9)	A (8)	A (10)	-	-
11. Pelham Rd										
a. EBL	C (23)	C (26)	-	-	-	-	-	-	B (15)	B (19)
b. EBT	C (31)	D (52)	-	-	-	-	C (21)	C (24)	C (28)	C (29)
c. EBR	C (31)	E (56)	-	-	-	-	-	-	-	-
d. WBL	D (40)	E (70)	-	-	-	-	E (56)	D (52)	E (72)	E (64)
e. WBT	B (16)	B (18)	-	-	-	-	A (8)	A (10)	A (8)	A (9)
f. WBR	B (15)	B (17)	-	-	-	-	-	-	A (5)	A (7)
g. NBL	F (83)	F (220)	-	-	-	-	E (59)	E (64)	E (73)	E (75)
h. NBT	A (0)	A (0)	-	-	-	-	-	-	E (63)	E (65)
i. NBR	E (60)	F (108)	-	-	-	-	-	-	-	-
j. SBL	E (73)	E (69)	-	-	-	-	-	-	E (72)	E (79)
k. SBT	A (0)	A (0)	-	-	-	-	-	-	A (0)	A (0)
l. SBR	E (77)	F (90)	-	-	-	-	-	-	E (75)	F (97)
m. Overall Intersection	C (33)	E (66)	-	-	-	-	C (21)	C (27)	C (27)	C (32)

Memorandum - Garlington Road – Feasibility Study / Intersection Alternative Analysis

12/15/23

Page 27

The following table presents expected maximum queue lengths.

INTERSECTION	EXISTING STORAGE (FT/LN)	INTERSECTION CONTROL	2023 EXISTING TRAFFIC		2050 NO BUILD TRAFFIC		OPTION 1		OPTION 2		OPTION 3	
			Queue Length (ft)		Queue Length (ft)		Queue Length (ft)		Queue Length (ft)		Queue Length (ft)	
			AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
1. Woodruff Road												
a. EBL	225	Signal	100	200	125	275	125	200	125	200	-	-
b. EBT	-		300	375	300	375	300	425	300	425	-	-
c. EBR	150		25	50	25	75	25	75	25	75	-	-
d. WBL	150		175	325	175	350	175	300	175	300	-	-
e. WBT	-		350	325	375	325	225	325	225	325	-	-
f. WBR	-		-	-	-	-	175	125	250	125	-	-
g. NBL	400		100	150	125	175	175	200	175	200	-	-
h. NBT	-		400	150	500	225	150	75	150	75	-	-
i. NBR	-		-	-	-	-	-	-	-	-	-	-
j. SBL	-		100	125	125	175	125	200	250	425	-	-
k. SBT	-		150	475	200	25	175	625	150	325	-	-
l. SBR	-		275	450	425	700	425	600	425	600	-	-
2. GE West												
a. EBL	-	Signal	-	-	-	-	-	-	-	-	-	-
b. EBT	-		0	50	0	25	-	-	-	-	-	-
c. EBR	-		-	-	-	-	-	-	-	-	-	-
d. WBL	-		-	-	-	-	-	-	-	-	-	-
e. WBT	-		100	125	75	175	-	-	-	-	-	-
f. WBR	-		0	50	0	50	-	-	-	-	-	-
g. NBL	100		25	25	25	25	-	-	-	-	-	-
h. NBT	-		325	300	525	550	-	-	-	-	-	-
i. NBR	-		-	-	-	-	-	-	-	-	-	-
j. SBL	75		25	25	25	25	-	-	-	-	-	-
k. SBT	-		175	350	275	775	-	-	-	-	-	-
l. SBR	-		-	-	-	-	-	-	-	-	-	-
3. Chrome Dr												
a. NBL	-	Stop Sign	25	25	25	25	25	25	-	-	-	-
b. NBT	-		-	-	-	-	-	-	-	-	-	-
c. EBL	-		25	100	50	175	25	100	-	-	-	-
d. EBR	-		25	100	50	175	25	25	-	-	-	-
e. SBT	-		-	-	-	-	-	-	-	-	-	-
f. SBR	-		-	-	-	-	-	-	-	-	-	-
4. Gateway Access Dr												
a. NBL	-	Stop Sign	25	25	25	25	25	25	-	-	-	-
b. NBT	-		-	-	-	-	-	-	-	-	-	-
c. EBL	-		50	75	75	50	25	25	-	-	-	-
d. EBR	-		50	75	75	50	100	50	-	-	-	-
e. SBT	-		-	-	-	-	-	-	-	-	-	-
f. SBR	-		-	-	-	-	-	-	-	-	-	-
5. Roper Mountain Rd												
a. EBL	150	Signal	200	300	300	400	-	-			125	200
b. EBT	-		400	825	525	1125	300	550			250	475
c. EBR	-		-	-	-	-	300	550			-	-
d. WBL	550		275	125	375	150	250	150			300	225
e. WBT	-		950	900	1075	1025	525	375	Roundabout		500	325
f. WBR	-		-	-	-	-	-	-			25	50
g. NBL	200		25	75	50	100	50	125			-	-
h. NBT	-		250	325	325	550	225	350			200	275
i. NBR	300		50	25	50	75	225	350			50	200
j. SBL	125		125	100	125	100	150	125			150	125
k. SBT	-		425	350	650	475	275	200			250	175
l. SBR	-		-	-	-	-	275	200			250	175

Memorandum - Garlington Road – Feasibility Study / Intersection Alternative Analysis

12/15/23

Page 28

	EXISTING STORAGE (FT/LN)	INTERSECTION CONTROL	2023 EXISTING TRAFFIC		2050 NO BUILD TRAFFIC		OPTION 1		OPTION 2		OPTION 3	
			Queue Length (ft)		Queue Length (ft)		Queue Length (ft)		Queue Length (ft)		Queue Length (ft)	
			AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
6. Dublin Rd (South)		Stop Sign										
a. NBL	-		25	25	25	25	75	75			50	50
b. NBT	-		-	-	-	-	50	50			50	50
c. NBR	-		-	-	-	-	-	-			-	-
d. EBLT	-		25	50	50	50	50	25	Roundabout		50	25
e. EBR	-		25	50	50	50	0	0			25	50
e. WBL	75		25	25	25	50	0	25			25	25
f. WBTR	75		0	25	25	25	0	0			25	25
g. SBL	-		0	25	0	25	25	25			25	25
h. SBT	-		-	-	-	-	225	150			200	125
i. SBR	-		-	-	-	-	225	150			200	125
7. Shamrock/Snipes Rd		Stop Sign										
a. NBL	-		25	25	25	0			25	0	-	-
b. NBT	-		-	-	-	-			-	-	-	-
c. NBR	-		-	-	-	-			-	-	-	-
d. EBLT	-		125	50	25	25	Roundabout		25	25	-	-
e. EBR	200		125	50	25	25			25	25	-	-
f. WBLT	-		100	50	50	25			25	25	-	-
g. WBR	-		50	50	25	50			25	50	-	-
h. SBL	-		25	25	25	25			25	25	-	-
i. SBT	-		-	-	-	-			-	-	-	-
j. SBR	-		-	-	-	-			-	-	-	-
8. Gelsemium/Hoke Smith		Stop Sign										
a. NBL	-		0	0	0	0			0	0	-	-
b. NBT	-		-	-	-	-			-	-	-	-
c. NBR	-		-	-	-	-			-	-	-	-
d. EBL	-		25	25	25	25	Roundabout		25	25	-	-
e. EBTR	-		25	25	25	25			25	25	-	-
f. WBL	-		25	25	25	25			25	25	-	-
g. WBTR	-		25	25	25	25			25	25	-	-
h. SBL	-		25	25	25	25			25	25	-	-
i. SBT	-		-	-	-	-			-	-	-	-
j. SBR	-		-	-	-	-			-	-	-	-
9. Dublin Rd (North)		Stop Sign										
a. NBL	-		25	25	25	25			25	25	-	-
b. NBT	-		-	-	-	-			-	-	-	-
c. NBR	-		-	-	-	-			-	-	-	-
d. EBL	-		25	50	25	50	Roundabout		25	25	-	-
e. EBTR	-		25	50	25	50			25	25	-	-
f. WBL	-		-	0	-	25			-	-	-	-
g. WBTR	-		-	0	-	25			-	25	-	-
h. SBL	-		0	0	0	0			0	0	-	-
i. SBT	-		-	-	-	-			-	-	-	-
j. SBR	-		-	-	-	-			-	-	-	-

12/15/23

Page 29

	EXISTING STORAGE (FT/LN)	INTERSECTION CONTROL	2023 EXISTING TRAFFIC		2050 NO BUILD TRAFFIC		OPTION 1		OPTION 2		OPTION 3	
			Queue Length (ft)		Queue Length (ft)		Queue Length (ft)		Queue Length (ft)		Queue Length (ft)	
			AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
10. Hartness Dr		Stop Sign										
a. NBT	-		-	-	-	-			125	200	-	-
b. NBR	-		-	-	-	-			25	25	-	-
c. WBL	-		25	50	75	550	Roundabout		50	75	-	-
d. WBR	-		25	50	75	550			25	50	-	-
e. SBL	-		25	25	25	25			25	100	-	-
f. SBT	-		-	-	-	-			125	150	-	-
11. Pelham Rd		Signal										
a. EBL	200		25	50	50	50	50	50	-	-	50	50
b. EBT	-		650	700	1325	1150	1025	750	925	700	1000	825
c. EBR	-		-	-	-	-	200	275	225	300	225	325
d. WBL	175		300	300	475	625	400	550	350	500	425	600
e. WBT	-		425	425	675	600	625	550	450	500	300	375
f. WBR	-		-	-	-	-	-	-	-	-	0	0
g. NBL	175		350	725	450	775	450	775	200	325	175	250
h. NBT	-		150	50	275	625	275	625	-	-	100	100
i. NBR	-		-	-	-	-	-	-	75	75	100	100
j. SBL	75		25	25	50	25	50	25	-	-	50	25
k. SBT	-		25	0	50	50	50	50	-	-	50	75
l. SBR	-		-	-	-	-	-	-	-	-	50	75

Initial Screening

A second Scoping meeting took place with SCDOT on September 19, 2023, to discuss and evaluate the developed alternatives. The objective of this meeting was to screen out solutions that are clearly infeasible, do not meet project goals, or are not as cost-effective as other alternatives. The following is a summary of the evaluation:

- 1) **Woodruff Road:** The Woodruff Parallel is anticipated to reduce traffic to 2013 levels in 2040. It was noted that a multi-use path (MUP) needs to connect Garlington Road to the Woodruff Parallel in some way. An alternative connection for the MUP was discussed – see notes below.
 - Option 1 – Add NB Thru: Move concept forward to conceptual design.
 - Option 2 – Add NB/SB Thru, WB Right Turn: Move concept forward to conceptual design.
 - Potential Option 3 – Add SB Thru, do not add NB Thru.
 - Consider pedestrian refuge islands on Woodruff Road for safety.
- 2) **Lowes Entrance**
 - Right-In/Right-Out: Move concept forward to conceptual design.
- 3) **Chrome**
 - Dedicated Right, Dedicated Left: Move concept forward to conceptual design.
- 4) **Gateway Access**
 - Dedicated Right, Dedicated Left: Move concept forward to conceptual design.
- 5) **Roper Mountain**
 - Option 1 – New Road: Would need advanced warning signage. The northeast corner of the current intersection could be tightened for pedestrian facilities. It was confirmed that no

development is planned for the vacant tract and that there are no known issues with developing the vacant tract. Move concept forward to conceptual design.

- Option 2 – Roundabout: Would use the real estate to the south of the intersection to reduce impacts to surrounding tracts. The area to the south is owned by GE. Consider a potential for a partnership with GE to gain their buy-in? A GE theme? A 5th leg to the roundabout that would act as GE's main entrance? Pedestrian safety needs to be evaluated. Move concept forward to conceptual design.
- Option 3 – NB Left Re-route: Gateway Access seems too far away from the Roper Mountain intersection to be intuitive for drivers – concern for user experience. Option 3 performs better than Option 1, and you can utilize existing infrastructure rather than constructing a new roadway. Though there are potential negatives, move forward to conceptual design for fair evaluation.

6) Dublin Road (S)

- Option 1 – New Road intersection: Review signal warrant. It was noted that a signal cannot be installed during construction if it is not warranted on opening day so intersection may need to open as stop controlled. Move concept forward to conceptual design.
- Option 2 – Roundabout: Move concept forward to conceptual design.
- Option 3 – Upgrade existing: Move concept forward to conceptual design.

7) Shamrock/Snipes:

- Option 1 – Roundabout: This alternative would include improving the existing pedestrian crossing at the school. Move concept forward to conceptual design.
- Option 2 - Upgrade existing: Move concept forward to conceptual design.

8) Gelsemium/Hoke Smith

- Option 1 – Roundabout: Move concept forward to conceptual design.
- Option 2 - Upgrade existing: Move concept forward to conceptual design.

9) Dublin Road (N)

- Option 1 – Roundabout: Move concept forward to conceptual design.
- Option 2 - Upgrade existing: Move concept forward to conceptual design.

10) Hartness

- Option 1 – Roundabout: Would be up to the Fire Department to agree to a roundabout. Could be a potential for installing flashers at each leg that the Fire Department could turn on as needed. Also, potentially could construct areas for cars to pull off. Public involvement will also weigh heavily into this concept. Move concept forward to conceptual design.
- Option 2 - Upgrade existing: May be easier to sell to the public. Move concept forward to conceptual design.

11) Pelham

- Option 1 – Add Right Turn: Move concept forward to conceptual design.

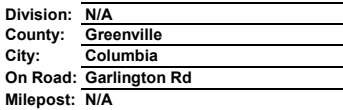
12/15/23

Page 31

- Option 2 – Remove northern approach: UPS freight drive and roadway by Burger King are both private roadways, so traffic cannot be rerouted on them without purchasing the roadway. Option determined to be not feasible and will not move forward to conceptual design.
- Option 3 – Add additional lanes: Any future projects to reconfigure the I-85 interchange may impact this option. Advanced warning “I-85 Only” signage would be required on the right most left turn lane and west bound thru lane. Move concept forward to conceptual design.

Conclusions

The next stage of this project involves development of alternative concept sketched, planning-level cost estimates, and a more detailed benefit/cost assessment.



WEEKDAY ADT:	12094
WEEKEND ADT:	8597

RR Crossing No:	N/A
Start Date:	4/11/23
Start Time (24-hour clock):	0:00

Start Time	EB										WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak		Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	18	17	13	16	23	15	37	42	20		13	11	14	16	10	14	19	25	15
1:00 AM	5	9	8	10	12	9	9	19	7		8	9	7	9	10	8	11	19	11
2:00 AM	5	9	7	11	11	9	13	12	8		6	15	14	15	15	15	9	11	12
3:00 AM	2	3	3	3	5	3	8	5	4		2	11	12	9	15	11	9	8	12
4:00 AM	14	19	15	14	13	16	6	14	6		16	26	29	24	22	26	12	12	17
5:00 AM	48	62	62	48	50	57	18	11	23		72	66	69	70	62	68	37	16	50
6:00 AM	200	212	195	229	181	212	30	16	70		251	240	229	220	214	230	56	37	135
7:00 AM	379	421	384	397	327	401	81	45	136		399	414	392	412	393	406	113	43	253
8:00 AM	323	396	409	404	264	403	108	103	124		457	510	497	507	396	505	206	95	301
9:00 AM	207	240	238	229	198	236	182	145	127		313	341	349	349	305	346	296	165	301
10:00 AM	239	241	253	274	228	256	205	162	144		328	338	341	367	370	349	357	251	364
11:00 AM	299	343	352	375	285	357	283	0	189		416	434	454	458	430	449	421	333	426
12:00 PM	400	444	453	437	427	445	320	257	249		418	451	446	439	448	445	435	429	442
1:00 PM	367	398	414	372	382	395	408	355	263		387	415	435	409	435	420	377	343	406
2:00 PM	439	447	442	423	477	437	415	338	297		412	475	474	489	455	479	371	369	413
3:00 PM	476	566	447	479	490	497	365	287	285		428	481	523	518	486	507	330	284	408
4:00 PM	502	344	539	511	507	465	407	303	305		452	210	548	537	467	432	295	271	381
5:00 PM	340	483	610	486	442	526	389	238	277		294	481	561	566	589	536	277	254	433
6:00 PM	381	288	377	326	355	330	291	242	215		236	268	502	354	487	375	273	220	380
7:00 PM	242	298	303	258	277	286	278	197	185		190	195	293	200	257	229	181	144	219
8:00 PM	176	189	341	173	209	234	189	129	133		106	145	137	108	147	130	131	116	139
9:00 PM	110	56	202	131	147	130	135	72	94		56	57	86	69	81	71	72	63	77
10:00 PM	95	111	135	107	138	118	101	63	80		84	86	101	84	76	90	65	49	71
11:00 PM	76	80	72	84	89	79	57	33	49		40	39	34	40	45	38	45	21	45

SPEED																
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	TOTAL
Total	EB	1,118	50	44	143	651	3,145	11,246	13,141	5,331	1,145	248	46	22	15	36,345
Percent		3%	0%	0%	0%	2%	9%	31%	36%	15%	3%	1%	0%	0%	0%	
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	
Total	WB	1,735	11	32	194	1,482	8,398	15,746	8,420	1,754	247	68	17	3	2	38,109
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average Percent		2%	0%	0%	0%	1%	4%	15%	18%	7%	2%	0%	0%	0%	0%	

[illegible]



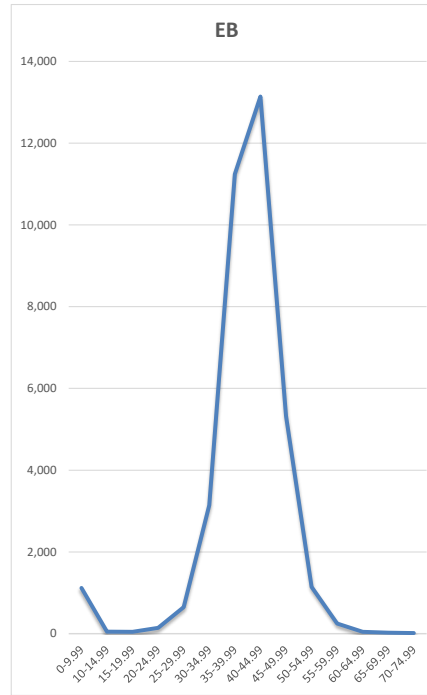
Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Speed Limit: 40
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	15	14	20	15	29	35
1:00 AM	9	8	7	11	17	18
2:00 AM	9	15	8	12	24	20
3:00 AM	3	11	4	12	14	16
4:00 AM	16	26	6	17	42	23
5:00 AM	57	68	23	50	126	72
6:00 AM	212	230	70	135	442	205
7:00 AM	401	406	136	253	807	389
8:00 AM	403	505	124	301	908	425
9:00 AM	236	346	127	301	582	427
10:00 AM	256	349	144	364	605	508
11:00 AM	357	449	189	426	805	615
12:00 PM	445	445	249	442	890	691
1:00 PM	395	420	263	406	814	669
2:00 PM	437	479	297	413	917	710
3:00 PM	497	507	285	408	1005	693
4:00 PM	465	432	305	381	896	688
5:00 PM	526	536	277	433	1062	710
6:00 PM	330	375	215	380	709	595
7:00 PM	286	229	185	219	916	404
8:00 PM	234	130	133	139	364	272
9:00 PM	130	71	94	77	200	171
10:00 PM	118	90	80	71	208	150
11:00 PM	79	38	49	45	58	94
TOTAL	5916	6178	3291	5307	12036	8597



FHWA CLASSES						
	PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total	31,112	3,963	425	3	842	36,345
Percent	86%	11%	1%	0%	2%	
Total	34,664	1,489	236	0	1,720	38,109
Percent	0%	0%	0%	0%	0%	
Average Percent	43%	5%	1%	0%	1%	



Speed Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Speed Limit: 40
Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd

RR Crossing No: N/A
Start Date (Tuesday): 4/11/23
Start Time (24-hour clock): 0:00
Day (s) of Count: 4/11/2023 - 4/17/2023

SUMMARY

	<u>EB</u>	<u>WB</u>	<u>All Lanes</u>
Median Speed:	<u>45</u>	<u>42</u>	<u>43</u>
Mean Speed:	<u>45</u>	<u>42</u>	<u>43</u>
Pace Speed:	<u>41-50</u>	<u>41-50</u>	<u>41-50</u>
High Speed:	<u>144</u>	<u>87</u>	<u>144</u>
Low Speed:	<u>2</u>	<u>6</u>	<u>2</u>
85th Percentile Speed:	<u>51</u>	<u>47</u>	<u>49</u>
% Vehicles above Speed Limit:	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	0:00	0	0	0	0	1	1	0	1	1	1	0	0	0	0	5
4/11/23	0:15	0	0	0	0	0	1	0	2	1	0	0	0	0	0	4
4/11/23	0:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/11/23	0:45	0	2	0	0	0	0	2	1	1	0	0	0	0	0	6
4/11/23	1:00	0	0	0	0	0	1	1	3	0	0	0	0	0	0	5
4/11/23	1:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/11/23	1:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4/11/23	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	2:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/11/23	2:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/11/23	2:30	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
4/11/23	2:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4/11/23	3:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/11/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	3:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/11/23	3:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/11/23	4:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4
4/11/23	4:15	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
4/11/23	4:30	0	0	0	0	0	1	1	2	1	1	0	0	0	0	6
4/11/23	4:45	0	0	0	0	1	1	2	1	1	0	0	0	0	0	6
4/11/23	5:00	0	0	0	0	0	0	3	4	0	0	0	0	0	0	7
4/11/23	5:15	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
4/11/23	5:30	0	0	0	0	0	4	7	8	1	0	0	0	0	0	20
4/11/23	5:45	0	0	0	0	0	1	8	15	5	0	0	0	0	0	29
4/11/23	6:00	0	0	0	0	0	4	8	9	2	0	0	0	0	0	23
4/11/23	6:15	1	0	0	0	1	13	16	16	3	1	0	0	0	0	51
4/11/23	6:30	3	0	2	0	2	6	26	16	6	3	0	0	0	0	64
4/11/23	6:45	1	0	0	0	0	6	37	28	2	0	0	0	0	0	74
4/11/23	7:00	0	0	0	0	7	18	32	17	2	1	0	0	0	0	77
4/11/23	7:15	4	0	0	1	0	13	29	29	5	1	1	0	0	0	83
4/11/23	7:30	2	0	0	0	1	10	42	50	13	1	1	0	0	0	120
4/11/23	7:45	8	0	0	0	9	17	57	42	8	0	0	0	0	0	141
4/11/23	8:00	3	0	0	0	0	18	54	42	6	2	0	0	0	0	125
4/11/23	8:15	3	0	0	2	0	6	51	23	4	0	1	0	0	0	90
4/11/23	8:30	3	0	1	0	2	9	30	31	9	3	2	0	0	0	90
4/11/23	8:45	1	0	0	0	1	19	36	28	5	1	0	0	0	0	91
4/11/23	9:00	0	0	0	1	5	7	24	20	8	2	1	0	0	0	68
4/11/23	9:15	0	0	0	0	2	7	20	21	5	3	1	0	0	0	59
4/11/23	9:30	2	0	0	1	6	4	18	11	4	1	0	0	0	0	47
4/11/23	9:45	1	0	0	0	3	11	35	11	5	0	0	0	0	0	66
4/11/23	10:00	1	0	0	1	4	9	26	11	7	0	0	0	0	0	59
4/11/23	10:15	1	0	0	2	2	13	19	19	5	0	0	0	0	0	61
4/11/23	10:30	3	0	0	0	1	9	20	24	6	1	0	0	0	0	64
4/11/23	10:45	4	0	0	0	0	4	14	19	11	4	0	1	0	0	57
4/11/23	11:00	2	0	0	1	3	9	30	20	6	0	0	0	0	0	71
4/11/23	11:15	3	0	0	0	0	14	34	34	5	2	0	0	0	0	92
4/11/23	11:30	1	0	0	0	2	13	38	24	7	0	0	0	0	0	85
4/11/23	11:45	3	0	0	0	1	14	45	25	6	0	0	0	0	1	95
4/11/23	12:00	9	0	0	1	5	15	21	34	18	5	1	0	0	0	109
4/11/23	12:15	0	0	0	0	5	16	45	31	14	6	1	0	0	0	118
4/11/23	12:30	4	0	0	0	0	10	40	29	14	4	1	0	0	0	102
4/11/23	12:45	3	0	0	0	0	5	40	53	13	1	0	0	0	0	115
4/11/23	13:00	1	0	0	0	0	14	40	51	9	2	0	0	0	0	117
4/11/23	13:15	2	0	0	0	0	4	27	50	11	1	0	0	0	0	95
4/11/23	13:30	3	0	0	1	2	13	18	35	13	4	0	0	0	0	89
4/11/23	13:45	3	0	0	0	2	5	26	42	14	5	0	0	0	0	97
4/11/23	14:00	2	0	0	0	3	0	35	51	15	1	1	0	0	0	108
4/11/23	14:15	2	0	0	0	3	17	37	32	6	2	1	0	0	0	100
4/11/23	14:30	2	0	0	0	0	6	44	37	15	2	0	0	0	0	106
4/11/23	14:45	6	0	0	0	0	24	47	39	13	2	1	1	0	0	133
4/11/23	15:00	4	0	0	0	5	28	67	47	12	2	0	0	0	0	165
4/11/23	15:15	1	0	0	0	0	5	25	35	17	3	0	0	0	0	86
4/11/23	15:30	5	0	0	0	0	11	42	40	10	3	1	0	0	0	112
4/11/23	15:45	8	0	1	3	7	12	61	83	25	2	1	0	0	0	203
4/11/23	16:00	13	2	4	8	11	48	53	56	13	0	0	0	0	0	208
4/11/23	16:15	51	7	1	0	1	1	0	0	0	0	0	0	0	0	61
4/11/23	16:30	32	0	0	0	0	0	0	0	0	0	0	0	0	0	32
4/11/23	16:45	36	1	2	3	1	0	0	0	0	0	0	0	0	0	43
4/11/23	17:00	11	4	3	0	4	9	25	39	29	3	0	0	0	0	127
4/11/23	17:15	6	0	0	2	4	11	38	56	14	3	1	0	0	0	135

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	17:30	1	0	0	0	0	22	40	50	23	3	2	1	0	0	142
4/11/23	17:45	33	8	0	1	0	5	15	14	1	2	0	0	0	0	79
4/11/23	18:00	44	8	3	0	0	0	0	0	0	0	0	0	0	0	55
4/11/23	18:15	30	0	1	0	1	2	8	13	6	1	1	0	0	0	63
4/11/23	18:30	2	0	0	0	0	8	19	35	16	5	1	0	0	0	86
4/11/23	18:45	1	0	0	0	0	6	24	32	19	1	0	1	0	0	84
4/11/23	19:00	2	0	0	0	1	5	30	36	19	5	0	2	1	0	101
4/11/23	19:15	1	0	0	0	1	6	14	26	15	4	0	0	0	0	67
4/11/23	19:30	1	0	0	0	1	2	15	30	11	2	0	0	0	0	62
4/11/23	19:45	0	0	0	0	0	6	15	32	7	4	4	0	0	0	68
4/11/23	20:00	0	0	0	0	0	4	20	21	7	0	0	0	0	0	52
4/11/23	20:15	1	0	0	0	0	2	9	24	8	3	0	1	0	0	48
4/11/23	20:30	0	0	0	0	1	2	16	23	8	1	0	0	0	0	51
4/11/23	20:45	1	0	0	0	1	0	3	19	12	2	0	0	0	0	38
4/11/23	21:00	0	0	0	0	0	5	19	12	8	0	0	0	0	0	44
4/11/23	21:15	0	0	0	0	0	2	7	13	14	2	1	0	0	0	39
4/11/23	21:30	0	0	0	0	0	5	10	9	1	0	3	0	0	0	28
4/11/23	21:45	0	0	0	0	1	0	3	12	6	2	0	0	0	0	24
4/11/23	22:00	0	0	0	0	0	2	2	6	3	0	0	0	0	0	13
4/11/23	22:15	0	0	0	0	0	2	7	10	5	1	0	0	0	0	25
4/11/23	22:30	0	0	0	0	1	1	7	10	5	1	2	0	0	0	27
4/11/23	22:45	0	0	0	0	3	4	16	13	8	2	0	0	0	0	46
4/11/23	23:00	0	0	0	0	1	11	16	12	5	2	0	0	0	0	47
4/11/23	23:15	0	0	0	0	2	0	4	3	1	1	1	0	0	0	12
4/11/23	23:30	0	0	0	0	1	1	2	4	1	2	0	0	0	0	11
4/11/23	23:45	0	0	0	0	0	2	2	3	1	0	1	0	1	0	10
4/12/23	0:00	0	0	0	1	1	0	1	1	0	1	0	0	0	0	5
4/12/23	0:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4/12/23	0:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4/12/23	0:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4/12/23	1:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
4/12/23	1:15	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3
4/12/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	1:45	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
4/12/23	2:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4/12/23	2:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/12/23	2:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/12/23	2:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/12/23	3:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4/12/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	3:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4/12/23	3:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/12/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	4:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/12/23	4:30	0	0	0	0	0	0	1	2	0	1	0	0	0	0	4
4/12/23	4:45	0	0	0	0	0	1	1	6	1	1	0	0	0	0	10
4/12/23	5:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
4/12/23	5:15	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
4/12/23	5:30	0	0	0	0	0	1	7	9	2	0	0	0	0	0	19
4/12/23	5:45	0	0	1	0	0	1	7	12	12	0	1	0	0	0	34
4/12/23	6:00	0	0	0	0	0	1	5	5	7	2	0	0	0	0	20
4/12/23	6:15	1	0	0	0	0	3	15	15	5	2	1	0	0	0	42
4/12/23	6:30	1	0	0	1	1	4	12	31	10	5	0	0	1	0	66
4/12/23	6:45	2	0	0	0	1	13	19	21	10	1	0	0	0	0	67
4/12/23	7:00	0	0	0	0	1	5	26	18	16	4	0	0	0	0	70
4/12/23	7:15	3	0	0	0	3	13	40	26	8	4	0	0	0	0	97
4/12/23	7:30	1	0	0	0	0	7	34	48	18	0	1	0	0	0	109
4/12/23	7:45	1	0	0	0	0	12	27	41	23	4	0	0	0	0	108
4/12/23	8:00	2	0	0	0	3	7	52	46	18	2	3	0	0	0	133
4/12/23	8:15	4	0	0	0	4	3	37	38	12	3	0	0	0	0	101
4/12/23	8:30	3	0	0	1	6	16	26	38	9	0	0	0	0	0	99
4/12/23	8:45	1	0	0	0	7	8	24	21	11	3	1	0	0	0	76
4/12/23	9:00	3	0	0	0	1	4	21	27	6	1	0	0	0	0	63
4/12/23	9:15	3	0	0	0	3	10	16	21	10	2	1	0	0	0	66
4/12/23	9:30	0	0	0	0	0	14	15	12	5	3	0	0	0	0	49
4/12/23	9:45	1	0	0	0	4	9	14	23	6	2	0	0	1	0	60
4/12/23	10:00	1	0	0	1	0	6	21	17	8	0	0	0	0	0	54
4/12/23	10:15	2	0	0	0	2	5	21	31	6	1	0	0	0	0	68
4/12/23	10:30	1	0	0	0	0	4	23	15	7	2	1	0	0	0	53
4/12/23	10:45	3	0	0	0	11	11	22	18	8	4	0	0	0	1	78

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/12/23	11:00	3	0	1	0	3	13	31	24	12	3	0	0	0	0	90
4/12/23	11:15	1	0	0	0	2	4	22	40	14	5	0	0	0	0	88
4/12/23	11:30	1	0	0	1	3	8	23	37	11	3	1	0	0	0	88
4/12/23	11:45	1	0	0	0	1	5	21	42	14	2	0	0	0	0	86
4/12/23	12:00	2	0	0	1	2	6	44	45	16	3	1	0	0	0	120
4/12/23	12:15	2	0	0	0	1	5	47	33	15	2	0	0	0	0	105
4/12/23	12:30	2	0	0	1	3	8	39	42	26	0	1	0	0	0	122
4/12/23	12:45	1	0	0	0	6	8	24	47	16	4	0	0	0	0	106
4/12/23	13:00	2	0	0	0	4	10	45	30	22	5	0	0	0	0	118
4/12/23	13:15	2	0	0	0	1	4	32	43	10	2	3	0	0	0	97
4/12/23	13:30	3	0	0	0	0	11	38	41	13	5	0	0	0	0	111
4/12/23	13:45	1	0	0	0	2	9	29	40	5	2	0	0	0	0	88
4/12/23	14:00	1	0	0	0	3	4	45	34	15	1	0	0	0	0	103
4/12/23	14:15	2	0	0	0	1	10	31	34	20	2	2	0	0	1	103
4/12/23	14:30	1	0	0	0	1	7	34	37	8	0	1	0	0	0	89
4/12/23	14:45	2	0	0	0	2	17	63	49	12	2	0	0	0	0	147
4/12/23	15:00	8	0	0	0	1	8	38	51	18	3	2	0	1	0	130
4/12/23	15:15	2	0	0	0	0	6	30	43	16	3	1	0	0	0	101
4/12/23	15:30	2	0	0	1	0	6	34	41	16	5	0	0	0	0	105
4/12/23	15:45	4	0	0	3	13	10	15	34	28	4	0	0	0	0	111
4/12/23	16:00	5	0	2	0	1	6	48	60	17	2	0	0	0	0	141
4/12/23	16:15	4	0	0	0	5	8	64	44	11	2	0	0	0	0	138
4/12/23	16:30	3	0	0	0	2	12	38	34	25	4	1	0	0	0	119
4/12/23	16:45	5	0	0	1	2	11	50	48	22	2	0	0	0	0	141
4/12/23	17:00	6	0	0	1	3	13	58	56	16	0	2	0	0	1	156
4/12/23	17:15	4	0	0	0	0	18	67	44	18	8	2	0	0	1	162
4/12/23	17:30	2	0	0	0	3	10	37	51	26	9	1	0	0	0	139
4/12/23	17:45	1	0	0	1	1	5	50	61	27	6	1	0	0	0	153
4/12/23	18:00	0	0	0	1	0	2	38	41	18	5	0	0	2	0	107
4/12/23	18:15	3	0	0	0	0	6	21	41	22	9	0	0	0	0	102
4/12/23	18:30	2	0	0	0	1	3	21	36	19	0	0	0	0	0	82
4/12/23	18:45	4	0	0	0	1	5	22	38	12	4	0	0	0	0	86
4/12/23	19:00	0	0	0	0	4	12	24	34	12	0	0	0	0	0	86
4/12/23	19:15	0	0	0	0	0	13	28	25	10	3	0	0	0	0	79
4/12/23	19:30	2	0	0	0	2	10	19	24	15	5	0	0	0	0	77
4/12/23	19:45	1	0	0	0	0	2	18	27	9	2	2	0	0	0	61
4/12/23	20:00	1	0	0	0	0	6	40	20	17	4	0	1	0	0	89
4/12/23	20:15	1	0	0	0	0	12	20	25	23	2	0	1	0	0	84
4/12/23	20:30	0	0	0	0	0	6	27	36	16	4	0	0	0	0	89
4/12/23	20:45	1	0	0	0	4	12	20	29	12	1	0	0	0	0	79
4/12/23	21:00	0	0	0	0	0	2	27	26	9	0	1	0	0	0	65
4/12/23	21:15	0	0	0	0	0	7	12	25	6	2	1	0	0	0	53
4/12/23	21:30	0	0	0	0	0	2	9	23	12	4	1	0	1	0	52
4/12/23	21:45	1	0	0	0	0	2	13	9	4	1	1	0	0	1	32
4/12/23	22:00	0	0	0	0	0	2	6	9	6	1	1	1	0	0	26
4/12/23	22:15	0	0	0	0	2	7	7	13	4	0	2	0	0	0	35
4/12/23	22:30	0	0	0	0	0	2	6	9	3	3	1	0	0	0	24
4/12/23	22:45	1	0	0	0	3	16	11	11	7	1	0	0	0	0	50
4/12/23	23:00	0	0	0	0	4	6	13	9	4	3	1	0	0	0	40
4/12/23	23:15	1	0	0	0	1	0	2	6	3	1	0	0	0	0	14
4/12/23	23:30	0	0	0	0	1	0	3	3	2	1	1	0	0	0	11
4/12/23	23:45	0	0	0	0	0	0	1	5	1	0	0	0	0	0	7
4/13/23	0:00	0	0	0	0	3	1	3	1	0	0	0	0	0	0	8
4/13/23	0:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/13/23	0:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4/13/23	0:45	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
4/13/23	1:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
4/13/23	1:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4/13/23	1:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
4/13/23	1:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
4/13/23	2:00	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4
4/13/23	2:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/13/23	2:30	0	0	0	0	0	1	0	1	1	0	1	0	0	0	4
4/13/23	2:45	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4/13/23	3:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4/13/23	3:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/13/23	3:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/13/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/13/23	4:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/13/23	4:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	4:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4/13/23	4:45	0	0	0	0	0	1	3	3	0	0	0	0	0	0	7
4/13/23	5:00	0	0	0	0	1	1	0	4	1	0	0	0	0	0	7
4/13/23	5:15	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5
4/13/23	5:30	0	0	0	0	0	0	1	4	6	2	0	0	0	0	13
4/13/23	5:45	0	0	0	0	0	0	3	14	6	0	0	0	0	0	23
4/13/23	6:00	2	0	0	0	0	0	6	9	7	0	2	0	0	0	26
4/13/23	6:15	0	0	1	2	1	4	13	12	11	2	0	0	0	0	46
4/13/23	6:30	1	0	0	2	4	4	21	29	12	3	0	0	0	0	76
4/13/23	6:45	1	0	0	1	0	5	28	31	9	5	1	0	0	0	81
4/13/23	7:00	2	0	0	0	0	12	19	25	9	2	1	0	0	0	70
4/13/23	7:15	3	0	0	0	8	12	21	25	4	3	0	0	0	0	76
4/13/23	7:30	2	0	0	1	6	17	35	40	16	2	1	0	0	0	120
4/13/23	7:45	5	0	0	0	5	2	31	78	9	1	0	0	0	0	131
4/13/23	8:00	3	0	0	0	2	8	40	55	13	1	1	1	0	0	124
4/13/23	8:15	2	0	0	1	0	11	60	22	7	1	1	0	0	0	105
4/13/23	8:30	4	0	0	1	1	8	25	33	16	3	0	0	0	0	91
4/13/23	8:45	1	0	0	1	1	5	32	32	12	0	0	0	0	0	84
4/13/23	9:00	0	0	0	0	1	7	17	19	13	1	0	0	0	0	58
4/13/23	9:15	1	0	0	1	0	1	18	24	12	2	0	0	0	1	60
4/13/23	9:30	0	0	0	0	0	6	18	11	7	1	0	0	0	0	43
4/13/23	9:45	2	0	0	0	1	6	20	28	9	2	0	0	0	0	68
4/13/23	10:00	1	0	0	0	3	7	24	15	11	0	0	0	0	0	61
4/13/23	10:15	2	0	0	0	3	2	16	30	9	2	0	0	0	0	64
4/13/23	10:30	3	0	0	1	1	17	41	12	4	1	0	0	0	0	80
4/13/23	10:45	2	0	0	0	0	8	19	26	13	1	0	0	0	0	69
4/13/23	11:00	2	0	0	0	1	6	31	31	5	4	1	0	0	0	81
4/13/23	11:15	0	0	0	0	1	9	22	36	14	5	0	0	0	0	87
4/13/23	11:30	2	0	0	1	1	6	33	37	12	2	0	0	0	0	94
4/13/23	11:45	1	0	0	0	1	10	42	43	14	1	1	0	0	0	113
4/13/23	12:00	0	0	0	0	0	18	33	26	16	2	1	0	0	0	96
4/13/23	12:15	2	0	0	0	2	15	39	38	17	5	0	0	0	0	118
4/13/23	12:30	6	0	0	0	1	10	38	42	21	4	0	0	0	0	122
4/13/23	12:45	1	0	0	0	0	9	43	33	14	1	0	0	0	0	101
4/13/23	13:00	2	0	0	0	0	20	33	38	10	7	0	0	0	0	110
4/13/23	13:15	2	0	0	0	2	5	23	35	13	3	0	0	0	0	83
4/13/23	13:30	4	0	0	0	3	9	33	49	9	0	0	1	0	0	108
4/13/23	13:45	2	0	0	1	2	9	24	23	7	2	1	0	0	0	71
4/13/23	14:00	2	0	0	0	3	13	26	32	15	1	1	0	0	0	93
4/13/23	14:15	2	0	0	0	1	9	42	40	6	1	0	0	0	0	101
4/13/23	14:30	0	0	0	0	0	4	36	35	18	6	1	0	0	0	100
4/13/23	14:45	1	0	0	2	3	17	34	58	12	2	0	0	0	0	129
4/13/23	15:00	3	0	0	0	0	16	53	48	13	2	1	0	0	0	136
4/13/23	15:15	2	0	0	0	0	10	33	37	23	1	1	0	0	0	107
4/13/23	15:30	4	0	0	0	1	15	33	46	12	2	0	0	0	0	113
4/13/23	15:45	3	0	0	0	4	8	47	43	15	2	1	0	0	0	123
4/13/23	16:00	4	0	0	3	2	19	39	44	13	3	0	0	0	0	127
4/13/23	16:15	6	0	0	0	1	10	36	60	5	1	0	0	0	0	119
4/13/23	16:30	4	0	0	0	0	15	74	27	12	2	0	0	0	0	134
4/13/23	16:45	7	0	0	0	3	14	40	47	17	3	0	0	0	0	131
4/13/23	17:00	2	0	0	0	3	7	26	52	18	0	0	0	1	0	109
4/13/23	17:15	1	0	0	0	1	17	47	49	11	3	1	0	0	0	130
4/13/23	17:30	1	0	0	0	7	7	29	50	25	4	0	0	0	0	123
4/13/23	17:45	2	0	0	1	0	8	54	42	16	1	0	0	0	0	124
4/13/23	18:00	1	0	0	0	3	4	32	40	19	2	0	0	0	0	101
4/13/23	18:15	1	0	0	1	2	12	23	27	17	2	0	0	0	0	85
4/13/23	18:30	0	0	0	0	1	0	22	22	13	3	0	0	0	0	61
4/13/23	18:45	2	0	0	0	1	3	23	38	10	2	0	0	0	0	79
4/13/23	19:00	1	0	0	0	0	6	26	24	7	1	0	0	0	0	65
4/13/23	19:15	0	0	0	0	3	5	25	16	9	4	0	0	1	0	63
4/13/23	19:30	0	0	0	0	0	5	26	12	13	2	0	0	0	0	58
4/13/23	19:45	0	0	0	0	0	3	36	26	5	1	1	0	0	0	72
4/13/23	20:00	0	0	0	0	2	7	17	11	9	0	0	0	0	0	46
4/13/23	20:15	1	4	7	0	0	8	22	7	0	0	0	1	0	0	50
4/13/23	20:30	0	0	0	0	1	3	16	7	3	0	0	0	0	0	30
4/13/23	20:45	0	0	0	0	1	7	18	17	3	1	0	0	0	0	47
4/13/23	21:00	2	0	0	0	0	7	14	9	6	1	0	0	0	0	39
4/13/23	21:15	0	0	0	0	0	4	12	14	1	2	0	0	0	0	33
4/13/23	21:30	0	0	0	0	0	4	11	8	5	2	0	0	0	0	30
4/13/23	21:45	0	0	0	0	0	3	5	13	7	1	0	0	0	0	29

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	22:00	0	0	0	0	0	1	4	10	6	1	0	0	0	0	22
4/13/23	22:15	0	0	0	0	0	2	7	5	3	0	1	0	0	0	18
4/13/23	22:30	0	0	0	0	0	1	4	6	8	2	0	0	0	0	21
4/13/23	22:45	0	0	0	1	1	10	10	18	4	2	0	0	0	0	46
4/13/23	23:00	0	0	1	0	2	11	17	7	4	4	1	0	0	0	47
4/13/23	23:15	0	0	0	1	1	2	5	4	2	1	0	0	0	0	16
4/13/23	23:30	0	0	0	0	0	2	4	3	3	0	0	0	0	0	12
4/13/23	23:45	0	0	0	0	2	0	2	3	2	0	0	0	0	0	9
4/14/23	0:00	0	0	0	0	0	0	5	1	1	0	0	0	0	0	7
4/14/23	0:15	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
4/14/23	0:30	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
4/14/23	0:45	0	0	0	0	0	0	2	2	3	0	0	0	1	0	8
4/14/23	1:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/14/23	1:15	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
4/14/23	1:30	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
4/14/23	1:45	0	0	0	0	0	0	1	0	2	0	1	0	0	0	4
4/14/23	2:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/14/23	2:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4/14/23	2:30	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
4/14/23	2:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/14/23	3:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/14/23	3:15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
4/14/23	3:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/14/23	3:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/14/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/14/23	4:15	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
4/14/23	4:30	0	0	0	0	0	0	1	3	1	1	0	0	0	0	6
4/14/23	4:45	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
4/14/23	5:00	0	0	0	0	0	1	4	3	0	0	0	0	0	0	8
4/14/23	5:15	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
4/14/23	5:30	0	0	0	0	0	2	5	2	4	2	1	0	0	0	16
4/14/23	5:45	0	0	0	0	0	0	6	11	6	0	0	0	0	0	23
4/14/23	6:00	0	0	0	0	0	2	3	4	1	1	0	0	0	0	11
4/14/23	6:15	0	0	0	0	0	2	12	17	6	5	0	0	0	0	42
4/14/23	6:30	0	0	0	0	1	3	21	21	12	2	2	0	0	0	62
4/14/23	6:45	0	0	0	0	1	2	26	27	6	3	1	0	0	0	66
4/14/23	7:00	0	0	0	0	0	8	15	30	14	1	0	0	0	0	68
4/14/23	7:15	1	0	0	2	1	5	26	25	5	2	1	0	0	0	68
4/14/23	7:30	2	0	0	0	1	10	36	31	11	2	0	0	0	0	93
4/14/23	7:45	7	0	0	0	2	3	36	32	13	4	1	0	0	0	98
4/14/23	8:00	0	0	0	1	0	0	26	23	10	4	1	1	1	0	67
4/14/23	8:15	1	0	0	1	4	4	24	16	6	2	0	0	0	0	58
4/14/23	8:30	1	0	1	5	1	3	26	26	11	0	0	0	0	0	74
4/14/23	8:45	1	0	0	0	5	9	14	23	7	4	2	0	0	0	65
4/14/23	9:00	2	0	0	0	3	1	17	24	6	4	0	0	0	0	57
4/14/23	9:15	0	0	0	1	0	2	12	20	2	5	0	0	0	0	42
4/14/23	9:30	1	0	0	0	1	10	23	5	3	3	0	0	0	0	46
4/14/23	9:45	1	0	0	1	0	9	22	6	12	2	0	0	0	0	53
4/14/23	10:00	1	0	0	1	2	7	17	17	6	2	0	0	0	0	53
4/14/23	10:15	2	0	1	0	2	9	9	7	6	1	1	0	0	0	38
4/14/23	10:30	2	1	0	0	3	7	22	21	3	3	1	0	0	0	63
4/14/23	10:45	0	0	0	0	2	8	27	25	12	0	0	0	0	0	74
4/14/23	11:00	0	0	0	0	4	5	27	20	10	1	1	0	0	0	68
4/14/23	11:15	1	0	0	1	9	3	32	23	2	3	0	0	0	0	74
4/14/23	11:30	2	0	0	0	0	6	24	23	8	3	2	0	0	0	68
4/14/23	11:45	5	0	0	0	5	4	25	27	7	1	1	0	0	0	75
4/14/23	12:00	1	0	0	1	2	14	29	40	10	2	0	0	0	0	99
4/14/23	12:15	1	0	0	1	1	10	28	35	12	5	0	0	0	0	93
4/14/23	12:30	1	0	0	1	1	7	38	41	13	2	1	0	0	0	105
4/14/23	12:45	2	0	3	13	1	10	44	45	9	3	0	0	0	0	130
4/14/23	13:00	2	0	1	1	1	5	27	41	15	3	0	0	0	0	96
4/14/23	13:15	0	1	1	1	2	6	31	34	17	1	0	0	0	0	94
4/14/23	13:30	0	0	0	0	2	9	32	48	17	4	0	0	0	0	112
4/14/23	13:45	3	0	0	0	4	6	20	29	16	1	1	0	0	0	80
4/14/23	14:00	3	0	0	1	1	9	30	38	12	1	1	0	0	0	96
4/14/23	14:15	1	0	0	0	4	12	39	43	14	4	0	0	0	0	117
4/14/23	14:30	2	0	0	1	2	15	37	48	12	4	1	0	0	0	122
4/14/23	14:45	4	0	0	0	11	17	43	47	17	2	1	0	0	0	142
4/14/23	15:00	9	0	0	1	6	21	48	42	9	2	1	0	0	0	139
4/14/23	15:15	4	0	0	0	6	18	41	24	2	1	0	0	0	0	96

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/14/23	15:30	5	0	0	5	17	43	29	10	4	0	0	0	0	0	113
4/14/23	15:45	6	0	0	0	2	18	41	57	16	2	0	0	0	0	142
4/14/23	16:00	4	0	0	0	1	17	57	68	14	7	1	0	0	0	169
4/14/23	16:15	5	0	0	0	3	9	39	46	22	3	2	1	0	0	130
4/14/23	16:30	3	0	0	0	0	9	39	40	6	6	1	0	0	0	104
4/14/23	16:45	3	0	0	2	4	8	33	36	14	3	0	1	0	0	104
4/14/23	17:00	6	0	0	1	2	8	37	34	17	4	0	1	0	0	110
4/14/23	17:15	6	0	0	0	1	15	29	41	12	0	0	0	0	0	104
4/14/23	17:30	1	0	0	1	2	11	37	34	12	2	2	0	0	0	102
4/14/23	17:45	2	0	0	0	1	6	35	55	21	5	1	0	0	0	126
4/14/23	18:00	3	0	0	0	1	10	22	36	24	2	0	0	0	0	98
4/14/23	18:15	2	0	0	0	0	5	27	40	19	0	0	0	0	0	93
4/14/23	18:30	9	0	0	0	0	7	28	34	11	1	0	0	0	0	90
4/14/23	18:45	1	0	0	0	1	3	17	31	14	7	0	0	0	0	74
4/14/23	19:00	4	0	0	0	0	3	18	26	13	5	4	2	0	0	75
4/14/23	19:15	0	0	0	0	2	4	31	34	7	1	0	0	0	0	79
4/14/23	19:30	0	0	0	0	1	1	27	21	9	2	0	1	0	0	62
4/14/23	19:45	0	0	0	0	2	4	20	23	11	1	0	0	0	0	61
4/14/23	20:00	1	0	0	1	2	2	27	17	8	1	0	0	0	0	59
4/14/23	20:15	1	0	0	0	0	4	12	17	10	2	0	0	0	0	46
4/14/23	20:30	0	0	0	0	0	9	19	16	5	0	0	0	0	0	49
4/14/23	20:45	1	0	0	1	0	9	13	20	10	0	1	0	0	0	55
4/14/23	21:00	1	0	0	0	0	4	16	13	7	2	0	0	0	0	43
4/14/23	21:15	0	0	0	0	0	5	16	11	7	3	0	0	0	0	42
4/14/23	21:30	0	0	0	0	0	2	8	11	7	1	0	0	1	0	30
4/14/23	21:45	0	0	0	0	0	1	9	16	4	2	0	0	0	0	32
4/14/23	22:00	0	0	0	0	0	6	10	14	4	1	0	0	0	0	35
4/14/23	22:15	0	0	0	0	0	0	10	9	7	1	0	0	0	0	27
4/14/23	22:30	0	0	0	0	0	2	11	5	3	3	0	1	0	0	25
4/14/23	22:45	1	0	0	0	0	14	12	15	7	2	0	0	0	0	51
4/14/23	23:00	2	0	0	0	4	11	23	11	1	0	1	0	0	0	53
4/14/23	23:15	0	0	0	0	0	1	4	2	3	2	1	0	0	0	13
4/14/23	23:30	0	0	0	0	1	0	2	6	0	4	0	0	0	0	13
4/14/23	23:45	0	0	0	0	0	1	2	5	1	0	1	0	0	0	10
4/15/23	0:00	2	1	0	0	0	0	5	4	2	1	0	0	0	0	15
4/15/23	0:15	0	0	0	0	0	0	0	0	3	2	2	0	0	0	7
4/15/23	0:30	0	0	0	0	0	1	3	2	1	0	0	0	1	0	8
4/15/23	0:45	0	0	0	0	0	0	3	3	0	1	0	0	0	0	7
4/15/23	1:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/15/23	1:15	0	0	0	0	0	0	1	3	1	1	0	0	0	0	6
4/15/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	1:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/15/23	2:00	0	0	0	0	1	0	3	1	1	0	0	0	0	0	6
4/15/23	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	2:30	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
4/15/23	2:45	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
4/15/23	3:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4/15/23	3:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/15/23	3:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/15/23	3:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/15/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	4:15	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
4/15/23	4:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4/15/23	4:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/15/23	5:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/15/23	5:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4/15/23	5:30	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4
4/15/23	5:45	0	0	0	0	0	0	3	4	1	0	2	0	0	0	10
4/15/23	6:00	0	0	0	0	0	1	0	1	4	0	0	0	0	0	6
4/15/23	6:15	0	0	0	0	0	0	2	1	1	3	0	0	0	0	7
4/15/23	6:30	0	0	0	0	0	1	1	3	3	0	0	0	0	0	8
4/15/23	6:45	0	0	0	0	0	0	3	3	1	2	0	0	0	0	9
4/15/23	7:00	1	0	0	0	0	2	8	6	4	1	0	0	0	0	22
4/15/23	7:15	0	0	0	0	1	0	3	5	1	0	1	0	0	0	11
4/15/23	7:30	1	0	0	0	0	1	3	12	7	3	0	0	0	0	27
4/15/23	7:45	0	0	0	0	0	2	2	9	8	0	0	0	0	0	21
4/15/23	8:00	1	0	0	0	0	1	2	9	6	2	0	0	0	0	21
4/15/23	8:15	0	0	0	0	0	1	4	6	4	1	0	0	0	0	16
4/15/23	8:30	0	0	0	0	0	0	12	13	10	1	1	0	0	0	37
4/15/23	8:45	0	0	0	0	0	2	7	13	8	4	0	0	0	0	34

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/15/23	9:00	1	0	0	0	0	1	7	21	9	1	0	0	1	0	41
4/15/23	9:15	0	0	0	1	0	0	8	24	9	4	1	0	0	0	47
4/15/23	9:30	1	0	0	0	0	1	11	21	6	0	2	0	1	0	43
4/15/23	9:45	0	0	0	0	0	5	15	22	7	1	1	0	0	0	51
4/15/23	10:00	0	0	0	0	0	2	8	16	6	4	0	0	0	0	36
4/15/23	10:15	1	0	0	0	0	1	17	20	13	6	1	0	0	0	59
4/15/23	10:30	0	0	0	0	0	2	11	22	17	2	1	0	0	0	55
4/15/23	10:45	0	0	0	1	0	1	13	22	12	5	1	0	0	0	55
4/15/23	11:00	1	0	0	0	0	5	16	28	20	2	0	0	0	0	72
4/15/23	11:15	5	0	0	0	1	2	13	27	10	2	1	0	0	0	61
4/15/23	11:30	1	0	0	0	0	3	16	38	20	1	0	0	0	0	79
4/15/23	11:45	2	0	0	0	1	2	18	26	16	6	0	0	0	0	71
4/15/23	12:00	0	0	0	0	0	4	17	31	19	1	1	0	0	0	73
4/15/23	12:15	2	0	0	0	2	4	21	39	19	2	0	0	0	0	89
4/15/23	12:30	4	0	0	0	0	2	24	40	12	2	2	0	0	0	86
4/15/23	12:45	1	0	0	0	1	1	27	24	16	2	0	0	0	0	72
4/15/23	13:00	0	0	0	0	0	5	30	52	30	4	1	0	0	0	122
4/15/23	13:15	0	0	0	0	0	3	42	37	20	3	2	1	0	0	108
4/15/23	13:30	4	0	0	0	1	7	25	35	12	2	0	0	0	0	86
4/15/23	13:45	6	0	0	0	1	1	15	49	16	3	1	0	0	0	92
4/15/23	14:00	2	0	0	0	0	5	53	37	11	5	0	0	0	0	113
4/15/23	14:15	3	0	0	0	0	16	17	40	12	7	4	0	0	0	99
4/15/23	14:30	0	0	0	0	1	3	34	44	14	4	1	0	0	0	101
4/15/23	14:45	5	1	0	0	0	2	33	44	13	3	1	0	0	0	102
4/15/23	15:00	1	0	0	0	1	11	23	40	15	1	1	0	0	0	93
4/15/23	15:15	2	0	0	0	0	3	28	44	20	1	2	1	0	1	102
4/15/23	15:30	1	0	0	0	0	3	20	25	26	8	1	0	1	0	85
4/15/23	15:45	0	0	0	0	0	4	31	32	14	3	1	0	0	0	85
4/15/23	16:00	2	0	0	0	2	7	25	34	16	2	0	0	0	0	88
4/15/23	16:15	1	0	0	0	0	4	27	46	16	1	1	0	0	0	96
4/15/23	16:30	3	0	0	0	0	3	22	35	16	2	1	0	0	0	82
4/15/23	16:45	2	0	0	0	1	10	32	57	30	6	3	0	0	0	141
4/15/23	17:00	4	0	0	0	0	2	38	65	21	7	0	0	0	0	137
4/15/23	17:15	2	0	0	0	0	10	16	27	20	10	1	1	0	0	87
4/15/23	17:30	1	0	0	0	0	5	21	33	15	4	1	0	0	0	80
4/15/23	17:45	0	0	0	0	0	9	28	26	18	3	1	0	0	0	85
4/15/23	18:00	1	0	0	0	1	3	19	41	13	6	0	0	0	0	84
4/15/23	18:15	0	0	0	0	0	6	12	27	17	4	2	0	0	0	68
4/15/23	18:30	0	0	0	0	0	1	25	25	8	3	2	0	0	0	64
4/15/23	18:45	1	0	0	0	0	3	14	37	15	4	0	0	0	1	75
4/15/23	19:00	0	0	0	0	0	7	26	40	12	3	0	0	0	0	88
4/15/23	19:15	0	0	0	0	2	4	23	28	4	4	0	0	0	0	65
4/15/23	19:30	0	0	0	1	1	4	19	30	10	0	0	0	0	0	65
4/15/23	19:45	1	0	0	0	0	2	15	32	9	1	0	0	0	0	60
4/15/23	20:00	0	0	0	0	1	6	12	17	10	1	1	0	0	1	49
4/15/23	20:15	1	0	0	0	0	3	8	20	10	3	0	0	0	0	45
4/15/23	20:30	0	0	0	0	0	2	11	29	9	2	0	0	0	0	53
4/15/23	20:45	0	0	0	0	0	4	12	16	6	4	0	0	0	0	42
4/15/23	21:00	0	0	0	0	0	5	11	17	10	3	1	0	0	0	47
4/15/23	21:15	0	0	0	0	0	4	11	18	2	1	1	0	0	0	37
4/15/23	21:30	0	0	0	0	0	1	16	9	2	0	0	1	0	0	29
4/15/23	21:45	0	0	0	0	0	4	7	6	4	1	0	0	0	0	22
4/15/23	22:00	0	0	0	0	1	3	6	10	8	2	1	0	0	0	31
4/15/23	22:15	0	0	0	0	3	2	9	6	4	2	0	0	0	0	26
4/15/23	22:30	0	0	0	0	0	1	5	8	5	0	1	1	0	0	21
4/15/23	22:45	0	0	0	0	0	3	9	6	5	0	0	0	0	0	23
4/15/23	23:00	0	0	0	0	0	1	3	6	3	2	0	0	0	0	15
4/15/23	23:15	0	0	0	0	1	3	5	7	0	0	0	0	0	0	16
4/15/23	23:30	0	0	0	1	0	2	3	4	4	0	0	0	0	0	14
4/15/23	23:45	0	0	0	0	0	1	4	6	1	0	0	0	0	0	12
4/16/23	0:00	0	0	0	0	0	0	2	4	4	1	1	0	0	0	12
4/16/23	0:15	0	0	0	0	0	0	4	3	1	1	0	0	0	0	9
4/16/23	0:30	0	0	0	0	0	1	1	5	2	2	0	0	0	0	11
4/16/23	0:45	0	0	0	0	0	1	4	4	0	0	0	0	0	1	10
4/16/23	1:00	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
4/16/23	1:15	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
4/16/23	1:30	0	0	0	0	0	0	2	1	2	1	0	0	0	0	6
4/16/23	1:45	0	0	0	0	1	0	3	0	0	1	0	0	0	0	5
4/16/23	2:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
4/16/23	2:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	2:30	0	0	0	0	2	0	4	0	0	0	0	0	0	0	6
4/16/23	2:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4/16/23	3:00	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
4/16/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	3:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5
4/16/23	4:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/16/23	4:30	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
4/16/23	4:45	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
4/16/23	5:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/16/23	5:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/16/23	5:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4
4/16/23	5:45	0	0	0	0	0	1	0	2	1	0	0	0	0	0	4
4/16/23	6:00	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3
4/16/23	6:15	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
4/16/23	6:30	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
4/16/23	6:45	0	0	0	0	0	1	1	2	2	0	0	0	0	0	6
4/16/23	7:00	0	0	0	0	1	6	4	4	0	0	1	0	0	0	16
4/16/23	7:15	0	0	0	0	0	0	4	3	1	0	1	0	0	0	9
4/16/23	7:30	0	0	0	0	0	1	4	1	4	1	0	0	0	0	11
4/16/23	7:45	0	0	0	0	0	2	2	4	0	0	1	0	0	0	9
4/16/23	8:00	0	0	0	0	0	1	3	5	1	0	0	0	0	0	10
4/16/23	8:15	0	0	0	0	0	1	9	5	1	1	0	0	0	0	17
4/16/23	8:30	0	0	0	1	1	1	7	10	4	0	0	0	0	0	24
4/16/23	8:45	0	0	0	0	1	2	13	22	11	1	2	0	0	0	52
4/16/23	9:00	0	0	0	0	0	2	6	13	12	3	0	0	0	0	36
4/16/23	9:15	0	0	0	0	0	0	12	10	6	1	0	0	0	0	29
4/16/23	9:30	1	0	0	0	0	3	6	14	9	2	1	0	0	0	36
4/16/23	9:45	0	0	0	0	0	0	10	20	10	4	0	0	0	0	44
4/16/23	10:00	0	0	0	0	0	0	9	14	11	1	0	0	1	0	36
4/16/23	10:15	0	0	0	0	3	2	11	13	6	2	1	0	0	0	38
4/16/23	10:30	1	0	0	0	0	0	18	19	11	2	1	0	0	0	52
4/16/23	10:45	1	0	0	0	0	5	12	6	9	2	1	0	0	0	36
4/16/23	11:00	3	0	0	0	0	3	16	21	5	3	3	0	0	0	54
4/16/23	11:15	2	0	0	0	2	2	12	21	13	3	1	0	0	0	56
4/16/23	11:30	2	0	0	1	0	2	7	21	15	2	0	0	0	0	50
4/16/23	11:45	0	0	0	0	0	2	17	23	11	2	1	0	0	0	56
4/16/23	12:00	2	0	0	0	0	5	11	18	13	3	0	0	0	1	53
4/16/23	12:15	0	0	0	0	0	4	20	27	13	1	0	0	0	0	65
4/16/23	12:30	3	0	0	0	0	2	12	32	13	1	0	1	0	0	64
4/16/23	12:45	1	0	0	0	1	7	18	27	14	6	0	1	0	0	75
4/16/23	13:00	6	0	1	0	1	8	31	22	13	2	0	0	0	0	84
4/16/23	13:15	0	0	0	0	2	4	16	58	18	1	1	0	0	0	100
4/16/23	13:30	1	0	0	0	1	9	26	24	18	4	0	0	0	1	84
4/16/23	13:45	1	0	0	0	0	6	31	30	15	3	1	0	0	0	87
4/16/23	14:00	1	0	0	0	0	1	13	30	20	5	0	0	0	0	70
4/16/23	14:15	2	0	0	0	0	5	18	24	20	1	2	0	0	0	72
4/16/23	14:30	2	0	0	0	2	5	37	41	14	0	1	0	0	0	102
4/16/23	14:45	5	0	0	0	0	8	22	33	23	2	1	0	0	0	94
4/16/23	15:00	1	0	0	0	0	3	21	30	11	3	1	0	0	0	70
4/16/23	15:15	1	0	0	0	0	5	18	23	12	4	1	0	0	0	64
4/16/23	15:30	2	0	0	0	0	0	14	25	22	6	1	0	0	0	70
4/16/23	15:45	3	0	0	0	0	5	19	33	12	8	3	0	0	0	83
4/16/23	16:00	1	0	0	0	1	6	20	37	17	2	0	1	0	0	85
4/16/23	16:15	1	0	0	0	0	4	23	30	21	8	0	1	0	0	88
4/16/23	16:30	1	0	0	0	0	12	9	24	14	8	1	0	0	0	69
4/16/23	16:45	0	0	0	0	0	4	18	26	9	3	0	0	1	0	61
4/16/23	17:00	2	0	0	0	1	3	12	37	21	3	0	0	0	0	79
4/16/23	17:15	0	0	0	1	1	8	14	17	13	2	0	1	0	0	57
4/16/23	17:30	1	0	0	0	0	7	14	14	10	2	1	0	0	0	49
4/16/23	17:45	0	0	0	0	0	1	9	21	17	4	1	0	0	0	53
4/16/23	18:00	1	0	0	0	1	0	14	35	14	3	0	1	0	0	69
4/16/23	18:15	0	0	0	0	0	5	9	32	11	4	0	0	0	0	61
4/16/23	18:30	1	0	0	0	3	4	16	20	11	3	1	0	0	0	59
4/16/23	18:45	1	0	0	1	0	0	10	23	12	6	0	0	0	0	53
4/16/23	19:00	2	0	0	0	0	6	14	18	12	6	0	0	0	0	58
4/16/23	19:15	0	0	0	0	0	6	8	13	12	5	0	0	0	0	44
4/16/23	19:30	0	0	0	0	0	0	18	23	7	2	1	0	0	0	51
4/16/23	19:45	0	0	0	0	0	0	10	21	10	3	0	0	0	0	44

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	20:00	0	0	0	0	0	3	13	16	6	3	0	1	0	0	42
4/16/23	20:15	0	0	0	1	0	5	11	8	5	3	0	0	0	0	33
4/16/23	20:30	0	0	0	1	0	4	9	5	5	4	0	1	0	0	29
4/16/23	20:45	0	0	0	0	1	3	8	9	4	0	0	0	0	0	25
4/16/23	21:00	0	0	0	0	0	0	11	7	6	2	1	0	0	0	27
4/16/23	21:15	0	0	0	0	1	0	5	10	5	1	0	0	0	0	22
4/16/23	21:30	0	0	0	0	0	1	1	6	2	1	1	1	0	0	13
4/16/23	21:45	0	0	0	0	0	0	2	5	3	0	0	0	0	0	10
4/16/23	22:00	0	0	0	0	0	3	3	6	4	0	1	0	0	0	17
4/16/23	22:15	0	0	0	0	0	0	7	12	2	0	0	1	0	0	22
4/16/23	22:30	1	0	0	0	0	0	4	6	4	1	0	1	0	0	17
4/16/23	22:45	0	0	0	0	0	3	0	1	3	0	0	0	0	0	7
4/16/23	23:00	0	0	0	0	0	2	2	2	6	1	0	0	0	0	13
4/16/23	23:15	0	0	0	0	0	0	4	0	3	0	0	0	0	0	7
4/16/23	23:30	0	0	0	0	0	0	2	4	1	0	0	0	0	0	7
4/16/23	23:45	0	0	0	0	0	1	0	3	0	2	0	0	0	0	6
4/17/23	0:00	0	0	0	0	0	2	1	2	1	1	0	0	0	0	7
4/17/23	0:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4/17/23	0:30	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
4/17/23	0:45	0	0	0	0	0	1	1	3	0	0	1	0	0	0	6
4/17/23	1:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4/17/23	1:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/17/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:45	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
4/17/23	2:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/17/23	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	2:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/17/23	2:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/17/23	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/17/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	4:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/17/23	4:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4/17/23	4:30	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3
4/17/23	4:45	0	0	0	0	0	1	2	4	0	0	0	0	0	0	7
4/17/23	5:00	0	0	0	0	0	0	1	0	2	2	0	0	0	0	5
4/17/23	5:15	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
4/17/23	5:30	0	0	0	0	1	0	2	7	3	0	1	0	0	0	14
4/17/23	5:45	0	0	0	0	0	0	4	9	11	1	0	0	0	0	25
4/17/23	6:00	0	0	0	0	0	1	7	7	5	1	0	0	0	0	21
4/17/23	6:15	1	0	0	0	1	1	12	16	11	2	0	0	0	0	44
4/17/23	6:30	0	0	0	0	1	3	21	10	16	4	0	2	0	0	57
4/17/23	6:45	0	0	0	0	1	10	25	26	14	1	1	0	0	0	78
4/17/23	7:00	1	0	1	4	0	10	32	29	8	3	1	0	0	0	89
4/17/23	7:15	1	0	0	0	0	8	25	26	15	3	0	0	0	0	78
4/17/23	7:30	2	0	0	0	0	6	40	29	9	1	0	0	0	0	87
4/17/23	7:45	4	0	0	0	0	6	49	39	22	5	0	0	0	0	125
4/17/23	8:00	2	0	0	0	2	7	35	42	11	1	2	0	1	0	103
4/17/23	8:15	1	0	0	0	0	6	20	20	16	1	0	0	0	0	64
4/17/23	8:30	3	0	0	0	0	1	25	31	13	3	1	0	0	0	77
4/17/23	8:45	1	0	0	0	1	6	26	24	18	3	0	0	0	0	79
4/17/23	9:00	2	0	0	0	2	6	14	16	5	2	0	0	0	0	47
4/17/23	9:15	0	0	0	0	1	6	20	18	6	1	0	0	0	0	52
4/17/23	9:30	1	0	0	0	1	2	14	24	6	0	1	0	0	0	49
4/17/23	9:45	0	0	0	9	4	7	12	18	8	0	0	1	0	0	59
4/17/23	10:00	0	0	0	0	3	12	12	15	12	2	0	0	0	0	56
4/17/23	10:15	2	0	0	0	0	5	23	23	7	1	0	0	0	0	61
4/17/23	10:30	2	0	0	0	0	6	14	19	7	6	0	0	0	0	54
4/17/23	10:45	5	0	0	0	1	3	18	27	13	1	0	0	0	0	68
4/17/23	11:00	1	0	0	1	1	5	22	22	6	2	2	0	0	0	62
4/17/23	11:15	1	0	0	1	0	7	30	18	16	2	0	0	0	0	75
4/17/23	11:30	4	0	0	0	6	6	20	24	13	1	1	0	0	0	75
4/17/23	11:45	2	0	0	0	0	3	23	42	15	2	0	0	0	0	87
4/17/23	12:00	2	0	0	0	2	9	24	41	20	2	0	1	0	0	101
4/17/23	12:15	1	0	0	0	0	6	37	42	18	0	0	0	0	0	104
4/17/23	12:30	3	0	0	0	2	6	26	32	24	4	1	0	0	0	98
4/17/23	12:45	0	0	0	0	2	12	29	37	14	2	1	0	0	0	97
4/17/23	13:00	1	0	1	0	0	6	23	52	18	1	0	0	0	0	102
4/17/23	13:15	2	0	0	0	0	6	32	38	13	3	0	0	0	0	94

Date	Start Time	EB															Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
4/17/23	13:30	2	0	0	0	1	3	34	31	13	2	0	0	0	0		86
4/17/23	13:45	0	0	0	0	1	10	28	33	11	2	0	0	0	0		85
4/17/23	14:00	1	0	0	0	3	9	16	37	21	6	1	0	0	0		94
4/17/23	14:15	2	0	0	0	5	11	36	44	16	5	0	0	0	0		119
4/17/23	14:30	2	0	0	0	3	7	34	32	14	2	1	0	0	0		95
4/17/23	14:45	7	0	0	0	1	16	48	47	11	1	0	0	0	0		131
4/17/23	15:00	2	0	0	0	2	9	65	52	14	2	1	0	0	0		147
4/17/23	15:15	6	0	0	0	2	2	28	52	16	3	0	0	0	0		109
4/17/23	15:30	1	0	0	0	4	11	52	34	9	4	1	0	0	0		116
4/17/23	15:45	4	0	0	0	0	3	30	46	17	4	0	0	0	0		104
4/17/23	16:00	1	0	0	0	2	13	57	53	8	1	1	1	0	0		137
4/17/23	16:15	2	0	0	0	1	7	28	59	16	0	0	0	0	0		113
4/17/23	16:30	2	0	0	0	4	10	31	34	16	6	2	0	0	0		105
4/17/23	16:45	1	0	0	0	1	10	56	61	12	4	2	0	0	0		147
4/17/23	17:00	3	0	0	0	0	8	69	56	21	2	0	0	0	0		159
4/17/23	17:15	39	3	3	2	2	2	6	3	0	0	0	0	0	0		60
4/17/23	17:30	44	2	0	0	0	0	0	0	0	0	0	0	0	0		46
4/17/23	17:45	28	0	0	1	0	3	18	15	7	3	0	0	0	0		75
4/17/23	18:00	2	0	0	1	3	7	50	59	16	7	1	0	0	0		146
4/17/23	18:15	22	4	0	0	4	9	18	40	18	1	1	0	0	0		117
4/17/23	18:30	41	1	0	0	0	1	0	2	3	0	1	0	0	0		49
4/17/23	18:45	0	0	0	0	0	5	10	32	20	2	0	0	0	0		69
4/17/23	19:00	0	0	0	0	0	1	26	31	17	1	2	0	0	0		78
4/17/23	19:15	0	0	0	0	0	0	15	35	7	2	1	0	0	0		60
4/17/23	19:30	0	0	0	0	1	0	12	25	9	3	0	0	0	0		50
4/17/23	19:45	1	0	0	0	2	9	13	23	5	0	1	0	0	0		54
4/17/23	20:00	0	0	0	1	0	6	15	13	12	0	0	0	0	0		47
4/17/23	20:15	0	0	0	0	0	6	16	18	2	1	0	0	0	0		43
4/17/23	20:30	1	0	0	0	1	8	21	16	2	1	1	0	0	0		51
4/17/23	20:45	1	0	0	0	0	3	17	8	6	0	0	0	0	0		35
4/17/23	21:00	0	0	0	0	0	0	7	16	6	2	0	1	0	0		32
4/17/23	21:15	0	0	0	0	2	3	10	15	7	3	0	0	0	1		41
4/17/23	21:30	0	0	0	0	1	3	0	9	5	1	1	0	0	0		20
4/17/23	21:45	0	0	0	0	0	1	0	11	3	2	0	0	0	0		17
4/17/23	22:00	0	0	0	0	1	2	5	9	4	1	0	1	0	0		23
4/17/23	22:15	0	0	0	0	0	0	4	4	0	2	0	0	0	1		11
4/17/23	22:30	0	0	0	0	0	1	6	6	1	0	0	0	1	0		15
4/17/23	22:45	0	0	0	0	4	6	19	11	5	1	0	0	0	0		46
4/17/23	23:00	0	0	0	0	3	14	13	9	8	2	0	0	0	0		49
4/17/23	23:15	0	0	0	0	1	2	2	3	1	1	0	0	0	0		10
4/17/23	23:30	0	0	0	1	0	0	1	1	2	0	0	0	0	0		5
4/17/23	23:45	0	0	0	0	2	1	5	0	2	1	0	1	0	0		12
Total		1,118	50	44	143	651	3,145	11,246	13,141	5,331	1,145	248	46	22	15	0	36,345
Percent		3%	0%	0%	0%	2%	9%	31%	36%	15%	3%	1%	0%	0%	0%	0%	
Day 1		371	32	18	28	124	629	1,829	1,914	640	128	32	7	2	1	0	5,755
Percent		6%	1%	0%	0%	2%	11%	32%	33%	11%	2%	1%	0%	0%	0%	0%	
Day 2		124	0	4	15	139	538	1,998	2,265	941	196	40	3	6	5	0	6,274
Percent		2%	0%	0%	0%	2%	9%	32%	36%	15%	3%	1%	0%	0%	0%	0%	
Day 3		113	4	9	23	106	574	1,952	2,081	766	141	21	3	3	1	0	5,797
Percent		2%	0%	0%	0%	2%	10%	34%	36%	13%	2%	0%	0%	0%	0%	0%	
Day 4		130	2	7	46	139	543	1,809	1,931	709	172	37	9	3	0	0	5,537
Percent		2%	0%	0%	1%	3%	10%	33%	35%	13%	3%	1%	0%	0%	0%	0%	
Day 5		67	2	0	4	24	240	1,162	1,777	808	189	50	5	4	3	0	4,335
Percent		2%	0%	0%	0%	1%	6%	27%	41%	19%	4%	1%	0%	0%	0%	0%	
Day 6		53	0	1	6	29	215	844	1,248	683	172	37	11	2	3	0	3,304
Percent		2%	0%	0%	0%	1%	7%	26%	38%	21%	5%	1%	0%	0%	0%	0%	
Day 7		260	10	5	21	90	406	1,652	1,925	784	147	31	8	2	2	0	5,343
Percent		5%	0%	0%	0%	2%	8%	31%	36%	15%	3%	1%	0%	0%	0%	0%	
Average		160	7	6	20	93	449	1,607	1,877	762	164	35	7	3	2	0	5,192
Percent		3%	0%	0%	0%	2%	9%	31%	36%	15%	3%	1%	0%	0%	0%	0%	

Date	Start Time	EB															Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Date	Start Time	WB															Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
4/11/23	0:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0		3
4/11/23	0:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0		4
4/11/23	0:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0		2
4/11/23	0:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0		2
4/11/23	1:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0		3
4/11/23	1:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0		3
4/11/23	1:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0		2
4/11/23	1:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0		1
4/11/23	2:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0		1
4/11/23	2:15	0	0	0	0	0	1	0	0	0	0	0	1	0	0		2
4/11/23	2:30	0	0	0	0	0	0	2	1	0	0	0	0	0	0		3
4/11/23	2:45	0	0	0	0	1	2	2	2	2	0	0	0	0	0		9
4/11/23	3:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0		2
4/11/23	3:15	0	0	0	0	1	2	0	1	0	0	0	0	0	0		4
4/11/23	3:30	0	0	0	0	1	1	1	1	0	0	0	0	0	0		4
4/11/23	3:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0		1
4/11/23	4:00	0	0	0	0	0	1	2	2	0	0	0	0	0	0		5
4/11/23	4:15	0	0	0	0	1	2	0	0	1	0	0	0	0	0		4
4/11/23	4:30	0	0	0	0	0	2	1	2	1	0	0	0	0	0		6
4/11/23	4:45	0	0	0	0	0	3	3	3	0	2	0	0	0	0		11
4/11/23	5:00	0	0	0	0	0	2	5	1	0	0	0	0	0	0		8
4/11/23	5:15	1	0	0	0	1	2	3	3	0	0	0	0	0	0		10
4/11/23	5:30	0	0	0	0	0	1	8	3	0	2	1	0	0	0		15
4/11/23	5:45	0	0	0	0	1	5	15	8	2	0	2	0	0	0		33
4/11/23	6:00	1	0	0	0	0	7	12	10	1	0	0	0	0	0		31
4/11/23	6:15	0	0	0	2	0	10	23	4	3	2	0	0	0	0		44
4/11/23	6:30	3	0	0	0	3	21	33	15	4	0	0	0	0	0		79
4/11/23	6:45	3	0	0	0	3	18	31	26	5	0	0	0	0	0		86
4/11/23	7:00	1	0	0	0	2	14	32	15	2	0	0	0	0	0		66
4/11/23	7:15	1	0	0	0	5	23	39	17	2	0	0	0	0	0		87
4/11/23	7:30	10	0	0	0	8	24	38	37	8	2	0	0	0	0		127
4/11/23	7:45	12	0	0	0	8	20	60	29	4	1	0	0	0	0		134
4/11/23	8:00	12	0	0	0	7	21	50	55	7	2	0	1	0	0		155
4/11/23	8:15	5	0	0	1	4	34	77	33	5	0	0	0	0	0		159
4/11/23	8:30	6	0	0	0	3	22	49	24	5	1	1	1	0	0		112
4/11/23	8:45	5	0	0	0	5	18	33	18	5	0	0	0	0	0		84
4/11/23	9:00	1	0	0	0	3	19	34	18	4	0	0	0	0	0		79
4/11/23	9:15	3	0	0	0	1	17	41	20	2	0	0	0	0	0		84
4/11/23	9:30	0	0	0	0	1	26	45	20	2	0	0	0	0	0		94
4/11/23	9:45	2	0	0	0	9	25	29	16	3	0	0	0	0	0		84
4/11/23	10:00	1	0	0	5	13	22	29	14	3	0	0	0	0	0		87
4/11/23	10:15	2	0	0	0	3	18	31	16	5	0	0	0	0	0		75
4/11/23	10:30	3	0	0	1	1	23	27	18	2	0	0	0	0	0		75
4/11/23	10:45	1	0	0	3	5	36	44	10	1	1	0	0	0	0		101
4/11/23	11:00	1	0	0	0	9	23	44	21	1	0	0	0	0	0		99
4/11/23	11:15	6	0	0	0	3	36	38	15	0	2	0	0	0	0		100
4/11/23	11:30	4	0	0	0	3	26	60	20	4	0	0	0	0	0		117
4/11/23	11:45	5	0	0	0	3	22	51	34	1	0	1	0	0	1		118
4/11/23	12:00	7	0	0	0	16	45	56	13	2	0	0	0	0	0		139
4/11/23	12:15	7	0	0	2	5	21	46	18	2	0	0	0	0	0		101
4/11/23	12:30	7	0	0	0	1	20	47	21	7	0	0	0	0	0		103
4/11/23	12:45	8	0	0	0	1	22	47	23	7	0	0	0	0	0		108
4/11/23	13:00	9	0	0	0	3	38	53	13	6	0	0	0	0	0		122
4/11/23	13:15	7	1	0	2	8	18	40	14	2	0	0	0	0	0		92
4/11/23	13:30	5	0	2	0	7	10	35	30	2	1	0	0	0	0		92
4/11/23	13:45	5	0	0	0	0	22	46	30	6	0	0	0	0	0		109
4/11/23	14:00	3	0	0	0	7	11	46	22	2	2	0	0	0	0		93
4/11/23	14:15	5	0	0	0	2	22	51	40	4	1	0	0	0	0		125
4/11/23	14:30	5	0	0	0	5	22	54	24	3	0	0	0	0	0		113
4/11/23	14:45	13	0	0	0	6	46	49	25	4	1	0	0	0	0		144
4/11/23	15:00	4	0	0	3	3	16	46	31	4	1	0	1	0	0		109

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	15:15	2	0	0	0	1	26	45	31	5	0	0	0	0	0	110
4/11/23	15:30	7	0	0	0	5	39	52	16	4	0	0	0	0	0	123
4/11/23	15:45	15	0	0	0	9	25	60	23	7	0	0	0	0	0	139
4/11/23	16:00	9	0	0	0	1	17	52	15	5	1	0	0	0	0	100
4/11/23	16:15	25	0	0	0	1	6	8	2	0	0	0	0	0	0	42
4/11/23	16:30	25	0	0	3	0	2	7	0	0	0	0	0	0	0	37
4/11/23	16:45	20	0	0	0	2	2	3	4	0	0	0	0	0	0	31
4/11/23	17:00	15	0	0	0	1	22	47	32	9	1	1	0	0	0	128
4/11/23	17:15	9	0	0	0	5	29	66	30	4	1	0	0	0	0	144
4/11/23	17:30	5	0	0	0	6	36	64	23	2	0	0	0	0	0	136
4/11/23	17:45	23	0	0	0	7	14	15	9	1	4	0	0	0	0	73
4/11/23	18:00	29	0	1	1	1	5	10	4	2	1	0	0	0	0	54
4/11/23	18:15	17	1	0	0	4	12	16	7	1	0	0	0	0	0	58
4/11/23	18:30	3	0	0	0	2	13	42	23	7	0	0	0	0	0	90
4/11/23	18:45	4	0	0	0	1	10	26	20	4	1	0	0	0	0	66
4/11/23	19:00	6	0	0	0	2	9	24	16	6	0	0	0	0	0	63
4/11/23	19:15	1	0	0	0	1	4	19	19	3	1	0	0	0	0	48
4/11/23	19:30	1	0	0	0	1	7	21	10	1	1	0	0	0	0	42
4/11/23	19:45	1	0	0	0	1	8	16	15	1	0	0	0	0	0	42
4/11/23	20:00	1	0	0	0	1	9	24	10	1	0	0	0	0	0	46
4/11/23	20:15	0	0	0	0	3	11	10	8	3	0	0	0	0	0	35
4/11/23	20:30	0	0	0	0	0	7	12	5	4	0	0	0	0	0	28
4/11/23	20:45	0	0	0	0	1	7	12	11	4	0	1	0	0	0	36
4/11/23	21:00	0	0	0	0	0	4	11	12	0	0	0	0	1	0	28
4/11/23	21:15	0	0	0	0	0	0	6	3	2	1	0	0	0	0	12
4/11/23	21:30	1	0	0	0	0	2	5	0	1	0	0	0	0	0	9
4/11/23	21:45	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8
4/11/23	22:00	0	0	0	0	1	2	11	3	1	0	0	0	0	0	18
4/11/23	22:15	0	0	0	0	0	5	2	4	4	0	0	0	0	0	15
4/11/23	22:30	1	0	0	0	0	6	2	4	4	0	0	0	0	0	17
4/11/23	22:45	2	0	0	0	2	11	10	8	3	0	0	0	0	0	36
4/11/23	23:00	0	0	0	0	0	1	11	3	2	0	0	0	0	0	17
4/11/23	23:15	0	0	0	0	1	2	2	2	4	0	1	0	0	0	12
4/11/23	23:30	0	0	0	1	0	0	1	2	1	0	0	0	0	0	5
4/11/23	23:45	0	0	0	0	1	2	1	1	0	0	0	0	0	0	5
4/12/23	0:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
4/12/23	0:15	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
4/12/23	0:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/12/23	0:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4/12/23	1:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/12/23	1:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4/12/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	1:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
4/12/23	2:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/12/23	2:15	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4/12/23	2:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/12/23	2:45	0	0	0	0	0	1	4	1	1	0	1	0	0	0	8
4/12/23	3:00	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
4/12/23	3:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4/12/23	3:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/12/23	3:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/12/23	4:00	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5
4/12/23	4:15	0	0	0	0	0	3	2	1	0	1	0	0	0	0	7
4/12/23	4:30	0	0	0	0	0	1	1	1	1	1	0	0	0	0	5
4/12/23	4:45	0	0	0	0	0	2	2	6	1	0	1	0	0	0	12
4/12/23	5:00	0	0	0	0	0	1	3	4	1	0	0	0	0	0	9
4/12/23	5:15	0	0	0	0	1	4	0	2	1	0	0	0	0	0	8
4/12/23	5:30	2	0	0	0	0	0	4	4	3	1	1	0	0	0	15
4/12/23	5:45	0	0	0	0	0	1	23	9	1	1	2	0	0	0	37
4/12/23	6:00	0	0	0	0	0	5	9	8	0	0	0	0	0	0	22
4/12/23	6:15	0	0	0	0	2	14	28	6	3	0	0	0	0	0	53
4/12/23	6:30	2	0	0	0	0	14	33	28	0	1	0	0	0	0	78
4/12/23	6:45	0	0	0	1	4	14	35	18	3	1	0	0	0	0	76
4/12/23	7:00	1	0	0	0	2	12	34	11	4	0	0	0	0	0	64
4/12/23	7:15	3	0	0	0	1	17	38	33	3	0	0	0	0	0	95
4/12/23	7:30	2	0	0	0	3	26	34	27	5	0	0	0	0	0	97
4/12/23	7:45	5	0	0	0	5	20	67	34	4	1	0	0	0	0	136
4/12/23	8:00	10	0	0	0	0	33	55	41	4	1	0	0	0	0	144
4/12/23	8:15	9	0	0	0	12	36	43	28	6	2	2	1	0	0	139
4/12/23	8:30	3	0	0	2	14	29	36	22	3	0	0	0	0	0	109

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/12/23	8:45	6	0	0	0	2	28	40	22	6	1	0	0	0	0	105
4/12/23	9:00	3	0	0	0	4	15	36	22	9	0	0	0	0	0	89
4/12/23	9:15	5	0	0	0	2	20	39	24	6	1	0	0	0	0	97
4/12/23	9:30	1	0	0	0	6	21	27	11	6	1	0	0	0	0	73
4/12/23	9:45	0	0	0	0	5	17	39	26	3	0	0	0	0	0	90
4/12/23	10:00	2	0	0	0	4	22	31	18	4	0	0	0	0	0	81
4/12/23	10:15	1	2	1	1	5	20	28	17	1	0	0	1	0	0	77
4/12/23	10:30	0	0	0	2	6	16	35	18	5	1	0	0	0	0	83
4/12/23	10:45	6	0	0	0	4	24	39	22	3	1	0	1	0	0	100
4/12/23	11:00	5	0	0	1	4	29	51	16	0	0	0	0	0	0	106
4/12/23	11:15	0	0	0	8	3	22	48	23	3	0	0	0	0	0	107
4/12/23	11:30	4	0	5	4	0	15	51	20	5	0	0	0	0	0	104
4/12/23	11:45	4	0	0	0	5	29	56	33	8	2	0	0	0	0	137
4/12/23	12:00	4	1	0	3	3	25	57	20	4	0	0	0	0	0	117
4/12/23	12:15	3	0	0	0	12	32	39	25	6	1	0	0	0	0	118
4/12/23	12:30	6	0	0	1	5	23	53	19	2	0	0	0	0	0	109
4/12/23	12:45	14	0	0	2	3	22	33	22	5	0	1	0	0	0	102
4/12/23	13:00	6	0	0	0	2	23	53	23	1	0	0	0	0	0	108
4/12/23	13:15	8	0	0	0	2	34	47	20	4	0	0	0	0	0	115
4/12/23	13:30	2	0	0	0	2	20	37	31	4	0	0	0	0	0	96
4/12/23	13:45	1	0	0	0	4	27	54	25	5	0	0	0	0	0	116
4/12/23	14:00	7	0	0	2	1	26	45	20	7	0	1	0	0	0	109
4/12/23	14:15	8	0	0	1	1	23	37	26	8	2	0	0	0	0	106
4/12/23	14:30	8	0	0	1	5	25	45	29	3	0	0	0	0	0	116
4/12/23	14:45	11	0	0	0	6	31	63	27	4	1	0	0	0	0	143
4/12/23	15:00	11	0	0	3	9	21	48	27	7	0	0	0	0	0	126
4/12/23	15:15	4	0	0	0	3	20	66	21	7	1	0	0	0	0	122
4/12/23	15:30	7	0	0	0	3	29	57	27	2	1	0	0	0	0	126
4/12/23	15:45	11	2	1	1	4	32	63	24	9	2	0	0	0	0	149
4/12/23	16:00	5	0	0	0	2	23	45	30	5	0	1	0	0	0	111
4/12/23	16:15	8	0	0	0	4	25	59	29	4	0	0	0	0	0	129
4/12/23	16:30	8	0	0	2	6	54	51	33	3	0	0	0	0	0	157
4/12/23	16:45	19	0	0	2	4	34	60	24	7	1	0	0	0	0	151
4/12/23	17:00	9	0	0	0	9	42	71	30	4	0	0	0	0	0	165
4/12/23	17:15	17	0	0	0	10	37	69	21	3	0	0	0	0	0	157
4/12/23	17:30	5	0	0	0	9	28	56	22	5	0	0	0	0	0	125
4/12/23	17:45	5	0	0	0	3	12	60	26	6	1	1	0	0	0	114
4/12/23	18:00	6	0	0	0	5	26	65	27	11	0	0	0	0	0	140
4/12/23	18:15	1	0	0	0	2	16	62	30	3	1	2	0	0	0	117
4/12/23	18:30	5	0	0	0	2	19	50	38	13	1	1	0	0	0	129
4/12/23	18:45	6	0	0	0	2	27	38	29	8	4	0	2	0	0	116
4/12/23	19:00	3	0	0	0	1	10	51	19	5	0	0	1	0	0	90
4/12/23	19:15	1	0	0	0	5	22	26	26	5	1	1	0	0	0	87
4/12/23	19:30	3	0	0	0	2	10	21	9	5	0	0	0	0	0	50
4/12/23	19:45	6	0	0	0	1	16	27	12	4	0	0	0	0	0	66
4/12/23	20:00	2	0	0	0	2	7	24	10	3	1	0	0	0	0	49
4/12/23	20:15	2	0	0	0	0	5	12	13	3	0	0	0	0	0	35
4/12/23	20:30	2	0	0	0	0	4	14	11	2	0	0	0	0	0	33
4/12/23	20:45	1	0	0	0	1	7	4	6	0	1	0	0	0	0	20
4/12/23	21:00	0	0	0	0	0	6	10	4	2	0	1	0	0	0	23
4/12/23	21:15	0	0	0	1	1	7	13	1	1	1	0	0	0	0	25
4/12/23	21:30	1	0	0	0	1	7	7	4	1	1	0	0	0	0	22
4/12/23	21:45	1	0	0	1	1	3	6	4	0	0	0	0	0	0	16
4/12/23	22:00	0	0	0	0	1	4	9	7	1	0	0	0	0	0	22
4/12/23	22:15	0	0	0	0	0	6	7	4	3	0	0	0	0	0	20
4/12/23	22:30	1	0	0	0	0	2	11	4	2	3	0	0	0	0	23
4/12/23	22:45	3	0	0	0	1	8	14	7	2	0	1	0	0	0	36
4/12/23	23:00	0	0	0	0	1	6	2	3	3	0	1	0	0	0	16
4/12/23	23:15	1	0	0	0	1	2	3	4	1	0	0	0	0	0	12
4/12/23	23:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/12/23	23:45	0	0	0	0	0	1	2	0	2	0	0	0	0	0	5
4/13/23	0:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/13/23	0:15	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
4/13/23	0:30	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5
4/13/23	0:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
4/13/23	1:00	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
4/13/23	1:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/13/23	1:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
4/13/23	1:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/13/23	2:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/13/23	2:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/13/23	2:45	0	0	0	0	0	1	0	2	3	0	0	0	0	0	6
4/13/23	3:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4/13/23	3:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/13/23	3:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/13/23	3:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/13/23	4:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
4/13/23	4:15	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7
4/13/23	4:30	0	0	0	0	0	0	2	2	3	0	0	0	0	0	7
4/13/23	4:45	0	0	0	0	0	1	1	2	0	1	1	0	0	0	6
4/13/23	5:00	1	0	0	0	1	2	1	5	0	0	0	0	0	0	10
4/13/23	5:15	0	0	0	0	2	0	3	3	0	0	0	0	0	0	8
4/13/23	5:30	0	0	0	0	0	0	10	3	5	2	0	0	0	0	20
4/13/23	5:45	0	0	0	0	1	3	17	7	3	1	0	0	0	0	32
4/13/23	6:00	0	0	0	0	0	6	12	7	5	0	0	0	0	0	30
4/13/23	6:15	2	0	0	0	0	15	12	15	3	0	0	0	0	0	47
4/13/23	6:30	1	0	0	0	1	10	31	20	2	0	0	0	0	0	65
4/13/23	6:45	3	0	0	0	6	11	40	15	3	0	0	0	0	0	78
4/13/23	7:00	1	0	0	0	2	10	30	12	3	1	0	0	0	0	59
4/13/23	7:15	6	0	0	0	2	13	36	30	5	1	0	0	0	0	93
4/13/23	7:30	3	0	0	2	1	16	62	31	4	0	0	0	0	0	119
4/13/23	7:45	10	0	0	1	5	25	57	37	4	2	0	0	0	0	141
4/13/23	8:00	6	0	0	0	8	22	69	37	10	0	0	0	0	0	152
4/13/23	8:15	8	0	1	6	13	35	49	23	7	2	0	0	0	0	144
4/13/23	8:30	7	0	0	0	10	20	45	34	5	0	0	0	0	0	121
4/13/23	8:45	7	0	0	1	1	10	27	37	6	1	0	0	0	0	90
4/13/23	9:00	4	0	0	0	2	13	27	22	7	0	0	0	0	0	75
4/13/23	9:15	4	0	0	0	1	23	43	19	3	0	0	0	0	0	93
4/13/23	9:30	1	0	0	0	3	23	49	16	4	0	1	0	0	0	97
4/13/23	9:45	3	0	0	0	4	27	30	15	4	1	0	0	0	0	84
4/13/23	10:00	4	0	0	1	3	27	41	12	0	0	0	0	0	0	88
4/13/23	10:15	2	0	0	1	2	29	35	10	2	0	0	0	0	0	81
4/13/23	10:30	4	0	0	1	0	15	30	16	4	0	0	0	0	0	70
4/13/23	10:45	4	0	0	0	4	56	49	14	1	0	0	0	0	0	128
4/13/23	11:00	2	0	0	1	10	27	40	17	4	0	0	0	0	0	101
4/13/23	11:15	7	0	0	0	4	37	48	31	6	0	0	0	0	0	133
4/13/23	11:30	5	0	0	1	9	33	31	20	4	1	0	0	0	0	104
4/13/23	11:45	5	0	0	0	8	37	47	20	2	1	0	0	0	0	120
4/13/23	12:00	7	0	0	1	11	44	49	14	6	0	0	0	0	0	132
4/13/23	12:15	5	0	0	0	7	27	58	11	0	0	0	0	0	0	108
4/13/23	12:30	11	1	0	2	4	40	25	19	0	0	0	0	0	0	102
4/13/23	12:45	3	0	0	0	1	36	43	12	2	0	0	0	0	0	97
4/13/23	13:00	11	0	0	1	7	42	45	11	0	0	0	0	0	0	117
4/13/23	13:15	7	0	0	1	6	29	41	17	5	0	0	0	0	0	106
4/13/23	13:30	4	0	0	1	6	28	33	15	0	0	0	0	0	0	87
4/13/23	13:45	0	0	0	2	7	23	42	18	6	1	0	0	0	0	99
4/13/23	14:00	2	0	0	0	16	38	45	10	3	0	0	0	0	0	114
4/13/23	14:15	4	0	0	0	8	35	32	19	8	0	0	0	0	0	106
4/13/23	14:30	1	0	0	2	12	30	48	23	5	0	0	0	0	0	121
4/13/23	14:45	9	0	0	1	7	50	45	27	6	3	0	0	0	0	148
4/13/23	15:00	15	0	1	3	4	43	40	28	2	0	0	0	0	0	136
4/13/23	15:15	3	0	0	2	9	33	46	24	1	0	0	0	0	0	118
4/13/23	15:30	6	0	0	0	2	32	59	26	6	1	0	0	0	0	132
4/13/23	15:45	7	0	0	2	12	35	53	17	6	0	0	0	0	0	132
4/13/23	16:00	7	0	0	0	5	44	55	19	10	1	0	0	0	0	141
4/13/23	16:15	8	0	0	0	6	36	45	27	4	0	0	0	0	0	126
4/13/23	16:30	8	0	0	0	6	40	52	22	3	1	0	0	0	0	132
4/13/23	16:45	8	0	0	0	2	26	68	32	2	0	0	0	0	0	138
4/13/23	17:00	10	0	0	0	7	33	64	24	8	0	1	0	0	0	147
4/13/23	17:15	4	0	0	0	8	47	79	25	4	1	0	0	0	0	168
4/13/23	17:30	7	0	0	0	0	35	63	32	1	0	1	0	0	0	139
4/13/23	17:45	6	0	0	0	6	30	48	18	4	0	0	0	0	0	112
4/13/23	18:00	7	0	0	0	3	15	59	27	2	0	0	0	0	0	113
4/13/23	18:15	0	0	0	0	1	21	41	20	2	3	0	0	0	0	88
4/13/23	18:30	2	0	0	0	3	8	37	19	3	0	2	0	1	0	75
4/13/23	18:45	5	0	0	0	5	17	27	19	5	0	0	0	0	0	78
4/13/23	19:00	0	0	0	0	1	12	26	13	5	1	0	0	0	0	58
4/13/23	19:15	0	0	0	0	0	15	18	7	3	0	0	0	0	0	43
4/13/23	19:30	0	0	0	0	1	19	23	10	0	0	0	0	0	0	53

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	19:45	1	0	0	0	2	13	18	10	1	1	0	0	0	0	46
4/13/23	20:00	0	0	0	0	2	9	11	3	1	0	0	0	0	0	26
4/13/23	20:15	1	0	0	1	1	13	11	6	0	0	0	0	0	0	33
4/13/23	20:30	2	0	0	0	0	9	13	4	1	0	0	0	0	0	29
4/13/23	20:45	0	0	0	0	1	4	12	3	0	0	0	0	0	0	20
4/13/23	21:00	0	0	0	1	0	7	7	5	4	0	0	0	0	0	24
4/13/23	21:15	0	0	0	1	0	4	6	1	0	0	0	0	0	0	12
4/13/23	21:30	0	0	0	0	2	5	9	3	0	0	0	0	0	0	19
4/13/23	21:45	0	0	0	0	0	3	5	5	1	0	0	0	0	0	14
4/13/23	22:00	0	0	0	0	2	6	2	2	1	0	0	0	0	0	13
4/13/23	22:15	0	0	0	0	1	2	8	8	2	0	0	0	0	0	21
4/13/23	22:30	0	0	0	0	2	2	4	4	2	0	0	0	0	0	14
4/13/23	22:45	0	0	0	0	1	5	17	10	3	0	0	0	0	0	36
4/13/23	23:00	0	0	0	1	0	4	5	4	2	0	0	0	0	0	16
4/13/23	23:15	0	0	0	0	0	2	4	3	3	0	0	0	0	0	12
4/13/23	23:30	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
4/13/23	23:45	0	0	0	0	1	3	1	1	1	0	0	0	0	0	7
4/14/23	0:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	4
4/14/23	0:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4/14/23	0:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
4/14/23	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/14/23	1:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4/14/23	1:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/14/23	1:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4/14/23	1:45	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
4/14/23	2:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/14/23	2:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4/14/23	2:30	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
4/14/23	2:45	0	0	0	0	0	0	4	1	0	1	0	0	0	0	6
4/14/23	3:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
4/14/23	3:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/14/23	3:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/14/23	3:45	0	0	0	0	0	1	4	1	1	0	0	0	0	0	7
4/14/23	4:00	0	0	0	0	2	0	1	0	2	0	0	0	0	0	5
4/14/23	4:15	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4
4/14/23	4:30	0	0	0	0	0	0	1	4	1	1	0	0	0	0	7
4/14/23	4:45	0	0	0	0	0	0	3	2	0	0	1	0	0	0	6
4/14/23	5:00	0	0	0	0	0	1	4	3	0	0	0	0	0	0	8
4/14/23	5:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
4/14/23	5:30	0	0	0	0	0	2	8	8	3	0	1	0	0	0	22
4/14/23	5:45	0	0	0	0	0	3	17	3	4	0	1	0	0	0	28
4/14/23	6:00	0	0	0	0	0	5	7	11	2	2	0	0	0	0	27
4/14/23	6:15	1	0	0	1	2	10	15	11	4	1	0	0	0	0	45
4/14/23	6:30	1	0	0	0	1	10	42	14	3	0	0	0	0	0	71
4/14/23	6:45	6	0	0	3	0	14	29	14	5	0	0	0	0	0	71
4/14/23	7:00	0	0	0	0	2	13	25	20	4	0	0	0	0	0	64
4/14/23	7:15	6	0	0	0	0	13	34	20	9	1	0	0	0	0	83
4/14/23	7:30	9	0	0	1	5	18	40	39	3	0	0	0	0	0	115
4/14/23	7:45	8	0	0	1	6	22	41	39	12	2	0	0	0	0	131
4/14/23	8:00	3	0	0	0	3	20	47	38	8	1	0	0	0	0	120
4/14/23	8:15	3	0	0	0	6	21	39	26	10	0	0	0	0	0	105
4/14/23	8:30	0	0	0	2	3	18	28	35	6	1	0	0	0	0	93
4/14/23	8:45	4	0	0	0	6	13	29	18	8	0	0	0	0	0	78
4/14/23	9:00	2	0	0	2	4	16	28	14	2	0	0	0	0	0	68
4/14/23	9:15	3	0	0	1	4	10	31	23	5	1	0	0	0	0	78
4/14/23	9:30	0	0	0	4	6	17	33	11	2	0	0	0	0	0	73
4/14/23	9:45	3	0	1	0	11	23	31	12	4	1	0	0	0	0	86
4/14/23	10:00	5	0	0	0	4	18	41	15	6	3	0	0	0	0	92
4/14/23	10:15	2	0	0	0	7	34	37	12	2	0	0	0	0	0	94
4/14/23	10:30	8	0	0	1	3	28	39	15	1	0	0	0	0	0	95
4/14/23	10:45	2	0	0	1	4	19	42	17	4	0	0	0	0	0	89
4/14/23	11:00	3	0	1	4	2	19	32	20	8	0	0	0	0	0	89
4/14/23	11:15	2	0	0	1	6	39	43	13	1	0	0	0	0	0	105
4/14/23	11:30	6	0	0	0	0	16	48	32	3	2	0	0	0	0	107
4/14/23	11:45	3	0	0	0	3	40	54	27	2	0	0	0	0	0	129
4/14/23	12:00	4	0	0	6	9	21	46	19	3	1	1	0	0	0	110
4/14/23	12:15	5	0	0	0	5	33	48	15	3	0	0	0	0	0	109
4/14/23	12:30	5	0	0	0	8	31	57	20	2	0	0	0	0	0	123
4/14/23	12:45	6	0	0	0	3	23	41	25	6	1	1	0	0	0	106
4/14/23	13:00	8	0	0	0	3	26	62	14	1	0	0	0	0	0	114

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/14/23	13:15	4	0	0	0	4	35	41	10	1	0	0	0	0	0	95
4/14/23	13:30	6	0	0	0	3	42	40	17	3	0	0	0	0	0	111
4/14/23	13:45	5	0	0	3	7	28	52	18	2	0	0	0	0	0	115
4/14/23	14:00	10	0	0	0	7	16	38	17	8	0	0	0	0	0	96
4/14/23	14:15	6	0	0	0	0	23	52	23	3	0	0	0	0	0	107
4/14/23	14:30	5	0	0	0	0	22	46	17	7	0	0	0	0	0	97
4/14/23	14:45	12	0	0	0	15	57	40	24	7	0	0	0	0	0	155
4/14/23	15:00	14	0	0	3	17	37	47	20	4	0	0	0	0	0	142
4/14/23	15:15	7	0	0	3	12	46	35	8	2	0	0	0	0	0	113
4/14/23	15:30	8	0	0	2	19	33	27	5	0	0	0	0	0	0	94
4/14/23	15:45	7	0	0	0	5	44	57	22	2	0	0	0	0	0	137
4/14/23	16:00	6	0	0	0	2	31	50	17	1	2	0	0	0	0	109
4/14/23	16:15	9	0	0	0	5	38	56	14	3	0	0	0	0	0	125
4/14/23	16:30	3	0	0	2	5	22	62	21	7	3	1	0	0	0	126
4/14/23	16:45	2	0	0	0	4	35	44	15	7	0	0	0	0	0	107
4/14/23	17:00	7	0	0	0	10	40	32	28	2	0	0	0	0	0	119
4/14/23	17:15	9	0	0	0	25	50	61	21	1	1	0	0	0	0	168
4/14/23	17:30	5	0	0	0	8	51	60	21	3	0	0	0	0	0	148
4/14/23	17:45	5	0	0	0	9	59	49	29	3	0	0	0	0	0	154
4/14/23	18:00	6	0	0	0	3	33	50	26	1	0	0	1	0	0	120
4/14/23	18:15	6	0	0	5	12	33	49	24	4	0	0	0	0	0	133
4/14/23	18:30	13	0	0	0	3	22	64	25	3	0	0	0	0	0	130
4/14/23	18:45	7	0	0	0	1	23	43	24	4	2	0	0	0	0	104
4/14/23	19:00	4	0	0	1	4	12	48	18	1	1	1	0	0	0	90
4/14/23	19:15	1	0	0	0	3	21	29	15	7	0	1	0	0	0	77
4/14/23	19:30	0	0	0	0	1	12	18	19	3	0	0	0	0	0	53
4/14/23	19:45	0	0	0	0	0	7	19	8	3	0	0	0	0	0	37
4/14/23	20:00	2	0	0	0	1	15	21	9	4	0	0	0	0	0	52
4/14/23	20:15	1	0	0	0	0	7	23	10	4	0	0	0	0	0	45
4/14/23	20:30	0	0	0	0	0	2	11	4	4	1	0	0	0	0	22
4/14/23	20:45	0	0	0	0	3	4	15	4	2	0	0	0	0	0	28
4/14/23	21:00	1	0	0	0	0	8	4	3	5	0	0	0	0	0	21
4/14/23	21:15	0	0	0	0	0	8	4	3	3	0	0	0	0	0	18
4/14/23	21:30	0	0	0	0	0	6	6	6	0	0	0	0	0	0	18
4/14/23	21:45	0	0	0	0	0	4	9	7	2	2	0	0	0	0	24
4/14/23	22:00	0	0	0	0	0	7	9	2	2	0	0	0	0	0	20
4/14/23	22:15	0	0	0	0	0	4	1	2	1	1	0	0	0	0	9
4/14/23	22:30	0	0	0	0	0	4	5	4	3	0	0	0	0	0	16
4/14/23	22:45	2	0	0	0	6	3	16	2	2	0	0	0	0	0	31
4/14/23	23:00	0	0	0	0	0	4	10	9	0	0	0	0	0	0	23
4/14/23	23:15	0	0	0	0	0	3	3	2	3	1	0	0	0	0	12
4/14/23	23:30	0	0	0	0	0	0	4	4	1	0	0	0	0	0	9
4/14/23	23:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/15/23	0:00	0	0	0	0	2	1	1	0	1	0	0	0	0	0	5
4/15/23	0:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4/15/23	0:30	0	0	0	0	0	2	1	3	1	0	0	0	0	0	7
4/15/23	0:45	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
4/15/23	1:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
4/15/23	1:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/15/23	1:30	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
4/15/23	1:45	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3
4/15/23	2:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/15/23	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	2:30	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
4/15/23	2:45	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
4/15/23	3:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/15/23	3:15	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
4/15/23	3:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4/15/23	3:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/15/23	4:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/15/23	4:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4/15/23	4:30	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
4/15/23	4:45	0	0	0	0	1	0	1	0	0	2	0	0	0	0	4
4/15/23	5:00	0	0	0	0	0	2	3	2	1	0	1	0	0	0	9
4/15/23	5:15	0	0	0	0	0	0	3	2	0	1	0	0	0	0	6
4/15/23	5:30	0	0	0	0	1	1	2	1	3	0	0	0	0	0	8
4/15/23	5:45	0	0	0	0	0	1	9	2	2	0	0	0	0	0	14
4/15/23	6:00	0	0	0	0	0	2	2	3	1	0	0	0	0	0	8
4/15/23	6:15	0	0	0	0	0	4	2	3	1	1	0	0	0	0	11
4/15/23	6:30	0	0	0	0	2	4	2	6	1	0	0	0	0	0	15

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/15/23	6:45	0	0	0	0	2	4	9	2	3	1	1	0	0	0	22
4/15/23	7:00	1	0	0	0	1	4	8	6	2	0	0	0	0	0	22
4/15/23	7:15	0	0	0	0	2	3	12	5	2	0	0	0	0	0	24
4/15/23	7:30	0	0	0	0	1	5	11	8	2	0	0	0	0	0	27
4/15/23	7:45	0	0	0	0	1	6	16	15	2	0	0	0	0	0	40
4/15/23	8:00	1	0	0	0	0	2	14	10	5	0	0	0	0	0	32
4/15/23	8:15	0	0	0	0	4	3	23	17	5	2	0	0	0	0	54
4/15/23	8:30	1	0	0	0	1	9	20	13	7	0	0	2	0	0	53
4/15/23	8:45	1	0	0	1	0	14	20	19	7	3	0	1	1	0	67
4/15/23	9:00	0	0	0	0	0	6	24	17	4	0	0	0	0	0	51
4/15/23	9:15	2	0	0	1	4	11	41	14	1	0	0	0	0	0	74
4/15/23	9:30	0	0	0	0	2	12	44	11	2	0	0	0	0	1	72
4/15/23	9:45	0	0	0	0	1	16	52	19	9	2	0	0	0	0	99
4/15/23	10:00	1	0	0	0	0	15	31	25	7	0	1	0	0	0	80
4/15/23	10:15	2	0	0	0	0	8	50	26	1	2	0	0	0	0	89
4/15/23	10:30	1	0	0	0	0	15	36	32	6	1	0	0	0	0	91
4/15/23	10:45	1	0	0	0	0	25	37	28	6	0	0	0	0	0	97
4/15/23	11:00	1	0	0	0	0	26	45	31	5	0	0	0	0	0	108
4/15/23	11:15	9	0	0	0	0	20	63	25	2	0	0	0	0	0	119
4/15/23	11:30	4	0	0	0	0	16	50	28	10	5	0	0	0	0	113
4/15/23	11:45	2	0	0	0	1	8	43	22	5	0	0	0	0	0	81
4/15/23	12:00	3	0	0	0	0	13	50	20	4	1	1	0	0	0	92
4/15/23	12:15	4	0	0	0	4	24	54	29	2	0	0	0	0	0	117
4/15/23	12:30	5	0	0	0	0	23	44	40	5	0	0	0	0	0	117
4/15/23	12:45	4	0	0	0	2	16	35	43	8	1	0	0	0	0	109
4/15/23	13:00	1	0	0	0	1	9	38	20	7	2	0	0	0	0	78
4/15/23	13:15	1	0	0	0	2	20	58	17	3	0	0	0	0	0	101
4/15/23	13:30	6	0	0	0	2	22	35	27	2	1	0	0	0	0	95
4/15/23	13:45	10	0	0	0	0	19	43	23	5	3	0	0	0	0	103
4/15/23	14:00	5	0	0	0	0	4	30	33	8	1	1	0	0	0	82
4/15/23	14:15	7	0	0	0	0	8	41	30	8	0	0	0	0	0	94
4/15/23	14:30	4	0	0	0	4	31	44	15	5	1	0	0	0	0	104
4/15/23	14:45	5	0	2	0	2	27	41	13	0	1	0	0	0	0	91
4/15/23	15:00	3	1	0	0	0	16	33	25	5	0	0	0	0	0	83
4/15/23	15:15	4	0	0	0	2	15	25	19	3	3	0	0	0	0	71
4/15/23	15:30	3	0	0	0	4	24	25	21	6	2	1	0	0	0	86
4/15/23	15:45	4	0	0	0	3	18	51	13	1	0	0	0	0	0	90
4/15/23	16:00	4	0	0	0	5	16	30	10	5	0	2	0	0	0	72
4/15/23	16:15	4	0	0	0	0	11	29	20	7	0	0	0	0	0	71
4/15/23	16:30	3	0	0	0	0	10	29	25	5	1	0	0	0	0	73
4/15/23	16:45	2	0	0	0	6	11	26	28	5	1	0	0	0	0	79
4/15/23	17:00	4	0	0	0	1	10	23	22	5	1	0	0	0	0	66
4/15/23	17:15	3	0	0	0	0	17	39	14	2	1	3	0	0	0	79
4/15/23	17:30	4	0	0	0	1	16	32	16	3	0	0	0	0	0	72
4/15/23	17:45	1	0	0	0	1	12	21	21	4	0	0	0	0	0	60
4/15/23	18:00	4	0	0	0	2	3	26	27	9	3	0	0	0	0	74
4/15/23	18:15	0	0	0	0	0	4	24	29	6	0	1	0	0	0	64
4/15/23	18:30	2	0	0	0	2	10	31	22	6	0	1	0	0	0	74
4/15/23	18:45	2	0	0	0	2	14	17	25	1	0	0	0	0	0	61
4/15/23	19:00	2	0	0	0	0	13	22	7	2	0	0	0	0	0	46
4/15/23	19:15	0	0	0	0	3	18	16	15	1	0	0	0	0	0	53
4/15/23	19:30	1	0	0	0	0	8	16	17	4	2	0	0	0	0	48
4/15/23	19:45	0	0	0	0	0	5	16	10	2	1	0	0	0	0	34
4/15/23	20:00	0	0	0	0	4	5	17	11	1	0	0	0	0	0	38
4/15/23	20:15	1	0	0	0	1	8	9	6	3	0	0	0	0	0	28
4/15/23	20:30	0	0	0	0	2	11	10	5	2	0	0	0	0	0	30
4/15/23	20:45	1	0	0	0	0	6	5	19	4	0	0	0	0	0	35
4/15/23	21:00	0	0	0	0	2	2	10	5	4	0	0	0	0	0	23
4/15/23	21:15	2	0	0	0	0	2	6	8	1	0	0	0	0	0	19
4/15/23	21:30	0	0	0	0	2	2	8	7	0	0	0	0	0	0	19
4/15/23	21:45	2	0	0	0	0	3	4	2	0	0	0	0	0	0	11
4/15/23	22:00	0	0	0	0	1	4	4	3	2	0	0	0	0	0	14
4/15/23	22:15	0	0	0	0	0	8	9	5	0	0	0	0	0	0	22
4/15/23	22:30	0	0	0	0	0	5	3	5	2	0	0	0	0	0	15
4/15/23	22:45	0	0	0	0	0	5	8	0	1	0	0	0	0	0	14
4/15/23	23:00	0	0	0	0	0	3	4	0	0	0	0	0	0	0	7
4/15/23	23:15	0	0	0	0	1	1	5	2	1	0	0	0	0	0	10
4/15/23	23:30	0	0	0	2	1	5	1	5	1	0	0	0	0	0	15
4/15/23	23:45	0	0	0	0	0	1	7	4	1	0	0	0	0	0	13
4/16/23	0:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	0:15	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4/16/23	0:30	0	0	0	2	0	2	1	1	2	0	0	0	0	0	8
4/16/23	0:45	0	0	0	0	0	5	3	0	1	0	0	0	0	0	9
4/16/23	1:00	0	0	0	0	0	1	0	1	1	1	1	0	0	0	5
4/16/23	1:15	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
4/16/23	1:30	0	0	0	0	1	2	2	1	2	0	0	0	0	0	8
4/16/23	1:45	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
4/16/23	2:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
4/16/23	2:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/16/23	2:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
4/16/23	2:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/16/23	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	3:15	0	0	0	0	2	0	3	0	0	0	1	0	0	0	6
4/16/23	3:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/16/23	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:30	0	0	0	0	2	0	0	2	0	1	0	0	0	0	5
4/16/23	4:45	0	0	0	0	0	0	1	3	0	0	1	0	0	0	5
4/16/23	5:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
4/16/23	5:15	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
4/16/23	5:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/16/23	5:45	0	0	0	0	0	1	5	0	0	0	0	0	0	0	6
4/16/23	6:00	0	0	0	0	0	1	2	2	1	1	0	0	0	0	7
4/16/23	6:15	0	0	0	0	0	2	0	1	1	1	0	0	0	0	5
4/16/23	6:30	0	0	0	0	1	1	5	1	0	1	0	0	0	0	9
4/16/23	6:45	0	0	0	0	1	6	3	4	1	1	0	0	0	0	16
4/16/23	7:00	0	0	0	0	1	0	3	2	0	0	0	0	0	0	6
4/16/23	7:15	0	0	0	0	0	4	1	1	0	0	0	0	0	0	6
4/16/23	7:30	0	0	0	0	1	2	4	6	2	0	0	0	0	0	15
4/16/23	7:45	0	0	0	0	1	4	7	3	1	0	0	0	0	0	16
4/16/23	8:00	0	0	0	0	0	2	7	7	0	0	0	0	0	0	16
4/16/23	8:15	0	0	0	0	1	1	8	8	1	0	0	0	0	0	19
4/16/23	8:30	1	0	0	0	1	7	8	6	2	0	0	0	0	0	25
4/16/23	8:45	0	0	0	0	0	0	23	9	1	2	0	0	0	0	35
4/16/23	9:00	0	0	0	0	0	5	20	14	0	0	0	0	0	0	39
4/16/23	9:15	0	0	0	0	1	14	14	6	3	0	0	0	0	0	38
4/16/23	9:30	2	0	0	0	0	3	10	12	6	0	0	0	0	0	33
4/16/23	9:45	0	0	0	0	0	5	26	22	2	0	0	0	0	0	55
4/16/23	10:00	1	0	0	0	0	6	26	22	3	0	0	0	0	0	58
4/16/23	10:15	0	0	0	0	0	11	24	11	6	0	0	0	0	0	52
4/16/23	10:30	4	0	0	0	2	11	33	25	4	0	0	0	0	0	79
4/16/23	10:45	1	0	0	0	1	11	26	19	4	0	0	0	0	0	62
4/16/23	11:00	4	0	0	0	2	7	29	22	4	0	0	0	0	0	68
4/16/23	11:15	2	0	0	0	1	17	30	16	1	1	0	0	0	0	68
4/16/23	11:30	2	0	0	0	0	20	35	19	10	0	1	0	0	0	87
4/16/23	11:45	1	0	0	0	3	22	55	25	4	0	0	0	0	0	110
4/16/23	12:00	5	0	0	0	14	17	51	23	5	0	0	0	0	0	115
4/16/23	12:15	0	0	0	0	8	33	45	22	2	1	0	0	0	0	111
4/16/23	12:30	4	0	0	0	1	35	40	17	4	0	0	0	0	0	101
4/16/23	12:45	2	0	0	0	1	30	52	13	4	0	0	0	0	0	102
4/16/23	13:00	4	0	0	3	6	12	36	13	2	0	0	0	0	0	76
4/16/23	13:15	2	0	0	0	1	21	42	24	4	0	0	0	0	0	94
4/16/23	13:30	2	0	0	0	5	11	35	16	5	1	0	0	0	0	75
4/16/23	13:45	1	0	0	1	4	25	45	19	3	0	0	0	0	0	98
4/16/23	14:00	6	0	0	0	1	32	50	28	6	0	1	0	0	0	124
4/16/23	14:15	0	0	0	0	1	19	32	26	6	0	0	0	0	0	84
4/16/23	14:30	3	0	0	0	2	13	42	16	3	1	0	0	0	0	80
4/16/23	14:45	4	0	0	0	3	22	34	12	5	1	0	0	0	0	81
4/16/23	15:00	4	0	0	0	1	9	32	24	3	0	0	0	0	0	73
4/16/23	15:15	1	0	0	0	0	8	27	16	8	1	0	0	0	0	61
4/16/23	15:30	1	0	0	0	0	6	34	22	4	0	0	0	0	0	67
4/16/23	15:45	3	0	0	0	0	15	46	14	5	0	0	0	0	0	83
4/16/23	16:00	2	0	0	0	0	6	21	22	7	3	0	0	0	0	61
4/16/23	16:15	3	0	0	0	0	8	38	18	3	1	0	0	0	0	71
4/16/23	16:30	0	0	0	0	2	6	34	16	3	1	0	0	0	0	62
4/16/23	16:45	1	0	0	0	2	14	37	19	4	0	0	0	0	0	77
4/16/23	17:00	3	0	0	0	5	11	12	22	5	0	0	0	0	0	58
4/16/23	17:15	0	0	0	0	1	26	19	23	1	0	0	0	0	0	70
4/16/23	17:30	0	0	0	1	1	12	28	20	4	0	0	0	0	0	66

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	17:45	0	0	0	0	1	2	22	23	8	3	1	0	0	0	60
4/16/23	18:00	2	0	0	0	0	1	20	35	4	1	1	0	0	0	64
4/16/23	18:15	2	0	0	0	0	4	29	18	3	1	0	0	0	0	57
4/16/23	18:30	0	0	0	1	0	3	23	14	7	1	0	0	0	0	49
4/16/23	18:45	1	0	0	0	0	5	17	23	4	0	0	0	0	0	50
4/16/23	19:00	3	0	0	1	0	6	12	17	1	0	0	0	0	0	40
4/16/23	19:15	1	0	0	0	0	11	13	6	1	0	0	0	0	0	32
4/16/23	19:30	0	0	0	0	0	12	22	9	0	0	0	0	0	0	43
4/16/23	19:45	2	0	0	0	0	6	5	12	3	0	1	0	0	0	29
4/16/23	20:00	0	0	0	1	2	12	10	9	1	1	0	0	0	0	36
4/16/23	20:15	0	0	0	0	1	6	14	11	0	1	0	0	0	0	33
4/16/23	20:30	2	0	0	0	1	3	14	9	0	0	1	0	0	0	30
4/16/23	20:45	0	0	0	0	0	2	6	8	1	0	0	0	0	0	17
4/16/23	21:00	0	0	0	0	0	2	10	8	2	0	0	0	0	0	22
4/16/23	21:15	0	0	0	0	1	2	3	4	0	0	0	0	0	0	10
4/16/23	21:30	0	0	0	0	2	3	6	2	1	0	0	0	0	0	14
4/16/23	21:45	0	0	0	0	0	3	11	3	0	0	0	0	0	0	17
4/16/23	22:00	0	0	0	0	1	6	6	4	3	0	0	0	0	0	20
4/16/23	22:15	0	0	0	0	2	6	6	1	0	0	0	0	0	0	15
4/16/23	22:30	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8
4/16/23	22:45	0	0	0	0	1	2	2	0	0	1	0	0	0	0	6
4/16/23	23:00	0	0	0	0	1	1	2	3	1	0	0	0	0	0	8
4/16/23	23:15	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
4/16/23	23:30	0	0	0	0	0	0	3	1	2	0	0	0	0	0	6
4/16/23	23:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/17/23	0:00	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
4/17/23	0:15	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
4/17/23	0:30	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
4/17/23	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/17/23	1:15	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
4/17/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:45	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
4/17/23	2:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4/17/23	2:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/17/23	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	2:45	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/17/23	3:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/17/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/17/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	4:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/17/23	4:15	0	0	0	0	0	1	0	1	0	2	0	0	0	0	4
4/17/23	4:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/17/23	4:45	0	0	0	0	1	1	2	2	2	0	0	0	0	0	8
4/17/23	5:00	0	0	0	0	0	1	6	2	1	0	0	0	0	0	10
4/17/23	5:15	0	0	0	0	0	2	4	3	0	1	0	0	0	0	10
4/17/23	5:30	0	0	0	0	0	8	7	6	2	0	1	0	0	0	24
4/17/23	5:45	0	0	0	0	0	2	16	8	1	0	0	1	0	0	28
4/17/23	6:00	0	0	0	0	2	8	15	12	2	0	0	0	0	0	39
4/17/23	6:15	1	0	0	0	3	3	28	9	4	0	0	0	0	0	48
4/17/23	6:30	1	0	0	0	3	9	34	30	5	0	0	0	0	0	82
4/17/23	6:45	2	0	0	0	0	15	36	23	4	2	0	0	0	0	82
4/17/23	7:00	2	0	0	1	0	9	22	26	9	0	0	0	0	0	69
4/17/23	7:15	3	0	0	0	10	19	41	12	5	0	0	0	0	0	90
4/17/23	7:30	5	0	0	0	6	19	46	29	7	1	0	0	0	0	113
4/17/23	7:45	4	0	0	3	9	15	47	41	7	1	0	0	0	0	127
4/17/23	8:00	6	0	0	0	5	23	52	47	10	0	0	0	0	0	143
4/17/23	8:15	3	0	0	0	18	26	55	30	3	2	0	0	0	0	137
4/17/23	8:30	4	0	0	0	5	18	33	18	9	3	0	0	0	0	90
4/17/23	8:45	3	0	0	0	1	23	37	20	2	1	0	0	0	0	87
4/17/23	9:00	2	0	0	0	6	18	44	11	2	1	0	0	0	0	84
4/17/23	9:15	2	0	0	0	0	21	31	16	3	1	0	0	0	0	74
4/17/23	9:30	0	0	0	0	2	14	33	15	1	0	0	0	0	0	65
4/17/23	9:45	1	1	4	9	2	17	29	25	1	1	0	0	0	0	90
4/17/23	10:00	0	0	0	0	1	8	33	26	4	2	0	0	0	0	74
4/17/23	10:15	4	0	0	0	1	9	39	28	4	1	1	0	0	0	87
4/17/23	10:30	2	0	0	0	1	27	35	14	2	0	0	0	0	0	81
4/17/23	10:45	2	0	0	0	1	27	35	18	2	1	0	0	0	0	86
4/17/23	11:00	2	0	0	0	10	18	38	18	1	0	0	0	0	0	87

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/17/23	11:15	1	0	3	0	5	24	29	19	0	3	0	0	0	0	84
4/17/23	11:30	3	0	6	1	2	33	39	21	2	1	0	0	0	0	108
4/17/23	11:45	5	0	0	0	9	38	65	20	0	0	0	0	0	0	137
4/17/23	12:00	3	0	0	0	2	23	51	15	4	0	0	0	0	0	98
4/17/23	12:15	2	0	0	1	7	16	67	18	5	0	0	0	0	0	116
4/17/23	12:30	6	0	0	1	1	14	46	23	1	0	0	0	0	0	92
4/17/23	12:45	3	0	2	2	4	16	58	23	4	0	0	0	0	0	112
4/17/23	13:00	3	0	0	5	6	16	36	23	1	0	0	0	0	0	90
4/17/23	13:15	4	0	0	0	5	27	33	15	2	0	0	0	0	0	86
4/17/23	13:30	5	0	0	1	2	28	43	27	2	1	0	0	0	0	109
4/17/23	13:45	3	0	0	1	3	20	38	27	10	0	0	0	0	0	102
4/17/23	14:00	5	0	0	0	1	13	28	17	4	0	0	0	0	0	68
4/17/23	14:15	4	0	0	0	1	26	33	20	2	2	0	0	0	0	88
4/17/23	14:30	5	0	0	0	7	36	44	21	3	0	0	0	0	0	116
4/17/23	14:45	10	0	0	0	11	23	68	18	7	2	0	1	0	0	140
4/17/23	15:00	4	0	0	0	1	15	57	23	5	0	0	0	0	0	105
4/17/23	15:15	10	0	0	0	2	27	43	26	3	0	0	0	0	0	111
4/17/23	15:30	6	0	0	0	1	24	33	22	4	0	0	0	0	0	90
4/17/23	15:45	5	0	0	0	3	27	52	30	5	0	0	0	0	0	122
4/17/23	16:00	7	0	0	2	8	34	47	18	1	0	0	0	0	0	117
4/17/23	16:15	6	0	0	0	0	16	59	19	3	0	0	0	0	0	103
4/17/23	16:30	5	0	0	0	5	21	59	26	6	0	0	0	0	0	122
4/17/23	16:45	7	0	0	0	0	31	46	22	2	2	0	0	0	0	110
4/17/23	17:00	5	0	0	0	8	39	58	18	6	1	0	0	0	0	135
4/17/23	17:15	17	0	0	0	6	8	8	4	0	0	0	0	0	0	43
4/17/23	17:30	18	1	0	0	2	14	17	0	1	0	0	0	0	0	53
4/17/23	17:45	13	0	0	0	0	14	23	11	2	0	0	0	0	0	63
4/17/23	18:00	9	0	0	0	3	8	38	27	4	2	0	0	0	0	91
4/17/23	18:15	13	0	0	0	2	11	21	16	3	0	0	0	0	0	66
4/17/23	18:30	14	0	0	0	0	1	6	2	0	0	0	0	0	0	23
4/17/23	18:45	1	0	0	0	0	13	30	12	0	0	0	0	0	0	56
4/17/23	19:00	3	0	0	0	1	6	25	19	2	0	1	0	0	0	57
4/17/23	19:15	0	0	0	0	0	7	24	16	5	0	1	0	0	0	53
4/17/23	19:30	0	0	0	1	4	9	23	7	1	0	0	0	0	0	45
4/17/23	19:45	1	0	0	0	1	12	10	5	4	2	0	0	0	0	35
4/17/23	20:00	0	0	0	0	0	10	15	8	0	0	0	0	0	0	33
4/17/23	20:15	0	0	0	1	3	6	8	6	0	0	0	0	0	0	24
4/17/23	20:30	1	0	0	0	2	5	7	5	1	0	0	0	0	0	21
4/17/23	20:45	2	0	0	1	1	9	11	3	1	0	0	0	0	0	28
4/17/23	21:00	1	0	0	0	0	2	8	6	2	0	0	0	0	0	19
4/17/23	21:15	0	0	0	0	0	6	3	5	0	0	0	0	0	0	14
4/17/23	21:30	0	0	0	0	1	4	8	2	2	0	0	0	0	0	17
4/17/23	21:45	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
4/17/23	22:00	0	0	0	0	2	6	8	2	0	0	0	0	0	0	18
4/17/23	22:15	0	0	0	0	0	5	6	4	1	0	0	0	0	0	16
4/17/23	22:30	0	0	0	0	0	3	7	12	2	0	0	0	0	0	24
4/17/23	22:45	0	0	0	0	1	8	7	7	2	0	1	0	0	0	26
4/17/23	23:00	0	0	1	0	2	4	7	5	0	0	0	0	0	0	19
4/17/23	23:15	0	0	0	0	0	2	4	3	2	0	0	0	0	0	11
4/17/23	23:30	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4
4/17/23	23:45	0	0	0	0	0	1	1	0	4	0	0	0	0	0	6

Total	1,735	11	32	194	1,482	8,398	15,746	8,420	1,754	247	68	17	3	2	0	38,109
Percent	5%	0%	0%	1%	4%	22%	41%	22%	5%	1%	0%	0%	0%	0%	0%	

Day 1	396	2	3	25	234	1,223	2,337	1,217	234	33	8	4	1	1	0	5,718
Percent	7%	0%	0%	0%	4%	21%	41%	21%	4%	1%	0%	0%	0%	0%	0%	

Day 2	306	5	7	39	236	1,409	2,738	1,438	304	41	18	6	0	0	0	6,547
Percent	5%	0%	0%	1%	4%	22%	42%	22%	5%	1%	0%	0%	0%	0%	0%	

Day 3	271	1	2	37	294	1,614	2,540	1,225	251	27	6	0	1	0	0	6,269
Percent	4%	0%	0%	1%	5%	26%	41%	20%	4%	0%	0%	0%	0%	0%	0%	

Day 4	283	0	2	47	313	1,552	2,495	1,204	275	35	8	1	0	0	0	6,215
Percent	5%	0%	0%	1%	5%	25%	40%	19%	4%	1%	0%	0%	0%	0%	0%	

Day 5	138	1	2	4	94	789	1,844	1,189	271	47	14	3	1	1	0	4,398
Percent	3%	0%	0%	0%	2%	18%	42%	27%	6%	1%	0%	0%	0%	0%	0%	

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Day 6		82	0	0	12	97	676	1,523	947	203	28	9	1	0	0	3,578
Percent		2%	0%	0%	0%	3%	19%	43%	26%	6%	1%	0%	0%	0%	0%	

Day 7		259	2	16	30	214	1,135	2,269	1,200	216	36	5	2	0	0	5,384
Percent		5%	0%	0%	1%	4%	21%	42%	22%	4%	1%	0%	0%	0%	0%	

Average		248	2	5	28	212	1,200	2,249	1,203	251	35	10	2	0	0	5,444
Percent		5%	0%	0%	1%	4%	22%	41%	22%	5%	1%	0%	0%	0%	0%	

Date	Start Time	Total														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	0:00	0	0	0	0	1	1	2	2	1	1	0	0	0	0	8
4/11/23	0:15	0	0	0	1	0	2	2	2	1	0	0	0	0	0	8
4/11/23	0:30	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
4/11/23	0:45	0	2	0	0	0	0	4	1	1	0	0	0	0	0	8
4/11/23	1:00	0	0	0	0	0	1	2	4	1	0	0	0	0	0	8
4/11/23	1:15	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
4/11/23	1:30	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
4/11/23	1:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/11/23	2:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/11/23	2:15	0	0	0	0	0	1	1	0	0	0	0	1	0	0	3
4/11/23	2:30	0	0	0	0	0	0	2	3	2	0	0	0	0	0	7
4/11/23	2:45	0	0	0	0	2	2	2	3	2	0	0	0	0	0	11
4/11/23	3:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/11/23	3:15	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4
4/11/23	3:30	0	0	0	0	1	1	1	1	1	0	0	0	0	0	5
4/11/23	3:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/11/23	4:00	0	0	0	0	0	2	3	2	0	2	0	0	0	0	9
4/11/23	4:15	0	0	0	0	2	3	0	1	1	0	0	0	0	0	7
4/11/23	4:30	0	0	0	0	0	3	2	4	2	1	0	0	0	0	12
4/11/23	4:45	0	0	0	0	1	4	5	4	1	2	0	0	0	0	17
4/11/23	5:00	0	0	0	0	0	2	8	5	0	0	0	0	0	0	15
4/11/23	5:15	1	0	0	0	1	4	7	3	0	0	0	0	0	0	16
4/11/23	5:30	0	0	0	0	0	5	15	11	1	2	1	0	0	0	35
4/11/23	5:45	0	0	0	0	1	6	23	23	7	0	2	0	0	0	62
4/11/23	6:00	1	0	0	0	0	11	20	19	3	0	0	0	0	0	54
4/11/23	6:15	1	0	0	2	1	23	39	20	6	3	0	0	0	0	95
4/11/23	6:30	6	0	2	0	5	27	59	31	10	3	0	0	0	0	143
4/11/23	6:45	4	0	0	0	3	24	68	54	7	0	0	0	0	0	160
4/11/23	7:00	1	0	0	0	9	32	64	32	4	1	0	0	0	0	143
4/11/23	7:15	5	0	0	1	5	36	68	46	7	1	1	0	0	0	170
4/11/23	7:30	12	0	0	0	9	34	80	87	21	3	1	0	0	0	247
4/11/23	7:45	20	0	0	0	17	37	117	71	12	1	0	0	0	0	275
4/11/23	8:00	15	0	0	0	7	39	104	97	13	4	0	1	0	0	280
4/11/23	8:15	8	0	0	3	4	40	128	56	9	0	1	0	0	0	249
4/11/23	8:30	9	0	1	0	5	31	79	55	14	4	3	1	0	0	202
4/11/23	8:45	6	0	0	0	6	37	69	46	10	1	0	0	0	0	175
4/11/23	9:00	1	0	0	1	8	26	58	38	12	2	1	0	0	0	147
4/11/23	9:15	3	0	0	0	3	24	61	41	7	3	1	0	0	0	143
4/11/23	9:30	2	0	0	1	7	30	63	31	6	1	0	0	0	0	141
4/11/23	9:45	3	0	0	0	12	36	64	27	8	0	0	0	0	0	150
4/11/23	10:00	2	0	0	6	17	31	55	25	10	0	0	0	0	0	146
4/11/23	10:15	3	0	0	2	5	31	50	35	10	0	0	0	0	0	136
4/11/23	10:30	6	0	0	1	2	32	47	42	8	1	0	0	0	0	139
4/11/23	10:45	5	0	0	3	5	40	58	29	12	5	0	1	0	0	158
4/11/23	11:00	3	0	0	1	12	32	74	41	7	0	0	0	0	0	170
4/11/23	11:15	9	0	0	0	3	50	72	49	5	4	0	0	0	0	192
4/11/23	11:30	5	0	0	0	5	39	98	44	11	0	0	0	0	0	202
4/11/23	11:45	8	0	0	0	4	36	96	59	7	0	1	0	0	2	213
4/11/23	12:00	16	0	0	1	21	60	77	47	20	5	1	0	0	0	248
4/11/23	12:15	7	0	0	2	10	37	91	49	16	6	1	0	0	0	219
4/11/23	12:30	11	0	0	0	1	30	87	50	21	4	1	0	0	0	205
4/11/23	12:45	11	0	0	0	1	27	87	76	20	1	0	0	0	0	223
4/11/23	13:00	10	0	0	0	3	52	93	64	15	2	0	0	0	0	239
4/11/23	13:15	9	1	0	2	8	22	67	64	13	1	0	0	0	0	187
4/11/23	13:30	8	0	2	1	9	23	53	65	15	5	0	0	0	0	181
4/11/23	13:45	8	0	0	0	2	27	72	72	20	5	0	0	0	0	206
4/11/23	14:00	5	0	0	0	10	11	81	73	17	3	1	0	0	0	201
4/11/23	14:15	7	0	0	0	5	39	88	72	10	3	1	0	0	0	225

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	14:30	7	0	0	0	5	28	98	61	18	2	0	0	0	0	219
4/11/23	14:45	19	0	0	0	6	70	96	64	17	3	1	1	0	0	277
4/11/23	15:00	8	0	0	3	8	44	113	78	16	3	0	1	0	0	274
4/11/23	15:15	3	0	0	0	1	31	70	66	22	3	0	0	0	0	196
4/11/23	15:30	12	0	0	0	5	50	94	56	14	3	1	0	0	0	235
4/11/23	15:45	23	0	1	3	16	37	121	106	32	2	1	0	0	0	342
4/11/23	16:00	22	2	4	8	12	65	105	71	18	1	0	0	0	0	308
4/11/23	16:15	76	7	1	0	2	7	8	2	0	0	0	0	0	0	103
4/11/23	16:30	57	0	0	3	0	2	7	0	0	0	0	0	0	0	69
4/11/23	16:45	56	1	2	3	3	2	3	4	0	0	0	0	0	0	74
4/11/23	17:00	26	4	3	0	5	31	72	71	38	4	1	0	0	0	255
4/11/23	17:15	15	0	0	2	9	40	104	86	18	4	1	0	0	0	279
4/11/23	17:30	6	0	0	0	6	58	104	73	25	3	2	1	0	0	278
4/11/23	17:45	56	8	0	1	7	19	30	23	2	6	0	0	0	0	152
4/11/23	18:00	73	8	4	1	1	5	10	4	2	1	0	0	0	0	109
4/11/23	18:15	47	1	1	0	5	14	24	20	7	1	1	0	0	0	121
4/11/23	18:30	5	0	0	0	2	21	61	58	23	5	1	0	0	0	176
4/11/23	18:45	5	0	0	0	1	16	50	52	23	2	0	1	0	0	150
4/11/23	19:00	8	0	0	0	3	14	54	52	25	5	0	2	1	0	164
4/11/23	19:15	2	0	0	0	2	10	33	45	18	5	0	0	0	0	115
4/11/23	19:30	2	0	0	0	2	9	36	40	12	3	0	0	0	0	104
4/11/23	19:45	1	0	0	0	1	14	31	47	8	4	4	0	0	0	110
4/11/23	20:00	1	0	0	0	1	13	44	31	8	0	0	0	0	0	98
4/11/23	20:15	1	0	0	0	3	13	19	32	11	3	0	1	0	0	83
4/11/23	20:30	0	0	0	0	1	9	28	28	12	1	0	0	0	0	79
4/11/23	20:45	1	0	0	0	2	7	15	30	16	2	1	0	0	0	74
4/11/23	21:00	0	0	0	0	0	9	30	24	8	0	0	0	1	0	72
4/11/23	21:15	0	0	0	0	0	2	13	16	16	3	1	0	0	0	51
4/11/23	21:30	1	0	0	0	0	7	15	9	2	0	3	0	0	0	37
4/11/23	21:45	0	0	0	0	2	3	6	13	6	2	0	0	0	0	32
4/11/23	22:00	0	0	0	0	1	4	13	9	4	0	0	0	0	0	31
4/11/23	22:15	0	0	0	0	0	7	9	14	9	1	0	0	0	0	40
4/11/23	22:30	1	0	0	0	1	7	9	14	9	1	2	0	0	0	44
4/11/23	22:45	2	0	0	0	5	15	26	21	11	2	0	0	0	0	82
4/11/23	23:00	0	0	0	0	1	12	27	15	7	2	0	0	0	0	64
4/11/23	23:15	0	0	0	0	3	2	6	5	5	1	2	0	0	0	24
4/11/23	23:30	0	0	0	1	1	1	3	6	2	2	0	0	0	0	16
4/11/23	23:45	0	0	0	0	1	4	3	4	1	0	1	0	1	0	15
4/12/23	0:00	0	0	0	1	1	1	2	3	0	1	0	0	0	0	9
4/12/23	0:15	0	0	0	0	0	0	1	1	3	0	0	0	0	0	5
4/12/23	0:30	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6
4/12/23	0:45	0	0	0	0	0	1	2	3	1	0	0	0	0	0	7
4/12/23	1:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
4/12/23	1:15	0	0	0	0	0	1	0	3	1	1	0	0	0	0	6
4/12/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	1:45	0	0	0	0	1	0	1	1	2	0	0	0	0	0	5
4/12/23	2:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
4/12/23	2:15	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
4/12/23	2:30	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/12/23	2:45	0	0	0	0	0	2	5	1	1	0	1	0	0	0	10
4/12/23	3:00	0	0	0	0	0	2	4	0	0	1	0	0	0	0	7
4/12/23	3:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4/12/23	3:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
4/12/23	3:45	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
4/12/23	4:00	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5
4/12/23	4:15	0	0	0	0	1	3	2	1	0	1	0	0	0	0	8
4/12/23	4:30	0	0	0	0	0	1	2	3	1	2	0	0	0	0	9
4/12/23	4:45	0	0	0	0	0	3	3	12	2	1	1	0	0	0	22
4/12/23	5:00	0	0	0	0	0	2	4	6	1	0	0	0	0	0	13
4/12/23	5:15	0	0	0	0	1	4	0	5	3	0	0	0	0	0	13
4/12/23	5:30	2	0	0	0	0	1	11	13	5	1	1	0	0	0	34
4/12/23	5:45	0	0	1	0	0	2	30	21	13	1	3	0	0	0	71
4/12/23	6:00	0	0	0	0	0	6	14	13	7	2	0	0	0	0	42
4/12/23	6:15	1	0	0	0	2	17	43	21	8	2	1	0	0	0	95
4/12/23	6:30	3	0	0	1	1	18	45	59	10	6	0	0	1	0	144
4/12/23	6:45	2	0	0	1	5	27	54	39	13	2	0	0	0	0	143
4/12/23	7:00	1	0	0	0	3	17	60	29	20	4	0	0	0	0	134
4/12/23	7:15	6	0	0	0	4	30	78	59	11	4	0	0	0	0	192
4/12/23	7:30	3	0	0	0	3	33	68	75	23	0	1	0	0	0	206
4/12/23	7:45	6	0	0	0	5	32	94	75	27	5	0	0	0	0	244

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/12/23	8:00	12	0	0	0	3	40	107	87	22	3	3	0	0	0	277
4/12/23	8:15	13	0	0	0	16	39	80	66	18	5	2	1	0	0	240
4/12/23	8:30	6	0	0	3	20	45	62	60	12	0	0	0	0	0	208
4/12/23	8:45	7	0	0	0	9	36	64	43	17	4	1	0	0	0	181
4/12/23	9:00	6	0	0	0	5	19	57	49	15	1	0	0	0	0	152
4/12/23	9:15	8	0	0	0	5	30	55	45	16	3	1	0	0	0	163
4/12/23	9:30	1	0	0	0	6	35	42	23	11	4	0	0	0	0	122
4/12/23	9:45	1	0	0	0	9	26	53	49	9	2	0	0	1	0	150
4/12/23	10:00	3	0	0	1	4	28	52	35	12	0	0	0	0	0	135
4/12/23	10:15	3	2	1	1	7	25	49	48	7	1	0	1	0	0	145
4/12/23	10:30	1	0	0	2	6	20	58	33	12	3	1	0	0	0	136
4/12/23	10:45	9	0	0	0	15	35	61	40	11	5	0	1	0	1	178
4/12/23	11:00	8	0	1	1	7	42	82	40	12	3	0	0	0	0	196
4/12/23	11:15	1	0	0	8	5	26	70	63	17	5	0	0	0	0	195
4/12/23	11:30	5	0	5	5	3	23	74	57	16	3	1	0	0	0	192
4/12/23	11:45	5	0	0	0	6	34	77	75	22	4	0	0	0	0	223
4/12/23	12:00	6	1	0	4	5	31	101	65	20	3	1	0	0	0	237
4/12/23	12:15	5	0	0	0	13	37	86	58	21	3	0	0	0	0	223
4/12/23	12:30	8	0	0	2	8	31	92	61	28	0	1	0	0	0	231
4/12/23	12:45	15	0	0	2	9	30	57	69	21	4	1	0	0	0	208
4/12/23	13:00	8	0	0	0	6	33	98	53	23	5	0	0	0	0	226
4/12/23	13:15	10	0	0	0	3	38	79	63	14	2	3	0	0	0	212
4/12/23	13:30	5	0	0	0	2	31	75	72	17	5	0	0	0	0	207
4/12/23	13:45	2	0	0	0	6	36	83	65	10	2	0	0	0	0	204
4/12/23	14:00	8	0	0	2	4	30	90	54	22	1	1	0	0	0	212
4/12/23	14:15	10	0	0	1	2	33	68	60	28	4	2	0	0	1	209
4/12/23	14:30	9	0	0	1	6	32	79	66	11	0	1	0	0	0	205
4/12/23	14:45	13	0	0	0	8	48	126	76	16	3	0	0	0	0	290
4/12/23	15:00	19	0	0	3	10	29	86	78	25	3	2	0	1	0	256
4/12/23	15:15	6	0	0	0	3	26	96	64	23	4	1	0	0	0	223
4/12/23	15:30	9	0	0	1	3	35	91	68	18	6	0	0	0	0	231
4/12/23	15:45	15	2	1	4	17	42	78	58	37	6	0	0	0	0	260
4/12/23	16:00	10	0	2	0	3	29	93	90	22	2	1	0	0	0	252
4/12/23	16:15	12	0	0	0	9	33	123	73	15	2	0	0	0	0	267
4/12/23	16:30	11	0	0	2	8	66	89	67	28	4	1	0	0	0	276
4/12/23	16:45	24	0	0	3	6	45	110	72	29	3	0	0	0	0	292
4/12/23	17:00	15	0	0	1	12	55	129	86	20	0	2	0	0	1	321
4/12/23	17:15	21	0	0	0	10	55	136	65	21	8	2	0	0	1	319
4/12/23	17:30	7	0	0	0	12	38	93	73	31	9	1	0	0	0	264
4/12/23	17:45	6	0	0	1	4	17	110	87	33	7	2	0	0	0	267
4/12/23	18:00	6	0	0	1	5	28	103	68	29	5	0	0	2	0	247
4/12/23	18:15	4	0	0	0	2	22	83	71	25	10	2	0	0	0	219
4/12/23	18:30	7	0	0	0	3	22	71	74	32	1	1	0	0	0	211
4/12/23	18:45	10	0	0	0	3	32	60	67	20	8	0	2	0	0	202
4/12/23	19:00	3	0	0	0	5	22	75	53	17	0	0	1	0	0	176
4/12/23	19:15	1	0	0	0	5	35	54	51	15	4	1	0	0	0	166
4/12/23	19:30	5	0	0	0	4	20	40	33	20	5	0	0	0	0	127
4/12/23	19:45	7	0	0	0	1	18	45	39	13	2	2	0	0	0	127
4/12/23	20:00	3	0	0	0	2	13	64	30	20	5	0	1	0	0	138
4/12/23	20:15	3	0	0	0	0	17	32	38	26	2	0	1	0	0	119
4/12/23	20:30	2	0	0	0	0	10	41	47	18	4	0	0	0	0	122
4/12/23	20:45	2	0	0	0	5	19	24	35	12	2	0	0	0	0	99
4/12/23	21:00	0	0	0	0	0	8	37	30	11	0	2	0	0	0	88
4/12/23	21:15	0	0	0	1	1	14	25	26	7	3	1	0	0	0	78
4/12/23	21:30	1	0	0	0	1	9	16	27	13	5	1	0	1	0	74
4/12/23	21:45	2	0	0	1	1	5	19	13	4	1	1	0	0	1	48
4/12/23	22:00	0	0	0	0	1	6	15	16	7	1	1	1	0	0	48
4/12/23	22:15	0	0	0	0	2	13	14	17	7	0	2	0	0	0	55
4/12/23	22:30	1	0	0	0	0	4	17	13	5	6	1	0	0	0	47
4/12/23	22:45	4	0	0	0	4	24	25	18	9	1	1	0	0	0	86
4/12/23	23:00	0	0	0	0	5	12	15	12	7	3	2	0	0	0	56
4/12/23	23:15	2	0	0	0	2	2	5	10	4	1	0	0	0	0	26
4/12/23	23:30	0	0	0	0	1	0	4	3	2	1	1	0	0	0	12
4/12/23	23:45	0	0	0	0	0	1	3	5	3	0	0	0	0	0	12
4/13/23	0:00	0	0	0	0	3	2	4	2	0	0	0	0	0	0	11
4/13/23	0:15	0	0	0	0	0	1	4	0	0	0	0	0	0	0	5
4/13/23	0:30	0	0	0	0	0	2	3	2	1	0	0	0	0	0	8
4/13/23	0:45	0	0	0	0	0	1	2	3	2	0	0	0	0	0	8
4/13/23	1:00	0	0	0	0	1	0	0	3	0	1	0	0	0	0	5
4/13/23	1:15	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	1:30	0	0	0	0	1	1	2	0	0	1	0	0	0	0	5
4/13/23	1:45	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5
4/13/23	2:00	0	0	0	0	1	1	2	3	1	0	0	0	0	0	8
4/13/23	2:15	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
4/13/23	2:30	0	0	0	0	0	2	2	1	1	0	1	0	0	0	7
4/13/23	2:45	0	0	0	1	0	1	1	2	3	0	0	0	0	0	8
4/13/23	3:00	0	0	0	0	0	1	2	1	0	0	0	0	1	0	5
4/13/23	3:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4/13/23	3:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/13/23	3:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/13/23	4:00	0	0	0	0	0	0	2	1	3	0	0	0	0	0	6
4/13/23	4:15	0	0	0	0	1	3	2	2	1	0	0	0	0	0	9
4/13/23	4:30	0	0	0	0	0	0	2	4	4	0	0	0	0	0	10
4/13/23	4:45	0	0	0	0	0	2	4	5	0	1	1	0	0	0	13
4/13/23	5:00	1	0	0	0	2	3	1	9	1	0	0	0	0	0	17
4/13/23	5:15	0	0	0	0	2	0	6	4	1	0	0	0	0	0	13
4/13/23	5:30	0	0	0	0	0	0	11	7	11	4	0	0	0	0	33
4/13/23	5:45	0	0	0	0	1	3	20	21	9	1	0	0	0	0	55
4/13/23	6:00	2	0	0	0	0	6	18	16	12	0	2	0	0	0	56
4/13/23	6:15	2	0	1	2	1	19	25	27	14	2	0	0	0	0	93
4/13/23	6:30	2	0	0	2	5	14	52	49	14	3	0	0	0	0	141
4/13/23	6:45	4	0	0	1	6	16	68	46	12	5	1	0	0	0	159
4/13/23	7:00	3	0	0	0	2	22	49	37	12	3	1	0	0	0	129
4/13/23	7:15	9	0	0	0	10	25	57	55	9	4	0	0	0	0	169
4/13/23	7:30	5	0	0	3	7	33	97	71	20	2	1	0	0	0	239
4/13/23	7:45	15	0	0	1	10	27	88	115	13	3	0	0	0	0	272
4/13/23	8:00	9	0	0	0	10	30	109	92	23	1	1	1	0	0	276
4/13/23	8:15	10	0	1	7	13	46	109	45	14	3	1	0	0	0	249
4/13/23	8:30	11	0	0	1	11	28	70	67	21	3	0	0	0	0	212
4/13/23	8:45	8	0	0	2	2	15	59	69	18	1	0	0	0	0	174
4/13/23	9:00	4	0	0	0	3	20	44	41	20	1	0	0	0	0	133
4/13/23	9:15	5	0	0	1	1	24	61	43	15	2	0	0	0	1	153
4/13/23	9:30	1	0	0	0	3	29	67	27	11	1	1	0	0	0	140
4/13/23	9:45	5	0	0	0	5	33	50	43	13	3	0	0	0	0	152
4/13/23	10:00	5	0	0	1	6	34	65	27	11	0	0	0	0	0	149
4/13/23	10:15	4	0	0	1	5	31	51	40	11	2	0	0	0	0	145
4/13/23	10:30	7	0	0	2	1	32	71	28	8	1	0	0	0	0	150
4/13/23	10:45	6	0	0	0	4	64	68	40	14	1	0	0	0	0	197
4/13/23	11:00	4	0	0	1	11	33	71	48	9	4	1	0	0	0	182
4/13/23	11:15	7	0	0	0	5	46	70	67	20	5	0	0	0	0	220
4/13/23	11:30	7	0	0	2	10	39	64	57	16	3	0	0	0	0	198
4/13/23	11:45	6	0	0	0	9	47	89	63	16	2	1	0	0	0	233
4/13/23	12:00	7	0	0	1	11	62	82	40	22	2	1	0	0	0	228
4/13/23	12:15	7	0	0	0	9	42	97	49	17	5	0	0	0	0	226
4/13/23	12:30	17	1	0	2	5	50	63	61	21	4	0	0	0	0	224
4/13/23	12:45	4	0	0	0	1	45	86	45	16	1	0	0	0	0	198
4/13/23	13:00	13	0	0	1	7	62	78	49	10	7	0	0	0	0	227
4/13/23	13:15	9	0	0	1	8	34	64	52	18	3	0	0	0	0	189
4/13/23	13:30	8	0	0	1	9	37	66	64	9	0	0	1	0	0	195
4/13/23	13:45	2	0	0	3	9	32	66	41	13	3	1	0	0	0	170
4/13/23	14:00	4	0	0	0	19	51	71	42	18	1	1	0	0	0	207
4/13/23	14:15	6	0	0	0	9	44	74	59	14	1	0	0	0	0	207
4/13/23	14:30	1	0	0	2	12	34	84	58	23	6	1	0	0	0	221
4/13/23	14:45	10	0	0	3	10	67	79	85	18	5	0	0	0	0	277
4/13/23	15:00	18	0	1	3	4	59	93	76	15	2	1	0	0	0	272
4/13/23	15:15	5	0	0	2	9	43	79	61	24	1	1	0	0	0	225
4/13/23	15:30	10	0	0	0	3	47	92	72	18	3	0	0	0	0	245
4/13/23	15:45	10	0	0	2	16	43	100	60	21	2	1	0	0	0	255
4/13/23	16:00	11	0	0	3	7	63	94	63	23	4	0	0	0	0	268
4/13/23	16:15	14	0	0	0	7	46	81	87	9	1	0	0	0	0	245
4/13/23	16:30	12	0	0	0	6	55	126	49	15	3	0	0	0	0	266
4/13/23	16:45	15	0	0	0	5	40	108	79	19	3	0	0	0	0	269
4/13/23	17:00	12	0	0	0	10	40	90	76	26	0	1	0	1	0	256
4/13/23	17:15	5	0	0	0	9	64	126	74	15	4	1	0	0	0	298
4/13/23	17:30	8	0	0	0	7	42	92	82	26	4	1	0	0	0	262
4/13/23	17:45	8	0	0	1	6	38	102	60	20	1	0	0	0	0	236
4/13/23	18:00	8	0	0	0	6	19	91	67	21	2	0	0	0	0	214
4/13/23	18:15	1	0	0	1	3	33	64	47	19	5	0	0	0	0	173
4/13/23	18:30	2	0	0	0	4	8	59	41	16	3	2	0	1	0	136
4/13/23	18:45	7	0	0	0	6	20	50	57	15	2	0	0	0	0	157

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	19:00	1	0	0	0	1	18	52	37	12	2	0	0	0	0	123
4/13/23	19:15	0	0	0	0	3	20	43	23	12	4	0	0	1	0	106
4/13/23	19:30	0	0	0	0	1	24	49	22	13	2	0	0	0	0	111
4/13/23	19:45	1	0	0	0	2	16	54	36	6	2	1	0	0	0	118
4/13/23	20:00	0	0	0	0	4	16	28	14	10	0	0	0	0	0	72
4/13/23	20:15	2	4	7	1	1	21	33	13	0	0	0	1	0	0	83
4/13/23	20:30	2	0	0	0	1	12	29	11	4	0	0	0	0	0	59
4/13/23	20:45	0	0	0	0	2	11	30	20	3	1	0	0	0	0	67
4/13/23	21:00	2	0	0	1	0	14	21	14	10	1	0	0	0	0	63
4/13/23	21:15	0	0	0	1	0	8	18	15	1	2	0	0	0	0	45
4/13/23	21:30	0	0	0	0	2	9	20	11	5	2	0	0	0	0	49
4/13/23	21:45	0	0	0	0	0	6	10	18	8	1	0	0	0	0	43
4/13/23	22:00	0	0	0	0	2	7	6	12	7	1	0	0	0	0	35
4/13/23	22:15	0	0	0	0	1	4	15	13	5	0	1	0	0	0	39
4/13/23	22:30	0	0	0	0	2	3	8	10	10	2	0	0	0	0	35
4/13/23	22:45	0	0	0	1	2	15	27	28	7	2	0	0	0	0	82
4/13/23	23:00	0	0	1	1	2	15	22	11	6	4	1	0	0	0	63
4/13/23	23:15	0	0	0	1	1	4	9	7	5	1	0	0	0	0	28
4/13/23	23:30	0	0	0	0	1	3	7	3	3	0	0	0	0	0	17
4/13/23	23:45	0	0	0	0	3	3	3	4	3	0	0	0	0	0	16
4/14/23	0:00	2	0	0	0	0	0	6	1	2	0	0	0	0	0	11
4/14/23	0:15	0	0	0	0	0	1	1	3	1	0	0	0	0	0	6
4/14/23	0:30	0	0	0	0	0	0	4	3	1	0	0	0	0	0	8
4/14/23	0:45	0	0	0	0	0	0	2	2	3	0	0	0	1	0	8
4/14/23	1:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5
4/14/23	1:15	0	0	0	1	0	0	4	0	0	0	0	0	0	0	5
4/14/23	1:30	0	0	0	0	1	0	1	1	2	0	0	0	0	0	5
4/14/23	1:45	0	0	0	0	0	1	2	0	3	0	1	0	0	0	7
4/14/23	2:00	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
4/14/23	2:15	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
4/14/23	2:30	0	0	0	0	0	3	2	2	0	1	0	0	0	0	8
4/14/23	2:45	0	0	0	0	0	1	5	2	0	1	0	0	0	0	9
4/14/23	3:00	0	0	0	0	0	1	0	2	1	1	0	0	0	0	5
4/14/23	3:15	0	0	0	0	0	0	2	0	1	0	0	1	0	0	4
4/14/23	3:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
4/14/23	3:45	0	0	0	0	0	1	4	1	2	0	0	0	0	0	8
4/14/23	4:00	0	0	0	0	2	0	1	0	2	0	0	0	0	0	5
4/14/23	4:15	0	0	0	0	1	0	2	2	1	1	0	0	0	0	7
4/14/23	4:30	0	0	0	0	0	0	2	7	2	2	0	0	0	0	13
4/14/23	4:45	0	0	0	0	0	1	4	3	1	0	1	0	0	0	10
4/14/23	5:00	0	0	0	0	0	2	8	6	0	0	0	0	0	0	16
4/14/23	5:15	0	0	0	0	0	0	3	3	1	0	0	0	0	0	7
4/14/23	5:30	0	0	0	0	0	4	13	10	7	2	2	0	0	0	38
4/14/23	5:45	0	0	0	0	0	3	23	14	10	0	1	0	0	0	51
4/14/23	6:00	0	0	0	0	0	7	10	15	3	3	0	0	0	0	38
4/14/23	6:15	1	0	0	1	2	12	27	28	10	6	0	0	0	0	87
4/14/23	6:30	1	0	0	0	2	13	63	35	15	2	2	0	0	0	133
4/14/23	6:45	6	0	0	3	1	16	55	41	11	3	1	0	0	0	137
4/14/23	7:00	0	0	0	0	2	21	40	50	18	1	0	0	0	0	132
4/14/23	7:15	7	0	0	2	1	18	60	45	14	3	1	0	0	0	151
4/14/23	7:30	11	0	0	1	6	28	76	70	14	2	0	0	0	0	208
4/14/23	7:45	15	0	0	1	8	25	77	71	25	6	1	0	0	0	229
4/14/23	8:00	3	0	0	1	3	20	73	61	18	5	1	1	1	0	187
4/14/23	8:15	4	0	0	1	10	25	63	42	16	2	0	0	0	0	163
4/14/23	8:30	1	0	1	7	4	21	54	61	17	1	0	0	0	0	167
4/14/23	8:45	5	0	0	0	11	22	43	41	15	4	2	0	0	0	143
4/14/23	9:00	4	0	0	2	7	17	45	38	8	4	0	0	0	0	125
4/14/23	9:15	3	0	0	2	4	12	43	43	7	6	0	0	0	0	120
4/14/23	9:30	1	0	0	4	7	27	56	16	5	3	0	0	0	0	119
4/14/23	9:45	4	0	1	1	11	32	53	18	16	3	0	0	0	0	139
4/14/23	10:00	6	0	0	1	6	25	58	32	12	5	0	0	0	0	145
4/14/23	10:15	4	0	1	0	9	43	46	19	8	1	1	0	0	0	132
4/14/23	10:30	10	1	0	1	6	35	61	36	4	3	1	0	0	0	158
4/14/23	10:45	2	0	0	1	6	27	69	42	16	0	0	0	0	0	163
4/14/23	11:00	3	0	1	4	6	24	59	40	18	1	1	0	0	0	157
4/14/23	11:15	3	0	0	2	15	42	75	36	3	3	0	0	0	0	179
4/14/23	11:30	8	0	0	0	0	22	72	55	11	5	2	0	0	0	175
4/14/23	11:45	8	0	0	0	8	44	79	54	9	1	1	0	0	0	204
4/14/23	12:00	5	0	0	7	11	35	75	59	13	3	1	0	0	0	209
4/14/23	12:15	6	0	0	1	6	43	76	50	15	5	0	0	0	0	202

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/14/23	12:30	6	0	0	1	9	38	95	61	15	2	1	0	0	0	228
4/14/23	12:45	8	0	3	13	4	33	85	70	15	4	1	0	0	0	236
4/14/23	13:00	10	0	1	1	4	31	89	55	16	3	0	0	0	0	210
4/14/23	13:15	4	1	1	1	6	41	72	44	18	1	0	0	0	0	189
4/14/23	13:30	6	0	0	0	5	51	72	65	20	4	0	0	0	0	223
4/14/23	13:45	8	0	0	3	11	34	72	47	18	1	1	0	0	0	195
4/14/23	14:00	13	0	0	1	8	25	68	55	20	1	1	0	0	0	192
4/14/23	14:15	7	0	0	0	4	35	91	66	17	4	0	0	0	0	224
4/14/23	14:30	7	0	0	1	2	37	83	65	19	4	1	0	0	0	219
4/14/23	14:45	16	0	0	0	26	74	83	71	24	2	1	0	0	0	297
4/14/23	15:00	23	0	0	4	23	58	95	62	13	2	1	0	0	0	281
4/14/23	15:15	11	0	0	3	18	64	76	32	4	1	0	0	0	0	209
4/14/23	15:30	13	0	0	7	36	76	56	15	4	0	0	0	0	0	207
4/14/23	15:45	13	0	0	0	7	62	98	79	18	2	0	0	0	0	279
4/14/23	16:00	10	0	0	0	3	48	107	85	15	9	1	0	0	0	278
4/14/23	16:15	14	0	0	0	8	47	95	60	25	3	2	1	0	0	255
4/14/23	16:30	6	0	0	2	5	31	101	61	13	9	2	0	0	0	230
4/14/23	16:45	5	0	0	2	8	43	77	51	21	3	0	1	0	0	211
4/14/23	17:00	13	0	0	1	12	48	69	62	19	4	0	1	0	0	229
4/14/23	17:15	15	0	0	0	26	65	90	62	13	1	0	0	0	0	272
4/14/23	17:30	6	0	0	1	10	62	97	55	15	2	2	0	0	0	250
4/14/23	17:45	7	0	0	0	10	65	84	84	24	5	1	0	0	0	280
4/14/23	18:00	9	0	0	0	4	43	72	62	25	2	0	1	0	0	218
4/14/23	18:15	8	0	0	5	12	38	76	64	23	0	0	0	0	0	226
4/14/23	18:30	22	0	0	0	3	29	92	59	14	1	0	0	0	0	220
4/14/23	18:45	8	0	0	0	2	26	60	55	18	9	0	0	0	0	178
4/14/23	19:00	8	0	0	1	4	15	66	44	14	6	5	2	0	0	165
4/14/23	19:15	1	0	0	0	5	25	60	49	14	1	1	0	0	0	156
4/14/23	19:30	0	0	0	0	2	13	45	40	12	2	0	1	0	0	115
4/14/23	19:45	0	0	0	0	2	11	39	31	14	1	0	0	0	0	98
4/14/23	20:00	3	0	0	1	3	17	48	26	12	1	0	0	0	0	111
4/14/23	20:15	2	0	0	0	0	11	35	27	14	2	0	0	0	0	91
4/14/23	20:30	0	0	0	0	0	11	30	20	9	1	0	0	0	0	71
4/14/23	20:45	1	0	0	1	3	13	28	24	12	0	1	0	0	0	83
4/14/23	21:00	2	0	0	0	0	12	20	16	12	2	0	0	0	0	64
4/14/23	21:15	0	0	0	0	0	13	20	14	10	3	0	0	0	0	60
4/14/23	21:30	0	0	0	0	0	8	14	17	7	1	0	0	1	0	48
4/14/23	21:45	0	0	0	0	0	5	18	23	6	4	0	0	0	0	56
4/14/23	22:00	0	0	0	0	0	13	19	16	6	1	0	0	0	0	55
4/14/23	22:15	0	0	0	0	0	4	11	11	8	2	0	0	0	0	36
4/14/23	22:30	0	0	0	0	0	6	16	9	6	3	0	1	0	0	41
4/14/23	22:45	3	0	0	0	6	17	28	17	9	2	0	0	0	0	82
4/14/23	23:00	2	0	0	0	4	15	33	20	1	0	1	0	0	0	76
4/14/23	23:15	0	0	0	0	0	4	7	4	6	3	1	0	0	0	25
4/14/23	23:30	0	0	0	0	1	0	6	10	1	4	0	0	0	0	22
4/14/23	23:45	0	0	0	0	0	1	2	6	1	0	1	0	0	0	11
4/15/23	0:00	2	1	0	0	2	1	6	4	3	1	0	0	0	0	20
4/15/23	0:15	0	0	0	0	1	0	1	0	3	2	2	0	0	0	9
4/15/23	0:30	0	0	0	0	0	3	4	5	2	0	0	0	1	0	15
4/15/23	0:45	0	0	0	0	0	2	4	5	0	1	0	0	0	0	12
4/15/23	1:00	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
4/15/23	1:15	0	0	0	0	0	0	1	4	1	1	0	0	0	0	7
4/15/23	1:30	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
4/15/23	1:45	0	0	0	0	0	1	1	0	1	1	0	0	0	0	4
4/15/23	2:00	0	0	0	0	1	0	4	1	2	0	0	0	0	0	8
4/15/23	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	2:30	0	0	0	0	1	0	1	2	1	1	0	0	0	0	6
4/15/23	2:45	0	0	0	0	0	0	6	2	0	0	0	0	0	0	8
4/15/23	3:00	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5
4/15/23	3:15	0	0	0	0	1	0	1	3	0	0	0	0	0	0	5
4/15/23	3:30	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
4/15/23	3:45	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
4/15/23	4:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/15/23	4:15	0	0	0	0	0	0	1	1	1	0	1	0	0	0	4
4/15/23	4:30	0	0	0	0	0	0	2	4	1	0	0	0	0	0	7
4/15/23	4:45	0	0	0	0	1	1	1	0	0	2	0	0	0	0	5
4/15/23	5:00	0	0	0	0	0	2	4	3	1	0	1	0	0	0	11
4/15/23	5:15	0	0	0	0	0	1	3	2	1	1	0	0	0	0	8
4/15/23	5:30	0	0	0	0	1	1	2	2	5	0	1	0	0	0	12
4/15/23	5:45	0	0	0	0	0	1	12	6	3	0	2	0	0	0	24

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/15/23	6:00	0	0	0	0	0	3	2	4	5	0	0	0	0	0	14
4/15/23	6:15	0	0	0	0	0	4	4	4	2	4	0	0	0	0	18
4/15/23	6:30	0	0	0	0	2	5	3	9	4	0	0	0	0	0	23
4/15/23	6:45	0	0	0	0	2	4	12	5	4	3	1	0	0	0	31
4/15/23	7:00	2	0	0	0	1	6	16	12	6	1	0	0	0	0	44
4/15/23	7:15	0	0	0	0	3	3	15	10	3	0	1	0	0	0	35
4/15/23	7:30	1	0	0	0	1	6	14	20	9	3	0	0	0	0	54
4/15/23	7:45	0	0	0	0	1	8	18	24	10	0	0	0	0	0	61
4/15/23	8:00	2	0	0	0	0	3	16	19	11	2	0	0	0	0	53
4/15/23	8:15	0	0	0	0	4	4	27	23	9	3	0	0	0	0	70
4/15/23	8:30	1	0	0	0	1	9	32	26	17	1	1	2	0	0	90
4/15/23	8:45	1	0	0	1	0	16	27	32	15	7	0	1	1	0	101
4/15/23	9:00	1	0	0	0	0	7	31	38	13	1	0	0	1	0	92
4/15/23	9:15	2	0	0	2	4	11	49	38	10	4	1	0	0	0	121
4/15/23	9:30	1	0	0	0	2	13	55	32	8	0	2	0	1	1	115
4/15/23	9:45	0	0	0	0	1	21	67	41	16	3	1	0	0	0	150
4/15/23	10:00	1	0	0	0	0	17	39	41	13	4	1	0	0	0	116
4/15/23	10:15	3	0	0	0	0	9	67	46	14	8	1	0	0	0	148
4/15/23	10:30	1	0	0	0	0	17	47	54	23	3	1	0	0	0	146
4/15/23	10:45	1	0	0	1	0	26	50	50	18	5	1	0	0	0	152
4/15/23	11:00	2	0	0	0	0	31	61	59	25	2	0	0	0	0	180
4/15/23	11:15	14	0	0	0	1	22	76	52	12	2	1	0	0	0	180
4/15/23	11:30	5	0	0	0	0	19	66	66	30	6	0	0	0	0	192
4/15/23	11:45	4	0	0	0	2	10	61	48	21	6	0	0	0	0	152
4/15/23	12:00	3	0	0	0	0	17	67	51	23	2	2	0	0	0	165
4/15/23	12:15	6	0	0	0	6	28	75	68	21	2	0	0	0	0	206
4/15/23	12:30	9	0	0	0	0	25	68	80	17	2	2	0	0	0	203
4/15/23	12:45	5	0	0	0	3	17	62	67	24	3	0	0	0	0	181
4/15/23	13:00	1	0	0	0	1	14	68	72	37	6	1	0	0	0	200
4/15/23	13:15	1	0	0	0	2	23	100	54	23	3	2	1	0	0	209
4/15/23	13:30	10	0	0	0	3	29	60	62	14	3	0	0	0	0	181
4/15/23	13:45	16	0	0	0	1	20	58	72	21	6	1	0	0	0	195
4/15/23	14:00	7	0	0	0	0	9	83	70	19	6	1	0	0	0	195
4/15/23	14:15	10	0	0	0	0	24	58	70	20	7	4	0	0	0	193
4/15/23	14:30	4	0	0	0	5	34	78	59	19	5	1	0	0	0	205
4/15/23	14:45	10	1	2	0	2	29	74	57	13	4	1	0	0	0	193
4/15/23	15:00	4	1	0	0	1	27	56	65	20	1	1	0	0	0	176
4/15/23	15:15	6	0	0	0	2	18	53	63	23	4	2	1	0	1	173
4/15/23	15:30	4	0	0	0	4	27	45	46	32	10	2	0	1	0	171
4/15/23	15:45	4	0	0	0	3	22	82	45	15	3	1	0	0	0	175
4/15/23	16:00	6	0	0	0	7	23	55	44	21	2	2	0	0	0	160
4/15/23	16:15	5	0	0	0	0	15	56	66	23	1	1	0	0	0	167
4/15/23	16:30	6	0	0	0	0	13	51	60	21	3	1	0	0	0	155
4/15/23	16:45	4	0	0	0	7	21	58	85	35	7	3	0	0	0	220
4/15/23	17:00	8	0	0	0	1	12	61	87	26	8	0	0	0	0	203
4/15/23	17:15	5	0	0	0	0	27	55	41	22	11	4	1	0	0	166
4/15/23	17:30	5	0	0	0	1	21	53	49	18	4	1	0	0	0	152
4/15/23	17:45	1	0	0	0	1	21	49	47	22	3	1	0	0	0	145
4/15/23	18:00	5	0	0	0	3	6	45	68	22	9	0	0	0	0	158
4/15/23	18:15	0	0	0	0	0	10	36	56	23	4	3	0	0	0	132
4/15/23	18:30	2	0	0	0	2	11	56	47	14	3	3	0	0	0	138
4/15/23	18:45	3	0	0	0	2	17	31	62	16	4	0	0	0	1	136
4/15/23	19:00	2	0	0	0	0	20	48	47	14	3	0	0	0	0	134
4/15/23	19:15	0	0	0	0	5	22	39	43	5	4	0	0	0	0	118
4/15/23	19:30	1	0	0	1	1	12	35	47	14	2	0	0	0	0	113
4/15/23	19:45	1	0	0	0	0	7	31	42	11	2	0	0	0	0	94
4/15/23	20:00	0	0	0	0	5	11	29	28	11	1	1	0	0	1	87
4/15/23	20:15	2	0	0	0	1	11	17	26	13	3	0	0	0	0	73
4/15/23	20:30	0	0	0	0	2	13	21	34	11	2	0	0	0	0	83
4/15/23	20:45	1	0	0	0	0	10	17	35	10	4	0	0	0	0	77
4/15/23	21:00	0	0	0	0	2	7	21	22	14	3	1	0	0	0	70
4/15/23	21:15	2	0	0	0	0	6	17	26	3	1	1	0	0	0	56
4/15/23	21:30	0	0	0	0	2	3	24	16	2	0	0	1	0	0	48
4/15/23	21:45	2	0	0	0	0	7	11	8	4	1	0	0	0	0	33
4/15/23	22:00	0	0	0	0	2	7	10	13	10	2	1	0	0	0	45
4/15/23	22:15	0	0	0	0	3	10	18	11	4	2	0	0	0	0	48
4/15/23	22:30	0	0	0	0	0	6	8	13	7	0	1	1	0	0	36
4/15/23	22:45	0	0	0	0	0	8	17	6	6	0	0	0	0	0	37
4/15/23	23:00	0	0	0	0	0	4	7	6	3	2	0	0	0	0	22
4/15/23	23:15	0	0	0	0	2	4	10	9	1	0	0	0	0	0	26

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/15/23	23:30	0	0	0	3	1	7	4	9	5	0	0	0	0	0	29
4/15/23	23:45	0	0	0	0	0	2	11	10	2	0	0	0	0	0	25
4/16/23	0:00	0	0	0	0	0	1	4	5	4	1	1	0	0	0	16
4/16/23	0:15	0	0	0	0	0	1	6	4	1	1	0	0	0	0	13
4/16/23	0:30	0	0	0	2	0	3	2	6	4	2	0	0	0	0	19
4/16/23	0:45	0	0	0	0	0	6	7	4	1	0	0	0	0	1	19
4/16/23	1:00	0	0	0	0	0	3	2	3	1	1	1	0	0	0	11
4/16/23	1:15	0	0	0	0	0	1	1	0	2	0	1	0	0	0	5
4/16/23	1:30	0	0	0	0	1	2	4	2	4	1	0	0	0	0	14
4/16/23	1:45	0	0	0	2	1	0	3	0	0	1	0	1	0	0	8
4/16/23	2:00	0	0	0	0	0	2	4	1	0	0	0	0	0	0	7
4/16/23	2:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4/16/23	2:30	0	0	0	0	2	0	6	2	0	0	0	0	0	0	10
4/16/23	2:45	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
4/16/23	3:00	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
4/16/23	3:15	0	0	0	0	2	0	3	0	0	0	1	0	0	0	6
4/16/23	3:30	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	1	3	2	1	0	0	0	0	0	7
4/16/23	4:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/16/23	4:30	0	0	0	0	2	0	0	3	1	2	0	0	0	0	8
4/16/23	4:45	0	0	0	0	0	2	3	3	0	0	1	0	0	0	9
4/16/23	5:00	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5
4/16/23	5:15	0	0	0	0	0	3	2	0	1	0	0	0	0	0	6
4/16/23	5:30	0	0	0	0	0	0	1	1	2	2	0	0	0	0	6
4/16/23	5:45	0	0	0	0	0	2	5	2	1	0	0	0	0	0	10
4/16/23	6:00	0	0	0	0	0	3	2	2	1	1	1	0	0	0	10
4/16/23	6:15	0	0	0	0	0	2	1	4	1	1	0	0	0	0	9
4/16/23	6:30	0	0	0	0	3	1	5	1	1	1	0	0	0	0	12
4/16/23	6:45	0	0	0	0	1	7	4	6	3	1	0	0	0	0	22
4/16/23	7:00	0	0	0	0	2	6	7	6	0	0	1	0	0	0	22
4/16/23	7:15	0	0	0	0	0	4	5	4	1	0	1	0	0	0	15
4/16/23	7:30	0	0	0	0	1	3	8	7	6	1	0	0	0	0	26
4/16/23	7:45	0	0	0	0	1	6	9	7	1	0	1	0	0	0	25
4/16/23	8:00	0	0	0	0	0	3	10	12	1	0	0	0	0	0	26
4/16/23	8:15	0	0	0	0	1	2	17	13	2	1	0	0	0	0	36
4/16/23	8:30	1	0	0	1	2	8	15	16	6	0	0	0	0	0	49
4/16/23	8:45	0	0	0	0	1	2	36	31	12	3	2	0	0	0	87
4/16/23	9:00	0	0	0	0	0	7	26	27	12	3	0	0	0	0	75
4/16/23	9:15	0	0	0	0	1	14	26	16	9	1	0	0	0	0	67
4/16/23	9:30	3	0	0	0	0	6	16	26	15	2	1	0	0	0	69
4/16/23	9:45	0	0	0	0	0	5	36	42	12	4	0	0	0	0	99
4/16/23	10:00	1	0	0	0	0	6	35	36	14	1	0	0	1	0	94
4/16/23	10:15	0	0	0	0	3	13	35	24	12	2	1	0	0	0	90
4/16/23	10:30	5	0	0	0	2	11	51	44	15	2	1	0	0	0	131
4/16/23	10:45	2	0	0	0	1	16	38	25	13	2	1	0	0	0	98
4/16/23	11:00	7	0	0	0	2	10	45	43	9	3	3	0	0	0	122
4/16/23	11:15	4	0	0	0	3	19	42	37	14	4	1	0	0	0	124
4/16/23	11:30	4	0	0	1	0	22	42	40	25	2	1	0	0	0	137
4/16/23	11:45	1	0	0	0	3	24	72	48	15	2	1	0	0	0	166
4/16/23	12:00	7	0	0	0	14	22	62	41	18	3	0	0	0	1	168
4/16/23	12:15	0	0	0	0	8	37	65	49	15	2	0	0	0	0	176
4/16/23	12:30	7	0	0	0	1	37	52	49	17	1	0	1	0	0	165
4/16/23	12:45	3	0	0	0	2	37	70	40	18	6	0	1	0	0	177
4/16/23	13:00	10	0	1	3	7	20	67	35	15	2	0	0	0	0	160
4/16/23	13:15	2	0	0	0	3	25	58	82	22	1	1	0	0	0	194
4/16/23	13:30	3	0	0	0	6	20	61	40	23	5	0	0	0	1	159
4/16/23	13:45	2	0	0	1	4	31	76	49	18	3	1	0	0	0	185
4/16/23	14:00	7	0	0	0	1	33	63	58	26	5	1	0	0	0	194
4/16/23	14:15	2	0	0	0	1	24	50	50	26	1	2	0	0	0	156
4/16/23	14:30	5	0	0	0	4	18	79	57	17	1	1	0	0	0	182
4/16/23	14:45	9	0	0	0	3	30	56	45	28	3	1	0	0	0	175
4/16/23	15:00	5	0	0	0	1	12	53	54	14	3	1	0	0	0	143
4/16/23	15:15	2	0	0	0	0	13	45	39	20	5	1	0	0	0	125
4/16/23	15:30	3	0	0	0	0	6	48	47	26	6	1	0	0	0	137
4/16/23	15:45	6	0	0	0	0	20	65	47	17	8	3	0	0	0	166
4/16/23	16:00	3	0	0	0	1	12	41	59	24	5	0	1	0	0	146
4/16/23	16:15	4	0	0	0	0	12	61	48	24	9	0	1	0	0	159
4/16/23	16:30	1	0	0	0	2	18	43	40	17	9	1	0	0	0	131
4/16/23	16:45	1	0	0	0	2	18	55	45	13	3	0	0	1	0	138

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	17:00	5	0	0	0	6	14	24	59	26	3	0	0	0	0	137
4/16/23	17:15	0	0	0	1	2	34	33	40	14	2	0	1	0	0	127
4/16/23	17:30	1	0	0	1	1	19	42	34	14	2	1	0	0	0	115
4/16/23	17:45	0	0	0	0	1	3	31	44	25	7	2	0	0	0	113
4/16/23	18:00	3	0	0	0	1	1	34	70	18	4	1	1	0	0	133
4/16/23	18:15	2	0	0	0	0	9	38	50	14	5	0	0	0	0	118
4/16/23	18:30	1	0	0	1	3	7	39	34	18	4	1	0	0	0	108
4/16/23	18:45	2	0	0	1	0	5	27	46	16	6	0	0	0	0	103
4/16/23	19:00	5	0	0	1	0	12	26	35	13	6	0	0	0	0	98
4/16/23	19:15	1	0	0	0	0	17	21	19	13	5	0	0	0	0	76
4/16/23	19:30	0	0	0	0	0	12	40	32	7	2	1	0	0	0	94
4/16/23	19:45	2	0	0	0	0	6	15	33	13	3	1	0	0	0	73
4/16/23	20:00	0	0	0	1	2	15	23	25	7	4	0	1	0	0	78
4/16/23	20:15	0	0	0	1	1	11	25	19	5	4	0	0	0	0	66
4/16/23	20:30	2	0	0	1	1	7	23	14	5	4	1	1	0	0	59
4/16/23	20:45	0	0	0	0	1	5	14	17	5	0	0	0	0	0	42
4/16/23	21:00	0	0	0	0	0	2	21	15	8	2	1	0	0	0	49
4/16/23	21:15	0	0	0	0	2	2	8	14	5	1	0	0	0	0	32
4/16/23	21:30	0	0	0	0	2	4	7	8	3	1	1	1	0	0	27
4/16/23	21:45	0	0	0	0	0	3	13	8	3	0	0	0	0	0	27
4/16/23	22:00	0	0	0	0	1	9	9	10	7	0	1	0	0	0	37
4/16/23	22:15	0	0	0	0	2	6	13	13	2	0	0	1	0	0	37
4/16/23	22:30	1	0	0	0	1	3	7	7	4	1	0	1	0	0	25
4/16/23	22:45	0	0	0	0	1	5	2	1	3	1	0	0	0	0	13
4/16/23	23:00	0	0	0	0	1	3	4	5	7	1	0	0	0	0	21
4/16/23	23:15	0	0	0	0	0	2	6	2	3	0	0	0	0	0	13
4/16/23	23:30	0	0	0	0	0	0	5	5	3	0	0	0	0	0	13
4/16/23	23:45	0	0	0	0	1	1	0	3	0	2	0	0	0	0	7
4/17/23	0:00	0	0	0	0	0	5	1	3	1	1	0	0	0	0	11
4/17/23	0:15	0	0	0	0	0	2	2	1	2	0	0	0	0	0	7
4/17/23	0:30	0	0	0	0	0	1	3	2	1	0	0	0	0	0	7
4/17/23	0:45	0	0	0	0	0	1	1	3	0	0	1	0	0	0	6
4/17/23	1:00	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
4/17/23	1:15	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
4/17/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:45	0	0	0	0	0	3	1	1	1	0	0	0	0	0	6
4/17/23	2:00	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
4/17/23	2:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/17/23	2:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/17/23	2:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4/17/23	3:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/17/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:30	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4/17/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	4:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
4/17/23	4:15	0	0	0	0	1	1	0	2	0	2	0	0	0	0	6
4/17/23	4:30	0	0	0	0	0	2	0	2	0	1	0	0	0	0	5
4/17/23	4:45	0	0	0	0	1	2	4	6	2	0	0	0	0	0	15
4/17/23	5:00	0	0	0	0	0	1	7	2	3	2	0	0	0	0	15
4/17/23	5:15	0	0	0	0	0	2	5	5	1	1	0	0	0	0	14
4/17/23	5:30	0	0	0	0	1	8	9	13	5	0	2	0	0	0	38
4/17/23	5:45	0	0	0	0	0	2	20	17	12	1	0	1	0	0	53
4/17/23	6:00	0	0	0	0	2	9	22	19	7	1	0	0	0	0	60
4/17/23	6:15	2	0	0	0	4	4	40	25	15	2	0	0	0	0	92
4/17/23	6:30	1	0	0	0	4	12	55	40	21	4	0	2	0	0	139
4/17/23	6:45	2	0	0	0	1	25	61	49	18	3	1	0	0	0	160
4/17/23	7:00	3	0	1	5	0	19	54	55	17	3	1	0	0	0	158
4/17/23	7:15	4	0	0	0	10	27	66	38	20	3	0	0	0	0	168
4/17/23	7:30	7	0	0	0	6	25	86	58	16	2	0	0	0	0	200
4/17/23	7:45	8	0	0	3	9	21	96	80	29	6	0	0	0	0	252
4/17/23	8:00	8	0	0	0	7	30	87	89	21	1	2	0	1	0	246
4/17/23	8:15	4	0	0	0	18	32	75	50	19	3	0	0	0	0	201
4/17/23	8:30	7	0	0	0	5	19	58	49	22	6	1	0	0	0	167
4/17/23	8:45	4	0	0	0	2	29	63	44	20	4	0	0	0	0	166
4/17/23	9:00	4	0	0	0	8	24	58	27	7	3	0	0	0	0	131
4/17/23	9:15	2	0	0	0	1	27	51	34	9	2	0	0	0	0	126
4/17/23	9:30	1	0	0	0	3	16	47	39	7	0	1	0	0	0	114
4/17/23	9:45	1	1	4	18	6	24	41	43	9	1	0	1	0	0	149
4/17/23	10:00	0	0	0	0	4	20	45	41	16	4	0	0	0	0	130
4/17/23	10:15	6	0	0	0	1	14	62	51	11	2	1	0	0	0	148

Speed Data - 168 Hours (15-min increments)

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/17/23	10:30	4	0	0	0	1	33	49	33	9	6	0	0	0	0	135
4/17/23	10:45	7	0	0	0	2	30	53	45	15	2	0	0	0	0	154
4/17/23	11:00	3	0	0	1	11	23	60	40	7	2	2	0	0	0	149
4/17/23	11:15	2	0	3	1	5	31	59	37	16	5	0	0	0	0	159
4/17/23	11:30	7	0	6	1	8	39	59	45	15	2	1	0	0	0	183
4/17/23	11:45	7	0	0	0	9	41	88	62	15	2	0	0	0	0	224
4/17/23	12:00	5	0	0	0	4	32	75	56	24	2	0	1	0	0	199
4/17/23	12:15	3	0	0	1	7	22	104	60	23	0	0	0	0	0	220
4/17/23	12:30	9	0	0	1	3	20	72	55	25	4	1	0	0	0	190
4/17/23	12:45	3	0	2	2	6	28	87	60	18	2	1	0	0	0	209
4/17/23	13:00	4	0	1	5	6	22	59	75	19	1	0	0	0	0	192
4/17/23	13:15	6	0	0	0	5	33	65	53	15	3	0	0	0	0	180
4/17/23	13:30	7	0	0	1	3	31	77	58	15	3	0	0	0	0	195
4/17/23	13:45	3	0	0	1	4	30	66	60	21	2	0	0	0	0	187
4/17/23	14:00	6	0	0	0	4	22	44	54	25	6	1	0	0	0	162
4/17/23	14:15	6	0	0	0	6	37	69	64	18	7	0	0	0	0	207
4/17/23	14:30	7	0	0	0	10	43	78	53	17	2	1	0	0	0	211
4/17/23	14:45	17	0	0	0	12	39	116	65	18	3	0	1	0	0	271
4/17/23	15:00	6	0	0	0	3	24	122	75	19	2	1	0	0	0	252
4/17/23	15:15	16	0	0	0	4	29	71	78	19	3	0	0	0	0	220
4/17/23	15:30	7	0	0	0	5	35	85	56	13	4	1	0	0	0	206
4/17/23	15:45	9	0	0	0	3	30	82	76	22	4	0	0	0	0	226
4/17/23	16:00	8	0	0	2	10	47	104	71	9	1	1	1	0	0	254
4/17/23	16:15	8	0	0	0	1	23	87	78	19	0	0	0	0	0	216
4/17/23	16:30	7	0	0	0	9	31	90	60	22	6	2	0	0	0	227
4/17/23	16:45	8	0	0	0	1	41	102	83	14	6	2	0	0	0	257
4/17/23	17:00	8	0	0	0	8	47	127	74	27	3	0	0	0	0	294
4/17/23	17:15	56	3	3	2	8	10	14	7	0	0	0	0	0	0	103
4/17/23	17:30	62	3	0	0	2	14	17	0	1	0	0	0	0	0	99
4/17/23	17:45	41	0	0	1	0	17	41	26	9	3	0	0	0	0	138
4/17/23	18:00	11	0	0	1	6	15	88	86	20	9	1	0	0	0	237
4/17/23	18:15	35	4	0	0	6	20	39	56	21	1	1	0	0	0	183
4/17/23	18:30	55	1	0	0	0	2	6	4	3	0	1	0	0	0	72
4/17/23	18:45	1	0	0	0	0	18	40	44	20	2	0	0	0	0	125
4/17/23	19:00	3	0	0	0	1	7	51	50	19	1	3	0	0	0	135
4/17/23	19:15	0	0	0	0	0	7	39	51	12	2	2	0	0	0	113
4/17/23	19:30	0	0	0	1	5	9	35	32	10	3	0	0	0	0	95
4/17/23	19:45	2	0	0	0	3	21	23	28	9	2	1	0	0	0	89
4/17/23	20:00	0	0	0	1	0	16	30	21	12	0	0	0	0	0	80
4/17/23	20:15	0	0	0	1	3	12	24	24	2	1	0	0	0	0	67
4/17/23	20:30	2	0	0	0	3	13	28	21	3	1	1	0	0	0	72
4/17/23	20:45	3	0	0	1	1	12	28	11	7	0	0	0	0	0	63
4/17/23	21:00	1	0	0	0	0	2	15	22	8	2	0	1	0	0	51
4/17/23	21:15	0	0	0	0	2	9	13	20	7	3	0	0	0	1	55
4/17/23	21:30	0	0	0	0	2	7	8	11	7	1	1	0	0	0	37
4/17/23	21:45	0	0	0	0	0	2	2	14	3	2	0	0	0	0	23
4/17/23	22:00	0	0	0	0	3	8	13	11	4	1	0	1	0	0	41
4/17/23	22:15	0	0	0	0	0	5	10	8	1	2	0	0	0	1	27
4/17/23	22:30	0	0	0	0	0	4	13	18	3	0	0	0	1	0	39
4/17/23	22:45	0	0	0	0	5	14	26	18	7	1	1	0	0	0	72
4/17/23	23:00	0	0	1	0	5	18	20	14	8	2	0	0	0	0	68
4/17/23	23:15	0	0	0	0	1	4	6	6	3	1	0	0	0	0	21
4/17/23	23:30	0	0	0	1	2	0	2	2	2	0	0	0	0	0	9
4/17/23	23:45	0	0	0	0	2	2	6	0	6	1	0	1	0	0	18

Total	2,853	61	76	337	2,133	11,543	26,992	21,561	7,085	1,392	316	63	25	17	0	74,454
Percent	4%	0%	0%	0%	3%	16%	36%	29%	10%	2%	0%	0%	0%	0%	0%	

Day 1	767	34	21	53	358	1,852	4,166	3,131	874	161	40	11	3	2	0	11,473
Percent	7%	0%	0%	0%	3%	16%	36%	27%	8%	1%	0%	0%	0%	0%	0%	

Day 2	430	5	11	54	375	1,947	4,736	3,703	1,245	237	58	9	6	5	0	12,821
Percent	3%	0%	0%	0%	3%	15%	37%	29%	10%	2%	0%	0%	0%	0%	0%	

Day 3	384	5	11	60	400	2,188	4,492	3,306	1,017	168	27	3	4	1	0	12,066

Date	Start Time	EB															Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Percent		3%	0%	0%	0%	3%	18%	37%	27%	8%	1%	0%	0%	0%	0%	0%	
Day 4		413	2	9	93	452	2,095	4,304	3,135	984	207	45	10	3	0	0	11,752
Percent		4%	0%	0%	1%	4%	18%	37%	27%	8%	2%	0%	0%	0%	0%	0%	
Day 5		205	3	2	8	118	1,029	3,006	2,966	1,079	236	64	8	5	4	0	8,733
Percent		2%	0%	0%	0%	1%	12%	34%	34%	12%	3%	1%	0%	0%	0%	0%	
Day 6		135	0	1	18	126	891	2,367	2,195	886	200	46	12	2	3	0	6,882
Percent		2%	0%	0%	0%	2%	13%	34%	32%	13%	3%	1%	0%	0%	0%	0%	
Day 7		519	12	21	51	304	1,541	3,921	3,125	1,000	183	36	10	2	2	0	10,727
Percent		5%	0%	0%	0%	3%	14%	37%	29%	9%	2%	0%	0%	0%	0%	0%	
Average		408	9	11	48	305	1,649	3,856	3,080	1,012	199	45	9	4	2	0	10,636
Percent		4%	0%	0%	0%	3%	16%	36%	29%	10%	2%	0%	0%	0%	0%	0%	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	0:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	0:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	0:45	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
4/11/23	1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	2:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	3:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/11/23	3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	4:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
4/11/23	4:30	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
4/11/23	4:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/11/23	5:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/11/23	5:15	0	1	2	0	0	2	0	1	0	0	0	0	0	0	6
4/11/23	5:30	0	12	6	1	0	0	0	1	0	0	0	0	0	0	20
4/11/23	5:45	0	20	9	0	0	0	0	0	0	0	0	0	0	0	29
4/11/23	6:00	0	15	7	0	0	1	0	0	0	0	0	0	0	0	23
4/11/23	6:15	0	30	17	1	1	0	0	1	0	0	0	0	0	1	51
4/11/23	6:30	1	36	19	1	3	1	0	0	1	0	0	0	0	2	64
4/11/23	6:45	0	46	19	1	6	0	0	1	0	0	0	0	0	1	74
4/11/23	7:00	1	44	21	2	7	1	0	0	1	0	0	0	0	0	77
4/11/23	7:15	1	62	11	0	5	0	0	0	0	0	0	0	0	4	83
4/11/23	7:30	0	88	25	0	5	0	0	0	0	0	0	0	0	2	120
4/11/23	7:45	0	94	31	0	8	0	0	0	0	0	0	0	0	8	141
4/11/23	8:00	0	90	22	1	6	0	0	2	1	0	0	0	0	3	125
4/11/23	8:15	0	66	15	0	3	1	0	1	1	0	0	0	0	3	90
4/11/23	8:30	0	65	14	0	7	0	0	0	1	0	0	0	0	3	90
4/11/23	8:45	0	54	24	0	11	0	0	1	0	0	0	0	0	1	91
4/11/23	9:00	1	43	17	0	5	0	0	2	0	0	0	0	0	0	68
4/11/23	9:15	0	40	14	0	5	0	0	0	0	0	0	0	0	0	59
4/11/23	9:30	0	26	14	0	2	0	0	0	3	0	0	0	0	2	47
4/11/23	9:45	0	38	20	1	4	0	0	1	1	0	0	0	0	1	66
4/11/23	10:00	0	30	18	0	6	0	0	1	2	1	0	0	0	1	59
4/11/23	10:15	0	31	15	0	8	2	0	2	2	0	0	0	0	1	61
4/11/23	10:30	2	43	12	0	4	0	0	0	0	0	0	0	0	3	64
4/11/23	10:45	1	30	13	0	6	2	0	0	1	0	0	0	0	4	57
4/11/23	11:00	0	39	22	0	6	0	0	1	1	0	0	0	0	2	71
4/11/23	11:15	0	65	20	1	3	0	0	0	0	0	0	0	0	3	92
4/11/23	11:30	2	50	25	0	4	1	0	2	0	0	0	0	0	1	85
4/11/23	11:45	0	57	26	2	7	0	0	0	0	0	0	0	0	3	95
4/11/23	12:00	1	66	20	0	11	0	0	1	1	0	0	0	0	9	109
4/11/23	12:15	1	79	21	1	13	1	0	2	0	0	0	0	0	0	118
4/11/23	12:30	3	64	18	0	10	0	0	2	1	0	0	0	0	4	102
4/11/23	12:45	0	65	27	2	14	0	0	4	0	0	0	0	0	3	115

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														Und.	Total
		1	2	3	4	5	6	7	8	9	10	11	12	13			
4/11/23	13:00	1	77	28	1	9	0	0	0	0	0	0	0	0	1	117	
4/11/23	13:15	0	59	21	0	12	0	0	1	0	0	0	0	0	2	95	
4/11/23	13:30	3	49	23	0	11	0	0	0	2	0	0	0	0	1	89	
4/11/23	13:45	3	54	20	0	16	0	0	1	0	0	0	0	0	3	97	
4/11/23	14:00	1	68	23	0	13	0	0	0	1	0	0	0	0	2	108	
4/11/23	14:15	5	56	27	1	9	0	0	0	0	0	0	0	0	2	100	
4/11/23	14:30	0	69	28	0	6	0	0	0	1	0	0	0	0	2	106	
4/11/23	14:45	3	74	33	0	15	0	0	2	0	0	0	0	0	6	133	
4/11/23	15:00	1	106	25	1	27	0	0	1	0	0	0	0	0	4	165	
4/11/23	15:15	0	67	12	0	6	0	0	0	0	0	0	0	0	1	86	
4/11/23	15:30	1	72	20	1	10	0	0	1	2	0	0	0	0	5	112	
4/11/23	15:45	1	126	43	0	22	0	0	2	1	0	0	0	0	8	203	
4/11/23	16:00	1	124	44	1	21	0	0	2	4	0	0	0	0	11	208	
4/11/23	16:15	0	30	4	2	3	0	2	5	1	0	0	0	0	14	61	
4/11/23	16:30	0	11	4	2	0	0	0	2	0	0	0	0	1	12	32	
4/11/23	16:45	1	14	6	1	5	1	0	1	0	0	0	0	0	14	43	
4/11/23	17:00	4	73	25	0	14	0	0	1	2	0	0	0	0	8	127	
4/11/23	17:15	1	88	26	0	13	0	0	1	0	0	0	0	0	6	135	
4/11/23	17:30	3	81	36	1	16	0	0	4	0	0	0	0	0	1	142	
4/11/23	17:45	6	39	12	0	4	3	1	0	1	0	0	0	0	13	79	
4/11/23	18:00	1	16	7	2	7	2	0	1	0	0	0	0	0	19	55	
4/11/23	18:15	1	27	19	0	8	0	0	1	0	0	0	0	0	7	63	
4/11/23	18:30	0	48	25	0	10	0	0	1	0	0	0	0	0	2	86	
4/11/23	18:45	0	52	21	0	10	0	0	0	0	0	0	0	0	1	84	
4/11/23	19:00	6	61	21	0	8	0	0	2	1	0	0	0	0	2	101	
4/11/23	19:15	0	47	14	0	5	0	0	0	0	0	0	0	0	1	67	
4/11/23	19:30	1	42	10	0	8	0	0	0	0	0	0	0	0	1	62	
4/11/23	19:45	0	52	11	0	5	0	0	0	0	0	0	0	0	0	68	
4/11/23	20:00	1	37	11	0	3	0	0	0	0	0	0	0	0	0	52	
4/11/23	20:15	1	30	11	0	6	0	0	0	0	0	0	0	0	0	48	
4/11/23	20:30	0	32	12	0	7	0	0	0	0	0	0	0	0	0	51	
4/11/23	20:45	0	24	9	0	2	0	0	1	1	0	0	0	0	1	38	
4/11/23	21:00	0	33	6	0	5	0	0	0	0	0	0	0	0	0	44	
4/11/23	21:15	0	29	9	0	1	0	0	0	0	0	0	0	0	0	39	
4/11/23	21:30	0	17	8	0	3	0	0	0	0	0	0	0	0	0	28	
4/11/23	21:45	0	19	4	1	0	0	0	0	0	0	0	0	0	0	24	
4/11/23	22:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13	
4/11/23	22:15	0	19	5	0	1	0	0	0	0	0	0	0	0	0	25	
4/11/23	22:30	0	23	4	0	0	0	0	0	0	0	0	0	0	0	27	
4/11/23	22:45	0	30	13	0	3	0	0	0	0	0	0	0	0	0	46	
4/11/23	23:00	0	27	13	0	7	0	0	0	0	0	0	0	0	0	47	
4/11/23	23:15	1	4	6	0	1	0	0	0	0	0	0	0	0	0	12	
4/11/23	23:30	0	6	3	1	1	0	0	0	0	0	0	0	0	0	11	
4/11/23	23:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10	
4/12/23	0:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5	
4/12/23	0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4/12/23	0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
4/12/23	0:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	
4/12/23	1:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	
4/12/23	1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
4/12/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/12/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	2:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4/12/23	2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	3:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/12/23	3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	4:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
4/12/23	4:45	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
4/12/23	5:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	5:15	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5
4/12/23	5:30	0	11	2	1	5	0	0	0	0	0	0	0	0	0	19
4/12/23	5:45	0	16	13	1	4	0	0	0	0	0	0	0	0	0	34
4/12/23	6:00	1	15	2	0	2	0	0	0	0	0	0	0	0	0	20
4/12/23	6:15	0	26	13	0	2	0	0	0	0	0	0	0	0	1	42
4/12/23	6:30	0	44	11	1	9	0	0	0	0	0	0	0	0	1	66
4/12/23	6:45	0	33	23	0	8	0	0	1	0	0	0	0	0	2	67
4/12/23	7:00	0	41	14	0	14	0	0	0	1	0	0	0	0	0	70
4/12/23	7:15	1	62	19	1	11	0	0	0	0	0	0	0	0	3	97
4/12/23	7:30	0	72	20	1	13	0	0	2	0	0	0	0	0	1	109
4/12/23	7:45	1	58	24	0	22	0	0	2	0	0	0	0	0	1	108
4/12/23	8:00	1	78	34	1	14	0	0	3	0	0	0	0	0	2	133
4/12/23	8:15	0	59	23	2	9	0	0	2	2	0	0	0	0	4	101
4/12/23	8:30	0	55	22	0	15	0	0	3	1	0	0	0	0	3	99
4/12/23	8:45	0	47	15	0	10	0	0	2	1	0	0	0	0	1	76
4/12/23	9:00	1	35	12	0	10	0	0	1	1	0	0	0	0	3	63
4/12/23	9:15	1	32	19	1	8	0	0	2	0	0	0	0	0	3	66
4/12/23	9:30	1	28	9	0	8	1	0	0	2	0	0	0	0	0	49
4/12/23	9:45	2	29	17	2	6	0	0	2	1	0	0	0	0	1	60
4/12/23	10:00	0	23	20	1	7	0	0	1	1	0	0	0	0	1	54
4/12/23	10:15	0	33	17	0	14	0	0	2	0	0	0	0	0	2	68
4/12/23	10:30	0	26	15	1	8	1	0	1	0	0	0	0	0	1	53
4/12/23	10:45	1	45	15	1	11	0	0	0	2	0	0	0	0	3	78
4/12/23	11:00	2	44	21	1	13	0	0	2	4	0	0	0	0	3	90
4/12/23	11:15	2	50	20	0	13	0	0	2	0	0	0	0	0	1	88
4/12/23	11:30	0	47	21	1	16	0	0	2	0	0	0	0	0	1	88
4/12/23	11:45	2	39	24	0	18	0	0	2	0	0	0	0	0	1	86
4/12/23	12:00	0	71	24	0	22	0	0	1	0	0	0	0	0	2	120
4/12/23	12:15	1	70	22	1	7	0	0	2	0	0	0	0	0	2	105
4/12/23	12:30	2	74	24	1	17	0	0	2	0	0	0	0	0	2	122
4/12/23	12:45	1	68	25	0	7	2	0	0	2	0	0	0	0	1	106
4/12/23	13:00	2	69	37	1	7	0	0	0	0	0	0	0	0	2	118
4/12/23	13:15	1	51	23	0	17	0	0	3	0	0	0	0	0	2	97
4/12/23	13:30	1	68	24	0	15	0	0	0	0	0	0	0	0	3	111
4/12/23	13:45	1	53	22	0	10	0	0	0	1	0	0	0	0	1	88
4/12/23	14:00	2	57	28	0	14	0	0	1	0	0	0	0	0	1	103
4/12/23	14:15	2	63	24	0	8	0	0	3	1	0	0	0	0	2	103
4/12/23	14:30	2	57	23	0	6	0	0	0	0	0	0	0	0	1	89
4/12/23	14:45	2	91	40	0	9	1	0	2	0	0	0	0	0	2	147

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														Und.	Total
		1	2	3	4	5	6	7	8	9	10	11	12	13			
4/12/23	15:00	1	88	20	0	12	0	0	1	0	0	0	0	0	8	130	
4/12/23	15:15	2	64	22	0	11	0	0	0	1	0	0	0	0	1	101	
4/12/23	15:30	1	63	29	1	7	1	0	1	0	0	0	0	0	2	105	
4/12/23	15:45	1	61	24	0	20	0	0	0	1	0	0	0	0	4	111	
4/12/23	16:00	5	86	31	0	13	0	0	0	1	0	0	0	0	5	141	
4/12/23	16:15	3	94	28	1	8	0	0	0	0	0	0	0	0	4	138	
4/12/23	16:30	1	73	28	0	13	0	0	1	0	0	0	0	0	3	119	
4/12/23	16:45	0	88	32	0	14	0	0	2	0	0	0	0	0	5	141	
4/12/23	17:00	1	96	38	0	14	0	0	1	0	0	0	0	0	6	156	
4/12/23	17:15	1	102	43	0	11	0	0	1	0	0	0	0	0	4	162	
4/12/23	17:30	2	85	28	0	17	0	0	4	1	0	0	0	0	2	139	
4/12/23	17:45	2	97	38	0	12	1	0	2	0	0	0	0	0	1	153	
4/12/23	18:00	2	71	27	0	7	0	0	0	0	0	0	0	0	0	107	
4/12/23	18:15	3	55	29	0	12	0	0	0	0	0	0	0	0	3	102	
4/12/23	18:30	2	56	18	0	3	0	0	0	1	0	0	0	0	2	82	
4/12/23	18:45	3	54	18	0	6	0	0	1	0	0	0	0	0	4	86	
4/12/23	19:00	8	49	20	0	8	0	0	1	0	0	0	0	0	0	86	
4/12/23	19:15	5	51	17	0	6	0	0	0	0	0	0	0	0	0	79	
4/12/23	19:30	5	50	16	0	4	0	0	0	0	0	0	0	0	2	77	
4/12/23	19:45	8	35	12	0	5	0	0	0	0	0	0	0	0	1	61	
4/12/23	20:00	26	43	16	0	3	0	0	0	0	0	0	0	0	1	89	
4/12/23	20:15	19	41	15	0	8	0	0	0	0	0	0	0	0	1	84	
4/12/23	20:30	30	39	15	1	4	0	0	0	0	0	0	0	0	0	89	
4/12/23	20:45	17	38	19	0	4	0	0	0	0	0	0	0	0	1	79	
4/12/23	21:00	20	30	12	0	3	0	0	0	0	0	0	0	0	0	65	
4/12/23	21:15	11	31	7	0	4	0	0	0	0	0	0	0	0	0	53	
4/12/23	21:30	17	23	10	0	2	0	0	0	0	0	0	0	0	0	52	
4/12/23	21:45	1	23	6	0	1	0	0	0	0	0	0	0	0	1	32	
4/12/23	22:00	2	17	5	0	2	0	0	0	0	0	0	0	0	0	26	
4/12/23	22:15	4	18	6	0	4	0	0	3	0	0	0	0	0	0	35	
4/12/23	22:30	5	17	2	0	0	0	0	0	0	0	0	0	0	0	24	
4/12/23	22:45	1	30	13	0	4	0	0	1	0	0	0	0	0	1	50	
4/12/23	23:00	0	20	11	0	9	0	0	0	0	0	0	0	0	0	40	
4/12/23	23:15	0	9	4	0	0	0	0	0	0	0	0	0	0	1	14	
4/12/23	23:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11	
4/12/23	23:45	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7	
4/13/23	0:00	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8	
4/13/23	0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4/13/23	0:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	
4/13/23	0:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4	
4/13/23	1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
4/13/23	1:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	
4/13/23	1:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
4/13/23	1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
4/13/23	2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
4/13/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4/13/23	2:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4	
4/13/23	2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4/13/23	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4/13/23	3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4/13/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4/13/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	4:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4/13/23	4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	4:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/13/23	5:00	0	3	3	0	0	0	0	1	0	0	0	0	0	0	7
4/13/23	5:15	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
4/13/23	5:30	0	8	2	0	3	0	0	0	0	0	0	0	0	0	13
4/13/23	5:45	0	14	6	0	3	0	0	0	0	0	0	0	0	0	23
4/13/23	6:00	0	16	4	0	4	0	0	0	0	0	0	0	0	2	26
4/13/23	6:15	0	25	13	0	7	0	0	0	1	0	0	0	0	0	46
4/13/23	6:30	1	41	20	2	9	0	1	1	0	0	0	0	0	1	76
4/13/23	6:45	0	43	22	1	13	1	0	0	0	0	0	0	0	1	81
4/13/23	7:00	1	35	22	0	10	0	0	0	0	0	0	0	0	2	70
4/13/23	7:15	1	44	14	0	14	0	0	0	0	0	0	0	0	3	76
4/13/23	7:30	0	75	25	1	16	0	0	0	1	0	0	0	0	2	120
4/13/23	7:45	0	81	31	0	13	0	0	0	0	1	0	0	0	5	131
4/13/23	8:00	0	68	43	0	8	1	0	1	0	0	0	0	0	3	124
4/13/23	8:15	0	46	25	1	27	1	0	3	0	0	0	0	0	2	105
4/13/23	8:30	1	49	21	0	12	1	0	3	0	0	0	0	0	4	91
4/13/23	8:45	0	53	17	0	13	0	0	0	0	0	0	0	0	1	84
4/13/23	9:00	0	29	17	0	10	1	0	1	0	0	0	0	0	0	58
4/13/23	9:15	1	34	14	2	5	0	0	2	1	0	0	0	0	1	60
4/13/23	9:30	0	22	11	0	10	0	0	0	0	0	0	0	0	0	43
4/13/23	9:45	1	35	13	1	15	0	0	1	0	0	0	0	0	2	68
4/13/23	10:00	0	39	16	1	3	1	0	0	0	0	0	0	0	1	61
4/13/23	10:15	1	37	17	0	5	0	0	2	0	0	0	0	0	2	64
4/13/23	10:30	0	34	21	3	15	0	0	2	1	1	0	0	0	3	80
4/13/23	10:45	1	27	23	1	14	0	0	1	0	0	0	0	0	2	69
4/13/23	11:00	1	36	29	1	10	1	0	2	0	0	0	0	0	1	81
4/13/23	11:15	0	45	24	0	18	0	0	0	0	0	0	0	0	0	87
4/13/23	11:30	0	48	23	3	16	1	0	1	0	0	0	0	0	2	94
4/13/23	11:45	0	67	23	0	18	0	0	2	2	0	0	0	0	1	113
4/13/23	12:00	0	57	23	0	14	0	0	2	0	0	0	0	0	0	96
4/13/23	12:15	0	71	25	2	18	0	0	0	0	0	0	0	0	2	118
4/13/23	12:30	0	70	28	0	15	0	0	3	0	0	0	0	0	6	122
4/13/23	12:45	0	70	18	0	10	0	0	2	0	0	0	0	0	1	101
4/13/23	13:00	0	67	27	0	13	0	0	1	0	0	0	0	0	2	110
4/13/23	13:15	0	55	17	0	9	0	0	0	0	0	0	0	0	2	83
4/13/23	13:30	1	64	30	0	9	0	0	0	0	0	0	0	0	4	108
4/13/23	13:45	2	48	13	0	4	0	0	2	0	0	0	0	0	2	71
4/13/23	14:00	1	48	31	0	10	0	0	1	0	0	0	0	0	2	93
4/13/23	14:15	0	66	24	1	7	0	0	0	1	0	0	0	0	2	101
4/13/23	14:30	0	65	25	0	10	0	0	0	0	0	0	0	0	0	100
4/13/23	14:45	0	73	36	0	18	0	0	1	0	0	0	0	0	1	129
4/13/23	15:00	1	88	28	0	16	0	0	0	0	0	0	0	0	3	136
4/13/23	15:15	1	66	28	0	8	0	0	2	0	0	0	0	0	2	107
4/13/23	15:30	1	62	27	1	14	1	0	2	1	0	0	0	0	4	113
4/13/23	15:45	2	74	28	0	14	0	0	2	0	0	0	0	0	3	123
4/13/23	16:00	1	60	39	3	18	1	0	0	1	0	0	0	0	4	127
4/13/23	16:15	2	71	29	0	10	0	0	1	0	0	0	0	0	6	119
4/13/23	16:30	1	72	38	2	17	0	0	0	0	0	0	0	0	4	134
4/13/23	16:45	1	91	22	1	8	0	0	1	0	0	0	0	0	7	131

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														Und.	Total
		1	2	3	4	5	6	7	8	9	10	11	12	13			
4/13/23	17:00	0	70	22	1	13	0	0	1	0	0	0	0	0	2	109	
4/13/23	17:15	2	89	29	0	7	1	0	1	0	0	0	0	0	1	130	
4/13/23	17:30	1	69	37	0	13	0	0	2	0	0	0	0	0	1	123	
4/13/23	17:45	0	81	27	0	13	0	0	1	0	0	0	0	0	2	124	
4/13/23	18:00	1	60	29	0	8	0	0	2	0	0	0	0	0	1	101	
4/13/23	18:15	0	55	21	0	8	0	0	0	0	0	0	0	0	1	85	
4/13/23	18:30	0	41	19	0	1	0	0	0	0	0	0	0	0	0	61	
4/13/23	18:45	0	48	22	0	6	0	0	1	0	0	0	0	0	2	79	
4/13/23	19:00	0	42	15	0	7	0	0	0	0	0	0	0	0	1	65	
4/13/23	19:15	0	41	16	0	5	0	0	1	0	0	0	0	0	0	63	
4/13/23	19:30	0	38	17	0	3	0	0	0	0	0	0	0	0	0	58	
4/13/23	19:45	1	44	21	0	6	0	0	0	0	0	0	0	0	0	72	
4/13/23	20:00	0	34	11	0	1	0	0	0	0	0	0	0	0	0	46	
4/13/23	20:15	1	32	10	0	5	0	0	0	0	0	0	0	1	1	50	
4/13/23	20:30	0	20	8	0	2	0	0	0	0	0	0	0	0	0	30	
4/13/23	20:45	0	37	7	0	3	0	0	0	0	0	0	0	0	0	47	
4/13/23	21:00	0	28	5	0	4	0	0	0	0	0	0	0	0	2	39	
4/13/23	21:15	0	24	8	0	1	0	0	0	0	0	0	0	0	0	33	
4/13/23	21:30	0	24	4	0	1	0	0	0	1	0	0	0	0	0	30	
4/13/23	21:45	0	22	4	0	3	0	0	0	0	0	0	0	0	0	29	
4/13/23	22:00	0	20	1	0	1	0	0	0	0	0	0	0	0	0	22	
4/13/23	22:15	0	12	2	0	4	0	0	0	0	0	0	0	0	0	18	
4/13/23	22:30	0	14	4	0	3	0	0	0	0	0	0	0	0	0	21	
4/13/23	22:45	0	32	10	0	4	0	0	0	0	0	0	0	0	0	46	
4/13/23	23:00	1	28	12	0	6	0	0	0	0	0	0	0	0	0	47	
4/13/23	23:15	0	11	2	0	3	0	0	0	0	0	0	0	0	0	16	
4/13/23	23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	
4/13/23	23:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9	
4/14/23	0:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
4/14/23	0:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	
4/14/23	0:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	
4/14/23	0:45	1	2	2	0	2	1	0	0	0	0	0	0	0	0	8	
4/14/23	1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4/14/23	1:15	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	
4/14/23	1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
4/14/23	1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
4/14/23	2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
4/14/23	2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4/14/23	2:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	
4/14/23	2:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	
4/14/23	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4/14/23	3:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
4/14/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4/14/23	3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4/14/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/14/23	4:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	
4/14/23	4:30	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6	
4/14/23	4:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4	
4/14/23	5:00	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8	
4/14/23	5:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
4/14/23	5:30	0	10	4	0	2	0	0	0	0	0	0	0	0	0	16	
4/14/23	5:45	0	11	8	0	4	0	0	0	0	0	0	0	0	0	23	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	6:00	0	8	1	1	0	0	0	0	1	0	0	0	0	0	11
4/14/23	6:15	0	21	14	0	6	0	0	1	0	0	0	0	0	0	42
4/14/23	6:30	0	33	21	1	6	1	0	0	0	0	0	0	0	0	62
4/14/23	6:45	0	36	16	0	14	0	0	0	0	0	0	0	0	0	66
4/14/23	7:00	0	33	22	1	12	0	0	0	0	0	0	0	0	0	68
4/14/23	7:15	1	38	13	0	13	0	0	1	1	0	0	0	0	1	68
4/14/23	7:30	0	62	21	0	7	1	0	0	0	0	0	0	0	2	93
4/14/23	7:45	0	54	21	2	14	0	0	0	0	0	0	0	0	7	98
4/14/23	8:00	0	34	20	0	12	0	0	1	0	0	0	0	0	0	67
4/14/23	8:15	0	29	17	0	9	0	0	1	1	0	0	0	0	1	58
4/14/23	8:30	0	43	16	2	7	0	0	3	1	1	0	0	0	1	74
4/14/23	8:45	0	34	17	3	9	0	0	0	1	0	0	0	0	1	65
4/14/23	9:00	1	28	16	1	9	0	0	0	0	0	0	0	0	2	57
4/14/23	9:15	0	20	14	2	5	1	0	0	0	0	0	0	0	0	42
4/14/23	9:30	0	16	13	1	13	1	0	1	0	0	0	0	0	1	46
4/14/23	9:45	0	31	12	1	7	0	0	1	0	0	0	0	0	1	53
4/14/23	10:00	1	32	13	0	5	0	0	0	1	0	0	0	0	1	53
4/14/23	10:15	0	17	8	0	10	0	0	0	1	0	0	0	0	2	38
4/14/23	10:30	2	32	13	3	9	1	0	2	0	0	0	0	0	1	63
4/14/23	10:45	1	35	16	3	15	0	0	3	1	0	0	0	0	0	74
4/14/23	11:00	0	42	17	0	7	0	0	2	0	0	0	0	0	0	68
4/14/23	11:15	0	41	19	0	7	0	0	3	3	0	0	0	0	1	74
4/14/23	11:30	0	26	24	1	15	0	0	0	0	0	0	0	0	2	68
4/14/23	11:45	0	34	20	0	15	0	0	0	1	0	0	0	0	5	75
4/14/23	12:00	1	53	27	1	15	0	0	1	0	0	0	0	0	1	99
4/14/23	12:15	2	55	22	1	11	0	0	0	1	0	0	0	0	1	93
4/14/23	12:30	0	51	36	0	15	0	0	2	0	0	0	0	0	1	105
4/14/23	12:45	0	69	42	1	15	0	0	1	0	0	0	0	0	2	130
4/14/23	13:00	0	60	24	2	8	0	0	0	0	0	0	0	0	2	96
4/14/23	13:15	0	56	26	0	11	0	0	1	0	0	0	0	0	0	94
4/14/23	13:30	1	65	33	0	10	0	0	2	1	0	0	0	0	0	112
4/14/23	13:45	1	48	17	2	9	0	0	0	0	0	0	0	0	3	80
4/14/23	14:00	1	53	25	1	11	0	0	2	0	0	0	0	0	3	96
4/14/23	14:15	0	69	23	0	21	0	0	1	2	0	0	0	0	1	117
4/14/23	14:30	1	69	35	0	15	0	0	0	0	0	0	0	0	2	122
4/14/23	14:45	0	78	37	0	21	1	0	0	1	0	0	0	0	4	142
4/14/23	15:00	2	78	33	0	15	1	0	2	0	1	0	0	0	7	139
4/14/23	15:15	0	62	19	0	9	0	0	1	1	0	0	0	0	4	96
4/14/23	15:30	1	71	27	0	6	1	0	1	1	0	0	0	0	5	113
4/14/23	15:45	0	90	32	0	14	0	0	0	0	0	0	0	0	6	142
4/14/23	16:00	0	93	51	1	20	0	0	0	0	0	0	0	0	4	169
4/14/23	16:15	0	78	37	0	10	0	0	0	0	0	0	0	0	5	130
4/14/23	16:30	0	60	25	1	15	0	0	0	0	0	0	0	0	3	104
4/14/23	16:45	0	64	28	1	7	0	0	1	0	0	0	0	0	3	104
4/14/23	17:00	1	71	23	0	10	0	0	0	0	0	0	0	0	5	110
4/14/23	17:15	2	61	27	0	8	0	0	0	0	0	0	0	0	6	104
4/14/23	17:30	0	72	16	0	11	0	0	2	0	0	0	0	0	1	102
4/14/23	17:45	0	72	42	0	9	0	0	1	0	0	0	0	0	2	126
4/14/23	18:00	0	55	26	0	14	0	0	0	0	0	0	0	0	3	98
4/14/23	18:15	0	65	18	0	8	0	0	0	0	0	0	0	0	2	93
4/14/23	18:30	0	53	20	0	6	1	0	1	0	0	0	0	0	9	90
4/14/23	18:45	0	42	20	1	10	0	0	0	0	0	0	0	0	1	74

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	19:00	3	46	12	0	10	0	0	0	0	0	0	0	0	4	75
4/14/23	19:15	0	52	23	0	4	0	0	0	0	0	0	0	0	0	79
4/14/23	19:30	0	41	17	0	4	0	0	0	0	0	0	0	0	0	62
4/14/23	19:45	0	37	18	0	6	0	0	0	0	0	0	0	0	0	61
4/14/23	20:00	0	38	17	0	3	0	0	0	0	0	0	0	0	1	59
4/14/23	20:15	1	32	7	0	5	0	0	0	0	0	0	0	0	1	46
4/14/23	20:30	0	34	10	0	5	0	0	0	0	0	0	0	0	0	49
4/14/23	20:45	0	40	11	0	3	0	0	0	0	0	0	0	0	1	55
4/14/23	21:00	0	34	3	0	5	0	0	0	0	0	0	0	0	1	43
4/14/23	21:15	0	31	6	0	5	0	0	0	0	0	0	0	0	0	42
4/14/23	21:30	0	21	6	0	3	0	0	0	0	0	0	0	0	0	30
4/14/23	21:45	0	20	9	0	3	0	0	0	0	0	0	0	0	0	32
4/14/23	22:00	0	20	11	0	4	0	0	0	0	0	0	0	0	0	35
4/14/23	22:15	0	15	7	0	5	0	0	0	0	0	0	0	0	0	27
4/14/23	22:30	0	20	3	0	2	0	0	0	0	0	0	0	0	0	25
4/14/23	22:45	0	34	10	1	5	0	0	0	0	0	0	0	0	1	51
4/14/23	23:00	0	34	11	0	5	0	0	1	0	0	0	0	0	2	53
4/14/23	23:15	0	9	2	0	2	0	0	0	0	0	0	0	0	0	13
4/14/23	23:30	0	10	1	0	2	0	0	0	0	0	0	0	0	0	13
4/14/23	23:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4/15/23	0:00	1	9	2	0	1	0	0	0	0	0	0	0	0	2	15
4/15/23	0:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/15/23	0:30	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
4/15/23	0:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
4/15/23	1:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
4/15/23	1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/15/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/15/23	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	2:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
4/15/23	2:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	3:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	3:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	3:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	4:15	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
4/15/23	4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	5:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4/15/23	5:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	5:45	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
4/15/23	6:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/15/23	6:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/15/23	6:30	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
4/15/23	6:45	0	6	0	1	1	0	0	1	0	0	0	0	0	0	9
4/15/23	7:00	0	13	4	0	4	0	0	0	0	0	0	0	0	1	22
4/15/23	7:15	0	4	3	0	4	0	0	0	0	0	0	0	0	0	11
4/15/23	7:30	0	14	7	1	4	0	0	0	0	0	0	0	0	1	27
4/15/23	7:45	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	8:00	0	11	3	0	5	0	0	1	0	0	0	0	0	1	21
4/15/23	8:15	1	7	4	0	4	0	0	0	0	0	0	0	0	0	16
4/15/23	8:30	0	25	6	0	6	0	0	0	0	0	0	0	0	0	37
4/15/23	8:45	0	18	8	0	7	0	0	1	0	0	0	0	0	0	34
4/15/23	9:00	0	26	6	1	7	0	0	0	0	0	0	0	0	1	41
4/15/23	9:15	0	32	10	0	4	0	0	1	0	0	0	0	0	0	47
4/15/23	9:30	1	29	7	0	3	0	0	2	0	0	0	0	0	1	43
4/15/23	9:45	1	24	17	0	8	0	0	1	0	0	0	0	0	0	51
4/15/23	10:00	1	26	7	0	2	0	0	0	0	0	0	0	0	0	36
4/15/23	10:15	1	46	10	0	1	0	0	0	0	0	0	0	0	1	59
4/15/23	10:30	0	39	12	0	4	0	0	0	0	0	0	0	0	0	55
4/15/23	10:45	0	36	14	0	5	0	0	0	0	0	0	0	0	0	55
4/15/23	11:00	5	39	15	0	12	0	0	0	0	0	0	0	0	1	72
4/15/23	11:15	0	33	12	0	9	0	0	2	0	0	0	0	0	5	61
4/15/23	11:30	2	46	21	0	8	0	0	1	0	0	0	0	0	1	79
4/15/23	11:45	3	43	16	0	6	0	0	1	0	0	0	0	0	2	71
4/15/23	12:00	4	42	20	0	7	0	0	0	0	0	0	0	0	0	73
4/15/23	12:15	3	50	20	0	13	0	0	1	0	0	0	0	0	2	89
4/15/23	12:30	4	47	20	0	11	0	0	0	0	0	0	0	0	4	86
4/15/23	12:45	3	46	12	0	10	0	0	0	0	0	0	0	0	1	72
4/15/23	13:00	14	70	27	1	10	0	0	0	0	0	0	0	0	0	122
4/15/23	13:15	4	76	22	0	6	0	0	0	0	0	0	0	0	0	108
4/15/23	13:30	9	46	23	0	6	0	0	0	0	0	0	0	0	2	86
4/15/23	13:45	6	42	27	0	10	1	0	0	0	0	0	0	0	6	92
4/15/23	14:00	9	79	17	0	5	0	0	1	0	0	0	0	0	2	113
4/15/23	14:15	15	51	21	0	6	0	0	2	0	0	0	0	0	4	99
4/15/23	14:30	12	57	24	0	7	0	0	1	0	0	0	0	0	0	101
4/15/23	14:45	11	60	20	0	6	0	0	2	0	0	0	0	0	3	102
4/15/23	15:00	17	44	22	0	9	1	0	0	0	0	0	0	0	0	93
4/15/23	15:15	11	62	15	0	12	0	0	0	0	0	0	0	0	2	102
4/15/23	15:30	8	46	21	0	9	0	0	0	0	0	0	0	0	1	85
4/15/23	15:45	8	50	17	0	9	0	0	1	0	0	0	0	0	0	85
4/15/23	16:00	3	56	15	0	10	0	0	2	0	0	0	0	0	2	88
4/15/23	16:15	5	53	28	0	8	0	0	1	0	0	0	0	0	1	96
4/15/23	16:30	2	55	15	0	7	0	0	0	0	0	0	0	0	3	82
4/15/23	16:45	3	98	29	0	8	0	0	1	1	0	0	0	0	1	141
4/15/23	17:00	6	89	27	0	10	0	0	1	0	0	0	0	0	4	137
4/15/23	17:15	1	61	17	0	6	0	0	0	0	0	0	0	0	2	87
4/15/23	17:30	1	54	15	0	9	0	0	0	0	0	0	0	0	1	80
4/15/23	17:45	3	57	17	0	7	0	0	1	0	0	0	0	0	0	85
4/15/23	18:00	4	58	15	0	6	0	0	0	0	0	0	0	0	1	84
4/15/23	18:15	1	46	16	0	4	0	0	1	0	0	0	0	0	0	68
4/15/23	18:30	2	36	19	0	6	0	0	1	0	0	0	0	0	0	64
4/15/23	18:45	2	41	24	0	7	0	0	0	0	0	0	0	0	1	75
4/15/23	19:00	1	66	15	0	6	0	0	0	0	0	0	0	0	0	88
4/15/23	19:15	0	37	20	0	8	0	0	0	0	0	0	0	0	0	65
4/15/23	19:30	0	47	15	0	3	0	0	0	0	0	0	0	0	0	65
4/15/23	19:45	1	42	11	0	5	0	0	0	0	0	0	0	0	1	60
4/15/23	20:00	0	26	15	0	8	0	0	0	0	0	0	0	0	0	49
4/15/23	20:15	0	35	7	0	2	0	0	0	0	0	0	0	0	1	45
4/15/23	20:30	1	40	10	0	2	0	0	0	0	0	0	0	0	0	53
4/15/23	20:45	1	29	9	0	3	0	0	0	0	0	0	0	0	0	42



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	21:00	1	32	14	0	0	0	0	0	0	0	0	0	0	0	47
4/15/23	21:15	2	28	5	0	2	0	0	0	0	0	0	0	0	0	37
4/15/23	21:30	0	20	4	0	5	0	0	0	0	0	0	0	0	0	29
4/15/23	21:45	0	16	4	0	2	0	0	0	0	0	0	0	0	0	22
4/15/23	22:00	0	21	6	0	2	0	0	0	2	0	0	0	0	0	31
4/15/23	22:15	0	19	4	0	3	0	0	0	0	0	0	0	0	0	26
4/15/23	22:30	0	14	4	0	3	0	0	0	0	0	0	0	0	0	21
4/15/23	22:45	0	16	4	0	3	0	0	0	0	0	0	0	0	0	23
4/15/23	23:00	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
4/15/23	23:15	0	11	4	0	0	0	0	0	1	0	0	0	0	0	16
4/15/23	23:30	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
4/15/23	23:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4/16/23	0:00	0	7	2	0	3	0	0	0	0	0	0	0	0	0	12
4/16/23	0:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	0:30	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
4/16/23	0:45	1	4	4	0	1	0	0	0	0	0	0	0	0	0	10
4/16/23	1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	1:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	1:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	1:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	2:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	4:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	5:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4/16/23	5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	5:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	5:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	6:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	6:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	6:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	6:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	7:00	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
4/16/23	7:15	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	7:30	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
4/16/23	7:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	8:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	8:15	1	10	6	0	0	0	0	0	0	0	0	0	0	0	17
4/16/23	8:30	0	13	8	0	3	0	0	0	0	0	0	0	0	0	24
4/16/23	8:45	0	27	20	0	4	0	0	1	0	0	0	0	0	0	52
4/16/23	9:00	0	26	7	0	3	0	0	0	0	0	0	0	0	0	36
4/16/23	9:15	0	23	5	0	1	0	0	0	0	0	0	0	0	0	29
4/16/23	9:30	0	28	4	0	3	0	0	0	0	0	0	0	0	1	36
4/16/23	9:45	0	29	12	0	3	0	0	0	0	0	0	0	0	0	44

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	10:00	0	24	9	0	3	0	0	0	0	0	0	0	0	0	36
4/16/23	10:15	2	20	11	0	5	0	0	0	0	0	0	0	0	0	38
4/16/23	10:30	0	31	13	0	7	0	0	0	0	0	0	0	0	1	52
4/16/23	10:45	0	26	8	0	1	0	0	0	0	0	0	0	0	1	36
4/16/23	11:00	0	37	10	0	4	0	0	0	0	0	0	0	0	3	54
4/16/23	11:15	0	40	10	0	4	0	0	0	0	0	0	0	0	2	56
4/16/23	11:30	0	34	11	0	3	0	0	0	0	0	0	0	0	2	50
4/16/23	11:45	0	36	18	0	2	0	0	0	0	0	0	0	0	0	56
4/16/23	12:00	1	34	12	1	3	0	0	0	0	0	0	0	0	2	53
4/16/23	12:15	0	48	10	0	7	0	0	0	0	0	0	0	0	0	65
4/16/23	12:30	0	45	9	0	7	0	0	0	0	0	0	0	0	3	64
4/16/23	12:45	0	54	18	0	2	0	0	0	0	0	0	0	0	1	75
4/16/23	13:00	2	52	22	0	3	0	0	0	0	0	0	0	0	5	84
4/16/23	13:15	4	57	27	0	11	0	0	1	0	0	0	0	0	0	100
4/16/23	13:30	0	60	13	0	9	0	0	1	0	0	0	0	0	1	84
4/16/23	13:45	3	54	22	0	7	0	0	0	0	0	0	0	0	1	87
4/16/23	14:00	0	38	20	0	11	0	0	0	0	0	0	0	0	1	70
4/16/23	14:15	0	45	16	0	9	0	0	0	0	0	0	0	0	2	72
4/16/23	14:30	1	74	16	0	8	0	0	1	0	0	0	0	0	2	102
4/16/23	14:45	5	53	25	0	8	0	0	1	0	0	0	0	0	2	94
4/16/23	15:00	0	42	19	0	7	1	0	0	0	0	0	0	0	1	70
4/16/23	15:15	1	40	15	0	7	0	0	0	0	0	0	0	0	1	64
4/16/23	15:30	0	46	16	0	6	0	0	0	0	0	0	0	0	2	70
4/16/23	15:45	4	48	23	0	5	0	0	0	0	0	0	0	0	3	83
4/16/23	16:00	0	56	17	0	10	0	0	1	0	0	0	0	0	1	85
4/16/23	16:15	0	62	20	1	4	0	0	0	0	0	0	0	0	1	88
4/16/23	16:30	3	49	9	0	6	0	0	1	0	0	0	0	0	1	69
4/16/23	16:45	2	47	9	1	2	0	0	0	0	0	0	0	0	0	61
4/16/23	17:00	0	46	24	0	7	0	0	0	0	0	0	0	0	2	79
4/16/23	17:15	0	41	12	0	4	0	0	0	0	0	0	0	0	0	57
4/16/23	17:30	1	37	9	0	1	0	0	0	0	0	0	0	0	1	49
4/16/23	17:45	3	32	14	0	4	0	0	0	0	0	0	0	0	0	53
4/16/23	18:00	1	53	9	0	5	0	0	0	0	0	0	0	0	1	69
4/16/23	18:15	0	44	13	0	3	0	0	1	0	0	0	0	0	0	61
4/16/23	18:30	0	41	11	0	6	0	0	0	0	0	0	0	0	1	59
4/16/23	18:45	1	32	17	0	2	0	0	0	0	0	0	0	0	1	53
4/16/23	19:00	0	41	12	0	3	0	0	0	0	0	0	0	0	2	58
4/16/23	19:15	0	30	11	0	2	0	0	1	0	0	0	0	0	0	44
4/16/23	19:30	0	38	9	0	4	0	0	0	0	0	0	0	0	0	51
4/16/23	19:45	0	29	13	0	2	0	0	0	0	0	0	0	0	0	44
4/16/23	20:00	1	24	10	0	7	0	0	0	0	0	0	0	0	0	42
4/16/23	20:15	0	22	8	0	3	0	0	0	0	0	0	0	0	0	33
4/16/23	20:30	0	14	11	0	4	0	0	0	0	0	0	0	0	0	29
4/16/23	20:45	0	18	4	0	2	0	0	0	1	0	0	0	0	0	25
4/16/23	21:00	0	20	6	0	1	0	0	0	0	0	0	0	0	0	27
4/16/23	21:15	1	16	4	0	1	0	0	0	0	0	0	0	0	0	22
4/16/23	21:30	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
4/16/23	21:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	22:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
4/16/23	22:15	0	16	4	0	2	0	0	0	0	0	0	0	0	0	22
4/16/23	22:30	0	14	2	0	0	0	0	0	0	0	0	0	0	1	17
4/16/23	22:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	23:00	0	9	1	0	3	0	0	0	0	0	0	0	0	0	13
4/16/23	23:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	23:45	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
4/17/23	0:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/17/23	0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	0:45	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
4/17/23	1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	2:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4/17/23	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	4:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	4:45	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
4/17/23	5:00	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
4/17/23	5:15	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
4/17/23	5:30	0	6	6	0	2	0	0	0	0	0	0	0	0	0	14
4/17/23	5:45	0	19	3	0	3	0	0	0	0	0	0	0	0	0	25
4/17/23	6:00	0	10	6	0	5	0	0	0	0	0	0	0	0	0	21
4/17/23	6:15	0	27	11	0	5	0	0	0	0	0	0	0	0	1	44
4/17/23	6:30	0	30	18	1	8	0	0	0	0	0	0	0	0	0	57
4/17/23	6:45	0	39	20	0	18	0	0	1	0	0	0	0	0	0	78
4/17/23	7:00	1	51	19	2	13	1	0	1	0	0	0	0	0	1	89
4/17/23	7:15	2	50	14	0	11	0	0	0	0	0	0	0	0	1	78
4/17/23	7:30	1	61	15	0	7	0	0	1	0	0	0	0	0	2	87
4/17/23	7:45	0	80	26	0	11	0	0	4	0	0	0	0	0	4	125
4/17/23	8:00	1	60	31	1	8	0	0	0	0	0	0	0	0	2	103
4/17/23	8:15	0	48	8	0	6	0	0	1	0	0	0	0	0	1	64
4/17/23	8:30	0	48	18	0	6	0	0	2	0	0	0	0	0	3	77
4/17/23	8:45	1	48	20	1	8	0	0	0	0	0	0	0	0	1	79
4/17/23	9:00	0	21	10	0	12	0	0	2	0	0	0	0	0	2	47
4/17/23	9:15	0	30	14	0	7	0	0	1	0	0	0	0	0	0	52
4/17/23	9:30	0	20	16	1	9	0	0	2	0	0	0	0	0	1	49
4/17/23	9:45	0	29	18	1	9	0	0	1	1	0	0	0	0	0	59
4/17/23	10:00	0	28	15	0	10	0	0	3	0	0	0	0	0	0	56
4/17/23	10:15	0	30	14	3	8	0	0	3	1	0	0	0	0	2	61
4/17/23	10:30	2	28	18	0	5	1	0	0	0	0	0	0	0	0	54
4/17/23	10:45	1	34	16	0	8	0	0	4	0	0	0	0	0	5	68
4/17/23	11:00	0	31	19	0	10	0	0	0	1	0	0	0	0	1	62
4/17/23	11:15	1	41	17	0	12	0	0	3	0	0	0	0	0	1	75
4/17/23	11:30	0	35	25	0	11	0	0	0	0	0	0	0	0	4	75
4/17/23	11:45	1	45	31	0	7	0	0	0	1	0	0	0	0	2	87



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	12:00	0	58	22	1	17	0	0	1	0	0	0	0	0	2	101
4/17/23	12:15	0	71	21	2	8	0	0	1	0	0	0	0	0	1	104
4/17/23	12:30	1	51	25	1	16	0	0	1	0	0	0	0	0	3	98
4/17/23	12:45	1	65	17	2	10	0	0	1	1	0	0	0	0	0	97
4/17/23	13:00	0	54	31	1	12	0	1	0	2	0	0	0	0	1	102
4/17/23	13:15	2	56	22	0	11	0	1	0	0	0	0	0	0	2	94
4/17/23	13:30	2	51	22	0	8	0	0	1	0	0	0	0	0	2	86
4/17/23	13:45	0	60	19	1	5	0	0	0	0	0	0	0	0	0	85
4/17/23	14:00	1	56	21	0	14	0	0	1	0	0	0	0	0	1	94
4/17/23	14:15	0	74	28	1	13	0	0	1	0	0	0	0	0	2	119
4/17/23	14:30	0	61	20	0	11	0	0	0	1	0	0	0	0	2	95
4/17/23	14:45	1	73	38	0	11	0	0	1	0	0	0	0	0	7	131
4/17/23	15:00	0	93	26	1	25	0	0	0	0	0	0	0	0	2	147
4/17/23	15:15	1	63	30	0	8	0	0	1	0	0	0	0	0	6	109
4/17/23	15:30	0	76	16	1	19	0	0	2	1	0	0	0	0	1	116
4/17/23	15:45	0	62	27	0	10	0	0	1	0	0	0	0	0	4	104
4/17/23	16:00	0	87	33	2	13	0	0	0	1	0	0	0	0	1	137
4/17/23	16:15	3	72	22	0	12	0	0	2	0	0	0	0	0	2	113
4/17/23	16:30	2	58	29	0	12	0	0	2	0	0	0	0	0	2	105
4/17/23	16:45	0	99	38	1	8	0	0	0	0	0	0	0	0	1	147
4/17/23	17:00	2	96	37	1	17	0	0	2	1	0	0	0	0	3	159
4/17/23	17:15	3	31	9	3	3	0	0	1	1	0	0	0	0	9	60
4/17/23	17:30	0	12	5	0	0	1	0	1	1	1	0	1	0	24	46
4/17/23	17:45	0	41	15	0	5	0	1	0	0	0	0	0	0	13	75
4/17/23	18:00	0	105	27	0	12	0	0	0	0	0	0	0	0	2	146
4/17/23	18:15	1	65	19	0	15	0	0	3	4	0	0	0	0	10	117
4/17/23	18:30	1	23	5	2	3	0	0	0	0	0	0	0	0	15	49
4/17/23	18:45	1	54	11	0	3	0	0	0	0	0	0	0	0	0	69
4/17/23	19:00	1	53	16	0	8	0	0	0	0	0	0	0	0	0	78
4/17/23	19:15	1	38	11	0	10	0	0	0	0	0	0	0	0	0	60
4/17/23	19:30	0	29	13	0	8	0	0	0	0	0	0	0	0	0	50
4/17/23	19:45	1	37	11	0	3	0	0	1	0	0	0	0	0	1	54
4/17/23	20:00	0	29	13	0	4	0	0	0	1	0	0	0	0	0	47
4/17/23	20:15	0	29	8	0	6	0	0	0	0	0	0	0	0	0	43
4/17/23	20:30	2	31	14	0	2	0	0	1	0	0	0	0	0	1	51
4/17/23	20:45	0	23	9	0	2	0	0	0	0	0	0	0	0	1	35
4/17/23	21:00	0	25	3	0	4	0	0	0	0	0	0	0	0	0	32
4/17/23	21:15	0	33	7	0	1	0	0	0	0	0	0	0	0	0	41
4/17/23	21:30	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
4/17/23	21:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
4/17/23	22:00	1	16	3	0	2	0	0	0	1	0	0	0	0	0	23
4/17/23	22:15	0	7	2	0	1	0	0	1	0	0	0	0	0	0	11
4/17/23	22:30	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
4/17/23	22:45	0	30	12	0	4	0	0	0	0	0	0	0	0	0	46
4/17/23	23:00	1	29	13	0	6	0	0	0	0	0	0	0	0	0	49
4/17/23	23:15	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
4/17/23	23:30	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
4/17/23	23:45	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
Total		633	22,087	8,392	157	3,746	53	7	306	113	6	0	1	2	842	36,345
Percent		2%	61%	23%	0%	10%	0%	0%	1%	0%	0%	0%	0%	0%	2%	
Day 1		61	3,566	1,262	29	507	19	3	57	34	1	0	0	1	215	5,755
Percent		1%	62%	22%	1%	9%	0%	0%	1%	1%	0%	0%	0%	0%	4%	



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Day 2		242	3,684	1,435	23	670	7	0	65	25	0	0	0	0	123	6,274
Percent		4%	59%	23%	0%	11%	0%	0%	1%	0%	0%	0%	0%	0%	2%	
Day 3		30	3,466	1,411	29	671	11	1	53	10	2	0	0	1	112	5,797
Percent		1%	60%	24%	1%	12%	0%	0%	1%	0%	0%	0%	0%	0%	2%	
Day 4		25	3,235	1,388	37	656	10	0	39	19	2	0	0	0	126	5,537
Percent		0%	58%	25%	1%	12%	0%	0%	1%	0%	0%	0%	0%	0%	2%	
Day 5		195	2,710	933	5	396	2	0	28	4	0	0	0	0	62	4,335
Percent		4%	63%	22%	0%	9%	0%	0%	1%	0%	0%	0%	0%	0%	1%	
Day 6		39	2,203	743	3	255	1	0	9	2	0	0	0	0	49	3,304
Percent		1%	67%	22%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Day 7		41	3,223	1,220	31	591	3	3	55	19	1	0	1	0	155	5,343
Percent		1%	60%	23%	1%	11%	0%	0%	1%	0%	0%	0%	0%	0%	3%	
Average		90	3,155	1,199	22	535	8	1	44	16	1	0	0	0	120	5,192
Percent		2%	61%	23%	0%	10%	0%	0%	1%	0%	0%	0%	0%	0%	2%	

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	0:00	5	0	0	0	0	5
4/11/23	0:15	4	0	0	0	0	4
4/11/23	0:30	2	0	0	0	0	2
4/11/23	0:45	5	0	1	0	0	6
4/11/23	1:00	5	0	0	0	0	5
4/11/23	1:15	3	0	0	0	0	3
4/11/23	1:30	1	0	0	0	0	1
4/11/23	1:45	0	0	0	0	0	0
4/11/23	2:00	2	0	0	0	0	2
4/11/23	2:15	1	0	0	0	0	1
4/11/23	2:30	4	0	0	0	0	4
4/11/23	2:45	2	0	0	0	0	2
4/11/23	3:00	1	0	0	0	0	1
4/11/23	3:15	0	0	0	0	0	0
4/11/23	3:30	0	1	0	0	0	1
4/11/23	3:45	1	0	0	0	0	1
4/11/23	4:00	4	0	0	0	0	4
4/11/23	4:15	2	1	0	0	0	3
4/11/23	4:30	4	2	0	0	0	6
4/11/23	4:45	6	0	0	0	0	6
4/11/23	5:00	7	0	0	0	0	7
4/11/23	5:15	3	2	1	0	0	6
4/11/23	5:30	18	1	1	0	0	20
4/11/23	5:45	29	0	0	0	0	29
4/11/23	6:00	22	1	0	0	0	23
4/11/23	6:15	47	2	1	0	1	51
4/11/23	6:30	56	5	1	0	2	64
4/11/23	6:45	65	7	1	0	1	74
4/11/23	7:00	66	10	1	0	0	77
4/11/23	7:15	74	5	0	0	4	83
4/11/23	7:30	113	5	0	0	2	120
4/11/23	7:45	125	8	0	0	8	141
4/11/23	8:00	112	7	3	0	3	125
4/11/23	8:15	81	4	2	0	3	90
4/11/23	8:30	79	7	1	0	3	90
4/11/23	8:45	78	11	1	0	1	91
4/11/23	9:00	61	5	2	0	0	68
4/11/23	9:15	54	5	0	0	0	59
4/11/23	9:30	40	2	3	0	2	47
4/11/23	9:45	58	5	2	0	1	66
4/11/23	10:00	48	6	4	0	1	59
4/11/23	10:15	46	10	4	0	1	61
4/11/23	10:30	57	4	0	0	3	64
4/11/23	10:45	44	8	1	0	4	57
4/11/23	11:00	61	6	2	0	2	71
4/11/23	11:15	85	4	0	0	3	92
4/11/23	11:30	77	5	2	0	1	85
4/11/23	11:45	83	9	0	0	3	95
4/11/23	12:00	87	11	2	0	9	109
4/11/23	12:15	101	15	2	0	0	118

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	12:30	85	10	3	0	4	102
4/11/23	12:45	92	16	4	0	3	115
4/11/23	13:00	106	10	0	0	1	117
4/11/23	13:15	80	12	1	0	2	95
4/11/23	13:30	75	11	2	0	1	89
4/11/23	13:45	77	16	1	0	3	97
4/11/23	14:00	92	13	1	0	2	108
4/11/23	14:15	88	10	0	0	2	100
4/11/23	14:30	97	6	1	0	2	106
4/11/23	14:45	110	15	2	0	6	133
4/11/23	15:00	132	28	1	0	4	165
4/11/23	15:15	79	6	0	0	1	86
4/11/23	15:30	93	11	3	0	5	112
4/11/23	15:45	170	22	3	0	8	203
4/11/23	16:00	169	22	6	0	11	208
4/11/23	16:15	34	7	6	0	14	61
4/11/23	16:30	15	2	2	1	12	32
4/11/23	16:45	21	7	1	0	14	43
4/11/23	17:00	102	14	3	0	8	127
4/11/23	17:15	115	13	1	0	6	135
4/11/23	17:30	120	17	4	0	1	142
4/11/23	17:45	57	8	1	0	13	79
4/11/23	18:00	24	11	1	0	19	55
4/11/23	18:15	47	8	1	0	7	63
4/11/23	18:30	73	10	1	0	2	86
4/11/23	18:45	73	10	0	0	1	84
4/11/23	19:00	88	8	3	0	2	101
4/11/23	19:15	61	5	0	0	1	67
4/11/23	19:30	53	8	0	0	1	62
4/11/23	19:45	63	5	0	0	0	68
4/11/23	20:00	49	3	0	0	0	52
4/11/23	20:15	42	6	0	0	0	48
4/11/23	20:30	44	7	0	0	0	51
4/11/23	20:45	33	2	2	0	1	38
4/11/23	21:00	39	5	0	0	0	44
4/11/23	21:15	38	1	0	0	0	39
4/11/23	21:30	25	3	0	0	0	28
4/11/23	21:45	23	1	0	0	0	24
4/11/23	22:00	12	1	0	0	0	13
4/11/23	22:15	24	1	0	0	0	25
4/11/23	22:30	27	0	0	0	0	27
4/11/23	22:45	43	3	0	0	0	46
4/11/23	23:00	40	7	0	0	0	47
4/11/23	23:15	11	1	0	0	0	12
4/11/23	23:30	9	2	0	0	0	11
4/11/23	23:45	10	0	0	0	0	10
4/12/23	0:00	4	1	0	0	0	5
4/12/23	0:15	2	0	0	0	0	2
4/12/23	0:30	3	0	0	0	0	3

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	0:45	2	1	0	0	0	3
4/12/23	1:00	2	1	0	0	0	3
4/12/23	1:15	3	0	0	0	0	3
4/12/23	1:30	0	0	0	0	0	0
4/12/23	1:45	2	0	0	0	0	2
4/12/23	2:00	2	0	0	0	0	2
4/12/23	2:15	1	0	0	0	0	1
4/12/23	2:30	1	1	0	0	0	2
4/12/23	2:45	2	0	0	0	0	2
4/12/23	3:00	1	0	0	0	0	1
4/12/23	3:15	0	0	0	0	0	0
4/12/23	3:30	0	1	0	0	0	1
4/12/23	3:45	1	0	0	0	0	1
4/12/23	4:00	0	0	0	0	0	0
4/12/23	4:15	1	0	0	0	0	1
4/12/23	4:30	3	1	0	0	0	4
4/12/23	4:45	9	1	0	0	0	10
4/12/23	5:00	4	0	0	0	0	4
4/12/23	5:15	3	2	0	0	0	5
4/12/23	5:30	13	6	0	0	0	19
4/12/23	5:45	29	5	0	0	0	34
4/12/23	6:00	18	2	0	0	0	20
4/12/23	6:15	39	2	0	0	1	42
4/12/23	6:30	55	10	0	0	1	66
4/12/23	6:45	56	8	1	0	2	67
4/12/23	7:00	55	14	1	0	0	70
4/12/23	7:15	82	12	0	0	3	97
4/12/23	7:30	92	14	2	0	1	109
4/12/23	7:45	83	22	2	0	1	108
4/12/23	8:00	113	15	3	0	2	133
4/12/23	8:15	82	11	4	0	4	101
4/12/23	8:30	77	15	4	0	3	99
4/12/23	8:45	62	10	3	0	1	76
4/12/23	9:00	48	10	2	0	3	63
4/12/23	9:15	52	9	2	0	3	66
4/12/23	9:30	38	9	2	0	0	49
4/12/23	9:45	48	8	3	0	1	60
4/12/23	10:00	43	8	2	0	1	54
4/12/23	10:15	50	14	2	0	2	68
4/12/23	10:30	41	10	1	0	1	53
4/12/23	10:45	61	12	2	0	3	78
4/12/23	11:00	67	14	6	0	3	90
4/12/23	11:15	72	13	2	0	1	88
4/12/23	11:30	68	17	2	0	1	88
4/12/23	11:45	65	18	2	0	1	86
4/12/23	12:00	95	22	1	0	2	120
4/12/23	12:15	93	8	2	0	2	105
4/12/23	12:30	100	18	2	0	2	122
4/12/23	12:45	94	9	2	0	1	106
4/12/23	13:00	108	8	0	0	2	118

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	13:15	75	17	3	0	2	97
4/12/23	13:30	93	15	0	0	3	111
4/12/23	13:45	76	10	1	0	1	88
4/12/23	14:00	87	14	1	0	1	103
4/12/23	14:15	89	8	4	0	2	103
4/12/23	14:30	82	6	0	0	1	89
4/12/23	14:45	133	10	2	0	2	147
4/12/23	15:00	109	12	1	0	8	130
4/12/23	15:15	88	11	1	0	1	101
4/12/23	15:30	93	9	1	0	2	105
4/12/23	15:45	86	20	1	0	4	111
4/12/23	16:00	122	13	1	0	5	141
4/12/23	16:15	125	9	0	0	4	138
4/12/23	16:30	102	13	1	0	3	119
4/12/23	16:45	120	14	2	0	5	141
4/12/23	17:00	135	14	1	0	6	156
4/12/23	17:15	146	11	1	0	4	162
4/12/23	17:30	115	17	5	0	2	139
4/12/23	17:45	137	13	2	0	1	153
4/12/23	18:00	100	7	0	0	0	107
4/12/23	18:15	87	12	0	0	3	102
4/12/23	18:30	76	3	1	0	2	82
4/12/23	18:45	75	6	1	0	4	86
4/12/23	19:00	77	8	1	0	0	86
4/12/23	19:15	73	6	0	0	0	79
4/12/23	19:30	71	4	0	0	2	77
4/12/23	19:45	55	5	0	0	1	61
4/12/23	20:00	85	3	0	0	1	89
4/12/23	20:15	75	8	0	0	1	84
4/12/23	20:30	84	5	0	0	0	89
4/12/23	20:45	74	4	0	0	1	79
4/12/23	21:00	62	3	0	0	0	65
4/12/23	21:15	49	4	0	0	0	53
4/12/23	21:30	50	2	0	0	0	52
4/12/23	21:45	30	1	0	0	1	32
4/12/23	22:00	24	2	0	0	0	26
4/12/23	22:15	28	4	3	0	0	35
4/12/23	22:30	24	0	0	0	0	24
4/12/23	22:45	44	4	1	0	1	50
4/12/23	23:00	31	9	0	0	0	40
4/12/23	23:15	13	0	0	0	1	14
4/12/23	23:30	11	0	0	0	0	11
4/12/23	23:45	5	2	0	0	0	7
4/13/23	0:00	7	0	1	0	0	8
4/13/23	0:15	1	0	0	0	0	1
4/13/23	0:30	2	1	0	0	0	3
4/13/23	0:45	3	1	0	0	0	4
4/13/23	1:00	2	0	0	0	0	2
4/13/23	1:15	0	3	0	0	0	3
4/13/23	1:30	2	0	0	0	0	2

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	1:45	3	0	0	0	0	3
4/13/23	2:00	4	0	0	0	0	4
4/13/23	2:15	1	0	0	0	0	1
4/13/23	2:30	3	1	0	0	0	4
4/13/23	2:45	2	0	0	0	0	2
4/13/23	3:00	1	0	0	0	0	1
4/13/23	3:15	1	0	0	0	0	1
4/13/23	3:30	1	0	0	0	0	1
4/13/23	3:45	0	0	0	0	0	0
4/13/23	4:00	1	1	0	0	0	2
4/13/23	4:15	2	0	0	0	0	2
4/13/23	4:30	3	0	0	0	0	3
4/13/23	4:45	7	0	0	0	0	7
4/13/23	5:00	6	0	1	0	0	7
4/13/23	5:15	4	1	0	0	0	5
4/13/23	5:30	10	3	0	0	0	13
4/13/23	5:45	20	3	0	0	0	23
4/13/23	6:00	20	4	0	0	2	26
4/13/23	6:15	38	7	1	0	0	46
4/13/23	6:30	62	12	1	0	1	76
4/13/23	6:45	65	15	0	0	1	81
4/13/23	7:00	58	10	0	0	2	70
4/13/23	7:15	59	14	0	0	3	76
4/13/23	7:30	100	17	1	0	2	120
4/13/23	7:45	112	13	1	0	5	131
4/13/23	8:00	111	9	1	0	3	124
4/13/23	8:15	71	29	3	0	2	105
4/13/23	8:30	71	13	3	0	4	91
4/13/23	8:45	70	13	0	0	1	84
4/13/23	9:00	46	11	1	0	0	58
4/13/23	9:15	49	7	3	0	1	60
4/13/23	9:30	33	10	0	0	0	43
4/13/23	9:45	49	16	1	0	2	68
4/13/23	10:00	55	5	0	0	1	61
4/13/23	10:15	55	5	2	0	2	64
4/13/23	10:30	55	18	4	0	3	80
4/13/23	10:45	51	15	1	0	2	69
4/13/23	11:00	66	12	2	0	1	81
4/13/23	11:15	69	18	0	0	0	87
4/13/23	11:30	71	20	1	0	2	94
4/13/23	11:45	90	18	4	0	1	113
4/13/23	12:00	80	14	2	0	0	96
4/13/23	12:15	96	20	0	0	2	118
4/13/23	12:30	98	15	3	0	6	122
4/13/23	12:45	88	10	2	0	1	101
4/13/23	13:00	94	13	1	0	2	110
4/13/23	13:15	72	9	0	0	2	83
4/13/23	13:30	95	9	0	0	4	108
4/13/23	13:45	63	4	2	0	2	71

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	14:00	80	10	1	0	2	93
4/13/23	14:15	90	8	1	0	2	101
4/13/23	14:30	90	10	0	0	0	100
4/13/23	14:45	109	18	1	0	1	129
4/13/23	15:00	117	16	0	0	3	136
4/13/23	15:15	95	8	2	0	2	107
4/13/23	15:30	90	16	3	0	4	113
4/13/23	15:45	104	14	2	0	3	123
4/13/23	16:00	100	22	1	0	4	127
4/13/23	16:15	102	10	1	0	6	119
4/13/23	16:30	111	19	0	0	4	134
4/13/23	16:45	114	9	1	0	7	131
4/13/23	17:00	92	14	1	0	2	109
4/13/23	17:15	120	8	1	0	1	130
4/13/23	17:30	107	13	2	0	1	123
4/13/23	17:45	108	13	1	0	2	124
4/13/23	18:00	90	8	2	0	1	101
4/13/23	18:15	76	8	0	0	1	85
4/13/23	18:30	60	1	0	0	0	61
4/13/23	18:45	70	6	1	0	2	79
4/13/23	19:00	57	7	0	0	1	65
4/13/23	19:15	57	5	1	0	0	63
4/13/23	19:30	55	3	0	0	0	58
4/13/23	19:45	66	6	0	0	0	72
4/13/23	20:00	45	1	0	0	0	46
4/13/23	20:15	43	5	0	1	1	50
4/13/23	20:30	28	2	0	0	0	30
4/13/23	20:45	44	3	0	0	0	47
4/13/23	21:00	33	4	0	0	2	39
4/13/23	21:15	32	1	0	0	0	33
4/13/23	21:30	28	1	1	0	0	30
4/13/23	21:45	26	3	0	0	0	29
4/13/23	22:00	21	1	0	0	0	22
4/13/23	22:15	14	4	0	0	0	18
4/13/23	22:30	18	3	0	0	0	21
4/13/23	22:45	42	4	0	0	0	46
4/13/23	23:00	41	6	0	0	0	47
4/13/23	23:15	13	3	0	0	0	16
4/13/23	23:30	12	0	0	0	0	12
4/13/23	23:45	9	0	0	0	0	9
4/14/23	0:00	7	0	0	0	0	7
4/14/23	0:15	4	0	0	0	0	4
4/14/23	0:30	4	0	0	0	0	4
4/14/23	0:45	5	3	0	0	0	8
4/14/23	1:00	2	0	0	0	0	2
4/14/23	1:15	1	2	0	0	0	3
4/14/23	1:30	3	0	0	0	0	3
4/14/23	1:45	4	0	0	0	0	4
4/14/23	2:00	3	0	0	0	0	3
4/14/23	2:15	2	0	0	0	0	2

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	2:30	2	1	0	0	0	3
4/14/23	2:45	2	1	0	0	0	3
4/14/23	3:00	1	0	0	0	0	1
4/14/23	3:15	2	0	0	0	0	2
4/14/23	3:30	1	0	0	0	0	1
4/14/23	3:45	1	0	0	0	0	1
4/14/23	4:00	0	0	0	0	0	0
4/14/23	4:15	2	1	0	0	0	3
4/14/23	4:30	5	1	0	0	0	6
4/14/23	4:45	2	2	0	0	0	4
4/14/23	5:00	7	1	0	0	0	8
4/14/23	5:15	3	0	0	0	0	3
4/14/23	5:30	14	2	0	0	0	16
4/14/23	5:45	19	4	0	0	0	23
4/14/23	6:00	9	1	1	0	0	11
4/14/23	6:15	35	6	1	0	0	42
4/14/23	6:30	54	8	0	0	0	62
4/14/23	6:45	52	14	0	0	0	66
4/14/23	7:00	55	13	0	0	0	68
4/14/23	7:15	52	13	2	0	1	68
4/14/23	7:30	83	8	0	0	2	93
4/14/23	7:45	75	16	0	0	7	98
4/14/23	8:00	54	12	1	0	0	67
4/14/23	8:15	46	9	2	0	1	58
4/14/23	8:30	59	9	5	0	1	74
4/14/23	8:45	51	12	1	0	1	65
4/14/23	9:00	45	10	0	0	2	57
4/14/23	9:15	34	8	0	0	0	42
4/14/23	9:30	29	15	1	0	1	46
4/14/23	9:45	43	8	1	0	1	53
4/14/23	10:00	46	5	1	0	1	53
4/14/23	10:15	25	10	1	0	2	38
4/14/23	10:30	47	13	2	0	1	63
4/14/23	10:45	52	18	4	0	0	74
4/14/23	11:00	59	7	2	0	0	68
4/14/23	11:15	60	7	6	0	1	74
4/14/23	11:30	50	16	0	0	2	68
4/14/23	11:45	54	15	1	0	5	75
4/14/23	12:00	81	16	1	0	1	99
4/14/23	12:15	79	12	1	0	1	93
4/14/23	12:30	87	15	2	0	1	105
4/14/23	12:45	111	16	1	0	2	130
4/14/23	13:00	84	10	0	0	2	96
4/14/23	13:15	82	11	1	0	0	94
4/14/23	13:30	99	10	3	0	0	112
4/14/23	13:45	66	11	0	0	3	80
4/14/23	14:00	79	12	2	0	3	96
4/14/23	14:15	92	21	3	0	1	117
4/14/23	14:30	105	15	0	0	2	122
4/14/23	14:45	115	22	1	0	4	142

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	15:00	113	16	3	0	7	139
4/14/23	15:15	81	9	2	0	4	96
4/14/23	15:30	99	7	2	0	5	113
4/14/23	15:45	122	14	0	0	6	142
4/14/23	16:00	144	21	0	0	4	169
4/14/23	16:15	115	10	0	0	5	130
4/14/23	16:30	85	16	0	0	3	104
4/14/23	16:45	92	8	1	0	3	104
4/14/23	17:00	95	10	0	0	5	110
4/14/23	17:15	90	8	0	0	6	104
4/14/23	17:30	88	11	2	0	1	102
4/14/23	17:45	114	9	1	0	2	126
4/14/23	18:00	81	14	0	0	3	98
4/14/23	18:15	83	8	0	0	2	93
4/14/23	18:30	73	7	1	0	9	90
4/14/23	18:45	62	11	0	0	1	74
4/14/23	19:00	61	10	0	0	4	75
4/14/23	19:15	75	4	0	0	0	79
4/14/23	19:30	58	4	0	0	0	62
4/14/23	19:45	55	6	0	0	0	61
4/14/23	20:00	55	3	0	0	1	59
4/14/23	20:15	40	5	0	0	1	46
4/14/23	20:30	44	5	0	0	0	49
4/14/23	20:45	51	3	0	0	1	55
4/14/23	21:00	37	5	0	0	1	43
4/14/23	21:15	37	5	0	0	0	42
4/14/23	21:30	27	3	0	0	0	30
4/14/23	21:45	29	3	0	0	0	32
4/14/23	22:00	31	4	0	0	0	35
4/14/23	22:15	22	5	0	0	0	27
4/14/23	22:30	23	2	0	0	0	25
4/14/23	22:45	44	6	0	0	1	51
4/14/23	23:00	45	5	1	0	2	53
4/14/23	23:15	11	2	0	0	0	13
4/14/23	23:30	11	2	0	0	0	13
4/14/23	23:45	10	0	0	0	0	10
4/15/23	0:00	12	1	0	0	2	15
4/15/23	0:15	7	0	0	0	0	7
4/15/23	0:30	7	1	0	0	0	8
4/15/23	0:45	6	1	0	0	0	7
4/15/23	1:00	1	0	1	0	0	2
4/15/23	1:15	6	0	0	0	0	6
4/15/23	1:30	0	0	0	0	0	0
4/15/23	1:45	1	0	0	0	0	1
4/15/23	2:00	6	0	0	0	0	6
4/15/23	2:15	0	0	0	0	0	0
4/15/23	2:30	2	1	0	0	0	3
4/15/23	2:45	4	0	0	0	0	4
4/15/23	3:00	3	0	0	0	0	3
4/15/23	3:15	2	0	0	0	0	2

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	3:30	1	0	0	0	0	1
4/15/23	3:45	2	0	0	0	0	2
4/15/23	4:00	0	0	0	0	0	0
4/15/23	4:15	1	2	0	0	0	3
4/15/23	4:30	2	0	0	0	0	2
4/15/23	4:45	1	0	0	0	0	1
4/15/23	5:00	2	0	0	0	0	2
4/15/23	5:15	1	1	0	0	0	2
4/15/23	5:30	4	0	0	0	0	4
4/15/23	5:45	8	2	0	0	0	10
4/15/23	6:00	6	0	0	0	0	6
4/15/23	6:15	7	0	0	0	0	7
4/15/23	6:30	7	1	0	0	0	8
4/15/23	6:45	6	2	1	0	0	9
4/15/23	7:00	17	4	0	0	1	22
4/15/23	7:15	7	4	0	0	0	11
4/15/23	7:30	21	5	0	0	1	27
4/15/23	7:45	20	1	0	0	0	21
4/15/23	8:00	14	5	1	0	1	21
4/15/23	8:15	12	4	0	0	0	16
4/15/23	8:30	31	6	0	0	0	37
4/15/23	8:45	26	7	1	0	0	34
4/15/23	9:00	32	8	0	0	1	41
4/15/23	9:15	42	4	1	0	0	47
4/15/23	9:30	37	3	2	0	1	43
4/15/23	9:45	42	8	1	0	0	51
4/15/23	10:00	34	2	0	0	0	36
4/15/23	10:15	57	1	0	0	1	59
4/15/23	10:30	51	4	0	0	0	55
4/15/23	10:45	50	5	0	0	0	55
4/15/23	11:00	59	12	0	0	1	72
4/15/23	11:15	45	9	2	0	5	61
4/15/23	11:30	69	8	1	0	1	79
4/15/23	11:45	62	6	1	0	2	71
4/15/23	12:00	66	7	0	0	0	73
4/15/23	12:15	73	13	1	0	2	89
4/15/23	12:30	71	11	0	0	4	86
4/15/23	12:45	61	10	0	0	1	72
4/15/23	13:00	111	11	0	0	0	122
4/15/23	13:15	102	6	0	0	0	108
4/15/23	13:30	78	6	0	0	2	86
4/15/23	13:45	75	11	0	0	6	92
4/15/23	14:00	105	5	1	0	2	113
4/15/23	14:15	87	6	2	0	4	99
4/15/23	14:30	93	7	1	0	0	101
4/15/23	14:45	91	6	2	0	3	102
4/15/23	15:00	83	10	0	0	0	93
4/15/23	15:15	88	12	0	0	2	102
4/15/23	15:30	75	9	0	0	1	85
4/15/23	15:45	75	9	1	0	0	85

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	16:00	74	10	2	0	2	88
4/15/23	16:15	86	8	1	0	1	96
4/15/23	16:30	72	7	0	0	3	82
4/15/23	16:45	130	8	2	0	1	141
4/15/23	17:00	122	10	1	0	4	137
4/15/23	17:15	79	6	0	0	2	87
4/15/23	17:30	70	9	0	0	1	80
4/15/23	17:45	77	7	1	0	0	85
4/15/23	18:00	77	6	0	0	1	84
4/15/23	18:15	63	4	1	0	0	68
4/15/23	18:30	57	6	1	0	0	64
4/15/23	18:45	67	7	0	0	1	75
4/15/23	19:00	82	6	0	0	0	88
4/15/23	19:15	57	8	0	0	0	65
4/15/23	19:30	62	3	0	0	0	65
4/15/23	19:45	54	5	0	0	1	60
4/15/23	20:00	41	8	0	0	0	49
4/15/23	20:15	42	2	0	0	1	45
4/15/23	20:30	51	2	0	0	0	53
4/15/23	20:45	39	3	0	0	0	42
4/15/23	21:00	47	0	0	0	0	47
4/15/23	21:15	35	2	0	0	0	37
4/15/23	21:30	24	5	0	0	0	29
4/15/23	21:45	20	2	0	0	0	22
4/15/23	22:00	27	2	2	0	0	31
4/15/23	22:15	23	3	0	0	0	26
4/15/23	22:30	18	3	0	0	0	21
4/15/23	22:45	20	3	0	0	0	23
4/15/23	23:00	14	1	0	0	0	15
4/15/23	23:15	15	0	1	0	0	16
4/15/23	23:30	14	0	0	0	0	14
4/15/23	23:45	12	0	0	0	0	12
4/16/23	0:00	9	3	0	0	0	12
4/16/23	0:15	9	0	0	0	0	9
4/16/23	0:30	10	1	0	0	0	11
4/16/23	0:45	9	1	0	0	0	10
4/16/23	1:00	6	0	0	0	0	6
4/16/23	1:15	2	0	0	0	0	2
4/16/23	1:30	6	0	0	0	0	6
4/16/23	1:45	5	0	0	0	0	5
4/16/23	2:00	3	0	0	0	0	3
4/16/23	2:15	1	0	0	0	0	1
4/16/23	2:30	6	0	0	0	0	6
4/16/23	2:45	2	0	0	0	0	2
4/16/23	3:00	3	0	0	0	0	3
4/16/23	3:15	0	0	0	0	0	0
4/16/23	3:30	2	0	0	0	0	2
4/16/23	3:45	0	0	0	0	0	0
4/16/23	4:00	5	0	0	0	0	5
4/16/23	4:15	2	0	0	0	0	2

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	4:30	3	0	0	0	0	3
4/16/23	4:45	4	0	0	0	0	4
4/16/23	5:00	1	1	0	0	0	2
4/16/23	5:15	1	0	0	0	0	1
4/16/23	5:30	4	0	0	0	0	4
4/16/23	5:45	4	0	0	0	0	4
4/16/23	6:00	3	0	0	0	0	3
4/16/23	6:15	4	0	0	0	0	4
4/16/23	6:30	3	0	0	0	0	3
4/16/23	6:45	6	0	0	0	0	6
4/16/23	7:00	15	1	0	0	0	16
4/16/23	7:15	9	0	0	0	0	9
4/16/23	7:30	9	2	0	0	0	11
4/16/23	7:45	9	0	0	0	0	9
4/16/23	8:00	10	0	0	0	0	10
4/16/23	8:15	17	0	0	0	0	17
4/16/23	8:30	21	3	0	0	0	24
4/16/23	8:45	47	4	1	0	0	52
4/16/23	9:00	33	3	0	0	0	36
4/16/23	9:15	28	1	0	0	0	29
4/16/23	9:30	32	3	0	0	1	36
4/16/23	9:45	41	3	0	0	0	44
4/16/23	10:00	33	3	0	0	0	36
4/16/23	10:15	33	5	0	0	0	38
4/16/23	10:30	44	7	0	0	1	52
4/16/23	10:45	34	1	0	0	1	36
4/16/23	11:00	47	4	0	0	3	54
4/16/23	11:15	50	4	0	0	2	56
4/16/23	11:30	45	3	0	0	2	50
4/16/23	11:45	54	2	0	0	0	56
4/16/23	12:00	47	4	0	0	2	53
4/16/23	12:15	58	7	0	0	0	65
4/16/23	12:30	54	7	0	0	3	64
4/16/23	12:45	72	2	0	0	1	75
4/16/23	13:00	76	3	0	0	5	84
4/16/23	13:15	88	11	1	0	0	100
4/16/23	13:30	73	9	1	0	1	84
4/16/23	13:45	79	7	0	0	1	87
4/16/23	14:00	58	11	0	0	1	70
4/16/23	14:15	61	9	0	0	2	72
4/16/23	14:30	91	8	1	0	2	102
4/16/23	14:45	83	8	1	0	2	94
4/16/23	15:00	61	8	0	0	1	70
4/16/23	15:15	56	7	0	0	1	64
4/16/23	15:30	62	6	0	0	2	70
4/16/23	15:45	75	5	0	0	3	83
4/16/23	16:00	73	10	1	0	1	85
4/16/23	16:15	82	5	0	0	1	88
4/16/23	16:30	61	6	1	0	1	69

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	16:45	58	3	0	0	0	61
4/16/23	17:00	70	7	0	0	2	79
4/16/23	17:15	53	4	0	0	0	57
4/16/23	17:30	47	1	0	0	1	49
4/16/23	17:45	49	4	0	0	0	53
4/16/23	18:00	63	5	0	0	1	69
4/16/23	18:15	57	3	1	0	0	61
4/16/23	18:30	52	6	0	0	1	59
4/16/23	18:45	50	2	0	0	1	53
4/16/23	19:00	53	3	0	0	2	58
4/16/23	19:15	41	2	1	0	0	44
4/16/23	19:30	47	4	0	0	0	51
4/16/23	19:45	42	2	0	0	0	44
4/16/23	20:00	35	7	0	0	0	42
4/16/23	20:15	30	3	0	0	0	33
4/16/23	20:30	25	4	0	0	0	29
4/16/23	20:45	22	2	1	0	0	25
4/16/23	21:00	26	1	0	0	0	27
4/16/23	21:15	21	1	0	0	0	22
4/16/23	21:30	11	2	0	0	0	13
4/16/23	21:45	10	0	0	0	0	10
4/16/23	22:00	17	0	0	0	0	17
4/16/23	22:15	20	2	0	0	0	22
4/16/23	22:30	16	0	0	0	1	17
4/16/23	22:45	7	0	0	0	0	7
4/16/23	23:00	10	3	0	0	0	13
4/16/23	23:15	7	0	0	0	0	7
4/16/23	23:30	7	0	0	0	0	7
4/16/23	23:45	5	0	1	0	0	6
4/17/23	0:00	7	0	0	0	0	7
4/17/23	0:15	2	0	0	0	0	2
4/17/23	0:30	3	0	0	0	0	3
4/17/23	0:45	6	0	0	0	0	6
4/17/23	1:00	1	0	0	0	0	1
4/17/23	1:15	1	0	0	0	0	1
4/17/23	1:30	0	0	0	0	0	0
4/17/23	1:45	3	0	0	0	0	3
4/17/23	2:00	1	1	0	0	0	2
4/17/23	2:15	0	0	0	0	0	0
4/17/23	2:30	2	0	0	0	0	2
4/17/23	2:45	1	0	0	0	0	1
4/17/23	3:00	0	0	0	0	0	0
4/17/23	3:15	0	0	0	0	0	0
4/17/23	3:30	2	0	0	0	0	2
4/17/23	3:45	0	0	0	0	0	0
4/17/23	4:00	2	0	0	0	0	2
4/17/23	4:15	2	0	0	0	0	2
4/17/23	4:30	3	0	0	0	0	3
4/17/23	4:45	6	1	0	0	0	7
4/17/23	5:00	4	1	0	0	0	5

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	5:15	3	1	0	0	0	4
4/17/23	5:30	12	2	0	0	0	14
4/17/23	5:45	22	3	0	0	0	25
4/17/23	6:00	16	5	0	0	0	21
4/17/23	6:15	38	5	0	0	1	44
4/17/23	6:30	48	9	0	0	0	57
4/17/23	6:45	59	18	1	0	0	78
4/17/23	7:00	71	16	1	0	1	89
4/17/23	7:15	66	11	0	0	1	78
4/17/23	7:30	77	7	1	0	2	87
4/17/23	7:45	106	11	4	0	4	125
4/17/23	8:00	92	9	0	0	2	103
4/17/23	8:15	56	6	1	0	1	64
4/17/23	8:30	66	6	2	0	3	77
4/17/23	8:45	69	9	0	0	1	79
4/17/23	9:00	31	12	2	0	2	47
4/17/23	9:15	44	7	1	0	0	52
4/17/23	9:30	36	10	2	0	1	49
4/17/23	9:45	47	10	2	0	0	59
4/17/23	10:00	43	10	3	0	0	56
4/17/23	10:15	44	11	4	0	2	61
4/17/23	10:30	48	6	0	0	0	54
4/17/23	10:45	51	8	4	0	5	68
4/17/23	11:00	50	10	1	0	1	62
4/17/23	11:15	59	12	3	0	1	75
4/17/23	11:30	60	11	0	0	4	75
4/17/23	11:45	77	7	1	0	2	87
4/17/23	12:00	80	18	1	0	2	101
4/17/23	12:15	92	10	1	0	1	104
4/17/23	12:30	77	17	1	0	3	98
4/17/23	12:45	83	12	2	0	0	97
4/17/23	13:00	85	14	2	0	1	102
4/17/23	13:15	80	12	0	0	2	94
4/17/23	13:30	75	8	1	0	2	86
4/17/23	13:45	79	6	0	0	0	85
4/17/23	14:00	78	14	1	0	1	94
4/17/23	14:15	102	14	1	0	2	119
4/17/23	14:30	81	11	1	0	2	95
4/17/23	14:45	112	11	1	0	7	131
4/17/23	15:00	119	26	0	0	2	147
4/17/23	15:15	94	8	1	0	6	109
4/17/23	15:30	92	20	3	0	1	116
4/17/23	15:45	89	10	1	0	4	104
4/17/23	16:00	120	15	1	0	1	137
4/17/23	16:15	97	12	2	0	2	113
4/17/23	16:30	89	12	2	0	2	105
4/17/23	16:45	137	9	0	0	1	147
4/17/23	17:00	135	18	3	0	3	159
4/17/23	17:15	43	6	2	0	9	60
4/17/23	17:30	17	1	3	1	24	46

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	17:45	56	6	0	0	13	75
4/17/23	18:00	132	12	0	0	2	146
4/17/23	18:15	85	15	7	0	10	117
4/17/23	18:30	29	5	0	0	15	49
4/17/23	18:45	66	3	0	0	0	69
4/17/23	19:00	70	8	0	0	0	78
4/17/23	19:15	50	10	0	0	0	60
4/17/23	19:30	42	8	0	0	0	50
4/17/23	19:45	49	3	1	0	1	54
4/17/23	20:00	42	4	1	0	0	47
4/17/23	20:15	37	6	0	0	0	43
4/17/23	20:30	47	2	1	0	1	51
4/17/23	20:45	32	2	0	0	1	35
4/17/23	21:00	28	4	0	0	0	32
4/17/23	21:15	40	1	0	0	0	41
4/17/23	21:30	19	1	0	0	0	20
4/17/23	21:45	17	0	0	0	0	17
4/17/23	22:00	20	2	1	0	0	23
4/17/23	22:15	9	1	1	0	0	11
4/17/23	22:30	14	1	0	0	0	15
4/17/23	22:45	42	4	0	0	0	46
4/17/23	23:00	43	6	0	0	0	49
4/17/23	23:15	8	2	0	0	0	10
4/17/23	23:30	3	2	0	0	0	5
4/17/23	23:45	11	1	0	0	0	12

Total	31,112	3,963	425	3	842	36,345
Percent	86%	11%	1%	0%	2%	

Day 1	4,889	558	92	1	215	5,755
Percent	85%	10%	2%	0%	4%	

Day 2	5,361	700	90	0	123	6,274
Percent	85%	11%	1%	0%	2%	

Day 3	4,907	712	65	1	112	5,797
Percent	85%	12%	1%	0%	2%	

Day 4	4,648	703	60	0	126	5,537
Percent	84%	13%	1%	0%	2%	

Day 5	3,838	403	32	0	62	4,335
Percent	89%	9%	1%	0%	1%	

Day 6	2,985	259	11	0	49	3,304
Percent	90%	8%	0%	0%	1%	

Day 7	4,484	628	75	1	155	5,343
Percent	84%	12%	1%	0%	3%	



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Average		4,445	566	61	0	120	5,192
Percent		86%	11%	1%	0%	2%	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	0:15	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
4/11/23	0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	0:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	2:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	2:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	2:45	0	7	1	0	0	1	0	0	0	0	0	0	0	0	9
4/11/23	3:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
4/11/23	3:15	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
4/11/23	3:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	4:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	4:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	4:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/11/23	4:45	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
4/11/23	5:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/11/23	5:15	0	7	2	0	0	0	0	0	0	0	0	0	0	1	10
4/11/23	5:30	0	12	2	0	0	1	0	0	0	0	0	0	0	0	15
4/11/23	5:45	0	24	7	0	1	0	1	0	0	0	0	0	0	0	33
4/11/23	6:00	0	21	7	0	1	1	0	0	0	0	0	0	0	1	31
4/11/23	6:15	1	26	11	0	5	1	0	0	0	0	0	0	0	0	44
4/11/23	6:30	0	56	18	0	2	0	0	0	0	0	0	0	0	3	79
4/11/23	6:45	0	61	17	0	5	0	0	0	0	0	0	0	0	3	86
4/11/23	7:00	0	45	18	0	1	1	0	0	0	0	0	0	0	1	66
4/11/23	7:15	1	60	21	1	3	0	0	0	0	0	0	0	0	1	87
4/11/23	7:30	2	81	26	0	7	1	0	0	0	0	0	0	0	10	127
4/11/23	7:45	0	96	20	0	6	0	0	0	0	0	0	0	0	12	134
4/11/23	8:00	1	107	25	0	7	1	0	2	0	0	0	0	0	12	155
4/11/23	8:15	0	111	33	1	8	0	0	0	1	0	0	0	0	5	159
4/11/23	8:30	2	78	18	0	7	1	0	1	0	0	0	0	0	5	112
4/11/23	8:45	0	48	23	0	7	0	0	1	0	0	0	0	0	5	84
4/11/23	9:00	2	55	15	1	3	1	0	1	0	0	0	0	0	1	79
4/11/23	9:15	1	55	18	2	4	1	0	0	0	0	0	0	0	3	84
4/11/23	9:30	2	62	20	1	7	2	0	0	0	0	0	0	0	0	94
4/11/23	9:45	1	61	14	0	4	0	0	1	1	0	0	0	0	2	84
4/11/23	10:00	1	57	25	1	1	0	0	0	1	0	0	0	0	1	87
4/11/23	10:15	0	58	9	1	1	1	0	2	1	0	0	0	0	2	75
4/11/23	10:30	2	46	18	0	4	0	0	2	0	0	0	0	0	3	75
4/11/23	10:45	0	69	26	0	3	1	0	0	1	0	0	0	0	1	101
4/11/23	11:00	0	76	15	2	5	0	0	0	0	0	0	0	0	1	99
4/11/23	11:15	0	64	24	0	2	1	0	3	0	0	0	0	0	6	100
4/11/23	11:30	2	83	18	3	4	1	0	0	2	0	0	0	0	4	117
4/11/23	11:45	2	73	28	0	6	1	0	2	1	0	0	0	0	5	118
4/11/23	12:00	2	97	21	0	7	2	0	3	0	0	0	0	0	7	139

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	12:15	1	67	21	0	3	1	0	1	0	0	0	0	0	7	101
4/11/23	12:30	1	69	20	0	3	0	0	3	0	0	0	0	0	7	103
4/11/23	12:45	3	64	28	0	4	0	0	2	0	0	0	0	0	7	108
4/11/23	13:00	4	83	22	0	3	1	0	0	0	0	0	0	0	9	122
4/11/23	13:15	3	58	15	0	6	2	0	1	0	0	0	0	0	7	92
4/11/23	13:30	2	59	19	1	4	0	2	0	0	0	0	0	0	5	92
4/11/23	13:45	2	74	22	0	3	0	0	1	2	0	0	0	0	5	109
4/11/23	14:00	2	62	23	1	2	0	0	0	0	0	0	0	0	3	93
4/11/23	14:15	0	100	15	1	4	0	0	0	0	0	0	0	0	5	125
4/11/23	14:30	2	83	20	1	1	1	0	0	0	0	0	0	0	5	113
4/11/23	14:45	2	94	27	1	6	0	0	0	1	0	0	0	0	13	144
4/11/23	15:00	2	74	20	2	6	0	0	2	0	0	0	0	0	3	109
4/11/23	15:15	2	81	21	0	4	0	0	0	0	0	0	0	0	2	110
4/11/23	15:30	0	85	26	0	3	0	0	2	0	0	0	0	0	7	123
4/11/23	15:45	4	84	28	1	6	0	0	1	0	0	0	0	0	15	139
4/11/23	16:00	0	58	31	1	1	0	0	0	0	0	0	0	0	9	100
4/11/23	16:15	4	13	4	0	0	0	0	0	0	0	0	0	0	21	42
4/11/23	16:30	1	10	1	0	1	0	0	0	0	0	0	0	0	24	37
4/11/23	16:45	0	6	4	1	0	0	0	0	0	0	0	0	0	20	31
4/11/23	17:00	4	89	18	0	2	0	0	0	0	0	0	0	0	15	128
4/11/23	17:15	0	111	19	0	5	0	0	0	0	0	0	0	0	9	144
4/11/23	17:30	1	106	21	0	2	0	0	1	0	0	0	0	0	5	136
4/11/23	17:45	3	36	9	1	3	0	0	0	0	0	0	0	0	21	73
4/11/23	18:00	2	18	5	0	0	0	0	0	0	0	0	0	0	29	54
4/11/23	18:15	1	32	7	0	1	0	0	0	0	0	0	0	0	17	58
4/11/23	18:30	1	71	14	0	1	0	0	0	0	0	0	0	0	3	90
4/11/23	18:45	1	45	14	0	1	0	0	1	0	0	0	0	0	4	66
4/11/23	19:00	2	42	8	0	3	1	0	1	0	0	0	0	0	6	63
4/11/23	19:15	0	37	9	0	1	0	0	0	0	0	0	0	0	1	48
4/11/23	19:30	0	32	7	0	2	0	0	0	0	0	0	0	0	1	42
4/11/23	19:45	2	31	7	0	1	0	0	0	0	0	0	0	0	1	42
4/11/23	20:00	1	34	10	0	0	0	0	0	0	0	0	0	0	1	46
4/11/23	20:15	0	25	8	1	0	0	1	0	0	0	0	0	0	0	35
4/11/23	20:30	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
4/11/23	20:45	0	24	9	0	3	0	0	0	0	0	0	0	0	0	36
4/11/23	21:00	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
4/11/23	21:15	1	7	3	0	1	0	0	0	0	0	0	0	0	0	12
4/11/23	21:30	0	6	2	0	0	0	0	0	0	0	0	0	0	1	9
4/11/23	21:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/11/23	22:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
4/11/23	22:15	1	14	0	0	0	0	0	0	0	0	0	0	0	0	15
4/11/23	22:30	1	12	3	0	0	0	0	0	0	0	0	0	0	1	17
4/11/23	22:45	0	26	7	0	1	0	0	0	0	0	0	0	0	2	36
4/11/23	23:00	0	15	1	0	1	0	0	0	0	0	0	0	0	0	17
4/11/23	23:15	1	7	4	0	0	0	0	0	0	0	0	0	0	0	12
4/11/23	23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	23:45	0	1	2	1	0	1	0	0	0	0	0	0	0	0	5
4/12/23	0:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	
4/12/23	0:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	0:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
4/12/23	1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	1:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	2:15	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
4/12/23	2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	2:45	0	7	0	0	0	1	0	0	0	0	0	0	0	0	8
4/12/23	3:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
4/12/23	3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	4:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	4:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/12/23	4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	4:45	1	10	1	0	0	0	0	0	0	0	0	0	0	0	12
4/12/23	5:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4/12/23	5:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/12/23	5:30	0	10	3	0	0	0	0	0	0	0	0	0	0	2	15
4/12/23	5:45	0	27	10	0	0	0	0	0	0	0	0	0	0	0	37
4/12/23	6:00	0	15	5	0	2	0	0	0	0	0	0	0	0	0	22
4/12/23	6:15	1	37	10	0	5	0	0	0	0	0	0	0	0	0	53
4/12/23	6:30	0	53	20	0	3	0	0	0	0	0	0	0	0	2	78
4/12/23	6:45	0	58	15	0	3	0	0	0	0	0	0	0	0	0	76
4/12/23	7:00	0	44	17	0	2	0	0	0	0	0	0	0	0	1	64
4/12/23	7:15	0	71	17	0	4	0	0	0	0	0	0	0	0	3	95
4/12/23	7:30	0	67	21	0	5	0	0	1	1	0	0	0	0	2	97
4/12/23	7:45	0	91	28	1	9	1	0	1	0	0	0	0	0	5	136
4/12/23	8:00	0	100	28	1	5	0	0	0	0	0	0	0	0	10	144
4/12/23	8:15	0	96	29	0	4	0	0	1	0	0	0	0	0	9	139
4/12/23	8:30	2	69	23	1	11	0	0	0	0	0	0	0	0	3	109
4/12/23	8:45	2	52	34	2	6	0	0	2	1	0	0	0	0	6	105
4/12/23	9:00	1	53	24	0	5	1	0	0	2	0	0	0	0	3	89
4/12/23	9:15	0	63	23	0	6	0	0	0	0	0	0	0	0	5	97
4/12/23	9:30	0	55	10	2	3	0	2	0	0	0	0	0	0	1	73
4/12/23	9:45	2	61	26	0	0	1	0	0	0	0	0	0	0	0	90
4/12/23	10:00	1	44	24	0	6	1	0	2	1	0	0	0	0	2	81
4/12/23	10:15	3	49	18	0	3	1	0	2	0	0	0	0	0	1	77
4/12/23	10:30	0	52	24	1	4	1	0	1	0	0	0	0	0	0	83
4/12/23	10:45	3	58	25	0	5	1	0	2	0	0	0	0	0	6	100
4/12/23	11:00	1	66	24	3	6	0	0	1	0	0	0	0	0	5	106
4/12/23	11:15	2	71	25	1	8	0	0	0	0	0	0	0	0	0	107
4/12/23	11:30	0	74	16	2	6	0	0	1	1	0	0	0	0	4	104
4/12/23	11:45	3	97	23	1	4	0	0	3	2	0	0	0	0	4	137
4/12/23	12:00	1	87	18	3	4	0	0	0	0	0	0	0	0	4	117
4/12/23	12:15	1	71	34	0	6	1	0	2	0	0	0	0	0	3	118

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	12:30	0	77	20	0	6	0	0	0	0	0	0	0	0	6	109
4/12/23	12:45	1	60	24	0	1	0	0	2	0	0	0	0	0	14	102
4/12/23	13:00	0	74	23	0	5	0	0	0	0	0	0	0	0	6	108
4/12/23	13:15	2	76	23	0	3	2	0	1	0	0	0	0	0	8	115
4/12/23	13:30	2	75	12	1	4	0	0	0	0	0	0	0	0	2	96
4/12/23	13:45	2	88	21	0	0	0	0	4	0	0	0	0	0	1	116
4/12/23	14:00	1	79	19	0	4	0	0	0	0	0	0	0	0	6	109
4/12/23	14:15	4	76	13	0	3	1	0	1	0	0	0	0	0	8	106
4/12/23	14:30	0	90	11	0	7	0	0	0	0	0	0	0	0	8	116
4/12/23	14:45	2	95	31	0	3	0	0	1	0	0	0	0	0	11	143
4/12/23	15:00	3	86	17	2	5	1	0	1	0	0	0	0	0	11	126
4/12/23	15:15	2	82	27	0	7	0	0	0	0	0	0	0	0	4	122
4/12/23	15:30	1	93	20	2	2	0	0	1	0	0	0	0	0	7	126
4/12/23	15:45	2	103	27	1	4	1	0	0	0	0	0	0	0	11	149
4/12/23	16:00	1	80	21	0	4	0	0	0	0	0	0	0	0	5	111
4/12/23	16:15	0	84	28	1	8	0	0	0	0	0	0	0	0	8	129
4/12/23	16:30	4	120	20	1	3	0	0	1	0	0	0	0	0	8	157
4/12/23	16:45	1	99	27	0	4	0	0	1	0	0	0	0	0	19	151
4/12/23	17:00	1	114	39	0	2	0	0	0	0	0	0	0	0	9	165
4/12/23	17:15	6	107	23	0	4	0	0	0	0	0	0	0	0	17	157
4/12/23	17:30	3	97	15	1	4	0	0	0	0	0	0	0	0	5	125
4/12/23	17:45	9	85	12	0	3	0	0	0	0	0	0	0	0	5	114
4/12/23	18:00	24	86	23	0	1	0	0	0	0	0	0	0	0	6	140
4/12/23	18:15	18	75	18	0	4	0	0	0	1	0	0	0	0	1	117
4/12/23	18:30	30	85	7	0	1	0	0	1	0	0	0	0	0	5	129
4/12/23	18:45	31	47	28	0	3	0	0	0	0	0	0	0	0	7	116
4/12/23	19:00	19	52	14	0	2	0	0	0	0	0	0	0	0	3	90
4/12/23	19:15	29	45	12	0	0	0	0	0	0	0	0	0	0	1	87
4/12/23	19:30	13	31	2	0	1	0	0	0	0	0	0	0	0	3	50
4/12/23	19:45	7	42	11	0	0	0	0	0	0	0	0	0	0	6	66
4/12/23	20:00	3	39	4	0	1	0	0	0	0	0	0	0	0	2	49
4/12/23	20:15	4	28	1	0	0	0	0	0	0	0	0	0	0	2	35
4/12/23	20:30	1	27	3	0	0	0	0	0	0	0	0	0	0	2	33
4/12/23	20:45	1	12	5	0	1	0	0	0	0	0	0	0	0	1	20
4/12/23	21:00	1	20	2	0	0	0	0	0	0	0	0	0	0	0	23
4/12/23	21:15	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
4/12/23	21:30	2	18	1	0	0	0	0	0	0	0	0	0	0	1	22
4/12/23	21:45	0	13	2	0	0	0	0	0	0	0	0	0	0	1	16
4/12/23	22:00	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
4/12/23	22:15	2	14	3	0	0	0	0	1	0	0	0	0	0	0	20
4/12/23	22:30	1	17	3	0	1	0	0	0	0	0	0	0	0	1	23
4/12/23	22:45	0	24	8	0	1	0	0	0	0	0	0	0	0	3	36
4/12/23	23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
4/12/23	23:15	0	8	1	0	2	0	0	0	0	0	0	0	0	1	12
4/12/23	23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	23:45	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
4/13/23	0:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
4/13/23	0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	0:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	1:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
4/13/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	2:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	2:45	0	4	1	0	0	1	0	0	0	0	0	0	0	0	6
4/13/23	3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	4:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	4
4/13/23	4:15	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
4/13/23	4:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/13/23	4:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/13/23	5:00	0	9	0	0	0	0	0	0	0	0	0	0	0	1	10
4/13/23	5:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/13/23	5:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
4/13/23	5:45	0	25	7	0	0	0	0	0	0	0	0	0	0	0	32
4/13/23	6:00	0	20	9	0	1	0	0	0	0	0	0	0	0	0	30
4/13/23	6:15	0	31	8	0	6	0	0	0	0	0	0	0	0	2	47
4/13/23	6:30	0	48	14	0	2	0	0	0	0	0	0	0	0	1	65
4/13/23	6:45	0	59	14	0	2	0	0	0	0	0	0	0	0	3	78
4/13/23	7:00	0	35	17	0	5	0	0	1	0	0	0	0	0	1	59
4/13/23	7:15	2	62	20	0	3	0	0	0	0	0	0	0	0	6	93
4/13/23	7:30	2	87	21	0	5	0	0	1	0	0	0	0	0	3	119
4/13/23	7:45	0	93	32	0	3	1	0	2	0	0	0	0	0	10	141
4/13/23	8:00	0	108	28	0	8	1	0	1	0	0	0	0	0	6	152
4/13/23	8:15	0	92	35	1	7	1	0	0	0	0	0	0	0	8	144
4/13/23	8:30	0	80	25	2	6	0	0	1	0	0	0	0	0	7	121
4/13/23	8:45	2	55	22	1	1	0	0	2	0	0	0	0	0	7	90
4/13/23	9:00	0	52	16	2	1	0	0	0	0	0	0	0	0	4	75
4/13/23	9:15	0	57	23	1	6	0	0	2	0	0	0	0	0	4	93
4/13/23	9:30	0	62	27	1	4	0	0	2	0	0	0	0	0	1	97
4/13/23	9:45	0	58	16	2	2	0	0	1	2	0	0	0	0	3	84
4/13/23	10:00	1	54	23	1	5	0	0	0	0	0	0	0	0	4	88
4/13/23	10:15	0	48	20	2	7	0	0	2	0	0	0	0	0	2	81
4/13/23	10:30	1	43	17	0	3	0	0	1	1	0	0	0	0	4	70
4/13/23	10:45	2	81	25	1	11	0	0	2	2	0	0	0	0	4	128
4/13/23	11:00	2	64	22	2	8	0	0	0	1	0	0	0	0	2	101
4/13/23	11:15	1	86	30	0	8	0	0	1	0	0	0	0	0	7	133
4/13/23	11:30	0	73	18	2	6	0	0	0	0	0	0	0	0	5	104
4/13/23	11:45	0	81	27	0	6	0	0	1	0	0	0	0	0	5	120
4/13/23	12:00	1	90	27	1	2	3	0	1	0	0	0	0	0	7	132
4/13/23	12:15	0	82	15	1	3	0	0	2	0	0	0	0	0	5	108
4/13/23	12:30	1	69	18	0	1	0	0	1	1	0	0	0	0	11	102
4/13/23	12:45	0	69	22	0	3	0	0	0	0	0	0	0	0	3	97

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	13:00	0	72	21	0	11	1	0	1	0	0	0	0	0	11	117
4/13/23	13:15	0	79	15	0	4	0	0	1	0	0	0	0	0	7	106
4/13/23	13:30	0	59	20	1	3	0	0	0	0	0	0	0	0	4	87
4/13/23	13:45	1	68	24	0	4	0	0	2	0	0	0	0	0	0	99
4/13/23	14:00	2	92	14	1	2	0	0	1	0	0	0	0	0	2	114
4/13/23	14:15	0	83	16	1	2	0	0	0	0	0	0	0	0	4	106
4/13/23	14:30	0	80	32	0	5	0	2	1	0	0	0	0	0	1	121
4/13/23	14:45	0	100	32	1	5	0	0	1	0	0	0	0	0	9	148
4/13/23	15:00	0	91	20	0	8	0	0	2	0	0	0	0	0	15	136
4/13/23	15:15	1	88	19	1	3	0	0	2	1	0	0	0	0	3	118
4/13/23	15:30	0	90	30	2	4	0	0	0	0	0	0	0	0	6	132
4/13/23	15:45	3	90	25	1	6	0	0	0	0	0	0	0	0	7	132
4/13/23	16:00	1	96	31	2	4	0	0	0	0	0	0	0	0	7	141
4/13/23	16:15	0	92	18	1	6	0	0	0	1	0	0	0	0	8	126
4/13/23	16:30	1	92	27	0	3	0	0	1	0	0	0	0	0	8	132
4/13/23	16:45	2	103	23	0	1	0	0	0	1	0	0	0	0	8	138
4/13/23	17:00	0	107	25	0	4	0	0	1	0	0	0	0	0	10	147
4/13/23	17:15	1	124	29	3	5	1	0	1	0	0	0	0	0	4	168
4/13/23	17:30	1	113	14	1	2	0	0	1	0	0	0	0	0	7	139
4/13/23	17:45	0	87	18	0	1	0	0	0	0	0	0	0	0	6	112
4/13/23	18:00	0	85	13	0	8	0	0	0	0	0	0	0	0	7	113
4/13/23	18:15	0	67	18	1	2	0	0	0	0	0	0	0	0	0	88
4/13/23	18:30	1	58	10	0	4	0	0	0	0	0	0	0	0	2	75
4/13/23	18:45	0	63	9	0	1	0	0	0	0	0	0	0	0	5	78
4/13/23	19:00	0	46	11	0	1	0	0	0	0	0	0	0	0	0	58
4/13/23	19:15	0	32	10	0	1	0	0	0	0	0	0	0	0	0	43
4/13/23	19:30	0	49	3	0	1	0	0	0	0	0	0	0	0	0	53
4/13/23	19:45	2	36	7	0	0	0	0	0	0	0	0	0	0	1	46
4/13/23	20:00	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
4/13/23	20:15	0	29	3	0	0	0	0	0	0	0	0	0	0	1	33
4/13/23	20:30	0	18	9	0	0	0	0	0	0	0	0	0	0	2	29
4/13/23	20:45	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
4/13/23	21:00	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
4/13/23	21:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4/13/23	21:30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
4/13/23	21:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
4/13/23	22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
4/13/23	22:15	1	13	6	0	1	0	0	0	0	0	0	0	0	0	21
4/13/23	22:30	2	11	0	0	0	1	0	0	0	0	0	0	0	0	14
4/13/23	22:45	0	29	7	0	0	0	0	0	0	0	0	0	0	0	36
4/13/23	23:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
4/13/23	23:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4/13/23	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	23:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/14/23	0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
4/14/23	0:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	1:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
4/14/23	1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	2:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	2:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	2:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/14/23	3:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	4
4/14/23	3:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	3:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
4/14/23	3:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
4/14/23	4:00	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
4/14/23	4:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	4:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/14/23	4:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/14/23	5:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/14/23	5:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
4/14/23	5:30	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
4/14/23	5:45	0	22	6	0	0	0	0	0	0	0	0	0	0	0	28
4/14/23	6:00	0	17	8	0	2	0	0	0	0	0	0	0	0	0	27
4/14/23	6:15	0	30	9	0	5	0	0	0	0	0	0	0	0	1	45
4/14/23	6:30	0	48	18	1	3	0	0	0	0	0	0	0	0	1	71
4/14/23	6:45	0	51	11	0	3	0	0	0	0	0	0	0	0	6	71
4/14/23	7:00	1	40	18	0	5	0	0	0	0	0	0	0	0	0	64
4/14/23	7:15	0	57	16	0	3	0	0	1	0	0	0	0	0	6	83
4/14/23	7:30	1	67	26	0	10	0	0	2	0	0	0	0	0	9	115
4/14/23	7:45	0	87	26	0	10	0	0	0	0	0	0	0	0	8	131
4/14/23	8:00	1	83	25	0	8	0	0	0	0	0	0	0	0	3	120
4/14/23	8:15	0	71	25	1	5	0	0	0	0	0	0	0	0	3	105
4/14/23	8:30	0	65	23	1	3	0	0	1	0	0	0	0	0	0	93
4/14/23	8:45	0	48	18	1	5	0	0	0	2	0	0	0	0	4	78
4/14/23	9:00	0	40	17	0	7	2	0	0	0	0	0	0	0	2	68
4/14/23	9:15	1	43	25	0	6	0	0	0	0	0	0	0	0	3	78
4/14/23	9:30	1	45	18	1	6	0	0	1	1	0	0	0	0	0	73
4/14/23	9:45	1	51	21	1	5	0	0	1	2	1	0	0	0	3	86
4/14/23	10:00	0	67	12	1	5	0	0	2	0	0	0	0	0	5	92
4/14/23	10:15	3	57	23	0	5	1	0	3	0	0	0	0	0	2	94
4/14/23	10:30	1	64	19	0	2	0	0	1	0	0	0	0	0	8	95
4/14/23	10:45	1	58	22	1	2	1	0	1	1	0	0	0	0	2	89
4/14/23	11:00	0	52	26	2	6	0	0	0	0	0	0	0	0	3	89
4/14/23	11:15	0	75	23	1	3	0	0	1	0	0	0	0	0	2	105
4/14/23	11:30	0	70	22	0	5	0	0	4	0	0	0	0	0	6	107
4/14/23	11:45	1	93	28	1	1	1	0	0	1	0	0	0	0	3	129
4/14/23	12:00	0	74	28	1	3	0	0	0	0	0	0	0	0	4	110
4/14/23	12:15	0	75	24	0	3	0	0	1	1	0	0	0	0	5	109
4/14/23	12:30	1	85	22	0	9	1	0	0	0	0	0	0	0	5	123
4/14/23	12:45	0	66	30	0	3	0	0	0	1	0	0	0	0	6	106
4/14/23	13:00	0	73	27	1	4	1	0	0	0	0	0	0	0	8	114

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	13:15	0	60	26	0	5	0	0	0	0	0	0	0	0	4	95
4/14/23	13:30	0	79	21	1	4	0	0	0	0	0	0	0	0	6	111
4/14/23	13:45	0	83	19	2	4	0	0	1	1	0	0	0	0	5	115
4/14/23	14:00	1	60	21	0	3	1	0	0	0	0	0	0	0	10	96
4/14/23	14:15	0	73	24	0	3	0	0	1	0	0	0	0	0	6	107
4/14/23	14:30	1	58	26	2	4	0	0	1	0	0	0	0	0	5	97
4/14/23	14:45	1	112	26	0	4	0	0	0	0	0	0	0	0	12	155
4/14/23	15:00	0	97	23	1	7	0	0	0	0	0	0	0	0	14	142
4/14/23	15:15	1	78	20	0	5	0	0	2	0	0	0	0	0	7	113
4/14/23	15:30	0	58	22	0	4	0	0	0	2	0	0	0	0	8	94
4/14/23	15:45	0	92	28	1	9	0	0	0	0	0	0	0	0	7	137
4/14/23	16:00	0	82	15	0	5	1	0	0	0	0	0	0	0	6	109
4/14/23	16:15	0	91	22	0	2	1	0	0	0	0	0	0	0	9	125
4/14/23	16:30	0	99	19	2	2	0	0	1	0	0	0	0	0	3	126
4/14/23	16:45	1	78	22	1	1	1	0	0	1	0	0	0	0	2	107
4/14/23	17:00	0	85	22	1	3	1	0	0	0	0	0	0	0	7	119
4/14/23	17:15	1	123	26	2	6	1	0	0	0	0	0	0	0	9	168
4/14/23	17:30	0	110	28	1	3	0	0	1	0	0	0	0	0	5	148
4/14/23	17:45	0	127	18	1	2	0	0	0	1	0	0	0	0	5	154
4/14/23	18:00	0	88	23	1	1	0	0	1	0	0	0	0	0	6	120
4/14/23	18:15	1	105	18	0	2	1	0	0	0	0	0	0	0	6	133
4/14/23	18:30	0	91	21	0	4	0	1	0	0	0	0	0	0	13	130
4/14/23	18:45	0	83	11	1	2	0	0	0	0	0	0	0	0	7	104
4/14/23	19:00	1	68	14	0	3	0	0	0	0	0	0	0	0	4	90
4/14/23	19:15	0	58	16	0	2	0	0	0	0	0	0	0	0	1	77
4/14/23	19:30	0	46	7	0	0	0	0	0	0	0	0	0	0	0	53
4/14/23	19:45	0	32	4	0	1	0	0	0	0	0	0	0	0	0	37
4/14/23	20:00	0	42	6	0	2	0	0	0	0	0	0	0	0	2	52
4/14/23	20:15	0	37	7	0	0	0	0	0	0	0	0	0	0	1	45
4/14/23	20:30	0	17	3	0	2	0	0	0	0	0	0	0	0	0	22
4/14/23	20:45	0	24	2	0	2	0	0	0	0	0	0	0	0	0	28
4/14/23	21:00	0	17	3	0	0	0	0	0	0	0	0	0	0	1	21
4/14/23	21:15	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
4/14/23	21:30	1	17	0	0	0	0	0	0	0	0	0	0	0	0	18
4/14/23	21:45	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
4/14/23	22:00	0	14	5	0	1	0	0	0	0	0	0	0	0	0	20
4/14/23	22:15	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
4/14/23	22:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
4/14/23	22:45	1	22	5	0	1	0	0	0	0	0	0	0	0	2	31
4/14/23	23:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	23
4/14/23	23:15	0	9	1	1	1	0	0	0	0	0	0	0	0	0	12
4/14/23	23:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/14/23	23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	0:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	0:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/15/23	0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	1:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	1:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	2:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	2:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	3:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
4/15/23	3:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	4:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	5:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/15/23	5:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/15/23	5:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/15/23	5:45	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
4/15/23	6:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/15/23	6:15	0	7	2	0	1	0	0	1	0	0	0	0	0	0	11
4/15/23	6:30	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
4/15/23	6:45	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22
4/15/23	7:00	0	17	4	0	0	0	0	0	0	0	0	0	0	1	22
4/15/23	7:15	0	17	7	0	0	0	0	0	0	0	0	0	0	0	24
4/15/23	7:30	0	21	2	0	4	0	0	0	0	0	0	0	0	0	27
4/15/23	7:45	0	28	11	0	0	0	0	1	0	0	0	0	0	0	40
4/15/23	8:00	1	19	11	0	0	0	0	0	0	0	0	0	0	1	32
4/15/23	8:15	1	39	13	0	1	0	0	0	0	0	0	0	0	0	54
4/15/23	8:30	3	33	15	0	1	0	0	0	0	0	0	0	0	1	53
4/15/23	8:45	3	47	12	0	3	0	0	1	0	0	0	0	0	1	67
4/15/23	9:00	1	40	6	0	4	0	0	0	0	0	0	0	0	0	51
4/15/23	9:15	1	56	12	0	3	0	0	0	0	0	0	0	0	2	74
4/15/23	9:30	0	58	13	0	1	0	0	0	0	0	0	0	0	0	72
4/15/23	9:45	3	79	16	0	1	0	0	0	0	0	0	0	0	0	99
4/15/23	10:00	2	56	18	0	1	0	0	2	0	0	0	0	0	1	80
4/15/23	10:15	1	73	10	0	3	0	0	0	0	0	0	0	0	2	89
4/15/23	10:30	0	69	20	0	1	0	0	0	0	0	0	0	0	1	91
4/15/23	10:45	2	67	26	0	0	0	0	1	0	0	0	0	0	1	97
4/15/23	11:00	3	81	21	0	2	0	0	0	0	0	0	0	0	1	108
4/15/23	11:15	4	78	24	0	3	0	0	0	0	0	0	0	0	10	119
4/15/23	11:30	10	77	17	0	4	0	0	1	0	0	0	0	0	4	113
4/15/23	11:45	11	57	11	0	0	0	0	0	0	0	0	0	0	2	81
4/15/23	12:00	8	62	18	0	1	0	0	0	0	0	0	0	0	3	92
4/15/23	12:15	20	77	13	1	1	0	0	0	0	0	0	0	0	5	117
4/15/23	12:30	14	73	24	0	1	0	0	0	0	0	0	0	0	5	117
4/15/23	12:45	11	79	15	0	0	0	0	0	0	0	0	0	0	4	109
4/15/23	13:00	8	57	11	0	1	0	0	0	0	0	0	0	0	1	78
4/15/23	13:15	14	68	14	1	2	0	0	1	0	0	0	0	0	1	101
4/15/23	13:30	6	69	13	1	1	0	0	0	0	0	0	0	0	5	95

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	13:45	6	70	15	0	2	0	0	0	0	0	0	0	0	10	103
4/15/23	14:00	7	56	11	0	2	0	0	1	0	0	0	0	0	5	82
4/15/23	14:15	3	69	14	0	1	0	0	0	0	0	0	0	0	7	94
4/15/23	14:30	2	74	17	0	6	0	0	1	0	0	0	0	0	4	104
4/15/23	14:45	3	73	6	0	2	0	0	2	0	0	0	0	0	5	91
4/15/23	15:00	7	62	11	0	0	0	0	0	0	0	0	0	0	3	83
4/15/23	15:15	0	56	10	0	1	0	0	0	0	0	0	0	0	4	71
4/15/23	15:30	4	60	17	0	2	0	0	0	0	0	0	0	0	3	86
4/15/23	15:45	3	71	12	0	0	0	0	0	0	0	0	0	0	4	90
4/15/23	16:00	1	48	15	0	4	0	0	0	0	0	0	0	0	4	72
4/15/23	16:15	0	55	8	0	4	0	0	0	0	0	0	0	0	4	71
4/15/23	16:30	0	60	10	0	0	0	0	0	0	0	0	0	0	3	73
4/15/23	16:45	3	64	9	0	1	0	0	0	0	0	0	0	0	2	79
4/15/23	17:00	2	51	7	1	1	0	0	0	0	0	0	0	0	4	66
4/15/23	17:15	3	63	8	0	2	0	0	0	0	0	0	0	0	3	79
4/15/23	17:30	1	58	9	0	0	0	0	0	0	0	0	0	0	4	72
4/15/23	17:45	0	48	10	0	1	0	0	0	0	0	0	0	0	1	60
4/15/23	18:00	3	54	11	0	2	0	0	0	0	0	0	0	0	4	74
4/15/23	18:15	1	53	10	0	0	0	0	0	0	0	0	0	0	0	64
4/15/23	18:30	0	62	9	0	1	0	0	0	0	0	0	0	0	2	74
4/15/23	18:45	2	49	7	0	1	0	0	0	0	0	0	0	0	2	61
4/15/23	19:00	1	38	4	0	1	0	0	0	0	0	0	0	0	2	46
4/15/23	19:15	0	43	8	0	2	0	0	0	0	0	0	0	0	0	53
4/15/23	19:30	0	33	14	0	0	0	0	0	0	0	0	0	0	1	48
4/15/23	19:45	0	31	3	0	0	0	0	0	0	0	0	0	0	0	34
4/15/23	20:00	0	33	5	0	0	0	0	0	0	0	0	0	0	0	38
4/15/23	20:15	0	24	3	0	0	0	0	0	0	0	0	0	0	1	28
4/15/23	20:30	0	24	6	0	0	0	0	0	0	0	0	0	0	0	30
4/15/23	20:45	2	27	5	0	0	0	0	0	0	0	0	0	0	1	35
4/15/23	21:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
4/15/23	21:15	0	15	2	0	0	0	0	0	0	0	0	0	0	2	19
4/15/23	21:30	1	17	1	0	0	0	0	0	0	0	0	0	0	0	19
4/15/23	21:45	0	9	0	0	0	0	0	0	0	0	0	0	0	2	11
4/15/23	22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
4/15/23	22:15	0	15	6	0	1	0	0	0	0	0	0	0	0	0	22
4/15/23	22:30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
4/15/23	22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
4/15/23	23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/15/23	23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4/15/23	23:30	1	12	1	0	0	1	0	0	0	0	0	0	0	0	15
4/15/23	23:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4/16/23	0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	0:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	0:30	1	5	1	0	0	1	0	0	0	0	0	0	0	0	8
4/16/23	0:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	1:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	1:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	1:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	1:45	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	2:30	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	2:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4/16/23	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	3:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	4:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	5:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	5:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	5:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	6:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	6:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	6:45	1	14	1	0	0	0	0	0	0	0	0	0	0	0	16
4/16/23	7:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	7:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	7:30	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
4/16/23	7:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
4/16/23	8:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
4/16/23	8:15	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
4/16/23	8:30	1	18	5	0	0	0	0	0	0	0	0	0	0	1	25
4/16/23	8:45	0	26	7	0	2	0	0	0	0	0	0	0	0	0	35
4/16/23	9:00	0	33	6	0	0	0	0	0	0	0	0	0	0	0	39
4/16/23	9:15	0	28	10	0	0	0	0	0	0	0	0	0	0	0	38
4/16/23	9:30	0	23	7	0	1	0	0	0	0	0	0	0	0	2	33
4/16/23	9:45	1	33	17	0	3	0	0	1	0	0	0	0	0	0	55
4/16/23	10:00	0	46	10	0	1	0	0	0	0	0	0	0	0	1	58
4/16/23	10:15	0	43	8	0	1	0	0	0	0	0	0	0	0	0	52
4/16/23	10:30	0	56	17	0	2	0	0	0	0	0	0	0	0	4	79
4/16/23	10:45	0	51	10	0	0	0	0	0	0	0	0	0	0	1	62
4/16/23	11:00	0	47	17	0	0	0	0	0	0	0	0	0	0	4	68
4/16/23	11:15	0	56	9	0	1	0	0	0	0	0	0	0	0	2	68
4/16/23	11:30	1	77	7	0	0	0	0	0	0	0	0	0	0	2	87
4/16/23	11:45	2	93	13	0	1	0	0	0	0	0	0	0	0	1	110
4/16/23	12:00	0	89	18	0	3	0	0	0	0	0	0	0	0	5	115
4/16/23	12:15	3	94	13	0	1	0	0	0	0	0	0	0	0	0	111
4/16/23	12:30	0	82	14	0	1	0	0	0	0	0	0	0	0	4	101
4/16/23	12:45	0	80	17	0	3	0	0	0	0	0	0	0	0	2	102
4/16/23	13:00	0	58	13	0	1	0	0	0	0	0	0	0	0	4	76
4/16/23	13:15	0	78	14	0	0	0	0	0	0	0	0	0	0	2	94
4/16/23	13:30	0	53	20	0	0	0	0	0	0	0	0	0	0	2	75
4/16/23	13:45	4	74	17	0	2	0	0	0	0	0	0	0	0	1	98
4/16/23	14:00	3	92	22	0	1	0	0	0	0	0	0	0	0	6	124

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	14:15	1	67	16	0	0	0	0	0	0	0	0	0	0	0	84
4/16/23	14:30	0	67	10	0	0	0	0	0	0	0	0	0	0	3	80
4/16/23	14:45	0	62	13	0	2	0	0	0	0	0	0	0	0	4	81
4/16/23	15:00	2	56	11	0	0	0	0	0	0	0	0	0	0	4	73
4/16/23	15:15	0	50	9	0	1	0	0	0	0	0	0	0	0	1	61
4/16/23	15:30	0	59	7	0	0	0	0	0	0	0	0	0	0	1	67
4/16/23	15:45	2	65	9	0	3	0	0	1	0	0	0	0	0	3	83
4/16/23	16:00	0	47	12	0	0	0	0	0	0	0	0	0	0	2	61
4/16/23	16:15	0	53	14	0	1	0	0	0	0	0	0	0	0	3	71
4/16/23	16:30	2	51	9	0	0	0	0	0	0	0	0	0	0	0	62
4/16/23	16:45	2	63	9	0	2	0	0	0	0	0	0	0	0	1	77
4/16/23	17:00	0	42	12	0	1	0	0	0	0	0	0	0	0	3	58
4/16/23	17:15	0	64	6	0	0	0	0	0	0	0	0	0	0	0	70
4/16/23	17:30	4	53	7	0	2	0	0	0	0	0	0	0	0	0	66
4/16/23	17:45	0	48	12	0	0	0	0	0	0	0	0	0	0	0	60
4/16/23	18:00	0	56	5	0	1	0	0	0	0	0	0	0	0	2	64
4/16/23	18:15	1	44	10	0	0	0	0	0	0	0	0	0	0	2	57
4/16/23	18:30	0	38	10	0	1	0	0	0	0	0	0	0	0	0	49
4/16/23	18:45	0	44	5	0	0	0	0	0	0	0	0	0	0	1	50
4/16/23	19:00	1	31	4	0	1	0	0	0	0	0	0	0	0	3	40
4/16/23	19:15	0	21	10	0	0	0	0	0	0	0	0	0	0	1	32
4/16/23	19:30	1	39	3	0	0	0	0	0	0	0	0	0	0	0	43
4/16/23	19:45	0	24	3	0	0	0	0	0	0	0	0	0	0	2	29
4/16/23	20:00	0	29	5	0	1	0	0	1	0	0	0	0	0	0	36
4/16/23	20:15	1	25	6	0	1	0	0	0	0	0	0	0	0	0	33
4/16/23	20:30	0	21	5	0	2	0	0	0	0	0	0	0	0	2	30
4/16/23	20:45	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
4/16/23	21:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
4/16/23	21:15	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
4/16/23	21:30	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
4/16/23	21:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
4/16/23	22:00	1	17	2	0	0	0	0	0	0	0	0	0	0	0	20
4/16/23	22:15	1	10	3	0	1	0	0	0	0	0	0	0	0	0	15
4/16/23	22:30	1	7	0	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	22:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	23:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
4/16/23	23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	0:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/17/23	0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	1:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
4/17/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	2:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	3:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/17/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	4:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	4:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
4/17/23	4:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	4:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/17/23	5:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4/17/23	5:15	1	7	1	0	1	0	0	0	0	0	0	0	0	0	10
4/17/23	5:30	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
4/17/23	5:45	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
4/17/23	6:00	0	25	12	0	2	0	0	0	0	0	0	0	0	0	39
4/17/23	6:15	0	26	17	0	4	0	0	0	0	0	0	0	0	1	48
4/17/23	6:30	0	55	21	0	5	0	0	0	0	0	0	0	0	1	82
4/17/23	6:45	1	64	13	0	1	0	0	1	0	0	0	0	0	2	82
4/17/23	7:00	0	49	14	0	4	0	0	0	0	0	0	0	0	2	69
4/17/23	7:15	0	55	24	0	8	0	0	0	0	0	0	0	0	3	90
4/17/23	7:30	0	84	19	0	5	0	0	0	0	0	0	0	0	5	113
4/17/23	7:45	1	89	24	0	7	2	0	0	0	0	0	0	0	4	127
4/17/23	8:00	0	101	26	0	7	2	0	0	1	0	0	0	0	6	143
4/17/23	8:15	0	94	30	0	7	0	0	2	1	0	0	0	0	3	137
4/17/23	8:30	0	55	17	1	11	0	1	1	0	0	0	0	0	4	90
4/17/23	8:45	2	51	25	0	5	0	0	0	1	0	0	0	0	3	87
4/17/23	9:00	0	49	27	0	4	0	0	2	0	0	0	0	0	2	84
4/17/23	9:15	0	52	12	0	8	0	0	0	0	0	0	0	0	2	74
4/17/23	9:30	0	42	15	2	5	0	0	1	0	0	0	0	0	0	65
4/17/23	9:45	1	67	10	1	8	0	0	1	1	0	0	0	0	1	90
4/17/23	10:00	0	51	20	1	2	0	0	0	0	0	0	0	0	0	74
4/17/23	10:15	1	50	25	1	6	0	0	0	0	0	0	0	0	4	87
4/17/23	10:30	1	56	18	0	2	0	0	1	1	0	0	0	0	2	81
4/17/23	10:45	4	56	16	1	4	1	0	2	0	0	0	0	0	2	86
4/17/23	11:00	0	59	17	1	7	0	0	1	0	0	0	0	0	2	87
4/17/23	11:15	2	52	22	1	4	0	0	2	0	0	0	0	0	1	84
4/17/23	11:30	1	75	20	0	4	2	0	2	1	0	0	0	0	3	108
4/17/23	11:45	1	101	23	0	6	0	0	1	0	0	0	0	0	5	137
4/17/23	12:00	1	68	23	0	3	0	0	0	0	0	0	0	0	3	98
4/17/23	12:15	4	81	22	2	3	0	0	2	0	0	0	0	0	2	116
4/17/23	12:30	1	68	13	1	2	0	0	1	0	0	0	0	0	6	92
4/17/23	12:45	1	83	18	0	6	1	0	0	0	0	0	0	0	3	112
4/17/23	13:00	1	64	21	0	0	1	0	0	0	0	0	0	0	3	90
4/17/23	13:15	0	62	16	1	1	0	0	0	2	0	0	0	0	4	86
4/17/23	13:30	0	75	25	0	3	0	0	1	0	0	0	0	0	5	109
4/17/23	13:45	2	72	21	0	1	0	0	1	2	0	0	0	0	3	102
4/17/23	14:00	0	42	17	0	3	0	0	1	0	0	0	0	0	5	68
4/17/23	14:15	0	58	22	1	3	0	0	0	0	0	0	0	0	4	88

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	14:30	0	79	24	0	5	0	1	1	1	0	0	0	0	5	116
4/17/23	14:45	2	89	31	1	6	1	0	0	0	0	0	0	0	10	140
4/17/23	15:00	0	79	17	0	4	0	0	0	1	0	0	0	0	4	105
4/17/23	15:15	1	79	17	0	4	0	0	0	0	0	0	0	0	10	111
4/17/23	15:30	0	64	14	0	6	0	0	0	0	0	0	0	0	6	90
4/17/23	15:45	1	83	29	2	2	0	0	0	0	0	0	0	0	5	122
4/17/23	16:00	0	81	24	0	5	0	0	0	0	0	0	0	0	7	117
4/17/23	16:15	1	73	20	0	2	0	0	0	1	0	0	0	0	6	103
4/17/23	16:30	1	89	23	0	2	1	0	1	0	0	0	0	0	5	122
4/17/23	16:45	1	73	27	0	2	0	0	0	0	0	0	0	0	7	110
4/17/23	17:00	0	101	25	1	3	0	0	0	0	0	0	0	0	5	135
4/17/23	17:15	1	21	2	0	3	0	0	0	0	0	0	0	0	16	43
4/17/23	17:30	4	27	6	0	1	0	0	0	0	0	0	0	0	15	53
4/17/23	17:45	0	41	7	1	1	0	0	0	0	0	0	0	0	13	63
4/17/23	18:00	1	72	7	1	1	0	0	0	0	0	0	0	0	9	91
4/17/23	18:15	0	44	7	0	2	0	0	0	0	0	0	0	0	13	66
4/17/23	18:30	2	7	2	0	0	0	0	0	0	0	0	0	0	12	23
4/17/23	18:45	0	46	8	0	1	0	0	0	0	0	0	0	0	1	56
4/17/23	19:00	1	41	9	0	2	0	0	1	0	0	0	0	0	3	57
4/17/23	19:15	1	41	9	0	2	0	0	0	0	0	0	0	0	0	53
4/17/23	19:30	0	37	7	0	1	0	0	0	0	0	0	0	0	0	45
4/17/23	19:45	2	26	5	0	1	0	0	0	0	0	0	0	0	1	35
4/17/23	20:00	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
4/17/23	20:15	0	22	1	0	1	0	0	0	0	0	0	0	0	0	24
4/17/23	20:30	0	18	2	0	0	0	0	0	0	0	0	0	0	1	21
4/17/23	20:45	0	21	3	0	2	0	0	0	0	0	0	0	0	2	28
4/17/23	21:00	0	15	3	0	0	0	0	0	0	0	0	0	0	1	19
4/17/23	21:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
4/17/23	21:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
4/17/23	21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/17/23	22:00	1	14	3	0	0	0	0	0	0	0	0	0	0	0	18
4/17/23	22:15	1	12	2	0	1	0	0	0	0	0	0	0	0	0	16
4/17/23	22:30	0	21	2	0	1	0	0	0	0	0	0	0	0	0	24
4/17/23	22:45	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
4/17/23	23:00	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
4/17/23	23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4/17/23	23:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
4/17/23	23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total		665	26981	7018	148	1245	85	11	177	58	1	0	0	0	1720	38,109
Percent		71%	18%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	5%	100%	
Day 1		0	62	27	3	6	0	0	2	1	1	0	0	0	3	5,718
Percent		1	59	28	1	11	1	0	1	2	0	0	0	0	7	
		0	74	25	1	6	1	0	1	3	0	0	0	0	4	
Day 2		0	42	21	1	8	1	0	0	0	0	0	0	0	5	6,547
Percent		0	41	21	3	2	1	0	2	2	0	0	0	0	6	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	0:00	3	0	0	0	0	3
4/11/23	0:15	3	1	0	0	0	4
4/11/23	0:30	2	0	0	0	0	2
4/11/23	0:45	2	0	0	0	0	2
4/11/23	1:00	3	0	0	0	0	3
4/11/23	1:15	3	0	0	0	0	3
4/11/23	1:30	2	0	0	0	0	2
4/11/23	1:45	1	0	0	0	0	1
4/11/23	2:00	1	0	0	0	0	1
4/11/23	2:15	2	0	0	0	0	2
4/11/23	2:30	3	0	0	0	0	3
4/11/23	2:45	8	1	0	0	0	9
4/11/23	3:00	1	1	0	0	0	2
4/11/23	3:15	3	0	1	0	0	4
4/11/23	3:30	4	0	0	0	0	4
4/11/23	3:45	1	0	0	0	0	1
4/11/23	4:00	5	0	0	0	0	5
4/11/23	4:15	4	0	0	0	0	4
4/11/23	4:30	6	0	0	0	0	6
4/11/23	4:45	10	1	0	0	0	11
4/11/23	5:00	8	0	0	0	0	8
4/11/23	5:15	9	0	0	0	1	10
4/11/23	5:30	14	1	0	0	0	15
4/11/23	5:45	31	2	0	0	0	33
4/11/23	6:00	28	2	0	0	1	31
4/11/23	6:15	38	6	0	0	0	44
4/11/23	6:30	74	2	0	0	3	79
4/11/23	6:45	78	5	0	0	3	86
4/11/23	7:00	63	2	0	0	1	66
4/11/23	7:15	82	4	0	0	1	87
4/11/23	7:30	109	8	0	0	10	127
4/11/23	7:45	116	6	0	0	12	134
4/11/23	8:00	133	8	2	0	12	155
4/11/23	8:15	144	9	1	0	5	159
4/11/23	8:30	98	8	1	0	5	112
4/11/23	8:45	71	7	1	0	5	84
4/11/23	9:00	72	5	1	0	1	79
4/11/23	9:15	74	7	0	0	3	84
4/11/23	9:30	84	10	0	0	0	94
4/11/23	9:45	76	4	2	0	2	84
4/11/23	10:00	83	2	1	0	1	87
4/11/23	10:15	67	3	3	0	2	75
4/11/23	10:30	66	4	2	0	3	75
4/11/23	10:45	95	4	1	0	1	101
4/11/23	11:00	91	7	0	0	1	99
4/11/23	11:15	88	3	3	0	6	100
4/11/23	11:30	103	8	2	0	4	117
4/11/23	11:45	103	7	3	0	5	118
4/11/23	12:00	120	9	3	0	7	139
4/11/23	12:15	89	4	1	0	7	101

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	12:30	90	3	3	0	7	103
4/11/23	12:45	95	4	2	0	7	108
4/11/23	13:00	109	4	0	0	9	122
4/11/23	13:15	76	8	1	0	7	92
4/11/23	13:30	80	7	0	0	5	92
4/11/23	13:45	98	3	3	0	5	109
4/11/23	14:00	87	3	0	0	3	93
4/11/23	14:15	115	5	0	0	5	125
4/11/23	14:30	105	3	0	0	5	113
4/11/23	14:45	123	7	1	0	13	144
4/11/23	15:00	96	8	2	0	3	109
4/11/23	15:15	104	4	0	0	2	110
4/11/23	15:30	111	3	2	0	7	123
4/11/23	15:45	116	7	1	0	15	139
4/11/23	16:00	89	2	0	0	9	100
4/11/23	16:15	21	0	0	0	21	42
4/11/23	16:30	12	1	0	0	24	37
4/11/23	16:45	10	1	0	0	20	31
4/11/23	17:00	111	2	0	0	15	128
4/11/23	17:15	130	5	0	0	9	144
4/11/23	17:30	128	2	1	0	5	136
4/11/23	17:45	48	4	0	0	21	73
4/11/23	18:00	25	0	0	0	29	54
4/11/23	18:15	40	1	0	0	17	58
4/11/23	18:30	86	1	0	0	3	90
4/11/23	18:45	60	1	1	0	4	66
4/11/23	19:00	52	4	1	0	6	63
4/11/23	19:15	46	1	0	0	1	48
4/11/23	19:30	39	2	0	0	1	42
4/11/23	19:45	40	1	0	0	1	42
4/11/23	20:00	45	0	0	0	1	46
4/11/23	20:15	33	2	0	0	0	35
4/11/23	20:30	28	0	0	0	0	28
4/11/23	20:45	33	3	0	0	0	36
4/11/23	21:00	28	0	0	0	0	28
4/11/23	21:15	11	1	0	0	0	12
4/11/23	21:30	8	0	0	0	1	9
4/11/23	21:45	8	0	0	0	0	8
4/11/23	22:00	18	0	0	0	0	18
4/11/23	22:15	15	0	0	0	0	15
4/11/23	22:30	16	0	0	0	1	17
4/11/23	22:45	33	1	0	0	2	36
4/11/23	23:00	16	1	0	0	0	17
4/11/23	23:15	12	0	0	0	0	12
4/11/23	23:30	5	0	0	0	0	5
4/11/23	23:45	3	2	0	0	0	5
4/12/23	0:00	4	0	0	0	0	4
4/12/23	0:15	3	0	0	0	0	3
4/12/23	0:30	3	0	0	0	0	3

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	0:45	3	1	0	0	0	4
4/12/23	1:00	1	0	0	0	0	1
4/12/23	1:15	3	0	0	0	0	3
4/12/23	1:30	0	0	0	0	0	0
4/12/23	1:45	3	0	0	0	0	3
4/12/23	2:00	2	0	0	0	0	2
4/12/23	2:15	2	0	1	0	0	3
4/12/23	2:30	1	0	0	0	0	1
4/12/23	2:45	7	1	0	0	0	8
4/12/23	3:00	5	1	0	0	0	6
4/12/23	3:15	3	0	0	0	0	3
4/12/23	3:30	1	0	0	0	0	1
4/12/23	3:45	2	0	0	0	0	2
4/12/23	4:00	5	0	0	0	0	5
4/12/23	4:15	7	0	0	0	0	7
4/12/23	4:30	5	0	0	0	0	5
4/12/23	4:45	12	0	0	0	0	12
4/12/23	5:00	8	1	0	0	0	9
4/12/23	5:15	8	0	0	0	0	8
4/12/23	5:30	13	0	0	0	2	15
4/12/23	5:45	37	0	0	0	0	37
4/12/23	6:00	20	2	0	0	0	22
4/12/23	6:15	48	5	0	0	0	53
4/12/23	6:30	73	3	0	0	2	78
4/12/23	6:45	73	3	0	0	0	76
4/12/23	7:00	61	2	0	0	1	64
4/12/23	7:15	88	4	0	0	3	95
4/12/23	7:30	88	5	2	0	2	97
4/12/23	7:45	119	11	1	0	5	136
4/12/23	8:00	128	6	0	0	10	144
4/12/23	8:15	125	4	1	0	9	139
4/12/23	8:30	94	12	0	0	3	109
4/12/23	8:45	88	8	3	0	6	105
4/12/23	9:00	78	6	2	0	3	89
4/12/23	9:15	86	6	0	0	5	97
4/12/23	9:30	65	7	0	0	1	73
4/12/23	9:45	89	1	0	0	0	90
4/12/23	10:00	69	7	3	0	2	81
4/12/23	10:15	70	4	2	0	1	77
4/12/23	10:30	76	6	1	0	0	83
4/12/23	10:45	86	6	2	0	6	100
4/12/23	11:00	91	9	1	0	5	106
4/12/23	11:15	98	9	0	0	0	107
4/12/23	11:30	90	8	2	0	4	104
4/12/23	11:45	123	5	5	0	4	137
4/12/23	12:00	106	7	0	0	4	117
4/12/23	12:15	106	7	2	0	3	118
4/12/23	12:30	97	6	0	0	6	109
4/12/23	12:45	85	1	2	0	14	102
4/12/23	13:00	97	5	0	0	6	108

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	13:15	101	5	1	0	8	115
4/12/23	13:30	89	5	0	0	2	96
4/12/23	13:45	111	0	4	0	1	116
4/12/23	14:00	99	4	0	0	6	109
4/12/23	14:15	93	4	1	0	8	106
4/12/23	14:30	101	7	0	0	8	116
4/12/23	14:45	128	3	1	0	11	143
4/12/23	15:00	106	8	1	0	11	126
4/12/23	15:15	111	7	0	0	4	122
4/12/23	15:30	114	4	1	0	7	126
4/12/23	15:45	132	6	0	0	11	149
4/12/23	16:00	102	4	0	0	5	111
4/12/23	16:15	112	9	0	0	8	129
4/12/23	16:30	144	4	1	0	8	157
4/12/23	16:45	127	4	1	0	19	151
4/12/23	17:00	154	2	0	0	9	165
4/12/23	17:15	136	4	0	0	17	157
4/12/23	17:30	115	5	0	0	5	125
4/12/23	17:45	106	3	0	0	5	114
4/12/23	18:00	133	1	0	0	6	140
4/12/23	18:15	111	4	1	0	1	117
4/12/23	18:30	122	1	1	0	5	129
4/12/23	18:45	106	3	0	0	7	116
4/12/23	19:00	85	2	0	0	3	90
4/12/23	19:15	86	0	0	0	1	87
4/12/23	19:30	46	1	0	0	3	50
4/12/23	19:45	60	0	0	0	6	66
4/12/23	20:00	46	1	0	0	2	49
4/12/23	20:15	33	0	0	0	2	35
4/12/23	20:30	31	0	0	0	2	33
4/12/23	20:45	18	1	0	0	1	20
4/12/23	21:00	23	0	0	0	0	23
4/12/23	21:15	25	0	0	0	0	25
4/12/23	21:30	21	0	0	0	1	22
4/12/23	21:45	15	0	0	0	1	16
4/12/23	22:00	22	0	0	0	0	22
4/12/23	22:15	19	0	1	0	0	20
4/12/23	22:30	21	1	0	0	1	23
4/12/23	22:45	32	1	0	0	3	36
4/12/23	23:00	16	0	0	0	0	16
4/12/23	23:15	9	2	0	0	1	12
4/12/23	23:30	1	0	0	0	0	1
4/12/23	23:45	4	1	0	0	0	5
4/13/23	0:00	2	1	0	0	0	3
4/13/23	0:15	4	0	0	0	0	4
4/13/23	0:30	4	1	0	0	0	5
4/13/23	0:45	4	0	0	0	0	4
4/13/23	1:00	3	0	0	0	0	3
4/13/23	1:15	1	0	0	0	0	1
4/13/23	1:30	2	1	0	0	0	3

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	1:45	2	0	0	0	0	2
4/13/23	2:00	4	0	0	0	0	4
4/13/23	2:15	2	0	0	0	0	2
4/13/23	2:30	3	0	0	0	0	3
4/13/23	2:45	5	1	0	0	0	6
4/13/23	3:00	4	0	0	0	0	4
4/13/23	3:15	1	0	0	0	0	1
4/13/23	3:30	2	0	0	0	0	2
4/13/23	3:45	2	0	0	0	0	2
4/13/23	4:00	3	1	0	0	0	4
4/13/23	4:15	6	1	0	0	0	7
4/13/23	4:30	7	0	0	0	0	7
4/13/23	4:45	6	0	0	0	0	6
4/13/23	5:00	9	0	0	0	1	10
4/13/23	5:15	8	0	0	0	0	8
4/13/23	5:30	20	0	0	0	0	20
4/13/23	5:45	32	0	0	0	0	32
4/13/23	6:00	29	1	0	0	0	30
4/13/23	6:15	39	6	0	0	2	47
4/13/23	6:30	62	2	0	0	1	65
4/13/23	6:45	73	2	0	0	3	78
4/13/23	7:00	52	5	1	0	1	59
4/13/23	7:15	84	3	0	0	6	93
4/13/23	7:30	110	5	1	0	3	119
4/13/23	7:45	125	4	2	0	10	141
4/13/23	8:00	136	9	1	0	6	152
4/13/23	8:15	127	9	0	0	8	144
4/13/23	8:30	105	8	1	0	7	121
4/13/23	8:45	79	2	2	0	7	90
4/13/23	9:00	68	3	0	0	4	75
4/13/23	9:15	80	7	2	0	4	93
4/13/23	9:30	89	5	2	0	1	97
4/13/23	9:45	74	4	3	0	3	84
4/13/23	10:00	78	6	0	0	4	88
4/13/23	10:15	68	9	2	0	2	81
4/13/23	10:30	61	3	2	0	4	70
4/13/23	10:45	108	12	4	0	4	128
4/13/23	11:00	88	10	1	0	2	101
4/13/23	11:15	117	8	1	0	7	133
4/13/23	11:30	91	8	0	0	5	104
4/13/23	11:45	108	6	1	0	5	120
4/13/23	12:00	118	6	1	0	7	132
4/13/23	12:15	97	4	2	0	5	108
4/13/23	12:30	88	1	2	0	11	102
4/13/23	12:45	91	3	0	0	3	97
4/13/23	13:00	93	12	1	0	11	117
4/13/23	13:15	94	4	1	0	7	106
4/13/23	13:30	79	4	0	0	4	87
4/13/23	13:45	93	4	2	0	0	99

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	14:00	108	3	1	0	2	114
4/13/23	14:15	99	3	0	0	4	106
4/13/23	14:30	112	7	1	0	1	121
4/13/23	14:45	132	6	1	0	9	148
4/13/23	15:00	111	8	2	0	15	136
4/13/23	15:15	108	4	3	0	3	118
4/13/23	15:30	120	6	0	0	6	132
4/13/23	15:45	118	7	0	0	7	132
4/13/23	16:00	128	6	0	0	7	141
4/13/23	16:15	110	7	1	0	8	126
4/13/23	16:30	120	3	1	0	8	132
4/13/23	16:45	128	1	1	0	8	138
4/13/23	17:00	132	4	1	0	10	147
4/13/23	17:15	154	9	1	0	4	168
4/13/23	17:30	128	3	1	0	7	139
4/13/23	17:45	105	1	0	0	6	112
4/13/23	18:00	98	8	0	0	7	113
4/13/23	18:15	85	3	0	0	0	88
4/13/23	18:30	69	4	0	0	2	75
4/13/23	18:45	72	1	0	0	5	78
4/13/23	19:00	57	1	0	0	0	58
4/13/23	19:15	42	1	0	0	0	43
4/13/23	19:30	52	1	0	0	0	53
4/13/23	19:45	45	0	0	0	1	46
4/13/23	20:00	26	0	0	0	0	26
4/13/23	20:15	32	0	0	0	1	33
4/13/23	20:30	27	0	0	0	2	29
4/13/23	20:45	20	0	0	0	0	20
4/13/23	21:00	24	0	0	0	0	24
4/13/23	21:15	12	0	0	0	0	12
4/13/23	21:30	19	0	0	0	0	19
4/13/23	21:45	14	0	0	0	0	14
4/13/23	22:00	13	0	0	0	0	13
4/13/23	22:15	20	1	0	0	0	21
4/13/23	22:30	13	1	0	0	0	14
4/13/23	22:45	36	0	0	0	0	36
4/13/23	23:00	15	1	0	0	0	16
4/13/23	23:15	12	0	0	0	0	12
4/13/23	23:30	5	0	0	0	0	5
4/13/23	23:45	7	0	0	0	0	7
4/14/23	0:00	2	0	0	0	2	4
4/14/23	0:15	2	0	0	0	0	2
4/14/23	0:30	4	0	0	0	0	4
4/14/23	0:45	0	0	0	0	0	0
4/14/23	1:00	3	0	0	0	0	3
4/14/23	1:15	2	0	0	0	0	2
4/14/23	1:30	1	1	0	0	0	2
4/14/23	1:45	3	0	0	0	0	3
4/14/23	2:00	2	0	0	0	0	2
4/14/23	2:15	2	0	0	0	0	2

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	2:30	5	0	0	0	0	5
4/14/23	2:45	6	0	0	0	0	6
4/14/23	3:00	3	1	0	0	0	4
4/14/23	3:15	2	0	0	0	0	2
4/14/23	3:30	1	1	0	0	0	2
4/14/23	3:45	6	1	0	0	0	7
4/14/23	4:00	4	1	0	0	0	5
4/14/23	4:15	4	0	0	0	0	4
4/14/23	4:30	7	0	0	0	0	7
4/14/23	4:45	6	0	0	0	0	6
4/14/23	5:00	8	0	0	0	0	8
4/14/23	5:15	3	1	0	0	0	4
4/14/23	5:30	22	0	0	0	0	22
4/14/23	5:45	28	0	0	0	0	28
4/14/23	6:00	25	2	0	0	0	27
4/14/23	6:15	39	5	0	0	1	45
4/14/23	6:30	66	4	0	0	1	71
4/14/23	6:45	62	3	0	0	6	71
4/14/23	7:00	59	5	0	0	0	64
4/14/23	7:15	73	3	1	0	6	83
4/14/23	7:30	94	10	2	0	9	115
4/14/23	7:45	113	10	0	0	8	131
4/14/23	8:00	109	8	0	0	3	120
4/14/23	8:15	96	6	0	0	3	105
4/14/23	8:30	88	4	1	0	0	93
4/14/23	8:45	66	6	2	0	4	78
4/14/23	9:00	57	9	0	0	2	68
4/14/23	9:15	69	6	0	0	3	78
4/14/23	9:30	64	7	2	0	0	73
4/14/23	9:45	73	6	4	0	3	86
4/14/23	10:00	79	6	2	0	5	92
4/14/23	10:15	83	6	3	0	2	94
4/14/23	10:30	84	2	1	0	8	95
4/14/23	10:45	81	4	2	0	2	89
4/14/23	11:00	78	8	0	0	3	89
4/14/23	11:15	98	4	1	0	2	105
4/14/23	11:30	92	5	4	0	6	107
4/14/23	11:45	122	3	1	0	3	129
4/14/23	12:00	102	4	0	0	4	110
4/14/23	12:15	99	3	2	0	5	109
4/14/23	12:30	108	10	0	0	5	123
4/14/23	12:45	96	3	1	0	6	106
4/14/23	13:00	100	6	0	0	8	114
4/14/23	13:15	86	5	0	0	4	95
4/14/23	13:30	100	5	0	0	6	111
4/14/23	13:45	102	6	2	0	5	115
4/14/23	14:00	82	4	0	0	10	96
4/14/23	14:15	97	3	1	0	6	107
4/14/23	14:30	85	6	1	0	5	97
4/14/23	14:45	139	4	0	0	12	155

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	15:00	120	8	0	0	14	142
4/14/23	15:15	99	5	2	0	7	113
4/14/23	15:30	80	4	2	0	8	94
4/14/23	15:45	120	10	0	0	7	137
4/14/23	16:00	97	6	0	0	6	109
4/14/23	16:15	113	3	0	0	9	125
4/14/23	16:30	118	4	1	0	3	126
4/14/23	16:45	101	3	1	0	2	107
4/14/23	17:00	107	5	0	0	7	119
4/14/23	17:15	150	9	0	0	9	168
4/14/23	17:30	138	4	1	0	5	148
4/14/23	17:45	145	3	1	0	5	154
4/14/23	18:00	111	2	1	0	6	120
4/14/23	18:15	124	3	0	0	6	133
4/14/23	18:30	112	5	0	0	13	130
4/14/23	18:45	94	3	0	0	7	104
4/14/23	19:00	83	3	0	0	4	90
4/14/23	19:15	74	2	0	0	1	77
4/14/23	19:30	53	0	0	0	0	53
4/14/23	19:45	36	1	0	0	0	37
4/14/23	20:00	48	2	0	0	2	52
4/14/23	20:15	44	0	0	0	1	45
4/14/23	20:30	20	2	0	0	0	22
4/14/23	20:45	26	2	0	0	0	28
4/14/23	21:00	20	0	0	0	1	21
4/14/23	21:15	18	0	0	0	0	18
4/14/23	21:30	18	0	0	0	0	18
4/14/23	21:45	24	0	0	0	0	24
4/14/23	22:00	19	1	0	0	0	20
4/14/23	22:15	9	0	0	0	0	9
4/14/23	22:30	16	0	0	0	0	16
4/14/23	22:45	28	1	0	0	2	31
4/14/23	23:00	23	0	0	0	0	23
4/14/23	23:15	10	2	0	0	0	12
4/14/23	23:30	9	0	0	0	0	9
4/14/23	23:45	1	0	0	0	0	1
4/15/23	0:00	5	0	0	0	0	5
4/15/23	0:15	2	0	0	0	0	2
4/15/23	0:30	7	0	0	0	0	7
4/15/23	0:45	5	0	0	0	0	5
4/15/23	1:00	3	0	0	0	0	3
4/15/23	1:15	1	0	0	0	0	1
4/15/23	1:30	4	0	0	0	0	4
4/15/23	1:45	3	0	0	0	0	3
4/15/23	2:00	2	0	0	0	0	2
4/15/23	2:15	0	0	0	0	0	0
4/15/23	2:30	3	0	0	0	0	3
4/15/23	2:45	4	0	0	0	0	4
4/15/23	3:00	2	0	0	0	0	2
4/15/23	3:15	2	1	0	0	0	3

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	3:30	2	0	0	0	0	2
4/15/23	3:45	2	0	0	0	0	2
4/15/23	4:00	2	0	0	0	0	2
4/15/23	4:15	1	0	0	0	0	1
4/15/23	4:30	5	0	0	0	0	5
4/15/23	4:45	4	0	0	0	0	4
4/15/23	5:00	9	0	0	0	0	9
4/15/23	5:15	6	0	0	0	0	6
4/15/23	5:30	8	0	0	0	0	8
4/15/23	5:45	13	1	0	0	0	14
4/15/23	6:00	8	0	0	0	0	8
4/15/23	6:15	9	1	1	0	0	11
4/15/23	6:30	15	0	0	0	0	15
4/15/23	6:45	22	0	0	0	0	22
4/15/23	7:00	21	0	0	0	1	22
4/15/23	7:15	24	0	0	0	0	24
4/15/23	7:30	23	4	0	0	0	27
4/15/23	7:45	39	0	1	0	0	40
4/15/23	8:00	31	0	0	0	1	32
4/15/23	8:15	53	1	0	0	0	54
4/15/23	8:30	51	1	0	0	1	53
4/15/23	8:45	62	3	1	0	1	67
4/15/23	9:00	47	4	0	0	0	51
4/15/23	9:15	69	3	0	0	2	74
4/15/23	9:30	71	1	0	0	0	72
4/15/23	9:45	98	1	0	0	0	99
4/15/23	10:00	76	1	2	0	1	80
4/15/23	10:15	84	3	0	0	2	89
4/15/23	10:30	89	1	0	0	1	91
4/15/23	10:45	95	0	1	0	1	97
4/15/23	11:00	105	2	0	0	1	108
4/15/23	11:15	106	3	0	0	10	119
4/15/23	11:30	104	4	1	0	4	113
4/15/23	11:45	79	0	0	0	2	81
4/15/23	12:00	88	1	0	0	3	92
4/15/23	12:15	110	2	0	0	5	117
4/15/23	12:30	111	1	0	0	5	117
4/15/23	12:45	105	0	0	0	4	109
4/15/23	13:00	76	1	0	0	1	78
4/15/23	13:15	96	3	1	0	1	101
4/15/23	13:30	88	2	0	0	5	95
4/15/23	13:45	91	2	0	0	10	103
4/15/23	14:00	74	2	1	0	5	82
4/15/23	14:15	86	1	0	0	7	94
4/15/23	14:30	93	6	1	0	4	104
4/15/23	14:45	82	2	2	0	5	91
4/15/23	15:00	80	0	0	0	3	83
4/15/23	15:15	66	1	0	0	4	71
4/15/23	15:30	81	2	0	0	3	86

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	15:45	86	0	0	0	4	90
4/15/23	16:00	64	4	0	0	4	72
4/15/23	16:15	63	4	0	0	4	71
4/15/23	16:30	70	0	0	0	3	73
4/15/23	16:45	76	1	0	0	2	79
4/15/23	17:00	60	2	0	0	4	66
4/15/23	17:15	74	2	0	0	3	79
4/15/23	17:30	68	0	0	0	4	72
4/15/23	17:45	58	1	0	0	1	60
4/15/23	18:00	68	2	0	0	4	74
4/15/23	18:15	64	0	0	0	0	64
4/15/23	18:30	71	1	0	0	2	74
4/15/23	18:45	58	1	0	0	2	61
4/15/23	19:00	43	1	0	0	2	46
4/15/23	19:15	51	2	0	0	0	53
4/15/23	19:30	47	0	0	0	1	48
4/15/23	19:45	34	0	0	0	0	34
4/15/23	20:00	38	0	0	0	0	38
4/15/23	20:15	27	0	0	0	1	28
4/15/23	20:30	30	0	0	0	0	30
4/15/23	20:45	34	0	0	0	1	35
4/15/23	21:00	23	0	0	0	0	23
4/15/23	21:15	17	0	0	0	2	19
4/15/23	21:30	19	0	0	0	0	19
4/15/23	21:45	9	0	0	0	2	11
4/15/23	22:00	14	0	0	0	0	14
4/15/23	22:15	21	1	0	0	0	22
4/15/23	22:30	15	0	0	0	0	15
4/15/23	22:45	14	0	0	0	0	14
4/15/23	23:00	7	0	0	0	0	7
4/15/23	23:15	10	0	0	0	0	10
4/15/23	23:30	14	1	0	0	0	15
4/15/23	23:45	13	0	0	0	0	13
4/16/23	0:00	4	0	0	0	0	4
4/16/23	0:15	4	0	0	0	0	4
4/16/23	0:30	7	1	0	0	0	8
4/16/23	0:45	9	0	0	0	0	9
4/16/23	1:00	5	0	0	0	0	5
4/16/23	1:15	3	0	0	0	0	3
4/16/23	1:30	8	0	0	0	0	8
4/16/23	1:45	2	1	0	0	0	3
4/16/23	2:00	4	0	0	0	0	4
4/16/23	2:15	1	0	0	0	0	1
4/16/23	2:30	4	0	0	0	0	4
4/16/23	2:45	1	1	0	0	0	2
4/16/23	3:00	0	0	0	0	0	0
4/16/23	3:15	6	0	0	0	0	6
4/16/23	3:30	2	0	0	0	0	2
4/16/23	3:45	0	0	0	0	0	0
4/16/23	4:00	2	0	0	0	0	2

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	4:15	0	0	0	0	0	0
4/16/23	4:30	5	0	0	0	0	5
4/16/23	4:45	5	0	0	0	0	5
4/16/23	5:00	3	0	0	0	0	3
4/16/23	5:15	5	0	0	0	0	5
4/16/23	5:30	2	0	0	0	0	2
4/16/23	5:45	6	0	0	0	0	6
4/16/23	6:00	7	0	0	0	0	7
4/16/23	6:15	5	0	0	0	0	5
4/16/23	6:30	9	0	0	0	0	9
4/16/23	6:45	16	0	0	0	0	16
4/16/23	7:00	6	0	0	0	0	6
4/16/23	7:15	6	0	0	0	0	6
4/16/23	7:30	15	0	0	0	0	15
4/16/23	7:45	16	0	0	0	0	16
4/16/23	8:00	16	0	0	0	0	16
4/16/23	8:15	19	0	0	0	0	19
4/16/23	8:30	24	0	0	0	1	25
4/16/23	8:45	33	2	0	0	0	35
4/16/23	9:00	39	0	0	0	0	39
4/16/23	9:15	38	0	0	0	0	38
4/16/23	9:30	30	1	0	0	2	33
4/16/23	9:45	51	3	1	0	0	55
4/16/23	10:00	56	1	0	0	1	58
4/16/23	10:15	51	1	0	0	0	52
4/16/23	10:30	73	2	0	0	4	79
4/16/23	10:45	61	0	0	0	1	62
4/16/23	11:00	64	0	0	0	4	68
4/16/23	11:15	65	1	0	0	2	68
4/16/23	11:30	85	0	0	0	2	87
4/16/23	11:45	108	1	0	0	1	110
4/16/23	12:00	107	3	0	0	5	115
4/16/23	12:15	110	1	0	0	0	111
4/16/23	12:30	96	1	0	0	4	101
4/16/23	12:45	97	3	0	0	2	102
4/16/23	13:00	71	1	0	0	4	76
4/16/23	13:15	92	0	0	0	2	94
4/16/23	13:30	73	0	0	0	2	75
4/16/23	13:45	95	2	0	0	1	98
4/16/23	14:00	117	1	0	0	6	124
4/16/23	14:15	84	0	0	0	0	84
4/16/23	14:30	77	0	0	0	3	80
4/16/23	14:45	75	2	0	0	4	81
4/16/23	15:00	69	0	0	0	4	73
4/16/23	15:15	59	1	0	0	1	61
4/16/23	15:30	66	0	0	0	1	67
4/16/23	15:45	76	3	1	0	3	83
4/16/23	16:00	59	0	0	0	2	61
4/16/23	16:15	67	1	0	0	3	71
4/16/23	16:30	62	0	0	0	0	62

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	16:45	74	2	0	0	1	77
4/16/23	17:00	54	1	0	0	3	58
4/16/23	17:15	70	0	0	0	0	70
4/16/23	17:30	64	2	0	0	0	66
4/16/23	17:45	60	0	0	0	0	60
4/16/23	18:00	61	1	0	0	2	64
4/16/23	18:15	55	0	0	0	2	57
4/16/23	18:30	48	1	0	0	0	49
4/16/23	18:45	49	0	0	0	1	50
4/16/23	19:00	36	1	0	0	3	40
4/16/23	19:15	31	0	0	0	1	32
4/16/23	19:30	43	0	0	0	0	43
4/16/23	19:45	27	0	0	0	2	29
4/16/23	20:00	34	1	1	0	0	36
4/16/23	20:15	32	1	0	0	0	33
4/16/23	20:30	26	2	0	0	2	30
4/16/23	20:45	16	1	0	0	0	17
4/16/23	21:00	22	0	0	0	0	22
4/16/23	21:15	9	0	1	0	0	10
4/16/23	21:30	14	0	0	0	0	14
4/16/23	21:45	17	0	0	0	0	17
4/16/23	22:00	20	0	0	0	0	20
4/16/23	22:15	14	1	0	0	0	15
4/16/23	22:30	8	0	0	0	0	8
4/16/23	22:45	6	0	0	0	0	6
4/16/23	23:00	8	0	0	0	0	8
4/16/23	23:15	5	1	0	0	0	6
4/16/23	23:30	6	0	0	0	0	6
4/16/23	23:45	1	0	0	0	0	1
4/17/23	0:00	4	0	0	0	0	4
4/17/23	0:15	5	0	0	0	0	5
4/17/23	0:30	4	0	0	0	0	4
4/17/23	0:45	0	0	0	0	0	0
4/17/23	1:00	2	0	0	0	0	2
4/17/23	1:15	2	1	0	0	0	3
4/17/23	1:30	0	0	0	0	0	0
4/17/23	1:45	3	0	0	0	0	3
4/17/23	2:00	2	0	0	0	0	2
4/17/23	2:15	1	0	0	0	0	1
4/17/23	2:30	0	0	0	0	0	0
4/17/23	2:45	3	0	0	0	0	3
4/17/23	3:00	0	1	0	0	0	1
4/17/23	3:15	0	0	0	0	0	0
4/17/23	3:30	1	0	0	0	0	1
4/17/23	3:45	0	0	0	0	0	0
4/17/23	4:00	2	0	0	0	0	2
4/17/23	4:15	3	1	0	0	0	4
4/17/23	4:30	2	0	0	0	0	2
4/17/23	4:45	8	0	0	0	0	8
4/17/23	5:00	10	0	0	0	0	10

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	5:15	9	1	0	0	0	10
4/17/23	5:30	24	0	0	0	0	24
4/17/23	5:45	28	0	0	0	0	28
4/17/23	6:00	37	2	0	0	0	39
4/17/23	6:15	43	4	0	0	1	48
4/17/23	6:30	76	5	0	0	1	82
4/17/23	6:45	78	1	1	0	2	82
4/17/23	7:00	63	4	0	0	2	69
4/17/23	7:15	79	8	0	0	3	90
4/17/23	7:30	103	5	0	0	5	113
4/17/23	7:45	114	9	0	0	4	127
4/17/23	8:00	127	9	1	0	6	143
4/17/23	8:15	124	7	3	0	3	137
4/17/23	8:30	72	13	1	0	4	90
4/17/23	8:45	78	5	1	0	3	87
4/17/23	9:00	76	4	2	0	2	84
4/17/23	9:15	64	8	0	0	2	74
4/17/23	9:30	57	7	1	0	0	65
4/17/23	9:45	78	9	2	0	1	90
4/17/23	10:00	71	3	0	0	0	74
4/17/23	10:15	76	7	0	0	4	87
4/17/23	10:30	75	2	2	0	2	81
4/17/23	10:45	76	6	2	0	2	86
4/17/23	11:00	76	8	1	0	2	87
4/17/23	11:15	76	5	2	0	1	84
4/17/23	11:30	96	6	3	0	3	108
4/17/23	11:45	125	6	1	0	5	137
4/17/23	12:00	92	3	0	0	3	98
4/17/23	12:15	107	5	2	0	2	116
4/17/23	12:30	82	3	1	0	6	92
4/17/23	12:45	102	7	0	0	3	112
4/17/23	13:00	86	1	0	0	3	90
4/17/23	13:15	78	2	2	0	4	86
4/17/23	13:30	100	3	1	0	5	109
4/17/23	13:45	95	1	3	0	3	102
4/17/23	14:00	59	3	1	0	5	68
4/17/23	14:15	80	4	0	0	4	88
4/17/23	14:30	103	6	2	0	5	116
4/17/23	14:45	122	8	0	0	10	140
4/17/23	15:00	96	4	1	0	4	105
4/17/23	15:15	97	4	0	0	10	111
4/17/23	15:30	78	6	0	0	6	90
4/17/23	15:45	113	4	0	0	5	122
4/17/23	16:00	105	5	0	0	7	117
4/17/23	16:15	94	2	1	0	6	103
4/17/23	16:30	113	3	1	0	5	122
4/17/23	16:45	101	2	0	0	7	110
4/17/23	17:00	126	4	0	0	5	135
4/17/23	17:15	24	3	0	0	16	43

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor:
 Count Number:
 Location:
 RR Crossing No:

DAD N ASSOCIATES LLC
16068619
S of Roper Mountain Rd
N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	17:30	37	1	0	0	15	53
4/17/23	17:45	48	2	0	0	13	63
4/17/23	18:00	80	2	0	0	9	91
4/17/23	18:15	51	2	0	0	13	66
4/17/23	18:30	11	0	0	0	12	23
4/17/23	18:45	54	1	0	0	1	56
4/17/23	19:00	51	2	1	0	3	57
4/17/23	19:15	51	2	0	0	0	53
4/17/23	19:30	44	1	0	0	0	45
4/17/23	19:45	33	1	0	0	1	35
4/17/23	20:00	33	0	0	0	0	33
4/17/23	20:15	23	1	0	0	0	24
4/17/23	20:30	20	0	0	0	1	21
4/17/23	20:45	24	2	0	0	2	28
4/17/23	21:00	18	0	0	0	1	19
4/17/23	21:15	14	0	0	0	0	14
4/17/23	21:30	17	0	0	0	0	17
4/17/23	21:45	6	0	0	0	0	6
4/17/23	22:00	18	0	0	0	0	18
4/17/23	22:15	15	1	0	0	0	16
4/17/23	22:30	23	1	0	0	0	24
4/17/23	22:45	26	0	0	0	0	26
4/17/23	23:00	18	1	0	0	0	19
4/17/23	23:15	11	0	0	0	0	11
4/17/23	23:30	3	1	0	0	0	4
4/17/23	23:45	6	0	0	0	0	6

Total	34,664	1,489	236	0	1,720	38,109
Percent	91%	4%	1%	0%	5%	

Day 1	5,028	258	46	0	386	5,718
Percent	88%	5%	1%	0%	7%	

Day 2	5,921	276	44	0	306	6,547
Percent	90%	4%	1%	0%	5%	

Day 3	5,668	281	49	0	271	6,269
Percent	90%	4%	1%	0%	4%	

Day 4	5,600	290	42	0	283	6,215
Percent	90%	5%	1%	0%	5%	

Day 5	4,163	84	12	0	139	6,553
Percent	64%	1%	0%	0%	2%	

Day 6	3,443	49	4	0	82	3,578
Percent	96%	1%	0%	0%	2%	

Day 7	4,841	251	39	0	253	5,384



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Percent		90%	5%	1%	0%	5%	
Average		4,952	213	34	0	246	5,444
Percent		91%	4%	1%	0%	5%	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	0:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/11/23	0:15	0	6	1	0	0	1	0	0	0	0	0	0	0	0	8
4/11/23	0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	0:45	0	4	3	0	0	0	0	1	0	0	0	0	0	0	8
4/11/23	1:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/11/23	1:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/11/23	1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	2:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	2:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/11/23	2:45	0	9	1	0	0	1	0	0	0	0	0	0	0	0	11
4/11/23	3:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
4/11/23	3:15	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
4/11/23	3:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
4/11/23	3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	4:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/11/23	4:15	0	5	1	0	0	1	0	0	0	0	0	0	0	0	7
4/11/23	4:30	0	9	1	0	2	0	0	0	0	0	0	0	0	0	12
4/11/23	4:45	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
4/11/23	5:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
4/11/23	5:15	0	8	4	0	0	2	0	1	0	0	0	0	0	1	16
4/11/23	5:30	0	24	8	1	0	1	0	1	0	0	0	0	0	0	35
4/11/23	5:45	0	44	16	0	1	0	1	0	0	0	0	0	0	0	62
4/11/23	6:00	0	36	14	0	1	2	0	0	0	0	0	0	0	1	54
4/11/23	6:15	1	56	28	1	6	1	0	1	0	0	0	0	0	1	95
4/11/23	6:30	1	92	37	1	5	1	0	0	1	0	0	0	0	5	143
4/11/23	6:45	0	107	36	1	11	0	0	1	0	0	0	0	0	4	160
4/11/23	7:00	1	89	39	2	8	2	0	0	1	0	0	0	0	1	143
4/11/23	7:15	2	122	32	1	8	0	0	0	0	0	0	0	0	5	170
4/11/23	7:30	2	169	51	0	12	1	0	0	0	0	0	0	0	12	247
4/11/23	7:45	0	190	51	0	14	0	0	0	0	0	0	0	0	20	275
4/11/23	8:00	1	197	47	1	13	1	0	4	1	0	0	0	0	15	280
4/11/23	8:15	0	177	48	1	11	1	0	1	2	0	0	0	0	8	249
4/11/23	8:30	2	143	32	0	14	1	0	1	1	0	0	0	0	8	202
4/11/23	8:45	0	102	47	0	18	0	0	2	0	0	0	0	0	6	175
4/11/23	9:00	3	98	32	1	8	1	0	3	0	0	0	0	0	1	147
4/11/23	9:15	1	95	32	2	9	1	0	0	0	0	0	0	0	3	143
4/11/23	9:30	2	88	34	1	9	2	0	0	3	0	0	0	0	2	141
4/11/23	9:45	1	99	34	1	8	0	0	2	2	0	0	0	0	3	150
4/11/23	10:00	1	87	43	1	7	0	0	1	3	1	0	0	0	2	146
4/11/23	10:15	0	89	24	1	9	3	0	4	3	0	0	0	0	3	136
4/11/23	10:30	4	89	30	0	8	0	0	2	0	0	0	0	0	6	139
4/11/23	10:45	1	99	39	0	9	3	0	0	2	0	0	0	0	5	158
4/11/23	11:00	0	115	37	2	11	0	0	1	1	0	0	0	0	3	170
4/11/23	11:15	0	129	44	1	5	1	0	3	0	0	0	0	0	9	192
4/11/23	11:30	4	133	43	3	8	2	0	2	2	0	0	0	0	5	202
4/11/23	11:45	2	130	54	2	13	1	0	2	1	0	0	0	0	8	213
4/11/23	12:00	3	163	41	0	18	2	0	4	1	0	0	0	0	16	248
4/11/23	12:15	2	146	42	1	16	2	0	3	0	0	0	0	0	7	219
4/11/23	12:30	4	133	38	0	13	0	0	5	1	0	0	0	0	11	205

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	12:45	3	129	55	2	18	0	0	6	0	0	0	0	0	10	223
4/11/23	13:00	5	160	50	1	12	1	0	0	0	0	0	0	0	10	239
4/11/23	13:15	3	117	36	0	18	2	0	2	0	0	0	0	0	9	187
4/11/23	13:30	5	108	42	1	15	0	2	0	2	0	0	0	0	6	181
4/11/23	13:45	5	128	42	0	19	0	0	2	2	0	0	0	0	8	206
4/11/23	14:00	3	130	46	1	15	0	0	0	1	0	0	0	0	5	201
4/11/23	14:15	5	156	42	2	13	0	0	0	0	0	0	0	0	7	225
4/11/23	14:30	2	152	48	1	7	1	0	0	1	0	0	0	0	7	219
4/11/23	14:45	5	168	60	1	21	0	0	2	1	0	0	0	0	19	277
4/11/23	15:00	3	180	45	3	33	0	0	3	0	0	0	0	0	7	274
4/11/23	15:15	2	148	33	0	10	0	0	0	0	0	0	0	0	3	196
4/11/23	15:30	1	157	46	1	13	0	0	3	2	0	0	0	0	12	235
4/11/23	15:45	5	210	71	1	28	0	0	3	1	0	0	0	0	23	342
4/11/23	16:00	1	182	75	2	22	0	0	2	4	0	0	0	0	20	308
4/11/23	16:15	4	43	8	2	3	0	2	5	1	0	0	0	0	35	103
4/11/23	16:30	1	21	5	2	1	0	0	2	0	0	0	0	1	36	69
4/11/23	16:45	1	20	10	2	5	1	0	1	0	0	0	0	0	34	74
4/11/23	17:00	8	162	43	0	16	0	0	1	2	0	0	0	0	23	255
4/11/23	17:15	1	199	45	0	18	0	0	1	0	0	0	0	0	15	279
4/11/23	17:30	4	187	57	1	18	0	0	5	0	0	0	0	0	6	278
4/11/23	17:45	9	75	21	1	7	3	1	0	1	0	0	0	0	34	152
4/11/23	18:00	3	34	12	2	7	2	0	1	0	0	0	0	0	48	109
4/11/23	18:15	2	59	26	0	9	0	0	1	0	0	0	0	0	24	121
4/11/23	18:30	1	119	39	0	11	0	0	1	0	0	0	0	0	5	176
4/11/23	18:45	1	97	35	0	11	0	0	1	0	0	0	0	0	5	150
4/11/23	19:00	8	103	29	0	11	1	0	3	1	0	0	0	0	8	164
4/11/23	19:15	0	84	23	0	6	0	0	0	0	0	0	0	0	2	115
4/11/23	19:30	1	74	17	0	10	0	0	0	0	0	0	0	0	2	104
4/11/23	19:45	2	83	18	0	6	0	0	0	0	0	0	0	0	1	110
4/11/23	20:00	2	71	21	0	3	0	0	0	0	0	0	0	0	1	98
4/11/23	20:15	1	55	19	1	6	0	1	0	0	0	0	0	0	0	83
4/11/23	20:30	0	58	14	0	7	0	0	0	0	0	0	0	0	0	79
4/11/23	20:45	0	48	18	0	5	0	0	1	1	0	0	0	0	1	74
4/11/23	21:00	0	58	9	0	5	0	0	0	0	0	0	0	0	0	72
4/11/23	21:15	1	36	12	0	2	0	0	0	0	0	0	0	0	0	51
4/11/23	21:30	0	23	10	0	3	0	0	0	0	0	0	0	0	1	37
4/11/23	21:45	0	26	5	1	0	0	0	0	0	0	0	0	0	0	32
4/11/23	22:00	0	22	8	0	1	0	0	0	0	0	0	0	0	0	31
4/11/23	22:15	1	33	5	0	1	0	0	0	0	0	0	0	0	0	40
4/11/23	22:30	1	35	7	0	0	0	0	0	0	0	0	0	0	1	44
4/11/23	22:45	0	56	20	0	4	0	0	0	0	0	0	0	0	2	82
4/11/23	23:00	0	42	14	0	8	0	0	0	0	0	0	0	0	0	64
4/11/23	23:15	2	11	10	0	1	0	0	0	0	0	0	0	0	0	24
4/11/23	23:30	0	10	4	1	1	0	0	0	0	0	0	0	0	0	16
4/11/23	23:45	0	9	4	1	0	1	0	0	0	0	0	0	0	0	15
4/12/23	0:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
4/12/23	0:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	0:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/12/23	0:45	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
4/12/23	1:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/12/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	1:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	2:15	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
4/12/23	2:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
4/12/23	2:45	0	9	0	0	0	1	0	0	0	0	0	0	0	0	10
4/12/23	3:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
4/12/23	3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	3:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4/12/23	3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	4:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	4:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/12/23	4:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4/12/23	4:45	1	16	4	0	1	0	0	0	0	0	0	0	0	0	22
4/12/23	5:00	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
4/12/23	5:15	0	9	2	1	1	0	0	0	0	0	0	0	0	0	13
4/12/23	5:30	0	21	5	1	5	0	0	0	0	0	0	0	0	2	34
4/12/23	5:45	0	43	23	1	4	0	0	0	0	0	0	0	0	0	71
4/12/23	6:00	1	30	7	0	4	0	0	0	0	0	0	0	0	0	42
4/12/23	6:15	1	63	23	0	7	0	0	0	0	0	0	0	0	1	95
4/12/23	6:30	0	97	31	1	12	0	0	0	0	0	0	0	0	3	144
4/12/23	6:45	0	91	38	0	11	0	0	1	0	0	0	0	0	2	143
4/12/23	7:00	0	85	31	0	16	0	0	0	1	0	0	0	0	1	134
4/12/23	7:15	1	133	36	1	15	0	0	0	0	0	0	0	0	6	192
4/12/23	7:30	0	139	41	1	18	0	0	3	1	0	0	0	0	3	206
4/12/23	7:45	1	149	52	1	31	1	0	3	0	0	0	0	0	6	244
4/12/23	8:00	1	178	62	2	19	0	0	3	0	0	0	0	0	12	277
4/12/23	8:15	0	155	52	2	13	0	0	3	2	0	0	0	0	13	240
4/12/23	8:30	2	124	45	1	26	0	0	3	1	0	0	0	0	6	208
4/12/23	8:45	2	99	49	2	16	0	0	4	2	0	0	0	0	7	181
4/12/23	9:00	2	88	36	0	15	1	0	1	3	0	0	0	0	6	152
4/12/23	9:15	1	95	42	1	14	0	0	2	0	0	0	0	0	8	163
4/12/23	9:30	1	83	19	2	11	1	2	0	2	0	0	0	0	1	122
4/12/23	9:45	4	90	43	2	6	1	0	2	1	0	0	0	0	1	150
4/12/23	10:00	1	67	44	1	13	1	0	3	2	0	0	0	0	3	135
4/12/23	10:15	3	82	35	0	17	1	0	4	0	0	0	0	0	3	145
4/12/23	10:30	0	78	39	2	12	2	0	2	0	0	0	0	0	1	136
4/12/23	10:45	4	103	40	1	16	1	0	2	2	0	0	0	0	9	178
4/12/23	11:00	3	110	45	4	19	0	0	3	4	0	0	0	0	8	196
4/12/23	11:15	4	121	45	1	21	0	0	2	0	0	0	0	0	1	195
4/12/23	11:30	0	121	37	3	22	0	0	3	1	0	0	0	0	5	192
4/12/23	11:45	5	136	47	1	22	0	0	5	2	0	0	0	0	5	223
4/12/23	12:00	1	158	42	3	26	0	0	1	0	0	0	0	0	6	237
4/12/23	12:15	2	141	56	1	13	1	0	4	0	0	0	0	0	5	223
4/12/23	12:30	2	151	44	1	23	0	0	2	0	0	0	0	0	8	231
4/12/23	12:45	2	128	49	0	8	2	0	2	2	0	0	0	0	15	208
4/12/23	13:00	2	143	60	1	12	0	0	0	0	0	0	0	0	8	226
4/12/23	13:15	3	127	46	0	20	2	0	4	0	0	0	0	0	10	212
4/12/23	13:30	3	143	36	1	19	0	0	0	0	0	0	0	0	5	207
4/12/23	13:45	3	141	43	0	10	0	0	4	1	0	0	0	0	2	204

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	14:00	3	136	47	0	18	0	0	1	0	0	0	0	0	7	212
4/12/23	14:15	6	139	37	0	11	1	0	4	1	0	0	0	0	10	209
4/12/23	14:30	2	147	34	0	13	0	0	0	0	0	0	0	0	9	205
4/12/23	14:45	4	186	71	0	12	1	0	3	0	0	0	0	0	13	290
4/12/23	15:00	4	174	37	2	17	1	0	2	0	0	0	0	0	19	256
4/12/23	15:15	4	146	49	0	18	0	0	0	1	0	0	0	0	5	223
4/12/23	15:30	2	156	49	3	9	1	0	2	0	0	0	0	0	9	231
4/12/23	15:45	3	164	51	1	24	1	0	0	1	0	0	0	0	15	260
4/12/23	16:00	6	166	52	0	17	0	0	0	1	0	0	0	0	10	252
4/12/23	16:15	3	178	56	2	16	0	0	0	0	0	0	0	0	12	267
4/12/23	16:30	5	193	48	1	16	0	0	2	0	0	0	0	0	11	276
4/12/23	16:45	1	187	59	0	18	0	0	3	0	0	0	0	0	24	292
4/12/23	17:00	2	210	77	0	16	0	0	1	0	0	0	0	0	15	321
4/12/23	17:15	7	209	66	0	15	0	0	1	0	0	0	0	0	21	319
4/12/23	17:30	5	182	43	1	21	0	0	4	1	0	0	0	0	7	264
4/12/23	17:45	11	182	50	0	15	1	0	2	0	0	0	0	0	6	267
4/12/23	18:00	26	157	50	0	8	0	0	0	0	0	0	0	0	6	247
4/12/23	18:15	21	130	47	0	16	0	0	0	1	0	0	0	0	4	219
4/12/23	18:30	32	141	25	0	4	0	0	1	1	0	0	0	0	7	211
4/12/23	18:45	34	101	46	0	9	0	0	1	0	0	0	0	0	11	202
4/12/23	19:00	27	101	34	0	10	0	0	1	0	0	0	0	0	3	176
4/12/23	19:15	34	96	29	0	6	0	0	0	0	0	0	0	0	1	166
4/12/23	19:30	18	81	18	0	5	0	0	0	0	0	0	0	0	5	127
4/12/23	19:45	15	77	23	0	5	0	0	0	0	0	0	0	0	7	127
4/12/23	20:00	29	82	20	0	4	0	0	0	0	0	0	0	0	3	138
4/12/23	20:15	23	69	16	0	8	0	0	0	0	0	0	0	0	3	119
4/12/23	20:30	31	66	18	1	4	0	0	0	0	0	0	0	0	2	122
4/12/23	20:45	18	50	24	0	5	0	0	0	0	0	0	0	0	2	99
4/12/23	21:00	21	50	14	0	3	0	0	0	0	0	0	0	0	0	88
4/12/23	21:15	11	53	10	0	4	0	0	0	0	0	0	0	0	0	78
4/12/23	21:30	19	41	11	0	2	0	0	0	0	0	0	0	0	1	74
4/12/23	21:45	1	36	8	0	1	0	0	0	0	0	0	0	0	2	48
4/12/23	22:00	2	36	8	0	2	0	0	0	0	0	0	0	0	0	48
4/12/23	22:15	6	32	9	0	4	0	0	4	0	0	0	0	0	0	55
4/12/23	22:30	6	34	5	0	1	0	0	0	0	0	0	0	0	1	47
4/12/23	22:45	1	54	21	0	5	0	0	1	0	0	0	0	0	4	86
4/12/23	23:00	0	34	13	0	9	0	0	0	0	0	0	0	0	0	56
4/12/23	23:15	0	17	5	0	2	0	0	0	0	0	0	0	0	2	26
4/12/23	23:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
4/12/23	23:45	0	5	4	0	3	0	0	0	0	0	0	0	0	0	12
4/13/23	0:00	0	8	1	0	1	0	0	1	0	0	0	0	0	0	11
4/13/23	0:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	0:30	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
4/13/23	0:45	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
4/13/23	1:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	1:15	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
4/13/23	1:30	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
4/13/23	1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	2:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/13/23	2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	2:30	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	2:45	0	6	1	0	0	1	0	0	0	0	0	0	0	0	8
4/13/23	3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	3:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	4:00	0	2	2	0	1	1	0	0	0	0	0	0	0	0	6
4/13/23	4:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4/13/23	4:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4/13/23	4:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
4/13/23	5:00	0	12	3	0	0	0	0	1	0	0	0	0	0	1	17
4/13/23	5:15	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
4/13/23	5:30	0	26	4	0	3	0	0	0	0	0	0	0	0	0	33
4/13/23	5:45	0	39	13	0	3	0	0	0	0	0	0	0	0	0	55
4/13/23	6:00	0	36	13	0	5	0	0	0	0	0	0	0	0	2	56
4/13/23	6:15	0	56	21	0	13	0	0	0	1	0	0	0	0	2	93
4/13/23	6:30	1	89	34	2	11	0	1	1	0	0	0	0	0	2	141
4/13/23	6:45	0	102	36	1	15	1	0	0	0	0	0	0	0	4	159
4/13/23	7:00	1	70	39	0	15	0	0	1	0	0	0	0	0	3	129
4/13/23	7:15	3	106	34	0	17	0	0	0	0	0	0	0	0	9	169
4/13/23	7:30	2	162	46	1	21	0	0	1	1	0	0	0	0	5	239
4/13/23	7:45	0	174	63	0	16	1	0	2	0	1	0	0	0	15	272
4/13/23	8:00	0	176	71	0	16	2	0	2	0	0	0	0	0	9	276
4/13/23	8:15	0	138	60	2	34	2	0	3	0	0	0	0	0	10	249
4/13/23	8:30	1	129	46	2	18	1	0	4	0	0	0	0	0	11	212
4/13/23	8:45	2	108	39	1	14	0	0	2	0	0	0	0	0	8	174
4/13/23	9:00	0	81	33	2	11	1	0	1	0	0	0	0	0	4	133
4/13/23	9:15	1	91	37	3	11	0	0	4	1	0	0	0	0	5	153
4/13/23	9:30	0	84	38	1	14	0	0	2	0	0	0	0	0	1	140
4/13/23	9:45	1	93	29	3	17	0	0	2	2	0	0	0	0	5	152
4/13/23	10:00	1	93	39	2	8	1	0	0	0	0	0	0	0	5	149
4/13/23	10:15	1	85	37	2	12	0	0	4	0	0	0	0	0	4	145
4/13/23	10:30	1	77	38	3	18	0	0	3	2	1	0	0	0	7	150
4/13/23	10:45	3	108	48	2	25	0	0	3	2	0	0	0	0	6	197
4/13/23	11:00	3	100	51	3	18	1	0	2	1	0	0	0	0	3	182
4/13/23	11:15	1	131	54	0	26	0	0	1	0	0	0	0	0	7	220
4/13/23	11:30	0	121	41	5	22	1	0	1	0	0	0	0	0	7	198
4/13/23	11:45	0	148	50	0	24	0	0	3	2	0	0	0	0	6	233
4/13/23	12:00	1	147	50	1	16	3	0	3	0	0	0	0	0	7	228
4/13/23	12:15	0	153	40	3	21	0	0	2	0	0	0	0	0	7	226
4/13/23	12:30	1	139	46	0	16	0	0	4	1	0	0	0	0	17	224
4/13/23	12:45	0	139	40	0	13	0	0	2	0	0	0	0	0	4	198
4/13/23	13:00	0	139	48	0	24	1	0	2	0	0	0	0	0	13	227
4/13/23	13:15	0	134	32	0	13	0	0	1	0	0	0	0	0	9	189
4/13/23	13:30	1	123	50	1	12	0	0	0	0	0	0	0	0	8	195
4/13/23	13:45	3	116	37	0	8	0	0	4	0	0	0	0	0	2	170
4/13/23	14:00	3	140	45	1	12	0	0	2	0	0	0	0	0	4	207
4/13/23	14:15	0	149	40	2	9	0	0	0	1	0	0	0	0	6	207
4/13/23	14:30	0	145	57	0	15	0	2	1	0	0	0	0	0	1	221
4/13/23	14:45	0	173	68	1	23	0	0	2	0	0	0	0	0	10	277
4/13/23	15:00	1	179	48	0	24	0	0	2	0	0	0	0	0	18	272

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	15:15	2	154	47	1	11	0	0	4	1	0	0	0	0	5	225
4/13/23	15:30	1	152	57	3	18	1	0	2	1	0	0	0	0	10	245
4/13/23	15:45	5	164	53	1	20	0	0	2	0	0	0	0	0	10	255
4/13/23	16:00	2	156	70	5	22	1	0	0	1	0	0	0	0	11	268
4/13/23	16:15	2	163	47	1	16	0	0	1	1	0	0	0	0	14	245
4/13/23	16:30	2	164	65	2	20	0	0	1	0	0	0	0	0	12	266
4/13/23	16:45	3	194	45	1	9	0	0	1	1	0	0	0	0	15	269
4/13/23	17:00	0	177	47	1	17	0	0	2	0	0	0	0	0	12	256
4/13/23	17:15	3	213	58	3	12	2	0	2	0	0	0	0	0	5	298
4/13/23	17:30	2	182	51	1	15	0	0	3	0	0	0	0	0	8	262
4/13/23	17:45	0	168	45	0	14	0	0	1	0	0	0	0	0	8	236
4/13/23	18:00	1	145	42	0	16	0	0	2	0	0	0	0	0	8	214
4/13/23	18:15	0	122	39	1	10	0	0	0	0	0	0	0	0	1	173
4/13/23	18:30	1	99	29	0	5	0	0	0	0	0	0	0	0	2	136
4/13/23	18:45	0	111	31	0	7	0	0	1	0	0	0	0	0	7	157
4/13/23	19:00	0	88	26	0	8	0	0	0	0	0	0	0	0	1	123
4/13/23	19:15	0	73	26	0	6	0	0	1	0	0	0	0	0	0	106
4/13/23	19:30	0	87	20	0	4	0	0	0	0	0	0	0	0	0	111
4/13/23	19:45	3	80	28	0	6	0	0	0	0	0	0	0	0	1	118
4/13/23	20:00	0	56	15	0	1	0	0	0	0	0	0	0	0	0	72
4/13/23	20:15	1	61	13	0	5	0	0	0	0	0	0	0	1	2	83
4/13/23	20:30	0	38	17	0	2	0	0	0	0	0	0	0	0	2	59
4/13/23	20:45	0	55	9	0	3	0	0	0	0	0	0	0	0	0	67
4/13/23	21:00	0	50	7	0	4	0	0	0	0	0	0	0	0	2	63
4/13/23	21:15	0	35	9	0	1	0	0	0	0	0	0	0	0	0	45
4/13/23	21:30	0	41	6	0	1	0	0	0	1	0	0	0	0	0	49
4/13/23	21:45	0	36	4	0	3	0	0	0	0	0	0	0	0	0	43
4/13/23	22:00	0	30	4	0	1	0	0	0	0	0	0	0	0	0	35
4/13/23	22:15	1	25	8	0	5	0	0	0	0	0	0	0	0	0	39
4/13/23	22:30	2	25	4	0	3	1	0	0	0	0	0	0	0	0	35
4/13/23	22:45	0	61	17	0	4	0	0	0	0	0	0	0	0	0	82
4/13/23	23:00	1	40	15	0	7	0	0	0	0	0	0	0	0	0	63
4/13/23	23:15	0	22	3	0	3	0	0	0	0	0	0	0	0	0	28
4/13/23	23:30	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
4/13/23	23:45	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
4/14/23	0:00	0	7	2	0	0	0	0	0	0	0	0	0	0	2	11
4/14/23	0:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
4/14/23	0:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/14/23	0:45	1	2	2	0	2	1	0	0	0	0	0	0	0	0	8
4/14/23	1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	1:15	0	3	0	1	1	0	0	0	0	0	0	0	0	0	5
4/14/23	1:30	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
4/14/23	1:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/14/23	2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	2:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	2:30	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
4/14/23	2:45	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
4/14/23	3:00	0	2	2	0	0	1	0	0	0	0	0	0	0	0	5
4/14/23	3:15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	3:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
4/14/23	3:45	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	4:00	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
4/14/23	4:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
4/14/23	4:30	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
4/14/23	4:45	0	8	0	0	2	0	0	0	0	0	0	0	0	0	10
4/14/23	5:00	0	12	3	1	0	0	0	0	0	0	0	0	0	0	16
4/14/23	5:15	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
4/14/23	5:30	0	28	8	0	2	0	0	0	0	0	0	0	0	0	38
4/14/23	5:45	0	33	14	0	4	0	0	0	0	0	0	0	0	0	51
4/14/23	6:00	0	25	9	1	2	0	0	0	1	0	0	0	0	0	38
4/14/23	6:15	0	51	23	0	11	0	0	1	0	0	0	0	0	1	87
4/14/23	6:30	0	81	39	2	9	1	0	0	0	0	0	0	0	1	133
4/14/23	6:45	0	87	27	0	17	0	0	0	0	0	0	0	0	6	137
4/14/23	7:00	1	73	40	1	17	0	0	0	0	0	0	0	0	0	132
4/14/23	7:15	1	95	29	0	16	0	0	2	1	0	0	0	0	7	151
4/14/23	7:30	1	129	47	0	17	1	0	2	0	0	0	0	0	11	208
4/14/23	7:45	0	141	47	2	24	0	0	0	0	0	0	0	0	15	229
4/14/23	8:00	1	117	45	0	20	0	0	1	0	0	0	0	0	3	187
4/14/23	8:15	0	100	42	1	14	0	0	1	1	0	0	0	0	4	163
4/14/23	8:30	0	108	39	3	10	0	0	4	1	1	0	0	0	1	167
4/14/23	8:45	0	82	35	4	14	0	0	0	3	0	0	0	0	5	143
4/14/23	9:00	1	68	33	1	16	2	0	0	0	0	0	0	0	4	125
4/14/23	9:15	1	63	39	2	11	1	0	0	0	0	0	0	0	3	120
4/14/23	9:30	1	61	31	2	19	1	0	2	1	0	0	0	0	1	119
4/14/23	9:45	1	82	33	2	12	0	0	2	2	1	0	0	0	4	139
4/14/23	10:00	1	99	25	1	10	0	0	2	1	0	0	0	0	6	145
4/14/23	10:15	3	74	31	0	15	1	0	3	1	0	0	0	0	4	132
4/14/23	10:30	3	96	32	3	11	1	0	3	0	0	0	0	0	9	158
4/14/23	10:45	2	93	38	4	17	1	0	4	2	0	0	0	0	2	163
4/14/23	11:00	0	94	43	2	13	0	0	2	0	0	0	0	0	3	157
4/14/23	11:15	0	116	42	1	10	0	0	4	3	0	0	0	0	3	179
4/14/23	11:30	0	96	46	1	20	0	0	4	0	0	0	0	0	8	175
4/14/23	11:45	1	127	48	1	16	1	0	0	2	0	0	0	0	8	204
4/14/23	12:00	1	127	55	2	18	0	0	1	0	0	0	0	0	5	209
4/14/23	12:15	2	130	46	1	14	0	0	1	2	0	0	0	0	6	202
4/14/23	12:30	1	136	58	0	24	1	0	2	0	0	0	0	0	6	228
4/14/23	12:45	0	135	72	1	18	0	0	1	1	0	0	0	0	8	236
4/14/23	13:00	0	133	51	3	12	1	0	0	0	0	0	0	0	10	210
4/14/23	13:15	0	116	52	0	16	0	0	1	0	0	0	0	0	4	189
4/14/23	13:30	1	144	54	1	14	0	0	2	1	0	0	0	0	6	223
4/14/23	13:45	1	131	36	4	13	0	0	1	1	0	0	0	0	8	195
4/14/23	14:00	2	113	46	1	14	1	0	2	0	0	0	0	0	13	192
4/14/23	14:15	0	142	47	0	24	0	0	2	2	0	0	0	0	7	224
4/14/23	14:30	2	127	61	2	19	0	0	1	0	0	0	0	0	7	219
4/14/23	14:45	1	190	63	0	25	1	0	0	1	0	0	0	0	16	297
4/14/23	15:00	2	175	56	1	22	1	0	2	0	1	0	0	0	21	281
4/14/23	15:15	1	140	39	0	14	0	0	3	1	0	0	0	0	11	209
4/14/23	15:30	1	129	49	0	10	1	0	1	3	0	0	0	0	13	207
4/14/23	15:45	0	182	60	1	23	0	0	0	0	0	0	0	0	13	279
4/14/23	16:00	0	175	66	1	25	1	0	0	0	0	0	0	0	10	278
4/14/23	16:15	0	169	59	0	12	1	0	0	0	0	0	0	0	14	255
4/14/23	16:30	0	159	44	3	17	0	0	1	0	0	0	0	0	6	230

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	16:45	1	142	50	2	8	1	0	1	1	0	0	0	0	5	211
4/14/23	17:00	1	156	45	1	13	1	0	0	0	0	0	0	0	12	229
4/14/23	17:15	3	184	53	2	14	1	0	0	0	0	0	0	0	15	272
4/14/23	17:30	0	182	44	1	14	0	0	3	0	0	0	0	0	6	250
4/14/23	17:45	0	199	60	1	11	0	0	1	1	0	0	0	0	7	280
4/14/23	18:00	0	143	49	1	15	0	0	1	0	0	0	0	0	9	218
4/14/23	18:15	1	170	36	0	10	1	0	0	0	0	0	0	0	8	226
4/14/23	18:30	0	144	41	0	10	1	1	1	0	0	0	0	0	22	220
4/14/23	18:45	0	125	31	2	12	0	0	0	0	0	0	0	0	8	178
4/14/23	19:00	4	114	26	0	13	0	0	0	0	0	0	0	0	8	165
4/14/23	19:15	0	110	39	0	6	0	0	0	0	0	0	0	0	1	156
4/14/23	19:30	0	87	24	0	4	0	0	0	0	0	0	0	0	0	115
4/14/23	19:45	0	69	22	0	7	0	0	0	0	0	0	0	0	0	98
4/14/23	20:00	0	80	23	0	5	0	0	0	0	0	0	0	0	3	111
4/14/23	20:15	1	69	14	0	5	0	0	0	0	0	0	0	0	2	91
4/14/23	20:30	0	51	13	0	7	0	0	0	0	0	0	0	0	0	71
4/14/23	20:45	0	64	13	0	5	0	0	0	0	0	0	0	0	1	83
4/14/23	21:00	0	51	6	0	5	0	0	0	0	0	0	0	0	2	64
4/14/23	21:15	0	47	8	0	5	0	0	0	0	0	0	0	0	0	60
4/14/23	21:30	1	38	6	0	3	0	0	0	0	0	0	0	0	0	48
4/14/23	21:45	0	43	10	0	3	0	0	0	0	0	0	0	0	0	56
4/14/23	22:00	0	34	16	0	5	0	0	0	0	0	0	0	0	0	55
4/14/23	22:15	0	20	11	0	5	0	0	0	0	0	0	0	0	0	36
4/14/23	22:30	0	33	6	0	2	0	0	0	0	0	0	0	0	0	41
4/14/23	22:45	1	56	15	1	6	0	0	0	0	0	0	0	0	3	82
4/14/23	23:00	0	51	17	0	5	0	0	1	0	0	0	0	0	2	76
4/14/23	23:15	0	18	3	1	3	0	0	0	0	0	0	0	0	0	25
4/14/23	23:30	0	17	3	0	2	0	0	0	0	0	0	0	0	0	22
4/14/23	23:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
4/15/23	0:00	1	14	2	0	1	0	0	0	0	0	0	0	0	2	20
4/15/23	0:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/15/23	0:30	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
4/15/23	0:45	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
4/15/23	1:00	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
4/15/23	1:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/15/23	1:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	2:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/15/23	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	2:30	1	3	1	0	1	0	0	0	0	0	0	0	0	0	6
4/15/23	2:45	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
4/15/23	3:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	3:15	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
4/15/23	3:30	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	3:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	4:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
4/15/23	4:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/15/23	4:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	5:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4/15/23	5:15	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	5:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
4/15/23	5:45	0	17	4	0	3	0	0	0	0	0	0	0	0	0	24
4/15/23	6:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
4/15/23	6:15	0	12	4	0	1	0	0	1	0	0	0	0	0	0	18
4/15/23	6:30	0	16	6	1	0	0	0	0	0	0	0	0	0	0	23
4/15/23	6:45	0	23	5	1	1	0	0	1	0	0	0	0	0	0	31
4/15/23	7:00	0	30	8	0	4	0	0	0	0	0	0	0	0	2	44
4/15/23	7:15	0	21	10	0	4	0	0	0	0	0	0	0	0	0	35
4/15/23	7:30	0	35	9	1	8	0	0	0	0	0	0	0	0	1	54
4/15/23	7:45	0	44	15	0	1	0	0	1	0	0	0	0	0	0	61
4/15/23	8:00	1	30	14	0	5	0	0	1	0	0	0	0	0	2	53
4/15/23	8:15	2	46	17	0	5	0	0	0	0	0	0	0	0	0	70
4/15/23	8:30	3	58	21	0	7	0	0	0	0	0	0	0	0	1	90
4/15/23	8:45	3	65	20	0	10	0	0	2	0	0	0	0	0	1	101
4/15/23	9:00	1	66	12	1	11	0	0	0	0	0	0	0	0	1	92
4/15/23	9:15	1	88	22	0	7	0	0	1	0	0	0	0	0	2	121
4/15/23	9:30	1	87	20	0	4	0	0	2	0	0	0	0	0	1	115
4/15/23	9:45	4	103	33	0	9	0	0	1	0	0	0	0	0	0	150
4/15/23	10:00	3	82	25	0	3	0	0	2	0	0	0	0	0	1	116
4/15/23	10:15	2	119	20	0	4	0	0	0	0	0	0	0	0	3	148
4/15/23	10:30	0	108	32	0	5	0	0	0	0	0	0	0	0	1	146
4/15/23	10:45	2	103	40	0	5	0	0	1	0	0	0	0	0	1	152
4/15/23	11:00	8	120	36	0	14	0	0	0	0	0	0	0	0	2	180
4/15/23	11:15	4	111	36	0	12	0	0	2	0	0	0	0	0	15	180
4/15/23	11:30	12	123	38	0	12	0	0	2	0	0	0	0	0	5	192
4/15/23	11:45	14	100	27	0	6	0	0	1	0	0	0	0	0	4	152
4/15/23	12:00	12	104	38	0	8	0	0	0	0	0	0	0	0	3	165
4/15/23	12:15	23	127	33	1	14	0	0	1	0	0	0	0	0	7	206
4/15/23	12:30	18	120	44	0	12	0	0	0	0	0	0	0	0	9	203
4/15/23	12:45	14	125	27	0	10	0	0	0	0	0	0	0	0	5	181
4/15/23	13:00	22	127	38	1	11	0	0	0	0	0	0	0	0	1	200
4/15/23	13:15	18	144	36	1	8	0	0	1	0	0	0	0	0	1	209
4/15/23	13:30	15	115	36	1	7	0	0	0	0	0	0	0	0	7	181
4/15/23	13:45	12	112	42	0	12	1	0	0	0	0	0	0	0	16	195
4/15/23	14:00	16	135	28	0	7	0	0	2	0	0	0	0	0	7	195
4/15/23	14:15	18	120	35	0	7	0	0	2	0	0	0	0	0	11	193
4/15/23	14:30	14	131	41	0	13	0	0	2	0	0	0	0	0	4	205
4/15/23	14:45	14	133	26	0	8	0	0	4	0	0	0	0	0	8	193
4/15/23	15:00	24	106	33	0	9	1	0	0	0	0	0	0	0	3	176
4/15/23	15:15	11	118	25	0	13	0	0	0	0	0	0	0	0	6	173
4/15/23	15:30	12	106	38	0	11	0	0	0	0	0	0	0	0	4	171
4/15/23	15:45	11	121	29	0	9	0	0	1	0	0	0	0	0	4	175
4/15/23	16:00	4	104	30	0	14	0	0	2	0	0	0	0	0	6	160
4/15/23	16:15	5	108	36	0	12	0	0	1	0	0	0	0	0	5	167
4/15/23	16:30	2	115	25	0	7	0	0	0	0	0	0	0	0	6	155
4/15/23	16:45	6	162	38	0	9	0	0	1	1	0	0	0	0	3	220
4/15/23	17:00	8	140	34	1	11	0	0	1	0	0	0	0	0	8	203
4/15/23	17:15	4	124	25	0	8	0	0	0	0	0	0	0	0	5	166
4/15/23	17:30	2	112	24	0	9	0	0	0	0	0	0	0	0	5	152
4/15/23	17:45	3	105	27	0	8	0	0	1	0	0	0	0	0	1	145

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	18:00	7	112	26	0	8	0	0	0	0	0	0	0	0	5	158
4/15/23	18:15	2	99	26	0	4	0	0	1	0	0	0	0	0	0	132
4/15/23	18:30	2	98	28	0	7	0	0	1	0	0	0	0	0	2	138
4/15/23	18:45	4	90	31	0	8	0	0	0	0	0	0	0	0	3	136
4/15/23	19:00	2	104	19	0	7	0	0	0	0	0	0	0	0	2	134
4/15/23	19:15	0	80	28	0	10	0	0	0	0	0	0	0	0	0	118
4/15/23	19:30	0	80	29	0	3	0	0	0	0	0	0	0	0	1	113
4/15/23	19:45	1	73	14	0	5	0	0	0	0	0	0	0	0	1	94
4/15/23	20:00	0	59	20	0	8	0	0	0	0	0	0	0	0	0	87
4/15/23	20:15	0	59	10	0	2	0	0	0	0	0	0	0	0	2	73
4/15/23	20:30	1	64	16	0	2	0	0	0	0	0	0	0	0	0	83
4/15/23	20:45	3	56	14	0	3	0	0	0	0	0	0	0	0	1	77
4/15/23	21:00	1	52	17	0	0	0	0	0	0	0	0	0	0	0	70
4/15/23	21:15	2	43	7	0	2	0	0	0	0	0	0	0	0	2	56
4/15/23	21:30	1	37	5	0	5	0	0	0	0	0	0	0	0	0	48
4/15/23	21:45	0	25	4	0	2	0	0	0	0	0	0	0	0	2	33
4/15/23	22:00	0	33	8	0	2	0	0	0	2	0	0	0	0	0	45
4/15/23	22:15	0	34	10	0	4	0	0	0	0	0	0	0	0	0	48
4/15/23	22:30	0	29	4	0	3	0	0	0	0	0	0	0	0	0	36
4/15/23	22:45	0	29	5	0	3	0	0	0	0	0	0	0	0	0	37
4/15/23	23:00	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
4/15/23	23:15	0	20	5	0	0	0	0	0	1	0	0	0	0	0	26
4/15/23	23:30	1	22	5	0	0	1	0	0	0	0	0	0	0	0	29
4/15/23	23:45	0	23	2	0	0	0	0	0	0	0	0	0	0	0	25
4/16/23	0:00	0	11	2	0	3	0	0	0	0	0	0	0	0	0	16
4/16/23	0:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4/16/23	0:30	1	13	3	0	1	1	0	0	0	0	0	0	0	0	19
4/16/23	0:45	1	13	4	0	1	0	0	0	0	0	0	0	0	0	19
4/16/23	1:00	1	9	1	0	0	0	0	0	0	0	0	0	0	0	11
4/16/23	1:15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	1:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
4/16/23	1:45	1	5	1	0	0	1	0	0	0	0	0	0	0	0	8
4/16/23	2:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	2:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	2:30	1	5	4	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	2:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
4/16/23	3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	3:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	3:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	4:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	4:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	5:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
4/16/23	5:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	5:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	5:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	6:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	6:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	6:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	6:45	1	20	1	0	0	0	0	0	0	0	0	0	0	0	22
4/16/23	7:00	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
4/16/23	7:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
4/16/23	7:30	0	17	7	0	2	0	0	0	0	0	0	0	0	0	26
4/16/23	7:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
4/16/23	8:00	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
4/16/23	8:15	1	25	10	0	0	0	0	0	0	0	0	0	0	0	36
4/16/23	8:30	1	31	13	0	3	0	0	0	0	0	0	0	0	1	49
4/16/23	8:45	0	53	27	0	6	0	0	1	0	0	0	0	0	0	87
4/16/23	9:00	0	59	13	0	3	0	0	0	0	0	0	0	0	0	75
4/16/23	9:15	0	51	15	0	1	0	0	0	0	0	0	0	0	0	67
4/16/23	9:30	0	51	11	0	4	0	0	0	0	0	0	0	0	3	69
4/16/23	9:45	1	62	29	0	6	0	0	1	0	0	0	0	0	0	99
4/16/23	10:00	0	70	19	0	4	0	0	0	0	0	0	0	0	1	94
4/16/23	10:15	2	63	19	0	6	0	0	0	0	0	0	0	0	0	90
4/16/23	10:30	0	87	30	0	9	0	0	0	0	0	0	0	0	5	131
4/16/23	10:45	0	77	18	0	1	0	0	0	0	0	0	0	0	2	98
4/16/23	11:00	0	84	27	0	4	0	0	0	0	0	0	0	0	7	122
4/16/23	11:15	0	96	19	0	5	0	0	0	0	0	0	0	0	4	124
4/16/23	11:30	1	111	18	0	3	0	0	0	0	0	0	0	0	4	137
4/16/23	11:45	2	129	31	0	3	0	0	0	0	0	0	0	0	1	166
4/16/23	12:00	1	123	30	1	6	0	0	0	0	0	0	0	0	7	168
4/16/23	12:15	3	142	23	0	8	0	0	0	0	0	0	0	0	0	176
4/16/23	12:30	0	127	23	0	8	0	0	0	0	0	0	0	0	7	165
4/16/23	12:45	0	134	35	0	5	0	0	0	0	0	0	0	0	3	177
4/16/23	13:00	2	110	35	0	4	0	0	0	0	0	0	0	0	9	160
4/16/23	13:15	4	135	41	0	11	0	0	1	0	0	0	0	0	2	194
4/16/23	13:30	0	113	33	0	9	0	0	1	0	0	0	0	0	3	159
4/16/23	13:45	7	128	39	0	9	0	0	0	0	0	0	0	0	2	185
4/16/23	14:00	3	130	42	0	12	0	0	0	0	0	0	0	0	7	194
4/16/23	14:15	1	112	32	0	9	0	0	0	0	0	0	0	0	2	156
4/16/23	14:30	1	141	26	0	8	0	0	1	0	0	0	0	0	5	182
4/16/23	14:45	5	115	38	0	10	0	0	1	0	0	0	0	0	6	175
4/16/23	15:00	2	98	30	0	7	1	0	0	0	0	0	0	0	5	143
4/16/23	15:15	1	90	24	0	8	0	0	0	0	0	0	0	0	2	125
4/16/23	15:30	0	105	23	0	6	0	0	0	0	0	0	0	0	3	137
4/16/23	15:45	6	113	32	0	8	0	0	1	0	0	0	0	0	6	166
4/16/23	16:00	0	103	29	0	10	0	0	1	0	0	0	0	0	3	146
4/16/23	16:15	0	115	34	1	5	0	0	0	0	0	0	0	0	4	159
4/16/23	16:30	5	100	18	0	6	0	0	1	0	0	0	0	0	1	131
4/16/23	16:45	4	110	18	1	4	0	0	0	0	0	0	0	0	1	138
4/16/23	17:00	0	88	36	0	8	0	0	0	0	0	0	0	0	5	137
4/16/23	17:15	0	105	18	0	4	0	0	0	0	0	0	0	0	0	127
4/16/23	17:30	5	90	16	0	3	0	0	0	0	0	0	0	0	1	115
4/16/23	17:45	3	80	26	0	4	0	0	0	0	0	0	0	0	0	113
4/16/23	18:00	1	109	14	0	6	0	0	0	0	0	0	0	0	3	133
4/16/23	18:15	1	88	23	0	3	0	0	1	0	0	0	0	0	2	118
4/16/23	18:30	0	79	21	0	7	0	0	0	0	0	0	0	0	1	108
4/16/23	18:45	1	76	22	0	2	0	0	0	0	0	0	0	0	2	103
4/16/23	19:00	1	72	16	0	4	0	0	0	0	0	0	0	0	5	98
4/16/23	19:15	0	51	21	0	2	0	0	1	0	0	0	0	0	1	76

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	19:30	1	77	12	0	4	0	0	0	0	0	0	0	0	0	94
4/16/23	19:45	0	53	16	0	2	0	0	0	0	0	0	0	0	2	73
4/16/23	20:00	1	53	15	0	8	0	0	1	0	0	0	0	0	0	78
4/16/23	20:15	1	47	14	0	4	0	0	0	0	0	0	0	0	0	66
4/16/23	20:30	0	35	16	0	6	0	0	0	0	0	0	0	0	2	59
4/16/23	20:45	0	32	6	0	3	0	0	0	1	0	0	0	0	0	42
4/16/23	21:00	0	41	7	0	1	0	0	0	0	0	0	0	0	0	49
4/16/23	21:15	1	25	4	0	1	0	0	0	1	0	0	0	0	0	32
4/16/23	21:30	0	17	8	0	2	0	0	0	0	0	0	0	0	0	27
4/16/23	21:45	0	21	6	0	0	0	0	0	0	0	0	0	0	0	27
4/16/23	22:00	1	31	5	0	0	0	0	0	0	0	0	0	0	0	37
4/16/23	22:15	1	26	7	0	3	0	0	0	0	0	0	0	0	0	37
4/16/23	22:30	1	21	2	0	0	0	0	0	0	0	0	0	0	1	25
4/16/23	22:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
4/16/23	23:00	0	17	1	0	3	0	0	0	0	0	0	0	0	0	21
4/16/23	23:15	0	12	0	0	1	0	0	0	0	0	0	0	0	0	13
4/16/23	23:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4/16/23	23:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
4/17/23	0:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4/17/23	0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/17/23	0:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/17/23	0:45	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
4/17/23	1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	1:15	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
4/17/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/17/23	2:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
4/17/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	2:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	3:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/17/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	4:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
4/17/23	4:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/17/23	4:45	0	10	4	1	0	0	0	0	0	0	0	0	0	0	15
4/17/23	5:00	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
4/17/23	5:15	1	8	3	0	2	0	0	0	0	0	0	0	0	0	14
4/17/23	5:30	0	28	8	0	2	0	0	0	0	0	0	0	0	0	38
4/17/23	5:45	0	44	6	0	3	0	0	0	0	0	0	0	0	0	53
4/17/23	6:00	0	35	18	0	7	0	0	0	0	0	0	0	0	0	60
4/17/23	6:15	0	53	28	0	9	0	0	0	0	0	0	0	0	2	92
4/17/23	6:30	0	85	39	1	13	0	0	0	0	0	0	0	0	1	139
4/17/23	6:45	1	103	33	0	19	0	0	2	0	0	0	0	0	2	160
4/17/23	7:00	1	100	33	2	17	1	0	1	0	0	0	0	0	3	158
4/17/23	7:15	2	105	38	0	19	0	0	0	0	0	0	0	0	4	168
4/17/23	7:30	1	145	34	0	12	0	0	1	0	0	0	0	0	7	200
4/17/23	7:45	1	169	50	0	18	2	0	4	0	0	0	0	0	8	252
4/17/23	8:00	1	161	57	1	15	2	0	0	1	0	0	0	0	8	246

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	8:15	0	142	38	0	13	0	0	3	1	0	0	0	0	4	201
4/17/23	8:30	0	103	35	1	17	0	1	3	0	0	0	0	0	7	167
4/17/23	8:45	3	99	45	1	13	0	0	0	1	0	0	0	0	4	166
4/17/23	9:00	0	70	37	0	16	0	0	4	0	0	0	0	0	4	131
4/17/23	9:15	0	82	26	0	15	0	0	1	0	0	0	0	0	2	126
4/17/23	9:30	0	62	31	3	14	0	0	3	0	0	0	0	0	1	114
4/17/23	9:45	1	96	28	2	17	0	0	2	2	0	0	0	0	1	149
4/17/23	10:00	0	79	35	1	12	0	0	3	0	0	0	0	0	0	130
4/17/23	10:15	1	80	39	4	14	0	0	3	1	0	0	0	0	6	148
4/17/23	10:30	3	84	36	0	7	1	0	1	1	0	0	0	0	2	135
4/17/23	10:45	5	90	32	1	12	1	0	6	0	0	0	0	0	7	154
4/17/23	11:00	0	90	36	1	17	0	0	1	1	0	0	0	0	3	149
4/17/23	11:15	3	93	39	1	16	0	0	5	0	0	0	0	0	2	159
4/17/23	11:30	1	110	45	0	15	2	0	2	1	0	0	0	0	7	183
4/17/23	11:45	2	146	54	0	13	0	0	1	1	0	0	0	0	7	224
4/17/23	12:00	1	126	45	1	20	0	0	1	0	0	0	0	0	5	199
4/17/23	12:15	4	152	43	4	11	0	0	3	0	0	0	0	0	3	220
4/17/23	12:30	2	119	38	2	18	0	0	2	0	0	0	0	0	9	190
4/17/23	12:45	2	148	35	2	16	1	0	1	1	0	0	0	0	3	209
4/17/23	13:00	1	118	52	1	12	1	1	0	2	0	0	0	0	4	192
4/17/23	13:15	2	118	38	1	12	0	1	0	2	0	0	0	0	6	180
4/17/23	13:30	2	126	47	0	11	0	0	2	0	0	0	0	0	7	195
4/17/23	13:45	2	132	40	1	6	0	0	1	2	0	0	0	0	3	187
4/17/23	14:00	1	98	38	0	17	0	0	2	0	0	0	0	0	6	162
4/17/23	14:15	0	132	50	2	16	0	0	1	0	0	0	0	0	6	207
4/17/23	14:30	0	140	44	0	16	0	1	1	2	0	0	0	0	7	211
4/17/23	14:45	3	162	69	1	17	1	0	1	0	0	0	0	0	17	271
4/17/23	15:00	0	172	43	1	29	0	0	0	1	0	0	0	0	6	252
4/17/23	15:15	2	142	47	0	12	0	0	1	0	0	0	0	0	16	220
4/17/23	15:30	0	140	30	1	25	0	0	2	1	0	0	0	0	7	206
4/17/23	15:45	1	145	56	2	12	0	0	1	0	0	0	0	0	9	226
4/17/23	16:00	0	168	57	2	18	0	0	0	1	0	0	0	0	8	254
4/17/23	16:15	4	145	42	0	14	0	0	2	1	0	0	0	0	8	216
4/17/23	16:30	3	147	52	0	14	1	0	3	0	0	0	0	0	7	227
4/17/23	16:45	1	172	65	1	10	0	0	0	0	0	0	0	0	8	257
4/17/23	17:00	2	197	62	2	20	0	0	2	1	0	0	0	0	8	294
4/17/23	17:15	4	52	11	3	6	0	0	1	1	0	0	0	0	25	103
4/17/23	17:30	4	39	11	0	1	1	0	1	1	1	0	1	0	39	99
4/17/23	17:45	0	82	22	1	6	0	1	0	0	0	0	0	0	26	138
4/17/23	18:00	1	177	34	1	13	0	0	0	0	0	0	0	0	11	237
4/17/23	18:15	1	109	26	0	17	0	0	3	4	0	0	0	0	23	183
4/17/23	18:30	3	30	7	2	3	0	0	0	0	0	0	0	0	27	72
4/17/23	18:45	1	100	19	0	4	0	0	0	0	0	0	0	0	1	125
4/17/23	19:00	2	94	25	0	10	0	0	1	0	0	0	0	0	3	135
4/17/23	19:15	2	79	20	0	12	0	0	0	0	0	0	0	0	0	113
4/17/23	19:30	0	66	20	0	9	0	0	0	0	0	0	0	0	0	95
4/17/23	19:45	3	63	16	0	4	0	0	1	0	0	0	0	0	2	89
4/17/23	20:00	0	57	18	0	4	0	0	0	1	0	0	0	0	0	80
4/17/23	20:15	0	51	9	0	7	0	0	0	0	0	0	0	0	0	67
4/17/23	20:30	2	49	16	0	2	0	0	1	0	0	0	0	0	2	72



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	20:45	0	44	12	0	4	0	0	0	0	0	0	0	0	3	63
4/17/23	21:00	0	40	6	0	4	0	0	0	0	0	0	0	0	1	51
4/17/23	21:15	0	46	8	0	1	0	0	0	0	0	0	0	0	0	55
4/17/23	21:30	0	31	5	0	1	0	0	0	0	0	0	0	0	0	37
4/17/23	21:45	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23
4/17/23	22:00	2	30	6	0	2	0	0	0	1	0	0	0	0	0	41
4/17/23	22:15	1	19	4	0	2	0	0	1	0	0	0	0	0	0	27
4/17/23	22:30	0	34	3	0	2	0	0	0	0	0	0	0	0	0	39
4/17/23	22:45	0	52	16	0	4	0	0	0	0	0	0	0	0	0	72
4/17/23	23:00	1	43	17	0	7	0	0	0	0	0	0	0	0	0	68
4/17/23	23:15	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
4/17/23	23:30	0	6	0	0	3	0	0	0	0	0	0	0	0	0	9
4/17/23	23:45	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18

Total	1,298	49,068	15,410	305	4,991	138	18	483	171	7	0	1	2	2,562	74,454
Percent	2%	66%	21%	0%	7%	0%	0%	1%	0%	0%	0%	0%	0%	3%	

Day 1	140	7,435	2,342	55	707	47	7	92	45	1	0	0	1	601	11,473
Percent	1%	65%	20%	0%	6%	0%	0%	1%	0%	0%	0%	0%	0%	5%	

Day 2	499	8,128	2,655	50	903	21	2	100	34	0	0	0	0	429	12,821
Percent	4%	63%	21%	0%	7%	0%	0%	1%	0%	0%	0%	0%	0%	3%	

Day 3	64	7,906	2,605	66	902	22	3	92	20	2	0	0	1	383	12,066
Percent	1%	66%	22%	1%	7%	0%	0%	1%	0%	0%	0%	0%	0%	3%	

Day 4	48	7,584	2,616	71	895	26	1	66	33	3	0	0	0	409	11,752
Percent	0%	65%	22%	1%	8%	0%	0%	1%	0%	0%	0%	0%	0%	3%	

Day 5	379	5,990	1,632	9	475	3	0	40	4	0	0	0	0	201	8,733
Percent	4%	69%	19%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	2%	

Day 6	80	5,041	1,307	3	302	3	0	12	3	0	0	0	0	131	6,882
Percent	1%	73%	19%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	2%	

Day 7	88	6,984	2,253	51	807	16	5	81	32	1	0	1	0	408	10,727
Percent	1%	65%	21%	0%	8%	0%	0%	1%	0%	0%	0%	0%	0%	4%	

Average	185	7,010	2,201	44	713	20	3	69	24	1	0	0	0	366	10,636
Percent	2%	66%	21%	0%	7%	0%	0%	1%	0%	0%	0%	0%	0%	3%	

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	0:00	8	0	0	0	0	8
4/11/23	0:15	7	1	0	0	0	8
4/11/23	0:30	4	0	0	0	0	4
4/11/23	0:45	7	0	1	0	0	8
4/11/23	1:00	8	0	0	0	0	8
4/11/23	1:15	6	0	0	0	0	6
4/11/23	1:30	3	0	0	0	0	3
4/11/23	1:45	1	0	0	0	0	1
4/11/23	2:00	3	0	0	0	0	3
4/11/23	2:15	3	0	0	0	0	3
4/11/23	2:30	7	0	0	0	0	7
4/11/23	2:45	10	1	0	0	0	11
4/11/23	3:00	2	1	0	0	0	3
4/11/23	3:15	3	0	1	0	0	4
4/11/23	3:30	4	1	0	0	0	5
4/11/23	3:45	2	0	0	0	0	2
4/11/23	4:00	9	0	0	0	0	9
4/11/23	4:15	6	1	0	0	0	7
4/11/23	4:30	10	2	0	0	0	12
4/11/23	4:45	16	1	0	0	0	17
4/11/23	5:00	15	0	0	0	0	15
4/11/23	5:15	12	2	1	0	1	16
4/11/23	5:30	32	2	1	0	0	35
4/11/23	5:45	60	2	0	0	0	62
4/11/23	6:00	50	3	0	0	1	54
4/11/23	6:15	85	8	1	0	1	95
4/11/23	6:30	130	7	1	0	5	143
4/11/23	6:45	143	12	1	0	4	160
4/11/23	7:00	129	12	1	0	1	143
4/11/23	7:15	156	9	0	0	5	170
4/11/23	7:30	222	13	0	0	12	247
4/11/23	7:45	241	14	0	0	20	275
4/11/23	8:00	245	15	5	0	15	280
4/11/23	8:15	225	13	3	0	8	249
4/11/23	8:30	177	15	2	0	8	202
4/11/23	8:45	149	18	2	0	6	175
4/11/23	9:00	133	10	3	0	1	147
4/11/23	9:15	128	12	0	0	3	143
4/11/23	9:30	124	12	3	0	2	141
4/11/23	9:45	134	9	4	0	3	150
4/11/23	10:00	131	8	5	0	2	146
4/11/23	10:15	113	13	7	0	3	136
4/11/23	10:30	123	8	2	0	6	139
4/11/23	10:45	139	12	2	0	5	158
4/11/23	11:00	152	13	2	0	3	170
4/11/23	11:15	173	7	3	0	9	192
4/11/23	11:30	180	13	4	0	5	202
4/11/23	11:45	186	16	3	0	8	213
4/11/23	12:00	207	20	5	0	16	248
4/11/23	12:15	190	19	3	0	7	219

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	12:30	175	13	6	0	11	205
4/11/23	12:45	187	20	6	0	10	223
4/11/23	13:00	215	14	0	0	10	239
4/11/23	13:15	156	20	2	0	9	187
4/11/23	13:30	155	18	2	0	6	181
4/11/23	13:45	175	19	4	0	8	206
4/11/23	14:00	179	16	1	0	5	201
4/11/23	14:15	203	15	0	0	7	225
4/11/23	14:30	202	9	1	0	7	219
4/11/23	14:45	233	22	3	0	19	277
4/11/23	15:00	228	36	3	0	7	274
4/11/23	15:15	183	10	0	0	3	196
4/11/23	15:30	204	14	5	0	12	235
4/11/23	15:45	286	29	4	0	23	342
4/11/23	16:00	258	24	6	0	20	308
4/11/23	16:15	55	7	6	0	35	103
4/11/23	16:30	27	3	2	1	36	69
4/11/23	16:45	31	8	1	0	34	74
4/11/23	17:00	213	16	3	0	23	255
4/11/23	17:15	245	18	1	0	15	279
4/11/23	17:30	248	19	5	0	6	278
4/11/23	17:45	105	12	1	0	34	152
4/11/23	18:00	49	11	1	0	48	109
4/11/23	18:15	87	9	1	0	24	121
4/11/23	18:30	159	11	1	0	5	176
4/11/23	18:45	133	11	1	0	5	150
4/11/23	19:00	140	12	4	0	8	164
4/11/23	19:15	107	6	0	0	2	115
4/11/23	19:30	92	10	0	0	2	104
4/11/23	19:45	103	6	0	0	1	110
4/11/23	20:00	94	3	0	0	1	98
4/11/23	20:15	75	8	0	0	0	83
4/11/23	20:30	72	7	0	0	0	79
4/11/23	20:45	66	5	2	0	1	74
4/11/23	21:00	67	5	0	0	0	72
4/11/23	21:15	49	2	0	0	0	51
4/11/23	21:30	33	3	0	0	1	37
4/11/23	21:45	31	1	0	0	0	32
4/11/23	22:00	30	1	0	0	0	31
4/11/23	22:15	39	1	0	0	0	40
4/11/23	22:30	43	0	0	0	1	44
4/11/23	22:45	76	4	0	0	2	82
4/11/23	23:00	56	8	0	0	0	64
4/11/23	23:15	23	1	0	0	0	24
4/11/23	23:30	14	2	0	0	0	16
4/11/23	23:45	13	2	0	0	0	15
4/12/23	0:00	8	1	0	0	0	9
4/12/23	0:15	5	0	0	0	0	5
4/12/23	0:30	6	0	0	0	0	6

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	0:45	5	2	0	0	0	7
4/12/23	1:00	3	1	0	0	0	4
4/12/23	1:15	6	0	0	0	0	6
4/12/23	1:30	0	0	0	0	0	0
4/12/23	1:45	5	0	0	0	0	5
4/12/23	2:00	4	0	0	0	0	4
4/12/23	2:15	3	0	1	0	0	4
4/12/23	2:30	2	1	0	0	0	3
4/12/23	2:45	9	1	0	0	0	10
4/12/23	3:00	6	1	0	0	0	7
4/12/23	3:15	3	0	0	0	0	3
4/12/23	3:30	1	1	0	0	0	2
4/12/23	3:45	3	0	0	0	0	3
4/12/23	4:00	5	0	0	0	0	5
4/12/23	4:15	8	0	0	0	0	8
4/12/23	4:30	8	1	0	0	0	9
4/12/23	4:45	21	1	0	0	0	22
4/12/23	5:00	12	1	0	0	0	13
4/12/23	5:15	11	2	0	0	0	13
4/12/23	5:30	26	6	0	0	2	34
4/12/23	5:45	66	5	0	0	0	71
4/12/23	6:00	38	4	0	0	0	42
4/12/23	6:15	87	7	0	0	1	95
4/12/23	6:30	128	13	0	0	3	144
4/12/23	6:45	129	11	1	0	2	143
4/12/23	7:00	116	16	1	0	1	134
4/12/23	7:15	170	16	0	0	6	192
4/12/23	7:30	180	19	4	0	3	206
4/12/23	7:45	202	33	3	0	6	244
4/12/23	8:00	241	21	3	0	12	277
4/12/23	8:15	207	15	5	0	13	240
4/12/23	8:30	171	27	4	0	6	208
4/12/23	8:45	150	18	6	0	7	181
4/12/23	9:00	126	16	4	0	6	152
4/12/23	9:15	138	15	2	0	8	163
4/12/23	9:30	103	16	2	0	1	122
4/12/23	9:45	137	9	3	0	1	150
4/12/23	10:00	112	15	5	0	3	135
4/12/23	10:15	120	18	4	0	3	145
4/12/23	10:30	117	16	2	0	1	136
4/12/23	10:45	147	18	4	0	9	178
4/12/23	11:00	158	23	7	0	8	196
4/12/23	11:15	170	22	2	0	1	195
4/12/23	11:30	158	25	4	0	5	192
4/12/23	11:45	188	23	7	0	5	223
4/12/23	12:00	201	29	1	0	6	237
4/12/23	12:15	199	15	4	0	5	223
4/12/23	12:30	197	24	2	0	8	231
4/12/23	12:45	179	10	4	0	15	208
4/12/23	13:00	205	13	0	0	8	226

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	13:15	176	22	4	0	10	212
4/12/23	13:30	182	20	0	0	5	207
4/12/23	13:45	187	10	5	0	2	204
4/12/23	14:00	186	18	1	0	7	212
4/12/23	14:15	182	12	5	0	10	209
4/12/23	14:30	183	13	0	0	9	205
4/12/23	14:45	261	13	3	0	13	290
4/12/23	15:00	215	20	2	0	19	256
4/12/23	15:15	199	18	1	0	5	223
4/12/23	15:30	207	13	2	0	9	231
4/12/23	15:45	218	26	1	0	15	260
4/12/23	16:00	224	17	1	0	10	252
4/12/23	16:15	237	18	0	0	12	267
4/12/23	16:30	246	17	2	0	11	276
4/12/23	16:45	247	18	3	0	24	292
4/12/23	17:00	289	16	1	0	15	321
4/12/23	17:15	282	15	1	0	21	319
4/12/23	17:30	230	22	5	0	7	264
4/12/23	17:45	243	16	2	0	6	267
4/12/23	18:00	233	8	0	0	6	247
4/12/23	18:15	198	16	1	0	4	219
4/12/23	18:30	198	4	2	0	7	211
4/12/23	18:45	181	9	1	0	11	202
4/12/23	19:00	162	10	1	0	3	176
4/12/23	19:15	159	6	0	0	1	166
4/12/23	19:30	117	5	0	0	5	127
4/12/23	19:45	115	5	0	0	7	127
4/12/23	20:00	131	4	0	0	3	138
4/12/23	20:15	108	8	0	0	3	119
4/12/23	20:30	115	5	0	0	2	122
4/12/23	20:45	92	5	0	0	2	99
4/12/23	21:00	85	3	0	0	0	88
4/12/23	21:15	74	4	0	0	0	78
4/12/23	21:30	71	2	0	0	1	74
4/12/23	21:45	45	1	0	0	2	48
4/12/23	22:00	46	2	0	0	0	48
4/12/23	22:15	47	4	4	0	0	55
4/12/23	22:30	45	1	0	0	1	47
4/12/23	22:45	76	5	1	0	4	86
4/12/23	23:00	47	9	0	0	0	56
4/12/23	23:15	22	2	0	0	2	26
4/12/23	23:30	12	0	0	0	0	12
4/12/23	23:45	9	3	0	0	0	12
4/13/23	0:00	9	1	1	0	0	11
4/13/23	0:15	5	0	0	0	0	5
4/13/23	0:30	6	2	0	0	0	8
4/13/23	0:45	7	1	0	0	0	8
4/13/23	1:00	5	0	0	0	0	5
4/13/23	1:15	1	3	0	0	0	4
4/13/23	1:30	4	1	0	0	0	5

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	1:45	5	0	0	0	0	5
4/13/23	2:00	8	0	0	0	0	8
4/13/23	2:15	3	0	0	0	0	3
4/13/23	2:30	6	1	0	0	0	7
4/13/23	2:45	7	1	0	0	0	8
4/13/23	3:00	5	0	0	0	0	5
4/13/23	3:15	2	0	0	0	0	2
4/13/23	3:30	3	0	0	0	0	3
4/13/23	3:45	2	0	0	0	0	2
4/13/23	4:00	4	2	0	0	0	6
4/13/23	4:15	8	1	0	0	0	9
4/13/23	4:30	10	0	0	0	0	10
4/13/23	4:45	13	0	0	0	0	13
4/13/23	5:00	15	0	1	0	1	17
4/13/23	5:15	12	1	0	0	0	13
4/13/23	5:30	30	3	0	0	0	33
4/13/23	5:45	52	3	0	0	0	55
4/13/23	6:00	49	5	0	0	2	56
4/13/23	6:15	77	13	1	0	2	93
4/13/23	6:30	124	14	1	0	2	141
4/13/23	6:45	138	17	0	0	4	159
4/13/23	7:00	110	15	1	0	3	129
4/13/23	7:15	143	17	0	0	9	169
4/13/23	7:30	210	22	2	0	5	239
4/13/23	7:45	237	17	3	0	15	272
4/13/23	8:00	247	18	2	0	9	276
4/13/23	8:15	198	38	3	0	10	249
4/13/23	8:30	176	21	4	0	11	212
4/13/23	8:45	149	15	2	0	8	174
4/13/23	9:00	114	14	1	0	4	133
4/13/23	9:15	129	14	5	0	5	153
4/13/23	9:30	122	15	2	0	1	140
4/13/23	9:45	123	20	4	0	5	152
4/13/23	10:00	133	11	0	0	5	149
4/13/23	10:15	123	14	4	0	4	145
4/13/23	10:30	116	21	6	0	7	150
4/13/23	10:45	159	27	5	0	6	197
4/13/23	11:00	154	22	3	0	3	182
4/13/23	11:15	186	26	1	0	7	220
4/13/23	11:30	162	28	1	0	7	198
4/13/23	11:45	198	24	5	0	6	233
4/13/23	12:00	198	20	3	0	7	228
4/13/23	12:15	193	24	2	0	7	226
4/13/23	12:30	186	16	5	0	17	224
4/13/23	12:45	179	13	2	0	4	198
4/13/23	13:00	187	25	2	0	13	227
4/13/23	13:15	166	13	1	0	9	189
4/13/23	13:30	174	13	0	0	8	195
4/13/23	13:45	156	8	4	0	2	170

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	14:00	188	13	2	0	4	207
4/13/23	14:15	189	11	1	0	6	207
4/13/23	14:30	202	17	1	0	1	221
4/13/23	14:45	241	24	2	0	10	277
4/13/23	15:00	228	24	2	0	18	272
4/13/23	15:15	203	12	5	0	5	225
4/13/23	15:30	210	22	3	0	10	245
4/13/23	15:45	222	21	2	0	10	255
4/13/23	16:00	228	28	1	0	11	268
4/13/23	16:15	212	17	2	0	14	245
4/13/23	16:30	231	22	1	0	12	266
4/13/23	16:45	242	10	2	0	15	269
4/13/23	17:00	224	18	2	0	12	256
4/13/23	17:15	274	17	2	0	5	298
4/13/23	17:30	235	16	3	0	8	262
4/13/23	17:45	213	14	1	0	8	236
4/13/23	18:00	188	16	2	0	8	214
4/13/23	18:15	161	11	0	0	1	173
4/13/23	18:30	129	5	0	0	2	136
4/13/23	18:45	142	7	1	0	7	157
4/13/23	19:00	114	8	0	0	1	123
4/13/23	19:15	99	6	1	0	0	106
4/13/23	19:30	107	4	0	0	0	111
4/13/23	19:45	111	6	0	0	1	118
4/13/23	20:00	71	1	0	0	0	72
4/13/23	20:15	75	5	0	1	2	83
4/13/23	20:30	55	2	0	0	2	59
4/13/23	20:45	64	3	0	0	0	67
4/13/23	21:00	57	4	0	0	2	63
4/13/23	21:15	44	1	0	0	0	45
4/13/23	21:30	47	1	1	0	0	49
4/13/23	21:45	40	3	0	0	0	43
4/13/23	22:00	34	1	0	0	0	35
4/13/23	22:15	34	5	0	0	0	39
4/13/23	22:30	31	4	0	0	0	35
4/13/23	22:45	78	4	0	0	0	82
4/13/23	23:00	56	7	0	0	0	63
4/13/23	23:15	25	3	0	0	0	28
4/13/23	23:30	17	0	0	0	0	17
4/13/23	23:45	16	0	0	0	0	16
4/14/23	0:00	9	0	0	0	2	11
4/14/23	0:15	6	0	0	0	0	6
4/14/23	0:30	8	0	0	0	0	8
4/14/23	0:45	5	3	0	0	0	8
4/14/23	1:00	5	0	0	0	0	5
4/14/23	1:15	3	2	0	0	0	5
4/14/23	1:30	4	1	0	0	0	5
4/14/23	1:45	7	0	0	0	0	7
4/14/23	2:00	5	0	0	0	0	5
4/14/23	2:15	4	0	0	0	0	4

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	2:30	7	1	0	0	0	8
4/14/23	2:45	8	1	0	0	0	9
4/14/23	3:00	4	1	0	0	0	5
4/14/23	3:15	4	0	0	0	0	4
4/14/23	3:30	2	1	0	0	0	3
4/14/23	3:45	7	1	0	0	0	8
4/14/23	4:00	4	1	0	0	0	5
4/14/23	4:15	6	1	0	0	0	7
4/14/23	4:30	12	1	0	0	0	13
4/14/23	4:45	8	2	0	0	0	10
4/14/23	5:00	15	1	0	0	0	16
4/14/23	5:15	6	1	0	0	0	7
4/14/23	5:30	36	2	0	0	0	38
4/14/23	5:45	47	4	0	0	0	51
4/14/23	6:00	34	3	1	0	0	38
4/14/23	6:15	74	11	1	0	1	87
4/14/23	6:30	120	12	0	0	1	133
4/14/23	6:45	114	17	0	0	6	137
4/14/23	7:00	114	18	0	0	0	132
4/14/23	7:15	125	16	3	0	7	151
4/14/23	7:30	177	18	2	0	11	208
4/14/23	7:45	188	26	0	0	15	229
4/14/23	8:00	163	20	1	0	3	187
4/14/23	8:15	142	15	2	0	4	163
4/14/23	8:30	147	13	6	0	1	167
4/14/23	8:45	117	18	3	0	5	143
4/14/23	9:00	102	19	0	0	4	125
4/14/23	9:15	103	14	0	0	3	120
4/14/23	9:30	93	22	3	0	1	119
4/14/23	9:45	116	14	5	0	4	139
4/14/23	10:00	125	11	3	0	6	145
4/14/23	10:15	108	16	4	0	4	132
4/14/23	10:30	131	15	3	0	9	158
4/14/23	10:45	133	22	6	0	2	163
4/14/23	11:00	137	15	2	0	3	157
4/14/23	11:15	158	11	7	0	3	179
4/14/23	11:30	142	21	4	0	8	175
4/14/23	11:45	176	18	2	0	8	204
4/14/23	12:00	183	20	1	0	5	209
4/14/23	12:15	178	15	3	0	6	202
4/14/23	12:30	195	25	2	0	6	228
4/14/23	12:45	207	19	2	0	8	236
4/14/23	13:00	184	16	0	0	10	210
4/14/23	13:15	168	16	1	0	4	189
4/14/23	13:30	199	15	3	0	6	223
4/14/23	13:45	168	17	2	0	8	195
4/14/23	14:00	161	16	2	0	13	192
4/14/23	14:15	189	24	4	0	7	224
4/14/23	14:30	190	21	1	0	7	219
4/14/23	14:45	254	26	1	0	16	297

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	15:00	233	24	3	0	21	281
4/14/23	15:15	180	14	4	0	11	209
4/14/23	15:30	179	11	4	0	13	207
4/14/23	15:45	242	24	0	0	13	279
4/14/23	16:00	241	27	0	0	10	278
4/14/23	16:15	228	13	0	0	14	255
4/14/23	16:30	203	20	1	0	6	230
4/14/23	16:45	193	11	2	0	5	211
4/14/23	17:00	202	15	0	0	12	229
4/14/23	17:15	240	17	0	0	15	272
4/14/23	17:30	226	15	3	0	6	250
4/14/23	17:45	259	12	2	0	7	280
4/14/23	18:00	192	16	1	0	9	218
4/14/23	18:15	207	11	0	0	8	226
4/14/23	18:30	185	12	1	0	22	220
4/14/23	18:45	156	14	0	0	8	178
4/14/23	19:00	144	13	0	0	8	165
4/14/23	19:15	149	6	0	0	1	156
4/14/23	19:30	111	4	0	0	0	115
4/14/23	19:45	91	7	0	0	0	98
4/14/23	20:00	103	5	0	0	3	111
4/14/23	20:15	84	5	0	0	2	91
4/14/23	20:30	64	7	0	0	0	71
4/14/23	20:45	77	5	0	0	1	83
4/14/23	21:00	57	5	0	0	2	64
4/14/23	21:15	55	5	0	0	0	60
4/14/23	21:30	45	3	0	0	0	48
4/14/23	21:45	53	3	0	0	0	56
4/14/23	22:00	50	5	0	0	0	55
4/14/23	22:15	31	5	0	0	0	36
4/14/23	22:30	39	2	0	0	0	41
4/14/23	22:45	72	7	0	0	3	82
4/14/23	23:00	68	5	1	0	2	76
4/14/23	23:15	21	4	0	0	0	25
4/14/23	23:30	20	2	0	0	0	22
4/14/23	23:45	11	0	0	0	0	11
4/15/23	0:00	17	1	0	0	2	20
4/15/23	0:15	9	0	0	0	0	9
4/15/23	0:30	14	1	0	0	0	15
4/15/23	0:45	11	1	0	0	0	12
4/15/23	1:00	4	0	1	0	0	5
4/15/23	1:15	7	0	0	0	0	7
4/15/23	1:30	4	0	0	0	0	4
4/15/23	1:45	4	0	0	0	0	4
4/15/23	2:00	8	0	0	0	0	8
4/15/23	2:15	0	0	0	0	0	0
4/15/23	2:30	5	1	0	0	0	6
4/15/23	2:45	8	0	0	0	0	8
4/15/23	3:00	5	0	0	0	0	5
4/15/23	3:15	4	1	0	0	0	5

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	3:30	3	0	0	0	0	3
4/15/23	3:45	4	0	0	0	0	4
4/15/23	4:00	2	0	0	0	0	2
4/15/23	4:15	2	2	0	0	0	4
4/15/23	4:30	7	0	0	0	0	7
4/15/23	4:45	5	0	0	0	0	5
4/15/23	5:00	11	0	0	0	0	11
4/15/23	5:15	7	1	0	0	0	8
4/15/23	5:30	12	0	0	0	0	12
4/15/23	5:45	21	3	0	0	0	24
4/15/23	6:00	14	0	0	0	0	14
4/15/23	6:15	16	1	1	0	0	18
4/15/23	6:30	22	1	0	0	0	23
4/15/23	6:45	28	2	1	0	0	31
4/15/23	7:00	38	4	0	0	2	44
4/15/23	7:15	31	4	0	0	0	35
4/15/23	7:30	44	9	0	0	1	54
4/15/23	7:45	59	1	1	0	0	61
4/15/23	8:00	45	5	1	0	2	53
4/15/23	8:15	65	5	0	0	0	70
4/15/23	8:30	82	7	0	0	1	90
4/15/23	8:45	88	10	2	0	1	101
4/15/23	9:00	79	12	0	0	1	92
4/15/23	9:15	111	7	1	0	2	121
4/15/23	9:30	108	4	2	0	1	115
4/15/23	9:45	140	9	1	0	0	150
4/15/23	10:00	110	3	2	0	1	116
4/15/23	10:15	141	4	0	0	3	148
4/15/23	10:30	140	5	0	0	1	146
4/15/23	10:45	145	5	1	0	1	152
4/15/23	11:00	164	14	0	0	2	180
4/15/23	11:15	151	12	2	0	15	180
4/15/23	11:30	173	12	2	0	5	192
4/15/23	11:45	141	6	1	0	4	152
4/15/23	12:00	154	8	0	0	3	165
4/15/23	12:15	183	15	1	0	7	206
4/15/23	12:30	182	12	0	0	9	203
4/15/23	12:45	166	10	0	0	5	181
4/15/23	13:00	187	12	0	0	1	200
4/15/23	13:15	198	9	1	0	1	209
4/15/23	13:30	166	8	0	0	7	181
4/15/23	13:45	166	13	0	0	16	195
4/15/23	14:00	179	7	2	0	7	195
4/15/23	14:15	173	7	2	0	11	193
4/15/23	14:30	186	13	2	0	4	205
4/15/23	14:45	173	8	4	0	8	193
4/15/23	15:00	163	10	0	0	3	176
4/15/23	15:15	154	13	0	0	6	173
4/15/23	15:30	156	11	0	0	4	171

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	15:45	161	9	1	0	4	175
4/15/23	16:00	138	14	2	0	6	160
4/15/23	16:15	149	12	1	0	5	167
4/15/23	16:30	142	7	0	0	6	155
4/15/23	16:45	206	9	2	0	3	220
4/15/23	17:00	182	12	1	0	8	203
4/15/23	17:15	153	8	0	0	5	166
4/15/23	17:30	138	9	0	0	5	152
4/15/23	17:45	135	8	1	0	1	145
4/15/23	18:00	145	8	0	0	5	158
4/15/23	18:15	127	4	1	0	0	132
4/15/23	18:30	128	7	1	0	2	138
4/15/23	18:45	125	8	0	0	3	136
4/15/23	19:00	125	7	0	0	2	134
4/15/23	19:15	108	10	0	0	0	118
4/15/23	19:30	109	3	0	0	1	113
4/15/23	19:45	88	5	0	0	1	94
4/15/23	20:00	79	8	0	0	0	87
4/15/23	20:15	69	2	0	0	2	73
4/15/23	20:30	81	2	0	0	0	83
4/15/23	20:45	73	3	0	0	1	77
4/15/23	21:00	70	0	0	0	0	70
4/15/23	21:15	52	2	0	0	2	56
4/15/23	21:30	43	5	0	0	0	48
4/15/23	21:45	29	2	0	0	2	33
4/15/23	22:00	41	2	2	0	0	45
4/15/23	22:15	44	4	0	0	0	48
4/15/23	22:30	33	3	0	0	0	36
4/15/23	22:45	34	3	0	0	0	37
4/15/23	23:00	21	1	0	0	0	22
4/15/23	23:15	25	0	1	0	0	26
4/15/23	23:30	28	1	0	0	0	29
4/15/23	23:45	25	0	0	0	0	25
4/16/23	0:00	13	3	0	0	0	16
4/16/23	0:15	13	0	0	0	0	13
4/16/23	0:30	17	2	0	0	0	19
4/16/23	0:45	18	1	0	0	0	19
4/16/23	1:00	11	0	0	0	0	11
4/16/23	1:15	5	0	0	0	0	5
4/16/23	1:30	14	0	0	0	0	14
4/16/23	1:45	7	1	0	0	0	8
4/16/23	2:00	7	0	0	0	0	7
4/16/23	2:15	2	0	0	0	0	2
4/16/23	2:30	10	0	0	0	0	10
4/16/23	2:45	3	1	0	0	0	4
4/16/23	3:00	3	0	0	0	0	3
4/16/23	3:15	6	0	0	0	0	6
4/16/23	3:30	4	0	0	0	0	4
4/16/23	3:45	0	0	0	0	0	0
4/16/23	4:00	7	0	0	0	0	7

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	4:15	2	0	0	0	0	2
4/16/23	4:30	8	0	0	0	0	8
4/16/23	4:45	9	0	0	0	0	9
4/16/23	5:00	4	1	0	0	0	5
4/16/23	5:15	6	0	0	0	0	6
4/16/23	5:30	6	0	0	0	0	6
4/16/23	5:45	10	0	0	0	0	10
4/16/23	6:00	10	0	0	0	0	10
4/16/23	6:15	9	0	0	0	0	9
4/16/23	6:30	12	0	0	0	0	12
4/16/23	6:45	22	0	0	0	0	22
4/16/23	7:00	21	1	0	0	0	22
4/16/23	7:15	15	0	0	0	0	15
4/16/23	7:30	24	2	0	0	0	26
4/16/23	7:45	25	0	0	0	0	25
4/16/23	8:00	26	0	0	0	0	26
4/16/23	8:15	36	0	0	0	0	36
4/16/23	8:30	45	3	0	0	1	49
4/16/23	8:45	80	6	1	0	0	87
4/16/23	9:00	72	3	0	0	0	75
4/16/23	9:15	66	1	0	0	0	67
4/16/23	9:30	62	4	0	0	3	69
4/16/23	9:45	92	6	1	0	0	99
4/16/23	10:00	89	4	0	0	1	94
4/16/23	10:15	84	6	0	0	0	90
4/16/23	10:30	117	9	0	0	5	131
4/16/23	10:45	95	1	0	0	2	98
4/16/23	11:00	111	4	0	0	7	122
4/16/23	11:15	115	5	0	0	4	124
4/16/23	11:30	130	3	0	0	4	137
4/16/23	11:45	162	3	0	0	1	166
4/16/23	12:00	154	7	0	0	7	168
4/16/23	12:15	168	8	0	0	0	176
4/16/23	12:30	150	8	0	0	7	165
4/16/23	12:45	169	5	0	0	3	177
4/16/23	13:00	147	4	0	0	9	160
4/16/23	13:15	180	11	1	0	2	194
4/16/23	13:30	146	9	1	0	3	159
4/16/23	13:45	174	9	0	0	2	185
4/16/23	14:00	175	12	0	0	7	194
4/16/23	14:15	145	9	0	0	2	156
4/16/23	14:30	168	8	1	0	5	182
4/16/23	14:45	158	10	1	0	6	175
4/16/23	15:00	130	8	0	0	5	143
4/16/23	15:15	115	8	0	0	2	125
4/16/23	15:30	128	6	0	0	3	137
4/16/23	15:45	151	8	1	0	6	166
4/16/23	16:00	132	10	1	0	3	146
4/16/23	16:15	149	6	0	0	4	159
4/16/23	16:30	123	6	1	0	1	131

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	16:45	132	5	0	0	1	138
4/16/23	17:00	124	8	0	0	5	137
4/16/23	17:15	123	4	0	0	0	127
4/16/23	17:30	111	3	0	0	1	115
4/16/23	17:45	109	4	0	0	0	113
4/16/23	18:00	124	6	0	0	3	133
4/16/23	18:15	112	3	1	0	2	118
4/16/23	18:30	100	7	0	0	1	108
4/16/23	18:45	99	2	0	0	2	103
4/16/23	19:00	89	4	0	0	5	98
4/16/23	19:15	72	2	1	0	1	76
4/16/23	19:30	90	4	0	0	0	94
4/16/23	19:45	69	2	0	0	2	73
4/16/23	20:00	69	8	1	0	0	78
4/16/23	20:15	62	4	0	0	0	66
4/16/23	20:30	51	6	0	0	2	59
4/16/23	20:45	38	3	1	0	0	42
4/16/23	21:00	48	1	0	0	0	49
4/16/23	21:15	30	1	1	0	0	32
4/16/23	21:30	25	2	0	0	0	27
4/16/23	21:45	27	0	0	0	0	27
4/16/23	22:00	37	0	0	0	0	37
4/16/23	22:15	34	3	0	0	0	37
4/16/23	22:30	24	0	0	0	1	25
4/16/23	22:45	13	0	0	0	0	13
4/16/23	23:00	18	3	0	0	0	21
4/16/23	23:15	12	1	0	0	0	13
4/16/23	23:30	13	0	0	0	0	13
4/16/23	23:45	6	0	1	0	0	7
4/17/23	0:00	11	0	0	0	0	11
4/17/23	0:15	7	0	0	0	0	7
4/17/23	0:30	7	0	0	0	0	7
4/17/23	0:45	6	0	0	0	0	6
4/17/23	1:00	3	0	0	0	0	3
4/17/23	1:15	3	1	0	0	0	4
4/17/23	1:30	0	0	0	0	0	0
4/17/23	1:45	6	0	0	0	0	6
4/17/23	2:00	3	1	0	0	0	4
4/17/23	2:15	1	0	0	0	0	1
4/17/23	2:30	2	0	0	0	0	2
4/17/23	2:45	4	0	0	0	0	4
4/17/23	3:00	0	1	0	0	0	1
4/17/23	3:15	0	0	0	0	0	0
4/17/23	3:30	3	0	0	0	0	3
4/17/23	3:45	0	0	0	0	0	0
4/17/23	4:00	4	0	0	0	0	4
4/17/23	4:15	5	1	0	0	0	6
4/17/23	4:30	5	0	0	0	0	5
4/17/23	4:45	14	1	0	0	0	15
4/17/23	5:00	14	1	0	0	0	15

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	5:15	12	2	0	0	0	14
4/17/23	5:30	36	2	0	0	0	38
4/17/23	5:45	50	3	0	0	0	53
4/17/23	6:00	53	7	0	0	0	60
4/17/23	6:15	81	9	0	0	2	92
4/17/23	6:30	124	14	0	0	1	139
4/17/23	6:45	137	19	2	0	2	160
4/17/23	7:00	134	20	1	0	3	158
4/17/23	7:15	145	19	0	0	4	168
4/17/23	7:30	180	12	1	0	7	200
4/17/23	7:45	220	20	4	0	8	252
4/17/23	8:00	219	18	1	0	8	246
4/17/23	8:15	180	13	4	0	4	201
4/17/23	8:30	138	19	3	0	7	167
4/17/23	8:45	147	14	1	0	4	166
4/17/23	9:00	107	16	4	0	4	131
4/17/23	9:15	108	15	1	0	2	126
4/17/23	9:30	93	17	3	0	1	114
4/17/23	9:45	125	19	4	0	1	149
4/17/23	10:00	114	13	3	0	0	130
4/17/23	10:15	120	18	4	0	6	148
4/17/23	10:30	123	8	2	0	2	135
4/17/23	10:45	127	14	6	0	7	154
4/17/23	11:00	126	18	2	0	3	149
4/17/23	11:15	135	17	5	0	2	159
4/17/23	11:30	156	17	3	0	7	183
4/17/23	11:45	202	13	2	0	7	224
4/17/23	12:00	172	21	1	0	5	199
4/17/23	12:15	199	15	3	0	3	220
4/17/23	12:30	159	20	2	0	9	190
4/17/23	12:45	185	19	2	0	3	209
4/17/23	13:00	171	15	2	0	4	192
4/17/23	13:15	158	14	2	0	6	180
4/17/23	13:30	175	11	2	0	7	195
4/17/23	13:45	174	7	3	0	3	187
4/17/23	14:00	137	17	2	0	6	162
4/17/23	14:15	182	18	1	0	6	207
4/17/23	14:30	184	17	3	0	7	211
4/17/23	14:45	234	19	1	0	17	271
4/17/23	15:00	215	30	1	0	6	252
4/17/23	15:15	191	12	1	0	16	220
4/17/23	15:30	170	26	3	0	7	206
4/17/23	15:45	202	14	1	0	9	226
4/17/23	16:00	225	20	1	0	8	254
4/17/23	16:15	191	14	3	0	8	216
4/17/23	16:30	202	15	3	0	7	227
4/17/23	16:45	238	11	0	0	8	257
4/17/23	17:00	261	22	3	0	8	294
4/17/23	17:15	67	9	2	0	25	103

Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068619
 Location: S of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	17:30	54	2	3	1	39	99
4/17/23	17:45	104	8	0	0	26	138
4/17/23	18:00	212	14	0	0	11	237
4/17/23	18:15	136	17	7	0	23	183
4/17/23	18:30	40	5	0	0	27	72
4/17/23	18:45	120	4	0	0	1	125
4/17/23	19:00	121	10	1	0	3	135
4/17/23	19:15	101	12	0	0	0	113
4/17/23	19:30	86	9	0	0	0	95
4/17/23	19:45	82	4	1	0	2	89
4/17/23	20:00	75	4	1	0	0	80
4/17/23	20:15	60	7	0	0	0	67
4/17/23	20:30	67	2	1	0	2	72
4/17/23	20:45	56	4	0	0	3	63
4/17/23	21:00	46	4	0	0	1	51
4/17/23	21:15	54	1	0	0	0	55
4/17/23	21:30	36	1	0	0	0	37
4/17/23	21:45	23	0	0	0	0	23
4/17/23	22:00	38	2	1	0	0	41
4/17/23	22:15	24	2	1	0	0	27
4/17/23	22:30	37	2	0	0	0	39
4/17/23	22:45	68	4	0	0	0	72
4/17/23	23:00	61	7	0	0	0	68
4/17/23	23:15	19	2	0	0	0	21
4/17/23	23:30	6	3	0	0	0	9
4/17/23	23:45	17	1	0	0	0	18

Total	65,776	5,452	661	3	2,562	74,454
Percent	88%	7%	1%	0%	3%	

Day 1	9,917	816	138	1	601	11,473
Percent	86%	7%	1%	0%	5%	

Day 2	11,282	976	134	0	429	12,821
Percent	88%	8%	1%	0%	3%	

Day 3	10,575	993	114	1	383	12,066
Percent	88%	8%	1%	0%	3%	

Day 4	10,248	993	102	0	409	11,752
Percent	87%	8%	1%	0%	3%	

Day 5	8,001	487	44	0	201	8,733
Percent	92%	6%	1%	0%	2%	

Day 6	6,428	308	15	0	131	6,882
Percent	93%	4%	0%	0%	2%	

Day 7	9,325	879	114	1	408	10,727



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068619
Location: S of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Percent		87%	8%	1%	0%	4%	
Average		9,397	779	94	0	366	10,636
Percent		88%	7%	1%	0%	3%	



Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Speed Limit: 40
Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd

WEEKDAY ADT:	7656
WEEKEND ADT:	5197

RR Crossing No: N/A
Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Start Time	EB									WB								
	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak	Mon	Tue	Wed	Thu	Fri	Average Weekday Direction Hourly Peak	Sat	Sun	Average Weekend Direction Hourly Peak
12:00 AM	7	10	9	8	15	9	18	15	11	13	18	17	12	10	16	23	21	17
1:00 AM	7	4	5	12	6	7	12	12	6	6	7	10	9	13	9	16	15	15
2:00 AM	5	10	6	9	13	8	7	15	7	10	14	13	14	14	14	2	14	8
3:00 AM	7	5	7	3	7	5	7	5	5	3	9	12	6	10	9	10	4	10
4:00 AM	11	8	14	12	15	11	7	6	7	10	21	19	16	12	19	17	9	15
5:00 AM	45	46	53	44	41	48	16	14	19	46	43	38	42	33	41	17	13	25
6:00 AM	87	102	79	104	88	95	34	17	41	177	184	171	181	153	179	40	22	97
7:00 AM	255	278	259	258	244	265	44	21	96	293	267	288	278	282	278	66	36	174
8:00 AM	158	207	219	228	169	218	70	49	80	241	266	260	253	203	260	97	56	150
9:00 AM	154	142	148	143	137	144	95	50	77	210	213	210	258	204	227	153	102	179
10:00 AM	152	144	138	133	140	138	130	101	90	195	202	188	232	222	207	158	131	190
11:00 AM	170	183	175	188	184	182	173	0	119	238	227	229	222	214	226	221	137	218
12:00 PM	199	196	244	208	221	216	139	150	120	203	246	262	263	243	257	217	192	230
1:00 PM	184	218	211	195	206	208	198	172	135	228	236	256	233	261	242	219	157	240
2:00 PM	280	306	294	296	335	299	209	152	181	270	274	261	269	275	268	218	188	247
3:00 PM	293	342	266	287	303	298	210	139	171	308	297	342	358	310	332	198	162	254
4:00 PM	312	499	347	339	313	395	235	148	183	307	367	361	339	348	356	190	144	269
5:00 PM	459	458	439	372	364	423	270	131	211	297	328	356	345	335	343	200	150	268
6:00 PM	414	410	254	221	209	295	129	161	113	222	242	324	260	326	275	147	147	237
7:00 PM	139	171	143	135	122	150	134	110	85	129	128	169	112	168	136	113	110	141
8:00 PM	87	93	139	77	97	103	89	84	62	46	117	84	82	102	94	91	74	97
9:00 PM	65	67	110	67	77	81	67	34	48	67	54	55	80	64	63	72	46	68
10:00 PM	64	56	87	59	94	67	59	29	51	51	69	67	55	65	64	59	46	62
11:00 PM	35	47	47	37	58	44	32	18	30	33	31	36	31	42	33	46	19	44

SPEED																	TOTAL
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99		
Total	EB	576	131	194	273	1,047	5,599	9,584	4,054	711	105	23	5	2	5	22,309	
Percent		3%	1%	1%	1%	5%	25%	43%	18%	3%	0%	0%	0%	0%	0%		
	DIRECTION	0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	23,935	
Total	WB	759	137	300	506	2,515	7,888	8,265	2,850	590	95	20	7	1	2		
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		1%	0%	0%	1%	2%	13%	21%	9%	2%	0%	0%	0%	0%	0%		

CLASS																	
	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	Und.		TOTAL
Total	EB	303	16,365	3,856	128	784	49	2	193	87	2	0	0	1	539		22,309
Percent		1%	73%	17%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	2%		
Total	WB	305	16,967	4,593	124	994	66	7	175	57	2	0	0	0	645		23,935
Percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Average Percent		1%	37%	9%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%		



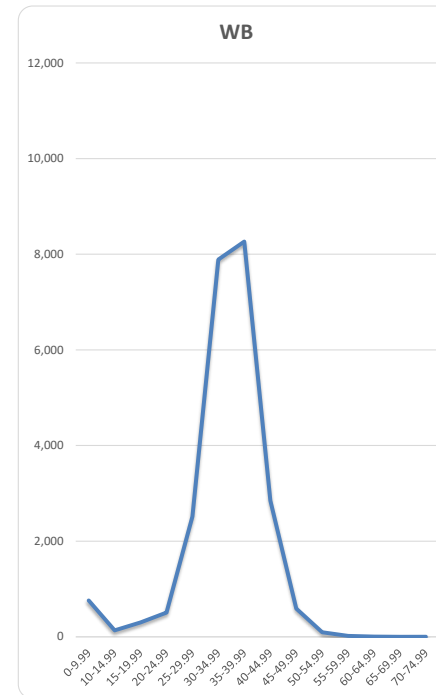
Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Speed Limit: 40
 Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068620
 Location: N of Roper Mountain Rd
 RR Crossing No: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

24 - HOUR TRAFFIC VOLUME SUMMARY						
Start Time	EB	WB	EB	WB	Weekday Total Both Directions	Weekend Total Both Directions
	Average Weekday Direction Hourly Peak	Average Weekday Direction Hourly Peak	Average Weekend Direction Hourly Peak	Average Weekend Direction Hourly Peak		
12:00 AM	9	16	11	17	25	28
1:00 AM	7	9	6	15	16	21
2:00 AM	8	14	7	8	22	15
3:00 AM	5	9	5	10	14	15
4:00 AM	11	19	7	15	30	22
5:00 AM	48	41	19	25	89	44
6:00 AM	95	179	41	97	274	137
7:00 AM	265	278	96	174	543	270
8:00 AM	218	260	80	150	478	230
9:00 AM	144	227	77	179	371	256
10:00 AM	138	207	90	190	346	280
11:00 AM	182	226	119	218	408	337
12:00 PM	216	257	120	230	473	350
1:00 PM	208	242	135	240	450	375
2:00 PM	299	268	181	247	567	428
3:00 PM	298	332	171	254	631	425
4:00 PM	395	356	183	269	751	452
5:00 PM	423	343	211	268	766	479
6:00 PM	295	275	113	237	570	349
7:00 PM	150	136	85	141	286	226
8:00 PM	103	94	62	97	197	159
9:00 PM	81	63	48	68	144	116
10:00 PM	67	64	51	62	131	113
11:00 PM	44	33	30	44	38	74
TOTAL	3710	3946	1947	3250	7618	5197



FHWA CLASSES						
		PV	DUALS	TTST	TWINS	UNDEFINED
Total	EB	20,524	963	282	1	539
Percent	EB	92%	4%	1%	0%	2%
Total	WB	21,865	1,191	234	0	645
Percent	WB	0%	0%	0%	0%	0%
Average Percent		46%	2%	1%	0%	1%



Speed Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Speed Limit: 40
Advisory Speed: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd

RR Crossing No: N/A
Start Date (Tuesday): 4/11/23
Start Time (24-hour clock): 0:00
Day (s) of Count: 4/11/2023 - 4/17/2023

SUMMARY

	<u>EB</u>	<u>WB</u>	<u>All Lanes</u>
Median Speed:	<u>41</u>	<u>39</u>	<u>40</u>
Mean Speed:	<u>41</u>	<u>39</u>	<u>40</u>
Pace Speed:	<u>36-45</u>	<u>36-45</u>	<u>36-45</u>
High Speed:	<u>113</u>	<u>96</u>	<u>113</u>
Low Speed:	<u>2</u>	<u>5</u>	<u>2</u>
85th Percentile Speed:	<u>46</u>	<u>44</u>	<u>46</u>
% Vehicles above Speed Limit:	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	0:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4/11/23	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	0:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
4/11/23	0:45	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
4/11/23	1:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/11/23	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	1:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4/11/23	1:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/11/23	2:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/11/23	2:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4/11/23	2:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4/11/23	2:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
4/11/23	3:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/11/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	3:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/11/23	3:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/11/23	4:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
4/11/23	4:15	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4
4/11/23	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	4:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/11/23	5:00	0	0	0	0	0	2	3	0	0	1	0	0	0	0	6
4/11/23	5:15	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
4/11/23	5:30	1	0	0	0	2	1	11	2	1	1	0	0	0	0	19
4/11/23	5:45	0	0	0	0	1	2	6	6	1	1	0	0	0	0	17
4/11/23	6:00	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7
4/11/23	6:15	0	0	0	0	0	6	10	7	0	0	0	0	0	0	23
4/11/23	6:30	0	0	0	0	0	7	12	6	5	1	0	0	0	0	31
4/11/23	6:45	0	0	0	0	3	8	17	10	3	0	0	0	0	0	41
4/11/23	7:00	0	0	0	0	3	6	22	8	1	0	0	0	0	0	40
4/11/23	7:15	2	0	0	0	5	16	20	2	1	0	0	0	0	0	46
4/11/23	7:30	4	0	0	2	6	28	49	8	0	0	0	0	0	0	97
4/11/23	7:45	3	0	1	6	11	39	27	7	1	0	0	0	0	0	95
4/11/23	8:00	1	0	1	7	4	21	14	9	7	0	0	0	0	0	64
4/11/23	8:15	2	0	0	0	4	7	27	6	2	0	0	0	0	0	48
4/11/23	8:30	0	1	1	0	1	16	17	10	1	0	0	0	0	0	47
4/11/23	8:45	1	0	0	0	2	14	27	3	1	0	0	0	0	0	48
4/11/23	9:00	0	0	0	0	1	10	12	10	1	0	0	0	0	0	34
4/11/23	9:15	0	0	2	0	1	10	12	4	2	0	0	0	0	0	31
4/11/23	9:30	1	0	0	1	7	1	17	8	1	1	0	0	0	0	37
4/11/23	9:45	1	0	0	0	0	5	26	6	1	1	0	0	0	0	40
4/11/23	10:00	0	1	0	1	2	2	12	7	0	0	0	0	0	0	25
4/11/23	10:15	0	1	1	0	4	16	16	6	1	0	0	0	0	0	45
4/11/23	10:30	0	0	0	0	1	12	15	3	2	0	0	0	0	0	33
4/11/23	10:45	1	0	0	0	6	8	19	6	1	0	0	0	0	0	41
4/11/23	11:00	0	0	0	3	3	7	15	7	0	0	0	0	0	0	35
4/11/23	11:15	1	0	1	2	1	22	16	11	0	0	0	0	0	0	54
4/11/23	11:30	2	1	2	0	1	4	27	14	1	0	0	0	0	0	52
4/11/23	11:45	5	0	0	0	4	12	15	6	0	0	0	0	0	0	42
4/11/23	12:00	1	2	1	1	2	12	23	7	0	1	0	0	0	0	50
4/11/23	12:15	3	0	0	0	3	20	24	7	0	0	0	0	0	0	57
4/11/23	12:30	4	0	0	0	3	13	11	7	0	0	0	0	0	0	38
4/11/23	12:45	0	0	0	3	1	14	29	4	0	0	0	0	0	0	51
4/11/23	13:00	1	0	0	0	3	11	24	14	2	0	0	0	0	0	55
4/11/23	13:15	0	1	0	1	2	17	27	5	3	0	0	0	0	0	56
4/11/23	13:30	1	2	1	0	2	12	28	11	1	0	0	0	0	0	58
4/11/23	13:45	1	0	0	0	0	9	24	13	2	0	0	0	0	0	49
4/11/23	14:00	0	0	0	0	1	15	35	11	2	0	0	0	0	0	64
4/11/23	14:15	2	0	0	0	5	13	32	8	1	0	0	0	0	0	61
4/11/23	14:30	2	0	1	0	6	36	27	5	1	0	0	0	0	0	78
4/11/23	14:45	2	0	0	1	6	23	55	14	2	0	0	0	0	0	103
4/11/23	15:00	5	0	0	0	0	24	39	17	4	0	0	0	0	0	89
4/11/23	15:15	1	1	1	0	5	19	33	9	2	0	1	0	0	0	72
4/11/23	15:30	2	0	2	6	3	17	26	12	2	0	0	0	0	0	70
4/11/23	15:45	4	0	1	0	3	12	56	30	5	0	0	0	0	0	111
4/11/23	16:00	4	2	0	0	1	24	75	19	2	2	0	0	0	0	129
4/11/23	16:15	5	1	1	0	4	25	49	18	0	3	0	0	0	0	106
4/11/23	16:30	4	0	2	0	3	18	68	37	3	0	0	0	0	0	135
4/11/23	16:45	4	1	3	5	3	40	59	14	0	0	0	0	0	0	129
4/11/23	17:00	3	3	1	6	11	40	40	7	2	0	0	0	0	0	113
4/11/23	17:15	6	1	1	2	7	41	36	11	1	0	0	0	0	0	106

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	17:30	4	0	3	1	16	26	38	12	3	0	0	0	0	0	103
4/11/23	17:45	3	0	2	0	3	39	57	26	5	0	1	0	0	0	136
4/11/23	18:00	9	0	0	0	4	38	50	22	6	1	0	0	0	0	130
4/11/23	18:15	4	0	0	0	0	21	64	43	4	1	0	0	0	0	137
4/11/23	18:30	3	0	0	0	2	13	31	22	5	0	0	0	0	0	76
4/11/23	18:45	1	1	0	0	0	14	33	17	0	0	1	0	0	0	67
4/11/23	19:00	0	0	0	0	1	8	31	19	1	0	1	0	0	0	61
4/11/23	19:15	1	1	0	0	1	10	16	9	3	0	0	0	0	0	41
4/11/23	19:30	0	0	0	0	1	7	16	9	0	0	0	0	0	0	33
4/11/23	19:45	1	0	0	0	1	3	20	9	2	0	0	0	0	0	36
4/11/23	20:00	0	0	0	0	2	4	9	3	0	1	0	0	0	0	19
4/11/23	20:15	0	1	0	0	0	3	13	6	2	1	0	0	0	0	26
4/11/23	20:30	1	0	0	0	1	9	12	2	0	0	0	0	0	0	25
4/11/23	20:45	0	0	0	0	1	8	8	5	1	0	0	0	0	0	23
4/11/23	21:00	1	0	0	0	1	9	10	0	0	0	0	0	0	0	21
4/11/23	21:15	0	0	0	0	1	4	12	4	0	1	0	0	0	0	22
4/11/23	21:30	0	0	0	0	1	5	4	1	0	0	0	0	0	0	11
4/11/23	21:45	0	0	0	1	1	5	8	3	0	0	0	0	0	0	18
4/11/23	22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/11/23	22:15	0	0	0	0	0	1	8	1	0	0	0	0	0	0	10
4/11/23	22:30	0	0	0	0	1	1	6	3	0	0	0	0	0	0	11
4/11/23	22:45	0	0	0	0	0	1	10	16	7	0	0	0	0	0	34
4/11/23	23:00	0	0	0	0	0	7	8	9	2	1	0	0	0	0	27
4/11/23	23:15	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
4/11/23	23:30	0	0	0	0	1	1	6	3	1	0	0	0	0	0	12
4/11/23	23:45	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3
4/12/23	0:00	0	0	0	0	2	0	1	1	1	0	0	0	0	0	5
4/12/23	0:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/12/23	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	0:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
4/12/23	1:00	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
4/12/23	1:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/12/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	2:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/12/23	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	2:45	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
4/12/23	3:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/12/23	3:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/12/23	3:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/12/23	3:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/12/23	4:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
4/12/23	4:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/12/23	4:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/12/23	4:45	0	0	0	0	0	2	3	0	0	1	0	0	0	0	6
4/12/23	5:00	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
4/12/23	5:15	0	0	0	0	0	2	3	1	1	0	0	0	0	0	7
4/12/23	5:30	0	0	0	0	3	3	11	4	2	0	0	0	0	0	23
4/12/23	5:45	0	0	0	0	0	4	6	6	1	1	0	0	0	0	18
4/12/23	6:00	0	0	0	0	0	1	4	3	0	0	0	0	0	0	8
4/12/23	6:15	0	0	0	0	0	1	7	6	1	0	0	0	0	0	15
4/12/23	6:30	0	0	0	0	0	5	8	10	0	0	0	0	0	0	23
4/12/23	6:45	0	0	0	0	2	8	13	8	2	0	0	0	0	0	33
4/12/23	7:00	3	0	0	0	2	6	20	11	0	1	0	0	0	0	43
4/12/23	7:15	0	0	0	0	2	15	19	11	1	1	0	0	0	0	49
4/12/23	7:30	2	0	0	0	4	20	38	20	1	1	0	0	0	0	86
4/12/23	7:45	6	2	1	1	5	28	28	9	0	1	0	0	0	0	81
4/12/23	8:00	5	0	1	1	4	25	17	3	1	0	0	0	0	0	57
4/12/23	8:15	1	2	4	0	2	14	19	13	3	2	0	0	0	0	60
4/12/23	8:30	1	0	0	0	4	16	23	12	1	0	0	0	0	0	57
4/12/23	8:45	0	0	1	2	1	9	23	9	0	0	0	0	0	0	45
4/12/23	9:00	3	0	0	0	1	12	16	4	2	0	0	0	0	0	38
4/12/23	9:15	0	0	0	2	0	3	16	7	0	0	0	0	0	0	28
4/12/23	9:30	2	0	0	0	1	17	13	4	0	0	0	0	0	0	37
4/12/23	9:45	1	1	0	0	1	15	18	6	3	0	0	0	0	0	45
4/12/23	10:00	0	0	1	0	0	10	11	5	1	0	0	0	0	0	28
4/12/23	10:15	0	0	0	3	3	11	15	4	2	0	0	0	0	0	38
4/12/23	10:30	0	0	3	3	0	10	16	7	1	0	0	0	0	0	40
4/12/23	10:45	2	0	0	0	4	8	13	5	0	0	0	0	0	0	32

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/12/23	11:00	3	0	0	0	0	12	17	6	1	0	0	0	0	0	39
4/12/23	11:15	0	0	0	0	2	8	23	10	1	0	0	0	0	0	44
4/12/23	11:30	1	0	0	0	1	7	20	12	0	0	0	0	0	0	41
4/12/23	11:45	1	0	0	1	1	18	17	9	4	0	0	0	0	0	51
4/12/23	12:00	0	0	0	0	0	15	34	7	2	0	0	0	0	0	58
4/12/23	12:15	2	1	0	0	3	20	30	12	0	0	0	0	0	0	68
4/12/23	12:30	2	0	0	0	0	14	28	11	1	0	1	0	0	0	57
4/12/23	12:45	1	0	1	1	1	25	23	8	1	0	0	0	0	0	61
4/12/23	13:00	1	0	0	2	3	9	20	6	1	0	0	0	0	0	42
4/12/23	13:15	3	0	0	0	1	21	20	10	1	0	0	0	0	0	56
4/12/23	13:30	4	0	1	0	3	14	32	7	0	0	0	1	0	0	62
4/12/23	13:45	3	0	1	0	1	19	18	8	1	0	0	0	0	0	51
4/12/23	14:00	1	0	0	1	5	19	30	8	0	0	0	0	0	0	64
4/12/23	14:15	3	0	0	0	1	11	29	6	2	0	0	0	0	0	52
4/12/23	14:30	0	0	2	0	2	16	21	13	2	0	0	0	0	0	56
4/12/23	14:45	2	0	0	0	4	28	56	28	3	0	0	0	0	1	122
4/12/23	15:00	4	0	0	1	0	19	37	8	5	2	0	0	0	0	76
4/12/23	15:15	1	0	0	4	7	12	14	6	1	0	0	0	0	0	45
4/12/23	15:30	3	1	2	6	2	18	32	15	0	0	0	0	0	0	79
4/12/23	15:45	3	0	0	1	2	13	36	9	2	0	0	0	0	0	66
4/12/23	16:00	5	5	0	2	2	22	36	17	2	0	0	0	0	0	91
4/12/23	16:15	3	0	1	0	2	20	34	16	2	1	0	0	0	0	79
4/12/23	16:30	2	1	0	0	1	10	44	19	1	2	0	0	0	0	80
4/12/23	16:45	5	0	3	0	2	22	47	15	3	0	0	0	0	0	97
4/12/23	17:00	4	0	0	0	0	23	35	47	5	1	0	0	0	0	115
4/12/23	17:15	2	0	1	2	11	31	41	16	8	0	0	1	0	0	113
4/12/23	17:30	4	0	0	0	3	24	54	31	1	0	0	0	0	0	117
4/12/23	17:45	2	0	0	0	9	16	50	16	1	0	0	0	0	0	94
4/12/23	18:00	2	0	0	2	2	11	51	20	1	0	0	0	0	0	89
4/12/23	18:15	4	0	0	1	3	10	22	13	3	0	0	0	0	0	56
4/12/23	18:30	1	0	0	1	2	12	32	5	1	1	0	0	0	0	55
4/12/23	18:45	1	0	1	0	0	7	27	17	0	1	0	0	0	0	54
4/12/23	19:00	0	1	1	2	1	10	16	10	0	0	0	0	0	0	41
4/12/23	19:15	0	0	0	0	2	5	16	4	0	0	0	0	0	0	27
4/12/23	19:30	0	1	0	0	4	14	16	4	1	0	0	0	0	0	40
4/12/23	19:45	3	0	0	1	3	9	10	7	2	0	0	0	0	0	35
4/12/23	20:00	1	0	0	0	2	8	13	5	1	2	0	0	0	0	32
4/12/23	20:15	0	0	0	0	2	9	12	5	2	0	0	0	0	0	30
4/12/23	20:30	0	1	1	0	6	11	21	3	2	0	0	0	0	0	45
4/12/23	20:45	1	1	1	0	1	12	12	4	0	0	0	0	0	0	32
4/12/23	21:00	4	1	2	1	2	13	11	6	2	0	0	0	0	0	42
4/12/23	21:15	2	2	0	0	0	7	12	3	1	0	0	0	0	0	27
4/12/23	21:30	1	0	0	0	0	5	11	7	0	0	0	0	0	0	24
4/12/23	21:45	0	1	1	0	0	3	9	3	0	0	0	0	0	0	17
4/12/23	22:00	0	0	0	0	1	2	6	3	1	0	0	0	0	0	13
4/12/23	22:15	0	1	0	0	1	5	5	1	1	0	0	0	0	0	14
4/12/23	22:30	1	0	0	0	1	5	9	0	0	0	0	0	0	0	16
4/12/23	22:45	1	0	0	1	3	8	19	9	3	0	0	0	0	0	44
4/12/23	23:00	0	0	0	1	0	9	5	9	1	1	0	0	0	0	26
4/12/23	23:15	0	0	0	1	0	5	5	0	0	0	0	0	0	0	11
4/12/23	23:30	0	0	0	0	0	1	5	0	0	0	1	0	0	0	7
4/12/23	23:45	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
4/13/23	0:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/13/23	0:15	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
4/13/23	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/13/23	0:45	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
4/13/23	1:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/13/23	1:15	0	0	0	0	0	1	4	0	0	0	0	0	0	0	5
4/13/23	1:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/13/23	1:45	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
4/13/23	2:00	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
4/13/23	2:15	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4/13/23	2:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/13/23	2:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/13/23	3:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4/13/23	3:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/13/23	3:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/13/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/13/23	4:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/13/23	4:15	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	4:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/13/23	4:45	0	0	0	0	2	2	2	0	0	0	0	0	0	0	6
4/13/23	5:00	0	0	0	0	0	3	1	1	1	1	0	0	0	0	7
4/13/23	5:15	0	0	0	0	0	1	3	0	1	0	0	0	0	0	5
4/13/23	5:30	0	0	0	1	1	1	8	0	5	0	0	0	0	0	16
4/13/23	5:45	0	0	0	0	0	3	7	3	1	1	1	0	0	0	16
4/13/23	6:00	0	0	0	0	0	1	6	7	1	1	0	0	0	0	16
4/13/23	6:15	1	0	0	0	0	4	9	6	2	0	0	0	0	0	22
4/13/23	6:30	2	1	0	1	1	9	10	6	3	0	0	0	0	0	33
4/13/23	6:45	1	0	0	0	1	4	13	8	6	0	0	0	0	0	33
4/13/23	7:00	0	0	0	0	0	5	22	9	5	1	0	0	0	0	42
4/13/23	7:15	1	0	0	0	4	14	16	8	2	0	0	0	0	0	45
4/13/23	7:30	4	0	0	0	8	33	29	10	0	1	0	0	0	0	85
4/13/23	7:45	1	0	0	3	5	32	38	6	1	0	0	0	0	0	86
4/13/23	8:00	4	1	0	2	10	18	22	9	1	0	0	0	0	0	67
4/13/23	8:15	1	2	0	0	1	30	24	6	3	0	0	0	0	0	67
4/13/23	8:30	1	0	0	2	2	16	25	4	2	0	0	0	0	0	52
4/13/23	8:45	2	1	0	0	4	6	22	7	0	0	0	0	0	0	42
4/13/23	9:00	2	0	0	1	1	13	9	1	2	0	0	0	0	0	29
4/13/23	9:15	2	0	0	0	2	2	16	10	3	0	0	0	0	0	35
4/13/23	9:30	0	0	0	0	0	6	11	11	2	1	0	0	0	0	31
4/13/23	9:45	3	0	1	0	4	14	17	7	2	0	0	0	0	0	48
4/13/23	10:00	0	0	0	0	2	11	13	8	2	0	0	0	0	0	36
4/13/23	10:15	2	0	0	1	0	5	12	6	2	0	0	0	0	0	28
4/13/23	10:30	2	0	0	0	1	15	17	6	0	0	0	0	0	0	41
4/13/23	10:45	2	0	1	2	2	6	12	2	1	0	0	0	0	0	28
4/13/23	11:00	0	0	0	0	6	11	21	4	1	0	0	0	0	0	43
4/13/23	11:15	0	0	0	0	0	16	14	10	1	0	0	0	0	0	41
4/13/23	11:30	1	1	1	0	0	12	30	5	3	0	0	0	0	0	53
4/13/23	11:45	2	0	1	0	1	14	20	13	0	0	0	0	0	0	51
4/13/23	12:00	1	0	0	3	4	14	28	4	2	0	0	0	0	0	56
4/13/23	12:15	1	0	0	1	2	19	20	7	1	0	0	0	0	0	51
4/13/23	12:30	1	0	0	0	1	10	41	7	1	1	0	0	0	0	62
4/13/23	12:45	2	0	0	0	2	12	14	6	3	0	0	0	0	0	39
4/13/23	13:00	4	1	5	3	1	15	19	8	0	0	0	0	0	0	56
4/13/23	13:15	0	0	1	0	1	8	21	11	0	0	0	0	0	0	42
4/13/23	13:30	2	0	0	0	7	12	22	6	2	0	0	0	0	0	51
4/13/23	13:45	3	0	0	0	3	16	14	9	0	0	0	0	1	0	46
4/13/23	14:00	3	0	0	1	0	19	24	8	1	1	0	0	0	0	57
4/13/23	14:15	5	0	5	13	9	11	18	6	1	0	0	0	0	0	68
4/13/23	14:30	2	0	0	2	5	21	26	10	1	0	0	0	0	0	67
4/13/23	14:45	3	3	5	3	9	26	50	5	0	0	0	0	0	0	104
4/13/23	15:00	1	0	0	1	2	28	39	13	2	0	0	0	0	0	86
4/13/23	15:15	10	2	1	0	7	23	15	2	0	0	0	0	0	0	60
4/13/23	15:30	2	1	3	0	5	22	29	13	1	0	0	0	0	0	76
4/13/23	15:45	3	1	1	0	1	19	26	11	3	0	0	0	0	0	65
4/13/23	16:00	1	1	0	1	4	19	33	19	3	0	0	0	0	0	81
4/13/23	16:15	3	0	1	0	2	12	35	13	0	0	1	0	0	0	67
4/13/23	16:30	3	0	0	0	1	20	46	18	2	0	0	0	0	0	90
4/13/23	16:45	1	0	0	0	5	27	48	17	3	0	0	0	0	0	101
4/13/23	17:00	0	0	1	0	1	24	57	20	0	0	0	0	0	0	103
4/13/23	17:15	5	0	1	0	4	36	37	16	3	0	0	0	0	0	102
4/13/23	17:30	6	0	0	2	8	25	23	15	5	0	0	0	0	0	84
4/13/23	17:45	1	0	0	2	0	13	39	27	1	0	0	0	0	0	83
4/13/23	18:00	3	0	0	0	3	15	42	18	3	1	0	0	0	0	85
4/13/23	18:15	1	0	0	0	3	15	24	14	1	1	0	0	0	0	59
4/13/23	18:30	0	0	0	0	1	11	18	5	0	0	0	0	0	0	35
4/13/23	18:45	2	0	0	0	1	10	25	4	0	0	0	0	0	0	42
4/13/23	19:00	2	0	1	0	0	14	15	4	1	0	1	0	0	0	38
4/13/23	19:15	0	0	0	0	1	11	14	5	1	0	0	0	0	0	32
4/13/23	19:30	0	0	0	0	1	8	15	3	2	0	0	0	0	0	29
4/13/23	19:45	0	0	0	1	2	13	16	4	0	0	0	0	0	0	36
4/13/23	20:00	1	0	0	2	3	9	9	3	1	0	0	0	0	0	28
4/13/23	20:15	0	0	0	0	1	7	13	4	0	0	0	0	0	0	25
4/13/23	20:30	0	0	0	0	0	4	2	1	0	0	0	0	0	0	7
4/13/23	20:45	0	0	0	0	0	5	12	0	0	0	0	0	0	0	17
4/13/23	21:00	3	0	0	0	0	9	8	1	0	0	0	0	0	0	21
4/13/23	21:15	0	1	2	0	3	4	5	2	0	0	0	0	0	0	17
4/13/23	21:30	0	0	0	0	1	6	7	4	1	0	0	0	0	0	19
4/13/23	21:45	0	0	0	0	1	3	4	1	1	0	0	0	0	0	10

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	22:00	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
4/13/23	22:15	0	0	0	0	0	5	1	0	0	0	0	0	0	0	6
4/13/23	22:30	0	0	0	0	0	3	6	3	0	0	0	0	0	0	12
4/13/23	22:45	0	0	0	0	0	8	21	7	0	0	0	0	0	0	36
4/13/23	23:00	0	0	0	0	2	2	8	7	3	0	0	0	0	0	22
4/13/23	23:15	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
4/13/23	23:30	0	0	0	0	0	4	2	1	0	0	0	0	0	0	7
4/13/23	23:45	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
4/14/23	0:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
4/14/23	0:15	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
4/14/23	0:30	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
4/14/23	0:45	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
4/14/23	1:00	0	0	0	1	0	0	2	0	1	0	0	0	0	0	4
4/14/23	1:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/14/23	1:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/14/23	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/14/23	2:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
4/14/23	2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/14/23	2:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4/14/23	2:45	0	0	0	0	1	0	2	0	1	0	0	0	0	0	4
4/14/23	3:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/14/23	3:15	0	0	0	1	0	0	1	1	0	1	0	0	0	0	4
4/14/23	3:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/14/23	3:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/14/23	4:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/14/23	4:15	0	0	0	1	0	0	1	1	0	1	0	0	0	0	4
4/14/23	4:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4/14/23	4:45	0	0	0	1	2	3	1	1	0	0	0	0	0	0	8
4/14/23	5:00	1	0	0	0	2	1	3	0	1	0	0	0	0	0	8
4/14/23	5:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/14/23	5:30	0	0	0	1	0	2	5	6	4	0	0	0	0	0	18
4/14/23	5:45	0	0	0	0	1	5	3	2	0	0	1	0	0	0	12
4/14/23	6:00	0	1	0	0	0	1	3	2	0	0	0	0	0	0	7
4/14/23	6:15	0	0	0	0	1	6	6	2	0	0	0	0	0	0	15
4/14/23	6:30	1	0	0	0	3	6	17	8	1	0	0	0	0	0	36
4/14/23	6:45	0	0	0	0	2	4	16	6	2	0	0	0	0	0	30
4/14/23	7:00	1	0	0	0	1	3	19	6	2	0	0	0	0	0	32
4/14/23	7:15	1	0	0	0	3	11	19	10	3	0	0	0	0	0	47
4/14/23	7:30	3	0	0	2	5	25	45	10	1	0	0	0	0	0	91
4/14/23	7:45	4	0	0	0	2	25	31	9	2	1	0	0	0	0	74
4/14/23	8:00	1	0	0	1	2	7	22	15	2	0	0	1	0	0	51
4/14/23	8:15	2	0	0	0	0	6	18	5	0	0	0	0	0	0	31
4/14/23	8:30	1	0	0	0	1	8	24	7	0	0	0	0	0	0	41
4/14/23	8:45	1	1	0	4	8	14	11	6	1	0	0	0	0	0	46
4/14/23	9:00	1	1	2	0	2	11	16	10	1	0	0	0	0	0	44
4/14/23	9:15	0	0	0	0	0	9	11	6	2	0	0	0	0	0	28
4/14/23	9:30	1	0	0	1	4	14	18	1	2	0	0	0	0	0	41
4/14/23	9:45	0	0	0	0	0	8	9	6	1	0	0	0	0	0	24
4/14/23	10:00	1	0	0	0	1	11	14	4	1	0	0	0	0	0	32
4/14/23	10:15	2	0	1	0	2	10	10	4	1	0	0	0	0	0	30
4/14/23	10:30	1	0	0	0	2	10	16	8	2	0	0	0	0	0	39
4/14/23	10:45	0	0	0	1	2	9	20	7	0	0	0	0	0	0	39
4/14/23	11:00	0	0	0	1	1	25	22	6	2	0	0	0	0	0	57
4/14/23	11:15	1	1	1	1	3	8	8	6	1	0	0	0	0	0	30
4/14/23	11:30	0	1	1	0	3	10	22	10	1	0	0	0	0	0	48
4/14/23	11:45	3	0	0	2	5	12	22	4	1	0	0	0	0	0	49
4/14/23	12:00	0	1	0	0	0	11	23	20	0	0	0	0	0	0	55
4/14/23	12:15	0	0	0	0	2	9	16	19	0	0	0	0	0	0	46
4/14/23	12:30	2	0	0	0	2	14	31	7	0	0	0	0	0	0	56
4/14/23	12:45	1	0	0	0	7	13	31	11	1	0	0	0	0	0	64
4/14/23	13:00	0	0	0	0	4	12	30	6	1	0	0	0	0	0	53
4/14/23	13:15	2	0	0	0	3	13	18	8	0	0	0	0	0	0	44
4/14/23	13:30	0	0	0	0	3	15	26	12	1	0	0	0	0	0	57
4/14/23	13:45	1	0	0	1	0	14	24	12	0	0	0	0	0	0	52
4/14/23	14:00	1	0	0	2	2	20	19	11	1	1	0	0	0	0	57
4/14/23	14:15	0	0	0	0	1	14	37	12	1	0	0	0	0	0	65
4/14/23	14:30	0	0	0	2	1	19	44	11	4	0	0	0	0	0	81
4/14/23	14:45	2	0	0	0	5	40	64	15	6	0	0	0	0	0	132
4/14/23	15:00	5	0	0	0	5	42	41	10	1	0	0	0	0	0	104
4/14/23	15:15	0	1	0	2	9	36	15	3	0	0	0	0	0	0	66

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/14/23	15:30	1	0	5	12	25	14	5	2	0	0	0	0	0	0	64
4/14/23	15:45	7	0	2	1	9	19	25	4	2	0	0	0	0	0	69
4/14/23	16:00	6	0	0	0	10	36	29	10	0	0	0	0	0	0	91
4/14/23	16:15	4	0	1	3	8	26	42	15	2	0	0	0	0	0	101
4/14/23	16:30	0	0	0	4	2	10	33	16	1	0	0	0	0	0	66
4/14/23	16:45	0	0	0	2	4	24	15	9	1	0	0	0	0	0	55
4/14/23	17:00	3	0	1	0	5	28	42	9	6	1	0	0	0	0	95
4/14/23	17:15	1	0	0	0	3	16	56	15	1	0	0	0	0	0	92
4/14/23	17:30	2	0	0	1	1	20	49	15	3	0	0	0	0	1	92
4/14/23	17:45	2	0	0	1	2	18	45	15	1	0	1	0	0	0	85
4/14/23	18:00	2	1	1	0	2	18	26	5	1	0	0	0	0	0	56
4/14/23	18:15	2	0	0	0	1	12	20	19	2	0	0	0	0	0	56
4/14/23	18:30	2	0	0	0	1	9	26	6	0	0	0	0	0	0	44
4/14/23	18:45	3	0	0	0	1	12	27	7	2	1	0	0	0	0	53
4/14/23	19:00	0	1	0	0	0	7	18	2	2	1	0	0	0	0	31
4/14/23	19:15	1	0	0	1	2	15	12	7	3	1	0	0	0	0	42
4/14/23	19:30	0	0	0	1	0	4	11	5	0	0	0	0	0	0	21
4/14/23	19:45	1	0	0	0	0	6	17	3	1	0	0	0	0	0	28
4/14/23	20:00	1	0	0	0	1	11	10	3	2	0	0	0	0	0	28
4/14/23	20:15	0	0	0	0	2	8	11	3	1	0	0	0	0	0	25
4/14/23	20:30	0	0	0	0	10	5	5	0	0	0	0	0	0	0	20
4/14/23	20:45	0	1	0	0	3	10	7	3	0	0	0	0	0	0	24
4/14/23	21:00	0	0	0	0	2	6	16	2	0	0	1	0	0	0	27
4/14/23	21:15	0	0	0	0	0	1	5	6	1	0	0	0	0	0	13
4/14/23	21:30	0	0	0	1	1	8	8	2	0	0	0	0	0	0	20
4/14/23	21:45	0	0	0	0	0	4	10	2	1	0	0	0	0	0	17
4/14/23	22:00	0	0	0	0	0	5	17	2	1	1	0	0	0	0	26
4/14/23	22:15	0	0	0	0	1	3	6	3	1	2	0	0	0	0	16
4/14/23	22:30	0	0	0	2	2	1	6	2	2	0	0	0	0	0	15
4/14/23	22:45	0	0	0	0	0	10	18	9	0	0	0	0	0	0	37
4/14/23	23:00	0	0	0	0	1	9	8	5	2	0	0	0	0	0	25
4/14/23	23:15	0	0	1	0	0	4	7	2	0	0	0	0	1	0	15
4/14/23	23:30	0	0	0	0	1	5	2	3	0	0	0	0	0	0	11
4/14/23	23:45	0	0	0	0	0	3	2	2	0	0	0	0	0	0	7
4/15/23	0:00	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
4/15/23	0:15	0	0	0	0	0	1	0	0	2	2	0	0	0	0	5
4/15/23	0:30	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
4/15/23	0:45	0	0	0	0	1	1	2	0	1	0	0	0	0	0	5
4/15/23	1:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/15/23	1:15	0	0	0	1	0	1	2	0	1	0	0	0	0	0	5
4/15/23	1:30	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4
4/15/23	1:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/15/23	2:00	0	0	0	0	1	0	2	0	1	0	0	0	0	0	4
4/15/23	2:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/15/23	2:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/15/23	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	3:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4/15/23	3:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/15/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	3:45	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
4/15/23	4:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/15/23	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	4:30	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4/15/23	4:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/15/23	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	5:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	5:30	0	0	0	0	0	0	3	3	1	2	0	0	0	0	9
4/15/23	5:45	0	0	0	0	0	2	2	1	1	0	0	0	0	0	6
4/15/23	6:00	0	0	0	0	0	4	3	1	0	0	0	0	0	0	8
4/15/23	6:15	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
4/15/23	6:30	0	0	0	0	1	2	9	3	0	0	0	0	0	0	15
4/15/23	6:45	0	0	0	0	0	1	2	3	1	0	0	0	0	0	7
4/15/23	7:00	0	0	0	0	0	1	0	5	3	1	0	0	0	0	10
4/15/23	7:15	0	0	0	0	1	5	5	3	0	0	0	0	0	0	14
4/15/23	7:30	1	0	0	1	0	2	4	0	1	0	0	0	0	0	9
4/15/23	7:45	0	0	0	0	0	0	6	4	1	0	0	0	0	0	11
4/15/23	8:00	0	0	0	0	0	4	2	4	2	0	0	1	0	0	13
4/15/23	8:15	0	0	0	0	1	2	6	6	0	1	0	0	0	0	16
4/15/23	8:30	0	0	0	0	1	4	13	3	1	0	0	0	0	0	22
4/15/23	8:45	0	0	0	0	0	3	10	5	1	0	0	0	0	0	19

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/15/23	9:00	0	0	0	0	0	5	8	7	1	1	0	0	0	0	22
4/15/23	9:15	0	0	0	0	1	3	10	7	0	0	0	0	0	0	21
4/15/23	9:30	0	1	0	0	1	8	5	6	0	0	0	0	0	0	21
4/15/23	9:45	1	0	0	1	4	7	9	9	0	0	0	0	0	0	31
4/15/23	10:00	4	1	0	0	0	3	11	0	1	0	0	0	0	0	20
4/15/23	10:15	0	0	0	1	1	7	20	5	1	1	0	0	0	0	36
4/15/23	10:30	1	0	0	1	1	10	15	5	3	0	0	0	0	0	36
4/15/23	10:45	0	0	0	0	0	6	18	13	1	0	0	0	0	0	38
4/15/23	11:00	0	0	0	0	3	9	14	11	2	0	0	0	0	0	39
4/15/23	11:15	1	0	0	0	1	12	29	5	4	0	0	0	0	0	52
4/15/23	11:30	0	0	0	0	1	9	14	13	3	0	1	0	0	0	41
4/15/23	11:45	0	0	2	0	2	8	22	7	0	0	0	0	0	0	41
4/15/23	12:00	1	1	0	0	3	9	16	6	1	0	0	0	0	0	37
4/15/23	12:15	1	0	0	0	0	9	16	7	1	0	0	0	0	0	34
4/15/23	12:30	0	0	0	0	0	11	16	2	0	0	0	0	0	0	29
4/15/23	12:45	0	0	1	0	2	15	12	8	1	0	0	0	0	0	39
4/15/23	13:00	2	0	0	0	0	7	24	12	1	0	0	0	0	0	46
4/15/23	13:15	3	1	0	1	1	15	22	12	0	1	0	0	0	0	56
4/15/23	13:30	1	2	2	0	3	14	19	7	2	0	0	0	0	0	50
4/15/23	13:45	1	0	0	0	2	10	26	5	2	0	0	0	0	0	46
4/15/23	14:00	0	0	1	2	0	11	18	16	4	0	0	0	0	0	52
4/15/23	14:15	1	0	0	0	5	14	25	13	0	0	0	0	0	0	58
4/15/23	14:30	4	0	1	1	2	3	23	6	5	1	0	0	0	0	46
4/15/23	14:45	1	0	1	1	6	12	15	13	3	1	0	0	0	0	53
4/15/23	15:00	1	0	1	0	1	15	24	12	0	0	0	0	0	0	54
4/15/23	15:15	0	0	0	0	1	5	22	18	5	0	0	0	0	0	51
4/15/23	15:30	3	0	0	0	0	17	15	14	2	0	1	0	0	0	52
4/15/23	15:45	4	0	0	1	3	11	23	11	0	0	0	0	0	0	53
4/15/23	16:00	1	0	0	0	0	9	14	14	6	0	0	0	0	0	44
4/15/23	16:15	0	0	1	0	1	11	29	9	6	0	0	0	0	0	57
4/15/23	16:30	2	1	0	0	1	8	21	11	3	1	0	0	0	0	48
4/15/23	16:45	0	0	0	0	3	16	38	24	5	0	0	0	0	0	86
4/15/23	17:00	4	0	0	0	1	27	59	26	6	1	1	0	0	0	125
4/15/23	17:15	2	0	0	0	2	6	11	16	2	0	1	0	0	0	40
4/15/23	17:30	0	0	0	0	0	4	29	13	2	0	0	0	0	0	48
4/15/23	17:45	1	0	0	0	2	14	28	9	3	0	0	0	0	0	57
4/15/23	18:00	2	0	0	0	0	1	12	15	2	0	0	0	0	0	32
4/15/23	18:15	0	0	0	0	0	2	17	14	0	0	0	0	0	0	33
4/15/23	18:30	3	0	0	0	0	12	19	6	1	0	0	0	0	0	41
4/15/23	18:45	1	0	0	0	1	5	6	9	1	0	0	0	0	0	23
4/15/23	19:00	0	0	0	0	4	8	19	4	1	0	0	0	0	0	36
4/15/23	19:15	1	0	0	1	1	15	16	7	1	0	0	0	0	0	42
4/15/23	19:30	0	0	0	1	4	6	12	5	0	1	0	0	0	0	29
4/15/23	19:45	0	0	0	0	2	7	12	5	0	1	0	0	0	0	27
4/15/23	20:00	0	0	0	0	3	7	9	6	2	0	0	0	0	0	27
4/15/23	20:15	0	0	0	0	4	4	7	7	1	0	0	0	0	0	23
4/15/23	20:30	0	0	0	0	3	5	3	4	1	0	0	0	0	0	16
4/15/23	20:45	0	0	0	0	2	6	8	3	4	0	0	0	0	0	23
4/15/23	21:00	0	0	0	0	0	9	7	2	1	0	1	0	0	0	20
4/15/23	21:15	0	0	0	0	0	6	9	5	1	0	0	0	0	0	21
4/15/23	21:30	0	0	0	0	0	5	6	0	0	0	0	0	0	0	11
4/15/23	21:45	0	0	0	0	2	5	7	1	0	0	0	0	0	0	15
4/15/23	22:00	0	0	0	0	0	5	13	1	0	0	0	0	0	0	19
4/15/23	22:15	1	0	0	0	2	4	10	1	0	0	0	0	0	0	18
4/15/23	22:30	0	0	0	0	1	7	3	1	0	0	0	0	0	0	12
4/15/23	22:45	1	0	0	0	0	0	2	5	2	0	0	0	0	0	10
4/15/23	23:00	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
4/15/23	23:15	0	0	0	1	2	0	4	2	0	0	0	0	0	0	9
4/15/23	23:30	0	0	0	0	1	2	4	3	0	0	0	0	0	0	10
4/15/23	23:45	0	0	0	0	0	3	5	0	0	0	0	0	0	0	8
4/16/23	0:00	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
4/16/23	0:15	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
4/16/23	0:30	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4
4/16/23	0:45	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
4/16/23	1:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
4/16/23	1:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/16/23	1:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/16/23	1:45	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
4/16/23	2:00	0	0	0	0	0	1	1	3	0	0	0	0	0	0	5
4/16/23	2:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	2:30	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5
4/16/23	2:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4/16/23	3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/16/23	3:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/16/23	3:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/16/23	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:45	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
4/16/23	5:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
4/16/23	5:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/16/23	5:30	0	0	0	0	0	0	1	1	4	1	0	0	0	0	7
4/16/23	5:45	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
4/16/23	6:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/16/23	6:15	0	0	0	0	0	1	0	2	1	0	1	0	0	0	5
4/16/23	6:30	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6
4/16/23	6:45	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
4/16/23	7:00	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5
4/16/23	7:15	0	0	0	0	1	2	4	1	0	0	0	0	0	0	8
4/16/23	7:30	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
4/16/23	7:45	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5
4/16/23	8:00	0	0	0	0	1	2	3	3	0	0	0	0	0	0	9
4/16/23	8:15	0	0	0	0	2	3	5	1	0	1	0	0	0	0	12
4/16/23	8:30	1	0	0	0	1	5	4	3	1	0	0	0	0	0	15
4/16/23	8:45	0	0	0	2	1	5	3	2	0	0	0	0	0	0	13
4/16/23	9:00	0	0	0	1	1	2	4	1	0	0	0	0	0	0	9
4/16/23	9:15	0	0	0	1	1	5	6	1	0	0	0	0	0	0	14
4/16/23	9:30	0	0	0	0	0	4	7	4	0	0	0	0	0	0	15
4/16/23	9:45	0	0	0	2	2	2	4	2	0	0	0	0	0	0	12
4/16/23	10:00	1	0	0	1	2	8	14	0	1	0	0	0	0	0	27
4/16/23	10:15	0	0	0	0	1	5	14	3	1	0	0	0	0	0	24
4/16/23	10:30	0	1	1	0	3	15	8	2	0	0	0	0	0	0	30
4/16/23	10:45	2	2	0	0	0	4	9	2	1	0	0	0	0	0	20
4/16/23	11:00	1	1	0	0	2	10	2	2	0	0	0	0	0	0	18
4/16/23	11:15	0	0	1	0	1	10	8	3	0	0	0	0	0	0	23
4/16/23	11:30	0	2	8	0	0	5	12	4	1	0	0	0	0	0	32
4/16/23	11:45	0	3	3	1	7	12	6	4	1	0	0	0	0	0	37
4/16/23	12:00	0	3	3	1	1	13	5	3	1	0	0	0	0	0	30
4/16/23	12:15	0	1	3	0	2	9	15	3	1	0	0	0	0	0	34
4/16/23	12:30	0	2	1	0	1	9	22	7	3	0	0	0	0	0	45
4/16/23	12:45	1	5	0	1	1	12	13	7	1	0	0	0	0	0	41
4/16/23	13:00	0	0	0	0	0	5	17	8	2	0	0	0	0	0	32
4/16/23	13:15	0	0	0	1	0	8	19	10	2	0	0	0	0	0	40
4/16/23	13:30	1	2	0	0	5	9	19	8	0	0	0	0	0	0	44
4/16/23	13:45	0	5	5	1	5	17	18	5	0	0	0	0	0	0	56
4/16/23	14:00	2	2	1	0	1	11	13	8	1	0	0	0	0	0	39
4/16/23	14:15	1	2	0	0	1	8	10	8	3	1	0	0	0	0	34
4/16/23	14:30	3	0	0	0	2	11	9	5	1	0	0	0	0	0	31
4/16/23	14:45	1	2	0	2	1	12	18	10	1	1	0	0	0	0	48
4/16/23	15:00	1	0	0	0	1	8	22	8	1	0	0	0	0	0	41
4/16/23	15:15	0	0	0	0	1	5	13	4	1	0	0	0	0	0	24
4/16/23	15:30	0	0	0	2	3	8	12	11	0	0	0	0	0	0	36
4/16/23	15:45	1	2	0	1	1	5	21	7	0	0	0	0	0	0	38
4/16/23	16:00	1	0	1	2	0	7	12	10	1	0	0	0	0	0	34
4/16/23	16:15	0	1	0	0	1	4	20	9	3	0	0	0	0	0	38
4/16/23	16:30	0	0	1	0	6	6	14	9	1	0	0	0	0	0	37
4/16/23	16:45	3	0	2	1	4	12	10	5	1	1	0	0	0	0	39
4/16/23	17:00	0	1	0	0	2	14	11	10	2	0	0	0	0	0	40
4/16/23	17:15	1	0	0	0	0	11	11	5	0	0	0	0	0	0	28
4/16/23	17:30	0	2	3	1	1	7	8	6	0	0	0	0	0	0	28
4/16/23	17:45	1	2	0	3	1	8	11	8	1	0	0	0	0	0	35
4/16/23	18:00	1	0	2	0	2	13	19	7	4	0	1	0	0	0	49
4/16/23	18:15	0	1	2	0	4	14	21	12	0	0	0	0	0	0	54
4/16/23	18:30	0	0	1	1	3	9	9	5	2	1	0	0	0	0	31
4/16/23	18:45	1	1	1	0	1	8	11	3	1	0	0	0	0	0	27
4/16/23	19:00	0	0	0	0	0	5	15	12	3	1	0	0	0	0	36
4/16/23	19:15	0	0	2	0	0	2	8	7	1	0	0	0	0	0	20
4/16/23	19:30	0	1	0	0	0	6	14	11	0	0	0	0	0	0	32
4/16/23	19:45	0	1	0	0	1	3	11	5	0	1	0	0	0	0	22

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	20:00	0	2	1	1	2	2	9	7	0	0	1	0	0	0	25
4/16/23	20:15	0	1	2	0	2	3	3	2	2	1	0	0	0	0	16
4/16/23	20:30	0	0	6	0	1	8	6	8	0	0	0	0	0	0	29
4/16/23	20:45	1	0	0	0	0	6	3	3	0	1	0	0	0	0	14
4/16/23	21:00	0	0	0	0	0	5	1	3	0	0	0	0	0	0	9
4/16/23	21:15	0	0	0	0	1	3	2	1	4	0	0	0	0	0	11
4/16/23	21:30	0	0	0	0	0	3	5	0	1	0	0	0	0	0	9
4/16/23	21:45	0	0	0	0	0	1	3	0	1	0	0	0	0	0	5
4/16/23	22:00	0	0	0	0	0	2	1	3	1	0	0	0	0	0	7
4/16/23	22:15	0	0	0	0	1	4	3	1	1	0	0	0	0	0	10
4/16/23	22:30	0	0	0	0	0	2	4	1	0	0	0	0	0	0	7
4/16/23	22:45	0	0	0	0	0	1	0	4	0	0	0	0	0	0	5
4/16/23	23:00	0	0	0	2	0	1	3	1	0	1	0	0	0	0	8
4/16/23	23:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/16/23	23:30	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
4/16/23	23:45	0	0	0	0	0	2	1	0	0	1	0	0	0	0	4
4/17/23	0:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4/17/23	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	0:45	0	0	0	0	0	1	1	3	0	0	0	0	0	0	5
4/17/23	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/17/23	1:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3
4/17/23	1:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/17/23	2:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/17/23	2:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/17/23	2:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/17/23	2:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/17/23	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/17/23	3:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
4/17/23	3:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/17/23	4:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/17/23	4:15	0	0	0	1	0	1	0	1	1	0	0	0	0	0	4
4/17/23	4:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4/17/23	4:45	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
4/17/23	5:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
4/17/23	5:15	0	0	0	0	0	2	4	1	1	1	0	0	0	0	9
4/17/23	5:30	0	0	0	0	1	2	5	4	5	1	0	0	0	0	18
4/17/23	5:45	0	0	0	0	1	3	5	6	0	0	0	0	0	0	15
4/17/23	6:00	0	0	0	0	0	0	3	4	0	0	0	0	0	0	7
4/17/23	6:15	0	0	0	0	1	1	9	9	0	0	0	0	0	0	20
4/17/23	6:30	2	0	0	0	0	2	15	4	3	0	0	0	0	0	26
4/17/23	6:45	0	0	1	1	0	5	20	7	0	0	0	0	0	0	34
4/17/23	7:00	1	1	0	0	1	3	18	6	1	0	0	0	0	0	31
4/17/23	7:15	2	0	0	0	8	13	21	6	1	0	0	0	0	0	51
4/17/23	7:30	0	0	1	1	9	19	39	8	0	0	0	0	0	0	77
4/17/23	7:45	1	0	2	4	13	34	32	9	1	0	0	0	0	0	96
4/17/23	8:00	3	0	0	3	8	12	13	9	1	0	0	0	0	0	49
4/17/23	8:15	1	0	1	0	3	16	6	2	1	0	1	0	0	0	31
4/17/23	8:30	0	0	0	0	0	14	16	4	0	0	0	0	0	0	34
4/17/23	8:45	0	0	3	1	3	14	17	5	1	0	0	0	0	0	44
4/17/23	9:00	1	0	1	1	4	9	7	4	1	0	0	0	0	0	28
4/17/23	9:15	1	0	0	0	3	6	12	9	2	1	0	0	0	0	34
4/17/23	9:30	2	0	0	0	2	17	16	7	1	0	0	0	0	0	45
4/17/23	9:45	8	0	0	0	6	14	16	3	0	0	0	0	0	0	47
4/17/23	10:00	0	0	0	2	1	8	18	5	0	0	0	0	0	0	34
4/17/23	10:15	0	0	3	2	0	4	31	2	0	0	0	0	0	0	42
4/17/23	10:30	1	0	0	0	2	16	17	5	1	0	0	0	0	0	42
4/17/23	10:45	0	0	0	0	1	6	18	9	0	0	0	0	0	0	34
4/17/23	11:00	3	0	0	0	6	12	14	4	0	0	0	0	0	0	39
4/17/23	11:15	2	0	0	0	4	11	18	6	4	0	0	0	0	0	45
4/17/23	11:30	1	0	3	0	1	14	18	6	1	0	0	0	0	0	44
4/17/23	11:45	3	0	0	0	0	10	21	6	2	0	0	0	0	0	42
4/17/23	12:00	1	1	0	0	2	7	25	9	2	0	0	0	0	0	47
4/17/23	12:15	1	0	0	0	0	13	19	11	2	0	0	0	0	0	46
4/17/23	12:30	2	1	0	0	5	11	23	5	1	2	1	0	0	0	51
4/17/23	12:45	0	0	0	0	2	11	26	13	2	1	0	0	0	0	55
4/17/23	13:00	1	0	0	0	0	10	20	6	1	2	0	0	0	0	40
4/17/23	13:15	2	0	0	5	4	8	16	6	2	0	0	0	0	1	44

Date	Start Time	EB															Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
4/17/23	13:30	0	0	2	0	4	20	22	9	2	0	0	0	0	0		59
4/17/23	13:45	0	1	1	2	2	9	19	5	2	0	0	0	0	0	0	41
4/17/23	14:00	2	0	0	0	0	9	17	16	1	1	0	0	0	0	0	46
4/17/23	14:15	2	0	0	0	2	20	31	10	6	0	0	0	0	0	0	71
4/17/23	14:30	2	0	1	3	4	24	19	6	0	0	0	0	0	0	0	59
4/17/23	14:45	2	0	0	1	2	32	44	20	3	0	0	0	0	0	0	104
4/17/23	15:00	1	0	0	0	0	19	27	16	2	0	0	0	0	0	0	65
4/17/23	15:15	6	0	1	1	3	16	39	12	1	0	0	0	0	0	0	79
4/17/23	15:30	1	1	2	0	3	14	25	19	3	0	0	0	0	0	0	68
4/17/23	15:45	3	2	0	0	5	21	42	8	0	0	0	0	0	0	0	81
4/17/23	16:00	3	0	1	0	1	15	38	10	2	0	0	0	0	0	1	71
4/17/23	16:15	1	0	0	0	5	16	29	17	1	0	0	0	0	0	0	69
4/17/23	16:30	6	0	1	0	4	13	49	15	3	0	0	0	0	0	0	91
4/17/23	16:45	3	0	1	0	2	29	26	17	3	0	0	0	0	0	0	81
4/17/23	17:00	1	0	0	0	4	22	56	23	3	2	0	0	0	0	0	111
4/17/23	17:15	2	0	0	0	0	21	46	18	1	0	0	0	0	0	0	88
4/17/23	17:30	3	0	0	1	4	26	59	24	3	1	0	0	0	0	0	121
4/17/23	17:45	4	0	0	0	2	26	71	31	5	0	0	0	0	0	0	139
4/17/23	18:00	2	0	0	1	1	22	54	16	5	0	0	0	0	0	0	101
4/17/23	18:15	1	0	0	0	0	12	61	36	9	2	1	0	0	0	0	122
4/17/23	18:30	1	0	2	0	0	12	50	49	9	0	0	1	0	1	0	125
4/17/23	18:45	2	0	0	1	1	17	31	13	1	0	0	0	0	0	0	66
4/17/23	19:00	1	0	0	0	1	13	21	7	3	1	0	0	0	0	0	47
4/17/23	19:15	0	0	0	0	0	11	15	10	1	0	0	0	0	0	0	37
4/17/23	19:30	0	0	0	0	1	5	11	7	3	0	0	0	0	0	0	27
4/17/23	19:45	1	0	0	0	0	6	12	8	0	1	0	0	0	0	0	28
4/17/23	20:00	0	0	0	0	0	4	7	6	3	0	0	0	0	0	0	20
4/17/23	20:15	0	0	0	0	1	7	9	4	2	0	0	0	0	0	0	23
4/17/23	20:30	0	0	0	0	0	6	11	5	1	0	0	0	0	0	0	23
4/17/23	20:45	0	0	0	0	2	5	10	3	1	0	0	0	0	0	0	21
4/17/23	21:00	0	0	1	0	0	5	10	1	3	0	0	0	0	0	0	20
4/17/23	21:15	0	0	0	0	2	4	4	3	1	0	0	0	0	0	0	14
4/17/23	21:30	0	0	0	0	1	2	6	4	2	0	0	0	0	0	0	15
4/17/23	21:45	0	0	0	0	0	5	5	4	2	0	0	0	0	0	0	16
4/17/23	22:00	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	9
4/17/23	22:15	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	8
4/17/23	22:30	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	7
4/17/23	22:45	0	0	0	0	0	11	12	17	0	0	0	0	0	0	0	40
4/17/23	23:00	0	0	0	0	1	3	11	8	0	0	0	0	0	0	0	23
4/17/23	23:15	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	5
4/17/23	23:30	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	4
4/17/23	23:45	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
Total		576	131	194	273	1,047	5,599	9,584	4,054	711	105	23	5	2	5	0	22,309
Percent		3%	1%	1%	1%	5%	25%	43%	18%	3%	0%	0%	0%	0%	0%	0%	
Day 1		108	21	29	51	189	988	1,774	710	115	18	4	0	0	0	0	4,007
Percent		3%	1%	1%	1%	5%	25%	44%	18%	3%	0%	0%	0%	0%	0%	0%	
Day 2		113	22	30	45	148	924	1,595	694	98	19	2	2	0	1	0	3,693
Percent		3%	1%	1%	1%	4%	25%	43%	19%	3%	1%	0%	0%	0%	0%	0%	
Day 3		109	16	31	49	167	936	1,462	547	103	11	3	0	1	0	0	3,435
Percent		3%	0%	1%	1%	5%	27%	43%	16%	3%	0%	0%	0%	0%	0%	0%	
Day 4		79	10	16	54	204	933	1,504	548	93	11	3	1	1	1	0	3,458
Percent		2%	0%	0%	2%	6%	27%	43%	16%	3%	0%	0%	0%	0%	0%	0%	
Day 5		51	7	10	14	93	528	1,018	529	112	16	5	1	0	0	0	2,384
Percent		2%	0%	0%	1%	4%	22%	43%	22%	5%	1%	0%	0%	0%	0%	0%	
Day 6		26	48	50	29	89	440	650	331	63	14	3	0	0	0	0	1,743
Percent		1%	3%	3%	2%	5%	25%	37%	19%	4%	1%	0%	0%	0%	0%	0%	
Day 7		90	7	28	31	157	850	1,581	695	127	16	3	1	0	3	0	3,589
Percent		3%	0%	1%	1%	4%	24%	44%	19%	4%	0%	0%	0%	0%	0%	0%	
Average		82	19	28	39	150	800	1,369	579	102	15	3	1	0	1	0	3,187
Percent		3%	1%	1%	1%	5%	25%	43%	18%	3%	0%	0%	0%	0%	0%	0%	

Date	Start Time	EB															Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Date	Start Time	WB															Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
4/11/23	0:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	
4/11/23	0:15	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	
4/11/23	0:30	0	0	0	0	1	4	0	0	1	0	0	0	0	0	6	
4/11/23	0:45	0	0	0	0	0	3	0	2	0	0	0	0	0	0	5	
4/11/23	1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
4/11/23	1:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
4/11/23	1:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	
4/11/23	1:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
4/11/23	2:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	
4/11/23	2:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
4/11/23	2:30	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	
4/11/23	2:45	0	0	0	0	2	2	0	2	1	0	0	0	0	0	7	
4/11/23	3:00	0	0	0	0	0	0	3	0	2	1	0	0	0	0	6	
4/11/23	3:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
4/11/23	3:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
4/11/23	3:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4/11/23	4:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4	
4/11/23	4:15	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3	
4/11/23	4:30	0	0	0	0	0	1	1	1	2	0	0	0	0	0	5	
4/11/23	4:45	0	0	0	0	0	3	2	1	1	1	1	0	0	0	9	
4/11/23	5:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5	
4/11/23	5:15	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	
4/11/23	5:30	1	0	0	0	0	1	7	1	0	0	0	0	0	0	10	
4/11/23	5:45	0	0	0	0	0	11	8	5	0	1	0	0	0	0	25	
4/11/23	6:00	0	0	0	0	0	6	8	9	2	0	0	0	0	0	25	
4/11/23	6:15	0	0	0	0	1	9	19	10	2	0	0	0	0	0	41	
4/11/23	6:30	0	0	0	1	4	17	22	14	2	1	0	0	0	0	61	
4/11/23	6:45	0	0	0	0	0	14	27	11	5	0	0	0	0	0	57	
4/11/23	7:00	0	0	0	0	1	10	25	7	1	1	0	0	0	0	45	
4/11/23	7:15	1	0	0	0	5	15	21	9	1	0	0	0	0	0	52	
4/11/23	7:30	3	0	0	0	4	28	30	6	0	0	0	0	0	0	71	
4/11/23	7:45	4	0	1	1	11	34	35	12	1	0	0	0	0	0	99	
4/11/23	8:00	6	1	2	5	7	19	32	11	4	0	0	0	0	0	87	
4/11/23	8:15	0	1	3	1	6	19	17	10	3	1	1	0	0	0	62	
4/11/23	8:30	1	0	0	0	8	18	23	5	0	0	1	0	0	0	56	
4/11/23	8:45	1	0	0	0	9	20	20	8	2	1	0	0	0	0	61	
4/11/23	9:00	0	0	0	0	4	17	16	10	5	1	0	0	0	0	53	
4/11/23	9:15	0	0	0	0	5	9	24	7	1	0	0	0	0	0	46	
4/11/23	9:30	1	0	0	1	14	17	15	9	1	0	0	0	0	0	58	
4/11/23	9:45	0	0	3	2	2	24	20	4	1	0	0	0	0	0	56	
4/11/23	10:00	0	0	0	0	5	17	24	11	0	0	0	0	0	0	57	
4/11/23	10:15	0	0	0	0	6	16	14	5	1	0	0	0	0	0	42	
4/11/23	10:30	0	1	0	0	7	23	15	4	1	1	0	0	0	0	52	
4/11/23	10:45	0	0	2	6	6	10	14	11	1	1	0	0	0	0	51	
4/11/23	11:00	2	0	0	1	9	21	19	2	2	0	0	0	0	0	56	
4/11/23	11:15	1	0	0	3	6	20	13	6	1	0	0	0	0	0	50	
4/11/23	11:30	0	0	2	1	4	7	16	10	2	0	0	0	0	0	42	
4/11/23	11:45	4	2	1	2	17	19	29	5	0	0	0	0	0	0	79	
4/11/23	12:00	1	0	0	2	13	22	28	7	0	0	0	0	0	0	73	
4/11/23	12:15	0	1	0	0	4	26	12	4	3	0	0	0	0	0	50	
4/11/23	12:30	2	1	2	0	10	24	26	1	2	0	0	0	0	0	68	
4/11/23	12:45	2	0	1	0	4	12	27	6	3	0	0	0	0	0	55	
4/11/23	13:00	1	0	0	0	2	26	26	7	2	0	0	0	0	0	64	
4/11/23	13:15	0	0	0	0	5	10	17	9	2	1	0	0	0	0	44	
4/11/23	13:30	1	0	1	2	6	13	32	5	1	0	0	0	0	0	61	
4/11/23	13:45	0	0	0	0	8	20	26	11	1	1	0	0	0	0	67	
4/11/23	14:00	2	0	0	0	10	23	28	6	1	0	0	0	0	0	70	
4/11/23	14:15	5	4	1	1	8	25	28	5	0	0	0	0	0	0	77	
4/11/23	14:30	2	0	1	4	12	25	14	5	1	0	0	0	0	0	64	
4/11/23	14:45	2	1	0	4	6	20	24	6	0	0	0	0	0	0	63	
4/11/23	15:00	3	1	2	1	7	32	36	7	0	2	0	0	0	0	91	

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	15:15	4	0	1	0	6	31	28	8	1	0	0	0	0	0	79
4/11/23	15:30	1	0	2	0	8	26	22	4	1	0	0	0	0	0	64
4/11/23	15:45	5	1	1	2	2	20	24	6	2	0	0	0	0	0	63
4/11/23	16:00	5	1	1	0	8	26	37	11	1	1	0	0	0	0	91
4/11/23	16:15	2	1	0	1	5	33	44	5	2	0	0	0	0	0	93
4/11/23	16:30	8	1	0	0	14	25	23	9	0	2	0	1	0	0	83
4/11/23	16:45	6	0	0	1	8	37	35	12	1	0	0	0	0	0	100
4/11/23	17:00	37	4	1	11	10	17	8	2	0	0	0	0	0	0	90
4/11/23	17:15	90	6	2	0	0	0	0	0	0	0	0	0	0	0	98
4/11/23	17:30	36	1	3	6	4	9	3	1	1	0	0	0	0	0	64
4/11/23	17:45	19	3	6	10	7	12	14	3	2	0	0	0	0	0	76
4/11/23	18:00	4	0	0	1	5	10	24	7	1	0	0	0	0	0	52
4/11/23	18:15	5	1	1	0	16	24	23	14	3	0	0	0	0	0	87
4/11/23	18:30	1	0	0	0	3	31	28	7	0	0	0	0	0	0	70
4/11/23	18:45	1	0	1	0	2	5	18	3	3	0	0	0	0	0	33
4/11/23	19:00	0	0	0	0	0	11	21	7	3	0	0	0	0	0	42
4/11/23	19:15	3	0	0	0	3	11	12	5	2	0	0	0	0	0	36
4/11/23	19:30	0	0	0	0	2	9	7	5	1	0	0	0	0	0	24
4/11/23	19:45	0	0	0	2	3	9	8	3	1	0	0	0	0	0	26
4/11/23	20:00	0	0	0	0	3	10	11	3	1	0	0	0	0	0	28
4/11/23	20:15	0	0	0	1	4	7	10	2	2	0	0	0	0	0	26
4/11/23	20:30	0	0	1	0	2	15	8	2	1	1	0	0	0	0	30
4/11/23	20:45	1	0	0	0	2	10	14	4	1	1	0	0	0	0	33
4/11/23	21:00	1	0	0	0	4	8	5	1	0	0	0	0	0	0	19
4/11/23	21:15	0	0	0	0	1	5	5	0	1	0	0	0	0	0	12
4/11/23	21:30	0	0	0	0	2	2	6	1	1	0	0	0	0	0	12
4/11/23	21:45	0	0	0	0	1	4	5	0	0	1	0	0	0	0	11
4/11/23	22:00	0	0	0	0	2	11	5	4	2	0	0	0	0	0	24
4/11/23	22:15	0	0	0	0	3	7	7	1	2	0	0	0	0	0	20
4/11/23	22:30	0	0	0	0	2	2	2	7	2	0	1	0	0	0	16
4/11/23	22:45	0	0	0	0	0	3	5	0	0	0	1	0	0	0	9
4/11/23	23:00	0	0	0	0	0	6	8	0	0	0	0	0	0	0	14
4/11/23	23:15	0	0	0	0	0	4	3	2	2	0	0	0	0	0	11
4/11/23	23:30	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
4/11/23	23:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
4/12/23	0:00	0	0	0	0	0	2	0	1	0	0	0	1	0	0	4
4/12/23	0:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/12/23	0:30	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
4/12/23	0:45	0	0	0	0	1	2	1	2	0	0	0	0	0	0	6
4/12/23	1:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4/12/23	1:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/12/23	1:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4/12/23	1:45	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4/12/23	2:00	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6
4/12/23	2:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/12/23	2:30	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
4/12/23	2:45	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4/12/23	3:00	0	0	0	0	0	1	1	1	0	0	1	0	0	0	4
4/12/23	3:15	0	0	0	1	0	1	0	3	0	0	0	0	0	0	5
4/12/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	3:45	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
4/12/23	4:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4/12/23	4:15	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
4/12/23	4:30	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
4/12/23	4:45	1	0	0	0	0	1	2	0	2	1	0	0	0	0	7
4/12/23	5:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
4/12/23	5:15	0	0	0	0	0	2	2	0	0	0	1	0	0	0	5
4/12/23	5:30	0	0	0	0	1	2	2	2	0	0	1	0	0	0	8
4/12/23	5:45	0	0	0	0	4	4	7	5	1	0	0	0	0	0	21
4/12/23	6:00	0	0	0	0	0	5	12	6	1	0	0	0	0	0	24
4/12/23	6:15	1	0	0	0	1	13	16	9	1	1	0	0	0	0	42
4/12/23	6:30	2	0	0	3	9	12	20	9	2	0	0	0	0	0	57
4/12/23	6:45	0	0	0	1	0	16	17	7	7	0	0	0	0	0	48
4/12/23	7:00	1	0	1	0	2	22	13	8	0	0	0	0	0	0	47
4/12/23	7:15	2	0	1	1	8	29	21	7	1	0	0	0	0	0	70
4/12/23	7:30	3	1	0	4	6	21	26	7	3	0	1	0	0	0	72
4/12/23	7:45	3	1	8	7	8	29	32	10	1	0	0	0	0	0	99
4/12/23	8:00	2	1	1	1	8	24	25	12	2	0	0	0	0	0	76
4/12/23	8:15	0	0	0	0	3	18	29	7	0	0	0	0	0	0	57
4/12/23	8:30	0	1	10	5	8	17	16	5	1	1	0	0	0	0	64

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/12/23	8:45	0	0	0	3	8	24	18	9	1	0	0	0	0	0	63
4/12/23	9:00	2	0	0	0	0	23	24	3	4	0	0	0	0	0	56
4/12/23	9:15	1	0	0	0	7	25	14	7	0	0	0	0	0	0	54
4/12/23	9:30	1	0	0	1	5	23	20	3	1	1	0	0	0	0	55
4/12/23	9:45	0	0	0	0	3	14	20	8	0	0	0	0	0	0	45
4/12/23	10:00	0	0	0	1	3	5	20	6	3	0	0	0	0	0	38
4/12/23	10:15	1	0	0	1	10	21	23	4	0	0	0	0	0	0	60
4/12/23	10:30	3	0	0	2	3	13	15	7	0	0	0	0	0	0	43
4/12/23	10:45	1	0	0	0	4	18	15	5	4	0	0	0	0	0	47
4/12/23	11:00	1	0	0	0	6	19	25	7	0	1	0	0	0	0	59
4/12/23	11:15	1	0	1	5	6	16	20	4	1	0	0	0	0	0	54
4/12/23	11:30	3	1	1	0	4	16	28	6	0	0	0	0	0	0	59
4/12/23	11:45	2	0	0	0	5	26	19	5	0	0	0	0	0	0	57
4/12/23	12:00	1	0	0	0	3	20	22	11	2	0	0	0	0	0	59
4/12/23	12:15	3	0	0	0	5	24	29	6	0	0	0	0	0	0	67
4/12/23	12:30	1	0	0	0	1	35	31	3	1	0	0	0	0	0	72
4/12/23	12:45	2	0	0	0	4	26	30	1	0	0	0	1	0	0	64
4/12/23	13:00	1	0	2	4	4	31	28	5	2	0	0	0	0	0	77
4/12/23	13:15	3	0	0	0	9	34	17	3	1	0	0	0	0	0	67
4/12/23	13:30	1	0	0	0	1	21	23	5	1	0	0	0	0	0	52
4/12/23	13:45	0	1	0	0	2	20	25	10	2	0	0	0	0	0	60
4/12/23	14:00	0	0	0	0	3	23	32	11	3	0	0	0	0	0	72
4/12/23	14:15	2	0	0	4	10	25	25	12	1	0	0	0	0	0	79
4/12/23	14:30	0	1	0	1	5	11	20	8	2	0	0	0	0	0	48
4/12/23	14:45	3	1	0	1	4	23	17	12	1	0	0	0	0	0	62
4/12/23	15:00	3	0	0	1	19	43	43	9	1	0	0	0	0	0	119
4/12/23	15:15	1	0	0	0	6	23	23	12	3	0	0	0	0	0	68
4/12/23	15:30	1	1	1	1	8	26	25	11	1	0	0	0	0	0	75
4/12/23	15:45	2	0	1	3	9	28	24	12	1	0	0	0	0	0	80
4/12/23	16:00	4	1	0	0	3	27	46	9	3	0	0	0	0	0	93
4/12/23	16:15	1	1	2	1	5	34	31	16	2	0	0	0	0	0	93
4/12/23	16:30	3	0	1	0	7	17	43	18	4	0	0	0	0	0	93
4/12/23	16:45	3	1	0	2	10	25	27	10	4	0	0	0	0	0	82
4/12/23	17:00	4	0	1	0	1	42	46	9	1	0	0	0	0	0	104
4/12/23	17:15	5	1	0	0	14	31	33	10	3	0	0	0	0	0	97
4/12/23	17:30	5	0	0	0	8	31	36	8	1	0	0	0	0	0	89
4/12/23	17:45	2	0	1	2	4	16	28	12	1	0	0	0	0	0	66
4/12/23	18:00	6	0	0	0	7	14	48	10	1	1	0	0	0	0	87
4/12/23	18:15	7	0	2	1	3	20	19	19	2	0	0	0	0	0	73
4/12/23	18:30	1	1	0	6	9	19	36	13	3	0	0	0	0	0	88
4/12/23	18:45	6	0	1	1	7	23	27	8	2	1	0	0	0	0	76
4/12/23	19:00	1	0	1	2	1	17	18	10	0	1	0	0	0	0	51
4/12/23	19:15	0	0	0	0	6	19	19	12	0	0	0	0	0	0	56
4/12/23	19:30	1	0	1	1	4	6	10	7	2	0	0	0	0	0	32
4/12/23	19:45	2	0	0	0	4	7	8	6	2	1	0	0	0	0	30
4/12/23	20:00	1	0	0	0	3	7	7	6	0	0	0	0	0	0	24
4/12/23	20:15	0	0	1	1	2	5	9	4	0	0	0	0	0	0	22
4/12/23	20:30	0	0	1	0	0	10	6	1	1	0	0	0	0	0	19
4/12/23	20:45	1	0	0	1	3	5	7	1	0	1	0	0	0	0	19
4/12/23	21:00	0	0	1	1	1	7	5	0	0	0	0	0	0	0	15
4/12/23	21:15	0	0	0	0	2	5	2	0	1	0	0	1	0	0	11
4/12/23	21:30	0	0	0	0	2	6	5	1	1	0	0	0	0	0	15
4/12/23	21:45	0	0	0	1	5	2	2	2	1	1	0	0	0	0	14
4/12/23	22:00	0	0	0	0	0	9	5	3	0	0	0	0	0	0	17
4/12/23	22:15	0	0	0	0	2	5	3	4	1	0	0	0	0	0	15
4/12/23	22:30	0	1	0	0	1	9	3	5	4	0	0	0	0	0	23
4/12/23	22:45	1	0	0	0	3	3	3	1	1	0	0	0	0	0	12
4/12/23	23:00	0	0	0	0	2	6	5	2	1	0	0	0	0	0	16
4/12/23	23:15	0	0	0	0	0	4	6	1	1	0	0	0	0	0	12
4/12/23	23:30	0	0	0	0	0	1	1	2	0	1	0	0	0	0	5
4/12/23	23:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
4/13/23	0:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/13/23	0:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4/13/23	0:30	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3
4/13/23	0:45	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4
4/13/23	1:00	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4
4/13/23	1:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/13/23	1:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
4/13/23	1:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/13/23	2:00	0	0	0	1	0	1	2	2	0	0	0	0	0	0	6

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	2:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/13/23	2:30	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5
4/13/23	2:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4/13/23	3:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
4/13/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/13/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/13/23	3:45	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/13/23	4:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/13/23	4:15	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
4/13/23	4:30	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
4/13/23	4:45	0	0	0	0	0	2	1	1	0	1	0	0	0	0	5
4/13/23	5:00	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
4/13/23	5:15	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
4/13/23	5:30	0	0	0	0	0	6	2	3	0	1	0	0	0	0	12
4/13/23	5:45	0	0	0	0	0	9	6	5	0	0	0	0	0	0	20
4/13/23	6:00	0	0	0	1	1	10	12	9	0	0	0	0	0	0	33
4/13/23	6:15	1	0	0	0	3	8	14	4	0	0	0	0	0	0	30
4/13/23	6:30	2	0	0	0	0	21	18	6	2	0	0	0	0	0	49
4/13/23	6:45	1	0	0	0	8	7	29	18	6	0	0	0	0	0	69
4/13/23	7:00	0	0	0	0	4	3	25	8	2	0	0	0	0	0	42
4/13/23	7:15	1	0	1	0	8	24	16	16	2	0	0	0	0	0	68
4/13/23	7:30	3	0	0	0	8	21	28	10	1	1	0	0	0	0	72
4/13/23	7:45	3	2	0	1	10	32	38	8	1	1	0	0	0	0	96
4/13/23	8:00	1	1	7	2	7	23	35	10	1	0	0	0	0	0	87
4/13/23	8:15	2	0	0	2	2	21	13	6	1	1	0	0	0	0	48
4/13/23	8:30	0	1	0	4	13	20	14	4	0	0	0	0	0	0	56
4/13/23	8:45	1	2	3	3	4	24	17	4	2	2	0	0	0	0	62
4/13/23	9:00	2	0	0	1	6	20	16	5	0	1	0	0	0	0	51
4/13/23	9:15	1	0	0	2	21	46	20	9	1	0	0	0	0	0	100
4/13/23	9:30	0	0	0	0	6	25	20	0	1	0	0	0	0	0	52
4/13/23	9:45	6	0	1	3	3	24	14	4	0	0	0	0	0	0	55
4/13/23	10:00	0	0	0	0	5	14	25	2	1	0	0	0	0	0	47
4/13/23	10:15	3	0	2	4	10	13	11	12	0	0	0	0	0	0	55
4/13/23	10:30	1	0	0	0	5	27	14	12	0	0	0	0	0	0	59
4/13/23	10:45	1	0	0	0	7	24	29	9	1	0	0	0	0	0	71
4/13/23	11:00	1	0	0	0	4	23	29	4	1	0	0	0	0	0	62
4/13/23	11:15	1	0	0	0	9	13	18	6	0	0	0	0	0	0	47
4/13/23	11:30	1	0	0	1	1	14	31	14	1	0	0	0	0	0	63
4/13/23	11:45	0	1	1	0	1	17	19	10	1	0	0	0	0	0	50
4/13/23	12:00	1	1	0	0	2	24	29	5	2	0	0	0	0	0	64
4/13/23	12:15	1	0	0	0	12	26	21	8	3	0	0	0	0	0	71
4/13/23	12:30	1	0	1	0	5	13	26	8	0	0	0	0	0	0	54
4/13/23	12:45	1	0	0	0	6	34	21	10	2	0	0	0	0	0	74
4/13/23	13:00	3	0	0	0	7	24	17	4	2	0	0	0	0	0	57
4/13/23	13:15	2	0	0	0	9	20	21	8	0	0	0	0	0	0	60
4/13/23	13:30	2	0	0	2	5	17	15	6	0	0	0	0	0	0	47
4/13/23	13:45	2	0	0	4	8	26	26	3	0	0	0	0	0	0	69
4/13/23	14:00	2	0	0	0	5	20	20	17	1	1	0	0	0	0	66
4/13/23	14:15	4	3	0	2	12	29	13	1	1	0	0	0	0	0	65
4/13/23	14:30	2	0	0	0	25	31	13	6	0	0	1	0	0	0	78
4/13/23	14:45	4	2	0	2	12	22	10	6	2	0	0	0	0	0	60
4/13/23	15:00	4	1	1	14	26	51	25	7	1	0	1	0	0	0	131
4/13/23	15:15	5	2	8	6	11	32	10	1	0	0	0	0	0	0	75
4/13/23	15:30	5	2	1	1	6	16	33	9	0	1	0	0	0	0	74
4/13/23	15:45	3	0	1	5	14	24	21	9	1	0	0	0	0	0	78
4/13/23	16:00	1	0	0	0	9	18	33	6	3	0	0	0	0	0	70
4/13/23	16:15	3	0	0	0	8	23	31	14	0	0	0	0	0	0	79
4/13/23	16:30	7	0	0	0	6	44	39	10	3	0	0	0	0	0	109
4/13/23	16:45	2	0	0	0	3	27	30	16	2	1	0	0	0	0	81
4/13/23	17:00	2	0	2	1	10	15	38	10	2	0	0	0	0	0	80
4/13/23	17:15	5	0	0	0	15	34	24	2	0	0	0	0	0	0	80
4/13/23	17:30	3	0	2	1	19	47	30	8	0	1	0	0	0	0	111
4/13/23	17:45	2	0	0	0	8	29	29	6	0	0	0	0	0	0	74
4/13/23	18:00	2	0	0	1	18	23	33	3	2	0	0	0	0	0	82
4/13/23	18:15	4	0	0	0	2	18	30	10	2	0	0	0	0	0	66
4/13/23	18:30	0	0	0	0	4	21	23	9	2	1	0	0	0	0	60
4/13/23	18:45	2	1	0	2	10	15	16	6	0	0	0	0	0	0	52
4/13/23	19:00	1	0	0	0	0	10	16	7	1	0	0	0	0	0	35
4/13/23	19:15	0	0	0	1	2	7	10	2	1	0	0	0	1	0	24
4/13/23	19:30	0	0	0	0	1	9	15	2	1	0	0	0	0	0	28

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	19:45	0	0	0	0	2	10	9	1	2	1	0	0	0	0	25
4/13/23	20:00	0	0	0	1	2	6	7	2	1	0	0	0	0	0	19
4/13/23	20:15	1	0	0	1	4	4	9	0	1	0	0	0	0	0	20
4/13/23	20:30	0	0	0	0	8	11	8	1	1	0	0	0	0	0	29
4/13/23	20:45	0	0	0	0	2	7	5	0	0	0	0	0	0	0	14
4/13/23	21:00	1	0	0	2	8	12	5	1	0	0	0	0	0	0	29
4/13/23	21:15	0	0	0	1	7	3	3	2	0	0	0	0	0	0	16
4/13/23	21:30	0	1	1	0	3	10	5	2	0	0	1	0	0	0	23
4/13/23	21:45	0	0	0	0	5	1	6	0	0	0	0	0	0	0	12
4/13/23	22:00	0	0	0	1	1	6	8	2	0	0	0	0	0	0	18
4/13/23	22:15	0	0	0	0	0	4	5	2	3	0	0	0	0	0	14
4/13/23	22:30	0	0	0	0	0	3	3	4	2	0	0	0	0	0	12
4/13/23	22:45	0	0	0	0	3	3	3	1	1	0	0	0	0	0	11
4/13/23	23:00	0	0	0	0	2	6	2	2	1	0	0	0	0	0	13
4/13/23	23:15	0	0	0	0	2	1	4	2	0	0	0	0	0	0	9
4/13/23	23:30	0	0	0	0	1	1	1	1	1	0	0	0	0	0	5
4/13/23	23:45	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
4/14/23	0:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
4/14/23	0:15	0	0	0	0	2	2	2	0	1	0	0	0	0	0	7
4/14/23	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/14/23	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/14/23	1:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/14/23	1:15	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
4/14/23	1:30	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5
4/14/23	1:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/14/23	2:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/14/23	2:15	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
4/14/23	2:30	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4
4/14/23	2:45	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
4/14/23	3:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4/14/23	3:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/14/23	3:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/14/23	3:45	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
4/14/23	4:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4/14/23	4:15	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4/14/23	4:30	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4/14/23	4:45	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
4/14/23	5:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
4/14/23	5:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4/14/23	5:30	0	0	0	0	1	2	0	3	1	1	0	0	0	0	8
4/14/23	5:45	0	0	0	0	1	5	7	2	3	0	0	0	0	0	18
4/14/23	6:00	1	0	0	0	0	5	7	6	0	0	0	0	0	0	19
4/14/23	6:15	0	0	0	0	0	10	12	7	1	0	0	0	0	0	30
4/14/23	6:30	0	0	0	0	4	18	21	9	0	0	0	0	0	0	52
4/14/23	6:45	0	0	0	0	2	16	24	8	2	0	0	0	0	0	52
4/14/23	7:00	0	0	0	0	1	14	27	8	1	0	0	0	0	0	51
4/14/23	7:15	0	0	0	0	5	20	19	11	2	0	0	0	0	0	57
4/14/23	7:30	4	0	0	1	9	35	28	7	2	0	0	0	0	0	86
4/14/23	7:45	2	2	1	0	12	32	27	12	0	0	0	0	0	0	88
4/14/23	8:00	2	0	0	0	7	22	25	5	1	0	0	0	0	0	62
4/14/23	8:15	1	0	0	1	2	11	14	15	1	1	0	0	0	0	46
4/14/23	8:30	1	0	0	0	4	13	13	5	1	0	0	0	0	0	37
4/14/23	8:45	1	0	1	1	9	19	19	6	1	1	0	0	0	0	58
4/14/23	9:00	0	0	0	0	5	9	15	10	0	1	0	0	0	0	40
4/14/23	9:15	0	0	0	0	6	17	17	9	1	0	0	0	0	0	50
4/14/23	9:30	3	0	0	1	9	27	17	2	1	0	0	0	0	0	60
4/14/23	9:45	0	0	0	0	8	18	19	9	0	0	0	0	0	0	54
4/14/23	10:00	1	0	0	1	4	22	17	7	0	0	0	0	0	0	52
4/14/23	10:15	0	0	0	0	6	15	31	6	1	0	0	0	0	0	59
4/14/23	10:30	0	0	0	0	3	21	15	9	2	0	0	0	0	0	50
4/14/23	10:45	0	0	0	2	11	21	14	10	2	1	0	0	0	0	61
4/14/23	11:00	1	0	0	1	9	16	19	3	0	0	0	0	0	0	49
4/14/23	11:15	0	2	0	0	11	29	11	2	0	0	0	0	0	0	55
4/14/23	11:30	0	0	1	0	5	17	22	9	1	0	0	0	0	0	55
4/14/23	11:45	1	0	1	0	10	14	22	7	0	0	0	0	0	0	55
4/14/23	12:00	0	0	0	1	3	20	14	9	0	0	0	0	0	0	47
4/14/23	12:15	1	0	0	1	5	26	26	9	5	0	0	0	0	0	73
4/14/23	12:30	2	0	0	0	11	17	24	6	2	0	0	0	0	0	62
4/14/23	12:45	4	1	0	1	4	20	27	4	0	0	0	0	0	0	61
4/14/23	13:00	0	0	0	0	1	28	31	13	0	0	0	0	0	0	73

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/14/23	13:15	0	0	0	0	6	32	29	3	2	0	0	0	0	0	72
4/14/23	13:30	1	0	0	0	5	33	19	5	1	0	0	0	0	0	64
4/14/23	13:45	3	0	0	6	1	9	28	4	1	0	0	0	0	0	52
4/14/23	14:00	3	0	0	2	10	15	22	10	2	0	0	0	0	0	64
4/14/23	14:15	0	0	0	0	4	26	24	8	2	0	0	0	0	0	64
4/14/23	14:30	1	0	0	3	4	31	19	9	0	0	0	0	0	0	67
4/14/23	14:45	4	0	0	6	9	35	18	7	0	0	0	1	0	0	80
4/14/23	15:00	4	0	0	2	23	38	21	6	2	0	0	0	0	0	96
4/14/23	15:15	3	2	7	15	31	16	6	1	0	0	0	0	0	0	81
4/14/23	15:30	2	3	25	22	10	1	0	0	0	0	0	0	0	0	63
4/14/23	15:45	4	1	11	10	17	23	2	2	0	0	0	0	0	0	70
4/14/23	16:00	7	1	1	7	17	30	13	3	0	0	0	0	0	0	79
4/14/23	16:15	2	1	5	4	25	47	13	1	1	0	0	0	0	0	99
4/14/23	16:30	2	0	0	4	16	37	23	6	0	0	0	0	0	0	88
4/14/23	16:45	1	0	0	0	20	33	22	6	0	0	0	0	0	0	82
4/14/23	17:00	5	0	0	0	10	44	25	12	2	0	0	0	0	0	98
4/14/23	17:15	4	0	0	6	20	33	26	3	0	0	0	0	0	0	92
4/14/23	17:30	1	0	0	1	13	35	15	1	0	0	0	0	0	0	66
4/14/23	17:45	1	0	0	2	17	25	27	4	3	0	0	0	0	0	79
4/14/23	18:00	2	1	0	1	5	40	37	10	1	0	0	0	0	0	97
4/14/23	18:15	2	1	0	1	3	36	31	10	3	0	0	0	0	0	87
4/14/23	18:30	2	0	0	7	4	25	42	8	1	1	0	0	0	0	90
4/14/23	18:45	0	0	0	0	6	21	18	5	2	0	0	0	0	0	52
4/14/23	19:00	0	0	0	0	7	16	16	10	0	0	0	0	0	0	49
4/14/23	19:15	2	0	0	0	6	25	23	2	2	0	0	0	0	0	60
4/14/23	19:30	1	0	0	0	4	12	9	4	1	0	0	0	0	0	31
4/14/23	19:45	1	0	0	1	1	8	12	3	1	0	1	0	0	0	28
4/14/23	20:00	0	0	0	0	4	11	14	1	2	0	0	0	0	0	32
4/14/23	20:15	0	0	0	0	5	7	2	2	1	0	0	0	0	0	17
4/14/23	20:30	0	0	0	1	6	6	8	0	3	1	0	0	0	0	25
4/14/23	20:45	0	0	0	4	5	17	2	0	0	0	0	0	0	0	28
4/14/23	21:00	0	0	0	3	3	3	4	0	0	0	0	0	0	0	13
4/14/23	21:15	0	0	0	1	2	8	4	0	0	0	0	0	0	0	15
4/14/23	21:30	0	0	0	1	3	5	5	2	1	0	1	0	0	0	18
4/14/23	21:45	0	0	0	0	0	11	3	2	0	2	0	0	0	0	18
4/14/23	22:00	0	0	0	1	3	11	4	0	1	0	0	0	0	0	20
4/14/23	22:15	0	0	0	0	1	6	5	2	1	0	0	0	0	0	15
4/14/23	22:30	0	0	0	0	2	2	6	0	2	0	0	0	0	0	12
4/14/23	22:45	1	0	0	6	4	4	1	2	0	0	0	0	0	0	18
4/14/23	23:00	0	0	0	3	2	9	2	0	0	0	0	0	0	0	16
4/14/23	23:15	0	0	0	0	0	6	3	1	2	0	0	0	0	0	12
4/14/23	23:30	0	0	0	1	1	2	3	1	2	0	0	0	0	0	10
4/14/23	23:45	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
4/15/23	0:00	0	0	0	0	1	4	1	1	1	0	0	0	0	0	8
4/15/23	0:15	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
4/15/23	0:30	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6
4/15/23	0:45	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
4/15/23	1:00	0	0	0	0	1	0	1	3	0	0	0	0	0	0	5
4/15/23	1:15	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
4/15/23	1:30	0	0	0	0	1	2	1	1	0	0	0	0	0	0	5
4/15/23	1:45	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3
4/15/23	2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/15/23	2:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/15/23	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	3:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
4/15/23	3:15	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
4/15/23	3:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/15/23	3:45	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4/15/23	4:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4/15/23	4:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/15/23	4:30	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
4/15/23	4:45	0	0	0	0	4	1	1	0	1	1	0	0	0	0	8
4/15/23	5:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/15/23	5:15	0	0	0	1	0	4	1	1	0	0	0	0	0	0	7
4/15/23	5:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/15/23	5:45	0	0	0	1	0	1	4	1	0	0	0	0	0	0	7
4/15/23	6:00	0	0	1	0	0	2	1	0	0	1	0	0	0	0	5
4/15/23	6:15	0	0	0	0	0	1	3	1	1	0	0	0	0	0	6
4/15/23	6:30	0	0	0	0	1	13	2	4	0	0	0	0	0	0	20

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/15/23	6:45	0	0	0	0	0	3	4	2	0	0	0	0	0	0	9
4/15/23	7:00	0	0	0	0	0	6	3	1	6	0	0	0	0	0	16
4/15/23	7:15	0	0	0	1	2	3	9	4	0	0	0	0	0	0	19
4/15/23	7:30	0	0	0	1	0	1	9	4	1	0	0	0	0	0	16
4/15/23	7:45	1	0	0	0	2	2	7	3	0	0	0	0	0	0	15
4/15/23	8:00	0	0	0	0	1	7	5	3	1	0	0	0	0	0	17
4/15/23	8:15	0	0	0	0	1	4	10	2	1	0	1	0	0	0	19
4/15/23	8:30	0	0	0	0	3	10	7	4	2	0	0	0	0	0	26
4/15/23	8:45	1	0	0	1	5	11	12	5	0	0	0	0	0	0	35
4/15/23	9:00	1	0	0	1	1	6	5	5	2	0	0	0	0	0	21
4/15/23	9:15	1	0	0	1	5	13	11	6	0	2	0	0	0	0	39
4/15/23	9:30	0	0	2	1	7	10	16	3	1	0	0	0	0	0	40
4/15/23	9:45	1	0	1	6	9	18	12	6	0	0	0	0	0	0	53
4/15/23	10:00	1	1	0	4	1	13	9	5	0	0	0	0	0	0	34
4/15/23	10:15	0	0	2	1	1	8	15	4	2	1	0	0	0	0	34
4/15/23	10:30	0	0	0	0	0	14	24	8	0	0	0	0	0	0	46
4/15/23	10:45	0	0	1	0	4	11	22	3	3	0	0	0	0	0	44
4/15/23	11:00	1	0	0	0	4	12	26	13	0	0	0	0	0	0	56
4/15/23	11:15	3	0	0	0	3	14	21	10	2	1	0	0	0	0	54
4/15/23	11:30	0	0	0	1	6	18	27	11	1	0	0	0	0	0	64
4/15/23	11:45	1	0	0	0	6	21	11	5	3	0	0	0	0	0	47
4/15/23	12:00	3	0	1	0	3	12	31	9	0	0	0	0	0	0	59
4/15/23	12:15	1	0	0	0	3	15	27	13	4	0	0	0	0	0	63
4/15/23	12:30	0	0	0	0	7	13	20	7	0	0	0	0	0	0	47
4/15/23	12:45	0	0	0	2	1	17	19	9	0	0	0	0	0	0	48
4/15/23	13:00	2	0	0	0	4	20	15	4	2	1	0	0	0	0	48
4/15/23	13:15	0	1	0	0	3	22	20	8	1	0	0	0	0	0	55
4/15/23	13:30	2	0	0	0	6	24	20	6	0	0	0	0	0	0	58
4/15/23	13:45	3	0	0	0	6	13	20	15	1	0	0	0	0	0	58
4/15/23	14:00	4	0	1	1	1	16	25	9	1	1	0	0	0	0	59
4/15/23	14:15	0	2	0	2	2	17	24	9	1	0	0	0	0	0	57
4/15/23	14:30	2	0	0	0	11	22	18	2	0	0	0	0	0	0	55
4/15/23	14:45	2	0	0	0	3	15	20	6	1	0	0	0	0	0	47
4/15/23	15:00	2	0	0	0	3	10	24	7	1	0	0	0	0	0	47
4/15/23	15:15	0	0	0	3	2	7	18	12	2	2	0	0	0	0	46
4/15/23	15:30	2	0	2	2	9	11	15	10	1	1	0	0	0	0	53
4/15/23	15:45	1	0	0	0	3	28	13	6	1	0	0	0	0	0	52
4/15/23	16:00	1	0	0	0	10	14	19	8	1	0	0	0	0	0	53
4/15/23	16:15	0	0	0	0	1	13	22	10	1	0	0	0	0	0	47
4/15/23	16:30	1	0	1	0	2	11	27	8	0	1	0	0	0	0	51
4/15/23	16:45	0	0	0	0	0	15	15	8	1	0	0	0	0	0	39
4/15/23	17:00	5	2	0	0	4	13	16	10	2	0	0	0	0	0	52
4/15/23	17:15	0	0	0	0	3	20	16	11	2	0	0	0	0	0	52
4/15/23	17:30	0	0	0	3	5	15	12	13	1	0	0	1	0	0	50
4/15/23	17:45	0	0	0	0	1	11	21	11	2	0	0	0	0	0	46
4/15/23	18:00	1	0	0	0	2	12	11	7	2	0	0	0	0	0	35
4/15/23	18:15	0	0	0	0	4	11	9	4	1	0	0	0	0	1	30
4/15/23	18:30	4	0	2	2	0	11	20	4	2	0	0	0	0	0	45
4/15/23	18:45	0	0	0	3	4	12	9	6	3	0	0	0	0	0	37
4/15/23	19:00	0	0	0	1	2	6	14	4	1	1	0	0	0	0	29
4/15/23	19:15	1	0	0	0	1	7	7	3	1	0	0	0	0	0	20
4/15/23	19:30	0	0	0	0	4	17	9	8	2	0	0	0	0	0	40
4/15/23	19:45	1	0	0	0	2	12	4	3	2	0	0	0	0	0	24
4/15/23	20:00	0	0	0	0	1	4	13	5	0	0	0	0	0	0	23
4/15/23	20:15	2	0	0	1	2	2	11	4	1	0	0	0	0	0	23
4/15/23	20:30	0	0	0	0	4	11	8	4	0	0	0	0	0	0	27
4/15/23	20:45	0	0	0	0	2	8	3	5	0	0	0	0	0	0	18
4/15/23	21:00	2	0	0	0	3	7	1	1	1	0	1	0	0	0	16
4/15/23	21:15	0	0	0	1	8	9	1	1	1	0	0	0	0	0	21
4/15/23	21:30	0	0	0	0	1	3	8	5	2	0	0	0	0	0	19
4/15/23	21:45	0	0	0	0	2	7	1	3	2	0	1	0	0	0	16
4/15/23	22:00	0	0	0	2	1	9	1	2	0	0	0	0	0	0	15
4/15/23	22:15	1	0	0	1	1	8	2	0	1	0	0	0	0	0	14
4/15/23	22:30	0	0	0	0	2	5	10	1	2	0	0	0	0	0	20
4/15/23	22:45	1	0	0	0	2	3	2	1	1	0	0	0	0	0	10
4/15/23	23:00	1	0	0	1	1	4	1	0	0	0	0	0	0	0	8
4/15/23	23:15	1	0	0	0	2	6	2	2	2	0	0	0	0	0	15
4/15/23	23:30	0	0	0	0	1	2	9	3	0	1	0	0	0	0	16
4/15/23	23:45	0	0	0	1	1	2	2	1	0	0	0	0	0	0	7
4/16/23	0:00	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	0:15	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
4/16/23	0:30	0	0	0	0	1	2	3	1	0	0	0	0	0	0	7
4/16/23	0:45	0	0	0	0	3	0	3	0	0	0	0	0	0	0	6
4/16/23	1:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
4/16/23	1:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/16/23	1:30	0	0	0	1	0	1	2	1	1	0	0	0	0	0	6
4/16/23	1:45	0	0	0	0	0	1	0	2	0	1	0	0	0	0	4
4/16/23	2:00	0	0	0	0	0	4	2	0	0	0	0	0	0	0	6
4/16/23	2:15	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4/16/23	2:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/16/23	2:45	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4/16/23	3:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/16/23	3:15	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
4/16/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/16/23	4:30	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4
4/16/23	4:45	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
4/16/23	5:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/16/23	5:15	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
4/16/23	5:30	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
4/16/23	5:45	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
4/16/23	6:00	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
4/16/23	6:15	0	0	0	0	2	1	1	1	1	0	0	0	0	0	6
4/16/23	6:30	0	0	0	0	0	1	5	1	0	0	0	0	0	0	7
4/16/23	6:45	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
4/16/23	7:00	0	0	0	0	1	2	4	0	0	0	0	0	0	0	7
4/16/23	7:15	0	0	0	0	3	1	3	0	1	0	0	0	0	0	8
4/16/23	7:30	1	0	0	0	0	1	9	2	0	0	0	0	0	0	13
4/16/23	7:45	0	0	0	0	1	3	4	0	0	0	0	0	0	0	8
4/16/23	8:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4/16/23	8:15	0	0	1	0	1	3	2	0	0	0	0	0	0	0	7
4/16/23	8:30	0	0	1	2	3	5	6	2	0	0	0	0	0	0	19
4/16/23	8:45	1	2	2	0	0	8	10	4	0	1	0	0	0	0	28
4/16/23	9:00	0	0	4	4	1	7	5	3	0	0	0	0	0	0	24
4/16/23	9:15	0	1	2	0	2	4	3	4	0	0	0	0	0	0	16
4/16/23	9:30	0	1	5	1	0	5	6	3	1	0	0	0	0	0	22
4/16/23	9:45	2	3	10	0	3	7	12	3	0	0	0	0	0	0	40
4/16/23	10:00	1	1	4	0	1	11	9	1	2	0	0	0	0	0	30
4/16/23	10:15	0	0	2	0	7	12	8	5	2	0	0	0	0	0	36
4/16/23	10:30	0	4	0	2	3	8	6	1	3	0	0	0	0	0	27
4/16/23	10:45	0	1	1	4	7	8	11	5	1	0	0	0	0	0	38
4/16/23	11:00	1	1	6	4	5	21	6	0	0	0	0	0	0	0	44
4/16/23	11:15	2	0	3	0	0	5	9	3	0	0	0	0	0	0	22
4/16/23	11:30	0	0	2	0	3	16	17	5	0	0	0	0	0	0	43
4/16/23	11:45	0	0	1	1	6	9	9	2	0	0	0	0	0	0	28
4/16/23	12:00	0	0	0	0	2	19	11	7	0	0	0	0	0	0	39
4/16/23	12:15	2	0	0	2	10	22	15	5	0	0	0	0	0	0	56
4/16/23	12:30	2	0	0	2	7	18	9	6	0	0	0	0	0	0	44
4/16/23	12:45	0	0	0	0	5	19	26	3	0	0	0	0	0	0	53
4/16/23	13:00	0	0	2	0	4	17	18	4	2	0	0	0	0	0	47
4/16/23	13:15	0	0	2	0	8	14	17	4	0	0	0	0	0	0	45
4/16/23	13:30	1	1	1	0	1	9	14	2	0	0	0	0	0	0	29
4/16/23	13:45	1	0	0	0	6	10	16	3	0	0	0	0	0	0	36
4/16/23	14:00	0	0	1	0	10	22	20	3	2	0	0	0	0	0	58
4/16/23	14:15	3	1	2	1	7	15	15	5	0	1	0	0	0	0	50
4/16/23	14:30	0	0	2	1	4	16	13	3	2	0	0	0	0	0	41
4/16/23	14:45	1	1	3	0	7	11	8	5	3	0	0	0	0	0	39
4/16/23	15:00	2	0	0	0	2	16	14	6	5	1	0	0	0	0	46
4/16/23	15:15	1	0	0	0	2	9	22	3	1	0	0	0	0	0	38
4/16/23	15:30	1	0	0	0	2	13	23	8	0	0	0	0	0	0	47
4/16/23	15:45	2	0	1	0	1	4	13	7	2	1	0	0	0	0	31
4/16/23	16:00	0	0	0	1	6	16	15	2	1	0	0	0	0	0	41
4/16/23	16:15	0	1	1	2	6	14	11	2	0	1	0	0	0	0	38
4/16/23	16:30	0	0	0	0	2	11	11	4	3	0	0	0	0	0	31
4/16/23	16:45	2	2	4	0	2	6	11	4	2	1	0	0	0	0	34
4/16/23	17:00	0	0	1	0	3	15	7	2	1	0	0	0	0	0	29
4/16/23	17:15	1	2	0	0	1	7	17	7	1	0	0	0	0	0	36
4/16/23	17:30	0	0	2	4	7	9	13	8	0	0	0	0	0	0	43

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	17:45	0	0	2	0	6	13	17	3	1	0	0	0	0	0	42
4/16/23	18:00	1	3	0	1	4	7	17	10	0	0	0	0	0	0	43
4/16/23	18:15	0	2	2	1	1	11	11	3	2	0	0	1	0	0	34
4/16/23	18:30	1	0	1	0	0	11	12	6	1	2	0	0	0	0	34
4/16/23	18:45	0	0	0	0	0	11	15	8	1	1	0	0	0	0	36
4/16/23	19:00	0	0	0	0	3	9	13	4	1	0	0	0	0	0	30
4/16/23	19:15	0	0	0	0	0	5	12	2	4	0	0	0	0	0	23
4/16/23	19:30	0	0	0	1	5	8	7	2	0	1	0	0	0	0	24
4/16/23	19:45	0	0	0	2	6	6	14	5	0	0	0	0	0	0	33
4/16/23	20:00	0	0	0	0	1	7	6	4	2	0	0	0	0	0	20
4/16/23	20:15	0	0	0	0	4	8	2	2	0	0	0	0	0	0	16
4/16/23	20:30	0	1	1	0	7	6	4	2	0	0	0	0	0	0	21
4/16/23	20:45	2	0	0	0	4	4	3	4	0	0	0	0	0	0	17
4/16/23	21:00	0	0	5	3	2	5	2	1	0	0	0	0	0	0	18
4/16/23	21:15	0	0	0	0	1	5	3	0	0	0	0	0	0	0	9
4/16/23	21:30	0	0	1	2	2	3	1	1	0	0	0	0	0	0	10
4/16/23	21:45	0	0	0	0	4	4	0	1	0	0	0	0	0	0	9
4/16/23	22:00	0	0	0	1	5	6	4	5	0	0	0	0	0	0	21
4/16/23	22:15	0	0	0	0	2	5	6	1	2	0	0	0	0	0	16
4/16/23	22:30	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/16/23	22:45	0	0	0	1	0	1	2	2	0	0	0	0	0	0	6
4/16/23	23:00	0	0	0	1	0	5	0	2	0	0	0	0	0	0	8
4/16/23	23:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/16/23	23:30	0	0	0	0	0	1	0	3	1	0	0	0	0	0	5
4/16/23	23:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
4/17/23	0:00	0	0	0	0	1	1	0	1	0	1	0	0	0	0	4
4/17/23	0:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4/17/23	0:30	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
4/17/23	0:45	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
4/17/23	1:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3
4/17/23	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/17/23	1:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4/17/23	2:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
4/17/23	2:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
4/17/23	2:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
4/17/23	2:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4/17/23	3:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/17/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/17/23	4:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/17/23	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	4:30	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
4/17/23	4:45	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4
4/17/23	5:00	0	0	0	0	0	3	3	0	0	0	0	0	0	0	6
4/17/23	5:15	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
4/17/23	5:30	0	0	0	0	1	2	7	1	0	0	0	0	0	0	11
4/17/23	5:45	0	0	0	0	0	7	9	7	1	0	0	0	0	0	24
4/17/23	6:00	0	0	0	0	4	7	10	5	1	0	0	0	0	0	27
4/17/23	6:15	0	0	0	0	3	11	12	6	2	1	0	0	0	0	35
4/17/23	6:30	1	0	0	0	9	1	25	9	1	1	0	0	0	0	47
4/17/23	6:45	2	1	0	0	2	18	26	12	7	0	0	0	0	0	68
4/17/23	7:00	0	0	1	1	1	13	23	5	2	0	0	0	0	0	46
4/17/23	7:15	4	1	0	0	11	25	23	10	0	0	0	0	0	0	74
4/17/23	7:30	2	0	2	3	2	30	28	9	0	2	0	0	0	0	78
4/17/23	7:45	2	3	5	0	15	46	19	4	1	0	0	0	0	0	95
4/17/23	8:00	3	0	6	1	5	29	33	12	1	1	0	0	0	0	91
4/17/23	8:15	2	0	0	0	4	17	17	11	0	0	0	0	0	0	51
4/17/23	8:30	1	0	1	1	10	15	18	7	1	0	0	0	0	0	54
4/17/23	8:45	1	0	6	7	12	12	6	1	0	0	0	0	0	0	45
4/17/23	9:00	2	0	2	0	7	29	18	5	1	0	0	0	0	0	64
4/17/23	9:15	0	0	3	5	5	19	13	1	0	0	0	0	0	0	46
4/17/23	9:30	0	0	1	1	15	17	9	3	0	0	0	0	0	0	46
4/17/23	9:45	1	0	0	3	19	22	9	0	0	0	0	0	0	0	54
4/17/23	10:00	0	1	0	0	4	9	22	7	1	0	0	0	0	0	44
4/17/23	10:15	0	0	1	0	2	19	20	4	2	0	0	0	0	0	48
4/17/23	10:30	0	0	0	0	9	25	24	4	2	0	0	0	0	0	64
4/17/23	10:45	2	0	0	1	4	10	14	8	0	0	0	0	0	0	39
4/17/23	11:00	1	0	0	1	1	22	13	6	0	0	0	0	0	0	44

Speed Data - 168 Hours (15-min increments)

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/17/23	11:15	1	0	0	3	0	20	25	9	1	0	0	0	0	0	59
4/17/23	11:30	0	0	0	2	0	25	28	6	1	0	0	0	0	0	62
4/17/23	11:45	1	0	0	0	10	29	30	3	0	0	0	0	0	0	73
4/17/23	12:00	1	1	1	0	2	18	17	5	1	1	0	0	0	0	47
4/17/23	12:15	0	1	0	0	3	23	20	7	1	0	0	0	0	0	55
4/17/23	12:30	0	1	0	0	2	26	19	12	3	0	0	0	0	0	63
4/17/23	12:45	2	0	0	0	3	14	16	1	2	0	0	0	0	0	38
4/17/23	13:00	1	0	0	0	2	15	16	7	4	0	0	0	0	1	46
4/17/23	13:15	2	0	0	0	3	21	33	8	0	0	0	0	0	0	67
4/17/23	13:30	2	0	0	0	2	26	16	9	2	0	0	0	0	0	57
4/17/23	13:45	1	1	1	0	8	18	23	6	0	0	0	0	0	0	58
4/17/23	14:00	4	0	0	3	17	20	20	5	0	0	0	0	0	0	69
4/17/23	14:15	1	0	0	2	7	23	25	4	1	0	0	0	0	0	63
4/17/23	14:30	3	0	0	1	6	29	28	4	1	1	0	0	0	0	73
4/17/23	14:45	5	1	0	0	2	23	20	9	5	0	0	0	0	0	65
4/17/23	15:00	4	0	0	4	7	45	31	14	0	0	0	0	0	0	105
4/17/23	15:15	1	2	2	0	4	17	25	10	0	0	0	0	0	0	61
4/17/23	15:30	1	3	2	3	4	26	21	9	0	0	0	0	0	0	69
4/17/23	15:45	3	1	0	0	5	20	34	10	0	0	0	0	0	0	73
4/17/23	16:00	3	1	0	1	10	21	24	11	2	0	0	0	0	0	73
4/17/23	16:15	2	0	2	2	6	24	18	0	1	1	0	0	0	0	56
4/17/23	16:30	3	0	1	3	14	33	39	8	1	0	0	0	0	0	102
4/17/23	16:45	4	1	0	1	10	19	30	9	2	0	0	0	0	0	76
4/17/23	17:00	0	0	0	0	6	28	30	9	0	0	0	0	0	0	73
4/17/23	17:15	3	1	3	0	11	25	29	12	1	1	0	0	0	0	86
4/17/23	17:30	2	0	0	0	6	20	23	6	1	0	0	0	0	0	58
4/17/23	17:45	5	0	0	0	5	30	29	8	3	0	0	0	0	0	80
4/17/23	18:00	1	0	1	0	1	17	32	7	2	0	0	0	0	0	61
4/17/23	18:15	2	0	0	0	9	21	21	8	1	0	0	0	0	0	62
4/17/23	18:30	6	0	0	0	7	9	18	5	0	0	0	0	0	0	45
4/17/23	18:45	1	1	0	0	5	22	20	3	2	0	0	0	0	0	54
4/17/23	19:00	2	0	0	0	3	14	17	2	1	0	0	0	0	0	39
4/17/23	19:15	0	0	0	0	3	10	11	1	3	0	0	0	0	0	28
4/17/23	19:30	0	0	0	1	1	9	10	4	1	0	0	0	0	0	26
4/17/23	19:45	0	0	0	1	2	6	21	5	1	0	0	0	0	0	36
4/17/23	20:00	0	0	0	1	3	2	5	2	1	0	0	0	0	0	14
4/17/23	20:15	0	0	0	1	0	4	2	2	0	0	1	0	0	0	10
4/17/23	20:30	0	0	0	0	2	7	3	1	0	0	0	0	0	0	13
4/17/23	20:45	0	0	0	1	0	2	5	1	0	0	0	0	0	0	9
4/17/23	21:00	0	0	0	1	2	10	6	3	1	0	0	0	0	0	23
4/17/23	21:15	0	0	0	0	1	4	8	4	0	0	0	0	0	0	17
4/17/23	21:30	0	0	0	0	4	3	4	2	1	0	0	0	0	0	14
4/17/23	21:45	0	0	0	0	0	4	4	3	1	1	0	0	0	0	13
4/17/23	22:00	2	0	0	2	3	3	3	1	0	0	0	0	0	0	14
4/17/23	22:15	0	0	0	0	3	3	11	0	1	0	0	0	0	0	18
4/17/23	22:30	0	0	0	0	0	3	5	3	3	0	0	0	0	0	14
4/17/23	22:45	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5
4/17/23	23:00	0	0	0	1	2	4	6	1	1	0	0	0	0	0	15
4/17/23	23:15	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
4/17/23	23:30	0	0	0	0	0	4	0	1	0	0	0	0	0	0	5
4/17/23	23:45	0	0	0	1	0	2	0	2	3	0	0	0	0	0	8

Total	759	137	300	506	2,515	7,888	8,265	2,850	590	95	20	7	1	2	0	23,935
Percent	3%	1%	1%	2%	11%	33%	35%	12%	2%	0%	0%	0%	0%	0%	0%	

Day 1	275	32	42	73	375	1,168	1,330	432	105	22	5	1	0	0	0	3,860
Percent	7%	1%	1%	2%	10%	30%	34%	11%	3%	1%	0%	0%	0%	0%	0%	

Day 2	109	15	40	72	341	1,323	1,482	520	107	12	4	3	0	0	0	4,028
Percent	3%	0%	1%	2%	8%	33%	37%	13%	3%	0%	0%	0%	0%	0%	0%	

Day 3	110	20	32	75	482	1,343	1,344	451	74	15	3	0	1	0	0	3,950
Percent	3%	1%	1%	2%	12%	34%	34%	11%	2%	0%	0%	0%	0%	0%	0%	

Day 4	84	15	53	133	515	1,406	1,219	393	79	9	2	1	0	0	0	3,909
Percent	2%	0%	1%	3%	13%	36%	31%	10%	2%	0%	0%	0%	0%	0%	0%	

Day 5	57	6	14	47	224	800	926	410	86	15	3	1	0	1	0	2,590
Percent	2%	0%	1%	2%	9%	31%	36%	16%	3%	1%	0%	0%	0%	0%	0%	

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
Day 6		31	28	78	45	221	623	667	233	56	11	1	1	0	0	1,995
Percent		2%	1%	4%	2%	11%	31%	33%	12%	3%	1%	0%	0%	0%	0%	
Day 7		93	21	41	61	357	1,225	1,297	411	83	11	2	0	0	1	3,603
Percent		3%	1%	1%	2%	10%	34%	36%	11%	2%	0%	0%	0%	0%	0%	
Average		108	20	43	72	359	1,127	1,181	407	84	14	3	1	0	0	3,419
Percent		3%	1%	1%	2%	11%	33%	35%	12%	2%	0%	0%	0%	0%	0%	

Date	Start Time	Total														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	0:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
4/11/23	0:15	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5
4/11/23	0:30	0	0	0	0	1	4	4	0	1	0	0	0	0	0	10
4/11/23	0:45	0	0	0	0	0	5	2	2	0	0	0	0	0	0	9
4/11/23	1:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/11/23	1:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/11/23	1:30	0	0	0	0	1	1	1	0	1	0	0	0	0	0	4
4/11/23	1:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
4/11/23	2:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
4/11/23	2:15	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
4/11/23	2:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	6
4/11/23	2:45	0	0	0	0	2	2	2	4	1	0	0	0	0	0	11
4/11/23	3:00	0	0	0	0	0	1	3	1	2	1	0	0	0	0	8
4/11/23	3:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/11/23	3:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
4/11/23	3:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/11/23	4:00	0	0	0	0	0	1	3	1	2	0	0	0	0	0	7
4/11/23	4:15	0	0	0	0	1	3	0	2	1	0	0	0	0	0	7
4/11/23	4:30	0	0	0	0	0	1	1	1	2	0	0	0	0	0	5
4/11/23	4:45	0	0	0	0	0	4	2	1	1	1	1	0	0	0	10
4/11/23	5:00	0	0	0	0	1	3	5	1	0	1	0	0	0	0	11
4/11/23	5:15	0	0	0	0	1	0	4	0	1	1	0	0	0	0	7
4/11/23	5:30	2	0	0	0	2	2	18	3	1	1	0	0	0	0	29
4/11/23	5:45	0	0	0	0	1	13	14	11	1	2	0	0	0	0	42
4/11/23	6:00	0	0	0	0	0	8	10	11	3	0	0	0	0	0	32
4/11/23	6:15	0	0	0	0	1	15	29	17	2	0	0	0	0	0	64
4/11/23	6:30	0	0	0	1	4	24	34	20	7	2	0	0	0	0	92
4/11/23	6:45	0	0	0	0	3	22	44	21	8	0	0	0	0	0	98
4/11/23	7:00	0	0	0	0	4	16	47	15	2	1	0	0	0	0	85
4/11/23	7:15	3	0	0	0	10	31	41	11	2	0	0	0	0	0	98
4/11/23	7:30	7	0	0	2	10	56	79	14	0	0	0	0	0	0	168
4/11/23	7:45	7	0	2	7	22	73	62	19	2	0	0	0	0	0	194
4/11/23	8:00	7	1	3	12	11	40	46	20	11	0	0	0	0	0	151
4/11/23	8:15	2	1	3	1	10	26	44	16	5	1	1	0	0	0	110
4/11/23	8:30	1	1	1	0	9	34	40	15	1	0	1	0	0	0	103
4/11/23	8:45	2	0	0	0	11	34	47	11	3	1	0	0	0	0	109
4/11/23	9:00	0	0	0	0	5	27	28	20	6	1	0	0	0	0	87
4/11/23	9:15	0	0	2	0	6	19	36	11	3	0	0	0	0	0	77
4/11/23	9:30	2	0	0	2	21	18	32	17	2	1	0	0	0	0	95
4/11/23	9:45	1	0	3	2	2	29	46	10	2	1	0	0	0	0	96
4/11/23	10:00	0	1	0	1	7	19	36	18	0	0	0	0	0	0	82
4/11/23	10:15	0	1	1	0	10	32	30	11	2	0	0	0	0	0	87
4/11/23	10:30	0	1	0	0	8	35	30	7	3	1	0	0	0	0	85
4/11/23	10:45	1	0	2	6	12	18	33	17	2	1	0	0	0	0	92
4/11/23	11:00	2	0	0	4	12	28	34	9	2	0	0	0	0	0	91
4/11/23	11:15	2	0	1	5	7	42	29	17	1	0	0	0	0	0	104
4/11/23	11:30	2	1	4	1	5	11	43	24	3	0	0	0	0	0	94
4/11/23	11:45	9	2	1	2	21	31	44	11	0	0	0	0	0	0	121
4/11/23	12:00	2	2	1	3	15	34	51	14	0	1	0	0	0	0	123
4/11/23	12:15	3	1	0	0	7	46	36	11	3	0	0	0	0	0	107
4/11/23	12:30	6	1	2	0	13	37	37	8	2	0	0	0	0	0	106
4/11/23	12:45	2	0	1	3	5	26	56	10	3	0	0	0	0	0	106
4/11/23	13:00	2	0	0	0	5	37	50	21	4	0	0	0	0	0	119
4/11/23	13:15	0	1	0	1	7	27	44	14	5	1	0	0	0	0	100
4/11/23	13:30	2	2	2	2	8	25	60	16	2	0	0	0	0	0	119
4/11/23	13:45	1	0	0	0	8	29	50	24	3	1	0	0	0	0	116
4/11/23	14:00	2	0	0	0	11	38	63	17	3	0	0	0	0	0	134
4/11/23	14:15	7	4	1	1	13	38	60	13	1	0	0	0	0	0	138

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/11/23	14:30	4	0	2	4	18	61	41	10	2	0	0	0	0	0	142
4/11/23	14:45	4	1	0	5	12	43	79	20	2	0	0	0	0	0	166
4/11/23	15:00	8	1	2	1	7	56	75	24	4	2	0	0	0	0	180
4/11/23	15:15	5	1	2	0	11	50	61	17	3	0	1	0	0	0	151
4/11/23	15:30	3	0	4	6	11	43	48	16	3	0	0	0	0	0	134
4/11/23	15:45	9	1	2	2	5	32	80	36	7	0	0	0	0	0	174
4/11/23	16:00	9	3	1	0	9	50	112	30	3	3	0	0	0	0	220
4/11/23	16:15	7	2	1	1	9	58	93	23	2	3	0	0	0	0	199
4/11/23	16:30	12	1	2	0	17	43	91	46	3	2	0	1	0	0	218
4/11/23	16:45	10	1	3	6	11	77	94	26	1	0	0	0	0	0	229
4/11/23	17:00	40	7	2	17	21	57	48	9	2	0	0	0	0	0	203
4/11/23	17:15	96	7	3	2	7	41	36	11	1	0	0	0	0	0	204
4/11/23	17:30	40	1	6	7	20	35	41	13	4	0	0	0	0	0	167
4/11/23	17:45	22	3	8	10	10	51	71	29	7	0	1	0	0	0	212
4/11/23	18:00	13	0	0	1	9	48	74	29	7	1	0	0	0	0	182
4/11/23	18:15	9	1	1	0	16	45	87	57	7	1	0	0	0	0	224
4/11/23	18:30	4	0	0	0	5	44	59	29	5	0	0	0	0	0	146
4/11/23	18:45	2	1	1	0	2	19	51	20	3	0	1	0	0	0	100
4/11/23	19:00	0	0	0	0	1	19	52	26	4	0	1	0	0	0	103
4/11/23	19:15	4	1	0	0	4	21	28	14	5	0	0	0	0	0	77
4/11/23	19:30	0	0	0	0	3	16	23	14	1	0	0	0	0	0	57
4/11/23	19:45	1	0	0	2	4	12	28	12	3	0	0	0	0	0	62
4/11/23	20:00	0	0	0	0	5	14	20	6	1	1	0	0	0	0	47
4/11/23	20:15	0	1	0	1	4	10	23	8	4	1	0	0	0	0	52
4/11/23	20:30	1	0	1	0	3	24	20	4	1	1	0	0	0	0	55
4/11/23	20:45	1	0	0	0	3	18	22	9	2	1	0	0	0	0	56
4/11/23	21:00	2	0	0	0	5	17	15	1	0	0	0	0	0	0	40
4/11/23	21:15	0	0	0	0	2	9	17	4	1	1	0	0	0	0	34
4/11/23	21:30	0	0	0	0	3	7	10	2	1	0	0	0	0	0	23
4/11/23	21:45	0	0	0	1	2	9	13	3	0	1	0	0	0	0	29
4/11/23	22:00	0	0	0	0	2	11	6	4	2	0	0	0	0	0	25
4/11/23	22:15	0	0	0	0	3	8	15	2	2	0	0	0	0	0	30
4/11/23	22:30	0	0	0	0	3	3	8	10	2	0	1	0	0	0	27
4/11/23	22:45	0	0	0	0	0	4	15	16	7	0	1	0	0	0	43
4/11/23	23:00	0	0	0	0	0	13	16	9	2	1	0	0	0	0	41
4/11/23	23:15	0	0	0	0	0	6	5	3	2	0	0	0	0	0	16
4/11/23	23:30	0	0	0	0	1	3	6	3	1	1	0	0	0	0	15
4/11/23	23:45	0	0	0	1	1	1	2	1	0	0	0	0	0	0	6
4/12/23	0:00	0	0	0	0	2	2	1	2	1	0	0	1	0	0	9
4/12/23	0:15	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
4/12/23	0:30	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
4/12/23	0:45	0	0	0	0	2	3	2	2	0	0	0	0	0	0	9
4/12/23	1:00	0	0	0	0	0	4	2	2	0	0	0	0	0	0	8
4/12/23	1:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/12/23	1:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4/12/23	1:45	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4/12/23	2:00	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6
4/12/23	2:15	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
4/12/23	2:30	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
4/12/23	2:45	0	0	0	0	0	0	3	2	2	0	0	0	0	0	7
4/12/23	3:00	0	0	0	0	0	1	1	2	0	0	1	0	0	0	5
4/12/23	3:15	0	0	0	1	0	1	1	4	0	0	0	0	0	0	7
4/12/23	3:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/12/23	3:45	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5
4/12/23	4:00	0	0	0	0	0	2	4	1	1	0	0	0	0	0	8
4/12/23	4:15	0	0	0	1	0	2	3	0	0	0	0	0	0	0	6
4/12/23	4:30	0	0	0	0	0	2	1	2	1	0	0	0	0	0	6
4/12/23	4:45	1	0	0	0	0	3	5	0	2	2	0	0	0	0	13
4/12/23	5:00	0	0	0	0	1	1	5	2	0	0	0	0	0	0	9
4/12/23	5:15	0	0	0	0	0	4	5	1	1	0	1	0	0	0	12
4/12/23	5:30	0	0	0	0	4	5	13	6	2	0	1	0	0	0	31
4/12/23	5:45	0	0	0	0	4	8	13	11	2	1	0	0	0	0	39
4/12/23	6:00	0	0	0	0	0	6	16	9	1	0	0	0	0	0	32
4/12/23	6:15	1	0	0	0	1	14	23	15	2	1	0	0	0	0	57
4/12/23	6:30	2	0	0	3	9	17	28	19	2	0	0	0	0	0	80
4/12/23	6:45	0	0	0	1	2	24	30	15	9	0	0	0	0	0	81
4/12/23	7:00	4	0	1	0	4	28	33	19	0	1	0	0	0	0	90
4/12/23	7:15	2	0	1	1	10	44	40	18	2	1	0	0	0	0	119
4/12/23	7:30	5	1	0	4	10	41	64	27	4	1	1	0	0	0	158
4/12/23	7:45	9	3	9	8	13	57	60	19	1	1	0	0	0	0	180

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/12/23	8:00	7	1	2	2	12	49	42	15	3	0	0	0	0	0	133
4/12/23	8:15	1	2	4	0	5	32	48	20	3	2	0	0	0	0	117
4/12/23	8:30	1	1	10	5	12	33	39	17	2	1	0	0	0	0	121
4/12/23	8:45	0	0	1	5	9	33	41	18	1	0	0	0	0	0	108
4/12/23	9:00	5	0	0	0	1	35	40	7	6	0	0	0	0	0	94
4/12/23	9:15	1	0	0	2	7	28	30	14	0	0	0	0	0	0	82
4/12/23	9:30	3	0	0	1	6	40	33	7	1	1	0	0	0	0	92
4/12/23	9:45	1	1	0	0	4	29	38	14	3	0	0	0	0	0	90
4/12/23	10:00	0	0	1	1	3	15	31	11	4	0	0	0	0	0	66
4/12/23	10:15	1	0	0	4	13	32	38	8	2	0	0	0	0	0	98
4/12/23	10:30	3	0	3	5	3	23	31	14	1	0	0	0	0	0	83
4/12/23	10:45	3	0	0	0	8	26	28	10	4	0	0	0	0	0	79
4/12/23	11:00	4	0	0	0	6	31	42	13	1	1	0	0	0	0	98
4/12/23	11:15	1	0	1	5	8	24	43	14	2	0	0	0	0	0	98
4/12/23	11:30	4	1	1	0	5	23	48	18	0	0	0	0	0	0	100
4/12/23	11:45	3	0	0	1	6	44	36	14	4	0	0	0	0	0	108
4/12/23	12:00	1	0	0	0	3	35	56	18	4	0	0	0	0	0	117
4/12/23	12:15	5	1	0	0	8	44	59	18	0	0	0	0	0	0	135
4/12/23	12:30	3	0	0	0	1	49	59	14	2	0	1	0	0	0	129
4/12/23	12:45	3	0	1	1	5	51	53	9	1	0	0	1	0	0	125
4/12/23	13:00	2	0	2	6	7	40	48	11	3	0	0	0	0	0	119
4/12/23	13:15	6	0	0	0	10	55	37	13	2	0	0	0	0	0	123
4/12/23	13:30	5	0	1	0	4	35	55	12	1	0	0	1	0	0	114
4/12/23	13:45	3	1	1	0	3	39	43	18	3	0	0	0	0	0	111
4/12/23	14:00	1	0	0	1	8	42	62	19	3	0	0	0	0	0	136
4/12/23	14:15	5	0	0	4	11	36	54	18	3	0	0	0	0	0	131
4/12/23	14:30	0	1	2	1	7	27	41	21	4	0	0	0	0	0	104
4/12/23	14:45	5	1	0	1	8	51	73	40	4	0	0	0	0	1	184
4/12/23	15:00	7	0	0	2	19	62	80	17	6	2	0	0	0	0	195
4/12/23	15:15	2	0	0	4	13	35	37	18	4	0	0	0	0	0	113
4/12/23	15:30	4	2	3	7	10	44	57	26	1	0	0	0	0	0	154
4/12/23	15:45	5	0	1	4	11	41	60	21	3	0	0	0	0	0	146
4/12/23	16:00	9	6	0	2	5	49	82	26	5	0	0	0	0	0	184
4/12/23	16:15	4	1	3	1	7	54	65	32	4	1	0	0	0	0	172
4/12/23	16:30	5	1	1	0	8	27	87	37	5	2	0	0	0	0	173
4/12/23	16:45	8	1	3	2	12	47	74	25	7	0	0	0	0	0	179
4/12/23	17:00	8	0	1	0	1	65	81	56	6	1	0	0	0	0	219
4/12/23	17:15	7	1	1	2	25	62	74	26	11	0	0	1	0	0	210
4/12/23	17:30	9	0	0	0	11	55	90	39	2	0	0	0	0	0	206
4/12/23	17:45	4	0	1	2	13	32	78	28	2	0	0	0	0	0	160
4/12/23	18:00	8	0	0	2	9	25	99	30	2	1	0	0	0	0	176
4/12/23	18:15	11	0	2	2	6	30	41	32	5	0	0	0	0	0	129
4/12/23	18:30	2	1	0	7	11	31	68	18	4	1	0	0	0	0	143
4/12/23	18:45	7	0	2	1	7	30	54	25	2	2	0	0	0	0	130
4/12/23	19:00	1	1	2	4	2	27	34	20	0	1	0	0	0	0	92
4/12/23	19:15	0	0	0	0	8	24	35	16	0	0	0	0	0	0	83
4/12/23	19:30	1	1	1	1	8	20	26	11	3	0	0	0	0	0	72
4/12/23	19:45	5	0	0	1	7	16	18	13	4	1	0	0	0	0	65
4/12/23	20:00	2	0	0	0	5	15	20	11	1	2	0	0	0	0	56
4/12/23	20:15	0	0	1	1	4	14	21	9	2	0	0	0	0	0	52
4/12/23	20:30	0	1	2	0	6	21	27	4	3	0	0	0	0	0	64
4/12/23	20:45	2	1	1	1	4	17	19	5	0	1	0	0	0	0	51
4/12/23	21:00	4	1	3	2	3	20	16	6	2	0	0	0	0	0	57
4/12/23	21:15	2	2	0	0	2	12	14	3	2	0	0	1	0	0	38
4/12/23	21:30	1	0	0	0	2	11	16	8	1	0	0	0	0	0	39
4/12/23	21:45	0	1	1	1	5	5	11	5	1	1	0	0	0	0	31
4/12/23	22:00	0	0	0	0	1	11	11	6	1	0	0	0	0	0	30
4/12/23	22:15	0	1	0	0	3	10	8	5	2	0	0	0	0	0	29
4/12/23	22:30	1	1	0	0	2	14	12	5	4	0	0	0	0	0	39
4/12/23	22:45	2	0	0	1	6	11	22	10	4	0	0	0	0	0	56
4/12/23	23:00	0	0	0	1	2	15	10	11	2	1	0	0	0	0	42
4/12/23	23:15	0	0	0	1	0	9	11	1	1	0	0	0	0	0	23
4/12/23	23:30	0	0	0	0	0	2	6	2	0	1	1	0	0	0	12
4/12/23	23:45	0	0	0	0	2	1	1	2	0	0	0	0	0	0	6
4/13/23	0:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4/13/23	0:15	0	0	0	0	0	4	1	1	0	0	0	0	0	0	6
4/13/23	0:30	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3
4/13/23	0:45	0	0	0	0	1	0	4	2	1	0	0	0	0	0	8
4/13/23	1:00	0	0	0	0	2	0	2	1	0	0	0	0	0	0	5
4/13/23	1:15	0	0	0	0	0	1	5	0	0	0	0	0	0	0	6

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	1:30	0	0	0	0	0	4	2	0	0	0	0	0	0	0	6
4/13/23	1:45	0	0	0	1	0	2	0	0	1	0	0	0	0	0	4
4/13/23	2:00	0	0	0	1	1	1	2	4	0	0	0	0	0	0	9
4/13/23	2:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4
4/13/23	2:30	0	0	0	0	0	2	3	0	1	0	0	0	0	0	6
4/13/23	2:45	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
4/13/23	3:00	0	0	0	1	0	1	1	0	0	1	0	0	0	0	4
4/13/23	3:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/13/23	3:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/13/23	3:45	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4/13/23	4:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4/13/23	4:15	0	0	0	1	1	1	2	1	0	0	0	0	0	0	6
4/13/23	4:30	0	0	0	0	0	1	4	2	0	0	0	0	0	0	7
4/13/23	4:45	0	0	0	0	2	4	3	1	0	1	0	0	0	0	11
4/13/23	5:00	0	0	0	0	0	4	5	2	1	1	0	0	0	0	13
4/13/23	5:15	0	0	0	0	0	1	7	0	1	0	0	0	0	0	9
4/13/23	5:30	0	0	0	1	1	7	10	3	5	1	0	0	0	0	28
4/13/23	5:45	0	0	0	0	0	12	13	8	1	1	1	0	0	0	36
4/13/23	6:00	0	0	0	1	1	11	18	16	1	1	0	0	0	0	49
4/13/23	6:15	2	0	0	0	3	12	23	10	2	0	0	0	0	0	52
4/13/23	6:30	4	1	0	1	1	30	28	12	5	0	0	0	0	0	82
4/13/23	6:45	2	0	0	0	9	11	42	26	12	0	0	0	0	0	102
4/13/23	7:00	0	0	0	0	4	8	47	17	7	1	0	0	0	0	84
4/13/23	7:15	2	0	1	0	12	38	32	24	4	0	0	0	0	0	113
4/13/23	7:30	7	0	0	0	16	54	57	20	1	2	0	0	0	0	157
4/13/23	7:45	4	2	0	4	15	64	76	14	2	1	0	0	0	0	182
4/13/23	8:00	5	2	7	4	17	41	57	19	2	0	0	0	0	0	154
4/13/23	8:15	3	2	0	2	3	51	37	12	4	1	0	0	0	0	115
4/13/23	8:30	1	1	0	6	15	36	39	8	2	0	0	0	0	0	108
4/13/23	8:45	3	3	3	3	8	30	39	11	2	2	0	0	0	0	104
4/13/23	9:00	4	0	0	2	7	33	25	6	2	1	0	0	0	0	80
4/13/23	9:15	3	0	0	2	23	48	36	19	4	0	0	0	0	0	135
4/13/23	9:30	0	0	0	0	6	31	31	11	3	1	0	0	0	0	83
4/13/23	9:45	9	0	2	3	7	38	31	11	2	0	0	0	0	0	103
4/13/23	10:00	0	0	0	0	7	25	38	10	3	0	0	0	0	0	83
4/13/23	10:15	5	0	2	5	10	18	23	18	2	0	0	0	0	0	83
4/13/23	10:30	3	0	0	0	6	42	31	18	0	0	0	0	0	0	100
4/13/23	10:45	3	0	1	2	9	30	41	11	2	0	0	0	0	0	99
4/13/23	11:00	1	0	0	0	10	34	50	8	2	0	0	0	0	0	105
4/13/23	11:15	1	0	0	0	9	29	32	16	1	0	0	0	0	0	88
4/13/23	11:30	2	1	1	1	1	26	61	19	4	0	0	0	0	0	116
4/13/23	11:45	2	1	2	0	2	31	39	23	1	0	0	0	0	0	101
4/13/23	12:00	2	1	0	3	6	38	57	9	4	0	0	0	0	0	120
4/13/23	12:15	2	0	0	1	14	45	41	15	4	0	0	0	0	0	122
4/13/23	12:30	2	0	1	0	6	23	67	15	1	1	0	0	0	0	116
4/13/23	12:45	3	0	0	0	8	46	35	16	5	0	0	0	0	0	113
4/13/23	13:00	7	1	5	3	8	39	36	12	2	0	0	0	0	0	113
4/13/23	13:15	2	0	1	0	10	28	42	19	0	0	0	0	0	0	102
4/13/23	13:30	4	0	0	2	12	29	37	12	2	0	0	0	0	0	98
4/13/23	13:45	5	0	0	4	11	42	40	12	0	0	0	0	1	0	115
4/13/23	14:00	5	0	0	1	5	39	44	25	2	2	0	0	0	0	123
4/13/23	14:15	9	3	5	15	21	40	31	7	2	0	0	0	0	0	133
4/13/23	14:30	4	0	0	2	30	52	39	16	1	0	1	0	0	0	145
4/13/23	14:45	7	5	5	5	21	48	60	11	2	0	0	0	0	0	164
4/13/23	15:00	5	1	1	15	28	79	64	20	3	0	1	0	0	0	217
4/13/23	15:15	15	4	9	6	18	55	25	3	0	0	0	0	0	0	135
4/13/23	15:30	7	3	4	1	11	38	62	22	1	1	0	0	0	0	150
4/13/23	15:45	6	1	2	5	15	43	47	20	4	0	0	0	0	0	143
4/13/23	16:00	2	1	0	1	13	37	66	25	6	0	0	0	0	0	151
4/13/23	16:15	6	0	1	0	10	35	66	27	0	0	1	0	0	0	146
4/13/23	16:30	10	0	0	0	7	64	85	28	5	0	0	0	0	0	199
4/13/23	16:45	3	0	0	0	8	54	78	33	5	1	0	0	0	0	182
4/13/23	17:00	2	0	3	1	11	39	95	30	2	0	0	0	0	0	183
4/13/23	17:15	10	0	1	0	19	70	61	18	3	0	0	0	0	0	182
4/13/23	17:30	9	0	2	3	27	72	53	23	5	1	0	0	0	0	195
4/13/23	17:45	3	0	0	2	8	42	68	33	1	0	0	0	0	0	157
4/13/23	18:00	5	0	0	1	21	38	75	21	5	1	0	0	0	0	167
4/13/23	18:15	5	0	0	0	5	33	54	24	3	1	0	0	0	0	125
4/13/23	18:30	0	0	0	0	5	32	41	14	2	1	0	0	0	0	95
4/13/23	18:45	4	1	0	2	11	25	41	10	0	0	0	0	0	0	94

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/13/23	19:00	3	0	1	0	0	24	31	11	2	0	1	0	0	0	73
4/13/23	19:15	0	0	0	1	3	18	24	7	2	0	0	0	1	0	56
4/13/23	19:30	0	0	0	0	2	17	30	5	3	0	0	0	0	0	57
4/13/23	19:45	0	0	0	1	4	23	25	5	2	1	0	0	0	0	61
4/13/23	20:00	1	0	0	3	5	15	16	5	2	0	0	0	0	0	47
4/13/23	20:15	1	0	0	1	5	11	22	4	1	0	0	0	0	0	45
4/13/23	20:30	0	0	0	0	8	15	10	2	1	0	0	0	0	0	36
4/13/23	20:45	0	0	0	0	2	12	17	0	0	0	0	0	0	0	31
4/13/23	21:00	4	0	0	2	8	21	13	2	0	0	0	0	0	0	50
4/13/23	21:15	0	1	2	1	10	7	8	4	0	0	0	0	0	0	33
4/13/23	21:30	0	1	1	0	4	16	12	6	1	0	1	0	0	0	42
4/13/23	21:45	0	0	0	0	6	4	10	1	1	0	0	0	0	0	22
4/13/23	22:00	0	0	0	1	1	7	11	3	0	0	0	0	0	0	23
4/13/23	22:15	0	0	0	0	0	9	6	2	3	0	0	0	0	0	20
4/13/23	22:30	0	0	0	0	0	6	9	7	2	0	0	0	0	0	24
4/13/23	22:45	0	0	0	0	3	11	24	8	1	0	0	0	0	0	47
4/13/23	23:00	0	0	0	0	4	8	10	9	4	0	0	0	0	0	35
4/13/23	23:15	0	0	0	0	2	2	7	2	0	0	0	0	0	0	13
4/13/23	23:30	0	0	0	0	1	5	3	2	1	0	0	0	0	0	12
4/13/23	23:45	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8
4/14/23	0:00	0	0	0	0	0	3	1	2	1	0	0	0	0	0	7
4/14/23	0:15	0	0	0	0	2	3	4	0	2	0	0	0	0	0	11
4/14/23	0:30	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
4/14/23	0:45	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
4/14/23	1:00	0	0	0	1	0	0	2	1	1	0	0	0	0	0	5
4/14/23	1:15	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
4/14/23	1:30	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6
4/14/23	1:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/14/23	2:00	0	0	0	0	1	2	4	0	0	0	0	0	0	0	7
4/14/23	2:15	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
4/14/23	2:30	0	0	0	0	2	0	2	3	0	0	0	0	0	0	7
4/14/23	2:45	0	0	0	0	1	0	5	1	1	0	0	0	0	0	8
4/14/23	3:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
4/14/23	3:15	0	0	0	1	0	0	1	1	1	1	0	0	0	0	5
4/14/23	3:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4/14/23	3:45	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
4/14/23	4:00	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
4/14/23	4:15	0	0	0	1	0	0	3	1	1	1	0	0	0	0	7
4/14/23	4:30	1	0	0	0	0	0	2	1	1	0	0	0	0	0	5
4/14/23	4:45	0	0	0	1	2	3	4	1	1	0	0	0	0	0	12
4/14/23	5:00	1	0	0	1	3	4	3	0	1	0	0	0	0	0	13
4/14/23	5:15	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
4/14/23	5:30	0	0	0	1	1	4	5	9	5	1	0	0	0	0	26
4/14/23	5:45	0	0	0	0	2	10	10	4	3	0	1	0	0	0	30
4/14/23	6:00	1	1	0	0	0	6	10	8	0	0	0	0	0	0	26
4/14/23	6:15	0	0	0	0	1	16	18	9	1	0	0	0	0	0	45
4/14/23	6:30	1	0	0	0	7	24	38	17	1	0	0	0	0	0	88
4/14/23	6:45	0	0	0	0	4	20	40	14	4	0	0	0	0	0	82
4/14/23	7:00	1	0	0	0	2	17	46	14	3	0	0	0	0	0	83
4/14/23	7:15	1	0	0	0	8	31	38	21	5	0	0	0	0	0	104
4/14/23	7:30	7	0	0	3	14	60	73	17	3	0	0	0	0	0	177
4/14/23	7:45	6	2	1	0	14	57	58	21	2	1	0	0	0	0	162
4/14/23	8:00	3	0	0	1	9	29	47	20	3	0	0	1	0	0	113
4/14/23	8:15	3	0	0	1	2	17	32	20	1	1	0	0	0	0	77
4/14/23	8:30	2	0	0	0	5	21	37	12	1	0	0	0	0	0	78
4/14/23	8:45	2	1	1	5	17	33	30	12	2	1	0	0	0	0	104
4/14/23	9:00	1	1	2	0	7	20	31	20	1	1	0	0	0	0	84
4/14/23	9:15	0	0	0	0	6	26	28	15	3	0	0	0	0	0	78
4/14/23	9:30	4	0	0	2	13	41	35	3	3	0	0	0	0	0	101
4/14/23	9:45	0	0	0	0	8	26	28	15	1	0	0	0	0	0	78
4/14/23	10:00	2	0	0	1	5	33	31	11	1	0	0	0	0	0	84
4/14/23	10:15	2	0	1	0	8	25	41	10	2	0	0	0	0	0	89
4/14/23	10:30	1	0	0	0	5	31	31	17	4	0	0	0	0	0	89
4/14/23	10:45	0	0	0	3	13	30	34	17	2	1	0	0	0	0	100
4/14/23	11:00	1	0	0	2	10	41	41	9	2	0	0	0	0	0	106
4/14/23	11:15	1	3	1	1	14	37	19	8	1	0	0	0	0	0	85
4/14/23	11:30	0	1	2	0	8	27	44	19	2	0	0	0	0	0	103
4/14/23	11:45	4	0	1	2	15	26	44	11	1	0	0	0	0	0	104
4/14/23	12:00	0	1	0	1	3	31	37	29	0	0	0	0	0	0	102
4/14/23	12:15	1	0	0	1	7	35	42	28	5	0	0	0	0	0	119

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/14/23	12:30	4	0	0	0	13	31	55	13	2	0	0	0	0	0	118
4/14/23	12:45	5	1	0	1	11	33	58	15	1	0	0	0	0	0	125
4/14/23	13:00	0	0	0	0	5	40	61	19	1	0	0	0	0	0	126
4/14/23	13:15	2	0	0	0	9	45	47	11	2	0	0	0	0	0	116
4/14/23	13:30	1	0	0	0	8	48	45	17	2	0	0	0	0	0	121
4/14/23	13:45	4	0	0	7	1	23	52	16	1	0	0	0	0	0	104
4/14/23	14:00	4	0	0	4	12	35	41	21	3	1	0	0	0	0	121
4/14/23	14:15	0	0	0	0	5	40	61	20	3	0	0	0	0	0	129
4/14/23	14:30	1	0	0	5	5	50	63	20	4	0	0	0	0	0	148
4/14/23	14:45	6	0	0	6	14	75	82	22	6	0	0	1	0	0	212
4/14/23	15:00	9	0	0	2	28	80	62	16	3	0	0	0	0	0	200
4/14/23	15:15	3	3	7	17	40	52	21	4	0	0	0	0	0	0	147
4/14/23	15:30	3	3	30	34	35	15	5	2	0	0	0	0	0	0	127
4/14/23	15:45	11	1	13	11	26	42	27	6	2	0	0	0	0	0	139
4/14/23	16:00	13	1	1	7	27	66	42	13	0	0	0	0	0	0	170
4/14/23	16:15	6	1	6	7	33	73	55	16	3	0	0	0	0	0	200
4/14/23	16:30	2	0	0	8	18	47	56	22	1	0	0	0	0	0	154
4/14/23	16:45	1	0	0	2	24	57	37	15	1	0	0	0	0	0	137
4/14/23	17:00	8	0	1	0	15	72	67	21	8	1	0	0	0	0	193
4/14/23	17:15	5	0	0	6	23	49	82	18	1	0	0	0	0	0	184
4/14/23	17:30	3	0	0	2	14	55	64	16	3	0	0	0	0	1	158
4/14/23	17:45	3	0	0	3	19	43	72	19	4	0	1	0	0	0	164
4/14/23	18:00	4	2	1	1	7	58	63	15	2	0	0	0	0	0	153
4/14/23	18:15	4	1	0	1	4	48	51	29	5	0	0	0	0	0	143
4/14/23	18:30	4	0	0	7	5	34	68	14	1	1	0	0	0	0	134
4/14/23	18:45	3	0	0	0	7	33	45	12	4	1	0	0	0	0	105
4/14/23	19:00	0	1	0	0	7	23	34	12	2	1	0	0	0	0	80
4/14/23	19:15	3	0	0	1	8	40	35	9	5	1	0	0	0	0	102
4/14/23	19:30	1	0	0	1	4	16	20	9	1	0	0	0	0	0	52
4/14/23	19:45	2	0	0	1	1	14	29	6	2	0	1	0	0	0	56
4/14/23	20:00	1	0	0	0	5	22	24	4	4	0	0	0	0	0	60
4/14/23	20:15	0	0	0	0	7	15	13	5	2	0	0	0	0	0	42
4/14/23	20:30	0	0	0	1	16	11	13	0	3	1	0	0	0	0	45
4/14/23	20:45	0	1	0	4	8	27	9	3	0	0	0	0	0	0	52
4/14/23	21:00	0	0	0	3	5	9	20	2	0	0	1	0	0	0	40
4/14/23	21:15	0	0	0	1	2	9	9	6	1	0	0	0	0	0	28
4/14/23	21:30	0	0	0	2	4	13	13	4	1	0	1	0	0	0	38
4/14/23	21:45	0	0	0	0	0	15	13	4	1	2	0	0	0	0	35
4/14/23	22:00	0	0	0	1	3	16	21	2	2	1	0	0	0	0	46
4/14/23	22:15	0	0	0	0	2	9	11	5	2	2	0	0	0	0	31
4/14/23	22:30	0	0	0	2	4	3	12	2	4	0	0	0	0	0	27
4/14/23	22:45	1	0	0	6	4	14	19	11	0	0	0	0	0	0	55
4/14/23	23:00	0	0	0	3	3	18	10	5	2	0	0	0	0	0	41
4/14/23	23:15	0	0	1	0	0	10	10	3	2	0	0	0	1	0	27
4/14/23	23:30	0	0	0	1	2	7	5	4	2	0	0	0	0	0	21
4/14/23	23:45	0	0	0	0	2	3	4	2	0	0	0	0	0	0	11
4/15/23	0:00	0	0	0	0	1	4	5	2	1	0	0	0	0	0	13
4/15/23	0:15	0	0	0	0	4	2	0	0	2	2	0	0	0	0	10
4/15/23	0:30	0	0	0	0	1	4	2	2	0	0	0	0	0	0	9
4/15/23	0:45	0	0	0	0	2	2	3	1	1	0	0	0	0	0	9
4/15/23	1:00	0	0	0	0	1	0	2	3	0	0	0	0	0	0	6
4/15/23	1:15	0	0	0	1	1	1	3	1	1	0	0	0	0	0	8
4/15/23	1:30	0	0	0	0	1	5	1	1	0	1	0	0	0	0	9
4/15/23	1:45	0	0	0	0	0	2	1	0	1	1	0	0	0	0	5
4/15/23	2:00	0	0	0	0	2	0	2	0	1	0	0	0	0	0	5
4/15/23	2:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4/15/23	2:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4/15/23	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	3:00	0	0	0	1	2	0	1	1	0	0	0	0	0	0	5
4/15/23	3:15	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
4/15/23	3:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4/15/23	3:45	0	0	0	0	0	3	2	1	1	0	0	0	0	0	7
4/15/23	4:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4/15/23	4:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4/15/23	4:30	0	0	0	0	0	4	4	1	0	0	0	0	0	0	9
4/15/23	4:45	0	0	0	0	4	1	3	0	1	1	0	0	0	0	10
4/15/23	5:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/15/23	5:15	1	0	0	1	0	4	1	1	0	0	0	0	0	0	8
4/15/23	5:30	0	0	0	0	0	0	4	3	1	2	0	0	0	0	10
4/15/23	5:45	0	0	0	1	0	3	6	2	1	0	0	0	0	0	13

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/15/23	6:00	0	0	1	0	0	6	4	1	0	1	0	0	0	0	13
4/15/23	6:15	0	0	0	0	0	3	4	2	1	0	0	0	0	0	10
4/15/23	6:30	0	0	0	0	2	15	11	7	0	0	0	0	0	0	35
4/15/23	6:45	0	0	0	0	0	4	6	5	1	0	0	0	0	0	16
4/15/23	7:00	0	0	0	0	0	7	3	6	9	1	0	0	0	0	26
4/15/23	7:15	0	0	0	1	3	8	14	7	0	0	0	0	0	0	33
4/15/23	7:30	1	0	0	2	0	3	13	4	2	0	0	0	0	0	25
4/15/23	7:45	1	0	0	0	2	2	13	7	1	0	0	0	0	0	26
4/15/23	8:00	0	0	0	0	1	11	7	7	3	0	0	1	0	0	30
4/15/23	8:15	0	0	0	0	2	6	16	8	1	1	1	0	0	0	35
4/15/23	8:30	0	0	0	0	4	14	20	7	3	0	0	0	0	0	48
4/15/23	8:45	1	0	0	1	5	14	22	10	1	0	0	0	0	0	54
4/15/23	9:00	1	0	0	1	1	11	13	12	3	1	0	0	0	0	43
4/15/23	9:15	1	0	0	1	6	16	21	13	0	2	0	0	0	0	60
4/15/23	9:30	0	1	2	1	8	18	21	9	1	0	0	0	0	0	61
4/15/23	9:45	2	0	1	7	13	25	21	15	0	0	0	0	0	0	84
4/15/23	10:00	5	2	0	4	1	16	20	5	1	0	0	0	0	0	54
4/15/23	10:15	0	0	2	2	2	15	35	9	3	2	0	0	0	0	70
4/15/23	10:30	1	0	0	1	1	24	39	13	3	0	0	0	0	0	82
4/15/23	10:45	0	0	1	0	4	17	40	16	4	0	0	0	0	0	82
4/15/23	11:00	1	0	0	0	7	21	40	24	2	0	0	0	0	0	95
4/15/23	11:15	4	0	0	0	4	26	50	15	6	1	0	0	0	0	106
4/15/23	11:30	0	0	0	1	7	27	41	24	4	0	1	0	0	0	105
4/15/23	11:45	1	0	2	0	8	29	33	12	3	0	0	0	0	0	88
4/15/23	12:00	4	1	1	0	6	21	47	15	1	0	0	0	0	0	96
4/15/23	12:15	2	0	0	0	3	24	43	20	5	0	0	0	0	0	97
4/15/23	12:30	0	0	0	0	7	24	36	9	0	0	0	0	0	0	76
4/15/23	12:45	0	0	1	2	3	32	31	17	1	0	0	0	0	0	87
4/15/23	13:00	4	0	0	0	4	27	39	16	3	1	0	0	0	0	94
4/15/23	13:15	3	2	0	1	4	37	42	20	1	1	0	0	0	0	111
4/15/23	13:30	3	2	2	0	9	38	39	13	2	0	0	0	0	0	108
4/15/23	13:45	4	0	0	0	8	23	46	20	3	0	0	0	0	0	104
4/15/23	14:00	4	0	2	3	1	27	43	25	5	1	0	0	0	0	111
4/15/23	14:15	1	2	0	2	7	31	49	22	1	0	0	0	0	0	115
4/15/23	14:30	6	0	1	1	13	25	41	8	5	1	0	0	0	0	101
4/15/23	14:45	3	0	1	1	9	27	35	19	4	1	0	0	0	0	100
4/15/23	15:00	3	0	1	0	4	25	48	19	1	0	0	0	0	0	101
4/15/23	15:15	0	0	0	3	3	12	40	30	7	2	0	0	0	0	97
4/15/23	15:30	5	0	2	2	9	28	30	24	3	1	1	0	0	0	105
4/15/23	15:45	5	0	0	1	6	39	36	17	1	0	0	0	0	0	105
4/15/23	16:00	2	0	0	0	10	23	33	22	7	0	0	0	0	0	97
4/15/23	16:15	0	0	1	0	2	24	51	19	7	0	0	0	0	0	104
4/15/23	16:30	3	1	1	0	3	19	48	19	3	2	0	0	0	0	99
4/15/23	16:45	0	0	0	0	3	31	53	32	6	0	0	0	0	0	125
4/15/23	17:00	9	2	0	0	5	40	75	36	8	1	1	0	0	0	177
4/15/23	17:15	2	0	0	0	5	26	27	27	4	0	1	0	0	0	92
4/15/23	17:30	0	0	0	3	5	19	41	26	3	0	0	1	0	0	98
4/15/23	17:45	1	0	0	0	3	25	49	20	5	0	0	0	0	0	103
4/15/23	18:00	3	0	0	0	2	13	23	22	4	0	0	0	0	0	67
4/15/23	18:15	0	0	0	0	4	13	26	18	1	0	0	0	0	1	63
4/15/23	18:30	7	0	2	2	0	23	39	10	3	0	0	0	0	0	86
4/15/23	18:45	1	0	0	3	5	17	15	15	4	0	0	0	0	0	60
4/15/23	19:00	0	0	0	1	6	14	33	8	2	1	0	0	0	0	65
4/15/23	19:15	2	0	0	1	2	22	23	10	2	0	0	0	0	0	62
4/15/23	19:30	0	0	0	1	8	23	21	13	2	1	0	0	0	0	69
4/15/23	19:45	1	0	0	0	4	19	16	8	2	1	0	0	0	0	51
4/15/23	20:00	0	0	0	0	4	11	22	11	2	0	0	0	0	0	50
4/15/23	20:15	2	0	0	1	6	6	18	11	2	0	0	0	0	0	46
4/15/23	20:30	0	0	0	0	7	16	11	8	1	0	0	0	0	0	43
4/15/23	20:45	0	0	0	0	4	14	11	8	4	0	0	0	0	0	41
4/15/23	21:00	2	0	0	0	3	16	8	3	2	0	2	0	0	0	36
4/15/23	21:15	0	0	0	1	8	15	10	6	2	0	0	0	0	0	42
4/15/23	21:30	0	0	0	0	1	8	14	5	2	0	0	0	0	0	30
4/15/23	21:45	0	0	0	0	4	12	8	4	2	0	1	0	0	0	31
4/15/23	22:00	0	0	0	2	1	14	14	3	0	0	0	0	0	0	34
4/15/23	22:15	2	0	0	1	3	12	12	1	1	0	0	0	0	0	32
4/15/23	22:30	0	0	0	0	3	12	13	2	2	0	0	0	0	0	32
4/15/23	22:45	2	0	0	0	2	3	4	6	3	0	0	0	0	0	20
4/15/23	23:00	1	0	0	1	1	4	4	2	0	0	0	0	0	0	13
4/15/23	23:15	1	0	0	1	4	6	6	4	2	0	0	0	0	0	24

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/15/23	23:30	0	0	0	0	2	4	13	6	0	1	0	0	0	0	26
4/15/23	23:45	0	0	0	1	1	5	7	1	0	0	0	0	0	0	15
4/16/23	0:00	0	0	0	0	0	2	5	0	0	1	0	0	0	0	8
4/16/23	0:15	0	0	0	0	0	0	5	2	0	0	0	0	0	0	7
4/16/23	0:30	0	0	0	0	1	2	6	1	0	1	0	0	0	0	11
4/16/23	0:45	0	0	0	0	4	1	4	1	0	0	0	0	0	0	10
4/16/23	1:00	0	0	0	0	1	2	4	0	0	0	0	0	0	0	7
4/16/23	1:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4/16/23	1:30	0	0	0	1	0	1	4	1	1	0	0	0	0	0	8
4/16/23	1:45	0	0	0	0	0	2	3	3	0	1	0	0	0	0	9
4/16/23	2:00	0	0	0	0	4	3	1	3	0	0	0	0	0	0	11
4/16/23	2:15	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
4/16/23	2:30	0	0	0	0	0	2	2	3	0	0	0	0	0	0	7
4/16/23	2:45	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
4/16/23	3:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
4/16/23	3:15	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
4/16/23	3:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4/16/23	4:30	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4
4/16/23	4:45	0	0	0	0	0	3	3	2	1	0	0	0	0	0	9
4/16/23	5:00	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
4/16/23	5:15	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
4/16/23	5:30	0	0	0	0	1	2	2	1	4	1	0	0	0	0	11
4/16/23	5:45	0	0	0	0	0	3	0	3	0	0	0	0	0	0	6
4/16/23	6:00	0	0	0	0	0	2	5	0	0	0	0	0	0	0	7
4/16/23	6:15	0	0	0	0	2	2	1	3	2	0	1	0	0	0	11
4/16/23	6:30	0	0	0	0	0	2	8	3	0	0	0	0	0	0	13
4/16/23	6:45	0	0	0	0	0	0	4	1	3	0	0	0	0	0	8
4/16/23	7:00	0	0	0	0	2	2	6	2	0	0	0	0	0	0	12
4/16/23	7:15	0	0	0	0	4	3	7	1	1	0	0	0	0	0	16
4/16/23	7:30	2	0	0	0	0	1	11	2	0	0	0	0	0	0	16
4/16/23	7:45	0	0	0	0	1	5	5	1	1	0	0	0	0	0	13
4/16/23	8:00	0	0	0	0	1	3	3	3	1	0	0	0	0	0	11
4/16/23	8:15	0	0	1	0	3	6	7	1	0	1	0	0	0	0	19
4/16/23	8:30	1	0	1	2	4	10	10	5	1	0	0	0	0	0	34
4/16/23	8:45	1	2	2	2	1	13	13	6	0	1	0	0	0	0	41
4/16/23	9:00	0	0	4	5	2	9	9	4	0	0	0	0	0	0	33
4/16/23	9:15	0	1	2	1	3	9	9	5	0	0	0	0	0	0	30
4/16/23	9:30	0	1	5	1	0	9	13	7	1	0	0	0	0	0	37
4/16/23	9:45	2	3	10	2	5	9	16	5	0	0	0	0	0	0	52
4/16/23	10:00	2	1	4	1	3	19	23	1	3	0	0	0	0	0	57
4/16/23	10:15	0	0	2	0	8	17	22	8	3	0	0	0	0	0	60
4/16/23	10:30	0	5	1	2	6	23	14	3	3	0	0	0	0	0	57
4/16/23	10:45	2	3	1	4	7	12	20	7	2	0	0	0	0	0	58
4/16/23	11:00	2	2	6	4	7	31	8	2	0	0	0	0	0	0	62
4/16/23	11:15	2	0	4	0	1	15	17	6	0	0	0	0	0	0	45
4/16/23	11:30	0	2	10	0	3	21	29	9	1	0	0	0	0	0	75
4/16/23	11:45	0	3	4	2	13	21	15	6	1	0	0	0	0	0	65
4/16/23	12:00	0	3	3	1	3	32	16	10	1	0	0	0	0	0	69
4/16/23	12:15	2	1	3	2	12	31	30	8	1	0	0	0	0	0	90
4/16/23	12:30	2	2	1	2	8	27	31	13	3	0	0	0	0	0	89
4/16/23	12:45	1	5	0	1	6	31	39	10	1	0	0	0	0	0	94
4/16/23	13:00	0	0	2	0	4	22	35	12	4	0	0	0	0	0	79
4/16/23	13:15	0	0	2	1	8	22	36	14	2	0	0	0	0	0	85
4/16/23	13:30	2	3	1	0	6	18	33	10	0	0	0	0	0	0	73
4/16/23	13:45	1	5	5	1	11	27	34	8	0	0	0	0	0	0	92
4/16/23	14:00	2	2	2	0	11	33	33	11	3	0	0	0	0	0	97
4/16/23	14:15	4	3	2	1	8	23	25	13	3	2	0	0	0	0	84
4/16/23	14:30	3	0	2	1	6	27	22	8	3	0	0	0	0	0	72
4/16/23	14:45	2	3	3	2	8	23	26	15	4	1	0	0	0	0	87
4/16/23	15:00	3	0	0	0	3	24	36	14	6	1	0	0	0	0	87
4/16/23	15:15	1	0	0	0	3	14	35	7	2	0	0	0	0	0	62
4/16/23	15:30	1	0	0	2	5	21	35	19	0	0	0	0	0	0	83
4/16/23	15:45	3	2	1	1	2	9	34	14	2	1	0	0	0	0	69
4/16/23	16:00	1	0	1	3	6	23	27	12	2	0	0	0	0	0	75
4/16/23	16:15	0	2	1	2	7	18	31	11	3	1	0	0	0	0	76
4/16/23	16:30	0	0	1	0	8	17	25	13	4	0	0	0	0	0	68
4/16/23	16:45	5	2	6	1	6	18	21	9	3	2	0	0	0	0	73

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/16/23	17:00	0	1	1	0	5	29	18	12	3	0	0	0	0	0	69
4/16/23	17:15	2	2	0	0	1	18	28	12	1	0	0	0	0	0	64
4/16/23	17:30	0	2	5	5	8	16	21	14	0	0	0	0	0	0	71
4/16/23	17:45	1	2	2	3	7	21	28	11	2	0	0	0	0	0	77
4/16/23	18:00	2	3	2	1	6	20	36	17	4	0	1	0	0	0	92
4/16/23	18:15	0	3	4	1	5	25	32	15	2	0	0	1	0	0	88
4/16/23	18:30	1	0	2	1	3	20	21	11	3	3	0	0	0	0	65
4/16/23	18:45	1	1	1	0	1	19	26	11	2	1	0	0	0	0	63
4/16/23	19:00	0	0	0	0	3	14	28	16	4	1	0	0	0	0	66
4/16/23	19:15	0	0	2	0	0	7	20	9	5	0	0	0	0	0	43
4/16/23	19:30	0	1	0	1	5	14	21	13	0	1	0	0	0	0	56
4/16/23	19:45	0	1	0	2	7	9	25	10	0	1	0	0	0	0	55
4/16/23	20:00	0	2	1	1	3	9	15	11	2	0	1	0	0	0	45
4/16/23	20:15	0	1	2	0	6	11	5	4	2	1	0	0	0	0	32
4/16/23	20:30	0	1	7	0	8	14	10	10	0	0	0	0	0	0	50
4/16/23	20:45	3	0	0	0	4	10	6	7	0	1	0	0	0	0	31
4/16/23	21:00	0	0	5	3	2	10	3	4	0	0	0	0	0	0	27
4/16/23	21:15	0	0	0	0	2	8	5	1	4	0	0	0	0	0	20
4/16/23	21:30	0	0	1	2	2	6	6	1	1	0	0	0	0	0	19
4/16/23	21:45	0	0	0	0	4	5	3	1	1	0	0	0	0	0	14
4/16/23	22:00	0	0	0	1	5	8	5	8	1	0	0	0	0	0	28
4/16/23	22:15	0	0	0	0	3	9	9	2	3	0	0	0	0	0	26
4/16/23	22:30	0	0	0	0	0	3	5	2	0	0	0	0	0	0	10
4/16/23	22:45	0	0	0	1	0	2	2	6	0	0	0	0	0	0	11
4/16/23	23:00	0	0	0	3	0	6	3	3	0	1	0	0	0	0	16
4/16/23	23:15	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
4/16/23	23:30	0	0	0	0	0	3	2	3	1	0	0	0	0	0	9
4/16/23	23:45	0	0	0	0	0	5	1	0	0	1	0	0	0	0	7
4/17/23	0:00	0	0	0	0	1	1	0	3	0	1	0	0	0	0	6
4/17/23	0:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4/17/23	0:30	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
4/17/23	0:45	0	0	0	0	0	3	2	5	0	0	0	0	0	0	10
4/17/23	1:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3
4/17/23	1:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
4/17/23	1:30	1	0	0	0	0	0	1	2	0	0	0	0	0	0	4
4/17/23	1:45	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
4/17/23	2:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
4/17/23	2:15	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
4/17/23	2:30	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
4/17/23	2:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
4/17/23	3:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/17/23	3:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4/17/23	3:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	4
4/17/23	3:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
4/17/23	4:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
4/17/23	4:15	0	0	0	1	0	1	0	1	1	0	0	0	0	0	4
4/17/23	4:30	0	0	0	0	2	2	2	0	0	0	0	0	0	0	6
4/17/23	4:45	0	0	0	0	1	1	2	1	2	0	0	0	0	0	7
4/17/23	5:00	0	0	0	0	0	3	5	1	0	0	0	0	0	0	9
4/17/23	5:15	0	0	0	0	0	4	5	3	1	1	0	0	0	0	14
4/17/23	5:30	0	0	0	0	2	4	12	5	5	1	0	0	0	0	29
4/17/23	5:45	0	0	0	0	1	10	14	13	1	0	0	0	0	0	39
4/17/23	6:00	0	0	0	0	4	7	13	9	1	0	0	0	0	0	34
4/17/23	6:15	0	0	0	0	4	12	21	15	2	1	0	0	0	0	55
4/17/23	6:30	3	0	0	0	9	3	40	13	4	1	0	0	0	0	73
4/17/23	6:45	2	1	1	1	2	23	46	19	7	0	0	0	0	0	102
4/17/23	7:00	1	1	1	1	2	16	41	11	3	0	0	0	0	0	77
4/17/23	7:15	6	1	0	0	19	38	44	16	1	0	0	0	0	0	125
4/17/23	7:30	2	0	3	4	11	49	67	17	0	2	0	0	0	0	155
4/17/23	7:45	3	3	7	4	28	80	51	13	2	0	0	0	0	0	191
4/17/23	8:00	6	0	6	4	13	41	46	21	2	1	0	0	0	0	140
4/17/23	8:15	3	0	1	0	7	33	23	13	1	0	1	0	0	0	82
4/17/23	8:30	1	0	1	1	10	29	34	11	1	0	0	0	0	0	88
4/17/23	8:45	1	0	9	8	15	26	23	6	1	0	0	0	0	0	89
4/17/23	9:00	3	0	3	1	11	38	25	9	2	0	0	0	0	0	92
4/17/23	9:15	1	0	3	5	8	25	25	10	2	1	0	0	0	0	80
4/17/23	9:30	2	0	1	1	17	34	25	10	1	0	0	0	0	0	91
4/17/23	9:45	9	0	0	3	25	36	25	3	0	0	0	0	0	0	101
4/17/23	10:00	0	1	0	2	5	17	40	12	1	0	0	0	0	0	78
4/17/23	10:15	0	0	4	2	2	23	51	6	2	0	0	0	0	0	90

Date	Start Time	EB														Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	
4/17/23	10:30	1	0	0	0	11	41	41	9	3	0	0	0	0	0	106
4/17/23	10:45	2	0	0	1	5	16	32	17	0	0	0	0	0	0	73
4/17/23	11:00	4	0	0	1	7	34	27	10	0	0	0	0	0	0	83
4/17/23	11:15	3	0	0	3	4	31	43	15	5	0	0	0	0	0	104
4/17/23	11:30	1	0	3	2	1	39	46	12	2	0	0	0	0	0	106
4/17/23	11:45	4	0	0	0	10	39	51	9	2	0	0	0	0	0	115
4/17/23	12:00	2	2	1	0	4	25	42	14	3	1	0	0	0	0	94
4/17/23	12:15	1	1	0	0	3	36	39	18	3	0	0	0	0	0	101
4/17/23	12:30	2	2	0	0	7	37	42	17	4	2	1	0	0	0	114
4/17/23	12:45	2	0	0	0	5	25	42	14	4	1	0	0	0	0	93
4/17/23	13:00	2	0	0	0	2	25	36	13	5	2	0	0	0	1	86
4/17/23	13:15	4	0	0	5	7	29	49	14	2	0	0	0	0	1	111
4/17/23	13:30	2	0	2	0	6	46	38	18	4	0	0	0	0	0	116
4/17/23	13:45	1	2	2	2	10	27	42	11	2	0	0	0	0	0	99
4/17/23	14:00	6	0	0	3	17	29	37	21	1	1	0	0	0	0	115
4/17/23	14:15	3	0	0	2	9	43	56	14	7	0	0	0	0	0	134
4/17/23	14:30	5	0	1	4	10	53	47	10	1	1	0	0	0	0	132
4/17/23	14:45	7	1	0	1	4	55	64	29	8	0	0	0	0	0	169
4/17/23	15:00	5	0	0	4	7	64	58	30	2	0	0	0	0	0	170
4/17/23	15:15	7	2	3	1	7	33	64	22	1	0	0	0	0	0	140
4/17/23	15:30	2	4	4	3	7	40	46	28	3	0	0	0	0	0	137
4/17/23	15:45	6	3	0	0	10	41	76	18	0	0	0	0	0	0	154
4/17/23	16:00	6	1	1	1	11	36	62	21	4	0	0	0	0	1	144
4/17/23	16:15	3	0	2	2	11	40	47	17	2	1	0	0	0	0	125
4/17/23	16:30	9	0	2	3	18	46	88	23	4	0	0	0	0	0	193
4/17/23	16:45	7	1	1	1	12	48	56	26	5	0	0	0	0	0	157
4/17/23	17:00	1	0	0	0	10	50	86	32	3	2	0	0	0	0	184
4/17/23	17:15	5	1	3	0	11	46	75	30	2	1	0	0	0	0	174
4/17/23	17:30	5	0	0	1	10	46	82	30	4	1	0	0	0	0	179
4/17/23	17:45	9	0	0	0	7	56	100	39	8	0	0	0	0	0	219
4/17/23	18:00	3	0	1	1	2	39	86	23	7	0	0	0	0	0	162
4/17/23	18:15	3	0	0	0	9	33	82	44	10	2	1	0	0	0	184
4/17/23	18:30	7	0	2	0	7	21	68	54	9	0	0	1	0	1	170
4/17/23	18:45	3	1	0	1	6	39	51	16	3	0	0	0	0	0	120
4/17/23	19:00	3	0	0	0	4	27	38	9	4	1	0	0	0	0	86
4/17/23	19:15	0	0	0	0	3	21	26	11	4	0	0	0	0	0	65
4/17/23	19:30	0	0	0	1	2	14	21	11	4	0	0	0	0	0	53
4/17/23	19:45	1	0	0	1	2	12	33	13	1	1	0	0	0	0	64
4/17/23	20:00	0	0	0	1	3	6	12	8	4	0	0	0	0	0	34
4/17/23	20:15	0	0	0	1	1	11	11	6	2	0	1	0	0	0	33
4/17/23	20:30	0	0	0	0	2	13	14	6	1	0	0	0	0	0	36
4/17/23	20:45	0	0	0	1	2	7	15	4	1	0	0	0	0	0	30
4/17/23	21:00	0	0	1	1	2	15	16	4	4	0	0	0	0	0	43
4/17/23	21:15	0	0	0	0	3	8	12	7	1	0	0	0	0	0	31
4/17/23	21:30	0	0	0	0	5	5	10	6	3	0	0	0	0	0	29
4/17/23	21:45	0	0	0	0	0	9	9	7	3	1	0	0	0	0	29
4/17/23	22:00	2	0	0	2	4	7	6	2	0	0	0	0	0	0	23
4/17/23	22:15	0	0	0	0	5	5	14	1	1	0	0	0	0	0	26
4/17/23	22:30	0	0	0	0	1	5	7	5	3	0	0	0	0	0	21
4/17/23	22:45	0	0	0	0	1	11	14	19	0	0	0	0	0	0	45
4/17/23	23:00	0	0	0	1	3	7	17	9	1	0	0	0	0	0	38
4/17/23	23:15	0	0	0	0	1	2	3	2	2	0	0	0	0	0	10
4/17/23	23:30	0	0	0	0	1	4	1	2	1	0	0	0	0	0	9
4/17/23	23:45	0	0	0	1	0	4	1	2	3	0	0	0	0	0	11

Total	1,335	268	494	779	3,562	13,487	17,849	6,904	1,301	200	43	12	3	7	0	46,244
Percent	3%	1%	1%	2%	8%	29%	39%	15%	3%	0%	0%	0%	0%	0%	0%	

Day 1	383	53	71	124	564	2,156	3,104	1,142	220	40	9	1	0	0	0	7,867
Percent	5%	1%	1%	2%	7%	27%	39%	15%	3%	1%	0%	0%	0%	0%	0%	

Day 2	222	37	70	117	489	2,247	3,077	1,214	205	31	6	5	0	1	0	7,721
Percent	3%	0%	1%	2%	6%	29%	40%	16%	3%	0%	0%	0%	0%	0%	0%	

Day 3	219	36	63	124	649	2,279	2,806	998	177	26	6	0	2	0	0	7,385

Date	Start Time	EB															Total
		0-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+		
Percent		3%	0%	1%	2%	9%	31%	38%	14%	2%	0%	0%	0%	0%	0%	0%	
Day 4		163	25	69	187	719	2,339	2,723	941	172	20	5	2	1	1	0	7,367
Percent		2%	0%	1%	3%	10%	32%	37%	13%	2%	0%	0%	0%	0%	0%	0%	
Day 5		108	13	24	61	317	1,328	1,944	939	198	31	8	2	0	1	0	4,974
Percent		2%	0%	0%	1%	6%	27%	39%	19%	4%	1%	0%	0%	0%	0%	0%	
Day 6		57	76	128	74	310	1,063	1,317	564	119	25	4	1	0	0	0	3,738
Percent		2%	2%	3%	2%	8%	28%	35%	15%	3%	1%	0%	0%	0%	0%	0%	
Day 7		183	28	69	92	514	2,075	2,878	1,106	210	27	5	1	0	4	0	7,192
Percent		3%	0%	1%	1%	7%	29%	40%	15%	3%	0%	0%	0%	0%	0%	0%	
Average		191	38	71	111	509	1,927	2,550	986	186	29	6	2	0	1	0	6,606
Percent		3%	1%	1%	2%	8%	29%	39%	15%	3%	0%	0%	0%	0%	0%	0%	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	0:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/11/23	4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/11/23	5:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	5:30	0	17	1	0	0	0	0	0	0	0	0	0	0	1	19
4/11/23	5:45	0	11	6	0	0	0	0	0	0	0	0	0	0	0	17
4/11/23	6:00	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
4/11/23	6:15	0	17	3	1	2	0	0	0	0	0	0	0	0	0	23
4/11/23	6:30	0	22	6	1	1	0	0	0	1	0	0	0	0	0	31
4/11/23	6:45	0	33	7	1	0	0	0	0	0	0	0	0	0	0	41
4/11/23	7:00	0	25	13	1	0	0	0	1	0	0	0	0	0	0	40
4/11/23	7:15	3	33	7	0	2	0	0	0	0	0	0	0	0	1	46
4/11/23	7:30	1	81	11	0	2	0	0	0	0	0	0	0	0	2	97
4/11/23	7:45	1	66	19	0	4	0	0	2	0	0	0	0	0	3	95
4/11/23	8:00	0	51	8	0	0	1	0	3	0	0	0	0	0	1	64
4/11/23	8:15	0	36	6	1	3	0	0	0	0	0	0	0	0	2	48
4/11/23	8:30	0	35	10	0	1	0	0	0	1	0	0	0	0	0	47
4/11/23	8:45	0	27	13	0	5	0	0	1	1	0	0	0	0	1	48
4/11/23	9:00	0	24	8	0	1	0	0	0	1	0	0	0	0	0	34
4/11/23	9:15	0	17	8	0	5	0	0	1	0	0	0	0	0	0	31
4/11/23	9:30	0	26	6	1	0	2	0	0	1	0	0	0	0	1	37
4/11/23	9:45	0	27	8	0	2	1	0	0	1	0	0	0	0	1	40
4/11/23	10:00	0	14	5	1	4	0	0	1	0	0	0	0	0	0	25
4/11/23	10:15	1	29	9	0	3	0	0	2	1	0	0	0	0	0	45
4/11/23	10:30	1	16	15	0	1	0	0	0	0	0	0	0	0	0	33
4/11/23	10:45	0	27	7	2	2	1	0	0	1	0	0	0	0	1	41
4/11/23	11:00	0	19	14	0	2	0	0	0	0	0	0	0	0	0	35
4/11/23	11:15	0	34	14	1	3	0	0	0	1	0	0	0	0	1	54
4/11/23	11:30	1	36	12	0	0	2	0	0	0	0	0	0	0	1	52
4/11/23	11:45	2	20	10	0	4	1	0	1	0	0	0	0	0	4	42
4/11/23	12:00	0	35	8	2	3	0	0	1	0	0	0	0	0	1	50
4/11/23	12:15	1	37	8	0	4	0	0	4	0	0	0	0	0	3	57
4/11/23	12:30	1	27	5	0	1	0	0	0	0	0	0	0	0	4	38
4/11/23	12:45	0	32	16	0	2	0	0	0	1	0	0	0	0	0	51

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	13:00	1	38	13	0	2	0	0	0	0	0	0	0	0	1	55
4/11/23	13:15	0	40	8	3	3	0	0	1	1	0	0	0	0	0	56
4/11/23	13:30	0	41	12	0	2	0	0	0	2	0	0	0	0	1	58
4/11/23	13:45	4	33	9	1	1	0	0	0	0	0	0	0	0	1	49
4/11/23	14:00	1	42	10	0	9	0	0	1	1	0	0	0	0	0	64
4/11/23	14:15	1	42	12	0	3	0	0	0	1	0	0	0	0	2	61
4/11/23	14:30	1	54	19	0	2	0	0	0	0	0	0	0	0	2	78
4/11/23	14:45	1	69	26	0	5	0	0	0	0	0	0	0	0	2	103
4/11/23	15:00	1	66	15	0	2	0	0	1	0	0	0	0	0	4	89
4/11/23	15:15	0	57	9	1	3	0	0	0	1	0	0	0	0	1	72
4/11/23	15:30	0	48	11	1	3	0	1	2	2	0	0	0	0	2	70
4/11/23	15:45	2	80	19	0	3	0	0	3	0	0	0	0	0	4	111
4/11/23	16:00	1	93	20	0	9	0	0	0	2	0	0	0	0	4	129
4/11/23	16:15	1	76	20	1	4	0	0	0	0	0	0	0	0	4	106
4/11/23	16:30	1	99	22	2	5	0	0	2	0	0	0	0	0	4	135
4/11/23	16:45	1	96	22	1	2	0	0	2	1	0	0	0	0	4	129
4/11/23	17:00	2	84	15	0	5	0	0	1	3	0	0	0	0	3	113
4/11/23	17:15	2	80	16	1	2	0	0	0	0	0	0	0	0	5	106
4/11/23	17:30	1	77	14	1	4	0	0	3	0	0	0	0	0	3	103
4/11/23	17:45	1	108	18	1	2	0	0	2	1	0	0	0	0	3	136
4/11/23	18:00	2	92	15	2	6	0	0	1	3	0	0	0	0	9	130
4/11/23	18:15	2	96	23	0	6	0	0	5	1	0	0	0	0	4	137
4/11/23	18:30	0	50	15	2	4	1	0	1	0	0	0	0	0	3	76
4/11/23	18:45	0	54	10	0	2	0	0	0	0	0	0	0	0	1	67
4/11/23	19:00	1	44	13	0	1	0	0	1	1	0	0	0	0	0	61
4/11/23	19:15	0	28	9	0	0	0	0	3	0	0	0	0	0	1	41
4/11/23	19:30	0	26	7	0	0	0	0	0	0	0	0	0	0	0	33
4/11/23	19:45	0	31	3	0	1	0	0	0	0	0	0	0	0	1	36
4/11/23	20:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
4/11/23	20:15	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
4/11/23	20:30	0	23	1	0	0	0	0	0	0	0	0	0	0	1	25
4/11/23	20:45	0	16	6	0	0	0	0	0	1	0	0	0	0	0	23
4/11/23	21:00	0	19	1	0	0	0	0	0	0	0	0	0	0	1	21
4/11/23	21:15	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
4/11/23	21:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
4/11/23	21:45	0	17	0	1	0	0	0	0	0	0	0	0	0	0	18
4/11/23	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	22:15	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
4/11/23	22:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
4/11/23	22:45	0	23	8	0	3	0	0	0	0	0	0	0	0	0	34
4/11/23	23:00	0	20	7	0	0	0	0	0	0	0	0	0	0	0	27
4/11/23	23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	23:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4/11/23	23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	0:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	4:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/12/23	5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	5:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/12/23	5:30	0	16	6	1	0	0	0	0	0	0	0	0	0	0	23
4/12/23	5:45	0	12	6	0	0	0	0	0	0	0	0	0	0	0	18
4/12/23	6:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
4/12/23	6:15	0	13	0	1	1	0	0	0	0	0	0	0	0	0	15
4/12/23	6:30	0	18	3	1	1	0	0	0	0	0	0	0	0	0	23
4/12/23	6:45	0	26	6	0	1	0	0	0	0	0	0	0	0	0	33
4/12/23	7:00	0	27	11	0	2	0	0	0	0	0	0	0	0	3	43
4/12/23	7:15	1	40	5	0	2	0	0	1	0	0	0	0	0	0	49
4/12/23	7:30	2	71	11	0	2	0	0	0	0	0	0	0	0	0	86
4/12/23	7:45	1	58	13	0	2	1	0	0	0	0	0	0	0	6	81
4/12/23	8:00	0	37	7	0	7	0	0	1	0	0	0	0	0	5	57
4/12/23	8:15	1	45	9	1	2	0	0	1	0	0	0	0	0	1	60
4/12/23	8:30	0	34	14	0	3	1	0	3	1	0	0	0	0	1	57
4/12/23	8:45	0	30	6	0	5	0	0	3	1	0	0	0	0	0	45
4/12/23	9:00	1	25	4	1	3	0	0	1	0	0	0	0	0	3	38
4/12/23	9:15	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
4/12/23	9:30	1	24	7	0	1	0	0	2	0	0	0	0	0	2	37
4/12/23	9:45	2	27	11	1	3	0	0	0	0	0	0	0	0	1	45
4/12/23	10:00	0	15	12	0	1	0	0	0	0	0	0	0	0	0	28
4/12/23	10:15	0	25	9	0	4	0	0	0	0	0	0	0	0	0	38
4/12/23	10:30	0	23	14	2	0	0	0	1	0	0	0	0	0	0	40
4/12/23	10:45	0	23	4	0	2	0	0	0	1	0	0	0	0	2	32
4/12/23	11:00	0	27	7	0	0	0	0	0	2	0	0	0	0	3	39
4/12/23	11:15	0	30	9	0	3	0	0	1	1	0	0	0	0	0	44
4/12/23	11:30	0	26	10	1	2	0	0	0	1	0	0	0	0	1	41
4/12/23	11:45	0	34	9	0	5	1	0	1	0	0	0	0	0	1	51
4/12/23	12:00	0	41	14	0	2	0	0	1	0	0	0	0	0	0	58
4/12/23	12:15	2	41	15	2	4	1	0	2	0	0	0	0	0	1	68
4/12/23	12:30	1	37	14	2	1	0	0	0	0	0	0	0	0	2	57
4/12/23	12:45	2	47	8	0	3	0	0	0	0	0	0	0	0	1	61
4/12/23	13:00	1	34	5	0	1	0	0	0	0	0	0	0	0	1	42
4/12/23	13:15	0	31	14	2	2	1	0	2	1	0	0	0	0	3	56
4/12/23	13:30	1	45	6	1	4	0	0	0	1	0	0	0	0	4	62
4/12/23	13:45	0	34	7	1	6	0	0	0	0	0	0	0	0	3	51
4/12/23	14:00	0	49	8	0	4	0	0	1	1	0	0	0	0	1	64
4/12/23	14:15	1	37	7	1	2	0	0	1	0	0	0	0	0	3	52
4/12/23	14:30	0	40	12	0	4	0	0	0	0	0	0	0	0	0	56
4/12/23	14:45	1	77	34	1	6	1	0	0	0	0	0	0	0	2	122

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	15:00	1	54	14	1	2	0	0	0	0	0	0	0	0	4	76
4/12/23	15:15	2	32	7	0	3	0	0	1	0	0	0	0	0	0	45
4/12/23	15:30	1	57	15	0	1	0	0	1	1	0	0	0	0	3	79
4/12/23	15:45	1	44	12	0	6	0	0	0	1	0	0	0	0	2	66
4/12/23	16:00	4	58	16	0	5	3	0	1	1	0	0	0	0	3	91
4/12/23	16:15	0	58	15	1	1	0	0	0	1	0	0	0	0	3	79
4/12/23	16:30	1	64	10	1	2	0	0	0	0	0	0	0	0	2	80
4/12/23	16:45	0	73	17	0	2	0	0	0	0	0	0	0	0	5	97
4/12/23	17:00	0	87	18	0	6	0	0	0	0	0	0	0	0	4	115
4/12/23	17:15	0	84	21	0	4	2	0	0	0	0	0	0	0	2	113
4/12/23	17:30	2	84	21	0	5	0	0	1	0	0	0	0	0	4	117
4/12/23	17:45	2	68	18	0	2	0	0	2	0	0	0	0	0	2	94
4/12/23	18:00	1	66	17	0	1	0	0	2	0	0	0	0	0	2	89
4/12/23	18:15	2	41	6	0	3	0	0	0	0	0	0	0	0	4	56
4/12/23	18:30	0	45	6	0	2	0	0	0	1	0	0	0	0	1	55
4/12/23	18:45	1	41	9	0	1	0	0	1	0	0	0	0	0	1	54
4/12/23	19:00	1	31	6	0	1	0	0	2	0	0	0	0	0	0	41
4/12/23	19:15	1	21	4	0	1	0	0	0	0	0	0	0	0	0	27
4/12/23	19:30	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
4/12/23	19:45	3	26	3	0	0	0	0	0	0	0	0	0	0	3	35
4/12/23	20:00	8	19	3	0	1	0	0	0	0	0	0	0	0	1	32
4/12/23	20:15	8	18	4	0	0	0	0	0	0	0	0	0	0	0	30
4/12/23	20:30	10	27	8	0	0	0	0	0	0	0	0	0	0	0	45
4/12/23	20:45	7	18	6	0	0	0	0	0	0	0	0	0	0	1	32
4/12/23	21:00	10	22	6	0	0	0	0	0	0	0	0	0	0	4	42
4/12/23	21:15	3	20	2	0	0	0	0	0	0	0	0	0	0	2	27
4/12/23	21:30	7	14	2	0	0	0	0	0	0	0	0	0	0	1	24
4/12/23	21:45	1	15	0	0	1	0	0	0	0	0	0	0	0	0	17
4/12/23	22:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
4/12/23	22:15	1	10	3	0	0	0	0	0	0	0	0	0	0	0	14
4/12/23	22:30	5	10	0	0	0	0	0	0	0	0	0	0	0	1	16
4/12/23	22:45	1	33	8	0	1	0	0	0	0	0	0	0	0	1	44
4/12/23	23:00	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
4/12/23	23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4/12/23	23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/12/23	23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/13/23	0:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
4/13/23	1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	1:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
4/13/23	1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	4:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	4:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/13/23	5:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/13/23	5:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	5:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
4/13/23	5:45	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
4/13/23	6:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
4/13/23	6:15	0	19	0	1	1	0	0	0	0	0	0	0	0	1	22
4/13/23	6:30	0	23	4	1	3	0	0	0	0	1	0	0	0	1	33
4/13/23	6:45	0	28	4	0	0	0	0	0	0	0	0	0	0	1	33
4/13/23	7:00	0	32	8	0	1	1	0	0	0	0	0	0	0	0	42
4/13/23	7:15	2	36	6	0	1	0	0	0	0	0	0	0	0	0	45
4/13/23	7:30	0	64	13	1	2	0	0	1	0	0	0	0	0	4	85
4/13/23	7:45	1	65	14	0	3	0	0	1	1	0	0	0	0	1	86
4/13/23	8:00	0	49	12	0	2	0	0	0	0	0	0	0	0	4	67
4/13/23	8:15	1	45	14	1	4	0	0	1	0	0	0	0	0	1	67
4/13/23	8:30	0	31	13	0	3	0	0	3	1	0	0	0	0	1	52
4/13/23	8:45	0	25	12	0	0	0	0	3	0	0	0	0	0	2	42
4/13/23	9:00	0	15	8	2	2	0	0	0	0	0	0	0	0	2	29
4/13/23	9:15	1	20	7	0	4	0	0	0	1	0	0	0	0	2	35
4/13/23	9:30	0	26	4	0	1	0	0	0	0	0	0	0	0	0	31
4/13/23	9:45	0	24	17	1	3	0	0	0	0	0	0	0	0	3	48
4/13/23	10:00	0	25	6	1	1	2	0	1	0	0	0	0	0	0	36
4/13/23	10:15	0	15	8	0	3	0	0	0	0	0	0	0	0	2	28
4/13/23	10:30	0	25	11	0	2	0	0	0	1	0	0	0	0	2	41
4/13/23	10:45	1	15	5	0	2	0	0	0	1	0	0	0	0	4	28
4/13/23	11:00	0	22	18	0	2	0	0	0	1	0	0	0	0	0	43
4/13/23	11:15	0	28	8	0	5	0	0	0	0	0	0	0	0	0	41
4/13/23	11:30	0	34	9	1	8	0	0	0	0	0	0	0	0	1	53
4/13/23	11:45	0	35	12	0	1	0	0	1	0	0	0	0	0	2	51
4/13/23	12:00	0	41	10	0	2	0	0	2	0	0	0	0	0	1	56
4/13/23	12:15	0	39	9	1	1	0	0	0	0	0	0	0	0	1	51
4/13/23	12:30	0	46	11	0	3	1	0	0	0	0	0	0	0	1	62
4/13/23	12:45	0	30	5	0	1	0	0	1	0	0	0	0	0	2	39
4/13/23	13:00	0	32	13	1	6	0	0	0	0	0	0	0	0	4	56
4/13/23	13:15	0	30	8	1	3	0	0	0	0	0	0	0	0	0	42
4/13/23	13:30	0	36	11	0	2	0	0	0	0	0	0	0	0	2	51
4/13/23	13:45	0	35	5	0	2	0	0	1	0	0	0	0	0	3	46
4/13/23	14:00	1	38	12	0	2	0	0	0	1	0	0	0	0	3	57
4/13/23	14:15	1	49	12	0	2	1	0	0	0	0	0	0	0	3	68
4/13/23	14:30	0	44	19	1	1	0	0	0	0	0	0	0	0	2	67
4/13/23	14:45	0	67	28	0	5	1	0	1	1	0	0	0	0	1	104
4/13/23	15:00	1	65	15	0	4	0	0	0	0	0	0	0	0	1	86
4/13/23	15:15	2	39	11	0	1	0	0	0	0	1	0	0	0	6	60
4/13/23	15:30	0	51	18	0	2	0	0	2	1	0	0	0	0	2	76
4/13/23	15:45	1	50	8	0	2	0	0	1	0	0	0	0	0	3	65
4/13/23	16:00	1	50	23	0	5	0	0	0	1	0	0	0	0	1	81
4/13/23	16:15	1	49	11	1	2	0	0	0	0	0	0	0	0	3	67
4/13/23	16:30	3	64	14	1	5	0	0	0	0	0	0	0	0	3	90
4/13/23	16:45	4	73	19	1	2	0	0	1	0	0	0	0	0	1	101

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	17:00	0	79	18	0	5	0	0	1	0	0	0	0	0	0	103
4/13/23	17:15	4	72	17	0	4	1	0	0	0	0	0	0	0	4	102
4/13/23	17:30	1	61	12	0	1	0	0	3	0	0	0	0	0	6	84
4/13/23	17:45	0	63	13	0	5	0	0	1	0	0	0	0	0	1	83
4/13/23	18:00	0	61	16	0	4	0	0	1	0	0	0	0	0	3	85
4/13/23	18:15	0	48	8	0	2	0	0	0	0	0	0	0	0	1	59
4/13/23	18:30	0	30	4	1	0	0	0	0	0	0	0	0	0	0	35
4/13/23	18:45	0	33	5	0	1	0	0	1	0	0	0	0	0	2	42
4/13/23	19:00	0	29	6	0	1	0	0	0	0	0	0	0	0	2	38
4/13/23	19:15	1	22	7	1	1	0	0	0	0	0	0	0	0	0	32
4/13/23	19:30	0	21	7	0	1	0	0	0	0	0	0	0	0	0	29
4/13/23	19:45	0	30	5	0	1	0	0	0	0	0	0	0	0	0	36
4/13/23	20:00	0	25	2	0	0	0	0	0	0	0	0	0	0	1	28
4/13/23	20:15	0	23	2	0	0	0	0	0	0	0	0	0	0	0	25
4/13/23	20:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/13/23	20:45	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
4/13/23	21:00	1	15	3	0	0	0	0	0	0	0	0	0	0	2	21
4/13/23	21:15	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
4/13/23	21:30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
4/13/23	21:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4/13/23	22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/13/23	22:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
4/13/23	22:45	0	25	9	0	2	0	0	0	0	0	0	0	0	0	36
4/13/23	23:00	0	16	6	0	0	0	0	0	0	0	0	0	0	0	22
4/13/23	23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	23:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/13/23	23:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	0:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/14/23	1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/14/23	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/14/23	2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/14/23	3:15	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/14/23	3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/14/23	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/14/23	4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
4/14/23	4:45	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
4/14/23	5:00	0	6	1	0	0	0	0	0	0	0	0	0	0	1	8
4/14/23	5:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	5:30	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
4/14/23	5:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	6:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/14/23	6:15	0	12	2	0	0	0	0	0	1	0	0	0	0	0	15
4/14/23	6:30	0	26	6	1	2	0	0	0	0	0	0	0	0	1	36
4/14/23	6:45	0	22	6	0	1	1	0	0	0	0	0	0	0	0	30
4/14/23	7:00	0	24	7	0	0	0	0	0	0	0	0	0	0	1	32
4/14/23	7:15	1	39	5	0	1	0	0	0	0	0	0	0	0	1	47
4/14/23	7:30	1	74	9	1	3	0	0	2	0	0	0	0	0	1	91
4/14/23	7:45	1	48	20	0	1	0	0	0	0	0	0	0	0	4	74
4/14/23	8:00	0	40	7	0	1	1	0	0	1	0	0	0	0	1	51
4/14/23	8:15	0	18	7	0	3	0	0	1	0	0	0	0	0	2	31
4/14/23	8:30	0	30	8	1	1	0	0	0	0	0	0	0	0	1	41
4/14/23	8:45	0	29	12	1	3	0	0	0	0	0	0	0	0	1	46
4/14/23	9:00	0	25	11	1	4	1	0	1	0	0	0	0	0	1	44
4/14/23	9:15	1	19	7	0	1	0	0	0	0	0	0	0	0	0	28
4/14/23	9:30	0	21	10	1	5	1	0	2	0	0	0	0	0	1	41
4/14/23	9:45	0	19	4	0	0	0	0	0	1	0	0	0	0	0	24
4/14/23	10:00	1	22	5	2	1	0	0	0	0	0	0	0	0	1	32
4/14/23	10:15	0	17	10	0	1	0	0	0	0	0	0	0	0	2	30
4/14/23	10:30	0	19	10	1	8	0	0	0	0	0	0	0	0	1	39
4/14/23	10:45	0	24	11	1	2	0	0	1	0	0	0	0	0	0	39
4/14/23	11:00	0	41	13	0	0	1	0	1	1	0	0	0	0	0	57
4/14/23	11:15	0	18	8	0	1	1	0	1	1	0	0	0	0	0	30
4/14/23	11:30	0	35	8	1	1	1	0	0	2	0	0	0	0	0	48
4/14/23	11:45	1	28	9	2	5	0	0	0	1	0	0	0	0	3	49
4/14/23	12:00	1	38	12	0	2	0	0	2	0	0	0	0	0	0	55
4/14/23	12:15	0	35	8	0	3	0	0	0	0	0	0	0	0	0	46
4/14/23	12:30	0	37	13	1	3	0	0	0	0	0	0	0	0	2	56
4/14/23	12:45	1	45	10	0	4	0	0	2	1	0	0	0	0	1	64
4/14/23	13:00	0	36	11	2	3	0	0	1	0	0	0	0	0	0	53
4/14/23	13:15	0	29	10	1	2	0	0	0	0	0	0	0	0	2	44
4/14/23	13:30	0	45	9	0	2	0	0	1	0	0	0	0	0	0	57
4/14/23	13:45	0	40	7	1	2	0	0	0	1	0	0	0	0	1	52
4/14/23	14:00	2	44	8	0	0	0	0	2	0	0	0	0	0	1	57
4/14/23	14:15	0	47	14	0	3	0	0	0	1	0	0	0	0	0	65
4/14/23	14:30	0	56	23	1	1	0	0	0	0	0	0	0	0	0	81
4/14/23	14:45	0	90	32	0	7	0	0	1	0	0	0	0	0	2	132
4/14/23	15:00	1	73	16	0	7	0	0	1	1	0	0	0	0	5	104
4/14/23	15:15	1	54	8	0	1	0	0	1	1	0	0	0	0	0	66
4/14/23	15:30	0	50	11	0	2	0	0	0	0	0	0	0	0	1	64
4/14/23	15:45	0	47	13	0	1	0	0	1	0	0	0	0	0	7	69
4/14/23	16:00	0	69	15	0	1	0	0	0	0	0	0	0	0	6	91
4/14/23	16:15	0	73	15	3	4	0	0	2	0	0	0	0	0	4	101
4/14/23	16:30	0	53	11	0	1	0	0	0	1	0	0	0	0	0	66
4/14/23	16:45	0	39	12	1	1	0	0	2	0	0	0	0	0	0	55
4/14/23	17:00	0	73	19	0	0	0	0	0	0	0	0	0	0	3	95
4/14/23	17:15	2	70	17	0	1	1	0	0	0	0	0	0	0	1	92
4/14/23	17:30	0	69	13	1	5	0	0	2	0	0	0	0	0	2	92
4/14/23	17:45	0	67	11	0	4	0	0	1	0	0	0	0	0	2	85
4/14/23	18:00	0	45	7	0	1	0	0	2	0	0	0	0	0	1	56
4/14/23	18:15	0	48	4	0	2	0	0	0	0	0	0	0	0	2	56
4/14/23	18:30	0	36	6	0	0	0	0	0	0	0	0	0	0	2	44
4/14/23	18:45	1	41	7	0	0	0	0	1	0	0	0	0	0	3	53

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	19:00	1	20	8	0	2	0	0	0	0	0	0	0	0	0	31
4/14/23	19:15	0	35	4	1	1	0	0	0	0	0	0	0	0	1	42
4/14/23	19:30	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
4/14/23	19:45	0	19	6	0	2	0	0	0	0	0	0	0	0	1	28
4/14/23	20:00	0	26	0	0	1	0	0	0	0	0	0	0	0	1	28
4/14/23	20:15	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
4/14/23	20:30	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
4/14/23	20:45	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
4/14/23	21:00	0	20	7	0	0	0	0	0	0	0	0	0	0	0	27
4/14/23	21:15	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
4/14/23	21:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
4/14/23	21:45	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
4/14/23	22:00	0	22	3	0	1	0	0	0	0	0	0	0	0	0	26
4/14/23	22:15	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
4/14/23	22:30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
4/14/23	22:45	0	28	7	0	1	1	0	0	0	0	0	0	0	0	37
4/14/23	23:00	0	16	8	0	1	0	0	0	0	0	0	0	0	0	25
4/14/23	23:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
4/14/23	23:30	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
4/14/23	23:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
4/15/23	0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	0:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	1:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	3:45	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
4/15/23	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	4:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	5:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
4/15/23	5:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/15/23	6:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/15/23	6:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
4/15/23	6:30	0	14	0	0	1	0	0	0	0	0	0	0	0	0	15
4/15/23	6:45	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
4/15/23	7:00	0	7	2	1	0	0	0	0	0	0	0	0	0	0	10
4/15/23	7:15	0	11	1	0	1	0	0	1	0	0	0	0	0	0	14
4/15/23	7:30	0	4	4	0	0	0	0	0	0	0	0	0	0	1	9
4/15/23	7:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	8:00	0	10	1	0	1	0	0	1	0	0	0	0	0	0	13
4/15/23	8:15	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
4/15/23	8:30	0	20	1	0	1	0	0	0	0	0	0	0	0	0	22
4/15/23	8:45	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
4/15/23	9:00	0	20	1	0	1	0	0	0	0	0	0	0	0	0	22
4/15/23	9:15	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
4/15/23	9:30	0	14	6	0	1	0	0	0	0	0	0	0	0	0	21
4/15/23	9:45	1	23	6	0	0	0	0	0	0	0	0	0	0	1	31
4/15/23	10:00	1	12	2	0	2	0	0	0	0	0	0	0	0	3	20
4/15/23	10:15	0	29	5	0	2	0	0	0	0	0	0	0	0	0	36
4/15/23	10:30	1	33	1	0	0	0	0	0	0	0	0	0	0	1	36
4/15/23	10:45	0	29	7	0	1	0	0	1	0	0	0	0	0	0	38
4/15/23	11:00	0	33	6	0	0	0	0	0	0	0	0	0	0	0	39
4/15/23	11:15	0	38	11	0	1	1	0	0	0	0	0	0	0	1	52
4/15/23	11:30	0	37	4	0	0	0	0	0	0	0	0	0	0	0	41
4/15/23	11:45	3	30	6	0	1	0	0	1	0	0	0	0	0	0	41
4/15/23	12:00	1	29	6	0	0	0	0	0	0	0	0	0	0	1	37
4/15/23	12:15	1	23	9	0	0	0	0	0	0	0	0	0	0	1	34
4/15/23	12:30	0	21	8	0	0	0	0	0	0	0	0	0	0	0	29
4/15/23	12:45	0	29	7	0	3	0	0	0	0	0	0	0	0	0	39
4/15/23	13:00	3	30	10	0	1	0	0	0	0	0	0	0	0	2	46
4/15/23	13:15	1	45	6	0	1	0	0	0	0	0	0	0	0	3	56
4/15/23	13:30	4	33	8	1	3	0	0	0	0	0	0	0	0	1	50
4/15/23	13:45	5	32	8	0	0	0	0	0	0	0	0	0	0	1	46
4/15/23	14:00	2	44	2	0	3	0	0	1	0	0	0	0	0	0	52
4/15/23	14:15	9	38	7	0	2	0	0	1	0	0	0	0	0	1	58
4/15/23	14:30	4	29	9	0	0	0	0	0	0	0	0	0	0	4	46
4/15/23	14:45	2	39	9	0	0	0	0	2	0	0	0	0	0	1	53
4/15/23	15:00	15	33	5	0	0	0	0	0	0	0	0	0	0	1	54
4/15/23	15:15	3	40	7	0	1	0	0	0	0	0	0	0	0	0	51
4/15/23	15:30	3	40	6	0	0	0	0	0	0	0	0	0	0	3	52
4/15/23	15:45	0	40	7	0	1	0	0	1	0	0	0	0	0	4	53
4/15/23	16:00	1	34	7	0	0	0	0	1	0	0	0	0	0	1	44
4/15/23	16:15	6	44	7	0	0	0	0	0	0	0	0	0	0	0	57
4/15/23	16:30	1	40	2	0	3	0	0	0	0	0	0	0	0	2	48
4/15/23	16:45	1	67	16	0	1	0	0	0	1	0	0	0	0	0	86
4/15/23	17:00	6	98	14	0	2	0	0	1	0	0	0	0	0	4	125
4/15/23	17:15	0	32	6	0	0	0	0	0	0	0	0	0	0	2	40
4/15/23	17:30	0	37	10	0	1	0	0	0	0	0	0	0	0	0	48
4/15/23	17:45	1	44	10	0	1	0	0	0	0	0	0	0	0	1	57
4/15/23	18:00	0	26	4	0	0	0	0	0	0	0	0	0	0	2	32
4/15/23	18:15	0	27	6	0	0	0	0	0	0	0	0	0	0	0	33
4/15/23	18:30	0	29	6	0	1	1	0	1	0	0	0	0	0	3	41
4/15/23	18:45	0	21	1	0	0	0	0	0	0	0	0	0	0	1	23
4/15/23	19:00	0	29	7	0	0	0	0	0	0	0	0	0	0	0	36
4/15/23	19:15	0	33	8	0	0	0	0	0	0	0	0	0	0	1	42
4/15/23	19:30	1	24	4	0	0	0	0	0	0	0	0	0	0	0	29
4/15/23	19:45	1	20	6	0	0	0	0	0	0	0	0	0	0	0	27
4/15/23	20:00	0	20	5	0	2	0	0	0	0	0	0	0	0	0	27
4/15/23	20:15	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
4/15/23	20:30	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
4/15/23	20:45	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	21:00	1	16	3	0	0	0	0	0	0	0	0	0	0	0	20
4/15/23	21:15	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
4/15/23	21:30	2	7	1	0	1	0	0	0	0	0	0	0	0	0	11
4/15/23	21:45	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
4/15/23	22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
4/15/23	22:15	0	12	4	0	1	0	0	0	0	0	0	0	0	1	18
4/15/23	22:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4/15/23	22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	1	10
4/15/23	23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	23:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/15/23	23:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4/15/23	23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	0:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	0:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	0:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	1:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	2:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	5:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	5:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	5:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	5:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	6:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	6:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	7:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	7:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	7:30	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
4/16/23	7:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	8:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	8:15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
4/16/23	8:30	0	11	3	0	0	0	0	0	0	0	0	0	0	1	15
4/16/23	8:45	0	10	2	0	0	0	0	1	0	0	0	0	0	0	13
4/16/23	9:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	9:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
4/16/23	9:30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
4/16/23	9:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	10:00	1	21	3	0	1	0	0	0	0	0	0	0	0	1	27
4/16/23	10:15	1	20	3	0	0	0	0	0	0	0	0	0	0	0	24
4/16/23	10:30	0	23	6	0	1	0	0	0	0	0	0	0	0	0	30
4/16/23	10:45	0	15	3	0	0	0	0	0	0	0	0	0	0	2	20
4/16/23	11:00	0	15	2	0	0	0	0	0	0	0	0	0	0	1	18
4/16/23	11:15	0	21	1	0	1	0	0	0	0	0	0	0	0	0	23
4/16/23	11:30	0	30	2	0	0	0	0	0	0	0	0	0	0	0	32
4/16/23	11:45	0	32	4	0	1	0	0	0	0	0	0	0	0	0	37
4/16/23	12:00	1	22	6	0	0	0	0	1	0	0	0	0	0	0	30
4/16/23	12:15	0	30	3	0	1	0	0	0	0	0	0	0	0	0	34
4/16/23	12:30	0	41	3	0	1	0	0	0	0	0	0	0	0	0	45
4/16/23	12:45	0	30	9	0	1	0	0	0	0	0	0	0	0	1	41
4/16/23	13:00	0	27	5	0	0	0	0	0	0	0	0	0	0	0	32
4/16/23	13:15	0	32	7	0	1	0	0	0	0	0	0	0	0	0	40
4/16/23	13:30	2	32	7	0	2	0	0	0	0	0	0	0	0	1	44
4/16/23	13:45	1	46	8	0	1	0	0	0	0	0	0	0	0	0	56
4/16/23	14:00	0	29	9	0	0	0	0	0	0	0	0	0	0	1	39
4/16/23	14:15	0	26	5	0	1	0	0	1	0	0	0	0	0	1	34
4/16/23	14:30	2	23	4	0	0	0	0	0	0	0	0	0	0	2	31
4/16/23	14:45	1	40	5	0	0	0	0	1	0	0	0	0	0	1	48
4/16/23	15:00	0	37	3	0	0	0	0	0	0	0	0	0	0	1	41
4/16/23	15:15	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
4/16/23	15:30	0	32	4	0	0	0	0	0	0	0	0	0	0	0	36
4/16/23	15:45	0	33	3	0	1	0	0	0	0	0	0	0	0	1	38
4/16/23	16:00	0	25	8	0	0	0	0	0	0	0	0	0	0	1	34
4/16/23	16:15	0	32	6	0	0	0	0	0	0	0	0	0	0	0	38
4/16/23	16:30	1	33	2	0	1	0	0	0	0	0	0	0	0	0	37
4/16/23	16:45	0	31	5	0	0	0	0	0	0	0	0	0	0	3	39
4/16/23	17:00	0	30	10	0	0	0	0	0	0	0	0	0	0	0	40
4/16/23	17:15	0	22	5	0	0	0	0	0	0	0	0	0	0	1	28
4/16/23	17:30	0	24	2	0	2	0	0	0	0	0	0	0	0	0	28
4/16/23	17:45	3	26	4	0	1	0	0	0	0	0	0	0	0	1	35
4/16/23	18:00	0	40	8	0	0	0	0	0	0	0	0	0	0	1	49
4/16/23	18:15	0	44	8	0	2	0	0	0	0	0	0	0	0	0	54
4/16/23	18:30	0	29	1	0	0	0	0	1	0	0	0	0	0	0	31
4/16/23	18:45	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27
4/16/23	19:00	0	26	8	0	2	0	0	0	0	0	0	0	0	0	36
4/16/23	19:15	0	18	1	0	1	0	0	0	0	0	0	0	0	0	20
4/16/23	19:30	0	30	2	0	0	0	0	0	0	0	0	0	0	0	32
4/16/23	19:45	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22
4/16/23	20:00	0	20	3	0	2	0	0	0	0	0	0	0	0	0	25
4/16/23	20:15	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
4/16/23	20:30	0	21	8	0	0	0	0	0	0	0	0	0	0	0	29
4/16/23	20:45	0	11	1	0	1	0	0	0	0	0	0	0	1	0	14
4/16/23	21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	21:15	0	9	0	0	1	0	0	0	1	0	0	0	0	0	11
4/16/23	21:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	22:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	22:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/17/23	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
4/17/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	2:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
4/17/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	3:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	4:15	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	4:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	5:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
4/17/23	5:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4/17/23	5:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
4/17/23	5:45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
4/17/23	6:00	0	6	0	0	0	0	1	0	0	0	0	0	0	0	7
4/17/23	6:15	0	16	3	1	0	0	0	0	0	0	0	0	0	0	20
4/17/23	6:30	0	18	3	1	2	0	0	0	0	0	0	0	0	2	26
4/17/23	6:45	0	24	9	0	0	0	0	1	0	0	0	0	0	0	34
4/17/23	7:00	0	25	4	1	0	0	0	0	0	0	0	0	0	1	31
4/17/23	7:15	2	36	5	3	2	1	0	0	0	0	0	0	0	2	51
4/17/23	7:30	2	61	12	0	1	0	0	1	0	0	0	0	0	0	77
4/17/23	7:45	0	71	20	0	4	0	0	0	0	0	0	0	0	1	96
4/17/23	8:00	0	33	8	0	4	1	0	0	0	0	0	0	0	3	49
4/17/23	8:15	0	22	6	1	0	0	0	1	0	0	0	0	0	1	31
4/17/23	8:30	0	24	6	0	4	0	0	0	0	0	0	0	0	0	34
4/17/23	8:45	0	32	12	0	0	0	0	0	0	0	0	0	0	0	44
4/17/23	9:00	0	17	4	1	4	0	0	1	0	0	0	0	0	1	28
4/17/23	9:15	0	21	5	0	5	0	0	1	1	0	0	0	0	1	34
4/17/23	9:30	0	26	17	0	1	0	0	0	0	0	0	0	0	1	45
4/17/23	9:45	2	28	9	0	1	0	0	1	0	0	0	0	0	6	47
4/17/23	10:00	0	16	12	2	3	0	0	1	0	0	0	0	0	0	34
4/17/23	10:15	0	27	10	0	4	0	0	1	0	0	0	0	0	0	42
4/17/23	10:30	0	28	6	1	2	2	0	1	1	0	0	0	0	1	42
4/17/23	10:45	0	25	6	1	1	0	0	1	0	0	0	0	0	0	34
4/17/23	11:00	0	15	15	0	5	0	0	1	0	0	0	0	0	3	39
4/17/23	11:15	0	29	10	1	3	0	0	0	0	0	0	0	0	2	45
4/17/23	11:30	0	34	6	0	3	0	0	0	0	0	0	0	0	1	44
4/17/23	11:45	0	28	10	0	0	0	0	1	0	0	0	0	0	3	42

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	12:00	0	31	11	1	1	0	0	0	2	0	0	0	0	1	47
4/17/23	12:15	0	31	9	1	4	0	0	0	0	0	0	0	0	1	46
4/17/23	12:30	0	28	18	1	1	0	0	1	0	0	0	0	0	2	51
4/17/23	12:45	0	40	8	0	3	2	0	2	0	0	0	0	0	0	55
4/17/23	13:00	0	20	15	1	3	0	0	0	0	0	0	0	0	1	40
4/17/23	13:15	0	28	9	2	3	0	0	0	0	0	0	0	0	2	44
4/17/23	13:30	0	42	13	1	3	0	0	0	0	0	0	0	0	0	59
4/17/23	13:45	0	29	6	2	3	1	0	0	0	0	0	0	0	0	41
4/17/23	14:00	0	33	9	0	1	0	0	1	0	0	0	0	0	2	46
4/17/23	14:15	0	57	8	0	3	0	0	0	1	0	0	0	0	2	71
4/17/23	14:30	0	49	5	0	3	0	0	0	0	0	0	0	0	2	59
4/17/23	14:45	2	68	28	1	2	0	0	1	0	0	0	0	0	2	104
4/17/23	15:00	1	46	14	0	2	1	0	0	0	0	0	0	0	1	65
4/17/23	15:15	0	54	11	1	5	0	0	1	1	0	0	0	0	6	79
4/17/23	15:30	0	52	8	1	4	0	0	1	1	0	0	0	0	1	68
4/17/23	15:45	0	57	17	0	3	0	0	1	0	0	0	0	0	3	81
4/17/23	16:00	0	50	14	0	4	0	0	0	0	0	0	0	0	3	71
4/17/23	16:15	0	47	15	0	3	0	0	3	0	0	0	0	0	1	69
4/17/23	16:30	0	65	13	0	6	1	0	0	0	0	0	0	0	6	91
4/17/23	16:45	0	55	18	1	4	0	0	0	0	0	0	0	0	3	81
4/17/23	17:00	0	73	28	1	7	0	0	1	0	0	0	0	0	1	111
4/17/23	17:15	3	65	9	0	4	0	0	2	1	0	0	0	0	4	88
4/17/23	17:30	3	93	14	2	2	0	0	2	2	0	0	0	0	3	121
4/17/23	17:45	1	102	25	0	4	0	0	2	1	0	0	0	0	4	139
4/17/23	18:00	0	79	15	0	4	0	0	1	0	0	0	0	0	2	101
4/17/23	18:15	0	95	11	0	9	0	0	3	3	0	0	0	0	1	122
4/17/23	18:30	2	84	27	2	8	0	0	1	0	0	0	0	0	1	125
4/17/23	18:45	0	53	10	0	0	0	0	1	0	0	0	0	0	2	66
4/17/23	19:00	0	39	4	0	2	0	0	1	0	0	0	0	0	1	47
4/17/23	19:15	0	30	5	0	2	0	0	0	0	0	0	0	0	0	37
4/17/23	19:30	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
4/17/23	19:45	0	20	5	0	2	0	0	0	0	0	0	0	0	1	28
4/17/23	20:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
4/17/23	20:15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
4/17/23	20:30	2	19	1	0	1	0	0	0	0	0	0	0	0	0	23
4/17/23	20:45	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
4/17/23	21:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
4/17/23	21:15	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
4/17/23	21:30	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
4/17/23	21:45	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
4/17/23	22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
4/17/23	22:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/17/23	22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/17/23	22:45	0	29	11	0	0	0	0	0	0	0	0	0	0	0	40
4/17/23	23:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
4/17/23	23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/17/23	23:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
4/17/23	23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total		303	16,365	3,856	128	784	49	2	193	87	2	0	0	1	539	22,309
Percent		1%	73%	17%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	2%	
Day 1		39	2,887	712	30	152	10	1	46	31	0	0	0	0	99	4,007
Percent		1%	72%	18%	1%	4%	0%	0%	1%	1%	0%	0%	0%	0%	2%	



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Day 2		103	2,618	642	22	143	11	0	33	15	0	0	0	0	106	3,693
Percent		3%	71%	17%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	3%	
Day 3		29	2,454	652	18	137	7	0	27	10	2	0	0	0	99	3,435
Percent		1%	71%	19%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	3%	
Day 4		18	2,547	618	25	121	9	0	31	14	0	0	0	0	75	3,458
Percent		1%	74%	18%	1%	3%	0%	0%	1%	0%	0%	0%	0%	0%	2%	
Day 5		80	1,848	343	2	45	2	0	14	1	0	0	0	0	49	2,384
Percent		3%	78%	14%	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	2%	
Day 6		13	1,437	237	0	27	0	0	5	1	0	0	0	1	22	1,743
Percent		1%	82%	14%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Day 7		21	2,574	652	31	159	10	1	37	15	0	0	0	0	89	3,589
Percent		1%	72%	18%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	2%	
Average		43	2,338	551	18	112	7	0	28	12	0	0	0	0	77	3,187
Percent		1%	73%	17%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	2%	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	0:00	2	0	0	0	0	2
4/11/23	0:15	0	0	0	0	0	0
4/11/23	0:30	4	0	0	0	0	4
4/11/23	0:45	4	0	0	0	0	4
4/11/23	1:00	1	0	0	0	0	1
4/11/23	1:15	0	0	0	0	0	0
4/11/23	1:30	2	0	0	0	0	2
4/11/23	1:45	1	0	0	0	0	1
4/11/23	2:00	1	0	0	0	0	1
4/11/23	2:15	2	0	0	0	0	2
4/11/23	2:30	3	0	0	0	0	3
4/11/23	2:45	4	0	0	0	0	4
4/11/23	3:00	2	0	0	0	0	2
4/11/23	3:15	0	0	0	0	0	0
4/11/23	3:30	2	0	0	0	0	2
4/11/23	3:45	1	0	0	0	0	1
4/11/23	4:00	3	0	0	0	0	3
4/11/23	4:15	4	0	0	0	0	4
4/11/23	4:30	0	0	0	0	0	0
4/11/23	4:45	1	0	0	0	0	1
4/11/23	5:00	6	0	0	0	0	6
4/11/23	5:15	4	0	0	0	0	4
4/11/23	5:30	18	0	0	0	1	19
4/11/23	5:45	17	0	0	0	0	17
4/11/23	6:00	6	1	0	0	0	7
4/11/23	6:15	20	3	0	0	0	23
4/11/23	6:30	28	2	1	0	0	31
4/11/23	6:45	40	1	0	0	0	41
4/11/23	7:00	38	1	1	0	0	40
4/11/23	7:15	43	2	0	0	1	46
4/11/23	7:30	93	2	0	0	2	97
4/11/23	7:45	86	4	2	0	3	95
4/11/23	8:00	59	1	3	0	1	64
4/11/23	8:15	42	4	0	0	2	48
4/11/23	8:30	45	1	1	0	0	47
4/11/23	8:45	40	5	2	0	1	48
4/11/23	9:00	32	1	1	0	0	34
4/11/23	9:15	25	5	1	0	0	31
4/11/23	9:30	32	3	1	0	1	37
4/11/23	9:45	35	3	1	0	1	40
4/11/23	10:00	19	5	1	0	0	25
4/11/23	10:15	39	3	3	0	0	45
4/11/23	10:30	32	1	0	0	0	33
4/11/23	10:45	34	5	1	0	1	41
4/11/23	11:00	33	2	0	0	0	35
4/11/23	11:15	48	4	1	0	1	54
4/11/23	11:30	49	2	0	0	1	52
4/11/23	11:45	32	5	1	0	4	42
4/11/23	12:00	43	5	1	0	1	50
4/11/23	12:15	46	4	4	0	3	57
4/11/23	12:30	33	1	0	0	4	38

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	12:45	48	2	1	0	0	51
4/11/23	13:00	52	2	0	0	1	55
4/11/23	13:15	48	6	2	0	0	56
4/11/23	13:30	53	2	2	0	1	58
4/11/23	13:45	46	2	0	0	1	49
4/11/23	14:00	53	9	2	0	0	64
4/11/23	14:15	55	3	1	0	2	61
4/11/23	14:30	74	2	0	0	2	78
4/11/23	14:45	96	5	0	0	2	103
4/11/23	15:00	82	2	1	0	4	89
4/11/23	15:15	66	4	1	0	1	72
4/11/23	15:30	59	5	4	0	2	70
4/11/23	15:45	101	3	3	0	4	111
4/11/23	16:00	114	9	2	0	4	129
4/11/23	16:15	97	5	0	0	4	106
4/11/23	16:30	122	7	2	0	4	135
4/11/23	16:45	119	3	3	0	4	129
4/11/23	17:00	101	5	4	0	3	113
4/11/23	17:15	98	3	0	0	5	106
4/11/23	17:30	92	5	3	0	3	103
4/11/23	17:45	127	3	3	0	3	136
4/11/23	18:00	109	8	4	0	9	130
4/11/23	18:15	121	6	6	0	4	137
4/11/23	18:30	65	7	1	0	3	76
4/11/23	18:45	64	2	0	0	1	67
4/11/23	19:00	58	1	2	0	0	61
4/11/23	19:15	37	0	3	0	1	41
4/11/23	19:30	33	0	0	0	0	33
4/11/23	19:45	34	1	0	0	1	36
4/11/23	20:00	19	0	0	0	0	19
4/11/23	20:15	26	0	0	0	0	26
4/11/23	20:30	24	0	0	0	1	25
4/11/23	20:45	22	0	1	0	0	23
4/11/23	21:00	20	0	0	0	1	21
4/11/23	21:15	22	0	0	0	0	22
4/11/23	21:30	11	0	0	0	0	11
4/11/23	21:45	17	1	0	0	0	18
4/11/23	22:00	1	0	0	0	0	1
4/11/23	22:15	9	1	0	0	0	10
4/11/23	22:30	11	0	0	0	0	11
4/11/23	22:45	31	3	0	0	0	34
4/11/23	23:00	27	0	0	0	0	27
4/11/23	23:15	5	0	0	0	0	5
4/11/23	23:30	12	0	0	0	0	12
4/11/23	23:45	3	0	0	0	0	3
4/12/23	0:00	5	0	0	0	0	5
4/12/23	0:15	1	0	0	0	0	1
4/12/23	0:30	0	0	0	0	0	0
4/12/23	0:45	3	0	0	0	0	3
4/12/23	1:00	4	0	0	0	0	4
4/12/23	1:15	1	0	0	0	0	1

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	1:30	0	0	0	0	0	0
4/12/23	1:45	0	0	0	0	0	0
4/12/23	2:00	0	0	0	0	0	0
4/12/23	2:15	2	0	0	0	0	2
4/12/23	2:30	0	0	0	0	0	0
4/12/23	2:45	4	0	0	0	0	4
4/12/23	3:00	1	0	0	0	0	1
4/12/23	3:15	2	0	0	0	0	2
4/12/23	3:30	2	0	0	0	0	2
4/12/23	3:45	2	0	0	0	0	2
4/12/23	4:00	5	0	0	0	0	5
4/12/23	4:15	1	0	0	0	0	1
4/12/23	4:30	2	0	0	0	0	2
4/12/23	4:45	6	0	0	0	0	6
4/12/23	5:00	5	0	0	0	0	5
4/12/23	5:15	7	0	0	0	0	7
4/12/23	5:30	22	1	0	0	0	23
4/12/23	5:45	18	0	0	0	0	18
4/12/23	6:00	8	0	0	0	0	8
4/12/23	6:15	13	2	0	0	0	15
4/12/23	6:30	21	2	0	0	0	23
4/12/23	6:45	32	1	0	0	0	33
4/12/23	7:00	38	2	0	0	3	43
4/12/23	7:15	46	2	1	0	0	49
4/12/23	7:30	84	2	0	0	0	86
4/12/23	7:45	72	3	0	0	6	81
4/12/23	8:00	44	7	1	0	5	57
4/12/23	8:15	55	3	1	0	1	60
4/12/23	8:30	48	4	4	0	1	57
4/12/23	8:45	36	5	4	0	0	45
4/12/23	9:00	30	4	1	0	3	38
4/12/23	9:15	27	1	0	0	0	28
4/12/23	9:30	32	1	2	0	2	37
4/12/23	9:45	40	4	0	0	1	45
4/12/23	10:00	27	1	0	0	0	28
4/12/23	10:15	34	4	0	0	0	38
4/12/23	10:30	37	2	1	0	0	40
4/12/23	10:45	27	2	1	0	2	32
4/12/23	11:00	34	0	2	0	3	39
4/12/23	11:15	39	3	2	0	0	44
4/12/23	11:30	36	3	1	0	1	41
4/12/23	11:45	43	6	1	0	1	51
4/12/23	12:00	55	2	1	0	0	58
4/12/23	12:15	58	7	2	0	1	68
4/12/23	12:30	52	3	0	0	2	57
4/12/23	12:45	57	3	0	0	1	61
4/12/23	13:00	40	1	0	0	1	42
4/12/23	13:15	45	5	3	0	3	56
4/12/23	13:30	52	5	1	0	4	62
4/12/23	13:45	41	7	0	0	3	51
4/12/23	14:00	57	4	2	0	1	64
4/12/23	14:15	45	3	1	0	3	52

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	14:30	52	4	0	0	0	56
4/12/23	14:45	112	8	0	0	2	122
4/12/23	15:00	69	3	0	0	4	76
4/12/23	15:15	41	3	1	0	0	45
4/12/23	15:30	73	1	2	0	3	79
4/12/23	15:45	57	6	1	0	2	66
4/12/23	16:00	78	8	2	0	3	91
4/12/23	16:15	73	2	1	0	3	79
4/12/23	16:30	75	3	0	0	2	80
4/12/23	16:45	90	2	0	0	5	97
4/12/23	17:00	105	6	0	0	4	115
4/12/23	17:15	105	6	0	0	2	113
4/12/23	17:30	107	5	1	0	4	117
4/12/23	17:45	88	2	2	0	2	94
4/12/23	18:00	84	1	2	0	2	89
4/12/23	18:15	49	3	0	0	4	56
4/12/23	18:30	51	2	1	0	1	55
4/12/23	18:45	51	1	1	0	1	54
4/12/23	19:00	38	1	2	0	0	41
4/12/23	19:15	26	1	0	0	0	27
4/12/23	19:30	40	0	0	0	0	40
4/12/23	19:45	32	0	0	0	3	35
4/12/23	20:00	30	1	0	0	1	32
4/12/23	20:15	30	0	0	0	0	30
4/12/23	20:30	45	0	0	0	0	45
4/12/23	20:45	31	0	0	0	1	32
4/12/23	21:00	38	0	0	0	4	42
4/12/23	21:15	25	0	0	0	2	27
4/12/23	21:30	23	0	0	0	1	24
4/12/23	21:45	16	1	0	0	0	17
4/12/23	22:00	13	0	0	0	0	13
4/12/23	22:15	14	0	0	0	0	14
4/12/23	22:30	15	0	0	0	1	16
4/12/23	22:45	42	1	0	0	1	44
4/12/23	23:00	26	0	0	0	0	26
4/12/23	23:15	11	0	0	0	0	11
4/12/23	23:30	7	0	0	0	0	7
4/12/23	23:45	3	0	0	0	0	3
4/13/23	0:00	1	0	0	0	0	1
4/13/23	0:15	3	0	0	0	0	3
4/13/23	0:30	0	0	0	0	0	0
4/13/23	0:45	3	1	0	0	0	4
4/13/23	1:00	1	0	0	0	0	1
4/13/23	1:15	4	1	0	0	0	5
4/13/23	1:30	3	0	0	0	0	3
4/13/23	1:45	3	0	0	0	0	3
4/13/23	2:00	3	0	0	0	0	3
4/13/23	2:15	3	0	0	0	0	3
4/13/23	2:30	1	0	0	0	0	1
4/13/23	2:45	2	0	0	0	0	2
4/13/23	3:00	1	0	0	0	0	1
4/13/23	3:15	1	0	0	0	0	1

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	3:30	1	0	0	0	0	1
4/13/23	3:45	0	0	0	0	0	0
4/13/23	4:00	1	0	0	0	0	1
4/13/23	4:15	3	0	0	0	0	3
4/13/23	4:30	2	0	0	0	0	2
4/13/23	4:45	6	0	0	0	0	6
4/13/23	5:00	7	0	0	0	0	7
4/13/23	5:15	5	0	0	0	0	5
4/13/23	5:30	16	0	0	0	0	16
4/13/23	5:45	16	0	0	0	0	16
4/13/23	6:00	16	0	0	0	0	16
4/13/23	6:15	19	2	0	0	1	22
4/13/23	6:30	27	4	1	0	1	33
4/13/23	6:45	32	0	0	0	1	33
4/13/23	7:00	40	2	0	0	0	42
4/13/23	7:15	44	1	0	0	0	45
4/13/23	7:30	77	3	1	0	4	85
4/13/23	7:45	80	3	2	0	1	86
4/13/23	8:00	61	2	0	0	4	67
4/13/23	8:15	60	5	1	0	1	67
4/13/23	8:30	44	3	4	0	1	52
4/13/23	8:45	37	0	3	0	2	42
4/13/23	9:00	23	4	0	0	2	29
4/13/23	9:15	28	4	1	0	2	35
4/13/23	9:30	30	1	0	0	0	31
4/13/23	9:45	41	4	0	0	3	48
4/13/23	10:00	31	4	1	0	0	36
4/13/23	10:15	23	3	0	0	2	28
4/13/23	10:30	36	2	1	0	2	41
4/13/23	10:45	21	2	1	0	4	28
4/13/23	11:00	40	2	1	0	0	43
4/13/23	11:15	36	5	0	0	0	41
4/13/23	11:30	43	9	0	0	1	53
4/13/23	11:45	47	1	1	0	2	51
4/13/23	12:00	51	2	2	0	1	56
4/13/23	12:15	48	2	0	0	1	51
4/13/23	12:30	57	4	0	0	1	62
4/13/23	12:45	35	1	1	0	2	39
4/13/23	13:00	45	7	0	0	4	56
4/13/23	13:15	38	4	0	0	0	42
4/13/23	13:30	47	2	0	0	2	51
4/13/23	13:45	40	2	1	0	3	46
4/13/23	14:00	51	2	1	0	3	57
4/13/23	14:15	62	3	0	0	3	68
4/13/23	14:30	63	2	0	0	2	67
4/13/23	14:45	95	6	2	0	1	104
4/13/23	15:00	81	4	0	0	1	86
4/13/23	15:15	52	1	1	0	6	60
4/13/23	15:30	69	2	3	0	2	76
4/13/23	15:45	59	2	1	0	3	65
4/13/23	16:00	74	5	1	0	1	81

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	16:15	61	3	0	0	3	67
4/13/23	16:30	81	6	0	0	3	90
4/13/23	16:45	96	3	1	0	1	101
4/13/23	17:00	97	5	1	0	0	103
4/13/23	17:15	93	5	0	0	4	102
4/13/23	17:30	74	1	3	0	6	84
4/13/23	17:45	76	5	1	0	1	83
4/13/23	18:00	77	4	1	0	3	85
4/13/23	18:15	56	2	0	0	1	59
4/13/23	18:30	34	1	0	0	0	35
4/13/23	18:45	38	1	1	0	2	42
4/13/23	19:00	35	1	0	0	2	38
4/13/23	19:15	30	2	0	0	0	32
4/13/23	19:30	28	1	0	0	0	29
4/13/23	19:45	35	1	0	0	0	36
4/13/23	20:00	27	0	0	0	1	28
4/13/23	20:15	25	0	0	0	0	25
4/13/23	20:30	7	0	0	0	0	7
4/13/23	20:45	17	0	0	0	0	17
4/13/23	21:00	19	0	0	0	2	21
4/13/23	21:15	17	0	0	0	0	17
4/13/23	21:30	19	0	0	0	0	19
4/13/23	21:45	10	0	0	0	0	10
4/13/23	22:00	5	0	0	0	0	5
4/13/23	22:15	6	0	0	0	0	6
4/13/23	22:30	12	0	0	0	0	12
4/13/23	22:45	34	2	0	0	0	36
4/13/23	23:00	22	0	0	0	0	22
4/13/23	23:15	4	0	0	0	0	4
4/13/23	23:30	7	0	0	0	0	7
4/13/23	23:45	4	0	0	0	0	4
4/14/23	0:00	4	0	0	0	0	4
4/14/23	0:15	4	0	0	0	0	4
4/14/23	0:30	3	0	0	0	0	3
4/14/23	0:45	4	0	0	0	0	4
4/14/23	1:00	4	0	0	0	0	4
4/14/23	1:15	1	0	0	0	0	1
4/14/23	1:30	1	0	0	0	0	1
4/14/23	1:45	0	0	0	0	0	0
4/14/23	2:00	4	0	0	0	0	4
4/14/23	2:15	2	0	0	0	0	2
4/14/23	2:30	3	0	0	0	0	3
4/14/23	2:45	4	0	0	0	0	4
4/14/23	3:00	1	0	0	0	0	1
4/14/23	3:15	4	0	0	0	0	4
4/14/23	3:30	1	0	0	0	0	1
4/14/23	3:45	1	0	0	0	0	1
4/14/23	4:00	1	0	0	0	0	1
4/14/23	4:15	4	0	0	0	0	4
4/14/23	4:30	1	0	0	0	1	2
4/14/23	4:45	8	0	0	0	0	8
4/14/23	5:00	7	0	0	0	1	8

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	5:15	3	0	0	0	0	3
4/14/23	5:30	18	0	0	0	0	18
4/14/23	5:45	12	0	0	0	0	12
4/14/23	6:00	7	0	0	0	0	7
4/14/23	6:15	14	0	1	0	0	15
4/14/23	6:30	32	3	0	0	1	36
4/14/23	6:45	28	2	0	0	0	30
4/14/23	7:00	31	0	0	0	1	32
4/14/23	7:15	45	1	0	0	1	47
4/14/23	7:30	84	4	2	0	1	91
4/14/23	7:45	69	1	0	0	4	74
4/14/23	8:00	47	2	1	0	1	51
4/14/23	8:15	25	3	1	0	2	31
4/14/23	8:30	38	2	0	0	1	41
4/14/23	8:45	41	4	0	0	1	46
4/14/23	9:00	36	6	1	0	1	44
4/14/23	9:15	27	1	0	0	0	28
4/14/23	9:30	31	7	2	0	1	41
4/14/23	9:45	23	0	1	0	0	24
4/14/23	10:00	28	3	0	0	1	32
4/14/23	10:15	27	1	0	0	2	30
4/14/23	10:30	29	9	0	0	1	39
4/14/23	10:45	35	3	1	0	0	39
4/14/23	11:00	54	1	2	0	0	57
4/14/23	11:15	26	2	2	0	0	30
4/14/23	11:30	43	3	2	0	0	48
4/14/23	11:45	38	7	1	0	3	49
4/14/23	12:00	51	2	2	0	0	55
4/14/23	12:15	43	3	0	0	0	46
4/14/23	12:30	50	4	0	0	2	56
4/14/23	12:45	56	4	3	0	1	64
4/14/23	13:00	47	5	1	0	0	53
4/14/23	13:15	39	3	0	0	2	44
4/14/23	13:30	54	2	1	0	0	57
4/14/23	13:45	47	3	1	0	1	52
4/14/23	14:00	54	0	2	0	1	57
4/14/23	14:15	61	3	1	0	0	65
4/14/23	14:30	79	2	0	0	0	81
4/14/23	14:45	122	7	1	0	2	132
4/14/23	15:00	90	7	2	0	5	104
4/14/23	15:15	63	1	2	0	0	66
4/14/23	15:30	61	2	0	0	1	64
4/14/23	15:45	60	1	1	0	7	69
4/14/23	16:00	84	1	0	0	6	91
4/14/23	16:15	88	7	2	0	4	101
4/14/23	16:30	64	1	1	0	0	66
4/14/23	16:45	51	2	2	0	0	55
4/14/23	17:00	92	0	0	0	3	95
4/14/23	17:15	89	2	0	0	1	92
4/14/23	17:30	82	6	2	0	2	92
4/14/23	17:45	78	4	1	0	2	85
4/14/23	18:00	52	1	2	0	1	56

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	18:15	52	2	0	0	2	56
4/14/23	18:30	42	0	0	0	2	44
4/14/23	18:45	49	0	1	0	3	53
4/14/23	19:00	29	2	0	0	0	31
4/14/23	19:15	39	2	0	0	1	42
4/14/23	19:30	21	0	0	0	0	21
4/14/23	19:45	25	2	0	0	1	28
4/14/23	20:00	26	1	0	0	1	28
4/14/23	20:15	25	0	0	0	0	25
4/14/23	20:30	20	0	0	0	0	20
4/14/23	20:45	24	0	0	0	0	24
4/14/23	21:00	27	0	0	0	0	27
4/14/23	21:15	13	0	0	0	0	13
4/14/23	21:30	20	0	0	0	0	20
4/14/23	21:45	16	1	0	0	0	17
4/14/23	22:00	25	1	0	0	0	26
4/14/23	22:15	15	1	0	0	0	16
4/14/23	22:30	15	0	0	0	0	15
4/14/23	22:45	35	2	0	0	0	37
4/14/23	23:00	24	1	0	0	0	25
4/14/23	23:15	15	0	0	0	0	15
4/14/23	23:30	10	1	0	0	0	11
4/14/23	23:45	6	1	0	0	0	7
4/15/23	0:00	5	0	0	0	0	5
4/15/23	0:15	5	0	0	0	0	5
4/15/23	0:30	3	0	0	0	0	3
4/15/23	0:45	5	0	0	0	0	5
4/15/23	1:00	1	0	0	0	0	1
4/15/23	1:15	5	0	0	0	0	5
4/15/23	1:30	4	0	0	0	0	4
4/15/23	1:45	2	0	0	0	0	2
4/15/23	2:00	4	0	0	0	0	4
4/15/23	2:15	1	0	0	0	0	1
4/15/23	2:30	2	0	0	0	0	2
4/15/23	2:45	0	0	0	0	0	0
4/15/23	3:00	2	0	0	0	0	2
4/15/23	3:15	1	0	0	0	0	1
4/15/23	3:30	0	0	0	0	0	0
4/15/23	3:45	3	0	1	0	0	4
4/15/23	4:00	1	0	0	0	0	1
4/15/23	4:15	0	0	0	0	0	0
4/15/23	4:30	4	0	0	0	0	4
4/15/23	4:45	2	0	0	0	0	2
4/15/23	5:00	0	0	0	0	0	0
4/15/23	5:15	1	0	0	0	0	1
4/15/23	5:30	9	0	0	0	0	9
4/15/23	5:45	6	0	0	0	0	6
4/15/23	6:00	8	0	0	0	0	8
4/15/23	6:15	3	1	0	0	0	4
4/15/23	6:30	14	1	0	0	0	15
4/15/23	6:45	6	0	1	0	0	7
4/15/23	7:00	9	1	0	0	0	10

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	7:15	12	1	1	0	0	14
4/15/23	7:30	8	0	0	0	1	9
4/15/23	7:45	11	0	0	0	0	11
4/15/23	8:00	11	1	1	0	0	13
4/15/23	8:15	15	1	0	0	0	16
4/15/23	8:30	21	1	0	0	0	22
4/15/23	8:45	19	0	0	0	0	19
4/15/23	9:00	21	1	0	0	0	22
4/15/23	9:15	21	0	0	0	0	21
4/15/23	9:30	20	1	0	0	0	21
4/15/23	9:45	30	0	0	0	1	31
4/15/23	10:00	15	2	0	0	3	20
4/15/23	10:15	34	2	0	0	0	36
4/15/23	10:30	35	0	0	0	1	36
4/15/23	10:45	36	1	1	0	0	38
4/15/23	11:00	39	0	0	0	0	39
4/15/23	11:15	49	2	0	0	1	52
4/15/23	11:30	41	0	0	0	0	41
4/15/23	11:45	39	1	1	0	0	41
4/15/23	12:00	36	0	0	0	1	37
4/15/23	12:15	33	0	0	0	1	34
4/15/23	12:30	29	0	0	0	0	29
4/15/23	12:45	36	3	0	0	0	39
4/15/23	13:00	43	1	0	0	2	46
4/15/23	13:15	52	1	0	0	3	56
4/15/23	13:30	45	4	0	0	1	50
4/15/23	13:45	45	0	0	0	1	46
4/15/23	14:00	48	3	1	0	0	52
4/15/23	14:15	54	2	1	0	1	58
4/15/23	14:30	42	0	0	0	4	46
4/15/23	14:45	50	0	2	0	1	53
4/15/23	15:00	53	0	0	0	1	54
4/15/23	15:15	50	1	0	0	0	51
4/15/23	15:30	49	0	0	0	3	52
4/15/23	15:45	47	1	1	0	4	53
4/15/23	16:00	42	0	1	0	1	44
4/15/23	16:15	57	0	0	0	0	57
4/15/23	16:30	43	3	0	0	2	48
4/15/23	16:45	84	1	1	0	0	86
4/15/23	17:00	118	2	1	0	4	125
4/15/23	17:15	38	0	0	0	2	40
4/15/23	17:30	47	1	0	0	0	48
4/15/23	17:45	55	1	0	0	1	57
4/15/23	18:00	30	0	0	0	2	32
4/15/23	18:15	33	0	0	0	0	33
4/15/23	18:30	35	2	1	0	3	41
4/15/23	18:45	22	0	0	0	1	23
4/15/23	19:00	36	0	0	0	0	36
4/15/23	19:15	41	0	0	0	1	42
4/15/23	19:30	29	0	0	0	0	29
4/15/23	19:45	27	0	0	0	0	27
4/15/23	20:00	25	2	0	0	0	27

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	20:15	23	0	0	0	0	23
4/15/23	20:30	15	1	0	0	0	16
4/15/23	20:45	22	1	0	0	0	23
4/15/23	21:00	20	0	0	0	0	20
4/15/23	21:15	21	0	0	0	0	21
4/15/23	21:30	10	1	0	0	0	11
4/15/23	21:45	15	0	0	0	0	15
4/15/23	22:00	19	0	0	0	0	19
4/15/23	22:15	16	1	0	0	1	18
4/15/23	22:30	12	0	0	0	0	12
4/15/23	22:45	9	0	0	0	1	10
4/15/23	23:00	5	0	0	0	0	5
4/15/23	23:15	9	0	0	0	0	9
4/15/23	23:30	10	0	0	0	0	10
4/15/23	23:45	8	0	0	0	0	8
4/16/23	0:00	3	0	0	0	0	3
4/16/23	0:15	4	0	0	0	0	4
4/16/23	0:30	4	0	0	0	0	4
4/16/23	0:45	4	0	0	0	0	4
4/16/23	1:00	4	0	0	0	0	4
4/16/23	1:15	1	0	0	0	0	1
4/16/23	1:30	2	0	0	0	0	2
4/16/23	1:45	5	0	0	0	0	5
4/16/23	2:00	5	0	0	0	0	5
4/16/23	2:15	3	0	0	0	0	3
4/16/23	2:30	5	0	0	0	0	5
4/16/23	2:45	2	0	0	0	0	2
4/16/23	3:00	1	0	0	0	0	1
4/16/23	3:15	1	0	0	0	0	1
4/16/23	3:30	3	0	0	0	0	3
4/16/23	3:45	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0
4/16/23	4:15	1	0	0	0	0	1
4/16/23	4:30	0	0	0	0	0	0
4/16/23	4:45	5	0	0	0	0	5
4/16/23	5:00	3	0	0	0	0	3
4/16/23	5:15	1	0	0	0	0	1
4/16/23	5:30	7	0	0	0	0	7
4/16/23	5:45	3	0	0	0	0	3
4/16/23	6:00	2	0	0	0	0	2
4/16/23	6:15	5	0	0	0	0	5
4/16/23	6:30	6	0	0	0	0	6
4/16/23	6:45	4	0	0	0	0	4
4/16/23	7:00	5	0	0	0	0	5
4/16/23	7:15	8	0	0	0	0	8
4/16/23	7:30	2	0	0	0	1	3
4/16/23	7:45	5	0	0	0	0	5
4/16/23	8:00	9	0	0	0	0	9
4/16/23	8:15	12	0	0	0	0	12
4/16/23	8:30	14	0	0	0	1	15
4/16/23	8:45	12	0	1	0	0	13
4/16/23	9:00	9	0	0	0	0	9

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	9:15	14	0	0	0	0	14
4/16/23	9:30	15	0	0	0	0	15
4/16/23	9:45	12	0	0	0	0	12
4/16/23	10:00	25	1	0	0	1	27
4/16/23	10:15	24	0	0	0	0	24
4/16/23	10:30	29	1	0	0	0	30
4/16/23	10:45	18	0	0	0	2	20
4/16/23	11:00	17	0	0	0	1	18
4/16/23	11:15	22	1	0	0	0	23
4/16/23	11:30	32	0	0	0	0	32
4/16/23	11:45	36	1	0	0	0	37
4/16/23	12:00	29	0	1	0	0	30
4/16/23	12:15	33	1	0	0	0	34
4/16/23	12:30	44	1	0	0	0	45
4/16/23	12:45	39	1	0	0	1	41
4/16/23	13:00	32	0	0	0	0	32
4/16/23	13:15	39	1	0	0	0	40
4/16/23	13:30	41	2	0	0	1	44
4/16/23	13:45	55	1	0	0	0	56
4/16/23	14:00	38	0	0	0	1	39
4/16/23	14:15	31	1	1	0	1	34
4/16/23	14:30	29	0	0	0	2	31
4/16/23	14:45	46	0	1	0	1	48
4/16/23	15:00	40	0	0	0	1	41
4/16/23	15:15	23	1	0	0	0	24
4/16/23	15:30	36	0	0	0	0	36
4/16/23	15:45	36	1	0	0	1	38
4/16/23	16:00	33	0	0	0	1	34
4/16/23	16:15	38	0	0	0	0	38
4/16/23	16:30	36	1	0	0	0	37
4/16/23	16:45	36	0	0	0	3	39
4/16/23	17:00	40	0	0	0	0	40
4/16/23	17:15	27	0	0	0	1	28
4/16/23	17:30	26	2	0	0	0	28
4/16/23	17:45	33	1	0	0	1	35
4/16/23	18:00	48	0	0	0	1	49
4/16/23	18:15	52	2	0	0	0	54
4/16/23	18:30	30	0	1	0	0	31
4/16/23	18:45	27	0	0	0	0	27
4/16/23	19:00	34	2	0	0	0	36
4/16/23	19:15	19	1	0	0	0	20
4/16/23	19:30	32	0	0	0	0	32
4/16/23	19:45	22	0	0	0	0	22
4/16/23	20:00	23	2	0	0	0	25
4/16/23	20:15	16	0	0	0	0	16
4/16/23	20:30	29	0	0	0	0	29
4/16/23	20:45	12	1	0	1	0	14
4/16/23	21:00	9	0	0	0	0	9
4/16/23	21:15	9	1	1	0	0	11
4/16/23	21:30	9	0	0	0	0	9
4/16/23	21:45	5	0	0	0	0	5

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	22:00	7	0	0	0	0	7
4/16/23	22:15	10	0	0	0	0	10
4/16/23	22:30	7	0	0	0	0	7
4/16/23	22:45	5	0	0	0	0	5
4/16/23	23:00	8	0	0	0	0	8
4/16/23	23:15	2	0	0	0	0	2
4/16/23	23:30	4	0	0	0	0	4
4/16/23	23:45	4	0	0	0	0	4
4/17/23	0:00	2	0	0	0	0	2
4/17/23	0:15	0	0	0	0	0	0
4/17/23	0:30	0	0	0	0	0	0
4/17/23	0:45	5	0	0	0	0	5
4/17/23	1:00	0	0	0	0	0	0
4/17/23	1:15	2	0	0	0	0	2
4/17/23	1:30	2	0	0	0	1	3
4/17/23	1:45	2	0	0	0	0	2
4/17/23	2:00	1	1	0	0	0	2
4/17/23	2:15	1	0	0	0	0	1
4/17/23	2:30	1	0	0	0	0	1
4/17/23	2:45	1	0	0	0	0	1
4/17/23	3:00	0	0	0	0	0	0
4/17/23	3:15	1	0	0	0	0	1
4/17/23	3:30	4	0	0	0	0	4
4/17/23	3:45	2	0	0	0	0	2
4/17/23	4:00	2	0	0	0	0	2
4/17/23	4:15	4	0	0	0	0	4
4/17/23	4:30	2	0	0	0	0	2
4/17/23	4:45	3	0	0	0	0	3
4/17/23	5:00	2	0	1	0	0	3
4/17/23	5:15	8	1	0	0	0	9
4/17/23	5:30	18	0	0	0	0	18
4/17/23	5:45	15	0	0	0	0	15
4/17/23	6:00	6	1	0	0	0	7
4/17/23	6:15	19	1	0	0	0	20
4/17/23	6:30	21	3	0	0	2	26
4/17/23	6:45	33	0	1	0	0	34
4/17/23	7:00	29	1	0	0	1	31
4/17/23	7:15	43	6	0	0	2	51
4/17/23	7:30	75	1	1	0	0	77
4/17/23	7:45	91	4	0	0	1	96
4/17/23	8:00	41	5	0	0	3	49
4/17/23	8:15	28	1	1	0	1	31
4/17/23	8:30	30	4	0	0	0	34
4/17/23	8:45	44	0	0	0	0	44
4/17/23	9:00	21	5	1	0	1	28
4/17/23	9:15	26	5	2	0	1	34
4/17/23	9:30	43	1	0	0	1	45
4/17/23	9:45	39	1	1	0	6	47
4/17/23	10:00	28	5	1	0	0	34
4/17/23	10:15	37	4	1	0	0	42
4/17/23	10:30	34	5	2	0	1	42
4/17/23	10:45	31	2	1	0	0	34

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	11:00	30	5	1	0	3	39
4/17/23	11:15	39	4	0	0	2	45
4/17/23	11:30	40	3	0	0	1	44
4/17/23	11:45	38	0	1	0	3	42
4/17/23	12:00	42	2	2	0	1	47
4/17/23	12:15	40	5	0	0	1	46
4/17/23	12:30	46	2	1	0	2	51
4/17/23	12:45	48	5	2	0	0	55
4/17/23	13:00	35	4	0	0	1	40
4/17/23	13:15	37	5	0	0	2	44
4/17/23	13:30	55	4	0	0	0	59
4/17/23	13:45	35	6	0	0	0	41
4/17/23	14:00	42	1	1	0	2	46
4/17/23	14:15	65	3	1	0	2	71
4/17/23	14:30	54	3	0	0	2	59
4/17/23	14:45	98	3	1	0	2	104
4/17/23	15:00	61	3	0	0	1	65
4/17/23	15:15	65	6	2	0	6	79
4/17/23	15:30	60	5	2	0	1	68
4/17/23	15:45	74	3	1	0	3	81
4/17/23	16:00	64	4	0	0	3	71
4/17/23	16:15	62	3	3	0	1	69
4/17/23	16:30	78	7	0	0	6	91
4/17/23	16:45	73	5	0	0	3	81
4/17/23	17:00	101	8	1	0	1	111
4/17/23	17:15	77	4	3	0	4	88
4/17/23	17:30	110	4	4	0	3	121
4/17/23	17:45	128	4	3	0	4	139
4/17/23	18:00	94	4	1	0	2	101
4/17/23	18:15	106	9	6	0	1	122
4/17/23	18:30	113	10	1	0	1	125
4/17/23	18:45	63	0	1	0	2	66
4/17/23	19:00	43	2	1	0	1	47
4/17/23	19:15	35	2	0	0	0	37
4/17/23	19:30	26	1	0	0	0	27
4/17/23	19:45	25	2	0	0	1	28
4/17/23	20:00	20	0	0	0	0	20
4/17/23	20:15	23	0	0	0	0	23
4/17/23	20:30	22	1	0	0	0	23
4/17/23	20:45	21	0	0	0	0	21
4/17/23	21:00	20	0	0	0	0	20
4/17/23	21:15	14	0	0	0	0	14
4/17/23	21:30	14	1	0	0	0	15
4/17/23	21:45	16	0	0	0	0	16
4/17/23	22:00	9	0	0	0	0	9
4/17/23	22:15	8	0	0	0	0	8
4/17/23	22:30	7	0	0	0	0	7
4/17/23	22:45	40	0	0	0	0	40
4/17/23	23:00	23	0	0	0	0	23
4/17/23	23:15	5	0	0	0	0	5
4/17/23	23:30	3	1	0	0	0	4
4/17/23	23:45	3	0	0	0	0	3

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068620
N of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	EB					TOTAL
		PV	DUALS	TTST	TWINS	UNDEFINED	
Total		20,524	963	282	1	539	22,309
Percent		92%	4%	1%	0%	2%	
Day 1		3,638	193	77	0	99	4,007
Percent		91%	5%	2%	0%	2%	
Day 2		3,363	176	48	0	106	3,693
Percent		91%	5%	1%	0%	3%	
Day 3		3,135	162	39	0	99	3,435
Percent		91%	5%	1%	0%	3%	
Day 4		3,183	155	45	0	75	3,458
Percent		92%	4%	1%	0%	2%	
Day 5		2,271	49	15	0	49	2,384
Percent		95%	2%	1%	0%	2%	
Day 6		1,687	27	6	1	22	1,743
Percent		97%	2%	0%	0%	1%	
Day 7		3,247	201	52	0	89	3,589
Percent		90%	6%	1%	0%	2%	
Average		2,932	138	40	0	77	3,187
Percent		92%	4%	1%	0%	2%	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	0:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
4/11/23	0:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	0:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/11/23	0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4/11/23	1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	2:45	0	4	2	0	0	1	0	0	0	0	0	0	0	0	7
4/11/23	3:00	0	4	1	0	0	0	1	0	0	0	0	0	0	0	6
4/11/23	3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	4:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/11/23	5:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	5:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
4/11/23	5:30	0	5	3	0	1	0	0	0	0	0	0	0	0	1	10
4/11/23	5:45	0	17	6	0	2	0	0	0	0	0	0	0	0	0	25
4/11/23	6:00	0	17	7	0	1	0	0	0	0	0	0	0	0	0	25
4/11/23	6:15	0	21	14	0	6	0	0	0	0	0	0	0	0	0	41
4/11/23	6:30	0	44	14	1	2	0	0	0	0	0	0	0	0	0	61
4/11/23	6:45	0	41	11	0	5	0	0	0	0	0	0	0	0	0	57
4/11/23	7:00	0	24	17	0	3	1	0	0	0	0	0	0	0	0	45
4/11/23	7:15	2	31	12	0	5	1	0	0	0	0	0	0	0	1	52
4/11/23	7:30	1	49	13	0	3	1	0	0	1	0	0	0	0	3	71
4/11/23	7:45	0	67	23	0	4	0	0	1	0	0	0	0	0	4	99
4/11/23	8:00	1	61	14	1	4	1	0	1	0	0	0	0	0	4	87
4/11/23	8:15	0	45	10	0	5	0	0	1	1	0	0	0	0	0	62
4/11/23	8:30	1	32	15	1	4	1	0	1	0	0	0	0	0	1	56
4/11/23	8:45	2	34	15	0	7	0	0	2	0	0	0	0	0	1	61
4/11/23	9:00	1	31	13	3	5	0	0	0	0	0	0	0	0	0	53
4/11/23	9:15	0	32	11	2	1	0	0	0	0	0	0	0	0	0	46
4/11/23	9:30	1	27	18	2	5	1	0	2	1	0	0	0	0	1	58
4/11/23	9:45	1	35	10	0	6	2	0	2	0	0	0	0	0	0	56
4/11/23	10:00	0	36	17	0	4	0	0	0	0	0	0	0	0	0	57
4/11/23	10:15	0	30	10	0	0	0	0	2	0	0	0	0	0	0	42
4/11/23	10:30	0	34	14	2	1	0	0	1	0	0	0	0	0	0	52
4/11/23	10:45	2	30	13	0	5	1	0	0	0	0	0	0	0	0	51
4/11/23	11:00	0	30	21	1	2	1	0	0	0	0	0	0	0	1	56
4/11/23	11:15	0	32	10	2	2	0	0	2	1	0	0	0	0	1	50
4/11/23	11:30	1	29	8	1	1	0	0	1	1	0	0	0	0	0	42
4/11/23	11:45	1	47	19	0	4	3	0	0	0	0	0	0	0	5	79
4/11/23	12:00	1	54	12	0	4	1	0	0	0	0	0	0	0	1	73

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	12:15	0	37	12	0	1	0	0	0	0	0	0	0	0	0	50
4/11/23	12:30	0	46	17	0	2	0	0	1	0	0	0	0	0	2	68
4/11/23	12:45	1	40	7	1	3	0	0	1	0	0	0	0	0	2	55
4/11/23	13:00	1	46	12	1	3	0	0	0	0	0	0	0	0	1	64
4/11/23	13:15	0	34	5	0	2	0	1	1	1	0	0	0	0	0	44
4/11/23	13:30	0	41	12	0	6	0	0	0	1	0	0	0	0	1	61
4/11/23	13:45	1	44	17	1	2	0	0	2	0	0	0	0	0	0	67
4/11/23	14:00	0	45	19	1	3	0	0	0	0	0	0	0	0	2	70
4/11/23	14:15	2	44	22	0	4	0	0	0	0	0	0	0	0	5	77
4/11/23	14:30	0	46	12	1	2	0	0	1	0	0	0	0	0	2	64
4/11/23	14:45	0	37	17	0	5	0	0	2	0	0	0	0	0	2	63
4/11/23	15:00	1	63	23	0	1	0	0	0	0	0	0	0	0	3	91
4/11/23	15:15	0	55	16	0	4	0	0	0	0	0	0	0	0	4	79
4/11/23	15:30	0	44	16	0	3	0	0	0	0	0	0	0	0	1	64
4/11/23	15:45	2	41	14	0	1	0	0	1	0	0	0	0	0	4	63
4/11/23	16:00	0	66	16	1	2	1	0	0	0	0	0	0	0	5	91
4/11/23	16:15	0	61	23	1	4	1	0	0	1	0	0	0	0	2	93
4/11/23	16:30	0	57	15	0	3	0	0	0	0	0	0	0	0	8	83
4/11/23	16:45	1	68	18	1	4	0	0	1	1	0	0	0	0	6	100
4/11/23	17:00	0	51	10	0	3	0	0	0	0	0	0	0	0	26	90
4/11/23	17:15	2	43	13	0	2	0	0	0	0	0	0	0	0	38	98
4/11/23	17:30	3	42	4	0	1	0	0	0	0	0	0	0	0	14	64
4/11/23	17:45	2	59	6	0	2	0	0	0	0	0	0	0	0	7	76
4/11/23	18:00	1	32	12	2	1	0	0	0	0	0	0	0	0	4	52
4/11/23	18:15	0	60	19	0	3	0	0	0	0	0	0	0	0	5	87
4/11/23	18:30	0	52	16	0	1	0	0	0	0	0	0	0	0	1	70
4/11/23	18:45	0	25	5	0	2	0	0	0	0	0	0	0	0	1	33
4/11/23	19:00	1	29	10	0	1	0	0	1	0	0	0	0	0	0	42
4/11/23	19:15	0	27	6	0	0	0	0	0	0	0	0	0	0	3	36
4/11/23	19:30	0	18	4	0	2	0	0	0	0	0	0	0	0	0	24
4/11/23	19:45	1	23	2	0	0	0	0	0	0	0	0	0	0	0	26
4/11/23	20:00	0	22	5	0	1	0	0	0	0	0	0	0	0	0	28
4/11/23	20:15	0	23	2	1	0	0	0	0	0	0	0	0	0	0	26
4/11/23	20:30	0	26	3	0	1	0	0	0	0	0	0	0	0	0	30
4/11/23	20:45	0	27	5	0	0	0	0	0	0	0	0	0	0	1	33
4/11/23	21:00	0	15	3	0	0	0	0	0	0	0	0	0	0	1	19
4/11/23	21:15	1	7	4	0	0	0	0	0	0	0	0	0	0	0	12
4/11/23	21:30	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
4/11/23	21:45	1	7	3	0	0	0	0	0	0	0	0	0	0	0	11
4/11/23	22:00	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24
4/11/23	22:15	1	18	1	0	0	0	0	0	0	0	0	0	0	0	20
4/11/23	22:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
4/11/23	22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/11/23	23:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
4/11/23	23:15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
4/11/23	23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	23:45	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
4/12/23	0:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	0:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	0:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/12/23	1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/12/23	2:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4/12/23	2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	2:45	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
4/12/23	3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	3:15	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
4/12/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/12/23	3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	4:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	4:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	4:45	0	5	1	0	0	0	0	0	0	0	0	0	0	1	7
4/12/23	5:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	5:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	5:30	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
4/12/23	5:45	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
4/12/23	6:00	0	16	6	0	2	0	0	0	0	0	0	0	0	0	24
4/12/23	6:15	1	22	11	0	7	0	0	0	0	0	0	0	0	1	42
4/12/23	6:30	0	41	9	1	4	0	0	0	0	0	0	0	0	2	57
4/12/23	6:45	0	34	10	0	2	0	0	2	0	0	0	0	0	0	48
4/12/23	7:00	0	32	12	0	2	0	0	0	0	0	0	0	0	1	47
4/12/23	7:15	0	48	17	0	2	0	0	0	1	0	0	0	0	2	70
4/12/23	7:30	1	45	14	1	5	0	0	2	1	0	0	0	0	3	72
4/12/23	7:45	1	71	18	1	5	0	0	0	0	0	0	0	0	3	99
4/12/23	8:00	1	53	13	0	5	1	0	0	1	0	0	0	0	2	76
4/12/23	8:15	0	41	12	0	4	0	0	0	0	0	0	0	0	0	57
4/12/23	8:30	1	44	10	0	7	0	0	2	0	0	0	0	0	0	64
4/12/23	8:45	2	28	24	1	4	1	0	2	1	0	0	0	0	0	63
4/12/23	9:00	2	33	12	0	6	0	0	1	0	0	0	0	0	2	56
4/12/23	9:15	0	35	14	0	3	1	0	0	0	0	0	0	0	1	54
4/12/23	9:30	0	34	12	1	4	0	2	1	0	0	0	0	0	1	55
4/12/23	9:45	0	29	14	0	1	0	0	1	0	0	0	0	0	0	45
4/12/23	10:00	0	19	15	0	3	0	0	0	1	0	0	0	0	0	38
4/12/23	10:15	0	40	14	0	4	0	0	1	0	0	0	0	0	1	60
4/12/23	10:30	0	28	8	0	1	0	0	3	0	0	0	0	0	3	43
4/12/23	10:45	0	29	14	1	1	0	0	1	0	0	0	0	0	1	47
4/12/23	11:00	0	38	14	1	2	2	0	1	0	0	0	0	0	1	59
4/12/23	11:15	2	32	12	1	6	0	0	0	0	0	0	0	0	1	54
4/12/23	11:30	0	42	10	1	2	1	0	1	0	0	0	0	0	2	59
4/12/23	11:45	0	40	14	0	0	0	0	0	1	0	0	0	0	2	57
4/12/23	12:00	1	39	14	2	0	0	0	1	1	0	0	0	0	1	59
4/12/23	12:15	0	44	16	0	4	0	0	1	0	0	0	0	0	2	67

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	12:30	0	49	15	1	5	0	0	1	0	0	0	0	0	1	72
4/12/23	12:45	2	37	16	0	6	1	0	0	0	0	0	0	0	2	64
4/12/23	13:00	0	51	19	0	5	0	0	1	0	0	0	0	0	1	77
4/12/23	13:15	1	49	11	0	1	1	0	1	0	0	0	0	0	3	67
4/12/23	13:30	1	30	15	0	3	1	0	1	0	0	0	0	0	1	52
4/12/23	13:45	1	44	11	1	2	0	0	1	0	0	0	0	0	0	60
4/12/23	14:00	0	56	13	0	3	0	0	0	0	0	0	0	0	0	72
4/12/23	14:15	0	53	14	0	7	1	0	1	1	0	0	0	0	2	79
4/12/23	14:30	0	39	6	1	2	0	0	0	0	0	0	0	0	0	48
4/12/23	14:45	2	43	11	0	1	0	0	2	0	0	0	0	0	3	62
4/12/23	15:00	1	88	22	1	3	1	0	0	0	0	0	0	0	3	119
4/12/23	15:15	1	40	16	0	6	0	0	0	0	0	0	0	0	5	68
4/12/23	15:30	1	53	17	0	2	0	0	1	0	0	0	0	0	1	75
4/12/23	15:45	1	59	15	1	2	0	0	0	0	0	0	0	0	2	80
4/12/23	16:00	0	63	19	0	7	0	0	0	0	0	0	0	0	4	93
4/12/23	16:15	1	67	13	1	9	0	0	1	0	0	0	0	0	1	93
4/12/23	16:30	1	65	20	1	3	0	0	0	0	0	0	0	0	3	93
4/12/23	16:45	1	58	12	1	5	0	0	1	1	0	0	0	0	3	82
4/12/23	17:00	4	73	20	1	1	0	0	1	0	0	0	0	0	4	104
4/12/23	17:15	2	75	14	0	1	0	0	0	0	0	0	0	0	5	97
4/12/23	17:30	5	63	11	1	4	0	0	0	0	0	0	0	0	5	89
4/12/23	17:45	3	48	9	1	3	0	0	0	0	0	0	0	0	2	66
4/12/23	18:00	3	56	18	0	4	0	0	0	0	0	0	0	0	6	87
4/12/23	18:15	11	43	9	0	2	0	0	1	0	0	0	0	0	7	73
4/12/23	18:30	8	69	8	0	1	0	0	1	0	0	0	0	0	1	88
4/12/23	18:45	16	34	17	0	3	0	0	0	0	0	0	0	0	6	76
4/12/23	19:00	5	35	8	0	2	0	0	0	0	0	0	0	0	1	51
4/12/23	19:15	15	35	5	0	1	0	0	0	0	0	0	0	0	0	56
4/12/23	19:30	8	22	1	0	0	0	0	0	0	0	0	0	0	1	32
4/12/23	19:45	2	20	6	0	0	0	0	0	0	0	0	0	0	2	30
4/12/23	20:00	1	19	2	0	0	0	0	1	0	0	0	0	0	1	24
4/12/23	20:15	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
4/12/23	20:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
4/12/23	20:45	0	14	3	0	1	0	0	0	0	0	0	0	0	1	19
4/12/23	21:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
4/12/23	21:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4/12/23	21:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
4/12/23	21:45	0	10	2	0	2	0	0	0	0	0	0	0	0	0	14
4/12/23	22:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
4/12/23	22:15	1	13	1	0	0	0	0	0	0	0	0	0	0	0	15
4/12/23	22:30	0	18	4	0	1	0	0	0	0	0	0	0	0	0	23
4/12/23	22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	1	12
4/12/23	23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
4/12/23	23:15	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
4/12/23	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	0:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	0:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	2:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
4/13/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	2:30	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
4/13/23	2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/13/23	3:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
4/13/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/13/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/13/23	3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	4:00	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4/13/23	4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	4:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	4:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/13/23	5:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	5:30	1	9	1	0	0	1	0	0	0	0	0	0	0	0	12
4/13/23	5:45	0	13	7	0	0	0	0	0	0	0	0	0	0	0	20
4/13/23	6:00	0	25	5	0	3	0	0	0	0	0	0	0	0	0	33
4/13/23	6:15	0	14	12	0	3	0	0	0	0	0	0	0	0	1	30
4/13/23	6:30	0	37	7	1	2	0	0	0	0	0	0	0	0	2	49
4/13/23	6:45	1	45	19	0	2	1	0	0	0	0	0	0	0	1	69
4/13/23	7:00	0	25	12	1	4	0	0	0	0	0	0	0	0	0	42
4/13/23	7:15	4	42	19	0	2	0	0	0	0	0	0	0	0	1	68
4/13/23	7:30	0	53	12	0	2	2	0	0	0	0	0	0	0	3	72
4/13/23	7:45	1	65	22	0	2	1	0	2	0	0	0	0	0	3	96
4/13/23	8:00	0	64	17	0	5	0	0	0	0	0	0	0	0	1	87
4/13/23	8:15	0	27	11	1	4	1	0	2	0	0	0	0	0	2	48
4/13/23	8:30	0	32	11	2	7	0	0	3	1	0	0	0	0	0	56
4/13/23	8:45	1	34	17	2	6	0	0	1	0	0	0	0	0	1	62
4/13/23	9:00	0	29	15	2	1	0	0	1	1	0	0	0	0	2	51
4/13/23	9:15	0	59	28	0	9	0	0	3	0	0	0	0	0	1	100
4/13/23	9:30	1	37	11	1	0	0	0	1	1	0	0	0	0	0	52
4/13/23	9:45	0	34	7	1	6	0	0	1	0	0	0	0	0	6	55
4/13/23	10:00	0	30	10	4	2	0	0	1	0	0	0	0	0	0	47
4/13/23	10:15	1	31	15	1	4	0	0	0	0	1	0	0	0	2	55
4/13/23	10:30	1	40	9	1	5	0	0	1	1	0	0	0	0	1	59
4/13/23	10:45	1	39	18	1	5	0	0	2	1	0	0	0	0	4	71
4/13/23	11:00	1	43	13	2	1	0	0	1	0	0	0	0	0	1	62
4/13/23	11:15	0	28	11	0	5	0	0	0	2	0	0	0	0	1	47
4/13/23	11:30	0	47	9	1	4	0	0	1	0	0	0	0	0	1	63
4/13/23	11:45	0	34	11	0	5	0	0	0	0	0	0	0	0	0	50
4/13/23	12:00	0	46	13	0	3	0	0	1	0	0	0	0	0	1	64
4/13/23	12:15	0	44	19	0	4	0	0	3	0	0	0	0	0	1	71
4/13/23	12:30	1	41	8	0	4	0	0	0	0	0	0	0	0	0	54
4/13/23	12:45	0	52	12	1	6	0	0	2	0	0	0	0	0	1	74

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	13:00	0	40	7	0	6	0	0	0	1	0	0	0	0	3	57
4/13/23	13:15	1	39	14	0	4	0	0	0	0	0	0	0	0	2	60
4/13/23	13:30	0	34	9	1	0	0	0	1	0	0	0	0	0	2	47
4/13/23	13:45	1	48	18	0	0	0	0	0	0	0	0	0	0	2	69
4/13/23	14:00	1	40	21	0	2	0	0	0	0	0	0	0	0	2	66
4/13/23	14:15	0	36	20	0	6	0	0	0	0	0	0	0	0	3	65
4/13/23	14:30	0	53	12	1	8	0	2	0	0	0	0	0	0	2	78
4/13/23	14:45	0	46	8	0	2	0	0	0	0	0	0	0	0	4	60
4/13/23	15:00	0	97	19	0	7	1	0	3	0	0	0	0	0	4	131
4/13/23	15:15	0	47	18	1	3	0	0	0	1	0	0	0	0	5	75
4/13/23	15:30	0	48	14	0	6	0	0	0	1	0	0	0	0	5	74
4/13/23	15:45	0	55	18	1	0	0	0	1	0	0	0	0	0	3	78
4/13/23	16:00	0	44	20	1	4	0	0	1	0	0	0	0	0	0	70
4/13/23	16:15	1	59	10	2	4	0	0	1	0	0	0	0	0	2	79
4/13/23	16:30	1	74	24	0	2	0	0	1	0	0	0	0	0	7	109
4/13/23	16:45	2	61	12	0	3	0	0	1	0	0	0	0	0	2	81
4/13/23	17:00	0	59	15	0	3	0	0	1	0	0	0	0	0	2	80
4/13/23	17:15	2	56	12	0	3	0	0	1	1	0	0	0	0	5	80
4/13/23	17:30	0	84	20	1	3	0	0	0	0	0	0	0	0	3	111
4/13/23	17:45	0	50	16	0	6	0	0	0	0	0	0	0	0	2	74
4/13/23	18:00	0	68	10	0	2	0	0	0	0	0	0	0	0	2	82
4/13/23	18:15	0	49	10	1	2	0	0	0	0	0	0	0	0	4	66
4/13/23	18:30	0	45	8	1	5	0	0	1	0	0	0	0	0	0	60
4/13/23	18:45	0	43	7	0	0	0	0	0	1	0	0	0	0	1	52
4/13/23	19:00	2	23	7	0	2	0	0	0	0	0	0	0	0	1	35
4/13/23	19:15	0	21	1	0	2	0	0	0	0	0	0	0	0	0	24
4/13/23	19:30	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
4/13/23	19:45	1	22	2	0	0	0	0	0	0	0	0	0	0	0	25
4/13/23	20:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
4/13/23	20:15	0	14	5	0	0	0	0	0	0	0	0	0	0	1	20
4/13/23	20:30	0	19	8	0	2	0	0	0	0	0	0	0	0	0	29
4/13/23	20:45	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
4/13/23	21:00	1	25	2	0	0	0	0	0	0	0	0	0	0	1	29
4/13/23	21:15	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
4/13/23	21:30	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
4/13/23	21:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
4/13/23	22:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
4/13/23	22:15	2	12	0	0	0	0	0	0	0	0	0	0	0	0	14
4/13/23	22:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4/13/23	22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
4/13/23	23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
4/13/23	23:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/13/23	23:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	0:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
4/14/23	0:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/14/23	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/14/23	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/14/23	1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	2:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	3:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	4
4/14/23	3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/14/23	3:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/14/23	3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	4:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	5:00	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
4/14/23	5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	5:30	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
4/14/23	5:45	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
4/14/23	6:00	0	10	6	0	2	0	0	0	0	0	0	0	0	1	19
4/14/23	6:15	0	17	9	0	4	0	0	0	0	0	0	0	0	0	30
4/14/23	6:30	0	38	11	1	2	0	0	0	0	0	0	0	0	0	52
4/14/23	6:45	0	43	7	0	2	0	0	0	0	0	0	0	0	0	52
4/14/23	7:00	1	31	15	0	4	0	0	0	0	0	0	0	0	0	51
4/14/23	7:15	0	40	13	0	3	0	0	0	1	0	0	0	0	0	57
4/14/23	7:30	0	55	18	0	7	1	0	1	0	0	0	0	0	4	86
4/14/23	7:45	0	57	23	0	6	0	0	0	0	0	0	0	0	2	88
4/14/23	8:00	0	43	12	1	3	0	0	1	0	0	0	0	0	2	62
4/14/23	8:15	0	27	14	0	3	0	0	0	1	0	0	0	0	1	46
4/14/23	8:30	0	25	11	0	0	0	0	0	0	0	0	0	0	1	37
4/14/23	8:45	0	38	17	0	1	1	0	0	0	0	0	0	0	1	58
4/14/23	9:00	0	28	7	0	4	0	0	1	0	0	0	0	0	0	40
4/14/23	9:15	0	34	11	0	3	0	0	2	0	0	0	0	0	0	50
4/14/23	9:30	1	36	13	1	5	0	0	1	0	0	0	0	0	3	60
4/14/23	9:45	0	35	12	0	2	0	0	4	1	0	0	0	0	0	54
4/14/23	10:00	0	36	7	2	4	0	0	2	0	0	0	0	0	1	52
4/14/23	10:15	0	43	12	1	1	1	0	1	0	0	0	0	0	0	59
4/14/23	10:30	0	35	8	1	5	0	0	1	0	0	0	0	0	0	50
4/14/23	10:45	1	37	17	1	4	1	0	0	0	0	0	0	0	0	61
4/14/23	11:00	0	32	14	1	1	0	0	0	0	0	0	0	0	1	49
4/14/23	11:15	0	37	14	1	2	0	0	1	0	0	0	0	0	0	55
4/14/23	11:30	0	44	8	0	0	1	0	2	0	0	0	0	0	0	55
4/14/23	11:45	1	37	13	1	1	0	0	0	1	0	0	0	0	1	55
4/14/23	12:00	0	33	10	1	3	0	0	0	0	0	0	0	0	0	47
4/14/23	12:15	0	48	17	0	7	0	0	0	0	0	0	0	0	1	73
4/14/23	12:30	0	41	13	0	6	0	0	0	0	0	0	0	0	2	62
4/14/23	12:45	0	35	21	0	0	0	0	1	0	0	0	0	0	4	61
4/14/23	13:00	0	47	17	1	6	0	0	1	1	0	0	0	0	0	73

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	13:15	0	47	17	1	6	0	0	1	0	0	0	0	0	0	72
4/14/23	13:30	0	48	11	0	4	0	0	0	0	0	0	0	0	1	64
4/14/23	13:45	0	35	10	0	4	0	0	0	0	0	0	0	0	3	52
4/14/23	14:00	1	40	19	0	1	0	0	0	0	0	0	0	0	3	64
4/14/23	14:15	0	42	16	0	3	0	0	3	0	0	0	0	0	0	64
4/14/23	14:30	0	43	12	1	9	0	0	1	0	0	0	0	0	1	67
4/14/23	14:45	0	61	13	1	1	0	0	0	0	0	0	0	0	4	80
4/14/23	15:00	0	74	16	0	0	0	0	1	1	0	0	0	0	4	96
4/14/23	15:15	0	60	14	0	4	0	0	0	1	0	0	0	0	2	81
4/14/23	15:30	0	44	10	1	5	1	0	0	0	0	0	0	0	2	63
4/14/23	15:45	1	48	11	0	5	0	0	1	0	0	0	0	0	4	70
4/14/23	16:00	0	53	16	0	4	1	0	0	1	0	0	0	0	4	79
4/14/23	16:15	0	76	14	1	5	0	0	1	0	0	0	0	0	2	99
4/14/23	16:30	0	67	13	0	4	0	0	1	1	0	0	0	0	2	88
4/14/23	16:45	0	65	15	0	1	0	0	0	0	0	0	0	0	1	82
4/14/23	17:00	0	74	16	0	3	0	0	0	0	0	0	0	0	5	98
4/14/23	17:15	0	70	14	0	4	0	0	0	0	0	0	0	0	4	92
4/14/23	17:30	0	55	7	1	1	0	0	1	0	0	0	0	0	1	66
4/14/23	17:45	0	65	13	0	0	0	0	0	0	0	0	0	0	1	79
4/14/23	18:00	0	79	15	0	1	0	0	0	0	0	0	0	0	2	97
4/14/23	18:15	0	66	14	0	5	0	0	0	0	0	0	0	0	2	87
4/14/23	18:30	1	69	17	0	0	0	1	0	0	0	0	0	0	2	90
4/14/23	18:45	1	40	6	1	3	0	0	0	1	0	0	0	0	0	52
4/14/23	19:00	0	39	8	0	2	0	0	0	0	0	0	0	0	0	49
4/14/23	19:15	0	47	9	0	2	0	0	0	0	0	0	0	0	2	60
4/14/23	19:30	0	27	3	0	1	0	0	0	0	0	0	0	0	0	31
4/14/23	19:45	0	24	2	0	1	0	0	0	0	0	0	0	0	1	28
4/14/23	20:00	0	26	4	0	2	0	0	0	0	0	0	0	0	0	32
4/14/23	20:15	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
4/14/23	20:30	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25
4/14/23	20:45	0	26	0	0	2	0	0	0	0	0	0	0	0	0	28
4/14/23	21:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4/14/23	21:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
4/14/23	21:30	1	15	2	0	0	0	0	0	0	0	0	0	0	0	18
4/14/23	21:45	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
4/14/23	22:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
4/14/23	22:15	0	11	3	0	0	1	0	0	0	0	0	0	0	0	15
4/14/23	22:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4/14/23	22:45	1	15	1	0	0	0	0	0	0	0	0	0	0	1	18
4/14/23	23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
4/14/23	23:15	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
4/14/23	23:30	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
4/14/23	23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	0:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/15/23	0:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
4/15/23	0:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/15/23	0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/15/23	1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	1:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	1:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	3:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
4/15/23	3:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
4/15/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	4:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	4:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
4/15/23	4:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/15/23	5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	5:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/15/23	5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	5:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/15/23	6:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	6:15	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
4/15/23	6:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
4/15/23	6:45	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4/15/23	7:00	1	11	4	0	0	0	0	0	0	0	0	0	0	0	16
4/15/23	7:15	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
4/15/23	7:30	0	13	1	0	2	0	0	0	0	0	0	0	0	0	16
4/15/23	7:45	0	6	6	0	1	0	0	1	0	0	0	0	0	1	15
4/15/23	8:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
4/15/23	8:15	0	16	2	0	1	0	0	0	0	0	0	0	0	0	19
4/15/23	8:30	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
4/15/23	8:45	1	26	5	0	2	0	0	0	0	0	0	0	0	1	35
4/15/23	9:00	0	16	3	0	1	0	0	0	0	0	0	0	0	1	21
4/15/23	9:15	0	28	9	0	2	0	0	0	0	0	0	0	0	0	39
4/15/23	9:30	0	37	2	0	1	0	0	0	0	0	0	0	0	0	40
4/15/23	9:45	2	39	10	0	0	0	0	1	0	0	0	0	0	1	53
4/15/23	10:00	1	21	7	0	3	0	0	1	0	0	0	0	0	1	34
4/15/23	10:15	0	28	6	0	0	0	0	0	0	0	0	0	0	0	34
4/15/23	10:30	0	31	15	0	0	0	0	0	0	0	0	0	0	0	46
4/15/23	10:45	1	34	8	0	0	0	0	1	0	0	0	0	0	0	44
4/15/23	11:00	2	40	10	0	2	0	0	1	0	0	0	0	0	1	56
4/15/23	11:15	3	35	10	0	1	0	0	1	0	1	0	0	0	3	54
4/15/23	11:30	4	47	10	0	2	0	0	1	0	0	0	0	0	0	64
4/15/23	11:45	2	38	3	0	3	0	0	0	0	0	0	0	0	1	47
4/15/23	12:00	3	40	12	0	1	0	0	0	0	0	0	0	0	3	59
4/15/23	12:15	9	40	11	0	1	0	0	0	0	0	0	0	0	2	63
4/15/23	12:30	6	35	4	0	2	0	0	0	0	0	0	0	0	0	47
4/15/23	12:45	1	39	7	0	1	0	0	0	0	0	0	0	0	0	48
4/15/23	13:00	1	39	6	0	0	0	0	0	0	0	0	0	0	2	48
4/15/23	13:15	3	38	14	0	0	0	0	0	0	0	0	0	0	0	55
4/15/23	13:30	3	43	9	0	0	0	0	0	1	0	0	0	0	2	58

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	13:45	1	49	4	0	1	0	0	0	0	0	0	0	0	3	58
4/15/23	14:00	3	44	6	0	2	0	0	0	0	0	0	0	0	4	59
4/15/23	14:15	0	45	11	0	1	0	0	0	0	0	0	0	0	0	57
4/15/23	14:30	2	45	5	0	1	0	0	0	0	0	0	0	0	2	55
4/15/23	14:45	0	38	6	0	1	0	0	0	0	0	0	0	0	2	47
4/15/23	15:00	2	32	11	0	0	0	0	0	0	0	0	0	0	2	47
4/15/23	15:15	1	39	5	0	1	0	0	0	0	0	0	0	0	0	46
4/15/23	15:30	1	41	8	0	1	0	0	0	0	0	0	0	0	2	53
4/15/23	15:45	3	36	12	0	0	0	0	0	0	0	0	0	0	1	52
4/15/23	16:00	2	38	10	0	2	0	0	0	0	0	0	0	0	1	53
4/15/23	16:15	0	40	5	0	2	0	0	0	0	0	0	0	0	0	47
4/15/23	16:30	0	37	13	0	0	0	0	0	0	0	0	0	0	1	51
4/15/23	16:45	2	32	4	0	1	0	0	0	0	0	0	0	0	0	39
4/15/23	17:00	1	37	8	0	1	0	0	0	0	0	0	0	0	5	52
4/15/23	17:15	2	46	4	0	0	0	0	0	0	0	0	0	0	0	52
4/15/23	17:30	0	42	7	0	1	0	0	0	0	0	0	0	0	0	50
4/15/23	17:45	0	37	9	0	0	0	0	0	0	0	0	0	0	0	46
4/15/23	18:00	0	27	6	0	1	0	0	0	0	0	0	0	0	1	35
4/15/23	18:15	1	21	8	0	0	0	0	0	0	0	0	0	0	0	30
4/15/23	18:30	0	32	8	0	1	0	0	0	0	0	0	0	0	4	45
4/15/23	18:45	1	30	5	0	1	0	0	0	0	0	0	0	0	0	37
4/15/23	19:00	1	24	3	0	1	0	0	0	0	0	0	0	0	0	29
4/15/23	19:15	0	15	2	0	2	0	0	0	0	0	0	0	0	1	20
4/15/23	19:30	0	28	10	0	2	0	0	0	0	0	0	0	0	0	40
4/15/23	19:45	0	20	3	0	0	0	0	0	0	0	0	0	0	1	24
4/15/23	20:00	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
4/15/23	20:15	0	13	8	0	0	0	0	0	0	0	0	0	0	2	23
4/15/23	20:30	3	19	5	0	0	0	0	0	0	0	0	0	0	0	27
4/15/23	20:45	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
4/15/23	21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	2	16
4/15/23	21:15	0	17	2	1	1	0	0	0	0	0	0	0	0	0	21
4/15/23	21:30	1	15	3	0	0	0	0	0	0	0	0	0	0	0	19
4/15/23	21:45	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
4/15/23	22:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
4/15/23	22:15	0	10	2	0	1	0	0	0	0	0	0	0	0	1	14
4/15/23	22:30	2	17	1	0	0	0	0	0	0	0	0	0	0	0	20
4/15/23	22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	1	10
4/15/23	23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	1	8
4/15/23	23:15	1	12	2	0	0	0	0	0	0	0	0	0	0	0	15
4/15/23	23:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
4/15/23	23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	0:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	0:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	2:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	2:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	2:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
4/16/23	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/16/23	4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	5:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	5:30	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	5:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	6:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	6:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	6:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	6:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	7:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	7:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	7:30	0	10	2	0	0	0	0	0	0	0	0	0	0	1	13
4/16/23	7:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	8:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	8:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	8:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
4/16/23	8:45	0	23	5	0	0	0	0	0	0	0	0	0	0	0	28
4/16/23	9:00	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24
4/16/23	9:15	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
4/16/23	9:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
4/16/23	9:45	1	29	4	0	5	0	0	0	0	0	0	0	0	1	40
4/16/23	10:00	0	22	7	0	0	0	0	0	0	0	0	0	0	1	30
4/16/23	10:15	0	29	6	0	1	0	0	0	0	0	0	0	0	0	36
4/16/23	10:30	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
4/16/23	10:45	0	29	9	0	0	0	0	0	0	0	0	0	0	0	38
4/16/23	11:00	0	37	6	0	0	0	0	0	0	0	0	0	0	1	44
4/16/23	11:15	0	15	5	0	0	0	0	0	0	0	0	0	0	2	22
4/16/23	11:30	1	34	8	0	0	0	0	0	0	0	0	0	0	0	43
4/16/23	11:45	0	26	1	0	1	0	0	0	0	0	0	0	0	0	28
4/16/23	12:00	0	30	9	0	0	0	0	0	0	0	0	0	0	0	39
4/16/23	12:15	0	46	8	0	0	0	0	0	0	0	0	0	0	2	56
4/16/23	12:30	0	34	5	0	3	0	0	0	0	0	0	0	0	2	44
4/16/23	12:45	0	38	14	0	1	0	0	0	0	0	0	0	0	0	53
4/16/23	13:00	0	38	8	0	1	0	0	0	0	0	0	0	0	0	47
4/16/23	13:15	0	33	11	0	0	0	0	1	0	0	0	0	0	0	45
4/16/23	13:30	0	21	7	0	0	0	0	0	0	0	0	0	0	1	29
4/16/23	13:45	0	29	4	0	2	0	0	0	0	0	0	0	0	1	36
4/16/23	14:00	0	43	12	0	3	0	0	0	0	0	0	0	0	0	58

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	14:15	0	38	9	0	0	0	0	0	0	0	0	0	0	3	50
4/16/23	14:30	1	33	7	0	0	0	0	0	0	0	0	0	0	0	41
4/16/23	14:45	0	34	3	0	1	0	0	0	0	0	0	0	0	1	39
4/16/23	15:00	1	38	5	0	0	0	0	0	0	0	0	0	0	2	46
4/16/23	15:15	0	32	5	0	0	0	0	0	0	0	0	0	0	1	38
4/16/23	15:30	0	36	10	0	0	0	0	0	0	0	0	0	0	1	47
4/16/23	15:45	1	27	0	0	1	0	0	0	0	0	0	0	0	2	31
4/16/23	16:00	1	30	8	0	2	0	0	0	0	0	0	0	0	0	41
4/16/23	16:15	0	31	7	0	0	0	0	0	0	0	0	0	0	0	38
4/16/23	16:30	0	22	9	0	0	0	0	0	0	0	0	0	0	0	31
4/16/23	16:45	0	22	8	0	2	0	0	0	0	0	0	0	0	2	34
4/16/23	17:00	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
4/16/23	17:15	0	30	5	0	0	0	0	0	0	0	0	0	0	1	36
4/16/23	17:30	0	35	6	0	2	0	0	0	0	0	0	0	0	0	43
4/16/23	17:45	0	35	5	0	1	1	0	0	0	0	0	0	0	0	42
4/16/23	18:00	0	34	8	0	0	0	0	0	0	0	0	0	0	1	43
4/16/23	18:15	0	29	4	0	1	0	0	0	0	0	0	0	0	0	34
4/16/23	18:30	0	25	7	0	1	0	0	0	0	0	0	0	0	1	34
4/16/23	18:45	0	27	8	0	1	0	0	0	0	0	0	0	0	0	36
4/16/23	19:00	0	23	7	0	0	0	0	0	0	0	0	0	0	0	30
4/16/23	19:15	0	17	5	0	1	0	0	0	0	0	0	0	0	0	23
4/16/23	19:30	0	22	1	0	1	0	0	0	0	0	0	0	0	0	24
4/16/23	19:45	0	27	5	0	0	0	0	0	1	0	0	0	0	0	33
4/16/23	20:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
4/16/23	20:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
4/16/23	20:30	1	16	3	0	1	0	0	0	0	0	0	0	0	0	21
4/16/23	20:45	0	13	1	0	1	0	0	0	0	0	0	0	0	2	17
4/16/23	21:00	2	14	0	0	0	2	0	0	0	0	0	0	0	0	18
4/16/23	21:15	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
4/16/23	21:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	21:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	22:00	1	18	2	0	0	0	0	0	0	0	0	0	0	0	21
4/16/23	22:15	1	11	3	0	1	0	0	0	0	0	0	0	0	0	16
4/16/23	22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	23:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
4/16/23	23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	0:45	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
4/17/23	1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	2:45	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4/17/23	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/17/23	4:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
4/17/23	4:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/17/23	5:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/17/23	5:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
4/17/23	5:45	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
4/17/23	6:00	1	17	9	0	0	0	0	0	0	0	0	0	0	0	27
4/17/23	6:15	1	18	12	0	4	0	0	0	0	0	0	0	0	0	35
4/17/23	6:30	0	34	9	1	2	0	0	0	0	0	0	0	0	1	47
4/17/23	6:45	1	50	10	0	4	1	0	1	0	0	0	0	0	1	68
4/17/23	7:00	0	31	12	0	3	0	0	0	0	0	0	0	0	0	46
4/17/23	7:15	0	43	21	0	5	0	0	1	0	0	0	0	0	4	74
4/17/23	7:30	0	51	20	0	4	0	0	0	1	0	0	0	0	2	78
4/17/23	7:45	0	63	23	0	3	1	0	2	1	0	0	0	0	2	95
4/17/23	8:00	0	56	25	0	5	1	0	1	0	0	0	0	0	3	91
4/17/23	8:15	0	32	12	0	3	0	0	1	1	0	0	0	0	2	51
4/17/23	8:30	0	33	13	1	4	0	0	2	0	0	0	0	0	1	54
4/17/23	8:45	2	22	10	0	7	0	0	1	2	0	0	0	0	1	45
4/17/23	9:00	0	36	21	0	3	0	0	2	0	0	0	0	0	2	64
4/17/23	9:15	0	27	15	0	3	0	0	1	0	0	0	0	0	0	46
4/17/23	9:30	0	27	11	3	4	0	0	1	0	0	0	0	0	0	46
4/17/23	9:45	0	40	6	1	3	1	0	1	1	0	0	0	0	1	54
4/17/23	10:00	0	31	9	0	4	0	0	0	0	0	0	0	0	0	44
4/17/23	10:15	0	30	12	1	4	0	0	1	0	0	0	0	0	0	48
4/17/23	10:30	4	37	18	2	3	0	0	0	0	0	0	0	0	0	64
4/17/23	10:45	0	21	11	1	2	0	0	1	1	0	0	0	0	2	39
4/17/23	11:00	0	23	14	1	3	0	0	2	0	0	0	0	0	1	44
4/17/23	11:15	4	35	10	1	3	2	0	3	0	0	0	0	0	1	59
4/17/23	11:30	0	45	12	0	3	0	0	2	0	0	0	0	0	0	62
4/17/23	11:45	1	47	18	2	3	0	0	1	0	0	0	0	0	1	73
4/17/23	12:00	1	33	9	0	2	0	0	1	0	0	0	0	0	1	47
4/17/23	12:15	1	37	11	0	4	0	0	2	0	0	0	0	0	0	55
4/17/23	12:30	1	46	11	0	3	1	0	1	0	0	0	0	0	0	63
4/17/23	12:45	0	28	6	0	2	0	0	0	0	0	0	0	0	2	38
4/17/23	13:00	0	25	15	0	5	0	0	0	0	0	0	0	0	1	46
4/17/23	13:15	0	40	17	0	6	0	0	1	1	0	0	0	0	2	67
4/17/23	13:30	0	32	22	0	1	0	0	0	0	0	0	0	0	2	57
4/17/23	13:45	0	43	11	0	2	0	0	0	1	0	0	0	0	1	58
4/17/23	14:00	1	50	12	0	0	0	0	1	1	0	0	0	0	4	69
4/17/23	14:15	0	43	15	1	3	0	0	0	0	0	0	0	0	1	63

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	14:30	0	48	16	1	5	0	0	1	0	0	0	0	0	2	73
4/17/23	14:45	1	42	13	0	2	0	0	1	1	0	0	0	0	5	65
4/17/23	15:00	1	67	27	0	6	0	0	0	0	0	0	0	0	4	105
4/17/23	15:15	1	51	5	0	3	0	0	0	0	0	0	0	0	1	61
4/17/23	15:30	0	53	13	0	2	0	0	0	0	0	0	0	0	1	69
4/17/23	15:45	1	52	16	0	1	0	0	0	0	0	0	0	0	3	73
4/17/23	16:00	0	55	10	0	6	0	0	0	0	0	0	0	0	2	73
4/17/23	16:15	0	45	8	0	1	0	0	0	0	0	0	0	0	2	56
4/17/23	16:30	1	70	22	1	4	0	0	1	0	0	0	0	0	3	102
4/17/23	16:45	1	53	14	0	3	1	0	1	0	0	0	0	0	3	76
4/17/23	17:00	0	50	18	0	4	0	0	1	0	0	0	0	0	0	73
4/17/23	17:15	3	67	11	1	0	0	0	0	0	0	0	0	0	4	86
4/17/23	17:30	0	47	7	0	1	0	0	0	1	0	0	0	0	2	58
4/17/23	17:45	0	65	8	0	1	0	0	1	0	0	0	0	0	5	80
4/17/23	18:00	1	49	6	2	2	0	0	0	0	0	0	0	0	1	61
4/17/23	18:15	0	47	7	1	5	0	0	0	0	0	0	0	0	2	62
4/17/23	18:30	1	32	6	0	0	0	0	0	0	0	0	0	0	6	45
4/17/23	18:45	0	39	10	0	4	0	0	0	0	0	0	0	0	1	54
4/17/23	19:00	0	31	5	0	0	0	0	1	0	0	0	0	0	2	39
4/17/23	19:15	0	23	5	0	0	0	0	0	0	0	0	0	0	0	28
4/17/23	19:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
4/17/23	19:45	1	26	4	0	5	0	0	0	0	0	0	0	0	0	36
4/17/23	20:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
4/17/23	20:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4/17/23	20:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
4/17/23	20:45	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
4/17/23	21:00	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
4/17/23	21:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
4/17/23	21:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
4/17/23	21:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4/17/23	22:00	0	11	1	1	1	0	0	0	0	0	0	0	0	0	14
4/17/23	22:15	1	16	0	0	1	0	0	0	0	0	0	0	0	0	18
4/17/23	22:30	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
4/17/23	22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/17/23	23:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
4/17/23	23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/17/23	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/17/23	23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Total		305	16967	4593	124	994	66	7	175	57	2	0	0	0	645	23,935
Percent		71%	19%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	3%	100%	
Day 1		0	62	27	3	6	0	0	2	1	1	0	0	0	3	3,860
Percent		1	59	28	1	11	1	0	1	2	0	0	0	0	7	
		0	74	25	1	6	1	0	1	3	0	0	0	0	4	
Day 2		0	42	21	1	8	1	0	0	0	0	0	0	0	5	4,028
Percent		0	41	21	3	2	1	0	2	2	0	0	0	0	6	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	0:00	1	1	0	0	0	2
4/11/23	0:15	5	0	0	0	0	5
4/11/23	0:30	6	0	0	0	0	6
4/11/23	0:45	5	0	0	0	0	5
4/11/23	1:00	0	1	0	0	0	1
4/11/23	1:15	2	0	0	0	0	2
4/11/23	1:30	2	0	0	0	0	2
4/11/23	1:45	2	0	0	0	0	2
4/11/23	2:00	3	0	0	0	0	3
4/11/23	2:15	1	0	0	0	0	1
4/11/23	2:30	3	0	0	0	0	3
4/11/23	2:45	6	1	0	0	0	7
4/11/23	3:00	5	1	0	0	0	6
4/11/23	3:15	1	0	0	0	0	1
4/11/23	3:30	1	0	0	0	0	1
4/11/23	3:45	1	0	0	0	0	1
4/11/23	4:00	4	0	0	0	0	4
4/11/23	4:15	3	0	0	0	0	3
4/11/23	4:30	5	0	0	0	0	5
4/11/23	4:45	9	0	0	0	0	9
4/11/23	5:00	5	0	0	0	0	5
4/11/23	5:15	2	1	0	0	0	3
4/11/23	5:30	8	1	0	0	1	10
4/11/23	5:45	23	2	0	0	0	25
4/11/23	6:00	24	1	0	0	0	25
4/11/23	6:15	35	6	0	0	0	41
4/11/23	6:30	58	3	0	0	0	61
4/11/23	6:45	52	5	0	0	0	57
4/11/23	7:00	41	4	0	0	0	45
4/11/23	7:15	45	6	0	0	1	52
4/11/23	7:30	63	4	1	0	3	71
4/11/23	7:45	90	4	1	0	4	99
4/11/23	8:00	76	6	1	0	4	87
4/11/23	8:15	55	5	2	0	0	62
4/11/23	8:30	48	6	1	0	1	56
4/11/23	8:45	51	7	2	0	1	61
4/11/23	9:00	45	8	0	0	0	53
4/11/23	9:15	43	3	0	0	0	46
4/11/23	9:30	46	8	3	0	1	58
4/11/23	9:45	46	8	2	0	0	56
4/11/23	10:00	53	4	0	0	0	57
4/11/23	10:15	40	0	2	0	0	42
4/11/23	10:30	48	3	1	0	0	52
4/11/23	10:45	45	6	0	0	0	51
4/11/23	11:00	51	4	0	0	1	56
4/11/23	11:15	42	4	3	0	1	50
4/11/23	11:30	38	2	2	0	0	42
4/11/23	11:45	67	7	0	0	5	79
4/11/23	12:00	67	5	0	0	1	73
4/11/23	12:15	49	1	0	0	0	50
4/11/23	12:30	63	2	1	0	2	68

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	12:45	48	4	1	0	2	55
4/11/23	13:00	59	4	0	0	1	64
4/11/23	13:15	39	3	2	0	0	44
4/11/23	13:30	53	6	1	0	1	61
4/11/23	13:45	62	3	2	0	0	67
4/11/23	14:00	64	4	0	0	2	70
4/11/23	14:15	68	4	0	0	5	77
4/11/23	14:30	58	3	1	0	2	64
4/11/23	14:45	54	5	2	0	2	63
4/11/23	15:00	87	1	0	0	3	91
4/11/23	15:15	71	4	0	0	4	79
4/11/23	15:30	60	3	0	0	1	64
4/11/23	15:45	57	1	1	0	4	63
4/11/23	16:00	82	4	0	0	5	91
4/11/23	16:15	84	6	1	0	2	93
4/11/23	16:30	72	3	0	0	8	83
4/11/23	16:45	87	5	2	0	6	100
4/11/23	17:00	61	3	0	0	26	90
4/11/23	17:15	58	2	0	0	38	98
4/11/23	17:30	49	1	0	0	14	64
4/11/23	17:45	67	2	0	0	7	76
4/11/23	18:00	45	3	0	0	4	52
4/11/23	18:15	79	3	0	0	5	87
4/11/23	18:30	68	1	0	0	1	70
4/11/23	18:45	30	2	0	0	1	33
4/11/23	19:00	40	1	1	0	0	42
4/11/23	19:15	33	0	0	0	3	36
4/11/23	19:30	22	2	0	0	0	24
4/11/23	19:45	26	0	0	0	0	26
4/11/23	20:00	27	1	0	0	0	28
4/11/23	20:15	25	1	0	0	0	26
4/11/23	20:30	29	1	0	0	0	30
4/11/23	20:45	32	0	0	0	1	33
4/11/23	21:00	18	0	0	0	1	19
4/11/23	21:15	12	0	0	0	0	12
4/11/23	21:30	11	1	0	0	0	12
4/11/23	21:45	11	0	0	0	0	11
4/11/23	22:00	24	0	0	0	0	24
4/11/23	22:15	20	0	0	0	0	20
4/11/23	22:30	16	0	0	0	0	16
4/11/23	22:45	9	0	0	0	0	9
4/11/23	23:00	14	0	0	0	0	14
4/11/23	23:15	10	1	0	0	0	11
4/11/23	23:30	3	0	0	0	0	3
4/11/23	23:45	2	1	0	0	0	3
4/12/23	0:00	4	0	0	0	0	4
4/12/23	0:15	3	0	0	0	0	3
4/12/23	0:30	4	0	0	0	0	4
4/12/23	0:45	6	0	0	0	0	6
4/12/23	1:00	4	0	0	0	0	4
4/12/23	1:15	2	0	0	0	0	2

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	1:30	2	0	0	0	0	2
4/12/23	1:45	2	0	0	0	0	2
4/12/23	2:00	6	0	0	0	0	6
4/12/23	2:15	1	0	0	0	0	1
4/12/23	2:30	3	0	0	0	0	3
4/12/23	2:45	2	1	0	0	0	3
4/12/23	3:00	4	0	0	0	0	4
4/12/23	3:15	4	1	0	0	0	5
4/12/23	3:30	0	0	0	0	0	0
4/12/23	3:45	3	0	0	0	0	3
4/12/23	4:00	3	0	0	0	0	3
4/12/23	4:15	5	0	0	0	0	5
4/12/23	4:30	4	0	0	0	0	4
4/12/23	4:45	6	0	0	0	1	7
4/12/23	5:00	4	0	0	0	0	4
4/12/23	5:15	5	0	0	0	0	5
4/12/23	5:30	8	0	0	0	0	8
4/12/23	5:45	21	0	0	0	0	21
4/12/23	6:00	22	2	0	0	0	24
4/12/23	6:15	34	7	0	0	1	42
4/12/23	6:30	50	5	0	0	2	57
4/12/23	6:45	44	2	2	0	0	48
4/12/23	7:00	44	2	0	0	1	47
4/12/23	7:15	65	2	1	0	2	70
4/12/23	7:30	60	6	3	0	3	72
4/12/23	7:45	90	6	0	0	3	99
4/12/23	8:00	67	6	1	0	2	76
4/12/23	8:15	53	4	0	0	0	57
4/12/23	8:30	55	7	2	0	0	64
4/12/23	8:45	54	6	3	0	0	63
4/12/23	9:00	47	6	1	0	2	56
4/12/23	9:15	49	4	0	0	1	54
4/12/23	9:30	46	7	1	0	1	55
4/12/23	9:45	43	1	1	0	0	45
4/12/23	10:00	34	3	1	0	0	38
4/12/23	10:15	54	4	1	0	1	60
4/12/23	10:30	36	1	3	0	3	43
4/12/23	10:45	43	2	1	0	1	47
4/12/23	11:00	52	5	1	0	1	59
4/12/23	11:15	46	7	0	0	1	54
4/12/23	11:30	52	4	1	0	2	59
4/12/23	11:45	54	0	1	0	2	57
4/12/23	12:00	54	2	2	0	1	59
4/12/23	12:15	60	4	1	0	2	67
4/12/23	12:30	64	6	1	0	1	72
4/12/23	12:45	55	7	0	0	2	64
4/12/23	13:00	70	5	1	0	1	77
4/12/23	13:15	61	2	1	0	3	67
4/12/23	13:30	46	4	1	0	1	52
4/12/23	13:45	56	3	1	0	0	60
4/12/23	14:00	69	3	0	0	0	72
4/12/23	14:15	67	8	2	0	2	79

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	14:30	45	3	0	0	0	48
4/12/23	14:45	56	1	2	0	3	62
4/12/23	15:00	111	5	0	0	3	119
4/12/23	15:15	57	6	0	0	5	68
4/12/23	15:30	71	2	1	0	1	75
4/12/23	15:45	75	3	0	0	2	80
4/12/23	16:00	82	7	0	0	4	93
4/12/23	16:15	81	10	1	0	1	93
4/12/23	16:30	86	4	0	0	3	93
4/12/23	16:45	71	6	2	0	3	82
4/12/23	17:00	97	2	1	0	4	104
4/12/23	17:15	91	1	0	0	5	97
4/12/23	17:30	79	5	0	0	5	89
4/12/23	17:45	60	4	0	0	2	66
4/12/23	18:00	77	4	0	0	6	87
4/12/23	18:15	63	2	1	0	7	73
4/12/23	18:30	85	1	1	0	1	88
4/12/23	18:45	67	3	0	0	6	76
4/12/23	19:00	48	2	0	0	1	51
4/12/23	19:15	55	1	0	0	0	56
4/12/23	19:30	31	0	0	0	1	32
4/12/23	19:45	28	0	0	0	2	30
4/12/23	20:00	22	0	1	0	1	24
4/12/23	20:15	22	0	0	0	0	22
4/12/23	20:30	19	0	0	0	0	19
4/12/23	20:45	17	1	0	0	1	19
4/12/23	21:00	15	0	0	0	0	15
4/12/23	21:15	11	0	0	0	0	11
4/12/23	21:30	15	0	0	0	0	15
4/12/23	21:45	12	2	0	0	0	14
4/12/23	22:00	17	0	0	0	0	17
4/12/23	22:15	15	0	0	0	0	15
4/12/23	22:30	22	1	0	0	0	23
4/12/23	22:45	11	0	0	0	1	12
4/12/23	23:00	16	0	0	0	0	16
4/12/23	23:15	11	1	0	0	0	12
4/12/23	23:30	5	0	0	0	0	5
4/12/23	23:45	3	0	0	0	0	3
4/13/23	0:00	2	0	0	0	0	2
4/13/23	0:15	3	0	0	0	0	3
4/13/23	0:30	2	1	0	0	0	3
4/13/23	0:45	4	0	0	0	0	4
4/13/23	1:00	4	0	0	0	0	4
4/13/23	1:15	1	0	0	0	0	1
4/13/23	1:30	3	0	0	0	0	3
4/13/23	1:45	1	0	0	0	0	1
4/13/23	2:00	5	1	0	0	0	6
4/13/23	2:15	1	0	0	0	0	1
4/13/23	2:30	4	1	0	0	0	5
4/13/23	2:45	2	0	0	0	0	2
4/13/23	3:00	2	1	0	0	0	3
4/13/23	3:15	0	0	0	0	0	0

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	3:30	0	0	0	0	0	0
4/13/23	3:45	3	0	0	0	0	3
4/13/23	4:00	2	1	0	0	0	3
4/13/23	4:15	3	0	0	0	0	3
4/13/23	4:30	5	0	0	0	0	5
4/13/23	4:45	5	0	0	0	0	5
4/13/23	5:00	6	0	0	0	0	6
4/13/23	5:15	4	0	0	0	0	4
4/13/23	5:30	11	1	0	0	0	12
4/13/23	5:45	20	0	0	0	0	20
4/13/23	6:00	30	3	0	0	0	33
4/13/23	6:15	26	3	0	0	1	30
4/13/23	6:30	44	3	0	0	2	49
4/13/23	6:45	65	3	0	0	1	69
4/13/23	7:00	37	5	0	0	0	42
4/13/23	7:15	65	2	0	0	1	68
4/13/23	7:30	65	4	0	0	3	72
4/13/23	7:45	88	3	2	0	3	96
4/13/23	8:00	81	5	0	0	1	87
4/13/23	8:15	38	6	2	0	2	48
4/13/23	8:30	43	9	4	0	0	56
4/13/23	8:45	52	8	1	0	1	62
4/13/23	9:00	44	3	2	0	2	51
4/13/23	9:15	87	9	3	0	1	100
4/13/23	9:30	49	1	2	0	0	52
4/13/23	9:45	41	7	1	0	6	55
4/13/23	10:00	40	6	1	0	0	47
4/13/23	10:15	47	5	1	0	2	55
4/13/23	10:30	50	6	2	0	1	59
4/13/23	10:45	58	6	3	0	4	71
4/13/23	11:00	57	3	1	0	1	62
4/13/23	11:15	39	5	2	0	1	47
4/13/23	11:30	56	5	1	0	1	63
4/13/23	11:45	45	5	0	0	0	50
4/13/23	12:00	59	3	1	0	1	64
4/13/23	12:15	63	4	3	0	1	71
4/13/23	12:30	50	4	0	0	0	54
4/13/23	12:45	64	7	2	0	1	74
4/13/23	13:00	47	6	1	0	3	57
4/13/23	13:15	54	4	0	0	2	60
4/13/23	13:30	43	1	1	0	2	47
4/13/23	13:45	67	0	0	0	2	69
4/13/23	14:00	62	2	0	0	2	66
4/13/23	14:15	56	6	0	0	3	65
4/13/23	14:30	65	11	0	0	2	78
4/13/23	14:45	54	2	0	0	4	60
4/13/23	15:00	116	8	3	0	4	131
4/13/23	15:15	65	4	1	0	5	75
4/13/23	15:30	62	6	1	0	5	74
4/13/23	15:45	73	1	1	0	3	78
4/13/23	16:00	64	5	1	0	0	70

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	16:15	70	6	1	0	2	79
4/13/23	16:30	99	2	1	0	7	109
4/13/23	16:45	75	3	1	0	2	81
4/13/23	17:00	74	3	1	0	2	80
4/13/23	17:15	70	3	2	0	5	80
4/13/23	17:30	104	4	0	0	3	111
4/13/23	17:45	66	6	0	0	2	74
4/13/23	18:00	78	2	0	0	2	82
4/13/23	18:15	59	3	0	0	4	66
4/13/23	18:30	53	6	1	0	0	60
4/13/23	18:45	50	0	1	0	1	52
4/13/23	19:00	32	2	0	0	1	35
4/13/23	19:15	22	2	0	0	0	24
4/13/23	19:30	28	0	0	0	0	28
4/13/23	19:45	25	0	0	0	0	25
4/13/23	20:00	19	0	0	0	0	19
4/13/23	20:15	19	0	0	0	1	20
4/13/23	20:30	27	2	0	0	0	29
4/13/23	20:45	14	0	0	0	0	14
4/13/23	21:00	28	0	0	0	1	29
4/13/23	21:15	16	0	0	0	0	16
4/13/23	21:30	23	0	0	0	0	23
4/13/23	21:45	12	0	0	0	0	12
4/13/23	22:00	18	0	0	0	0	18
4/13/23	22:15	14	0	0	0	0	14
4/13/23	22:30	12	0	0	0	0	12
4/13/23	22:45	11	0	0	0	0	11
4/13/23	23:00	13	0	0	0	0	13
4/13/23	23:15	9	0	0	0	0	9
4/13/23	23:30	5	0	0	0	0	5
4/13/23	23:45	4	0	0	0	0	4
4/14/23	0:00	2	1	0	0	0	3
4/14/23	0:15	7	0	0	0	0	7
4/14/23	0:30	0	0	0	0	0	0
4/14/23	0:45	0	0	0	0	0	0
4/14/23	1:00	1	0	0	0	0	1
4/14/23	1:15	5	0	0	0	0	5
4/14/23	1:30	5	0	0	0	0	5
4/14/23	1:45	2	0	0	0	0	2
4/14/23	2:00	3	0	0	0	0	3
4/14/23	2:15	3	0	0	0	0	3
4/14/23	2:30	4	0	0	0	0	4
4/14/23	2:45	4	0	0	0	0	4
4/14/23	3:00	3	1	0	0	0	4
4/14/23	3:15	1	0	0	0	0	1
4/14/23	3:30	0	1	0	0	0	1
4/14/23	3:45	4	0	0	0	0	4
4/14/23	4:00	2	0	0	0	0	2
4/14/23	4:15	3	0	0	0	0	3
4/14/23	4:30	3	0	0	0	0	3
4/14/23	4:45	4	0	0	0	0	4
4/14/23	5:00	4	0	1	0	0	5

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	5:15	2	0	0	0	0	2
4/14/23	5:30	7	1	0	0	0	8
4/14/23	5:45	17	1	0	0	0	18
4/14/23	6:00	16	2	0	0	1	19
4/14/23	6:15	26	4	0	0	0	30
4/14/23	6:30	49	3	0	0	0	52
4/14/23	6:45	50	2	0	0	0	52
4/14/23	7:00	47	4	0	0	0	51
4/14/23	7:15	53	3	1	0	0	57
4/14/23	7:30	73	8	1	0	4	86
4/14/23	7:45	80	6	0	0	2	88
4/14/23	8:00	55	4	1	0	2	62
4/14/23	8:15	41	3	1	0	1	46
4/14/23	8:30	36	0	0	0	1	37
4/14/23	8:45	55	2	0	0	1	58
4/14/23	9:00	35	4	1	0	0	40
4/14/23	9:15	45	3	2	0	0	50
4/14/23	9:30	50	6	1	0	3	60
4/14/23	9:45	47	2	5	0	0	54
4/14/23	10:00	43	6	2	0	1	52
4/14/23	10:15	55	3	1	0	0	59
4/14/23	10:30	43	6	1	0	0	50
4/14/23	10:45	55	6	0	0	0	61
4/14/23	11:00	46	2	0	0	1	49
4/14/23	11:15	51	3	1	0	0	55
4/14/23	11:30	52	1	2	0	0	55
4/14/23	11:45	51	2	1	0	1	55
4/14/23	12:00	43	4	0	0	0	47
4/14/23	12:15	65	7	0	0	1	73
4/14/23	12:30	54	6	0	0	2	62
4/14/23	12:45	56	0	1	0	4	61
4/14/23	13:00	64	7	2	0	0	73
4/14/23	13:15	64	7	1	0	0	72
4/14/23	13:30	59	4	0	0	1	64
4/14/23	13:45	45	4	0	0	3	52
4/14/23	14:00	60	1	0	0	3	64
4/14/23	14:15	58	3	3	0	0	64
4/14/23	14:30	55	10	1	0	1	67
4/14/23	14:45	74	2	0	0	4	80
4/14/23	15:00	90	0	2	0	4	96
4/14/23	15:15	74	4	1	0	2	81
4/14/23	15:30	54	7	0	0	2	63
4/14/23	15:45	60	5	1	0	4	70
4/14/23	16:00	69	5	1	0	4	79
4/14/23	16:15	90	6	1	0	2	99
4/14/23	16:30	80	4	2	0	2	88
4/14/23	16:45	80	1	0	0	1	82
4/14/23	17:00	90	3	0	0	5	98
4/14/23	17:15	84	4	0	0	4	92
4/14/23	17:30	62	2	1	0	1	66
4/14/23	17:45	78	0	0	0	1	79
4/14/23	18:00	94	1	0	0	2	97

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	18:15	80	5	0	0	2	87
4/14/23	18:30	87	1	0	0	2	90
4/14/23	18:45	47	4	1	0	0	52
4/14/23	19:00	47	2	0	0	0	49
4/14/23	19:15	56	2	0	0	2	60
4/14/23	19:30	30	1	0	0	0	31
4/14/23	19:45	26	1	0	0	1	28
4/14/23	20:00	30	2	0	0	0	32
4/14/23	20:15	17	0	0	0	0	17
4/14/23	20:30	24	1	0	0	0	25
4/14/23	20:45	26	2	0	0	0	28
4/14/23	21:00	13	0	0	0	0	13
4/14/23	21:15	15	0	0	0	0	15
4/14/23	21:30	18	0	0	0	0	18
4/14/23	21:45	18	0	0	0	0	18
4/14/23	22:00	20	0	0	0	0	20
4/14/23	22:15	14	1	0	0	0	15
4/14/23	22:30	12	0	0	0	0	12
4/14/23	22:45	17	0	0	0	1	18
4/14/23	23:00	16	0	0	0	0	16
4/14/23	23:15	11	1	0	0	0	12
4/14/23	23:30	10	0	0	0	0	10
4/14/23	23:45	4	0	0	0	0	4
4/15/23	0:00	8	0	0	0	0	8
4/15/23	0:15	4	1	0	0	0	5
4/15/23	0:30	6	0	0	0	0	6
4/15/23	0:45	4	0	0	0	0	4
4/15/23	1:00	5	0	0	0	0	5
4/15/23	1:15	3	0	0	0	0	3
4/15/23	1:30	5	0	0	0	0	5
4/15/23	1:45	3	0	0	0	0	3
4/15/23	2:00	1	0	0	0	0	1
4/15/23	2:15	1	0	0	0	0	1
4/15/23	2:30	0	0	0	0	0	0
4/15/23	2:45	0	0	0	0	0	0
4/15/23	3:00	2	0	1	0	0	3
4/15/23	3:15	2	1	0	0	0	3
4/15/23	3:30	1	0	0	0	0	1
4/15/23	3:45	3	0	0	0	0	3
4/15/23	4:00	2	0	0	0	0	2
4/15/23	4:15	2	0	0	0	0	2
4/15/23	4:30	4	1	0	0	0	5
4/15/23	4:45	8	0	0	0	0	8
4/15/23	5:00	2	0	0	0	0	2
4/15/23	5:15	7	0	0	0	0	7
4/15/23	5:30	1	0	0	0	0	1
4/15/23	5:45	7	0	0	0	0	7
4/15/23	6:00	5	0	0	0	0	5
4/15/23	6:15	5	0	1	0	0	6
4/15/23	6:30	20	0	0	0	0	20
4/15/23	6:45	8	1	0	0	0	9
4/15/23	7:00	16	0	0	0	0	16

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	7:15	18	1	0	0	0	19
4/15/23	7:30	14	2	0	0	0	16
4/15/23	7:45	12	1	1	0	1	15
4/15/23	8:00	17	0	0	0	0	17
4/15/23	8:15	18	1	0	0	0	19
4/15/23	8:30	25	1	0	0	0	26
4/15/23	8:45	32	2	0	0	1	35
4/15/23	9:00	19	1	0	0	1	21
4/15/23	9:15	37	2	0	0	0	39
4/15/23	9:30	39	1	0	0	0	40
4/15/23	9:45	51	0	1	0	1	53
4/15/23	10:00	29	3	1	0	1	34
4/15/23	10:15	34	0	0	0	0	34
4/15/23	10:30	46	0	0	0	0	46
4/15/23	10:45	43	0	1	0	0	44
4/15/23	11:00	52	2	1	0	1	56
4/15/23	11:15	48	1	2	0	3	54
4/15/23	11:30	61	2	1	0	0	64
4/15/23	11:45	43	3	0	0	1	47
4/15/23	12:00	55	1	0	0	3	59
4/15/23	12:15	60	1	0	0	2	63
4/15/23	12:30	45	2	0	0	0	47
4/15/23	12:45	47	1	0	0	0	48
4/15/23	13:00	46	0	0	0	2	48
4/15/23	13:15	55	0	0	0	0	55
4/15/23	13:30	55	0	1	0	2	58
4/15/23	13:45	54	1	0	0	3	58
4/15/23	14:00	53	2	0	0	4	59
4/15/23	14:15	56	1	0	0	0	57
4/15/23	14:30	52	1	0	0	2	55
4/15/23	14:45	44	1	0	0	2	47
4/15/23	15:00	45	0	0	0	2	47
4/15/23	15:15	45	1	0	0	0	46
4/15/23	15:30	50	1	0	0	2	53
4/15/23	15:45	51	0	0	0	1	52
4/15/23	16:00	50	2	0	0	1	53
4/15/23	16:15	45	2	0	0	0	47
4/15/23	16:30	50	0	0	0	1	51
4/15/23	16:45	38	1	0	0	0	39
4/15/23	17:00	46	1	0	0	5	52
4/15/23	17:15	52	0	0	0	0	52
4/15/23	17:30	49	1	0	0	0	50
4/15/23	17:45	46	0	0	0	0	46
4/15/23	18:00	33	1	0	0	1	35
4/15/23	18:15	30	0	0	0	0	30
4/15/23	18:30	40	1	0	0	4	45
4/15/23	18:45	36	1	0	0	0	37
4/15/23	19:00	28	1	0	0	0	29
4/15/23	19:15	17	2	0	0	1	20
4/15/23	19:30	38	2	0	0	0	40
4/15/23	19:45	23	0	0	0	1	24

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	20:00	23	0	0	0	0	23
4/15/23	20:15	21	0	0	0	2	23
4/15/23	20:30	27	0	0	0	0	27
4/15/23	20:45	18	0	0	0	0	18
4/15/23	21:00	14	0	0	0	2	16
4/15/23	21:15	19	2	0	0	0	21
4/15/23	21:30	19	0	0	0	0	19
4/15/23	21:45	15	1	0	0	0	16
4/15/23	22:00	15	0	0	0	0	15
4/15/23	22:15	12	1	0	0	1	14
4/15/23	22:30	20	0	0	0	0	20
4/15/23	22:45	9	0	0	0	1	10
4/15/23	23:00	7	0	0	0	1	8
4/15/23	23:15	15	0	0	0	0	15
4/15/23	23:30	16	0	0	0	0	16
4/15/23	23:45	7	0	0	0	0	7
4/16/23	0:00	5	0	0	0	0	5
4/16/23	0:15	3	0	0	0	0	3
4/16/23	0:30	7	0	0	0	0	7
4/16/23	0:45	6	0	0	0	0	6
4/16/23	1:00	3	0	0	0	0	3
4/16/23	1:15	2	0	0	0	0	2
4/16/23	1:30	6	0	0	0	0	6
4/16/23	1:45	4	0	0	0	0	4
4/16/23	2:00	6	0	0	0	0	6
4/16/23	2:15	3	0	0	0	0	3
4/16/23	2:30	2	0	0	0	0	2
4/16/23	2:45	2	1	0	0	0	3
4/16/23	3:00	2	0	0	0	0	2
4/16/23	3:15	2	0	0	0	0	2
4/16/23	3:30	0	0	0	0	0	0
4/16/23	3:45	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0
4/16/23	4:15	1	0	0	0	0	1
4/16/23	4:30	4	0	0	0	0	4
4/16/23	4:45	4	0	0	0	0	4
4/16/23	5:00	2	0	0	0	0	2
4/16/23	5:15	4	0	0	0	0	4
4/16/23	5:30	4	0	0	0	0	4
4/16/23	5:45	3	0	0	0	0	3
4/16/23	6:00	5	0	0	0	0	5
4/16/23	6:15	6	0	0	0	0	6
4/16/23	6:30	7	0	0	0	0	7
4/16/23	6:45	4	0	0	0	0	4
4/16/23	7:00	7	0	0	0	0	7
4/16/23	7:15	8	0	0	0	0	8
4/16/23	7:30	12	0	0	0	1	13
4/16/23	7:45	8	0	0	0	0	8
4/16/23	8:00	2	0	0	0	0	2
4/16/23	8:15	7	0	0	0	0	7
4/16/23	8:30	19	0	0	0	0	19
4/16/23	8:45	28	0	0	0	0	28

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	9:00	24	0	0	0	0	24
4/16/23	9:15	16	0	0	0	0	16
4/16/23	9:30	22	0	0	0	0	22
4/16/23	9:45	34	5	0	0	1	40
4/16/23	10:00	29	0	0	0	1	30
4/16/23	10:15	35	1	0	0	0	36
4/16/23	10:30	26	1	0	0	0	27
4/16/23	10:45	38	0	0	0	0	38
4/16/23	11:00	43	0	0	0	1	44
4/16/23	11:15	20	0	0	0	2	22
4/16/23	11:30	43	0	0	0	0	43
4/16/23	11:45	27	1	0	0	0	28
4/16/23	12:00	39	0	0	0	0	39
4/16/23	12:15	54	0	0	0	2	56
4/16/23	12:30	39	3	0	0	2	44
4/16/23	12:45	52	1	0	0	0	53
4/16/23	13:00	46	1	0	0	0	47
4/16/23	13:15	44	0	1	0	0	45
4/16/23	13:30	28	0	0	0	1	29
4/16/23	13:45	33	2	0	0	1	36
4/16/23	14:00	55	3	0	0	0	58
4/16/23	14:15	47	0	0	0	3	50
4/16/23	14:30	41	0	0	0	0	41
4/16/23	14:45	37	1	0	0	1	39
4/16/23	15:00	44	0	0	0	2	46
4/16/23	15:15	37	0	0	0	1	38
4/16/23	15:30	46	0	0	0	1	47
4/16/23	15:45	28	1	0	0	2	31
4/16/23	16:00	39	2	0	0	0	41
4/16/23	16:15	38	0	0	0	0	38
4/16/23	16:30	31	0	0	0	0	31
4/16/23	16:45	30	2	0	0	2	34
4/16/23	17:00	29	0	0	0	0	29
4/16/23	17:15	35	0	0	0	1	36
4/16/23	17:30	41	2	0	0	0	43
4/16/23	17:45	40	2	0	0	0	42
4/16/23	18:00	42	0	0	0	1	43
4/16/23	18:15	33	1	0	0	0	34
4/16/23	18:30	32	1	0	0	1	34
4/16/23	18:45	35	1	0	0	0	36
4/16/23	19:00	30	0	0	0	0	30
4/16/23	19:15	22	1	0	0	0	23
4/16/23	19:30	23	1	0	0	0	24
4/16/23	19:45	32	0	1	0	0	33
4/16/23	20:00	20	0	0	0	0	20
4/16/23	20:15	16	0	0	0	0	16
4/16/23	20:30	20	1	0	0	0	21
4/16/23	20:45	14	1	0	0	2	17
4/16/23	21:00	16	2	0	0	0	18
4/16/23	21:15	8	1	0	0	0	9
4/16/23	21:30	10	0	0	0	0	10
4/16/23	21:45	9	0	0	0	0	9

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	22:00	21	0	0	0	0	21
4/16/23	22:15	15	1	0	0	0	16
4/16/23	22:30	3	0	0	0	0	3
4/16/23	22:45	6	0	0	0	0	6
4/16/23	23:00	8	0	0	0	0	8
4/16/23	23:15	2	1	0	0	0	3
4/16/23	23:30	5	0	0	0	0	5
4/16/23	23:45	3	0	0	0	0	3
4/17/23	0:00	4	0	0	0	0	4
4/17/23	0:15	1	0	0	0	0	1
4/17/23	0:30	3	0	0	0	0	3
4/17/23	0:45	4	1	0	0	0	5
4/17/23	1:00	3	0	0	0	0	3
4/17/23	1:15	0	0	0	0	0	0
4/17/23	1:30	1	0	0	0	0	1
4/17/23	1:45	2	0	0	0	0	2
4/17/23	2:00	3	0	0	0	0	3
4/17/23	2:15	3	0	0	0	0	3
4/17/23	2:30	2	0	0	0	0	2
4/17/23	2:45	1	1	0	0	0	2
4/17/23	3:00	2	0	0	0	0	2
4/17/23	3:15	0	0	0	0	0	0
4/17/23	3:30	0	0	0	0	0	0
4/17/23	3:45	1	0	0	0	0	1
4/17/23	4:00	2	0	0	0	0	2
4/17/23	4:15	0	0	0	0	0	0
4/17/23	4:30	3	0	1	0	0	4
4/17/23	4:45	4	0	0	0	0	4
4/17/23	5:00	6	0	0	0	0	6
4/17/23	5:15	5	0	0	0	0	5
4/17/23	5:30	11	0	0	0	0	11
4/17/23	5:45	24	0	0	0	0	24
4/17/23	6:00	27	0	0	0	0	27
4/17/23	6:15	31	4	0	0	0	35
4/17/23	6:30	43	3	0	0	1	47
4/17/23	6:45	61	5	1	0	1	68
4/17/23	7:00	43	3	0	0	0	46
4/17/23	7:15	64	5	1	0	4	74
4/17/23	7:30	71	4	1	0	2	78
4/17/23	7:45	86	4	3	0	2	95
4/17/23	8:00	81	6	1	0	3	91
4/17/23	8:15	44	3	2	0	2	51
4/17/23	8:30	46	5	2	0	1	54
4/17/23	8:45	34	7	3	0	1	45
4/17/23	9:00	57	3	2	0	2	64
4/17/23	9:15	42	3	1	0	0	46
4/17/23	9:30	38	7	1	0	0	46
4/17/23	9:45	46	5	2	0	1	54
4/17/23	10:00	40	4	0	0	0	44
4/17/23	10:15	42	5	1	0	0	48
4/17/23	10:30	59	5	0	0	0	64
4/17/23	10:45	32	3	2	0	2	39

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	11:00	37	4	2	0	1	44
4/17/23	11:15	49	6	3	0	1	59
4/17/23	11:30	57	3	2	0	0	62
4/17/23	11:45	66	5	1	0	1	73
4/17/23	12:00	43	2	1	0	1	47
4/17/23	12:15	49	4	2	0	0	55
4/17/23	12:30	58	4	1	0	0	63
4/17/23	12:45	34	2	0	0	2	38
4/17/23	13:00	40	5	0	0	1	46
4/17/23	13:15	57	6	2	0	2	67
4/17/23	13:30	54	1	0	0	2	57
4/17/23	13:45	54	2	1	0	1	58
4/17/23	14:00	63	0	2	0	4	69
4/17/23	14:15	58	4	0	0	1	63
4/17/23	14:30	64	6	1	0	2	73
4/17/23	14:45	56	2	2	0	5	65
4/17/23	15:00	95	6	0	0	4	105
4/17/23	15:15	57	3	0	0	1	61
4/17/23	15:30	66	2	0	0	1	69
4/17/23	15:45	69	1	0	0	3	73
4/17/23	16:00	65	6	0	0	2	73
4/17/23	16:15	53	1	0	0	2	56
4/17/23	16:30	93	5	1	0	3	102
4/17/23	16:45	68	4	1	0	3	76
4/17/23	17:00	68	4	1	0	0	73
4/17/23	17:15	81	1	0	0	4	86
4/17/23	17:30	54	1	1	0	2	58
4/17/23	17:45	73	1	1	0	5	80
4/17/23	18:00	56	4	0	0	1	61
4/17/23	18:15	54	6	0	0	2	62
4/17/23	18:30	39	0	0	0	6	45
4/17/23	18:45	49	4	0	0	1	54
4/17/23	19:00	36	0	1	0	2	39
4/17/23	19:15	28	0	0	0	0	28
4/17/23	19:30	26	0	0	0	0	26
4/17/23	19:45	31	5	0	0	0	36
4/17/23	20:00	14	0	0	0	0	14
4/17/23	20:15	10	0	0	0	0	10
4/17/23	20:30	13	0	0	0	0	13
4/17/23	20:45	8	1	0	0	0	9
4/17/23	21:00	22	1	0	0	0	23
4/17/23	21:15	17	0	0	0	0	17
4/17/23	21:30	14	0	0	0	0	14
4/17/23	21:45	13	0	0	0	0	13
4/17/23	22:00	12	2	0	0	0	14
4/17/23	22:15	17	1	0	0	0	18
4/17/23	22:30	14	0	0	0	0	14
4/17/23	22:45	5	0	0	0	0	5
4/17/23	23:00	15	0	0	0	0	15
4/17/23	23:15	5	0	0	0	0	5
4/17/23	23:30	5	0	0	0	0	5



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor:
Count Number:
Location:
RR Crossing No:

DAD N ASSOCIATES LLC
16068620
N of Roper Mountain Rd
N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	WB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	23:45	8	0	0	0	0	8
Total		21,865	1,191	234	0	645	23,935
Percent		91%	5%	1%	0%	3%	
Day 1		3,430	219	36	0	175	3,860
Percent		89%	6%	1%	0%	5%	
Day 2		3,651	222	44	0	111	4,028
Percent		91%	6%	1%	0%	3%	
Day 3		3,553	239	51	0	107	3,950
Percent		90%	6%	1%	0%	3%	
Day 4		3,580	210	40	0	79	3,909
Percent		92%	5%	1%	0%	2%	
Day 5		2,464	59	11	0	56	4,022
Percent		61%	1%	0%	0%	1%	
Day 6		1,923	41	2	0	29	1,995
Percent		96%	2%	0%	0%	1%	
Day 7		3,264	201	50	0	88	3,603
Percent		91%	6%	1%	0%	2%	
Average		3,124	170	33	0	92	3,419
Percent		91%	5%	1%	0%	3%	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	0:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
4/11/23	0:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	0:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4/11/23	0:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/11/23	1:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4/11/23	1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	2:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/11/23	2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	2:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/11/23	2:45	0	8	2	0	0	1	0	0	0	0	0	0	0	0	11
4/11/23	3:00	0	6	1	0	0	0	1	0	0	0	0	0	0	0	8
4/11/23	3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/11/23	3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/11/23	3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/11/23	4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/11/23	4:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/11/23	4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/11/23	4:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4/11/23	5:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4/11/23	5:15	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
4/11/23	5:30	0	22	4	0	1	0	0	0	0	0	0	0	0	2	29
4/11/23	5:45	0	28	12	0	2	0	0	0	0	0	0	0	0	0	42
4/11/23	6:00	0	23	7	0	1	1	0	0	0	0	0	0	0	0	32
4/11/23	6:15	0	38	17	1	8	0	0	0	0	0	0	0	0	0	64
4/11/23	6:30	0	66	20	2	3	0	0	0	1	0	0	0	0	0	92
4/11/23	6:45	0	74	18	1	5	0	0	0	0	0	0	0	0	0	98
4/11/23	7:00	0	49	30	1	3	1	0	1	0	0	0	0	0	0	85
4/11/23	7:15	5	64	19	0	7	1	0	0	0	0	0	0	0	2	98
4/11/23	7:30	2	130	24	0	5	1	0	0	1	0	0	0	0	5	168
4/11/23	7:45	1	133	42	0	8	0	0	3	0	0	0	0	0	7	194
4/11/23	8:00	1	112	22	1	4	2	0	4	0	0	0	0	0	5	151
4/11/23	8:15	0	81	16	1	8	0	0	1	1	0	0	0	0	2	110
4/11/23	8:30	1	67	25	1	5	1	0	1	1	0	0	0	0	1	103
4/11/23	8:45	2	61	28	0	12	0	0	3	1	0	0	0	0	2	109
4/11/23	9:00	1	55	21	3	6	0	0	0	1	0	0	0	0	0	87
4/11/23	9:15	0	49	19	2	6	0	0	1	0	0	0	0	0	0	77
4/11/23	9:30	1	53	24	3	5	3	0	2	2	0	0	0	0	2	95
4/11/23	9:45	1	62	18	0	8	3	0	2	1	0	0	0	0	1	96
4/11/23	10:00	0	50	22	1	8	0	0	1	0	0	0	0	0	0	82
4/11/23	10:15	1	59	19	0	3	0	0	4	1	0	0	0	0	0	87
4/11/23	10:30	1	50	29	2	2	0	0	1	0	0	0	0	0	0	85
4/11/23	10:45	2	57	20	2	7	2	0	0	1	0	0	0	0	1	92
4/11/23	11:00	0	49	35	1	4	1	0	0	0	0	0	0	0	1	91
4/11/23	11:15	0	66	24	3	5	0	0	2	2	0	0	0	0	2	104
4/11/23	11:30	2	65	20	1	1	2	0	1	1	0	0	0	0	1	94
4/11/23	11:45	3	67	29	0	8	4	0	1	0	0	0	0	0	9	121
4/11/23	12:00	1	89	20	2	7	1	0	1	0	0	0	0	0	2	123
4/11/23	12:15	1	74	20	0	5	0	0	4	0	0	0	0	0	3	107
4/11/23	12:30	1	73	22	0	3	0	0	1	0	0	0	0	0	6	106

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/11/23	12:45	1	72	23	1	5	0	0	1	1	0	0	0	0	2	106
4/11/23	13:00	2	84	25	1	5	0	0	0	0	0	0	0	0	2	119
4/11/23	13:15	0	74	13	3	5	0	1	2	2	0	0	0	0	0	100
4/11/23	13:30	0	82	24	0	8	0	0	0	3	0	0	0	0	2	119
4/11/23	13:45	5	77	26	2	3	0	0	2	0	0	0	0	0	1	116
4/11/23	14:00	1	87	29	1	12	0	0	1	1	0	0	0	0	2	134
4/11/23	14:15	3	86	34	0	7	0	0	0	1	0	0	0	0	7	138
4/11/23	14:30	1	100	31	1	4	0	0	1	0	0	0	0	0	4	142
4/11/23	14:45	1	106	43	0	10	0	0	2	0	0	0	0	0	4	166
4/11/23	15:00	2	129	38	0	3	0	0	1	0	0	0	0	0	7	180
4/11/23	15:15	0	112	25	1	7	0	0	0	1	0	0	0	0	5	151
4/11/23	15:30	0	92	27	1	6	0	1	2	2	0	0	0	0	3	134
4/11/23	15:45	4	121	33	0	4	0	0	4	0	0	0	0	0	8	174
4/11/23	16:00	1	159	36	1	11	1	0	0	2	0	0	0	0	9	220
4/11/23	16:15	1	137	43	2	8	1	0	0	1	0	0	0	0	6	199
4/11/23	16:30	1	156	37	2	8	0	0	2	0	0	0	0	0	12	218
4/11/23	16:45	2	164	40	2	6	0	0	3	2	0	0	0	0	10	229
4/11/23	17:00	2	135	25	0	8	0	0	1	3	0	0	0	0	29	203
4/11/23	17:15	4	123	29	1	4	0	0	0	0	0	0	0	0	43	204
4/11/23	17:30	4	119	18	1	5	0	0	3	0	0	0	0	0	17	167
4/11/23	17:45	3	167	24	1	4	0	0	2	1	0	0	0	0	10	212
4/11/23	18:00	3	124	27	4	7	0	0	1	3	0	0	0	0	13	182
4/11/23	18:15	2	156	42	0	9	0	0	5	1	0	0	0	0	9	224
4/11/23	18:30	0	102	31	2	5	1	0	1	0	0	0	0	0	4	146
4/11/23	18:45	0	79	15	0	4	0	0	0	0	0	0	0	0	2	100
4/11/23	19:00	2	73	23	0	2	0	0	2	1	0	0	0	0	0	103
4/11/23	19:15	0	55	15	0	0	0	0	3	0	0	0	0	0	4	77
4/11/23	19:30	0	44	11	0	2	0	0	0	0	0	0	0	0	0	57
4/11/23	19:45	1	54	5	0	1	0	0	0	0	0	0	0	0	1	62
4/11/23	20:00	0	37	9	0	1	0	0	0	0	0	0	0	0	0	47
4/11/23	20:15	0	44	7	1	0	0	0	0	0	0	0	0	0	0	52
4/11/23	20:30	0	49	4	0	1	0	0	0	0	0	0	0	0	1	55
4/11/23	20:45	0	43	11	0	0	0	0	0	1	0	0	0	0	1	56
4/11/23	21:00	0	34	4	0	0	0	0	0	0	0	0	0	0	2	40
4/11/23	21:15	1	25	8	0	0	0	0	0	0	0	0	0	0	0	34
4/11/23	21:30	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
4/11/23	21:45	1	24	3	1	0	0	0	0	0	0	0	0	0	0	29
4/11/23	22:00	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
4/11/23	22:15	1	25	3	0	1	0	0	0	0	0	0	0	0	0	30
4/11/23	22:30	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27
4/11/23	22:45	0	31	9	0	3	0	0	0	0	0	0	0	0	0	43
4/11/23	23:00	0	30	11	0	0	0	0	0	0	0	0	0	0	0	41
4/11/23	23:15	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
4/11/23	23:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
4/11/23	23:45	0	4	1	0	0	1	0	0	0	0	0	0	0	0	6
4/12/23	0:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/12/23	0:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/12/23	0:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/12/23	1:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/12/23	2:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/12/23	2:45	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
4/12/23	3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	3:15	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
4/12/23	3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/12/23	3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/12/23	4:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
4/12/23	4:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/12/23	4:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/12/23	4:45	0	9	3	0	0	0	0	0	0	0	0	0	0	1	13
4/12/23	5:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
4/12/23	5:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
4/12/23	5:30	0	20	10	1	0	0	0	0	0	0	0	0	0	0	31
4/12/23	5:45	0	27	12	0	0	0	0	0	0	0	0	0	0	0	39
4/12/23	6:00	1	22	7	0	2	0	0	0	0	0	0	0	0	0	32
4/12/23	6:15	1	35	11	1	8	0	0	0	0	0	0	0	0	1	57
4/12/23	6:30	0	59	12	2	5	0	0	0	0	0	0	0	0	2	80
4/12/23	6:45	0	60	16	0	3	0	0	2	0	0	0	0	0	0	81
4/12/23	7:00	0	59	23	0	4	0	0	0	0	0	0	0	0	4	90
4/12/23	7:15	1	88	22	0	4	0	0	1	1	0	0	0	0	2	119
4/12/23	7:30	3	116	25	1	7	0	0	2	1	0	0	0	0	3	158
4/12/23	7:45	2	129	31	1	7	1	0	0	0	0	0	0	0	9	180
4/12/23	8:00	1	90	20	0	12	1	0	1	1	0	0	0	0	7	133
4/12/23	8:15	1	86	21	1	6	0	0	1	0	0	0	0	0	1	117
4/12/23	8:30	1	78	24	0	10	1	0	5	1	0	0	0	0	1	121
4/12/23	8:45	2	58	30	1	9	1	0	5	2	0	0	0	0	0	108
4/12/23	9:00	3	58	16	1	9	0	0	2	0	0	0	0	0	5	94
4/12/23	9:15	0	56	20	0	4	1	0	0	0	0	0	0	0	1	82
4/12/23	9:30	1	58	19	1	5	0	2	3	0	0	0	0	0	3	92
4/12/23	9:45	2	56	25	1	4	0	0	1	0	0	0	0	0	1	90
4/12/23	10:00	0	34	27	0	4	0	0	0	1	0	0	0	0	0	66
4/12/23	10:15	0	65	23	0	8	0	0	1	0	0	0	0	0	1	98
4/12/23	10:30	0	51	22	2	1	0	0	4	0	0	0	0	0	3	83
4/12/23	10:45	0	52	18	1	3	0	0	1	1	0	0	0	0	3	79
4/12/23	11:00	0	65	21	1	2	2	0	1	2	0	0	0	0	4	98
4/12/23	11:15	2	62	21	1	9	0	0	1	1	0	0	0	0	1	98
4/12/23	11:30	0	68	20	2	4	1	0	1	1	0	0	0	0	3	100
4/12/23	11:45	0	74	23	0	5	1	0	1	1	0	0	0	0	3	108
4/12/23	12:00	1	80	28	2	2	0	0	2	1	0	0	0	0	1	117
4/12/23	12:15	2	85	31	2	8	1	0	3	0	0	0	0	0	3	135
4/12/23	12:30	1	86	29	3	6	0	0	1	0	0	0	0	0	3	129
4/12/23	12:45	4	84	24	0	9	1	0	0	0	0	0	0	0	3	125
4/12/23	13:00	1	85	24	0	6	0	0	1	0	0	0	0	0	2	119
4/12/23	13:15	1	80	25	2	3	2	0	3	1	0	0	0	0	6	123
4/12/23	13:30	2	75	21	1	7	1	0	1	1	0	0	0	0	5	114
4/12/23	13:45	1	78	18	2	8	0	0	1	0	0	0	0	0	3	111

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/12/23	14:00	0	105	21	0	7	0	0	1	1	0	0	0	0	1	136
4/12/23	14:15	1	90	21	1	9	1	0	2	1	0	0	0	0	5	131
4/12/23	14:30	0	79	18	1	6	0	0	0	0	0	0	0	0	0	104
4/12/23	14:45	3	120	45	1	7	1	0	2	0	0	0	0	0	5	184
4/12/23	15:00	2	142	36	2	5	1	0	0	0	0	0	0	0	7	195
4/12/23	15:15	3	72	23	0	9	0	0	1	0	0	0	0	0	5	113
4/12/23	15:30	2	110	32	0	3	0	0	2	1	0	0	0	0	4	154
4/12/23	15:45	2	103	27	1	8	0	0	0	1	0	0	0	0	4	146
4/12/23	16:00	4	121	35	0	12	3	0	1	1	0	0	0	0	7	184
4/12/23	16:15	1	125	28	2	10	0	0	1	1	0	0	0	0	4	172
4/12/23	16:30	2	129	30	2	5	0	0	0	0	0	0	0	0	5	173
4/12/23	16:45	1	131	29	1	7	0	0	1	1	0	0	0	0	8	179
4/12/23	17:00	4	160	38	1	7	0	0	1	0	0	0	0	0	8	219
4/12/23	17:15	2	159	35	0	5	2	0	0	0	0	0	0	0	7	210
4/12/23	17:30	7	147	32	1	9	0	0	1	0	0	0	0	0	9	206
4/12/23	17:45	5	116	27	1	5	0	0	2	0	0	0	0	0	4	160
4/12/23	18:00	4	122	35	0	5	0	0	2	0	0	0	0	0	8	176
4/12/23	18:15	13	84	15	0	5	0	0	1	0	0	0	0	0	11	129
4/12/23	18:30	8	114	14	0	3	0	0	1	1	0	0	0	0	2	143
4/12/23	18:45	17	75	26	0	4	0	0	1	0	0	0	0	0	7	130
4/12/23	19:00	6	66	14	0	3	0	0	2	0	0	0	0	0	1	92
4/12/23	19:15	16	56	9	0	2	0	0	0	0	0	0	0	0	0	83
4/12/23	19:30	8	56	7	0	0	0	0	0	0	0	0	0	0	1	72
4/12/23	19:45	5	46	9	0	0	0	0	0	0	0	0	0	0	5	65
4/12/23	20:00	9	38	5	0	1	0	0	1	0	0	0	0	0	2	56
4/12/23	20:15	8	38	6	0	0	0	0	0	0	0	0	0	0	0	52
4/12/23	20:30	10	43	11	0	0	0	0	0	0	0	0	0	0	0	64
4/12/23	20:45	7	32	9	0	1	0	0	0	0	0	0	0	0	2	51
4/12/23	21:00	10	34	9	0	0	0	0	0	0	0	0	0	0	4	57
4/12/23	21:15	3	30	3	0	0	0	0	0	0	0	0	0	0	2	38
4/12/23	21:30	7	28	3	0	0	0	0	0	0	0	0	0	0	1	39
4/12/23	21:45	1	25	2	0	3	0	0	0	0	0	0	0	0	0	31
4/12/23	22:00	0	28	2	0	0	0	0	0	0	0	0	0	0	0	30
4/12/23	22:15	2	23	4	0	0	0	0	0	0	0	0	0	0	0	29
4/12/23	22:30	5	28	4	0	1	0	0	0	0	0	0	0	0	1	39
4/12/23	22:45	1	42	10	0	1	0	0	0	0	0	0	0	0	2	56
4/12/23	23:00	0	35	7	0	0	0	0	0	0	0	0	0	0	0	42
4/12/23	23:15	0	18	4	0	1	0	0	0	0	0	0	0	0	0	23
4/12/23	23:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4/12/23	23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/13/23	0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	0:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/13/23	0:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
4/13/23	0:45	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
4/13/23	1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/13/23	1:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
4/13/23	1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/13/23	1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	2:00	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
4/13/23	2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	2:30	0	5	0	0	0	1	0	0	0	0	0	0	0	0	6

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/13/23	3:00	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
4/13/23	3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/13/23	3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/13/23	4:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	4
4/13/23	4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/13/23	4:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
4/13/23	4:45	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
4/13/23	5:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
4/13/23	5:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/13/23	5:30	1	23	3	0	0	1	0	0	0	0	0	0	0	0	28
4/13/23	5:45	0	25	11	0	0	0	0	0	0	0	0	0	0	0	36
4/13/23	6:00	0	38	8	0	3	0	0	0	0	0	0	0	0	0	49
4/13/23	6:15	0	33	12	1	4	0	0	0	0	0	0	0	0	2	52
4/13/23	6:30	0	60	11	2	5	0	0	0	0	1	0	0	0	3	82
4/13/23	6:45	1	73	23	0	2	1	0	0	0	0	0	0	0	2	102
4/13/23	7:00	0	57	20	1	5	1	0	0	0	0	0	0	0	0	84
4/13/23	7:15	6	78	25	0	3	0	0	0	0	0	0	0	0	1	113
4/13/23	7:30	0	117	25	1	4	2	0	1	0	0	0	0	0	7	157
4/13/23	7:45	2	130	36	0	5	1	0	3	1	0	0	0	0	4	182
4/13/23	8:00	0	113	29	0	7	0	0	0	0	0	0	0	0	5	154
4/13/23	8:15	1	72	25	2	8	1	0	3	0	0	0	0	0	3	115
4/13/23	8:30	0	63	24	2	10	0	0	6	2	0	0	0	0	1	108
4/13/23	8:45	1	59	29	2	6	0	0	4	0	0	0	0	0	3	104
4/13/23	9:00	0	44	23	4	3	0	0	1	1	0	0	0	0	4	80
4/13/23	9:15	1	79	35	0	13	0	0	3	1	0	0	0	0	3	135
4/13/23	9:30	1	63	15	1	1	0	0	1	1	0	0	0	0	0	83
4/13/23	9:45	0	58	24	2	9	0	0	1	0	0	0	0	0	9	103
4/13/23	10:00	0	55	16	5	3	2	0	2	0	0	0	0	0	0	83
4/13/23	10:15	1	46	23	1	7	0	0	0	0	1	0	0	0	4	83
4/13/23	10:30	1	65	20	1	7	0	0	1	2	0	0	0	0	3	100
4/13/23	10:45	2	54	23	1	7	0	0	2	2	0	0	0	0	8	99
4/13/23	11:00	1	65	31	2	3	0	0	1	1	0	0	0	0	1	105
4/13/23	11:15	0	56	19	0	10	0	0	0	2	0	0	0	0	1	88
4/13/23	11:30	0	81	18	2	12	0	0	1	0	0	0	0	0	2	116
4/13/23	11:45	0	69	23	0	6	0	0	1	0	0	0	0	0	2	101
4/13/23	12:00	0	87	23	0	5	0	0	3	0	0	0	0	0	2	120
4/13/23	12:15	0	83	28	1	5	0	0	3	0	0	0	0	0	2	122
4/13/23	12:30	1	87	19	0	7	1	0	0	0	0	0	0	0	1	116
4/13/23	12:45	0	82	17	1	7	0	0	3	0	0	0	0	0	3	113
4/13/23	13:00	0	72	20	1	12	0	0	0	1	0	0	0	0	7	113
4/13/23	13:15	1	69	22	1	7	0	0	0	0	0	0	0	0	2	102
4/13/23	13:30	0	70	20	1	2	0	0	1	0	0	0	0	0	4	98
4/13/23	13:45	1	83	23	0	2	0	0	1	0	0	0	0	0	5	115
4/13/23	14:00	2	78	33	0	4	0	0	0	1	0	0	0	0	5	123
4/13/23	14:15	1	85	32	0	8	1	0	0	0	0	0	0	0	6	133
4/13/23	14:30	0	97	31	2	9	0	2	0	0	0	0	0	0	4	145
4/13/23	14:45	0	113	36	0	7	1	0	1	1	0	0	0	0	5	164
4/13/23	15:00	1	162	34	0	11	1	0	3	0	0	0	0	0	5	217

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/13/23	15:15	2	86	29	1	4	0	0	0	1	1	0	0	0	11	135
4/13/23	15:30	0	99	32	0	8	0	0	2	2	0	0	0	0	7	150
4/13/23	15:45	1	105	26	1	2	0	0	2	0	0	0	0	0	6	143
4/13/23	16:00	1	94	43	1	9	0	0	1	1	0	0	0	0	1	151
4/13/23	16:15	2	108	21	3	6	0	0	1	0	0	0	0	0	5	146
4/13/23	16:30	4	138	38	1	7	0	0	1	0	0	0	0	0	10	199
4/13/23	16:45	6	134	31	1	5	0	0	2	0	0	0	0	0	3	182
4/13/23	17:00	0	138	33	0	8	0	0	2	0	0	0	0	0	2	183
4/13/23	17:15	6	128	29	0	7	1	0	1	1	0	0	0	0	9	182
4/13/23	17:30	1	145	32	1	4	0	0	3	0	0	0	0	0	9	195
4/13/23	17:45	0	113	29	0	11	0	0	1	0	0	0	0	0	3	157
4/13/23	18:00	0	129	26	0	6	0	0	1	0	0	0	0	0	5	167
4/13/23	18:15	0	97	18	1	4	0	0	0	0	0	0	0	0	5	125
4/13/23	18:30	0	75	12	2	5	0	0	1	0	0	0	0	0	0	95
4/13/23	18:45	0	76	12	0	1	0	0	1	1	0	0	0	0	3	94
4/13/23	19:00	2	52	13	0	3	0	0	0	0	0	0	0	0	3	73
4/13/23	19:15	1	43	8	1	3	0	0	0	0	0	0	0	0	0	56
4/13/23	19:30	0	46	10	0	1	0	0	0	0	0	0	0	0	0	57
4/13/23	19:45	1	52	7	0	1	0	0	0	0	0	0	0	0	0	61
4/13/23	20:00	0	43	3	0	0	0	0	0	0	0	0	0	0	1	47
4/13/23	20:15	0	37	7	0	0	0	0	0	0	0	0	0	0	1	45
4/13/23	20:30	0	25	9	0	2	0	0	0	0	0	0	0	0	0	36
4/13/23	20:45	0	23	8	0	0	0	0	0	0	0	0	0	0	0	31
4/13/23	21:00	2	40	5	0	0	0	0	0	0	0	0	0	0	3	50
4/13/23	21:15	0	31	2	0	0	0	0	0	0	0	0	0	0	0	33
4/13/23	21:30	0	35	7	0	0	0	0	0	0	0	0	0	0	0	42
4/13/23	21:45	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
4/13/23	22:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
4/13/23	22:15	2	17	1	0	0	0	0	0	0	0	0	0	0	0	20
4/13/23	22:30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24
4/13/23	22:45	0	34	11	0	2	0	0	0	0	0	0	0	0	0	47
4/13/23	23:00	0	26	9	0	0	0	0	0	0	0	0	0	0	0	35
4/13/23	23:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
4/13/23	23:30	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
4/13/23	23:45	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
4/14/23	0:00	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
4/14/23	0:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
4/14/23	0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	0:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/14/23	1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	1:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/14/23	1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/14/23	1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/14/23	2:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/14/23	2:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	2:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/14/23	2:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/14/23	3:00	0	2	2	0	0	1	0	0	0	0	0	0	0	0	5
4/14/23	3:15	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	3:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
4/14/23	3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/14/23	4:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/14/23	4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
4/14/23	4:45	1	10	1	0	0	0	0	0	0	0	0	0	0	0	12
4/14/23	5:00	0	8	3	0	0	0	0	0	1	0	0	0	0	1	13
4/14/23	5:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/14/23	5:30	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
4/14/23	5:45	0	24	5	0	1	0	0	0	0	0	0	0	0	0	30
4/14/23	6:00	0	17	6	0	2	0	0	0	0	0	0	0	0	1	26
4/14/23	6:15	0	29	11	0	4	0	0	0	1	0	0	0	0	0	45
4/14/23	6:30	0	64	17	2	4	0	0	0	0	0	0	0	0	1	88
4/14/23	6:45	0	65	13	0	3	1	0	0	0	0	0	0	0	0	82
4/14/23	7:00	1	55	22	0	4	0	0	0	0	0	0	0	0	1	83
4/14/23	7:15	1	79	18	0	4	0	0	0	1	0	0	0	0	1	104
4/14/23	7:30	1	129	27	1	10	1	0	3	0	0	0	0	0	5	177
4/14/23	7:45	1	105	43	0	7	0	0	0	0	0	0	0	0	6	162
4/14/23	8:00	0	83	19	1	4	1	0	1	1	0	0	0	0	3	113
4/14/23	8:15	0	45	21	0	6	0	0	1	1	0	0	0	0	3	77
4/14/23	8:30	0	55	19	1	1	0	0	0	0	0	0	0	0	2	78
4/14/23	8:45	0	67	29	1	4	1	0	0	0	0	0	0	0	2	104
4/14/23	9:00	0	53	18	1	8	1	0	2	0	0	0	0	0	1	84
4/14/23	9:15	1	53	18	0	4	0	0	2	0	0	0	0	0	0	78
4/14/23	9:30	1	57	23	2	10	1	0	3	0	0	0	0	0	4	101
4/14/23	9:45	0	54	16	0	2	0	0	4	2	0	0	0	0	0	78
4/14/23	10:00	1	58	12	4	5	0	0	2	0	0	0	0	0	2	84
4/14/23	10:15	0	60	22	1	2	1	0	1	0	0	0	0	0	2	89
4/14/23	10:30	0	54	18	2	13	0	0	1	0	0	0	0	0	1	89
4/14/23	10:45	1	61	28	2	6	1	0	1	0	0	0	0	0	0	100
4/14/23	11:00	0	73	27	1	1	1	0	1	1	0	0	0	0	1	106
4/14/23	11:15	0	55	22	1	3	1	0	2	1	0	0	0	0	0	85
4/14/23	11:30	0	79	16	1	1	2	0	2	2	0	0	0	0	0	103
4/14/23	11:45	2	65	22	3	6	0	0	0	2	0	0	0	0	4	104
4/14/23	12:00	1	71	22	1	5	0	0	2	0	0	0	0	0	0	102
4/14/23	12:15	0	83	25	0	10	0	0	0	0	0	0	0	0	1	119
4/14/23	12:30	0	78	26	1	9	0	0	0	0	0	0	0	0	4	118
4/14/23	12:45	1	80	31	0	4	0	0	3	1	0	0	0	0	5	125
4/14/23	13:00	0	83	28	3	9	0	0	2	1	0	0	0	0	0	126
4/14/23	13:15	0	76	27	2	8	0	0	1	0	0	0	0	0	2	116
4/14/23	13:30	0	93	20	0	6	0	0	1	0	0	0	0	0	1	121
4/14/23	13:45	0	75	17	1	6	0	0	0	1	0	0	0	0	4	104
4/14/23	14:00	3	84	27	0	1	0	0	2	0	0	0	0	0	4	121
4/14/23	14:15	0	89	30	0	6	0	0	3	1	0	0	0	0	0	129
4/14/23	14:30	0	99	35	2	10	0	0	1	0	0	0	0	0	1	148
4/14/23	14:45	0	151	45	1	8	0	0	1	0	0	0	0	0	6	212
4/14/23	15:00	1	147	32	0	7	0	0	2	2	0	0	0	0	9	200
4/14/23	15:15	1	114	22	0	5	0	0	1	2	0	0	0	0	2	147
4/14/23	15:30	0	94	21	1	7	1	0	0	0	0	0	0	0	3	127
4/14/23	15:45	1	95	24	0	6	0	0	2	0	0	0	0	0	11	139
4/14/23	16:00	0	122	31	0	5	1	0	0	1	0	0	0	0	10	170
4/14/23	16:15	0	149	29	4	9	0	0	3	0	0	0	0	0	6	200
4/14/23	16:30	0	120	24	0	5	0	0	1	2	0	0	0	0	2	154

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/14/23	16:45	0	104	27	1	2	0	0	2	0	0	0	0	0	1	137
4/14/23	17:00	0	147	35	0	3	0	0	0	0	0	0	0	0	8	193
4/14/23	17:15	2	140	31	0	5	1	0	0	0	0	0	0	0	5	184
4/14/23	17:30	0	124	20	2	6	0	0	3	0	0	0	0	0	3	158
4/14/23	17:45	0	132	24	0	4	0	0	1	0	0	0	0	0	3	164
4/14/23	18:00	0	124	22	0	2	0	0	2	0	0	0	0	0	3	153
4/14/23	18:15	0	114	18	0	7	0	0	0	0	0	0	0	0	4	143
4/14/23	18:30	1	105	23	0	0	0	1	0	0	0	0	0	0	4	134
4/14/23	18:45	2	81	13	1	3	0	0	1	1	0	0	0	0	3	105
4/14/23	19:00	1	59	16	0	4	0	0	0	0	0	0	0	0	0	80
4/14/23	19:15	0	82	13	1	3	0	0	0	0	0	0	0	0	3	102
4/14/23	19:30	0	44	7	0	1	0	0	0	0	0	0	0	0	0	52
4/14/23	19:45	0	43	8	0	3	0	0	0	0	0	0	0	0	2	56
4/14/23	20:00	0	52	4	0	3	0	0	0	0	0	0	0	0	1	60
4/14/23	20:15	0	33	9	0	0	0	0	0	0	0	0	0	0	0	42
4/14/23	20:30	0	37	7	0	1	0	0	0	0	0	0	0	0	0	45
4/14/23	20:45	0	48	2	0	2	0	0	0	0	0	0	0	0	0	52
4/14/23	21:00	0	32	8	0	0	0	0	0	0	0	0	0	0	0	40
4/14/23	21:15	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
4/14/23	21:30	1	34	3	0	0	0	0	0	0	0	0	0	0	0	38
4/14/23	21:45	0	29	5	0	1	0	0	0	0	0	0	0	0	0	35
4/14/23	22:00	0	38	7	0	1	0	0	0	0	0	0	0	0	0	46
4/14/23	22:15	0	21	8	0	1	1	0	0	0	0	0	0	0	0	31
4/14/23	22:30	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
4/14/23	22:45	1	43	8	0	1	1	0	0	0	0	0	0	0	1	55
4/14/23	23:00	0	29	11	0	1	0	0	0	0	0	0	0	0	0	41
4/14/23	23:15	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
4/14/23	23:30	1	16	3	0	1	0	0	0	0	0	0	0	0	0	21
4/14/23	23:45	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
4/15/23	0:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4/15/23	0:15	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
4/15/23	0:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/15/23	0:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4/15/23	1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/15/23	1:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/15/23	1:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/15/23	1:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4/15/23	2:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/15/23	3:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
4/15/23	3:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
4/15/23	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/15/23	3:45	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
4/15/23	4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/15/23	4:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	4:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4/15/23	4:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4/15/23	5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/15/23	5:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	5:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
4/15/23	5:45	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
4/15/23	6:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4/15/23	6:15	0	6	2	0	1	0	0	1	0	0	0	0	0	0	10
4/15/23	6:30	0	33	1	0	1	0	0	0	0	0	0	0	0	0	35
4/15/23	6:45	0	13	1	0	1	0	0	1	0	0	0	0	0	0	16
4/15/23	7:00	1	18	6	1	0	0	0	0	0	0	0	0	0	0	26
4/15/23	7:15	0	25	5	0	2	0	0	1	0	0	0	0	0	0	33
4/15/23	7:30	0	17	5	0	2	0	0	0	0	0	0	0	0	1	25
4/15/23	7:45	0	15	8	0	1	0	0	1	0	0	0	0	0	1	26
4/15/23	8:00	0	26	2	0	1	0	0	1	0	0	0	0	0	0	30
4/15/23	8:15	0	26	7	0	2	0	0	0	0	0	0	0	0	0	35
4/15/23	8:30	0	40	6	0	2	0	0	0	0	0	0	0	0	0	48
4/15/23	8:45	1	42	8	0	2	0	0	0	0	0	0	0	0	1	54
4/15/23	9:00	0	36	4	0	2	0	0	0	0	0	0	0	0	1	43
4/15/23	9:15	0	45	13	0	2	0	0	0	0	0	0	0	0	0	60
4/15/23	9:30	0	51	8	0	2	0	0	0	0	0	0	0	0	0	61
4/15/23	9:45	3	62	16	0	0	0	0	1	0	0	0	0	0	2	84
4/15/23	10:00	2	33	9	0	5	0	0	1	0	0	0	0	0	4	54
4/15/23	10:15	0	57	11	0	2	0	0	0	0	0	0	0	0	0	70
4/15/23	10:30	1	64	16	0	0	0	0	0	0	0	0	0	0	1	82
4/15/23	10:45	1	63	15	0	1	0	0	2	0	0	0	0	0	0	82
4/15/23	11:00	2	73	16	0	2	0	0	1	0	0	0	0	0	1	95
4/15/23	11:15	3	73	21	0	2	1	0	1	0	1	0	0	0	4	106
4/15/23	11:30	4	84	14	0	2	0	0	1	0	0	0	0	0	0	105
4/15/23	11:45	5	68	9	0	4	0	0	1	0	0	0	0	0	1	88
4/15/23	12:00	4	69	18	0	1	0	0	0	0	0	0	0	0	4	96
4/15/23	12:15	10	63	20	0	1	0	0	0	0	0	0	0	0	3	97
4/15/23	12:30	6	56	12	0	2	0	0	0	0	0	0	0	0	0	76
4/15/23	12:45	1	68	14	0	4	0	0	0	0	0	0	0	0	0	87
4/15/23	13:00	4	69	16	0	1	0	0	0	0	0	0	0	0	4	94
4/15/23	13:15	4	83	20	0	1	0	0	0	0	0	0	0	0	3	111
4/15/23	13:30	7	76	17	1	3	0	0	0	1	0	0	0	0	3	108
4/15/23	13:45	6	81	12	0	1	0	0	0	0	0	0	0	0	4	104
4/15/23	14:00	5	88	8	0	5	0	0	1	0	0	0	0	0	4	111
4/15/23	14:15	9	83	18	0	3	0	0	1	0	0	0	0	0	1	115
4/15/23	14:30	6	74	14	0	1	0	0	0	0	0	0	0	0	6	101
4/15/23	14:45	2	77	15	0	1	0	0	2	0	0	0	0	0	3	100
4/15/23	15:00	17	65	16	0	0	0	0	0	0	0	0	0	0	3	101
4/15/23	15:15	4	79	12	0	2	0	0	0	0	0	0	0	0	0	97
4/15/23	15:30	4	81	14	0	1	0	0	0	0	0	0	0	0	5	105
4/15/23	15:45	3	76	19	0	1	0	0	1	0	0	0	0	0	5	105
4/15/23	16:00	3	72	17	0	2	0	0	1	0	0	0	0	0	2	97
4/15/23	16:15	6	84	12	0	2	0	0	0	0	0	0	0	0	0	104
4/15/23	16:30	1	77	15	0	3	0	0	0	0	0	0	0	0	3	99
4/15/23	16:45	3	99	20	0	2	0	0	0	1	0	0	0	0	0	125
4/15/23	17:00	7	135	22	0	3	0	0	1	0	0	0	0	0	9	177
4/15/23	17:15	2	78	10	0	0	0	0	0	0	0	0	0	0	2	92
4/15/23	17:30	0	79	17	0	2	0	0	0	0	0	0	0	0	0	98
4/15/23	17:45	1	81	19	0	1	0	0	0	0	0	0	0	0	1	103

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/15/23	18:00	0	53	10	0	1	0	0	0	0	0	0	0	0	3	67
4/15/23	18:15	1	48	14	0	0	0	0	0	0	0	0	0	0	0	63
4/15/23	18:30	0	61	14	0	2	1	0	1	0	0	0	0	0	7	86
4/15/23	18:45	1	51	6	0	1	0	0	0	0	0	0	0	0	1	60
4/15/23	19:00	1	53	10	0	1	0	0	0	0	0	0	0	0	0	65
4/15/23	19:15	0	48	10	0	2	0	0	0	0	0	0	0	0	2	62
4/15/23	19:30	1	52	14	0	2	0	0	0	0	0	0	0	0	0	69
4/15/23	19:45	1	40	9	0	0	0	0	0	0	0	0	0	0	1	51
4/15/23	20:00	0	43	5	0	2	0	0	0	0	0	0	0	0	0	50
4/15/23	20:15	0	36	8	0	0	0	0	0	0	0	0	0	0	2	46
4/15/23	20:30	3	33	6	0	1	0	0	0	0	0	0	0	0	0	43
4/15/23	20:45	0	36	4	0	1	0	0	0	0	0	0	0	0	0	41
4/15/23	21:00	1	28	5	0	0	0	0	0	0	0	0	0	0	2	36
4/15/23	21:15	0	36	4	1	1	0	0	0	0	0	0	0	0	0	42
4/15/23	21:30	3	22	4	0	1	0	0	0	0	0	0	0	0	0	30
4/15/23	21:45	0	22	8	0	1	0	0	0	0	0	0	0	0	0	31
4/15/23	22:00	0	29	5	0	0	0	0	0	0	0	0	0	0	0	34
4/15/23	22:15	0	22	6	0	2	0	0	0	0	0	0	0	0	2	32
4/15/23	22:30	2	29	1	0	0	0	0	0	0	0	0	0	0	0	32
4/15/23	22:45	0	17	1	0	0	0	0	0	0	0	0	0	0	2	20
4/15/23	23:00	0	12	0	0	0	0	0	0	0	0	0	0	0	1	13
4/15/23	23:15	1	20	3	0	0	0	0	0	0	0	0	0	0	0	24
4/15/23	23:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
4/15/23	23:45	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
4/16/23	0:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	0:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
4/16/23	0:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	1:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	1:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	1:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	2:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4/16/23	2:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	2:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	2:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
4/16/23	3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/16/23	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/16/23	4:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4/16/23	4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/16/23	4:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	5:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	5:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
4/16/23	5:30	1	7	3	0	0	0	0	0	0	0	0	0	0	0	11
4/16/23	5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4/16/23	6:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4/16/23	6:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
4/16/23	6:30	1	11	1	0	0	0	0	0	0	0	0	0	0	0	13

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	6:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4/16/23	7:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
4/16/23	7:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
4/16/23	7:30	0	11	3	0	0	0	0	0	0	0	0	0	0	2	16
4/16/23	7:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4/16/23	8:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4/16/23	8:15	0	12	7	0	0	0	0	0	0	0	0	0	0	0	19
4/16/23	8:30	0	27	6	0	0	0	0	0	0	0	0	0	0	1	34
4/16/23	8:45	0	33	7	0	0	0	0	1	0	0	0	0	0	0	41
4/16/23	9:00	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
4/16/23	9:15	0	28	2	0	0	0	0	0	0	0	0	0	0	0	30
4/16/23	9:30	0	35	2	0	0	0	0	0	0	0	0	0	0	0	37
4/16/23	9:45	1	39	6	0	5	0	0	0	0	0	0	0	0	1	52
4/16/23	10:00	1	43	10	0	1	0	0	0	0	0	0	0	0	2	57
4/16/23	10:15	1	49	9	0	1	0	0	0	0	0	0	0	0	0	60
4/16/23	10:30	0	45	10	0	2	0	0	0	0	0	0	0	0	0	57
4/16/23	10:45	0	44	12	0	0	0	0	0	0	0	0	0	0	2	58
4/16/23	11:00	0	52	8	0	0	0	0	0	0	0	0	0	0	2	62
4/16/23	11:15	0	36	6	0	1	0	0	0	0	0	0	0	0	2	45
4/16/23	11:30	1	64	10	0	0	0	0	0	0	0	0	0	0	0	75
4/16/23	11:45	0	58	5	0	2	0	0	0	0	0	0	0	0	0	65
4/16/23	12:00	1	52	15	0	0	0	0	1	0	0	0	0	0	0	69
4/16/23	12:15	0	76	11	0	1	0	0	0	0	0	0	0	0	2	90
4/16/23	12:30	0	75	8	0	4	0	0	0	0	0	0	0	0	2	89
4/16/23	12:45	0	68	23	0	2	0	0	0	0	0	0	0	0	1	94
4/16/23	13:00	0	65	13	0	1	0	0	0	0	0	0	0	0	0	79
4/16/23	13:15	0	65	18	0	1	0	0	1	0	0	0	0	0	0	85
4/16/23	13:30	2	53	14	0	2	0	0	0	0	0	0	0	0	2	73
4/16/23	13:45	1	75	12	0	3	0	0	0	0	0	0	0	0	1	92
4/16/23	14:00	0	72	21	0	3	0	0	0	0	0	0	0	0	1	97
4/16/23	14:15	0	64	14	0	1	0	0	1	0	0	0	0	0	4	84
4/16/23	14:30	3	56	11	0	0	0	0	0	0	0	0	0	0	2	72
4/16/23	14:45	1	74	8	0	1	0	0	1	0	0	0	0	0	2	87
4/16/23	15:00	1	75	8	0	0	0	0	0	0	0	0	0	0	3	87
4/16/23	15:15	0	52	8	0	1	0	0	0	0	0	0	0	0	1	62
4/16/23	15:30	0	68	14	0	0	0	0	0	0	0	0	0	0	1	83
4/16/23	15:45	1	60	3	0	2	0	0	0	0	0	0	0	0	3	69
4/16/23	16:00	1	55	16	0	2	0	0	0	0	0	0	0	0	1	75
4/16/23	16:15	0	63	13	0	0	0	0	0	0	0	0	0	0	0	76
4/16/23	16:30	1	55	11	0	1	0	0	0	0	0	0	0	0	0	68
4/16/23	16:45	0	53	13	0	2	0	0	0	0	0	0	0	0	5	73
4/16/23	17:00	0	56	13	0	0	0	0	0	0	0	0	0	0	0	69
4/16/23	17:15	0	52	10	0	0	0	0	0	0	0	0	0	0	2	64
4/16/23	17:30	0	59	8	0	4	0	0	0	0	0	0	0	0	0	71
4/16/23	17:45	3	61	9	0	2	1	0	0	0	0	0	0	0	1	77
4/16/23	18:00	0	74	16	0	0	0	0	0	0	0	0	0	0	2	92
4/16/23	18:15	0	73	12	0	3	0	0	0	0	0	0	0	0	0	88
4/16/23	18:30	0	54	8	0	1	0	0	1	0	0	0	0	0	1	65
4/16/23	18:45	0	52	10	0	1	0	0	0	0	0	0	0	0	0	63
4/16/23	19:00	0	49	15	0	2	0	0	0	0	0	0	0	0	0	66
4/16/23	19:15	0	35	6	0	2	0	0	0	0	0	0	0	0	0	43

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/16/23	19:30	0	52	3	0	1	0	0	0	0	0	0	0	0	0	56
4/16/23	19:45	0	44	10	0	0	0	0	0	1	0	0	0	0	0	55
4/16/23	20:00	0	36	7	0	2	0	0	0	0	0	0	0	0	0	45
4/16/23	20:15	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
4/16/23	20:30	1	37	11	0	1	0	0	0	0	0	0	0	0	0	50
4/16/23	20:45	0	24	2	0	2	0	0	0	0	0	0	0	1	2	31
4/16/23	21:00	2	21	2	0	0	2	0	0	0	0	0	0	0	0	27
4/16/23	21:15	0	17	0	0	2	0	0	0	1	0	0	0	0	0	20
4/16/23	21:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
4/16/23	21:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
4/16/23	22:00	1	23	4	0	0	0	0	0	0	0	0	0	0	0	28
4/16/23	22:15	1	21	3	0	1	0	0	0	0	0	0	0	0	0	26
4/16/23	22:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4/16/23	22:45	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
4/16/23	23:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
4/16/23	23:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
4/16/23	23:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4/16/23	23:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4/17/23	0:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4/17/23	0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	0:45	0	9	0	0	0	1	0	0	0	0	0	0	0	0	10
4/17/23	1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
4/17/23	1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	2:00	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
4/17/23	2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	2:45	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
4/17/23	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4/17/23	3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4/17/23	3:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4/17/23	4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	4:15	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
4/17/23	4:30	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
4/17/23	4:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
4/17/23	5:00	0	7	1	0	0	0	0	0	1	0	0	0	0	0	9
4/17/23	5:15	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
4/17/23	5:30	0	23	6	0	0	0	0	0	0	0	0	0	0	0	29
4/17/23	5:45	0	32	7	0	0	0	0	0	0	0	0	0	0	0	39
4/17/23	6:00	1	23	9	0	0	0	1	0	0	0	0	0	0	0	34
4/17/23	6:15	1	34	15	1	4	0	0	0	0	0	0	0	0	0	55
4/17/23	6:30	0	52	12	2	4	0	0	0	0	0	0	0	0	3	73
4/17/23	6:45	1	74	19	0	4	1	0	2	0	0	0	0	0	1	102
4/17/23	7:00	0	56	16	1	3	0	0	0	0	0	0	0	0	1	77
4/17/23	7:15	2	79	26	3	7	1	0	1	0	0	0	0	0	6	125
4/17/23	7:30	2	112	32	0	5	0	0	1	1	0	0	0	0	2	155
4/17/23	7:45	0	134	43	0	7	1	0	2	1	0	0	0	0	3	191
4/17/23	8:00	0	89	33	0	9	2	0	1	0	0	0	0	0	6	140

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	8:15	0	54	18	1	3	0	0	2	1	0	0	0	0	3	82
4/17/23	8:30	0	57	19	1	8	0	0	2	0	0	0	0	0	1	88
4/17/23	8:45	2	54	22	0	7	0	0	1	2	0	0	0	0	1	89
4/17/23	9:00	0	53	25	1	7	0	0	3	0	0	0	0	0	3	92
4/17/23	9:15	0	48	20	0	8	0	0	2	1	0	0	0	0	1	80
4/17/23	9:30	0	53	28	3	5	0	0	1	0	0	0	0	0	1	91
4/17/23	9:45	2	68	15	1	4	1	0	2	1	0	0	0	0	7	101
4/17/23	10:00	0	47	21	2	7	0	0	1	0	0	0	0	0	0	78
4/17/23	10:15	0	57	22	1	8	0	0	2	0	0	0	0	0	0	90
4/17/23	10:30	4	65	24	3	5	2	0	1	1	0	0	0	0	1	106
4/17/23	10:45	0	46	17	2	3	0	0	2	1	0	0	0	0	2	73
4/17/23	11:00	0	38	29	1	8	0	0	3	0	0	0	0	0	4	83
4/17/23	11:15	4	64	20	2	6	2	0	3	0	0	0	0	0	3	104
4/17/23	11:30	0	79	18	0	6	0	0	2	0	0	0	0	0	1	106
4/17/23	11:45	1	75	28	2	3	0	0	2	0	0	0	0	0	4	115
4/17/23	12:00	1	64	20	1	3	0	0	1	2	0	0	0	0	2	94
4/17/23	12:15	1	68	20	1	8	0	0	2	0	0	0	0	0	1	101
4/17/23	12:30	1	74	29	1	4	1	0	2	0	0	0	0	0	2	114
4/17/23	12:45	0	68	14	0	5	2	0	2	0	0	0	0	0	2	93
4/17/23	13:00	0	45	30	1	8	0	0	0	0	0	0	0	0	2	86
4/17/23	13:15	0	68	26	2	9	0	0	1	1	0	0	0	0	4	111
4/17/23	13:30	0	74	35	1	4	0	0	0	0	0	0	0	0	2	116
4/17/23	13:45	0	72	17	2	5	1	0	0	1	0	0	0	0	1	99
4/17/23	14:00	1	83	21	0	1	0	0	2	1	0	0	0	0	6	115
4/17/23	14:15	0	100	23	1	6	0	0	0	1	0	0	0	0	3	134
4/17/23	14:30	0	97	21	1	8	0	0	1	0	0	0	0	0	4	132
4/17/23	14:45	3	110	41	1	4	0	0	2	1	0	0	0	0	7	169
4/17/23	15:00	2	113	41	0	8	1	0	0	0	0	0	0	0	5	170
4/17/23	15:15	1	105	16	1	8	0	0	1	1	0	0	0	0	7	140
4/17/23	15:30	0	105	21	1	6	0	0	1	1	0	0	0	0	2	137
4/17/23	15:45	1	109	33	0	4	0	0	1	0	0	0	0	0	6	154
4/17/23	16:00	0	105	24	0	10	0	0	0	0	0	0	0	0	5	144
4/17/23	16:15	0	92	23	0	4	0	0	3	0	0	0	0	0	3	125
4/17/23	16:30	1	135	35	1	10	1	0	1	0	0	0	0	0	9	193
4/17/23	16:45	1	108	32	1	7	1	0	1	0	0	0	0	0	6	157
4/17/23	17:00	0	123	46	1	11	0	0	2	0	0	0	0	0	1	184
4/17/23	17:15	6	132	20	1	4	0	0	2	1	0	0	0	0	8	174
4/17/23	17:30	3	140	21	2	3	0	0	2	3	0	0	0	0	5	179
4/17/23	17:45	1	167	33	0	5	0	0	3	1	0	0	0	0	9	219
4/17/23	18:00	1	128	21	2	6	0	0	1	0	0	0	0	0	3	162
4/17/23	18:15	0	142	18	1	14	0	0	3	3	0	0	0	0	3	184
4/17/23	18:30	3	116	33	2	8	0	0	1	0	0	0	0	0	7	170
4/17/23	18:45	0	92	20	0	4	0	0	1	0	0	0	0	0	3	120
4/17/23	19:00	0	70	9	0	2	0	0	2	0	0	0	0	0	3	86
4/17/23	19:15	0	53	10	0	2	0	0	0	0	0	0	0	0	0	65
4/17/23	19:30	0	44	8	0	1	0	0	0	0	0	0	0	0	0	53
4/17/23	19:45	1	46	9	0	7	0	0	0	0	0	0	0	0	1	64
4/17/23	20:00	0	27	7	0	0	0	0	0	0	0	0	0	0	0	34
4/17/23	20:15	0	29	4	0	0	0	0	0	0	0	0	0	0	0	33
4/17/23	20:30	2	28	5	0	1	0	0	0	0	0	0	0	0	0	36



Volume/Class Data - 168 Hours (15-min increments)

Division: N/A
 County: Greenville
 City: Columbia
 On Road: Garlington Rd
 Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
 Count Number: 16068620
 Location: N of Roper Mountain Rd
 RR Crossing No: N/A

Speed Limit: 40
 Advisory Speed: N/A

Start Date: 4/11/23
 Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
4/17/23	20:45	0	22	7	0	1	0	0	0	0	0	0	0	0	0	30
4/17/23	21:00	0	37	5	0	1	0	0	0	0	0	0	0	0	0	43
4/17/23	21:15	0	28	3	0	0	0	0	0	0	0	0	0	0	0	31
4/17/23	21:30	0	25	3	0	1	0	0	0	0	0	0	0	0	0	29
4/17/23	21:45	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
4/17/23	22:00	0	17	4	1	1	0	0	0	0	0	0	0	0	0	23
4/17/23	22:15	1	24	0	0	1	0	0	0	0	0	0	0	0	0	26
4/17/23	22:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
4/17/23	22:45	0	34	11	0	0	0	0	0	0	0	0	0	0	0	45
4/17/23	23:00	0	30	8	0	0	0	0	0	0	0	0	0	0	0	38
4/17/23	23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4/17/23	23:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4/17/23	23:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11

Total	608	33,332	8,449	252	1,778	115	9	368	144	4	0	0	0	1	1,184	46,244
Percent	1%	72%	18%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	

Day 1	76	5,474	1,518	57	323	29	3	73	40	0	0	0	0	0	274	7,867
Percent	1%	70%	19%	1%	4%	0%	0%	1%	1%	0%	0%	0%	0%	0%	3%	

Day 2	214	5,374	1,426	44	328	24	2	68	24	0	0	0	0	0	217	7,721
Percent	3%	70%	18%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	

Day 3	58	5,186	1,444	50	332	17	2	65	22	3	0	0	0	0	206	7,385
Percent	1%	70%	20%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	

Day 4	29	5,364	1,370	45	299	20	1	60	25	0	0	0	0	0	154	7,367
Percent	0%	73%	19%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	0%	2%	

Day 5	153	3,835	747	3	103	2	0	22	3	1	0	0	0	0	105	4,974
Percent	3%	77%	15%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	

Day 6	26	3,027	557	0	65	3	0	6	2	0	0	0	0	1	51	3,738
Percent	1%	81%	15%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	

Day 7	52	5,072	1,387	53	328	20	1	74	28	0	0	0	0	0	177	7,192
Percent	1%	71%	19%	1%	5%	0%	0%	1%	0%	0%	0%	0%	0%	0%	2%	

Average	87	4,762	1,207	36	254	16	1	53	21	1	0	0	0	0	169	6,606
Percent	1%	72%	18%	1%	4%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	0:00	3	1	0	0	0	4
4/11/23	0:15	5	0	0	0	0	5
4/11/23	0:30	10	0	0	0	0	10
4/11/23	0:45	9	0	0	0	0	9
4/11/23	1:00	1	1	0	0	0	2
4/11/23	1:15	2	0	0	0	0	2
4/11/23	1:30	4	0	0	0	0	4
4/11/23	1:45	3	0	0	0	0	3
4/11/23	2:00	4	0	0	0	0	4
4/11/23	2:15	3	0	0	0	0	3
4/11/23	2:30	6	0	0	0	0	6
4/11/23	2:45	10	1	0	0	0	11
4/11/23	3:00	7	1	0	0	0	8
4/11/23	3:15	1	0	0	0	0	1
4/11/23	3:30	3	0	0	0	0	3
4/11/23	3:45	2	0	0	0	0	2
4/11/23	4:00	7	0	0	0	0	7
4/11/23	4:15	7	0	0	0	0	7
4/11/23	4:30	5	0	0	0	0	5
4/11/23	4:45	10	0	0	0	0	10
4/11/23	5:00	11	0	0	0	0	11
4/11/23	5:15	6	1	0	0	0	7
4/11/23	5:30	26	1	0	0	2	29
4/11/23	5:45	40	2	0	0	0	42
4/11/23	6:00	30	2	0	0	0	32
4/11/23	6:15	55	9	0	0	0	64
4/11/23	6:30	86	5	1	0	0	92
4/11/23	6:45	92	6	0	0	0	98
4/11/23	7:00	79	5	1	0	0	85
4/11/23	7:15	88	8	0	0	2	98
4/11/23	7:30	156	6	1	0	5	168
4/11/23	7:45	176	8	3	0	7	194
4/11/23	8:00	135	7	4	0	5	151
4/11/23	8:15	97	9	2	0	2	110
4/11/23	8:30	93	7	2	0	1	103
4/11/23	8:45	91	12	4	0	2	109
4/11/23	9:00	77	9	1	0	0	87
4/11/23	9:15	68	8	1	0	0	77
4/11/23	9:30	78	11	4	0	2	95
4/11/23	9:45	81	11	3	0	1	96
4/11/23	10:00	72	9	1	0	0	82
4/11/23	10:15	79	3	5	0	0	87
4/11/23	10:30	80	4	1	0	0	85
4/11/23	10:45	79	11	1	0	1	92
4/11/23	11:00	84	6	0	0	1	91
4/11/23	11:15	90	8	4	0	2	104
4/11/23	11:30	87	4	2	0	1	94
4/11/23	11:45	99	12	1	0	9	121
4/11/23	12:00	110	10	1	0	2	123
4/11/23	12:15	95	5	4	0	3	107
4/11/23	12:30	96	3	1	0	6	106

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/11/23	12:45	96	6	2	0	2	106
4/11/23	13:00	111	6	0	0	2	119
4/11/23	13:15	87	9	4	0	0	100
4/11/23	13:30	106	8	3	0	2	119
4/11/23	13:45	108	5	2	0	1	116
4/11/23	14:00	117	13	2	0	2	134
4/11/23	14:15	123	7	1	0	7	138
4/11/23	14:30	132	5	1	0	4	142
4/11/23	14:45	150	10	2	0	4	166
4/11/23	15:00	169	3	1	0	7	180
4/11/23	15:15	137	8	1	0	5	151
4/11/23	15:30	119	8	4	0	3	134
4/11/23	15:45	158	4	4	0	8	174
4/11/23	16:00	196	13	2	0	9	220
4/11/23	16:15	181	11	1	0	6	199
4/11/23	16:30	194	10	2	0	12	218
4/11/23	16:45	206	8	5	0	10	229
4/11/23	17:00	162	8	4	0	29	203
4/11/23	17:15	156	5	0	0	43	204
4/11/23	17:30	141	6	3	0	17	167
4/11/23	17:45	194	5	3	0	10	212
4/11/23	18:00	154	11	4	0	13	182
4/11/23	18:15	200	9	6	0	9	224
4/11/23	18:30	133	8	1	0	4	146
4/11/23	18:45	94	4	0	0	2	100
4/11/23	19:00	98	2	3	0	0	103
4/11/23	19:15	70	0	3	0	4	77
4/11/23	19:30	55	2	0	0	0	57
4/11/23	19:45	60	1	0	0	1	62
4/11/23	20:00	46	1	0	0	0	47
4/11/23	20:15	51	1	0	0	0	52
4/11/23	20:30	53	1	0	0	1	55
4/11/23	20:45	54	0	1	0	1	56
4/11/23	21:00	38	0	0	0	2	40
4/11/23	21:15	34	0	0	0	0	34
4/11/23	21:30	22	1	0	0	0	23
4/11/23	21:45	28	1	0	0	0	29
4/11/23	22:00	25	0	0	0	0	25
4/11/23	22:15	29	1	0	0	0	30
4/11/23	22:30	27	0	0	0	0	27
4/11/23	22:45	40	3	0	0	0	43
4/11/23	23:00	41	0	0	0	0	41
4/11/23	23:15	15	1	0	0	0	16
4/11/23	23:30	15	0	0	0	0	15
4/11/23	23:45	5	1	0	0	0	6
4/12/23	0:00	9	0	0	0	0	9
4/12/23	0:15	4	0	0	0	0	4
4/12/23	0:30	4	0	0	0	0	4
4/12/23	0:45	9	0	0	0	0	9
4/12/23	1:00	8	0	0	0	0	8
4/12/23	1:15	3	0	0	0	0	3

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	1:30	2	0	0	0	0	2
4/12/23	1:45	2	0	0	0	0	2
4/12/23	2:00	6	0	0	0	0	6
4/12/23	2:15	3	0	0	0	0	3
4/12/23	2:30	3	0	0	0	0	3
4/12/23	2:45	6	1	0	0	0	7
4/12/23	3:00	5	0	0	0	0	5
4/12/23	3:15	6	1	0	0	0	7
4/12/23	3:30	2	0	0	0	0	2
4/12/23	3:45	5	0	0	0	0	5
4/12/23	4:00	8	0	0	0	0	8
4/12/23	4:15	6	0	0	0	0	6
4/12/23	4:30	6	0	0	0	0	6
4/12/23	4:45	12	0	0	0	1	13
4/12/23	5:00	9	0	0	0	0	9
4/12/23	5:15	12	0	0	0	0	12
4/12/23	5:30	30	1	0	0	0	31
4/12/23	5:45	39	0	0	0	0	39
4/12/23	6:00	30	2	0	0	0	32
4/12/23	6:15	47	9	0	0	1	57
4/12/23	6:30	71	7	0	0	2	80
4/12/23	6:45	76	3	2	0	0	81
4/12/23	7:00	82	4	0	0	4	90
4/12/23	7:15	111	4	2	0	2	119
4/12/23	7:30	144	8	3	0	3	158
4/12/23	7:45	162	9	0	0	9	180
4/12/23	8:00	111	13	2	0	7	133
4/12/23	8:15	108	7	1	0	1	117
4/12/23	8:30	103	11	6	0	1	121
4/12/23	8:45	90	11	7	0	0	108
4/12/23	9:00	77	10	2	0	5	94
4/12/23	9:15	76	5	0	0	1	82
4/12/23	9:30	78	8	3	0	3	92
4/12/23	9:45	83	5	1	0	1	90
4/12/23	10:00	61	4	1	0	0	66
4/12/23	10:15	88	8	1	0	1	98
4/12/23	10:30	73	3	4	0	3	83
4/12/23	10:45	70	4	2	0	3	79
4/12/23	11:00	86	5	3	0	4	98
4/12/23	11:15	85	10	2	0	1	98
4/12/23	11:30	88	7	2	0	3	100
4/12/23	11:45	97	6	2	0	3	108
4/12/23	12:00	109	4	3	0	1	117
4/12/23	12:15	118	11	3	0	3	135
4/12/23	12:30	116	9	1	0	3	129
4/12/23	12:45	112	10	0	0	3	125
4/12/23	13:00	110	6	1	0	2	119
4/12/23	13:15	106	7	4	0	6	123
4/12/23	13:30	98	9	2	0	5	114
4/12/23	13:45	97	10	1	0	3	111
4/12/23	14:00	126	7	2	0	1	136
4/12/23	14:15	112	11	3	0	5	131

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/12/23	14:30	97	7	0	0	0	104
4/12/23	14:45	168	9	2	0	5	184
4/12/23	15:00	180	8	0	0	7	195
4/12/23	15:15	98	9	1	0	5	113
4/12/23	15:30	144	3	3	0	4	154
4/12/23	15:45	132	9	1	0	4	146
4/12/23	16:00	160	15	2	0	7	184
4/12/23	16:15	154	12	2	0	4	172
4/12/23	16:30	161	7	0	0	5	173
4/12/23	16:45	161	8	2	0	8	179
4/12/23	17:00	202	8	1	0	8	219
4/12/23	17:15	196	7	0	0	7	210
4/12/23	17:30	186	10	1	0	9	206
4/12/23	17:45	148	6	2	0	4	160
4/12/23	18:00	161	5	2	0	8	176
4/12/23	18:15	112	5	1	0	11	129
4/12/23	18:30	136	3	2	0	2	143
4/12/23	18:45	118	4	1	0	7	130
4/12/23	19:00	86	3	2	0	1	92
4/12/23	19:15	81	2	0	0	0	83
4/12/23	19:30	71	0	0	0	1	72
4/12/23	19:45	60	0	0	0	5	65
4/12/23	20:00	52	1	1	0	2	56
4/12/23	20:15	52	0	0	0	0	52
4/12/23	20:30	64	0	0	0	0	64
4/12/23	20:45	48	1	0	0	2	51
4/12/23	21:00	53	0	0	0	4	57
4/12/23	21:15	36	0	0	0	2	38
4/12/23	21:30	38	0	0	0	1	39
4/12/23	21:45	28	3	0	0	0	31
4/12/23	22:00	30	0	0	0	0	30
4/12/23	22:15	29	0	0	0	0	29
4/12/23	22:30	37	1	0	0	1	39
4/12/23	22:45	53	1	0	0	2	56
4/12/23	23:00	42	0	0	0	0	42
4/12/23	23:15	22	1	0	0	0	23
4/12/23	23:30	12	0	0	0	0	12
4/12/23	23:45	6	0	0	0	0	6
4/13/23	0:00	3	0	0	0	0	3
4/13/23	0:15	6	0	0	0	0	6
4/13/23	0:30	2	1	0	0	0	3
4/13/23	0:45	7	1	0	0	0	8
4/13/23	1:00	5	0	0	0	0	5
4/13/23	1:15	5	1	0	0	0	6
4/13/23	1:30	6	0	0	0	0	6
4/13/23	1:45	4	0	0	0	0	4
4/13/23	2:00	8	1	0	0	0	9
4/13/23	2:15	4	0	0	0	0	4
4/13/23	2:30	5	1	0	0	0	6
4/13/23	2:45	4	0	0	0	0	4
4/13/23	3:00	3	1	0	0	0	4
4/13/23	3:15	1	0	0	0	0	1

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	3:30	1	0	0	0	0	1
4/13/23	3:45	3	0	0	0	0	3
4/13/23	4:00	3	1	0	0	0	4
4/13/23	4:15	6	0	0	0	0	6
4/13/23	4:30	7	0	0	0	0	7
4/13/23	4:45	11	0	0	0	0	11
4/13/23	5:00	13	0	0	0	0	13
4/13/23	5:15	9	0	0	0	0	9
4/13/23	5:30	27	1	0	0	0	28
4/13/23	5:45	36	0	0	0	0	36
4/13/23	6:00	46	3	0	0	0	49
4/13/23	6:15	45	5	0	0	2	52
4/13/23	6:30	71	7	1	0	3	82
4/13/23	6:45	97	3	0	0	2	102
4/13/23	7:00	77	7	0	0	0	84
4/13/23	7:15	109	3	0	0	1	113
4/13/23	7:30	142	7	1	0	7	157
4/13/23	7:45	168	6	4	0	4	182
4/13/23	8:00	142	7	0	0	5	154
4/13/23	8:15	98	11	3	0	3	115
4/13/23	8:30	87	12	8	0	1	108
4/13/23	8:45	89	8	4	0	3	104
4/13/23	9:00	67	7	2	0	4	80
4/13/23	9:15	115	13	4	0	3	135
4/13/23	9:30	79	2	2	0	0	83
4/13/23	9:45	82	11	1	0	9	103
4/13/23	10:00	71	10	2	0	0	83
4/13/23	10:15	70	8	1	0	4	83
4/13/23	10:30	86	8	3	0	3	100
4/13/23	10:45	79	8	4	0	8	99
4/13/23	11:00	97	5	2	0	1	105
4/13/23	11:15	75	10	2	0	1	88
4/13/23	11:30	99	14	1	0	2	116
4/13/23	11:45	92	6	1	0	2	101
4/13/23	12:00	110	5	3	0	2	120
4/13/23	12:15	111	6	3	0	2	122
4/13/23	12:30	107	8	0	0	1	116
4/13/23	12:45	99	8	3	0	3	113
4/13/23	13:00	92	13	1	0	7	113
4/13/23	13:15	92	8	0	0	2	102
4/13/23	13:30	90	3	1	0	4	98
4/13/23	13:45	107	2	1	0	5	115
4/13/23	14:00	113	4	1	0	5	123
4/13/23	14:15	118	9	0	0	6	133
4/13/23	14:30	128	13	0	0	4	145
4/13/23	14:45	149	8	2	0	5	164
4/13/23	15:00	197	12	3	0	5	217
4/13/23	15:15	117	5	2	0	11	135
4/13/23	15:30	131	8	4	0	7	150
4/13/23	15:45	132	3	2	0	6	143
4/13/23	16:00	138	10	2	0	1	151

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/13/23	16:15	131	9	1	0	5	146
4/13/23	16:30	180	8	1	0	10	199
4/13/23	16:45	171	6	2	0	3	182
4/13/23	17:00	171	8	2	0	2	183
4/13/23	17:15	163	8	2	0	9	182
4/13/23	17:30	178	5	3	0	9	195
4/13/23	17:45	142	11	1	0	3	157
4/13/23	18:00	155	6	1	0	5	167
4/13/23	18:15	115	5	0	0	5	125
4/13/23	18:30	87	7	1	0	0	95
4/13/23	18:45	88	1	2	0	3	94
4/13/23	19:00	67	3	0	0	3	73
4/13/23	19:15	52	4	0	0	0	56
4/13/23	19:30	56	1	0	0	0	57
4/13/23	19:45	60	1	0	0	0	61
4/13/23	20:00	46	0	0	0	1	47
4/13/23	20:15	44	0	0	0	1	45
4/13/23	20:30	34	2	0	0	0	36
4/13/23	20:45	31	0	0	0	0	31
4/13/23	21:00	47	0	0	0	3	50
4/13/23	21:15	33	0	0	0	0	33
4/13/23	21:30	42	0	0	0	0	42
4/13/23	21:45	22	0	0	0	0	22
4/13/23	22:00	23	0	0	0	0	23
4/13/23	22:15	20	0	0	0	0	20
4/13/23	22:30	24	0	0	0	0	24
4/13/23	22:45	45	2	0	0	0	47
4/13/23	23:00	35	0	0	0	0	35
4/13/23	23:15	13	0	0	0	0	13
4/13/23	23:30	12	0	0	0	0	12
4/13/23	23:45	8	0	0	0	0	8
4/14/23	0:00	6	1	0	0	0	7
4/14/23	0:15	11	0	0	0	0	11
4/14/23	0:30	3	0	0	0	0	3
4/14/23	0:45	4	0	0	0	0	4
4/14/23	1:00	5	0	0	0	0	5
4/14/23	1:15	6	0	0	0	0	6
4/14/23	1:30	6	0	0	0	0	6
4/14/23	1:45	2	0	0	0	0	2
4/14/23	2:00	7	0	0	0	0	7
4/14/23	2:15	5	0	0	0	0	5
4/14/23	2:30	7	0	0	0	0	7
4/14/23	2:45	8	0	0	0	0	8
4/14/23	3:00	4	1	0	0	0	5
4/14/23	3:15	5	0	0	0	0	5
4/14/23	3:30	1	1	0	0	0	2
4/14/23	3:45	5	0	0	0	0	5
4/14/23	4:00	3	0	0	0	0	3
4/14/23	4:15	7	0	0	0	0	7
4/14/23	4:30	4	0	0	0	1	5
4/14/23	4:45	12	0	0	0	0	12
4/14/23	5:00	11	0	1	0	1	13

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	5:15	5	0	0	0	0	5
4/14/23	5:30	25	1	0	0	0	26
4/14/23	5:45	29	1	0	0	0	30
4/14/23	6:00	23	2	0	0	1	26
4/14/23	6:15	40	4	1	0	0	45
4/14/23	6:30	81	6	0	0	1	88
4/14/23	6:45	78	4	0	0	0	82
4/14/23	7:00	78	4	0	0	1	83
4/14/23	7:15	98	4	1	0	1	104
4/14/23	7:30	157	12	3	0	5	177
4/14/23	7:45	149	7	0	0	6	162
4/14/23	8:00	102	6	2	0	3	113
4/14/23	8:15	66	6	2	0	3	77
4/14/23	8:30	74	2	0	0	2	78
4/14/23	8:45	96	6	0	0	2	104
4/14/23	9:00	71	10	2	0	1	84
4/14/23	9:15	72	4	2	0	0	78
4/14/23	9:30	81	13	3	0	4	101
4/14/23	9:45	70	2	6	0	0	78
4/14/23	10:00	71	9	2	0	2	84
4/14/23	10:15	82	4	1	0	2	89
4/14/23	10:30	72	15	1	0	1	89
4/14/23	10:45	90	9	1	0	0	100
4/14/23	11:00	100	3	2	0	1	106
4/14/23	11:15	77	5	3	0	0	85
4/14/23	11:30	95	4	4	0	0	103
4/14/23	11:45	89	9	2	0	4	104
4/14/23	12:00	94	6	2	0	0	102
4/14/23	12:15	108	10	0	0	1	119
4/14/23	12:30	104	10	0	0	4	118
4/14/23	12:45	112	4	4	0	5	125
4/14/23	13:00	111	12	3	0	0	126
4/14/23	13:15	103	10	1	0	2	116
4/14/23	13:30	113	6	1	0	1	121
4/14/23	13:45	92	7	1	0	4	104
4/14/23	14:00	114	1	2	0	4	121
4/14/23	14:15	119	6	4	0	0	129
4/14/23	14:30	134	12	1	0	1	148
4/14/23	14:45	196	9	1	0	6	212
4/14/23	15:00	180	7	4	0	9	200
4/14/23	15:15	137	5	3	0	2	147
4/14/23	15:30	115	9	0	0	3	127
4/14/23	15:45	120	6	2	0	11	139
4/14/23	16:00	153	6	1	0	10	170
4/14/23	16:15	178	13	3	0	6	200
4/14/23	16:30	144	5	3	0	2	154
4/14/23	16:45	131	3	2	0	1	137
4/14/23	17:00	182	3	0	0	8	193
4/14/23	17:15	173	6	0	0	5	184
4/14/23	17:30	144	8	3	0	3	158
4/14/23	17:45	156	4	1	0	3	164
4/14/23	18:00	146	2	2	0	3	153

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/14/23	18:15	132	7	0	0	4	143
4/14/23	18:30	129	1	0	0	4	134
4/14/23	18:45	96	4	2	0	3	105
4/14/23	19:00	76	4	0	0	0	80
4/14/23	19:15	95	4	0	0	3	102
4/14/23	19:30	51	1	0	0	0	52
4/14/23	19:45	51	3	0	0	2	56
4/14/23	20:00	56	3	0	0	1	60
4/14/23	20:15	42	0	0	0	0	42
4/14/23	20:30	44	1	0	0	0	45
4/14/23	20:45	50	2	0	0	0	52
4/14/23	21:00	40	0	0	0	0	40
4/14/23	21:15	28	0	0	0	0	28
4/14/23	21:30	38	0	0	0	0	38
4/14/23	21:45	34	1	0	0	0	35
4/14/23	22:00	45	1	0	0	0	46
4/14/23	22:15	29	2	0	0	0	31
4/14/23	22:30	27	0	0	0	0	27
4/14/23	22:45	52	2	0	0	1	55
4/14/23	23:00	40	1	0	0	0	41
4/14/23	23:15	26	1	0	0	0	27
4/14/23	23:30	20	1	0	0	0	21
4/14/23	23:45	10	1	0	0	0	11
4/15/23	0:00	13	0	0	0	0	13
4/15/23	0:15	9	1	0	0	0	10
4/15/23	0:30	9	0	0	0	0	9
4/15/23	0:45	9	0	0	0	0	9
4/15/23	1:00	6	0	0	0	0	6
4/15/23	1:15	8	0	0	0	0	8
4/15/23	1:30	9	0	0	0	0	9
4/15/23	1:45	5	0	0	0	0	5
4/15/23	2:00	5	0	0	0	0	5
4/15/23	2:15	2	0	0	0	0	2
4/15/23	2:30	2	0	0	0	0	2
4/15/23	2:45	0	0	0	0	0	0
4/15/23	3:00	4	0	1	0	0	5
4/15/23	3:15	3	1	0	0	0	4
4/15/23	3:30	1	0	0	0	0	1
4/15/23	3:45	6	0	1	0	0	7
4/15/23	4:00	3	0	0	0	0	3
4/15/23	4:15	2	0	0	0	0	2
4/15/23	4:30	8	1	0	0	0	9
4/15/23	4:45	10	0	0	0	0	10
4/15/23	5:00	2	0	0	0	0	2
4/15/23	5:15	8	0	0	0	0	8
4/15/23	5:30	10	0	0	0	0	10
4/15/23	5:45	13	0	0	0	0	13
4/15/23	6:00	13	0	0	0	0	13
4/15/23	6:15	8	1	1	0	0	10
4/15/23	6:30	34	1	0	0	0	35
4/15/23	6:45	14	1	1	0	0	16
4/15/23	7:00	25	1	0	0	0	26

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	7:15	30	2	1	0	0	33
4/15/23	7:30	22	2	0	0	1	25
4/15/23	7:45	23	1	1	0	1	26
4/15/23	8:00	28	1	1	0	0	30
4/15/23	8:15	33	2	0	0	0	35
4/15/23	8:30	46	2	0	0	0	48
4/15/23	8:45	51	2	0	0	1	54
4/15/23	9:00	40	2	0	0	1	43
4/15/23	9:15	58	2	0	0	0	60
4/15/23	9:30	59	2	0	0	0	61
4/15/23	9:45	81	0	1	0	2	84
4/15/23	10:00	44	5	1	0	4	54
4/15/23	10:15	68	2	0	0	0	70
4/15/23	10:30	81	0	0	0	1	82
4/15/23	10:45	79	1	2	0	0	82
4/15/23	11:00	91	2	1	0	1	95
4/15/23	11:15	97	3	2	0	4	106
4/15/23	11:30	102	2	1	0	0	105
4/15/23	11:45	82	4	1	0	1	88
4/15/23	12:00	91	1	0	0	4	96
4/15/23	12:15	93	1	0	0	3	97
4/15/23	12:30	74	2	0	0	0	76
4/15/23	12:45	83	4	0	0	0	87
4/15/23	13:00	89	1	0	0	4	94
4/15/23	13:15	107	1	0	0	3	111
4/15/23	13:30	100	4	1	0	3	108
4/15/23	13:45	99	1	0	0	4	104
4/15/23	14:00	101	5	1	0	4	111
4/15/23	14:15	110	3	1	0	1	115
4/15/23	14:30	94	1	0	0	6	101
4/15/23	14:45	94	1	2	0	3	100
4/15/23	15:00	98	0	0	0	3	101
4/15/23	15:15	95	2	0	0	0	97
4/15/23	15:30	99	1	0	0	5	105
4/15/23	15:45	98	1	1	0	5	105
4/15/23	16:00	92	2	1	0	2	97
4/15/23	16:15	102	2	0	0	0	104
4/15/23	16:30	93	3	0	0	3	99
4/15/23	16:45	122	2	1	0	0	125
4/15/23	17:00	164	3	1	0	9	177
4/15/23	17:15	90	0	0	0	2	92
4/15/23	17:30	96	2	0	0	0	98
4/15/23	17:45	101	1	0	0	1	103
4/15/23	18:00	63	1	0	0	3	67
4/15/23	18:15	63	0	0	0	0	63
4/15/23	18:30	75	3	1	0	7	86
4/15/23	18:45	58	1	0	0	1	60
4/15/23	19:00	64	1	0	0	0	65
4/15/23	19:15	58	2	0	0	2	62
4/15/23	19:30	67	2	0	0	0	69
4/15/23	19:45	50	0	0	0	1	51

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/15/23	20:00	48	2	0	0	0	50
4/15/23	20:15	44	0	0	0	2	46
4/15/23	20:30	42	1	0	0	0	43
4/15/23	20:45	40	1	0	0	0	41
4/15/23	21:00	34	0	0	0	2	36
4/15/23	21:15	40	2	0	0	0	42
4/15/23	21:30	29	1	0	0	0	30
4/15/23	21:45	30	1	0	0	0	31
4/15/23	22:00	34	0	0	0	0	34
4/15/23	22:15	28	2	0	0	2	32
4/15/23	22:30	32	0	0	0	0	32
4/15/23	22:45	18	0	0	0	2	20
4/15/23	23:00	12	0	0	0	1	13
4/15/23	23:15	24	0	0	0	0	24
4/15/23	23:30	26	0	0	0	0	26
4/15/23	23:45	15	0	0	0	0	15
4/16/23	0:00	8	0	0	0	0	8
4/16/23	0:15	7	0	0	0	0	7
4/16/23	0:30	11	0	0	0	0	11
4/16/23	0:45	10	0	0	0	0	10
4/16/23	1:00	7	0	0	0	0	7
4/16/23	1:15	3	0	0	0	0	3
4/16/23	1:30	8	0	0	0	0	8
4/16/23	1:45	9	0	0	0	0	9
4/16/23	2:00	11	0	0	0	0	11
4/16/23	2:15	6	0	0	0	0	6
4/16/23	2:30	7	0	0	0	0	7
4/16/23	2:45	4	1	0	0	0	5
4/16/23	3:00	3	0	0	0	0	3
4/16/23	3:15	3	0	0	0	0	3
4/16/23	3:30	3	0	0	0	0	3
4/16/23	3:45	0	0	0	0	0	0
4/16/23	4:00	0	0	0	0	0	0
4/16/23	4:15	2	0	0	0	0	2
4/16/23	4:30	4	0	0	0	0	4
4/16/23	4:45	9	0	0	0	0	9
4/16/23	5:00	5	0	0	0	0	5
4/16/23	5:15	5	0	0	0	0	5
4/16/23	5:30	11	0	0	0	0	11
4/16/23	5:45	6	0	0	0	0	6
4/16/23	6:00	7	0	0	0	0	7
4/16/23	6:15	11	0	0	0	0	11
4/16/23	6:30	13	0	0	0	0	13
4/16/23	6:45	8	0	0	0	0	8
4/16/23	7:00	12	0	0	0	0	12
4/16/23	7:15	16	0	0	0	0	16
4/16/23	7:30	14	0	0	0	2	16
4/16/23	7:45	13	0	0	0	0	13
4/16/23	8:00	11	0	0	0	0	11
4/16/23	8:15	19	0	0	0	0	19
4/16/23	8:30	33	0	0	0	1	34
4/16/23	8:45	40	0	1	0	0	41

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	9:00	33	0	0	0	0	33
4/16/23	9:15	30	0	0	0	0	30
4/16/23	9:30	37	0	0	0	0	37
4/16/23	9:45	46	5	0	0	1	52
4/16/23	10:00	54	1	0	0	2	57
4/16/23	10:15	59	1	0	0	0	60
4/16/23	10:30	55	2	0	0	0	57
4/16/23	10:45	56	0	0	0	2	58
4/16/23	11:00	60	0	0	0	2	62
4/16/23	11:15	42	1	0	0	2	45
4/16/23	11:30	75	0	0	0	0	75
4/16/23	11:45	63	2	0	0	0	65
4/16/23	12:00	68	0	1	0	0	69
4/16/23	12:15	87	1	0	0	2	90
4/16/23	12:30	83	4	0	0	2	89
4/16/23	12:45	91	2	0	0	1	94
4/16/23	13:00	78	1	0	0	0	79
4/16/23	13:15	83	1	1	0	0	85
4/16/23	13:30	69	2	0	0	2	73
4/16/23	13:45	88	3	0	0	1	92
4/16/23	14:00	93	3	0	0	1	97
4/16/23	14:15	78	1	1	0	4	84
4/16/23	14:30	70	0	0	0	2	72
4/16/23	14:45	83	1	1	0	2	87
4/16/23	15:00	84	0	0	0	3	87
4/16/23	15:15	60	1	0	0	1	62
4/16/23	15:30	82	0	0	0	1	83
4/16/23	15:45	64	2	0	0	3	69
4/16/23	16:00	72	2	0	0	1	75
4/16/23	16:15	76	0	0	0	0	76
4/16/23	16:30	67	1	0	0	0	68
4/16/23	16:45	66	2	0	0	5	73
4/16/23	17:00	69	0	0	0	0	69
4/16/23	17:15	62	0	0	0	2	64
4/16/23	17:30	67	4	0	0	0	71
4/16/23	17:45	73	3	0	0	1	77
4/16/23	18:00	90	0	0	0	2	92
4/16/23	18:15	85	3	0	0	0	88
4/16/23	18:30	62	1	1	0	1	65
4/16/23	18:45	62	1	0	0	0	63
4/16/23	19:00	64	2	0	0	0	66
4/16/23	19:15	41	2	0	0	0	43
4/16/23	19:30	55	1	0	0	0	56
4/16/23	19:45	54	0	1	0	0	55
4/16/23	20:00	43	2	0	0	0	45
4/16/23	20:15	32	0	0	0	0	32
4/16/23	20:30	49	1	0	0	0	50
4/16/23	20:45	26	2	0	1	2	31
4/16/23	21:00	25	2	0	0	0	27
4/16/23	21:15	17	2	1	0	0	20
4/16/23	21:30	19	0	0	0	0	19
4/16/23	21:45	14	0	0	0	0	14

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/16/23	22:00	28	0	0	0	0	28
4/16/23	22:15	25	1	0	0	0	26
4/16/23	22:30	10	0	0	0	0	10
4/16/23	22:45	11	0	0	0	0	11
4/16/23	23:00	16	0	0	0	0	16
4/16/23	23:15	4	1	0	0	0	5
4/16/23	23:30	9	0	0	0	0	9
4/16/23	23:45	7	0	0	0	0	7
4/17/23	0:00	6	0	0	0	0	6
4/17/23	0:15	1	0	0	0	0	1
4/17/23	0:30	3	0	0	0	0	3
4/17/23	0:45	9	1	0	0	0	10
4/17/23	1:00	3	0	0	0	0	3
4/17/23	1:15	2	0	0	0	0	2
4/17/23	1:30	3	0	0	0	1	4
4/17/23	1:45	4	0	0	0	0	4
4/17/23	2:00	4	1	0	0	0	5
4/17/23	2:15	4	0	0	0	0	4
4/17/23	2:30	3	0	0	0	0	3
4/17/23	2:45	2	1	0	0	0	3
4/17/23	3:00	2	0	0	0	0	2
4/17/23	3:15	1	0	0	0	0	1
4/17/23	3:30	4	0	0	0	0	4
4/17/23	3:45	3	0	0	0	0	3
4/17/23	4:00	4	0	0	0	0	4
4/17/23	4:15	4	0	0	0	0	4
4/17/23	4:30	5	0	1	0	0	6
4/17/23	4:45	7	0	0	0	0	7
4/17/23	5:00	8	0	1	0	0	9
4/17/23	5:15	13	1	0	0	0	14
4/17/23	5:30	29	0	0	0	0	29
4/17/23	5:45	39	0	0	0	0	39
4/17/23	6:00	33	1	0	0	0	34
4/17/23	6:15	50	5	0	0	0	55
4/17/23	6:30	64	6	0	0	3	73
4/17/23	6:45	94	5	2	0	1	102
4/17/23	7:00	72	4	0	0	1	77
4/17/23	7:15	107	11	1	0	6	125
4/17/23	7:30	146	5	2	0	2	155
4/17/23	7:45	177	8	3	0	3	191
4/17/23	8:00	122	11	1	0	6	140
4/17/23	8:15	72	4	3	0	3	82
4/17/23	8:30	76	9	2	0	1	88
4/17/23	8:45	78	7	3	0	1	89
4/17/23	9:00	78	8	3	0	3	92
4/17/23	9:15	68	8	3	0	1	80
4/17/23	9:30	81	8	1	0	1	91
4/17/23	9:45	85	6	3	0	7	101
4/17/23	10:00	68	9	1	0	0	78
4/17/23	10:15	79	9	2	0	0	90
4/17/23	10:30	93	10	2	0	1	106
4/17/23	10:45	63	5	3	0	2	73

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	11:00	67	9	3	0	4	83
4/17/23	11:15	88	10	3	0	3	104
4/17/23	11:30	97	6	2	0	1	106
4/17/23	11:45	104	5	2	0	4	115
4/17/23	12:00	85	4	3	0	2	94
4/17/23	12:15	89	9	2	0	1	101
4/17/23	12:30	104	6	2	0	2	114
4/17/23	12:45	82	7	2	0	2	93
4/17/23	13:00	75	9	0	0	2	86
4/17/23	13:15	94	11	2	0	4	111
4/17/23	13:30	109	5	0	0	2	116
4/17/23	13:45	89	8	1	0	1	99
4/17/23	14:00	105	1	3	0	6	115
4/17/23	14:15	123	7	1	0	3	134
4/17/23	14:30	118	9	1	0	4	132
4/17/23	14:45	154	5	3	0	7	169
4/17/23	15:00	156	9	0	0	5	170
4/17/23	15:15	122	9	2	0	7	140
4/17/23	15:30	126	7	2	0	2	137
4/17/23	15:45	143	4	1	0	6	154
4/17/23	16:00	129	10	0	0	5	144
4/17/23	16:15	115	4	3	0	3	125
4/17/23	16:30	171	12	1	0	9	193
4/17/23	16:45	141	9	1	0	6	157
4/17/23	17:00	169	12	2	0	1	184
4/17/23	17:15	158	5	3	0	8	174
4/17/23	17:30	164	5	5	0	5	179
4/17/23	17:45	201	5	4	0	9	219
4/17/23	18:00	150	8	1	0	3	162
4/17/23	18:15	160	15	6	0	3	184
4/17/23	18:30	152	10	1	0	7	170
4/17/23	18:45	112	4	1	0	3	120
4/17/23	19:00	79	2	2	0	3	86
4/17/23	19:15	63	2	0	0	0	65
4/17/23	19:30	52	1	0	0	0	53
4/17/23	19:45	56	7	0	0	1	64
4/17/23	20:00	34	0	0	0	0	34
4/17/23	20:15	33	0	0	0	0	33
4/17/23	20:30	35	1	0	0	0	36
4/17/23	20:45	29	1	0	0	0	30
4/17/23	21:00	42	1	0	0	0	43
4/17/23	21:15	31	0	0	0	0	31
4/17/23	21:30	28	1	0	0	0	29
4/17/23	21:45	29	0	0	0	0	29
4/17/23	22:00	21	2	0	0	0	23
4/17/23	22:15	25	1	0	0	0	26
4/17/23	22:30	21	0	0	0	0	21
4/17/23	22:45	45	0	0	0	0	45
4/17/23	23:00	38	0	0	0	0	38
4/17/23	23:15	10	0	0	0	0	10
4/17/23	23:30	8	1	0	0	0	9

**Volume/Class Data - 168 Hours (15-min increments)**

Division: N/A
County: Greenville
City: Columbia
On Road: Garlington Rd
Milepost: N/A

Contractor: DAD N ASSOCIATES LLC
Count Number: 16068620
Location: N of Roper Mountain Rd
RR Crossing No: N/A

Speed Limit: 40
Advisory Speed: N/A

Start Date: 4/11/23
Start Time (24-hour clock): 0:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
4/17/23	23:45	11	0	0	0	0	11
Total		42,389	2,154	516	1	1,184	46,244
Percent		92%	5%	1%	0%	3%	
Day 1		7,068	412	113	0	274	7,867
Percent		90%	5%	1%	0%	3%	
Day 2		7,014	398	92	0	217	7,721
Percent		91%	5%	1%	0%	3%	
Day 3		6,688	401	90	0	206	7,385
Percent		91%	5%	1%	0%	3%	
Day 4		6,763	365	85	0	154	7,367
Percent		92%	5%	1%	0%	2%	
Day 5		4,735	108	26	0	105	4,974
Percent		95%	2%	1%	0%	2%	
Day 6		3,610	68	8	1	51	3,738
Percent		97%	2%	0%	0%	1%	
Day 7		6,511	402	102	0	177	7,192
Percent		91%	6%	1%	0%	2%	
Average		6,056	308	74	0	169	6,606
Percent		92%	5%	1%	0%	3%	



HARTNESS

2021
June

Project No:
171002419

DRAFT

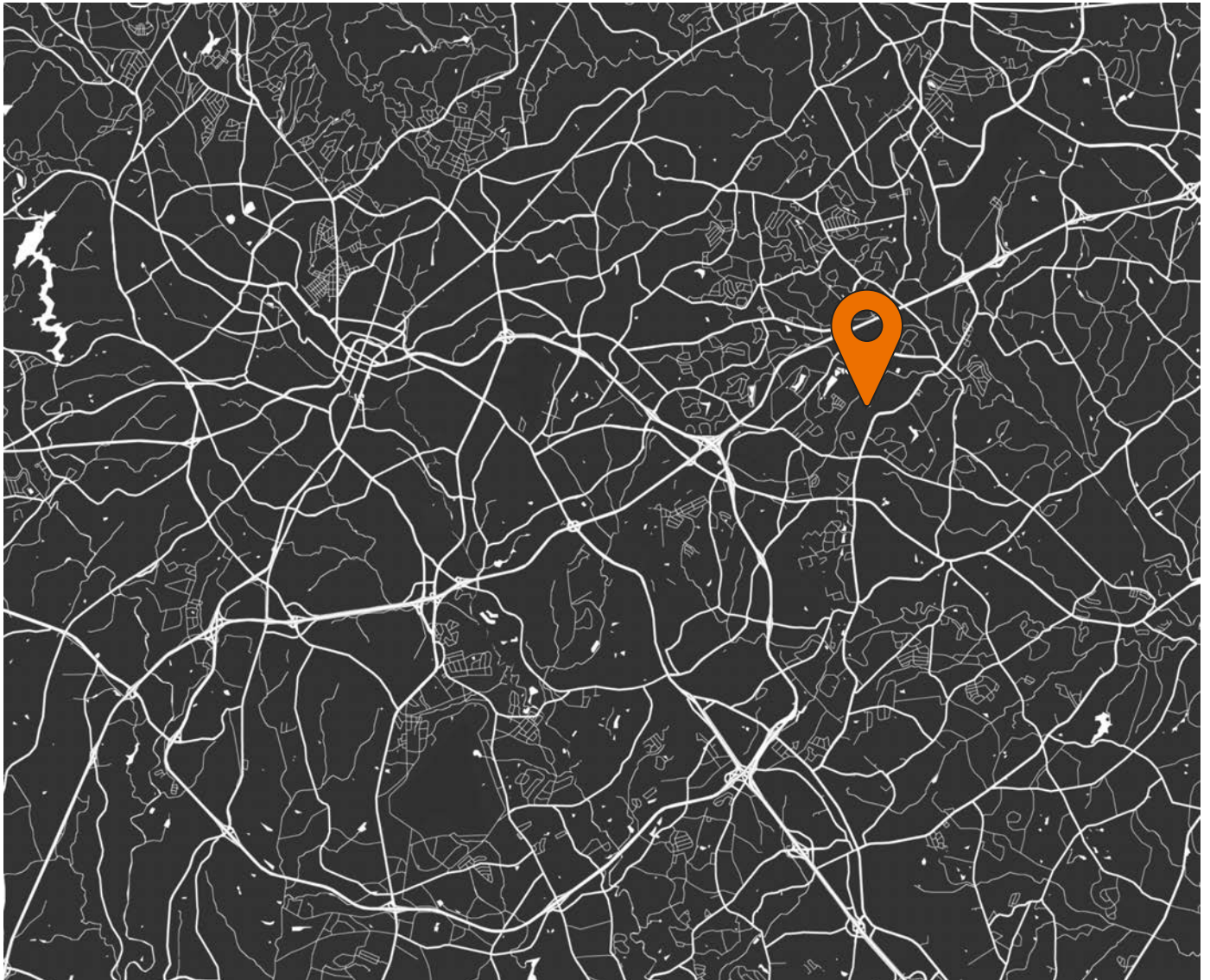
PREPARED FOR:

**HARTNESS
DEVELOPMENT, INC.**

3500 SC HIGHWAY 14 // GREENVILLE, SC, 29615

TRAFFIC IMPACT ANALYSIS

ALONG SC HIGHWAY 14
IN GREENVILLE, SOUTH CAROLINA





HARTNESS

TRAFFIC IMPACT ANALYSIS

This document entitled "Hartness Traffic Impact Analysis" was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Hartness Development, Inc. (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by: _____

Josh Mitchell, PE

Reviewed by: _____

Stuart Day, PE, PTOE

Approved by: _____

Josh Mitchell, PE

June 2021

TABLE OF CONTENTS



EXECUTIVE SUMMARY	I
1.0 INTRODUCTION	1.1
1.1 PROJECT BACKGROUND	1.1
1.2 DEVELOPMENT SCHEDULE	1.1
1.3 EXISTING ROADWAY CONDITIONS	1.1
2.0 DRIVEWAY SPACING REVIEW	2.1
3.0 PROJECT TRAFFIC	3.1
3.1 PROPOSED LAND USES	3.1
3.2 TRIP GENERATION ESTIMATES	3.1
3.3 TRIP DISTRIBUTION & ASSIGNMENT	3.5
3.3.1 New External Traffic	3.5
3.3.2 Pass-By Traffic	3.5
4.0 TRAFFIC VOLUME DEVELOPMENT	4.1
4.1 EXISTING TRAFFIC VOLUMES	4.1
4.2 FUTURE TRAFFIC PROJECTIONS	4.1
4.2.1 Background Traffic Growth	4.1
4.2.2 Vested Traffic	4.1
4.2.3 Future No Build Traffic Volumes	4.2
4.2.4 Future Build Traffic Volumes	4.2
5.0 TRAFFIC IMPACT ANALYSIS	5.1
5.1 TURN LANE ANALYSIS	5.1
5.1.1 Right-Turn Lanes	5.1
5.1.2 Left-Turn Lanes	5.2
5.2 INTERSECTION LOS ANALYSIS	5.3
6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS	6.1

LIST OF TABLES

Table E.1 – Recommended Improvements by Phase of Development	III
Table 1.1 – Proposed Hartness Development Schedule	1.2
Table 2.1 – Minimum Driveway Spacing*	2.1
Table 3.1 – Trip Generation Estimates: Phase 1, 2022	3.2
Table 3.2 – Trip Generation Estimates: Phase 2, 2023	3.2
Table 3.3 – Trip Generation Estimates: Phase 3, 2025	3.2
Table 3.4 – Trip Generation Estimates: Phase 4a, 2026	3.3
Table 3.5 – Trip Generation Estimates: Phase 4b, 2027	3.3
Table 3.6 – Trip Generation Estimates: Phase 5, 2028	3.3
Table 3.7 – Trip Generation Estimates: Phase 6, 2029	3.4
Table 3.8 – Access Point and Connectivity Schedule	3.5
Table 5.1 – Right-Turn Lane Criteria Warrants	5.1
Table 5.2 – Left-Turn Lane Criteria Warrants	5.2
Table 5.3 – HCM 2010 Intersection LOS Criteria	5.3
Table 5.4 – AM Peak Hour Intersection Analysis Results	5.4
Table 5.5 – PM Peak Hour Intersection Analysis Results	5.5
Table 5.6 – Hartness Phasing Improvements Summary	5.7
Table 6.1 – Recommended Improvements by Phase of Development	6.3

TABLE OF CONTENTS



LIST OF EXHIBITS

Exhibit 1.1 – Hartness Location Map	1.3
Exhibit 1.2 – Hartness Site Plan	1.4
Exhibit 3.1 – Project Traffic Distribution and Assignment (Phase 1)	3.6
Exhibit 3.2 – Project Traffic Distribution and Assignment (Phase 2)	3.7
Exhibit 3.3 – Project Traffic Distribution and Assignment (Phase 3)	3.8
Exhibit 3.4 – Project Traffic Distribution and Assignment (Phase 4 – 6)	3.9
Exhibit 3.5 – Project Traffic Distribution and Assignment (School Traffic).....	3.10
Exhibit 3.6 – 2022 AM Peak Hour Project Traffic Volumes	3.11
Exhibit 3.7 – 2022 PM Peak Hour Project Traffic Volumes	3.12
Exhibit 3.8 – 2023 AM Peak Hour Project Traffic Volumes	3.13
Exhibit 3.9 – 2023 PM Peak Hour Project Traffic Volumes	3.14
Exhibit 3.10 – 2025 AM Peak Hour Project Traffic Volumes	3.15
Exhibit 3.11 – 2025 PM Peak Hour Project Traffic Volumes	3.16
Exhibit 3.12 – 2026 AM Peak Hour Project Traffic Volumes	3.17
Exhibit 3.13 – 2026 PM Peak Hour Project Traffic Volumes	3.18
Exhibit 3.14 – 2027 AM Peak Hour Project Traffic Volumes	3.19
Exhibit 3.15 – 2027 PM Peak Hour Project Traffic Volumes	3.20
Exhibit 3.16 – 2028 AM Peak Hour Project Traffic Volumes	3.21
Exhibit 3.17 – 2028 PM Peak Hour Project Traffic Volumes	3.22
Exhibit 3.18 – 2029 AM Peak Hour Project Traffic Volumes	3.23
Exhibit 3.19 – 2029 PM Peak Hour Project Traffic Volumes	3.24
Exhibit 4.1 – 2021 Existing Peak Hour Traffic Volumes	4.3
Exhibit 4.2 – Vested Traffic Volumes from the Nearby Top Golf Development	4.4
Exhibit 4.3 – 2022 No Build Peak Hour Traffic Volumes	4.5
Exhibit 4.4 – 2022 Build Peak Hour Traffic Volumes	4.6
Exhibit 4.5 – 2023 No Build Peak Hour Traffic Volumes	4.7
Exhibit 4.6 – 2023 Build Peak Hour Traffic Volumes	4.8
Exhibit 4.7 – 2025 No Build Peak Hour Traffic Volumes	4.9
Exhibit 4.8 – 2025 Build Peak Hour Traffic Volumes	4.10
Exhibit 4.9 – 2026 No Build Peak Hour Traffic Volumes	4.11
Exhibit 4.10 – 2026 Build Peak Hour Traffic Volumes	4.12
Exhibit 4.11 – 2027 No Build Peak Hour Traffic Volumes	4.13
Exhibit 4.12 – 2027 Build Peak Hour Traffic Volumes	4.14
Exhibit 4.13 – 2028 No Build Peak Hour Traffic Volumes	4.15
Exhibit 4.14 – 2028 Build Peak Hour Traffic Volumes	4.16
Exhibit 4.15 – 2029 No Build Peak Hour Traffic Volumes	4.17
Exhibit 4.16 – 2029 Build Peak Hour Traffic Volumes	4.18

LIST OF APPENDICES

Appendix A	Trip Generation Worksheets
Appendix B	Traffic Volume Data
Appendix C	Traffic Volume Development Worksheets
Appendix D	Analysis Worksheets: 2021 Existing Conditions
Appendix E	Analysis Worksheets: No Build Conditions
Appendix F	Analysis Worksheets: Build Conditions
Appendix G	Analysis Worksheets: Build Conditions w/ Recommended Improvements
Appendix H	Turn Lane Analysis Worksheets
Appendix I	Traffic Studies During COVID-19 – July 29, 2020
Appendix J	Traffic Studies During COVID-19 – April 16, 2021
Appendix K	S-164/Batesville Road Improvements
Appendix L	Top Golf Traffic Impact Study



EXECUTIVE SUMMARY

The Hartness Mixed-Use development (which is anticipated to be fully constructed by 2029) is located south of Pelham Road between Garlington Road and SC 14 in Greenville County. The Hartness Mixed-Use Development consists of two developments: The Homestead at Hartness development and the Hartness development. Homestead at Hartness has already been completed and includes 140 single family rental homes.

A traffic impact analysis was conducted for the Hartness development in accordance with SCDOT and Greenville County guidelines. The Hartness development is planned to be completed in six (6) phases ultimately consisting of 560 residential units (77 of which are already completed/occupied with the first phase of development), 130,000 square feet of commercial space; a 73-room inn/hotel, and a 1,200-student private school (with elementary, middle, and high-school students). The project site currently consists of a small industrial site, the Homestead at Hartness development, and the Phase One residential units already completed.

Access to the development is proposed to be provided via one existing full-access driveway along Garlington Road (Hartness Drive/Project Driveway #4), one existing full-access driveway along SC 14 (Society Street/Project Driveway #2), one proposed full-access driveway along SC 14 opposite of Moore Road (Project Driveway #1), and one proposed limited access (outbound left-turns restricted) driveway along SC 14 between Society Street and Rocky Point Way/Oak Creek Lane (Project Driveway #3), all of which meet the SCDOT spacing requirements.

Therefore, the extent of the roadway network analyzed consisted of the nine (9) intersections of:

1. Pelham Road & Garlington Road;
2. Garlington Road & Hartness Drive/Project DW #4;
3. Garlington Road & Dublin Road;
4. Pelham Road & Smith Road;
5. Pelham Road/Batesville Road & SC 14;
6. SC 14 & Moore Road/Project DW #1 (proposed);
7. SC 14 & Society Street/Project DW #2;
8. SC 14 & Project DW #3 (proposed); and
9. SC 14 & Rocky Point Way/Oak Creek Lane.

A traffic impact analysis was conducted for the Hartness development which analyzed the need for exclusive ingress right- and left-turn lanes at project driveways as well as the operation of the aforementioned study area intersections.

Based on the turn-lane criteria documented in SCDOT's *Roadway Design Manual* (2021) and in SCDOT's *Access & Roadside Management Standards (ARMS)* manual (2008), the following exclusive ingress turn-lanes are recommended:

- ❖ a 250-foot (100 feet of storage with a 150-foot taper) exclusive *northbound right-turn lane* along Garlington Road at Hartness Drive/Project Driveway #4;
- ❖ a 280-foot (100 feet of storage with a 180-foot taper) exclusive *southbound right-turn lane* along SC 14 at Moore Road/Project Driveway #1;
- ❖ a 430-foot (250 feet of storage with a 180-foot taper) exclusive *southbound right-turn lane* along SC 14 at Project Driveway #3;
- ❖ a 300-foot (150 feet of storage with a 150-foot taper) exclusive *southbound left-turn lane* along Garlington Road at Hartness Drive/Project Driveway #4;
- ❖ a 330-foot (150 feet of storage with a 180-foot taper) exclusive *northbound left-turn lane* along SC 14 at Moore Road/Project Driveway #1. It is recommended that the existing two-way-left-turn-lane (TWLTL) along SC 14 be restriped to provide the recommended left-turn length; and
- ❖ a 330-foot (150 feet of storage with a 180-foot taper) exclusive *northbound left-turn lane* along SC 14 & Project Driveway #3. However, due to the fact that there is an existing southbound left-turn lane into the adjacent Oak Creek Lane to the south of this driveway location, as provision of the recommended storage length for the northbound left-turn lane into Project Driveway #3, and in order to allow for flexible storage lengths in both directions, *it is recommended to restripe the flush median along SC 14 between Rocky Point Way/Oak Creek Lane and Project Driveway #3 to be a two-way-left-turn-lane (TWLTL) throughout.*



The results of the intersection level of service analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Hartness development, with three (3) exceptions:

- ❖ The intersection of Pelham Road & Garlington Road is projected to experience undesirable delay (LOS E in the AM peak hour and LOS F in the PM peak hour) with or without the Hartness development. However, since the intersection is projected to operate at undesirable conditions without the Hartness development, and due to the minimal impact of the anticipated project traffic, no improvements to mitigate this anticipated delay are recommended.
- ❖ The intersection of SC 14 & Moore Road/Project Driveway #1 is projected to experience undesirable delay (LOS F) with the installation of Project Driveway #1 in Phase 3 (anticipated buildout of 2025), with the recommended turn-lane improvements along SC 14 and continue to experience increasingly significant delay as the buildout continues. *Therefore, it is recommended to install a 220-foot westbound right-turn lane along Moore Road (with 100 feet of storage and a 120-foot taper) and to install a traffic signal when warranted.* With the installation of a traffic signal, the intersection is projected to experience acceptable delay through the full buildout year (2029).
- ❖ The intersection of SC 14 & Society Street/Project Driveway #2 is projected to experience undesirable delay (LOS E) in the PM peak hour in Phase 3 (anticipated buildout of 2025). This projected delay is likely due to the conservative nature of the *HCM 2010* unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. However, the projected delay is anticipated to increase significantly in Phase 5 (anticipated buildout of 2028). *Therefore, it is recommended to install a traffic signal at the intersection of SC 14 & Society Street/Project Driveway #2 when warranted.* With the installation of a traffic signal, the intersection is projected to experience acceptable delay through the full buildout year (2029).

Various improvements are recommended at each of the four project driveways throughout the six (6) phases of the Hartness development.

Table E.1 on the following page summarizes the previously mentioned turn-lane and signalization improvements for each project driveway intersection according to the phase in which the recommended improvements are anticipated to be necessary.



Table E.1 – Recommended Improvements by Phase of Development

Intersection	Phase (Anticipated Buildout Year)						
	1 (2022)	2 (2023)	3 (2025)	4a (2026)	4b (2027)	5 (2028)	6 (2029)
SC 14 & Moore Rd/ Project DW #1* (Proposed)	None	None	Install a 100' SB right-turn lane with a 180' taper along SC 14; Restripe existing TWLTL along SC 14 to provide a 150' NB left-turn lane with a 180' taper; Install a 100' WB right-turn lane with a 120' taper along Moore Rd; & Install a traffic signal <u>when warranted</u> .	None	None	None	None
SC 14 & Society St/ Project DW #2** (Existing)	None	None	None	None	None	Install a traffic signal <u>when warranted</u> .	None
SC 14 & Project DW #3*** (Proposed)	None	Install a 250' SB right-turn lane with a 180' taper along SC 14; & Restripe SC 14 between Project DW #3 and Rocky Point Way/Oak Creek Lane to be a TWLTL throughout.	None	None	None	None	None
Garlington Rd & Hartness Dr/ Project DW #4**** (Existing)	None	None	None	Install a 100' NB right-turn lane with a 150' taper along Garlington Rd; & Install a 150' SB left-turn lane with a 150' taper along Garlington Rd.	None	None	None

* Improvements at Project Driveway #1/Moore Road to be completed when access for Phase 3 (opposite of Moore Road) is installed – signalization to be completed when warranted.

** Signalization at SC 14 & Society Street/Project Driveway #2 to be completed when warranted.

*** Turn-lane improvements at Project Driveway #3 to be completed when access to the school is installed.

**** Turn-lane improvements at Hartness Drive/Project Driveway #4 to be completed when east-west connector is installed.



1.0 INTRODUCTION

1.1 PROJECT BACKGROUND

The purpose of this report is to document the procedures and findings of a traffic impact analysis for the proposed Hartness development in accordance with SCDOT and Greenville County guidelines. The proposed Hartness development is located south of Pelham Road between Garlington Road and SC 14 in Greenville County, as shown in Exhibit 1.1, and will consist of the following land uses:

- ❖ 560 Residential Units, consisting of:
 - o 449 Single-Family Homes; and
 - o 11 Multifamily (Low-Rise) Housing Units;
- ❖ 73-Room Inn/Hotel;
- ❖ 1,200-Student Private School, consisting of
 - o 600 Elementary Students;
 - o 250 Middle School Students; and
 - o 350 High School Students; and
- ❖ 130,000 Square Feet of Commercial Space.

Access to the development will be provided via one existing full-access driveway along Garlington Road, one existing full-access driveway along SC 14, one proposed full-access driveway along SC 14 opposite of Moore Road, and one proposed limited access (outbound left-turns restricted) driveway along SC 14 between Society Street and Rocky Point Way/Oak Creek Lane, as shown in Exhibit 1.2.

The traffic impact analysis considers the weekday AM peak hour (between 7:00 AM and 9:00 AM) and PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. The extent of the roadway network studied consists of the nine (9) intersections of:

1. Pelham Road & Garlington Road;
2. Garlington Road & Hartness Drive/Project DW #4;
3. Garlington Road & Dublin Road;
4. Pelham Road & Smith Road;
5. Pelham Road/Batesville Road & SC 14;
6. SC 14 & Moore Road/Project DW #1 (proposed);
7. SC 14 & Society Street/Project DW #2;
8. SC 14 & Project DW #3 (proposed); and
9. SC 14 & Rocky Point Way/Oak Creek Lane.

1.2 DEVELOPMENT SCHEDULE

The proposed Hartness development is anticipated to be completed by 2029 and constructed in six phases as shown in Table 1.1. As shown in the footnote to the table, of the 110 total residential units planned for Phase 1 (consisting of single-family and multifamily (low-rise) units), 70% are already completed and occupied, and were therefore not included in the trip generation estimates for the development, as discussed later in this report (however, the remaining 30% of the Phase 1 residential units yet to be built/occupied were included in the trip generation estimates).

1.3 EXISTING ROADWAY CONDITIONS

Pelham Road is a five-lane minor arterial with a two-way-left-turn-lane that primarily serves commercial land uses. The posted speed limit is 40 mph and the average annual daily traffic (AADT) in 2019 was 27,300 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along Pelham Road is approximately 4%.

Garlington Road is a two-lane major collector that primarily serves commercial and residential land uses. The posted speed limit is 35 mph and the AADT in 2019 was 8,000 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along Garlington Road is approximately 2%.

SC 14 is a three-lane principal arterial with two-way-left-turn-lane that primarily serves commercial and residential land uses. The posted speed limit is 45 mph and the AADT in 2019 was 17,700 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along SC 14 is approximately 2%.

Moore Road is a two-lane local roadway that primarily serves residential land uses. The posted speed limit is 30 mph. Based upon existing turning movement counts, the percentage of heavy vehicles along Moore Road is approximately 2%.



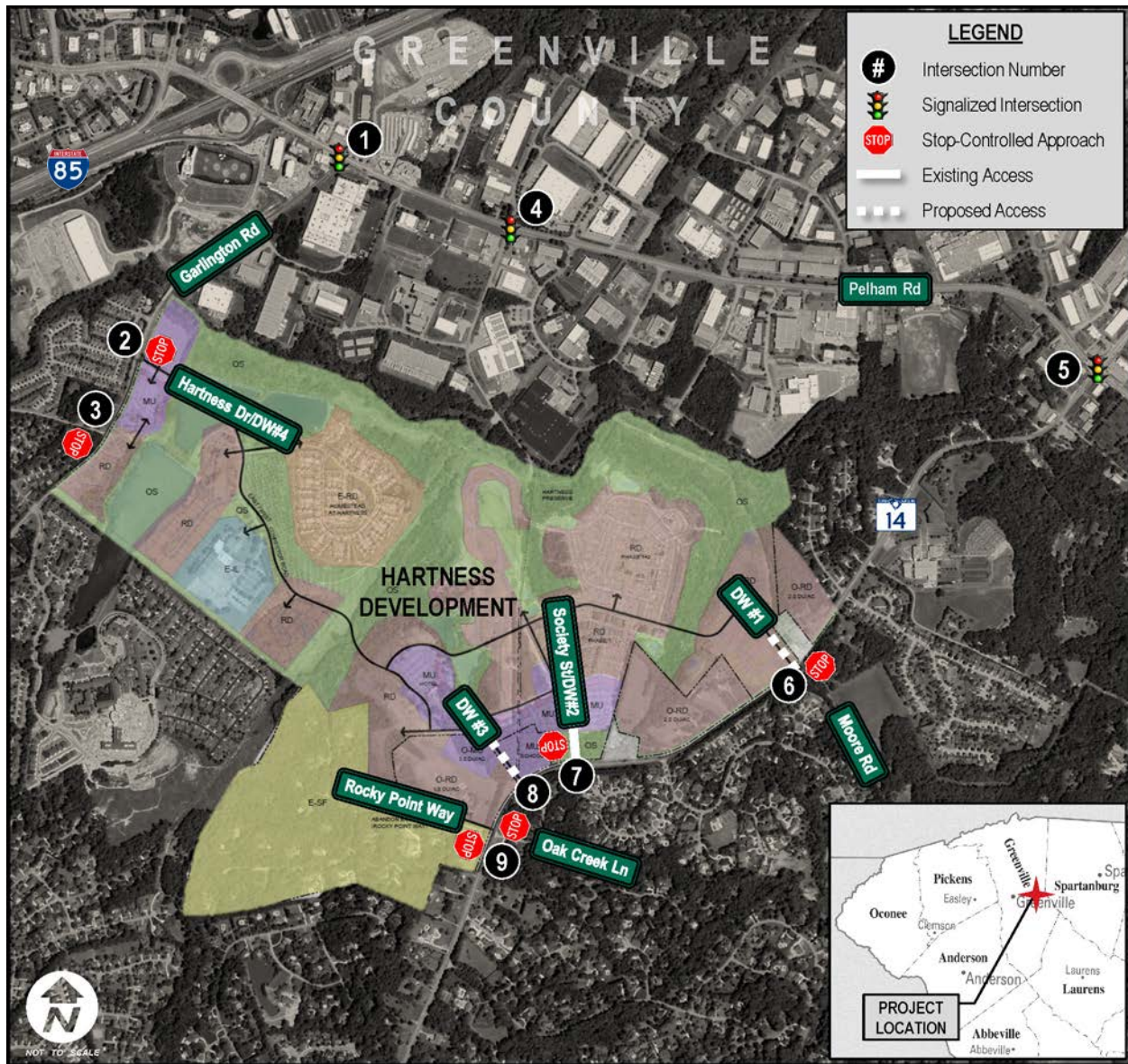
Table 1.1 – Proposed Hartness Development Schedule

Land Use		Phase (Anticipated Buildout Year)							Total
		1 (2022)	2 (2023)	3 (2025)	4a (2026)	4b (2027)	5 (2028)	6 (2029)	
Single-Family Detached Housing [dwelling units]	Phase	105*	78	92	52	46	38	38	449
	CUMULATIVE	105*	183	275	327	373	411	449	
Multifamily Housing (Low-Rise) [dwelling units]	Phase	5*	12	36	18	16	12	12	111
	CUMULATIVE	5*	17	53	71	87	99	111	
Inn/Hotel [rooms]	Phase	--	73	--	--	--	--	--	73
	CUMULATIVE	--	73	73	73	73	73	73	
Commercial Space [ksf]	Phase	--	10	60	20	20	10	10	130
	CUMULATIVE	--	10	70	90	110	120	130	
Elementary School [students]	Phase	--	300	--	300	---	---	---	600
	CUMULATIVE	--	300	300	600	600	600	600	
Middle School [students]	Phase	--	--	--	--	--	250	---	250
	CUMULATIVE	--	--	--	--	--	250	250	
High School [students]	Phase	--	--	--	--	--	350	---	350
	CUMULATIVE	--	--	--	--	--	350	350	

*70% of Phase 1 residential units are complete/occupied



Exhibit 1.1 – Hartness Location Map



HARTNESS PARK: TABLE 1-A.2
CONSTRUCTION PHASING SEQUENCE FOR TRAFFIC IMPACT ANALYSIS

PROJECT NAME	COMPLETION YEAR	DESCRIPTION
Hartness Phase 1	2019	180 units residential, 1 commercial
Hartness Phase 2	2021	100 units residential, 10,000 sq ft commercial, 1.5 to 12 ft
Hartness Phase 3	2023-2025	175 units residential, 10,000 sq ft commercial, private school, elementary, 300 students, limited access (see 13) building
Hartness Phase 4	2026	100 units residential, 20,000 sq ft commercial, private school, elementary, add 100 students, small, East-West Connection
Hartness Phase 5	2027	100 units residential, 20,000 sq ft commercial, private school, add middle school 200 students, add high school 200 students
Hartness Phase 6	2029	100 units residential, 10,000 sq ft commercial

EXISTING: 700 Residential units, 150,000 sq ft commercial, 15,000 sq ft private school, 1,200 students.

LEGEND

Color	Symbol	Use	Acres
Green		Open Space	+/- 216 ac.
Light Blue		Existing Industrial Limited	+/- 19.6 ac.
Orange		Existing Residential District	+/- 35.3 ac.
Yellow		Existing Single Family	+/- 87.9 ac.
Brown		Residential District	+/- 163.0 ac.
Light Brown		Off-site Res District	+/- 43.2 ac.
Purple		Mixed Use	+/- 41.9 ac.
Dark Purple		Off-site Mixed Use	+/- 4.1 ac.



2.0 DRIVEWAY SPACING REVIEW

Access to the development is proposed to be provided via four project driveways (two of which currently exist and two of which are proposed):

- ❖ One existing full-access driveway along Garlington Road (Hartness Drive/Project Driveway #4);
- ❖ One existing full-access driveway along SC 14 (Society Street/Project Driveway #2);
- ❖ One proposed full-access driveway along SC 14 opposite of Moore Road (Project Driveway #1); and
- ❖ One proposed limited access (outbound left-turns restricted) driveway along SC 14 between Society Street and Rocky Point Way/Oak Creek Lane (Project Driveway #3).

A review of the driveway spacing of the proposed driveways (Project Driveway #1 and Project Driveway #3) along SC 14 was completed based on information contained in SCDOT's *Access & Roadside Management Standards (ARMS)* manual (2008), shown in the adapted Table 2.1.

Table 2.1 – Minimum Driveway Spacing*

Posted Speed Limit (mph)	AADT $\geq$ 2000; or Driveways Generating > 50 Peak Hour Trips	AADT < 2000
30	160 ft	75 ft
35	220 ft	125 ft
40	275 ft	175 ft
45	325 ft	225 ft
$\geq$ 50	400 ft	275 ft

*Figure 3-7 of *Access & Roadside Management Standards*, 2008, SCDOT

Based upon the 45-mph speed limit and the driveway spacing criteria of *ARMS*, a minimum of 325 feet is required for full access along SC 14.

Project Driveway #1 is proposed to be located along SC 14 such that it is aligned with the existing Moore Road, approximately 600 feet east of an existing residential driveway and approximately 400 feet west of an existing residential driveway, both of which meet the SCDOT spacing criteria.

Project Driveway #3 is proposed to be located along SC 14 approximately 450 feet east of the existing Rock Point Way/Oak Creek Lane intersection and approximately 650 feet west of the existing Society Street/Project Driveway #2 intersection, both of which meet the SCDOT spacing criteria.



3.0 PROJECT TRAFFIC

3.1 PROPOSED LAND USES

Project Traffic in this analysis is defined as the vehicle trips anticipated to be generated by the proposed Hartness development. These trips were distributed and assigned throughout the study roadway network.

The Hartness development is proposed to consist of the following land uses:

- ❖ 560 Residential Units, consisting of:
 - o 449 Single-Family Homes; and
 - o 111 Multifamily (Low-Rise) Housing Units;
- ❖ 73-Room Inn/Hotel;
- ❖ 1,200-Student Private School, consisting of
 - o 600 Elementary Students;
 - o 250 Middle School Students; and
 - o 350 High School Students; and
- ❖ 130,000 Square Feet of Commercial Space.

As was mentioned previously, the Hartness development is anticipated to be constructed in six phases, with ultimate buildout in 2029. As was also mentioned, 70% of the Phase 1 residential units (77 of 110 units) are currently complete and occupied. Therefore, these 77 units were not included in future trip generation estimates for the development, since the traffic generated by these completed units will be reflected in the intersection turning movement counts collected in the field (however, the remaining 33 of the Phase 1 residential units yet to be built/occupied were included in the trip generation estimates).

3.2 TRIP GENERATION ESTIMATES

The trip generation potential for the development was estimated using information contained in ITE's *Trip Generation Manual*, 10th Edition (2017) reference. The estimates utilized the following land use codes:

- ❖ LUC 210 – Single-Family Detached Housing;
- ❖ LUC 220 – Multifamily Housing (Low-Rise);
- ❖ LUC 310 – Hotel;
- ❖ LUC 520 – Elementary School;
- ❖ LUC 522 – Middle School/Junior High School;
- ❖ LUC 530 – High School; and
- ❖ LUC 820 – Shopping Center;

Due to the nature of the proposed Hartness development, internal capture trips and pass-by trips, were considered in the trip generation estimates.

Internal capture considers interaction between multiple uses in a development and was limited to 20%. Pass-by traffic is attracted from the existing traffic volumes on adjacent roadways and reduces the new trip impacts of a retail project site. Internal and pass-by capture traffic was estimated using information contained in ITE's *Trip Generation Handbook*, 3rd Edition (2014) reference.

The trip generation estimates for the development are documented in Appendix A and are shown in the tables below for each phase/buildout year of development in:

- ❖ Table 3.1 – Phase 1, 2022;
- ❖ Table 3.2 – Phase 2, 2023;
- ❖ Table 3.3 – Phase 3, 2025;
- ❖ Table 3.4 – Phase 4a, 2026,
- ❖ Table 3.5 – Phase 4b, 2027,
- ❖ Table 3.6 – Phase 5, 2028, and
- ❖ Table 3.7 – Phase 6, 2029.



Table 3.1 – Trip Generation Estimates: Phase 1, 2022

Land Use	ITE LUC	Cumulative Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	31 units	354	7	20	21	12
Multifamily Housing (Low-Rise)	220	2 units	16	1	0	1	1
Gross Trips:			370	8	20	22	13
– Internal Capture Trips			--	--	--	--	--
– Pass-by Capture Trips			--	--	--	--	--
New, External Trips			370	8	20	22	13

Table 3.2 – Trip Generation Estimates: Phase 2, 2023

Land Use	ITE LUC	Cumulative Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	109 units	1,126	21	82	69	41
Multifamily Housing (Low-Rise)	220	14 units	104	2	7	6	4
Hotel	310	73 rooms	398	18	13	15	14
Elementary School	520	300 students	456	109	92	24	27
Shopping Center	820	10 ksf	1,258	6	4	48	51
Gross Trips:			3,342	156	175	162	137
– Internal Capture Trips			-580	-1	-1	-23	-23
– Pass-by Capture Trips			-336	-2	-2	-13	-13
New, External Trips			2,426	153	172	126	101

Table 3.3 – Trip Generation Estimates: Phase 3, 2025

Land Use	ITE LUC	Cumulative Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	201 units	1,978	37	111	125	74
Multifamily Housing (Low-Rise)	220	50 units	366	6	19	20	12
Hotel	310	73 rooms	398	18	13	15	14
Elementary School	520	300 students	456	109	92	24	27
Shopping Center	820	70 ksf	4,718	43	26	200	217
Gross Trips:			7,916	213	261	384	344
– Internal Capture Trips			-1,584	-4	-4	-72	-72
– Pass-by Capture Trips			-1,342	-11	-11	-59	-59
New, External Trips			4,990	198	246	253	213



Table 3.4 – Trip Generation Estimates: Phase 4a, 2026

Land Use	ITE LUC	Cumulative Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	253 units	2,444	46	138	156	92
Multifamily Housing (Low-Rise)	220	68 units	498	8	25	26	16
Hotel	310	73 rooms	398	18	13	15	14
Elementary School	520	600 students	1,094	217	185	49	53
Shopping Center	820	90 ksf	5,596	55	33	241	262
Gross Trips:			10,032	344	394	519	456
– Internal Capture Trips			-2,006	-5	-5	-92	-92
– Pass-by Capture Trips			-1,570	-14	-14	-71	-71
New, External Trips			6,456	325	375	324	274

Table 3.5 – Trip Generation Estimates: Phase 4b, 2027

Land Use	ITE LUC	Cumulative Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	299 units	2,850	54	163	183	108
Multifamily Housing (Low-Rise)	220	84 units	616	9	31	32	19
Hotel	310	73 rooms	398	18	13	15	14
Elementary School	520	600 students	1,094	217	185	49	53
Shopping Center	820	110 ksf	6,416	67	41	280	303
Gross Trips:			11,374	365	433	559	497
– Internal Capture Trips			-2,272	-5	-5	-106	-106
– Pass-by Capture Trips			-1,804	-18	-18	-82	-82
New, External Trips			7,298	342	410	371	309

Table 3.6 – Trip Generation Estimates: Phase 5, 2028

Land Use	ITE LUC	Cumulative Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	337 units	3,180	61	183	205	121
Multifamily Housing (Low-Rise)	220	96 units	704	11	35	36	21
Hotel	310	73 rooms	398	18	13	15	14
Elementary School	520	600 students	1,094	217	185	49	53
Middle School/Junior High School	522	250 students	716	78	67	21	22
High School	530	350 students	1,004	122	60	24	25
Shopping Center	820	120 ksf	6,806	73	45	299	323
Gross Trips:			13,904	580	588	649	579
– Internal Capture Trips			-2,632	-5	-5	-121	-121
– Pass-by Capture Trips			-1,876	-19	-19	-86	-86
New, External Trips			9,396	556	564	442	372



Table 3.7 – Trip Generation Estimates: Phase 6, 2029

Land Use	ITE LUC	Cumulative Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	375 units	3,508	68	271	227	134
Multifamily Housing (Low-Rise)	220	108 units	792	12	51	40	23
Hotel	310	73 rooms	398	18	13	15	14
Elementary School	520	600 students	1,094	217	185	49	53
Middle School/Junior High School	522	250 students	716	78	67	21	22
High School	530	350 students	1,004	122	60	24	25
Shopping Center	820	130 ksf	7,186	79	48	317	343
Gross Trips:			14,702	594	615	693	614
– Internal Capture Trips			-2,768	-6	-6	-128	-128
– Pass-by Capture Trips			-1,982	-21	-21	-91	-91
New, External Trips			9,952	567	588	474	395



3.3 TRIP DISTRIBUTION & ASSIGNMENT

3.3.1 New External Traffic

New external traffic expected to be generated by the Hartness development was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of non-school related project trips was assumed to be:

- ❖ 20% to/from the north via SC 14;
- ❖ 15% to/from the south via SC 14;
- ❖ 15% to/from the south via Garlington Road;
- ❖ 30% to/from the west via Pelham Road;
- ❖ 10% to/from the east via Pelham Road; and
- ❖ 10% to/from the east via Moore Road.

School-related traffic was distributed and assigned to the network based on the following distribution percentages:

- ❖ 20% to/from the north via SC 14;
- ❖ 35% to/from the south via SC 14;
- ❖ 30% to/from the west via Pelham Road; and
- ❖ 15% to/from the east via Pelham Road.

The assignment of new external project traffic anticipated to be generated by the Hartness development was determined according to the distribution percentages provided above, and according to the schedule of access point and connectivity changes shown in Table 3.8.

Table 3.8 – Access Point and Connectivity Schedule

Phase (Buildout Year)	Access/Connectivity Change	Project Traffic Assigned to Project Driveway:			
		1	2	3	4
1 (2022)	--	--	✓	--	--
2 (2023)	Project DW #3 opens for school access.	--	✓	✓	--
3 (2025)	Project DW #1 opens opposite Moore Rd.	✓	✓	✓	--
4a (2026)	East-west connector opens	✓	✓	✓	✓
4b (2027)	--	✓	✓	✓	✓
5 (2028)	--	✓	✓	✓	✓
6 (2029)	--	✓	✓	✓	✓

3.3.2 Pass-By Traffic

Pass-by traffic expected to be generated by the Hartness development was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of pass-by project trips was assumed to be the following for Phases 2 through 4 (through 2027):

- ❖ 50% to/from the north via SC 14; and
- ❖ 50% to/from the south via SC 14.

Beginning in Phase 5 (2028), additional commercial space along Garlington Road is planned to be developed north of Hartness Drive. Therefore, for Phases 5 and 6, the distribution of pass-by project trips was assumed to be the following:

- ❖ 40% to/from the north via SC 14;
- ❖ 40% to/from the south via SC 14;
- ❖ 10% to/from the north via Garlington Road; and
- ❖ 10% to/from the south via Garlington Road.

As illustrated in Table 3.8, access additions and connectivity changes throughout the buildout of the Hartness development led to changes in the assignment of project traffic accordingly. Therefore, four different non-school project traffic assignment plans were used – one for Phase 1, one for Phase 2, one for Phase 3, and one for the latter phases, Phases 4 – 6, as illustrated in Exhibit 3.1, Exhibit 3.2, Exhibit 3.3, and Exhibit 3.4, respectively. School traffic was assigned separately as well but was the same for all phases of the development, as illustrated in Exhibit 3.5.

The resulting AM and PM peak hour project traffic and pass-by traffic anticipated to be generated by the Hartness development is illustrated in the following exhibits, for each buildout phase/year as listed below:

Buildout Phase	AM Peak Hour	PM Peak Hour
Phase 1 2022	Exhibit 3.6	Exhibit 3.7
Phase 2 2023	Exhibit 3.8	Exhibit 3.9
Phase 3 2025	Exhibit 3.10	Exhibit 3.11
Phase 4a 2026	Exhibit 3.12	Exhibit 3.13
Phase 4b 2027	Exhibit 3.14	Exhibit 3.15
Phase 5 2028	Exhibit 3.16	Exhibit 3.17
Phase 6 2029	Exhibit 3.18	Exhibit 3.19



Exhibit 3.1 – Project Traffic Distribution and Assignment (Phase 1)

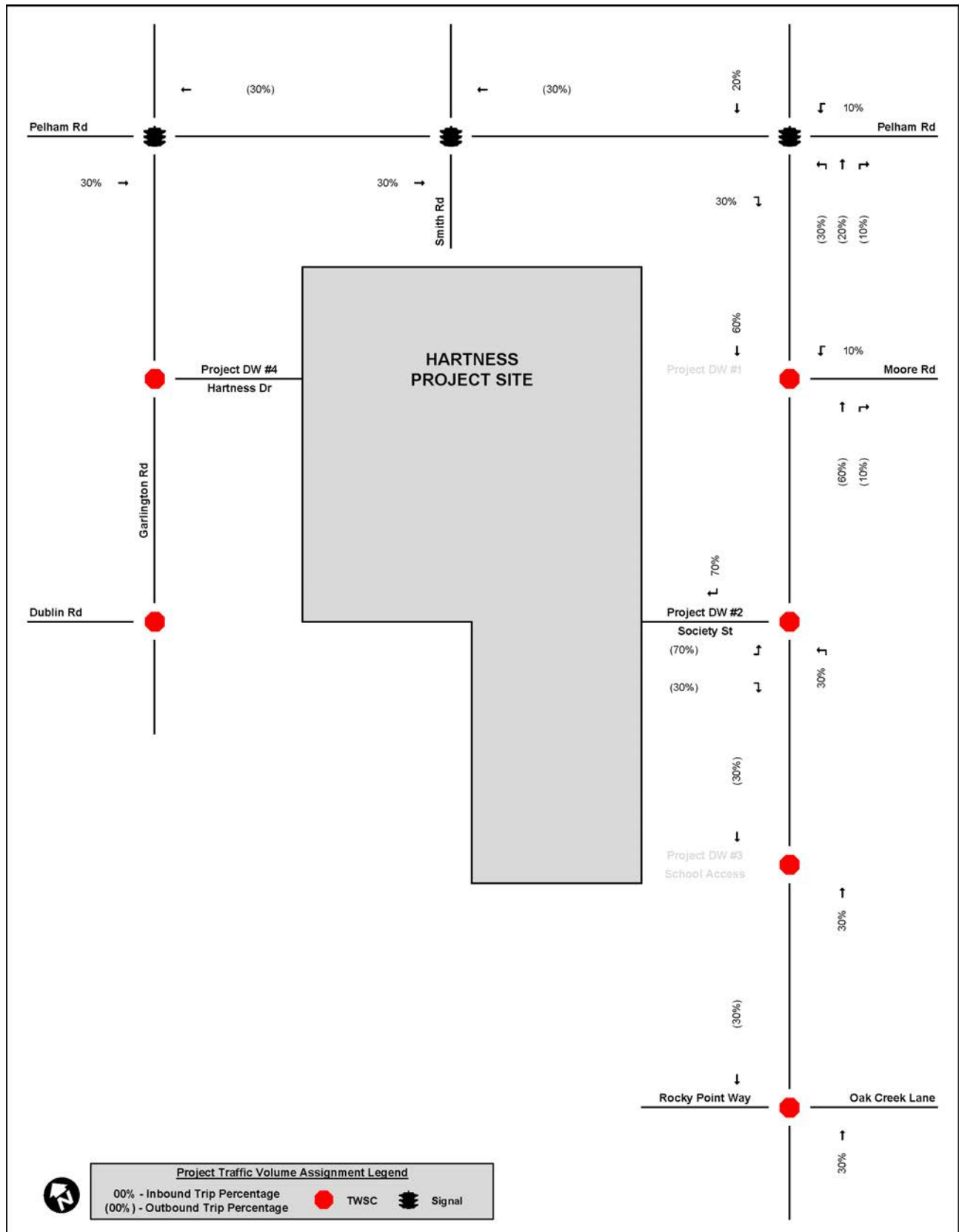




Exhibit 3.2 – Project Traffic Distribution and Assignment (Phase 2)

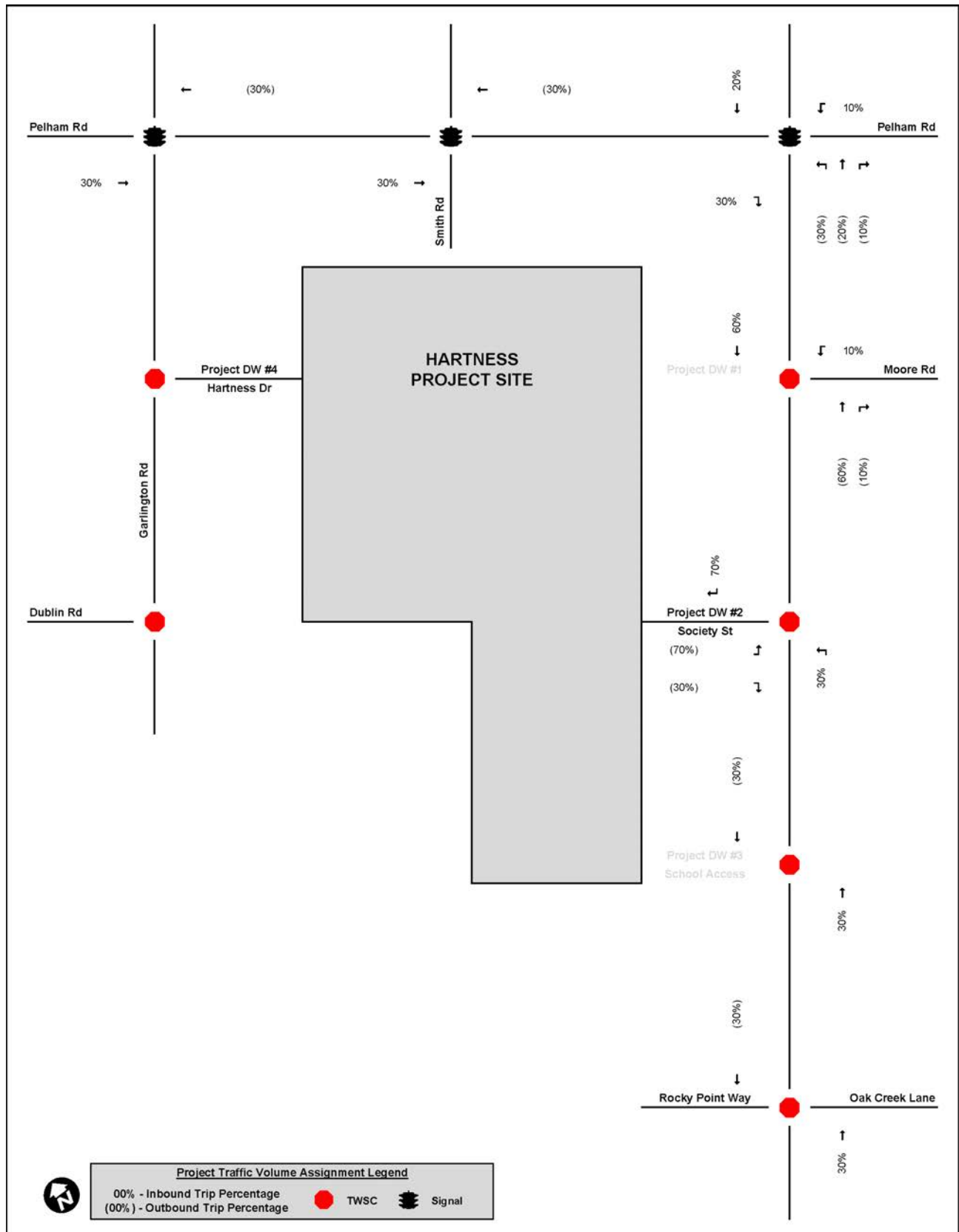




Exhibit 3.3 – Project Traffic Distribution and Assignment (Phase 3)

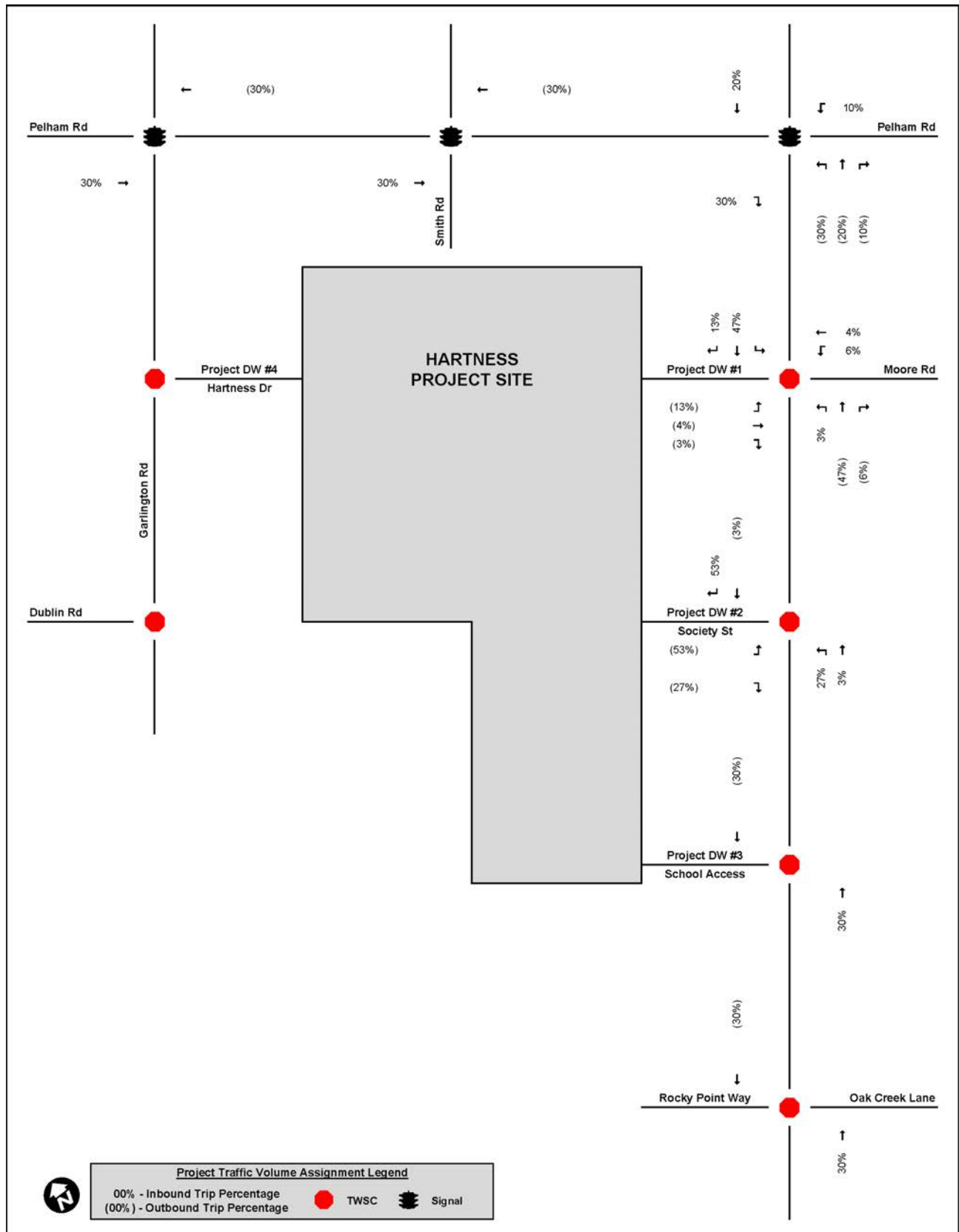




Exhibit 3.4 – Project Traffic Distribution and Assignment (Phase 4 – 6)

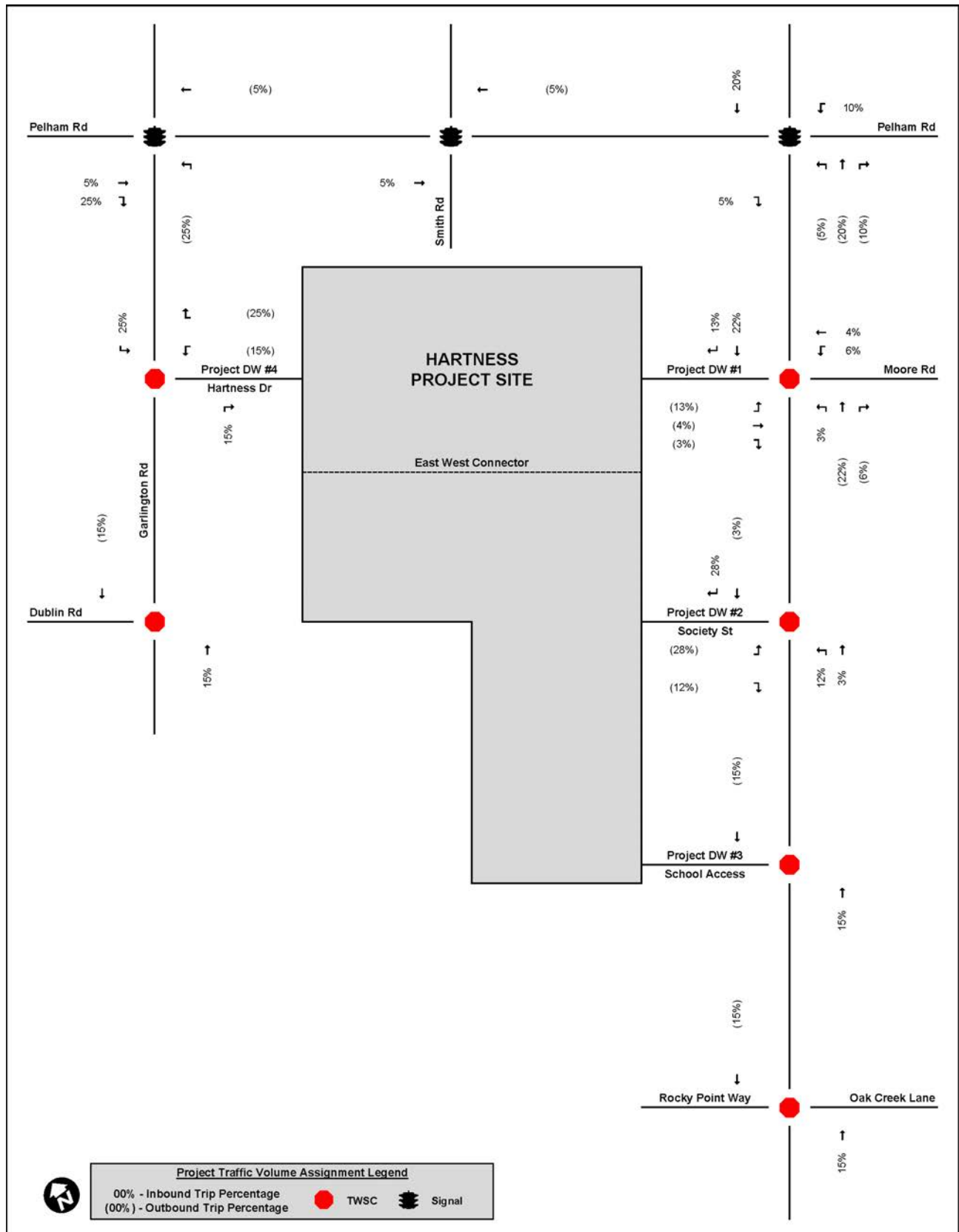




Exhibit 3.5 – Project Traffic Distribution and Assignment (School Traffic)

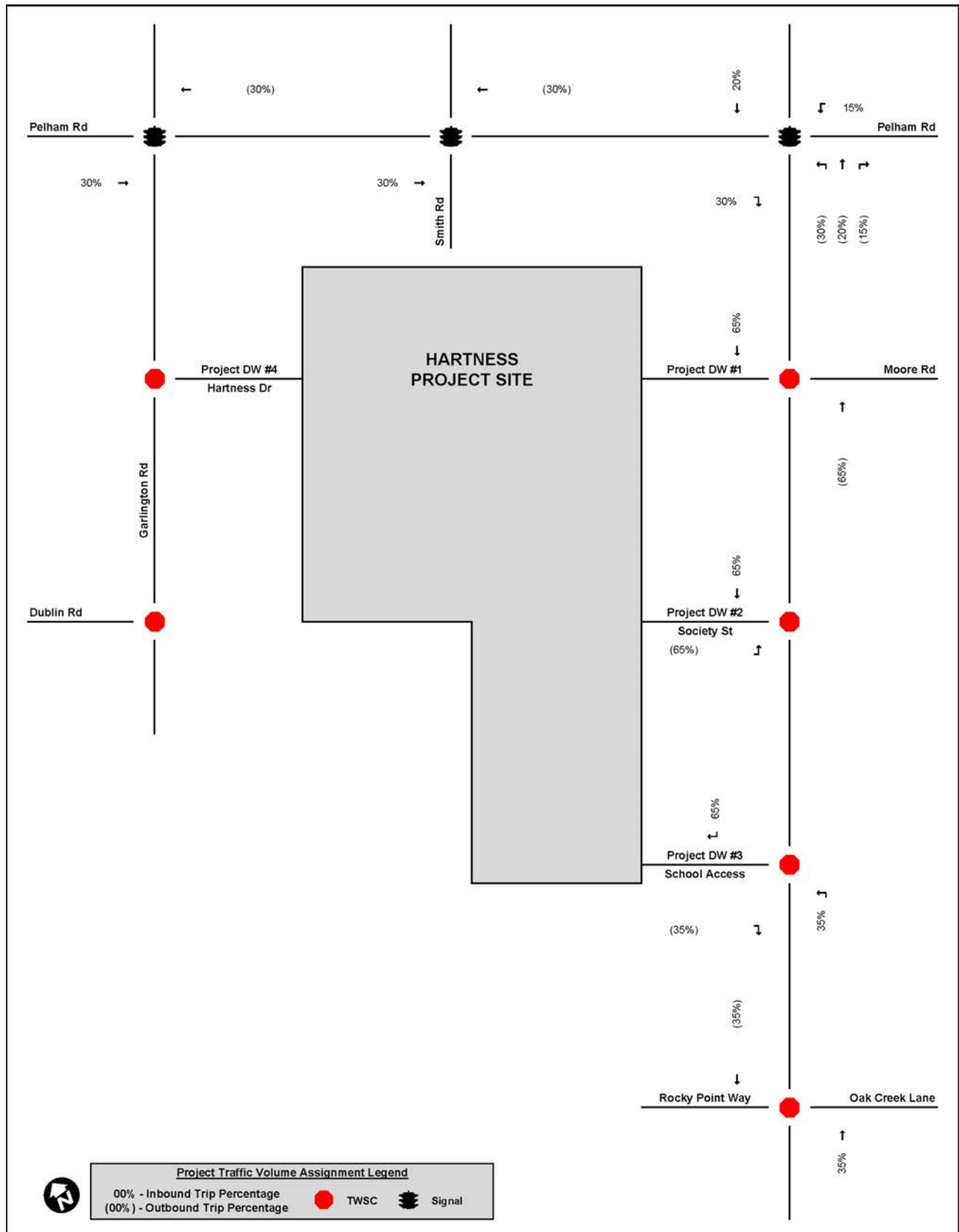




Exhibit 3.6 – 2022 AM Peak Hour Project Traffic Volumes

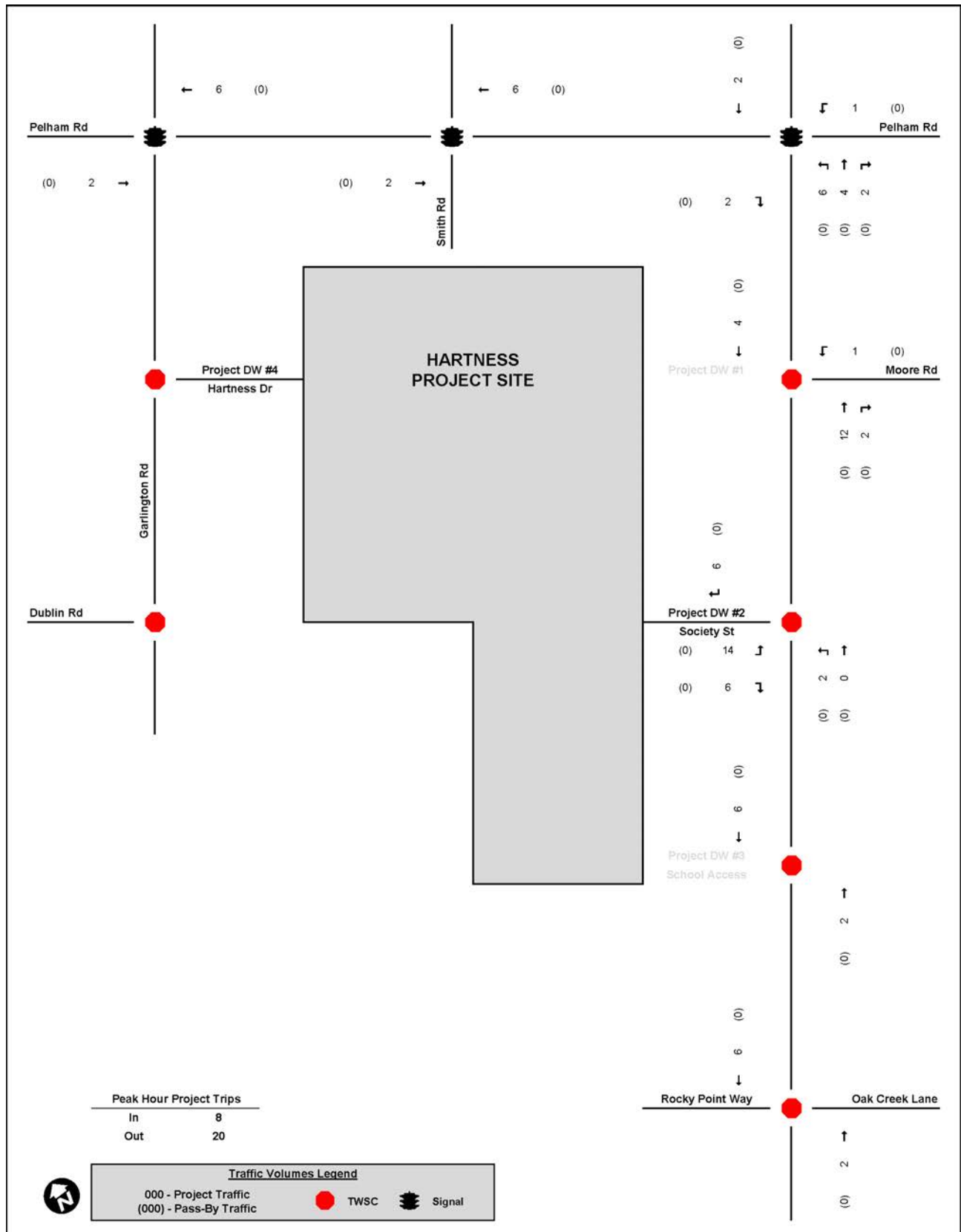




Exhibit 3.7 – 2022 PM Peak Hour Project Traffic Volumes

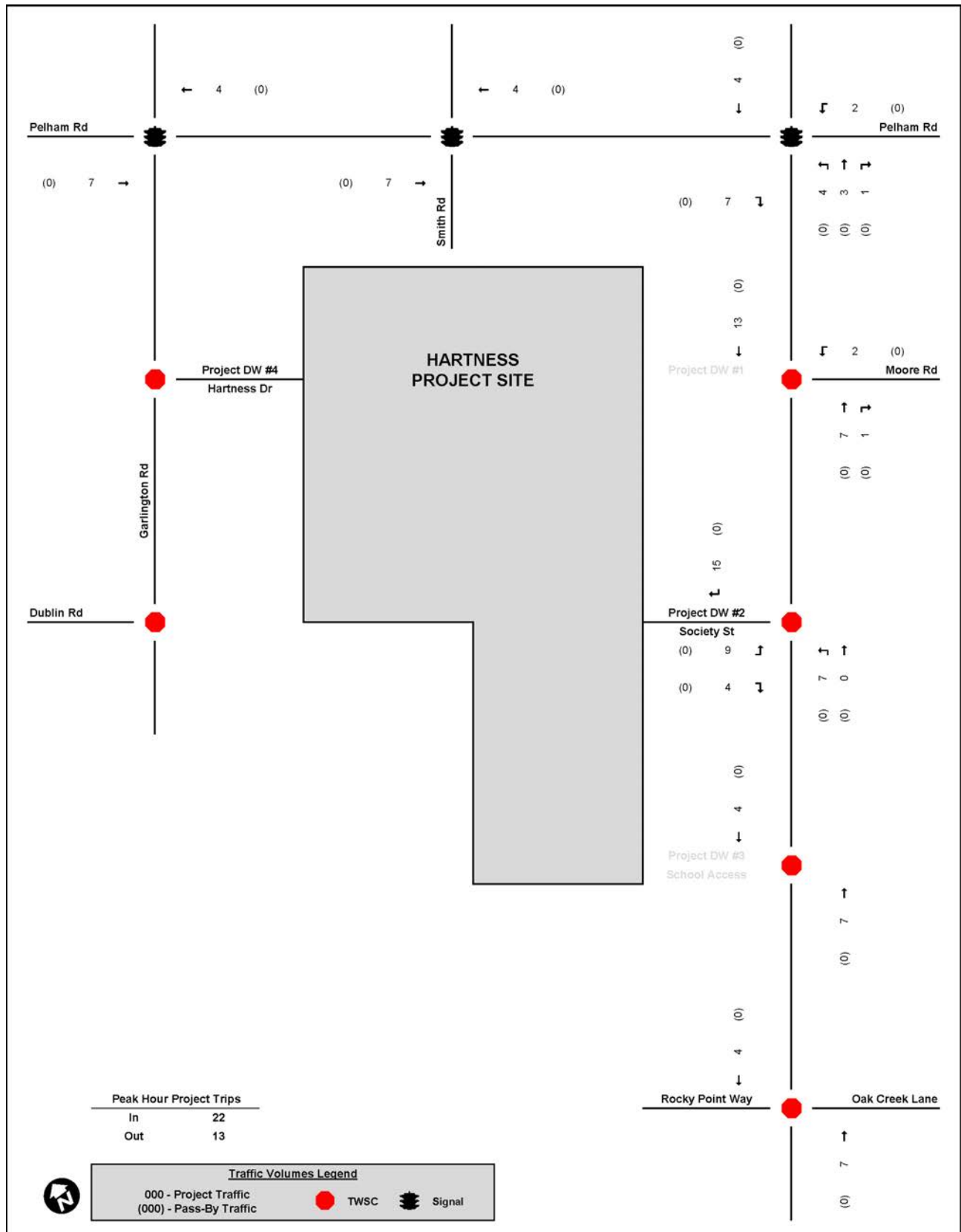




Exhibit 3.8 – 2023 AM Peak Hour Project Traffic Volumes

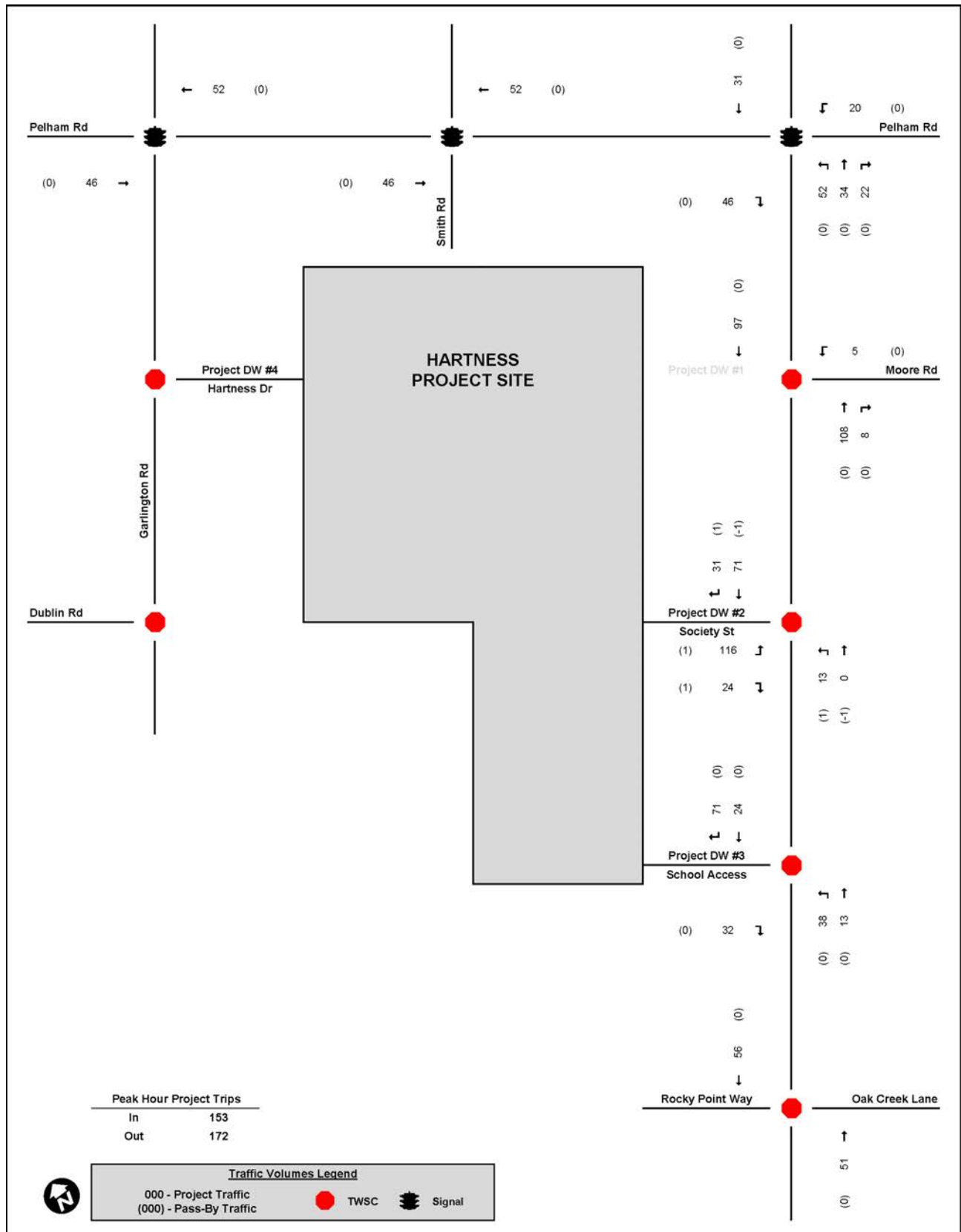




Exhibit 3.9 – 2023 PM Peak Hour Project Traffic Volumes

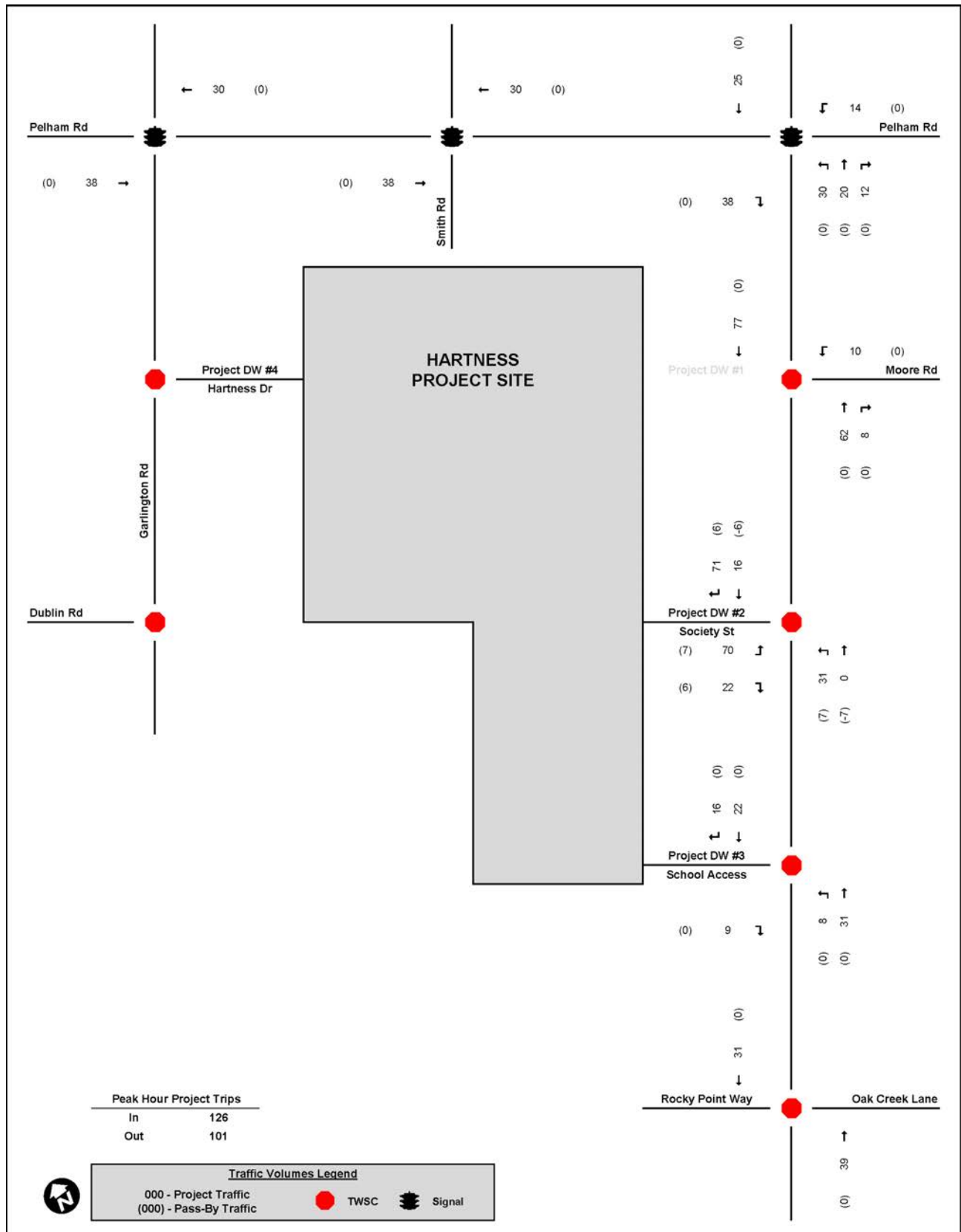




Exhibit 3.10 – 2025 AM Peak Hour Project Traffic Volumes

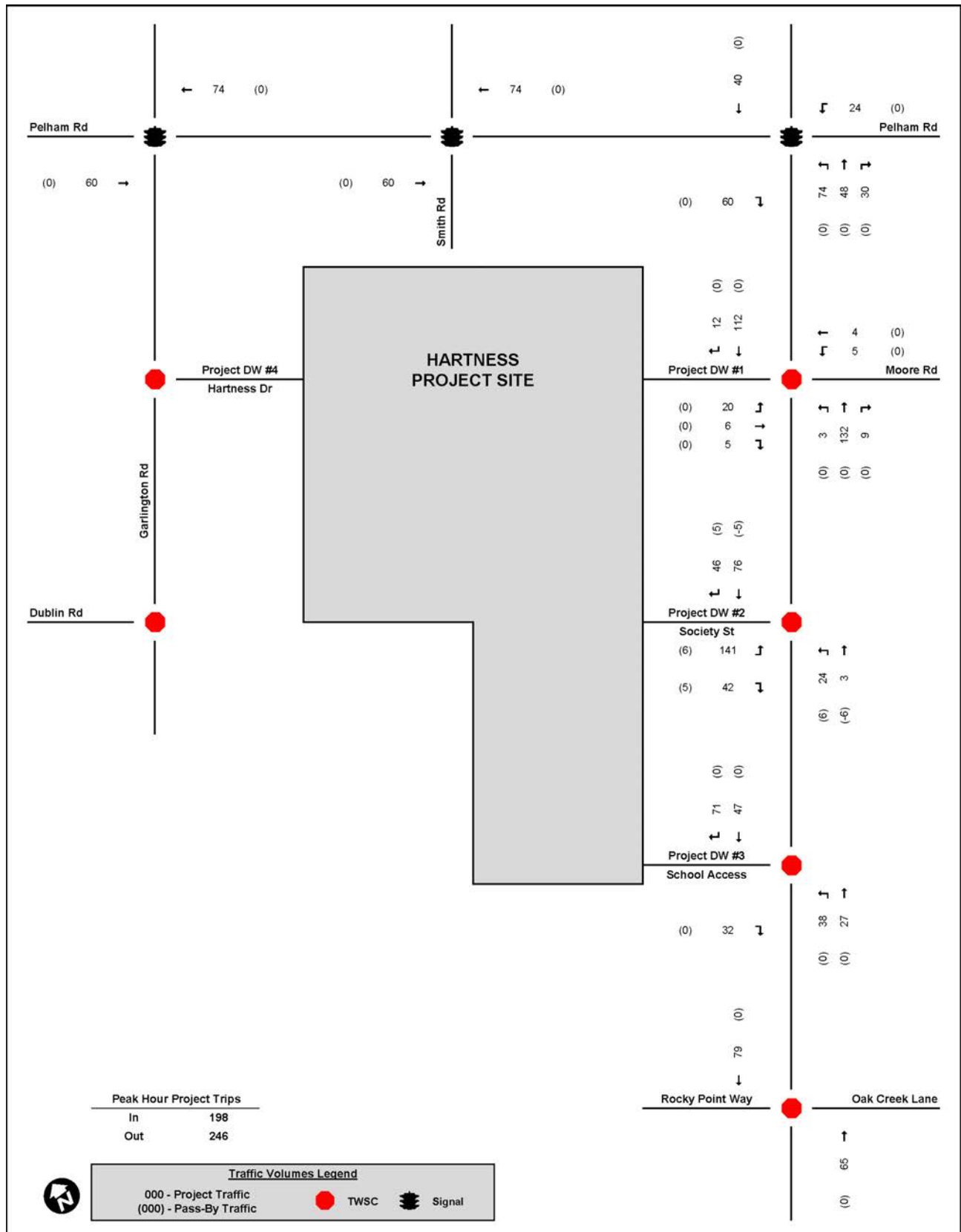




Exhibit 3.11 – 2025 PM Peak Hour Project Traffic Volumes

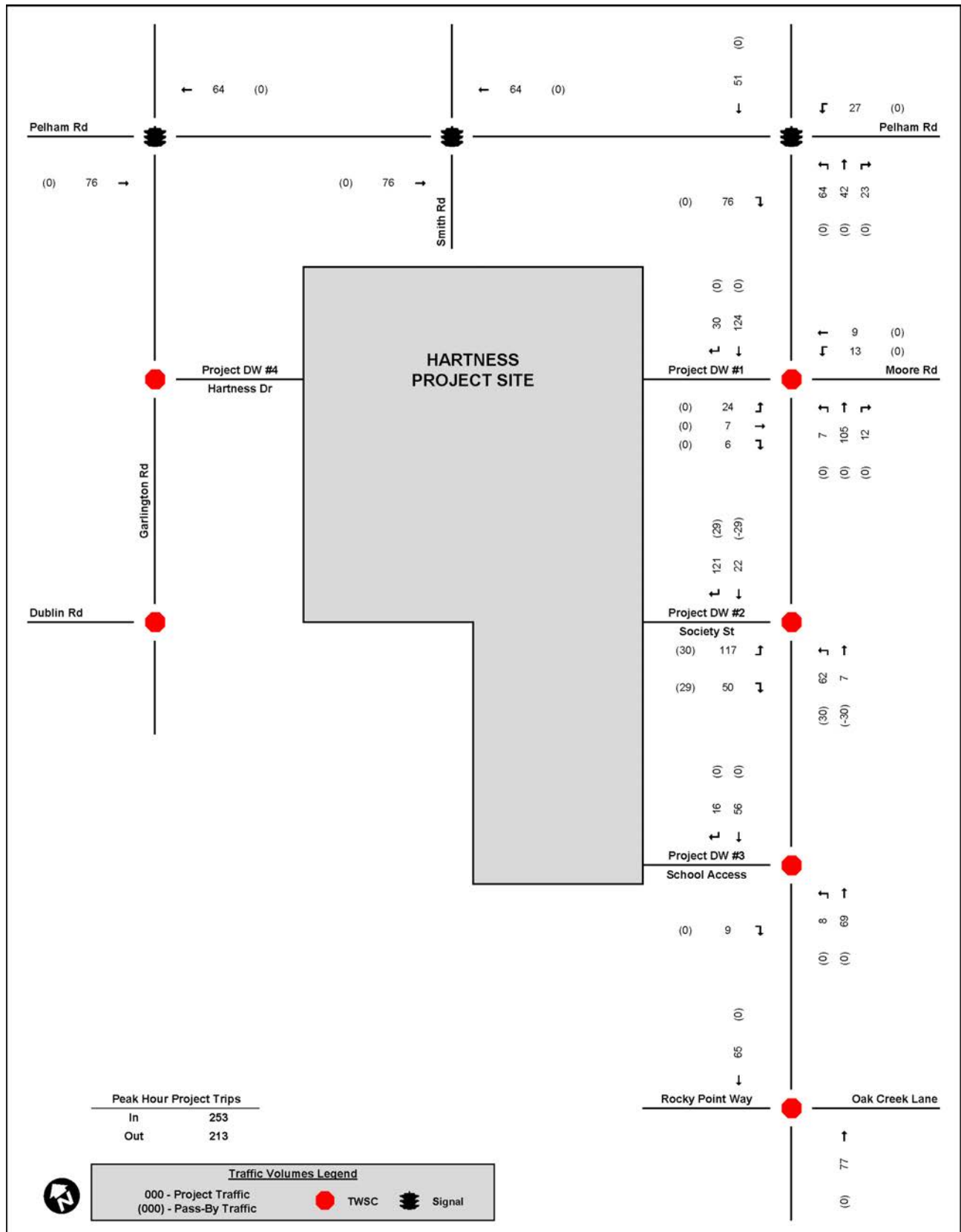




Exhibit 3.12 – 2026 AM Peak Hour Project Traffic Volumes

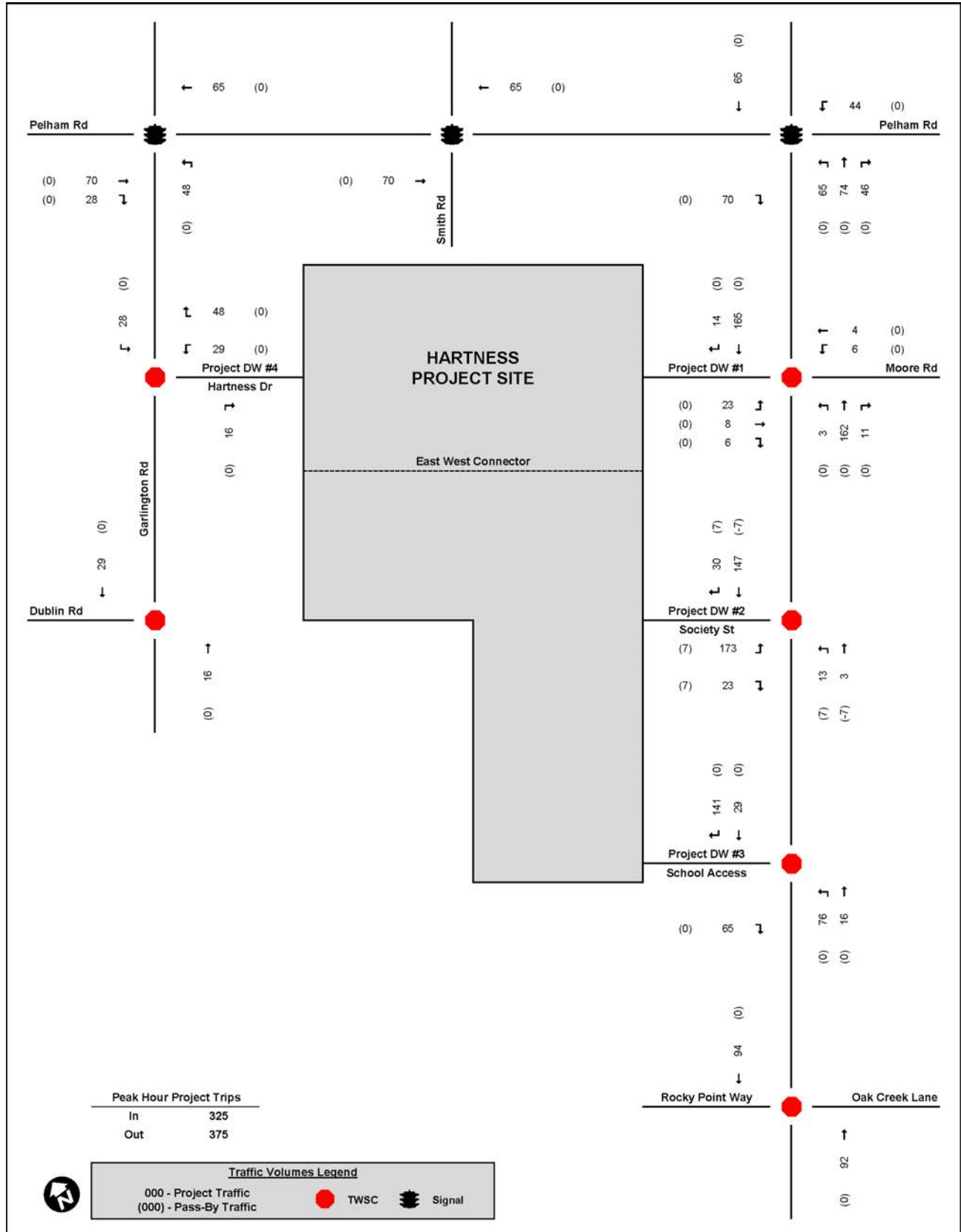




Exhibit 3.13 – 2026 PM Peak Hour Project Traffic Volumes

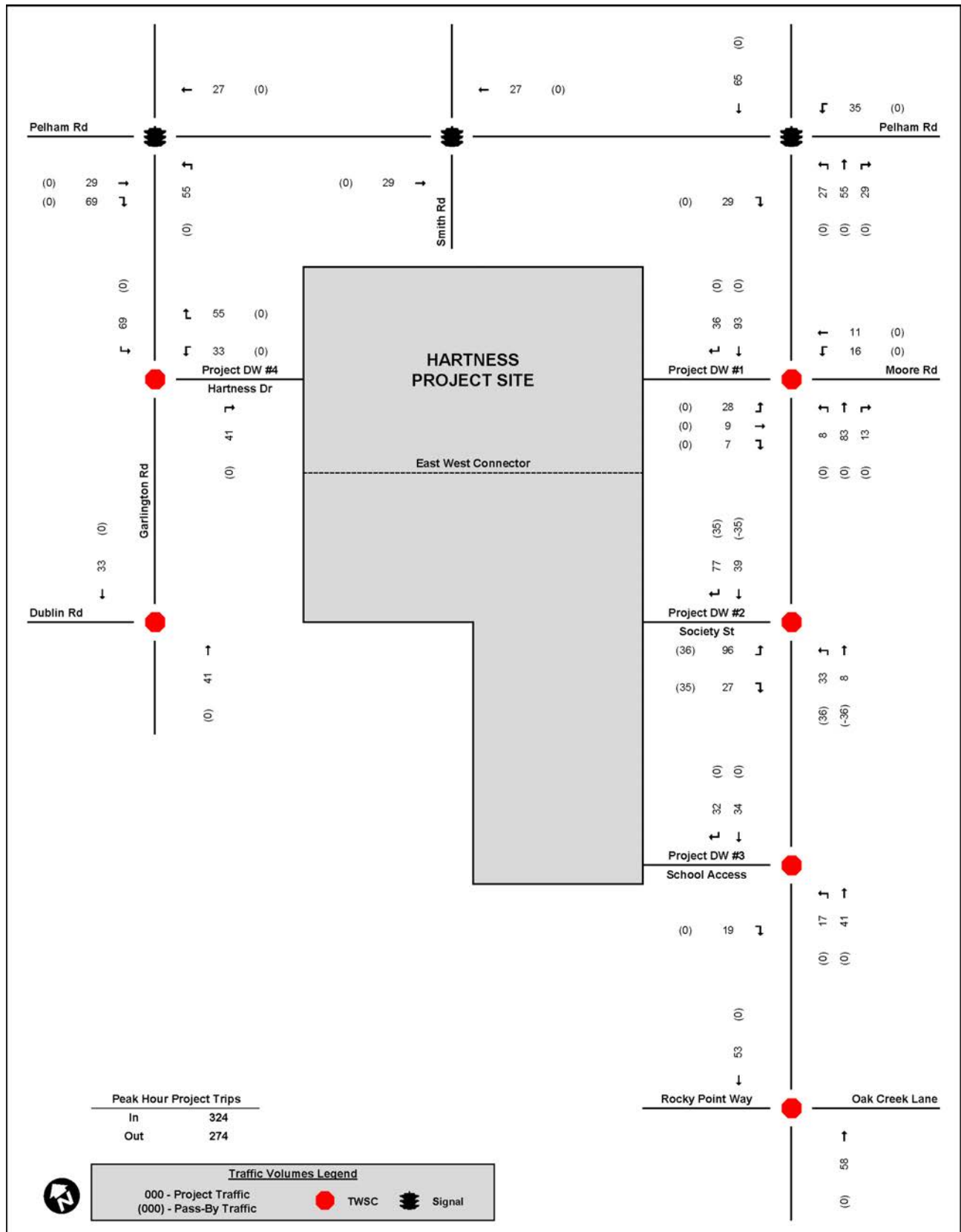




Exhibit 3.14 – 2027 AM Peak Hour Project Traffic Volumes

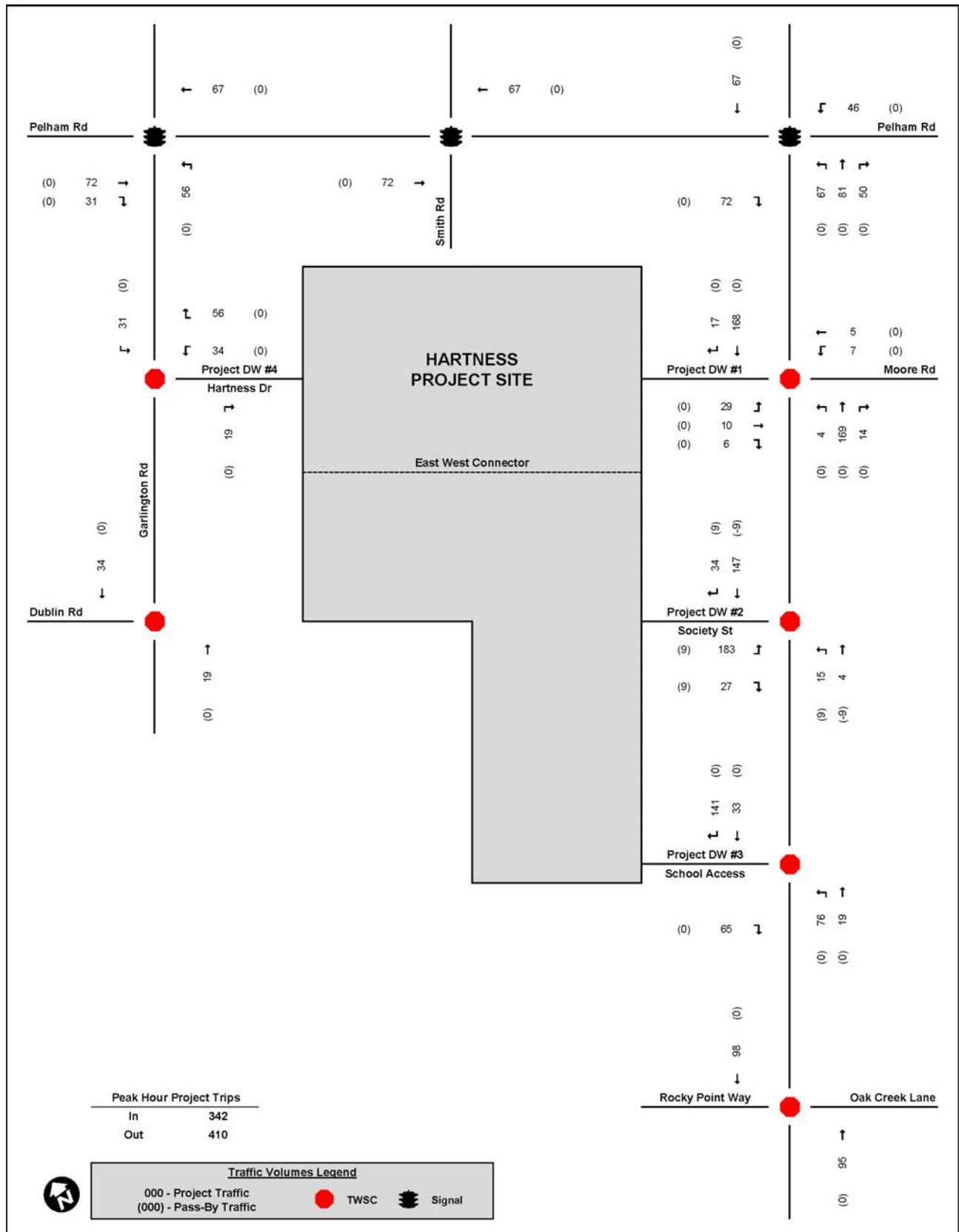




Exhibit 3.15 – 2027 PM Peak Hour Project Traffic Volumes

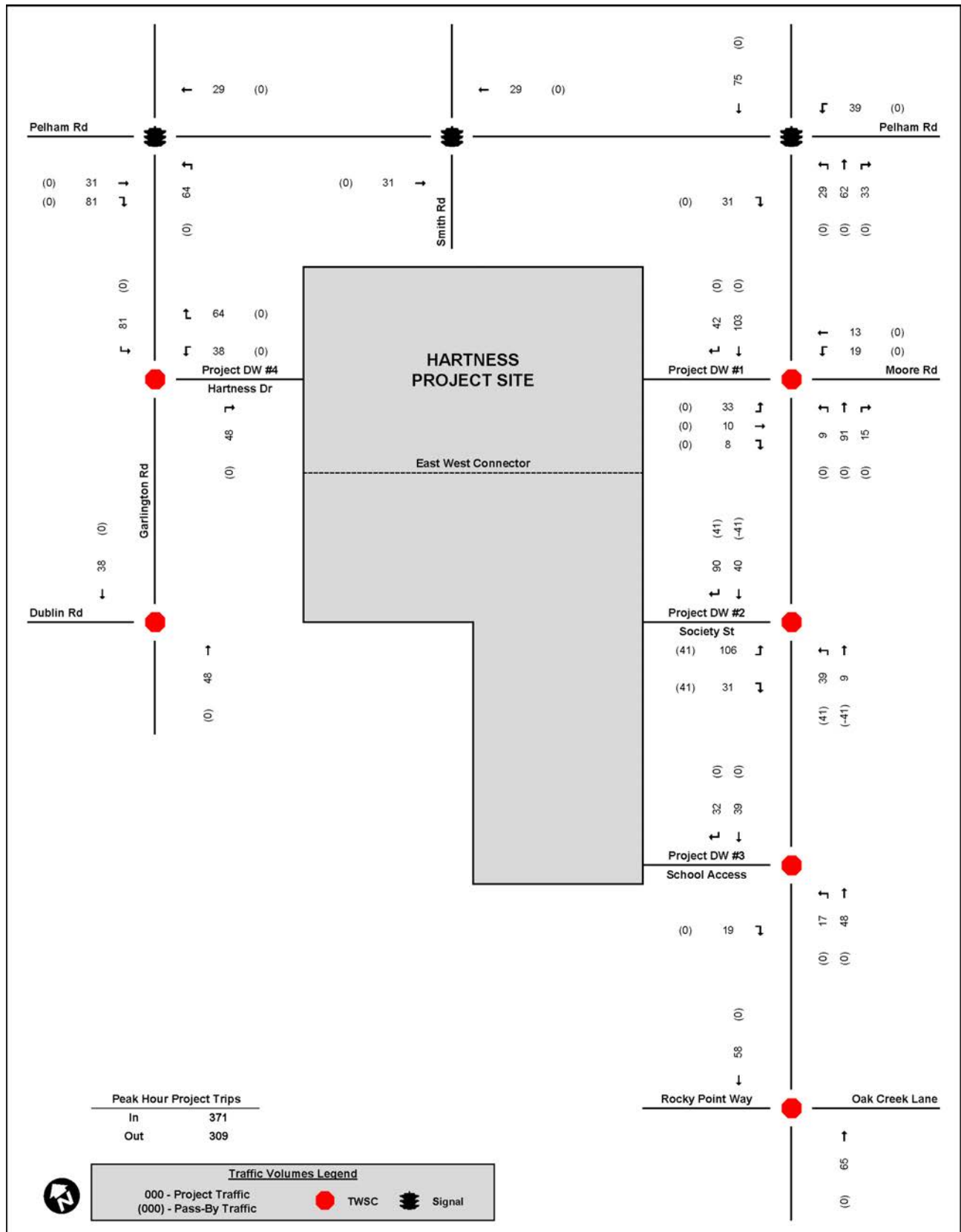




Exhibit 3.16 – 2028 AM Peak Hour Project Traffic Volumes

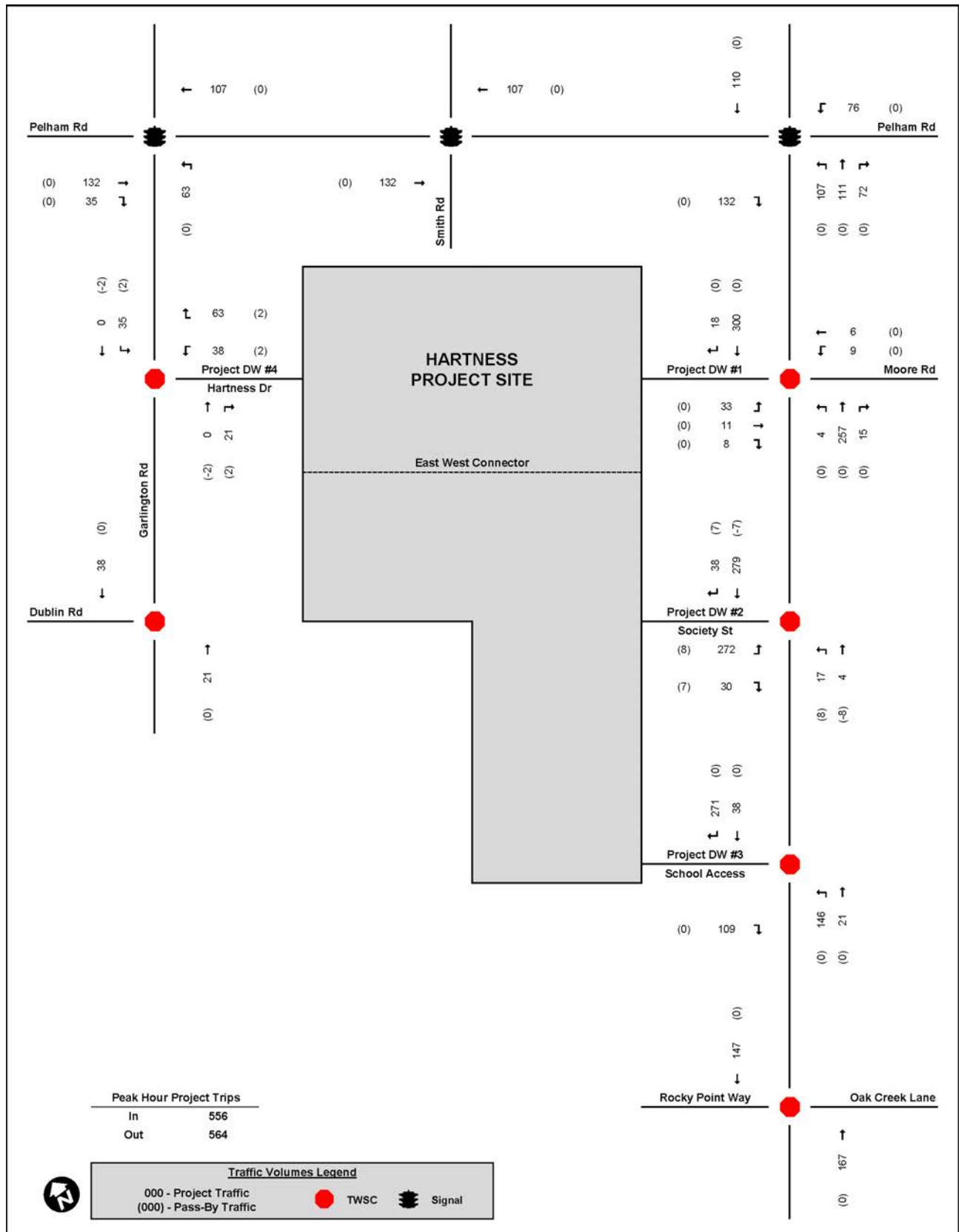




Exhibit 3.17 – 2028 PM Peak Hour Project Traffic Volumes

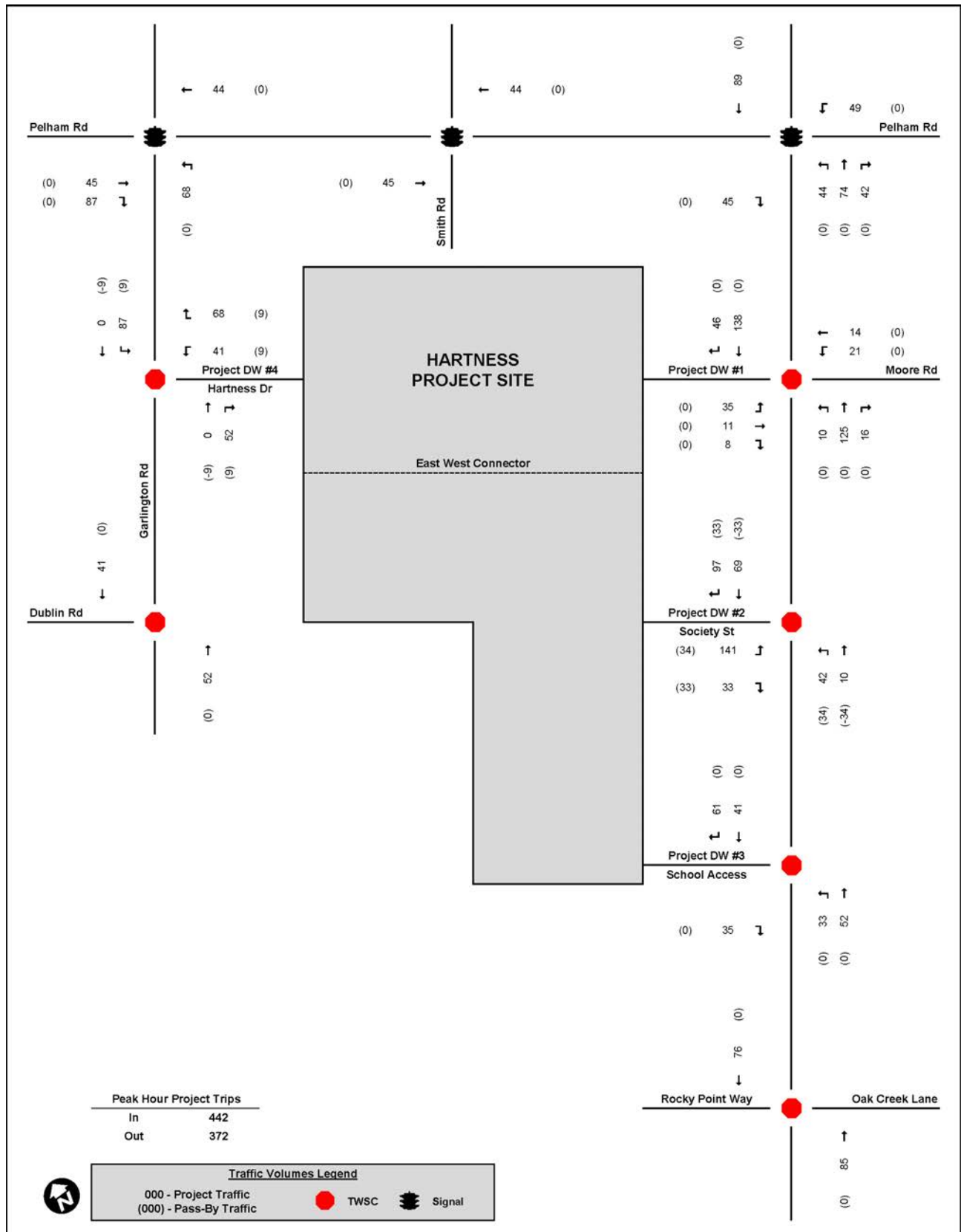




Exhibit 3.18 – 2029 AM Peak Hour Project Traffic Volumes

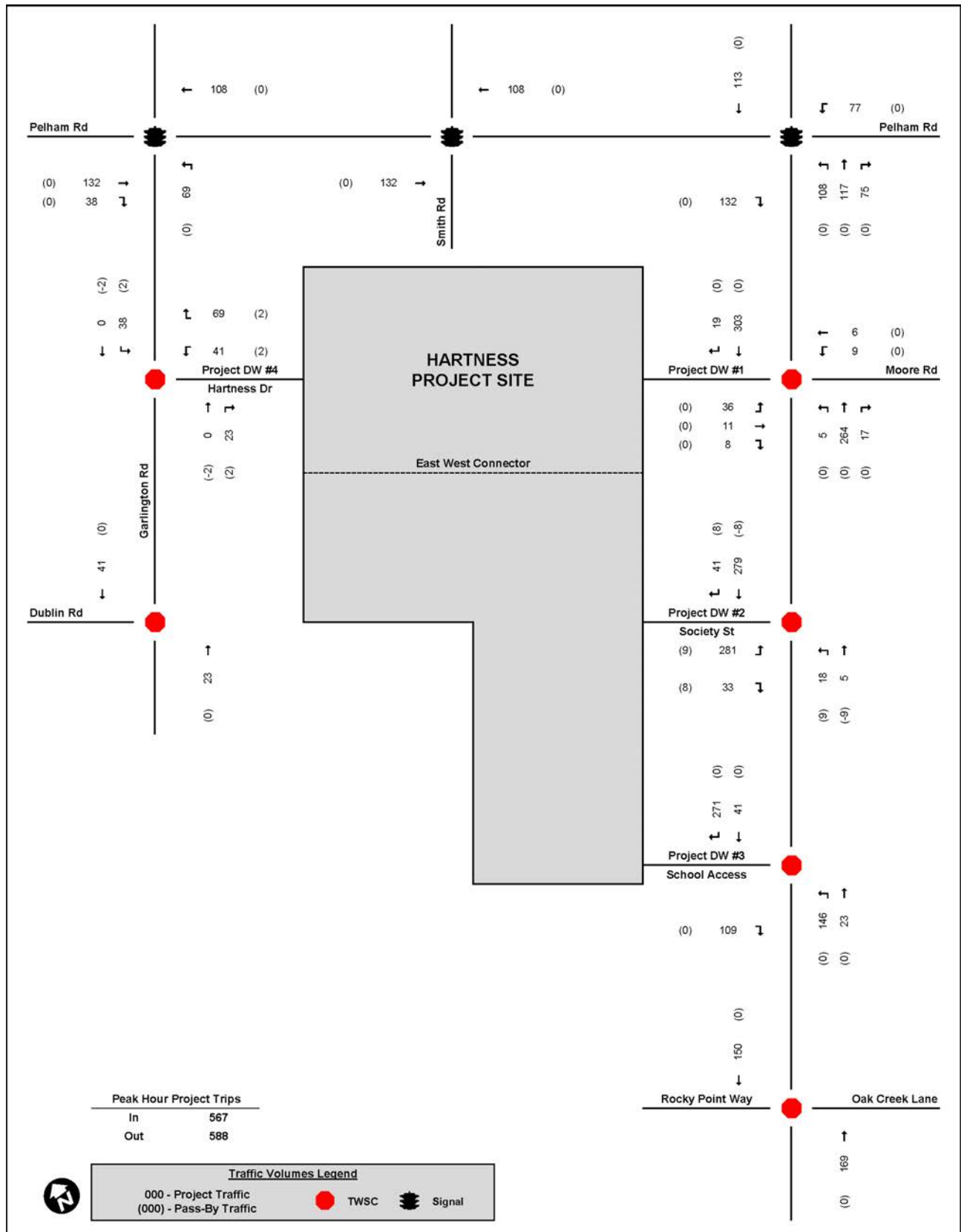
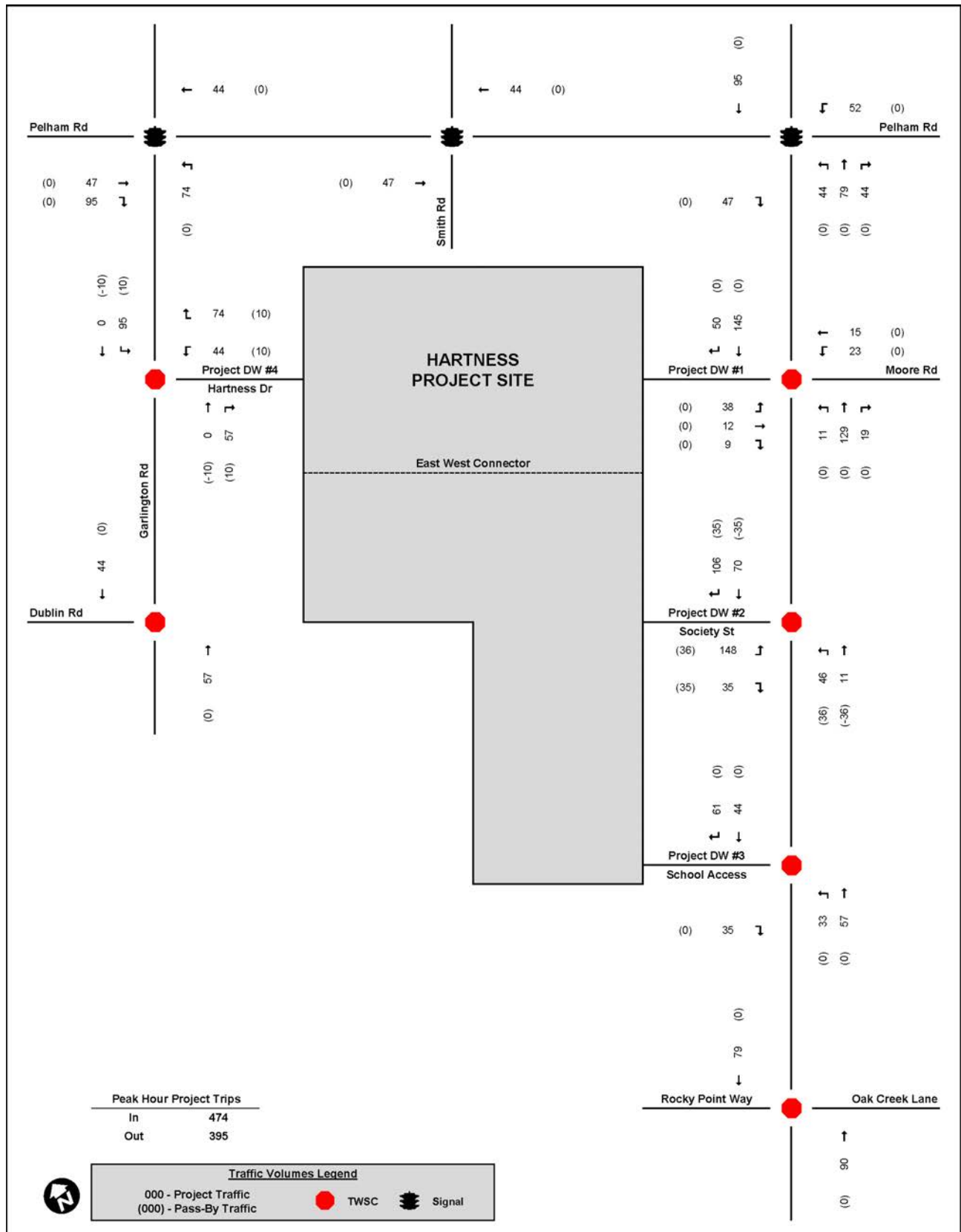




Exhibit 3.19 – 2029 PM Peak Hour Project Traffic Volumes





4.0 TRAFFIC VOLUME DEVELOPMENT

4.1 EXISTING TRAFFIC VOLUMES

The traffic impact analysis considers the weekday AM peak hour (between 7:00 AM and 9:00 AM) and the weekday PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. The extent of the roadway network studied consists of the nine (9) intersections of:

1. Pelham Road & Garlington Road;
2. Garlington Road & Hartness Drive/Project DW #4;
3. Garlington Road & Dublin Road;
4. Pelham Road & Smith Road;
5. Pelham Road/Batesville Road & SC 14;
6. SC 14 & Moore Road/Project DW #1 (proposed);
7. SC 14 & Society Street/Project DW #2;
8. SC 14 & Project DW #3 (proposed); and
9. SC 14 & Rocky Point Way/Oak Creek Lane.

Existing 2021 traffic volumes were collected at these study area intersections during the AM and PM peak periods listed above. Traffic volumes at the intersections of SC 14 & Society Street/Project Driveway #2 and at SC 14 & Rocky Point Way/Oak Creek Lane were collected in January of 2021, whereas traffic volumes at the remaining intersections were collected in May of 2021.

Since the counts at SC 14 & Society Street/Project Driveway #2 and at SC 14 & Rocky Point Way/Oak Creek lane were collected while SCDOT guidelines stipulated application of a growth factor to account for generally lower traffic volumes due to COVID-19, the counts at those two intersections were factored up by a factor of 1.12, according to the SCDOT guidance documented in **Appendix I**. However, since the counts at the other intersections were collected after these guidelines changed such that no factor is recommended (as documented in **Appendix J**), those counts were not factored.

The raw traffic volume counts are provided in **Appendix B** and the 2021 existing AM and PM peak hour traffic volumes are illustrated in **Exhibit 4.1**.

Volume development worksheets for each intersection are documented in **Appendix C**

4.2 FUTURE TRAFFIC PROJECTIONS

Future year No Build traffic volumes were developed by adding *background traffic growth* and *vested traffic* to the collected existing study area peak hour volumes.

Background traffic growth is growth anticipated to occur in the study area regardless of the proposed Hartness development.

Vested traffic is traffic anticipated to be generated by other known nearby developments expected to be completed prior to the Hartness development.

4.2.1 Background Traffic Growth

To develop an annual background growth rate for use in the analysis, historical count data along Pelham Road, Garlington Road, and SC 14 (SCDOT count stations #339, #763, and #197) was reviewed over the past 10 years. Based on the historical traffic volume growth on these roadways, a projected 2.88% annual growth rate was determined.

Therefore, in an effort to be conservative, a 3% annual growth rate was utilized to develop anticipated *background traffic growth* through the anticipated 2029 complete buildout year.

4.2.2 Vested Traffic

A separate project is currently underway adjacent to the Hartness development. The Top Golf development consisting of a golf-themed restaurant and entertainment facility as well as an estimated 285,675 square feet of office space is located on a site between the I-85 & Pelham Road interchange and Garlington Road with access via Garlington Road.

The Top Golf golf-themed restaurant and entertainment facility is completed and generating traffic (the trips from which were therefore captured in the traffic volume data collected for this study); however the office space is yet to be complete. Therefore, the traffic volumes anticipated to be generated by the office space of this development were considered in the analysis as *vested traffic* and are illustrated in **Exhibit 4.2** and documented in **Appendix L**.



4.2.3 Future No Build Traffic Volumes

Future year No Build AM and PM peak hour traffic volumes were developed by adding *background traffic growth* (assuming the 3% annual growth rate) and *vested traffic* (from the office space of the Top Golf site) to the 2021 existing peak hour traffic volumes from Exhibit 4.1.

4.2.4 Future Build Traffic Volumes

Future year Build AM and PM peak hour traffic volumes were developed by adding the Hartness project traffic (from Exhibit 3.6 through Exhibit 3.19) to the future year No Build traffic volumes for each buildout year.

The resulting future year No Build and Build AM and PM peak hour traffic volumes are illustrated exhibits on the pages that follow for each buildout phase/year as listed below:

Buildout Phase		No Build	Build
Phase 1	2022	Exhibit 4.3	Exhibit 4.4
Phase 2	2023	Exhibit 4.5	Exhibit 4.6
Phase 3	2025	Exhibit 4.7	Exhibit 4.8
Phase 4a	2026	Exhibit 4.9	Exhibit 4.10
Phase 4b	2027	Exhibit 4.11	Exhibit 4.12
Phase 5	2028	Exhibit 4.13	Exhibit 4.14
Phase 6	2029	Exhibit 4.15	Exhibit 4.16



Exhibit 4.1 – 2021 Existing Peak Hour Traffic Volumes

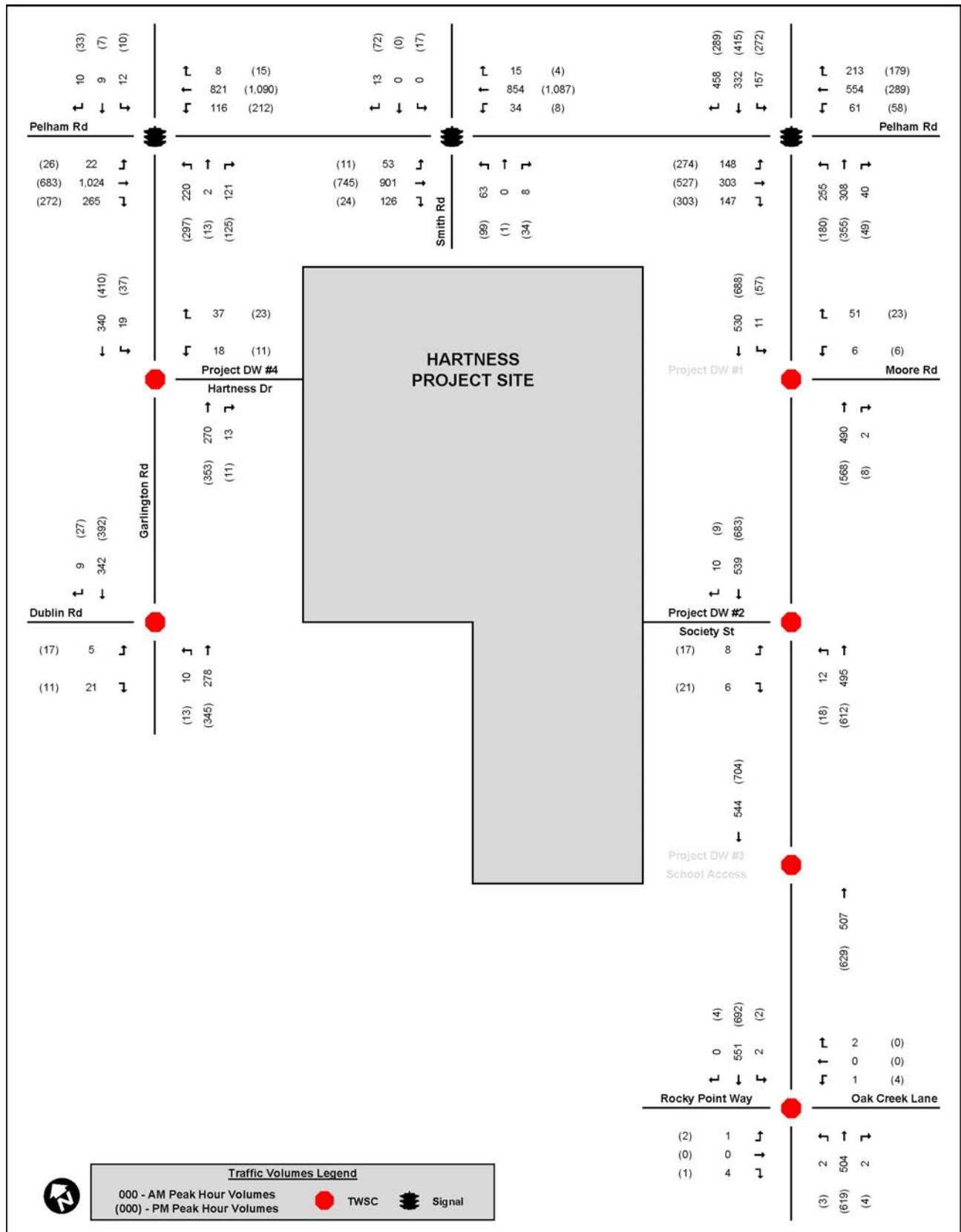




Exhibit 4.2 – Vested Traffic Volumes from the Nearby Top Golf Development

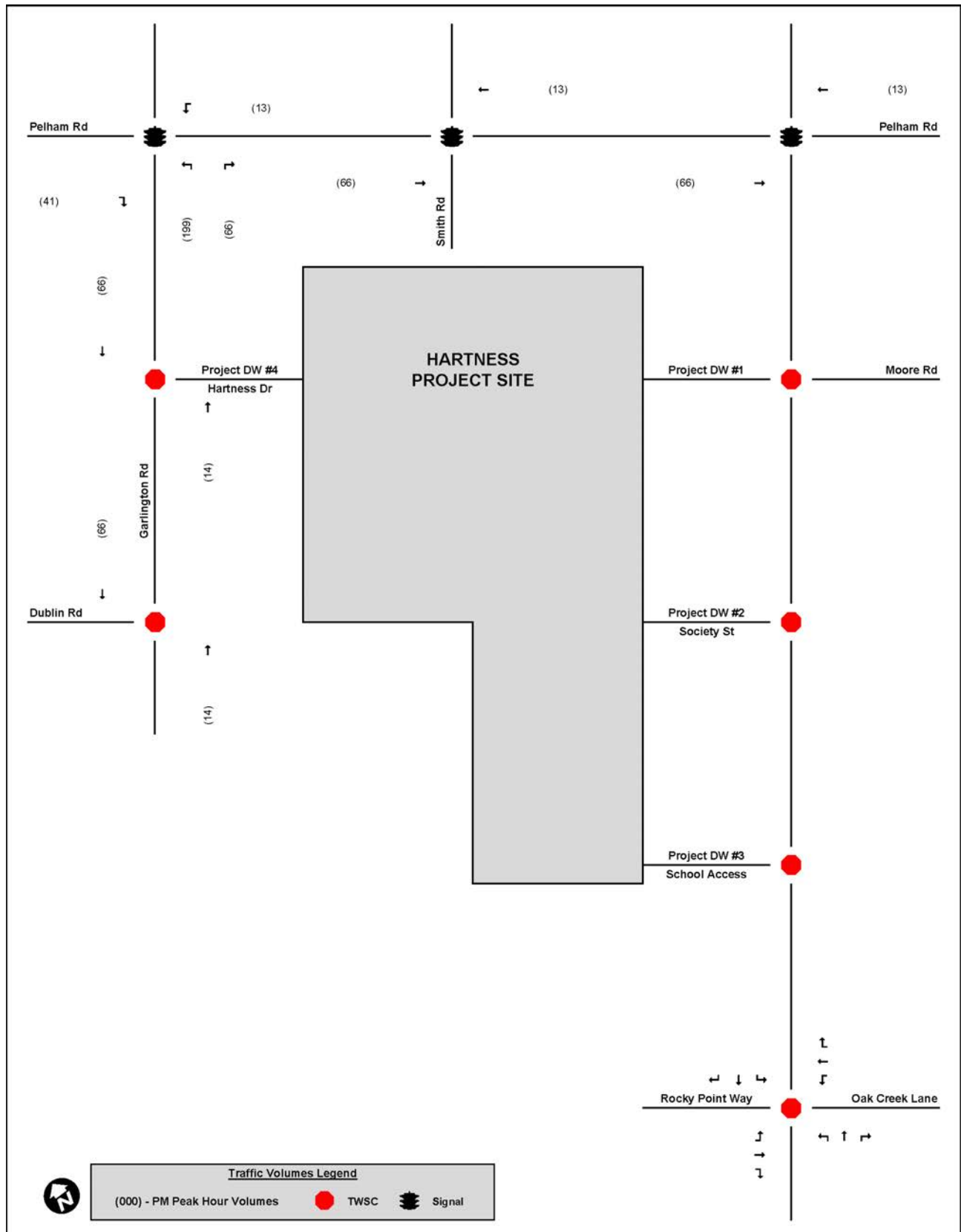




Exhibit 4.3 – 2022 No Build Peak Hour Traffic Volumes

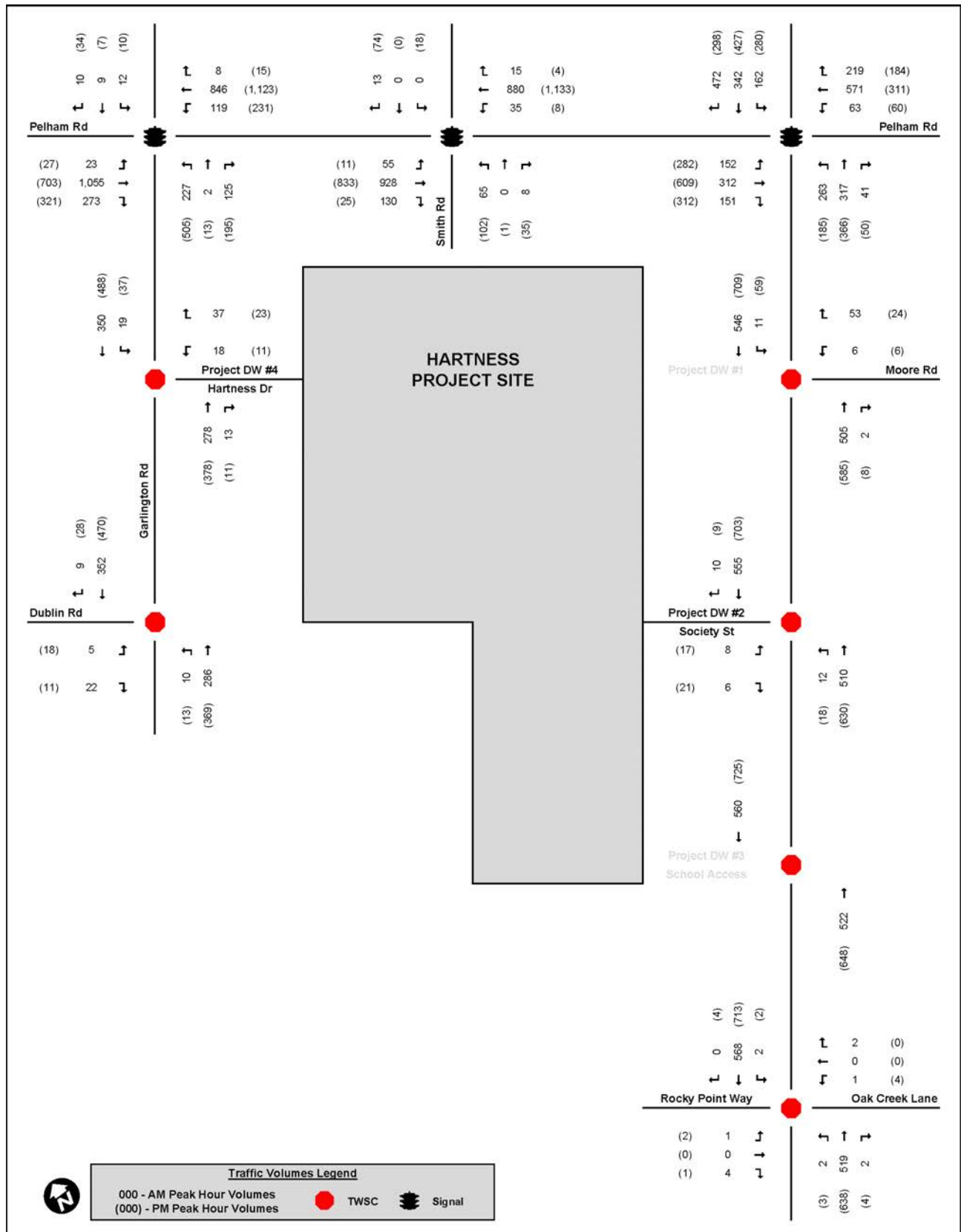




Exhibit 4.4 – 2022 Build Peak Hour Traffic Volumes

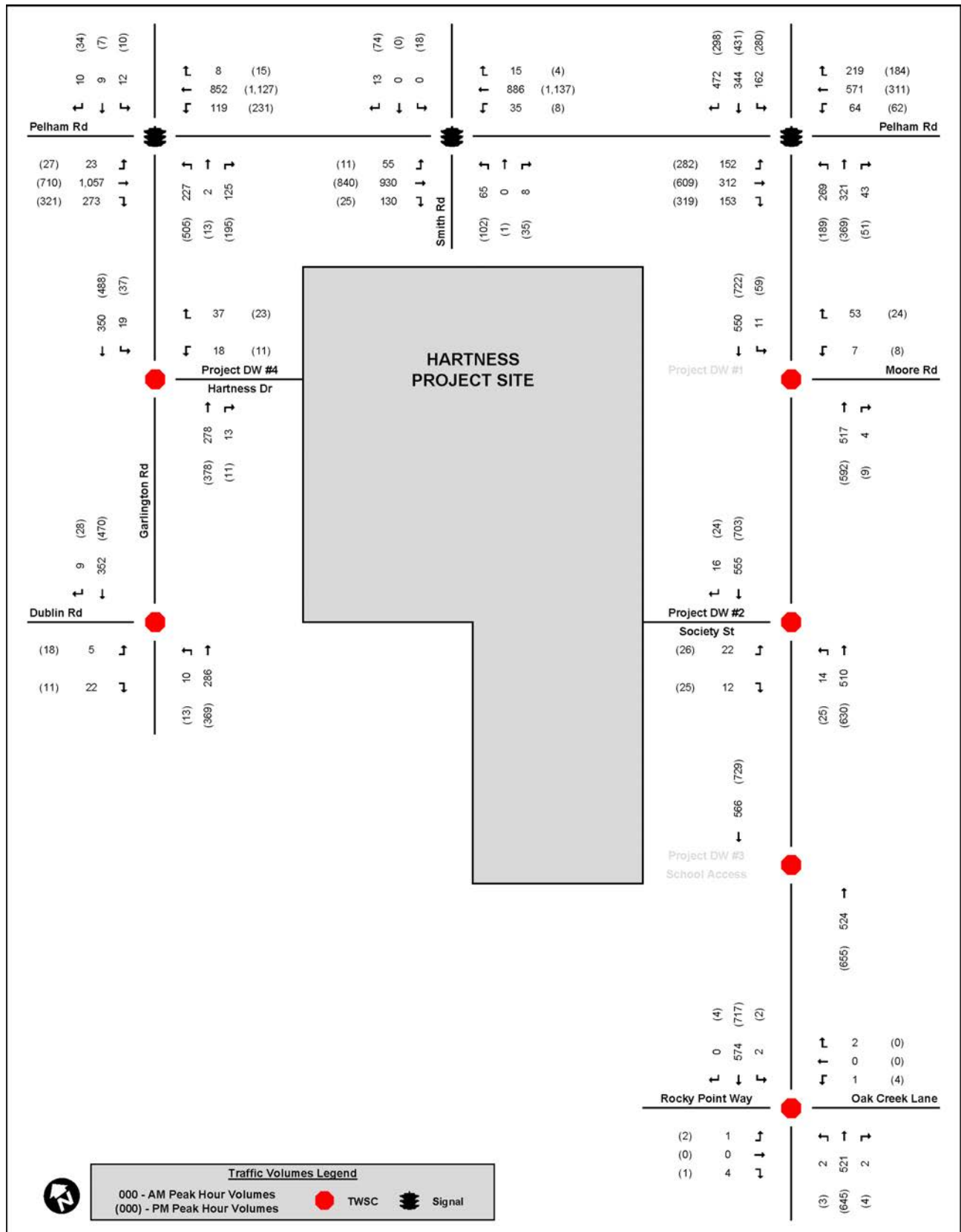




Exhibit 4.5 – 2023 No Build Peak Hour Traffic Volumes

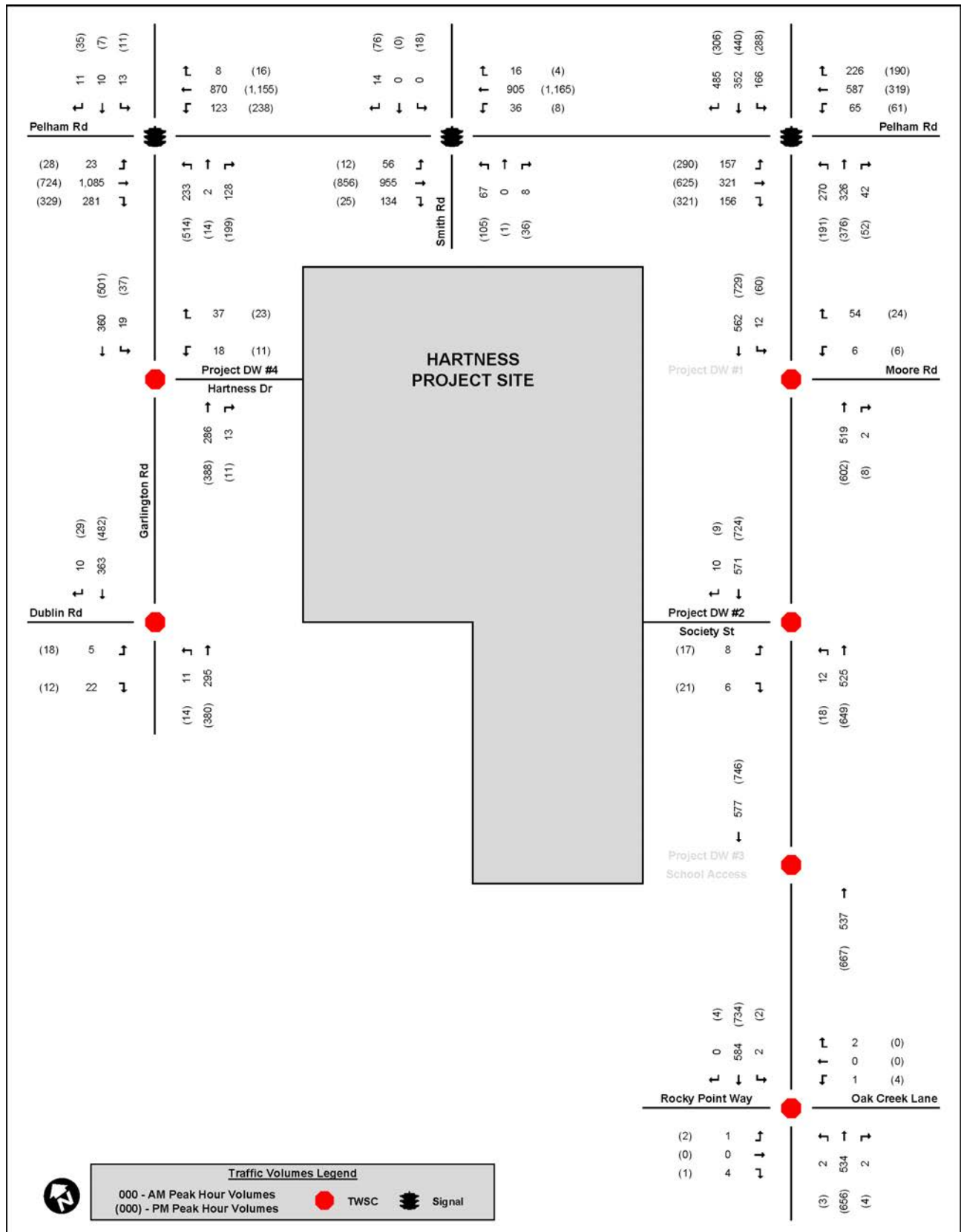




Exhibit 4.6 – 2023 Build Peak Hour Traffic Volumes

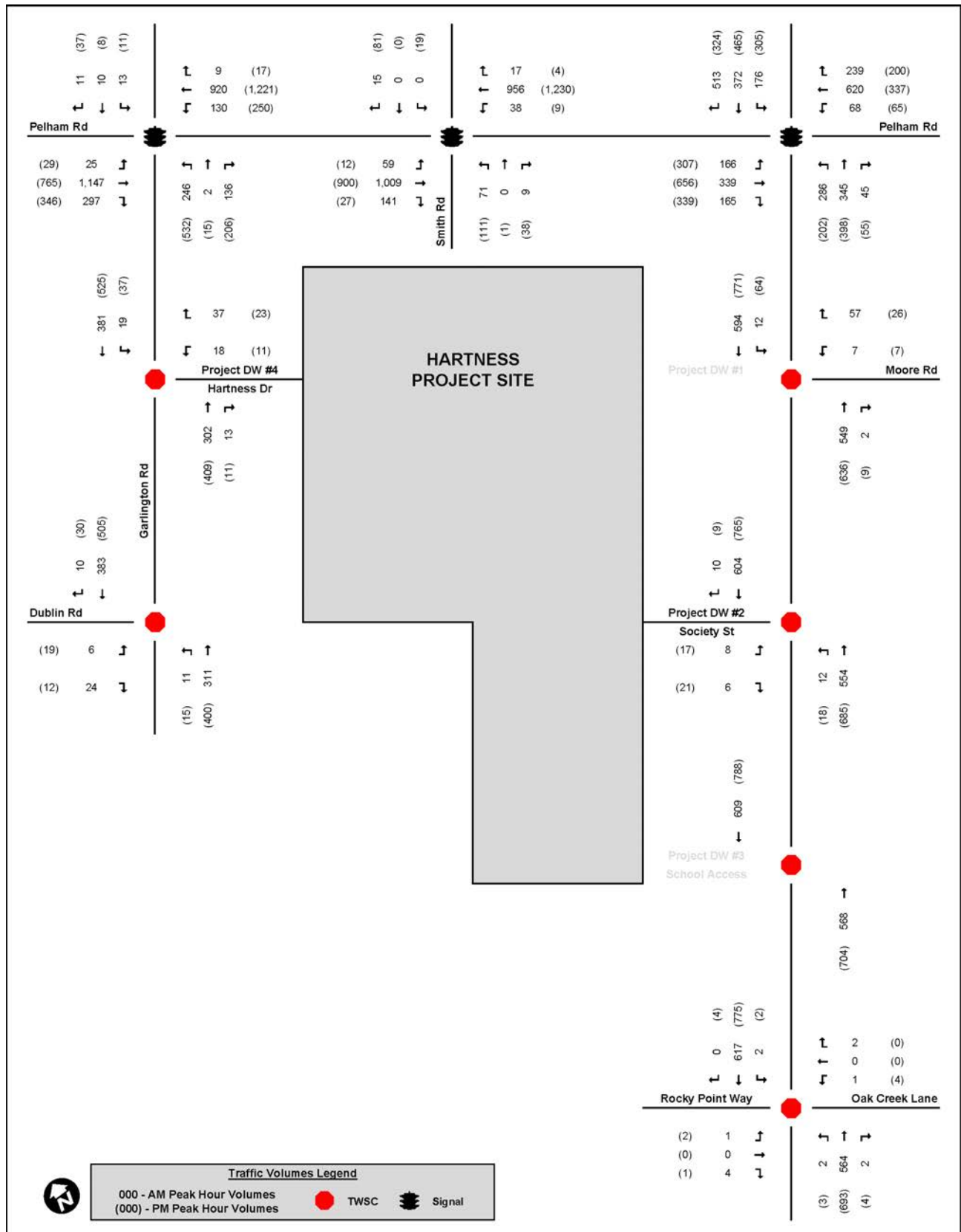




Exhibit 4.7 – 2025 No Build Peak Hour Traffic Volumes

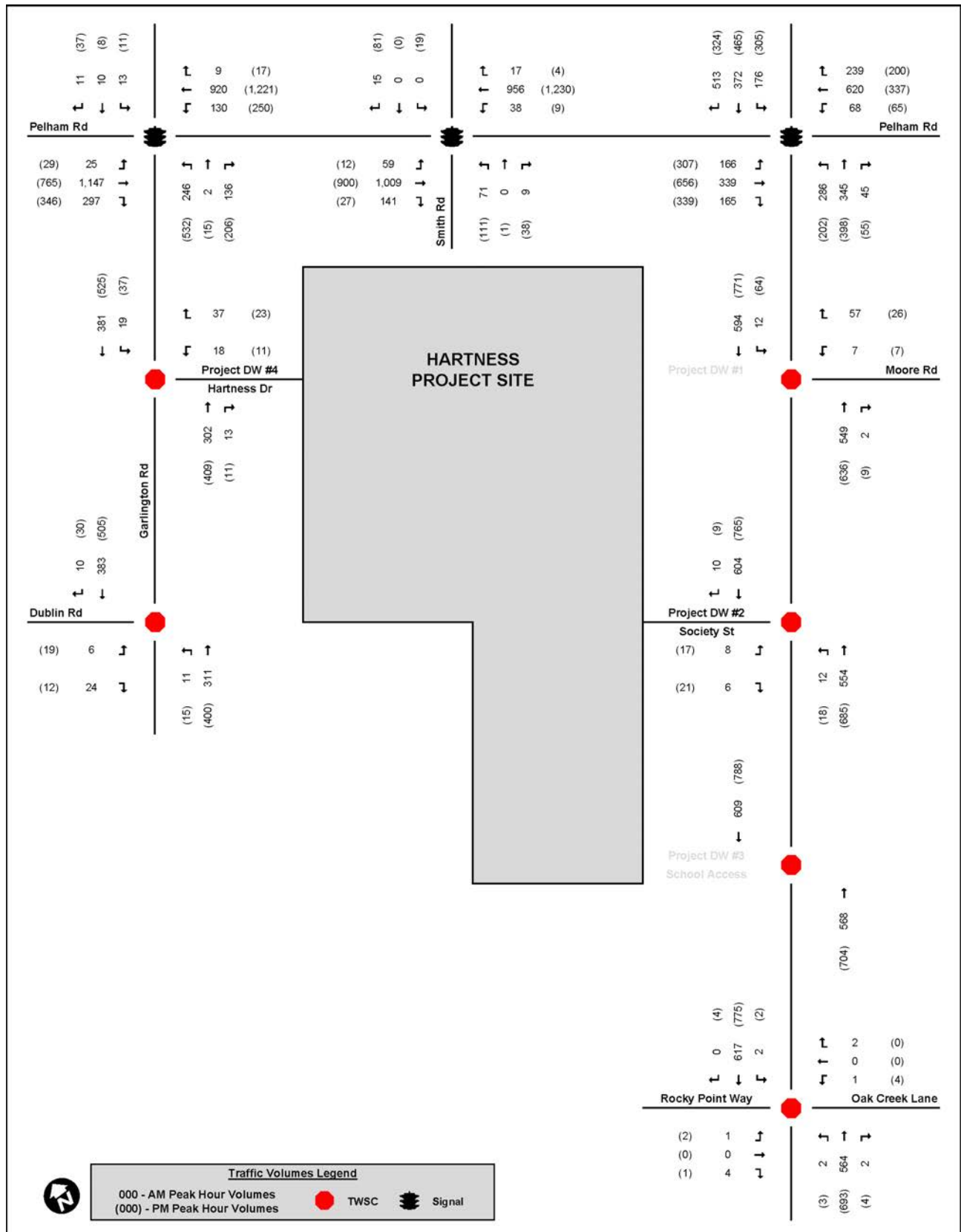




Exhibit 4.8 – 2025 Build Peak Hour Traffic Volumes

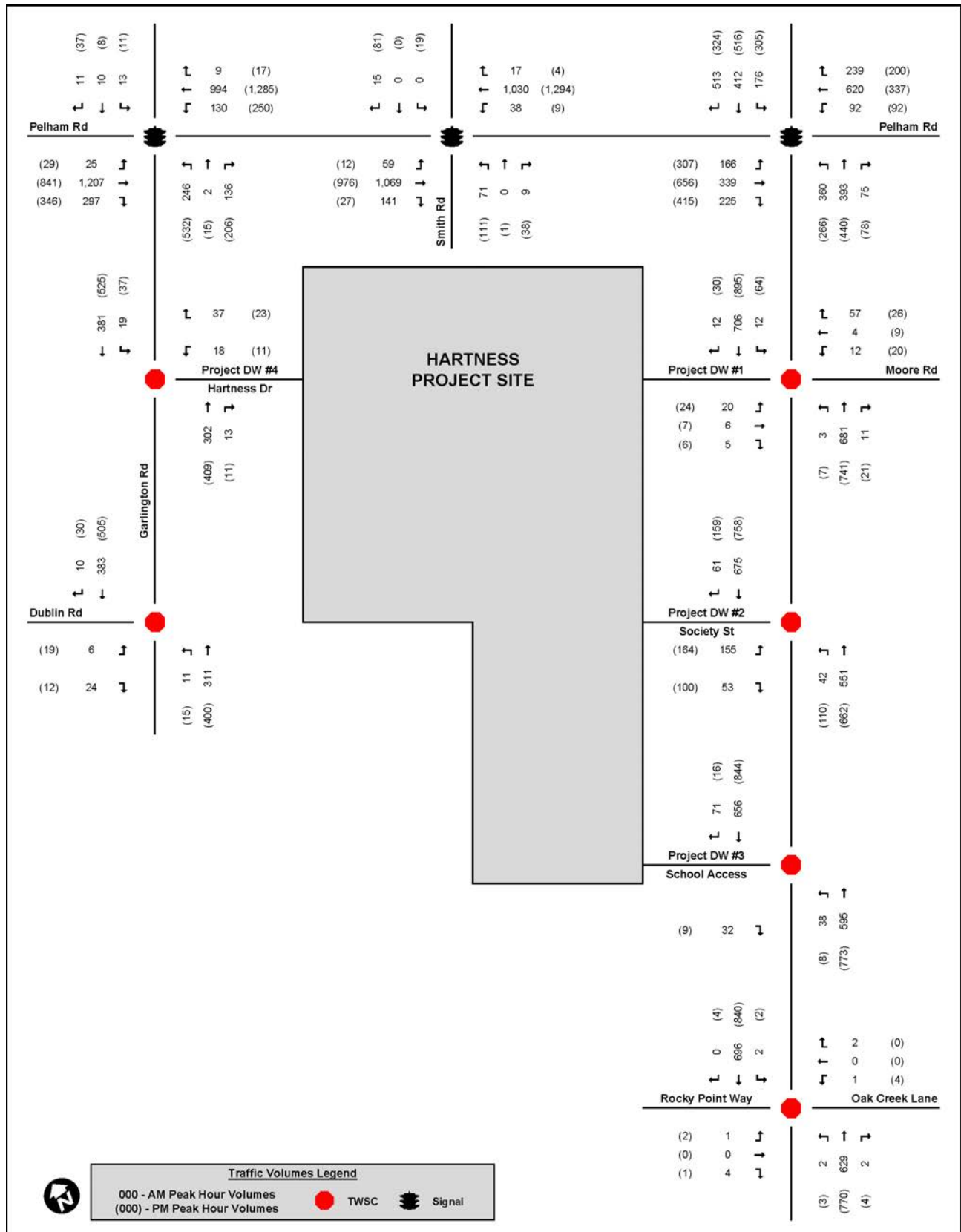




Exhibit 4.9 – 2026 No Build Peak Hour Traffic Volumes

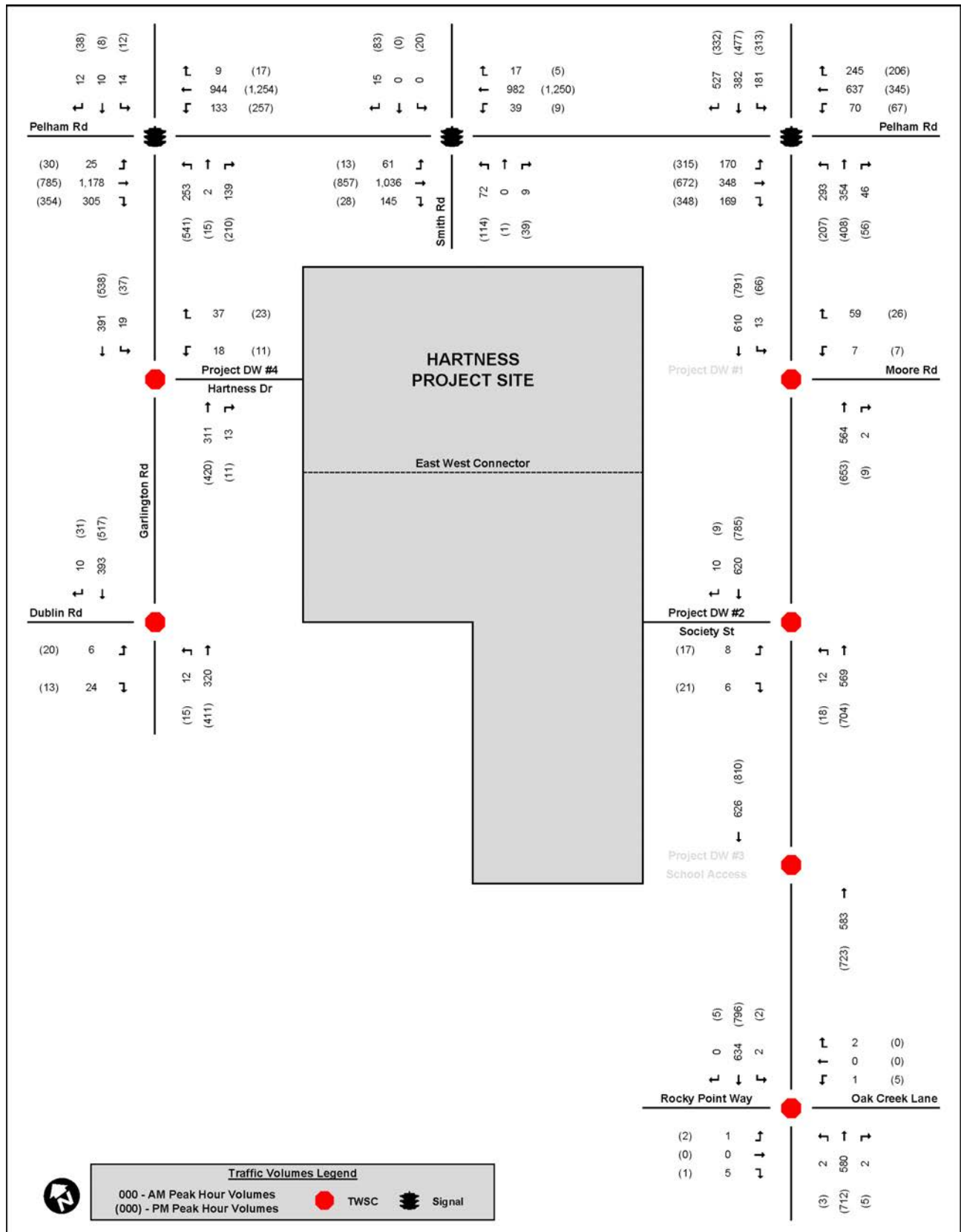




Exhibit 4.10 – 2026 Build Peak Hour Traffic Volumes

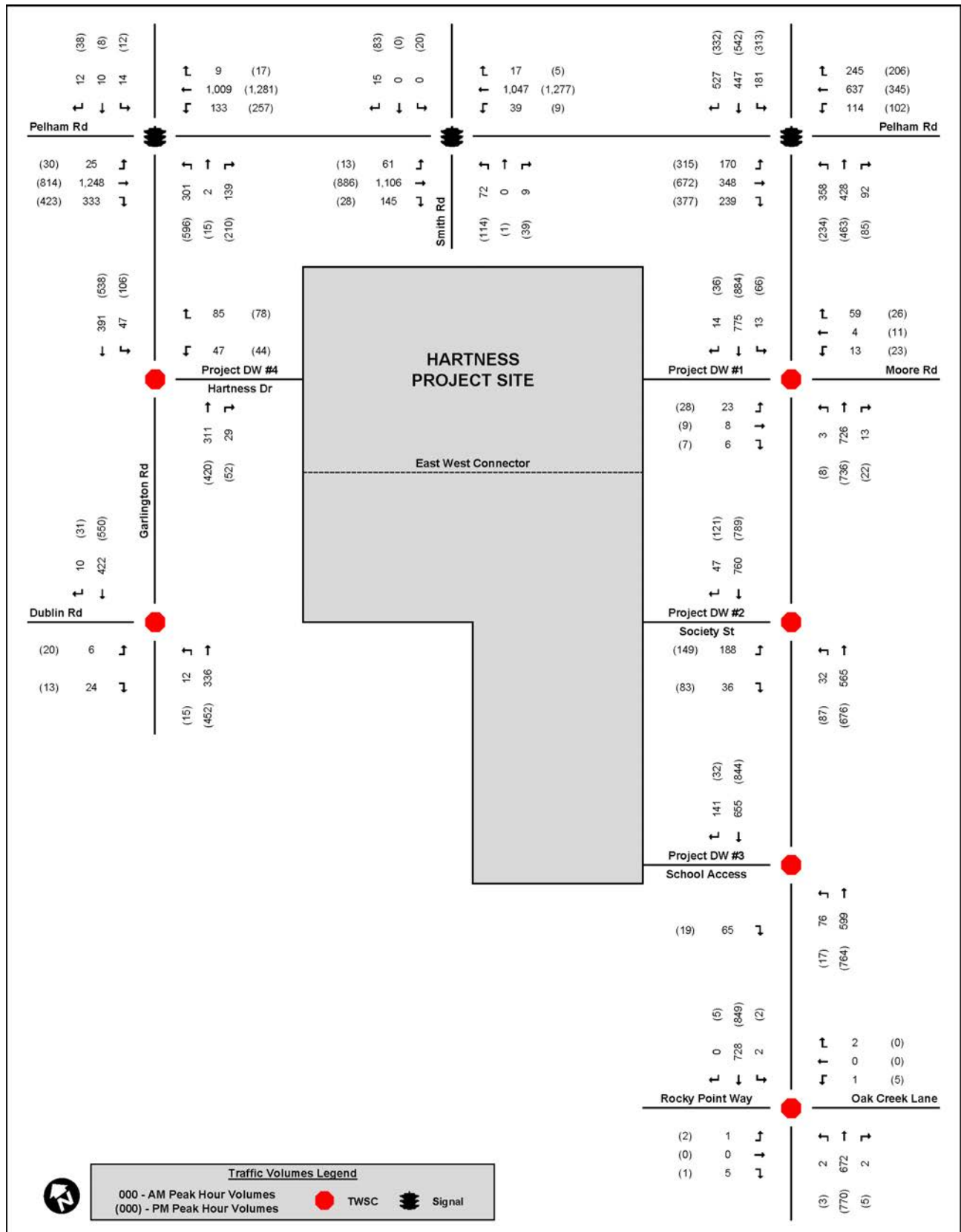




Exhibit 4.11 – 2027 No Build Peak Hour Traffic Volumes

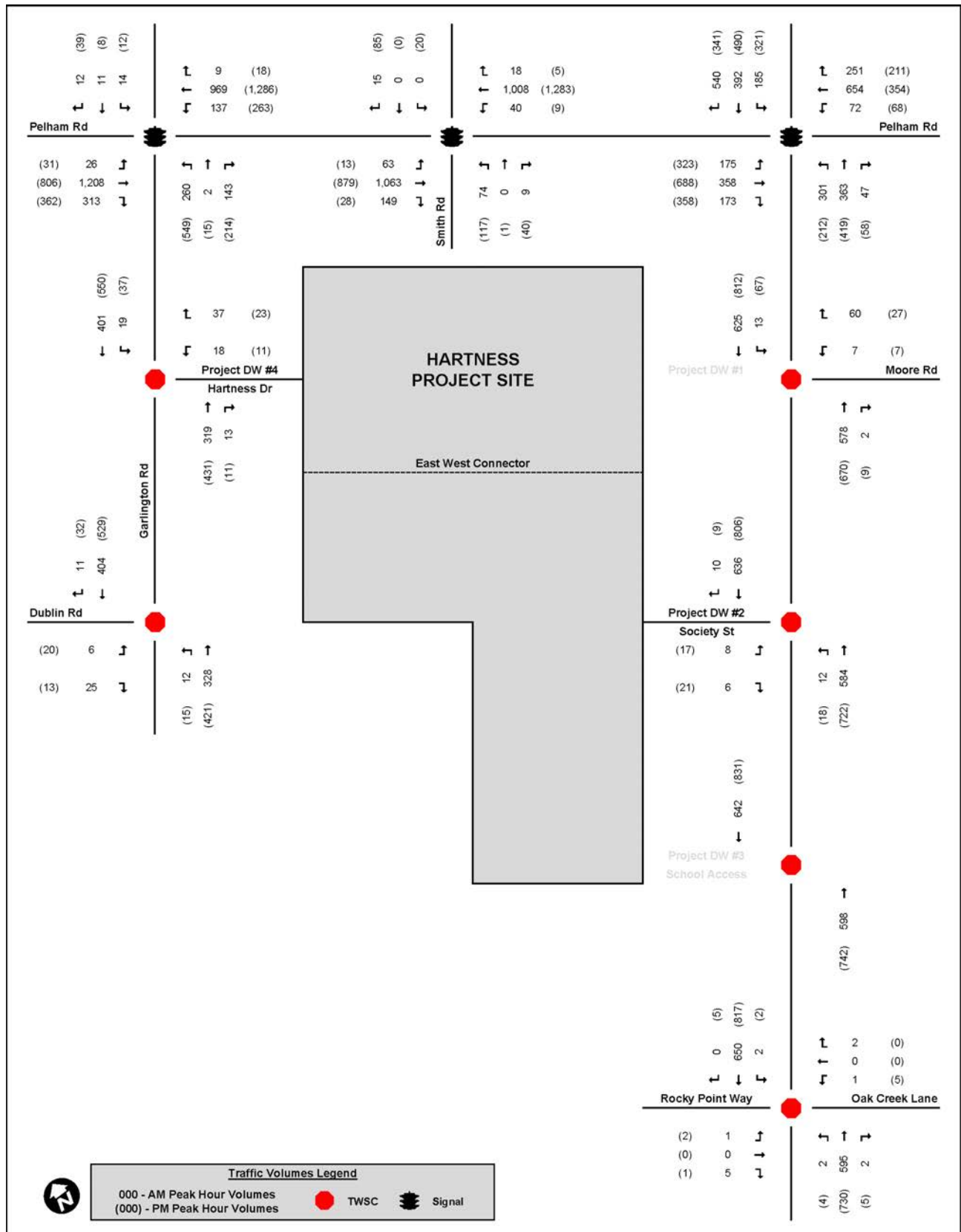




Exhibit 4.12 – 2027 Build Peak Hour Traffic Volumes

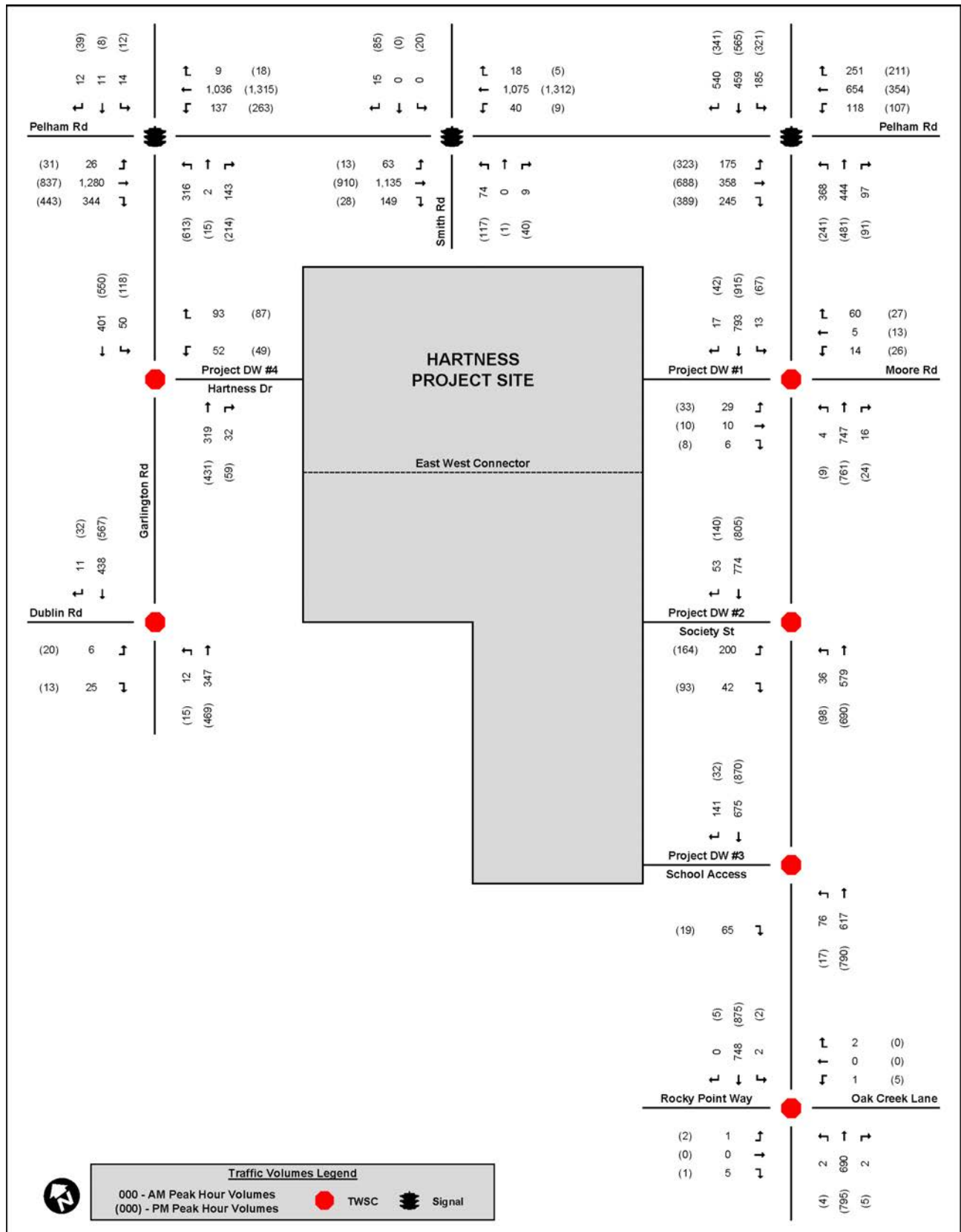




Exhibit 4.13 – 2028 No Build Peak Hour Traffic Volumes

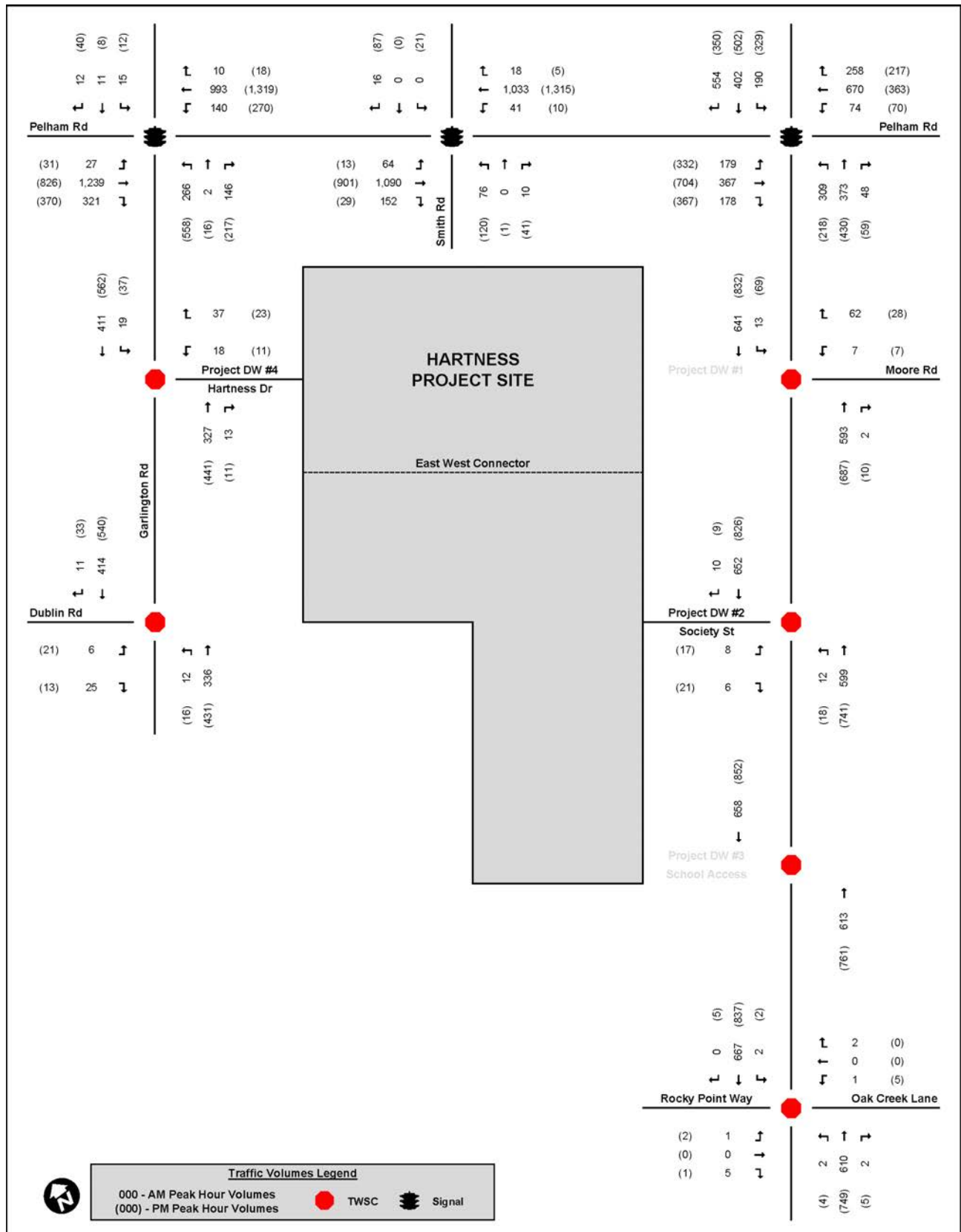




Exhibit 4.14 – 2028 Build Peak Hour Traffic Volumes

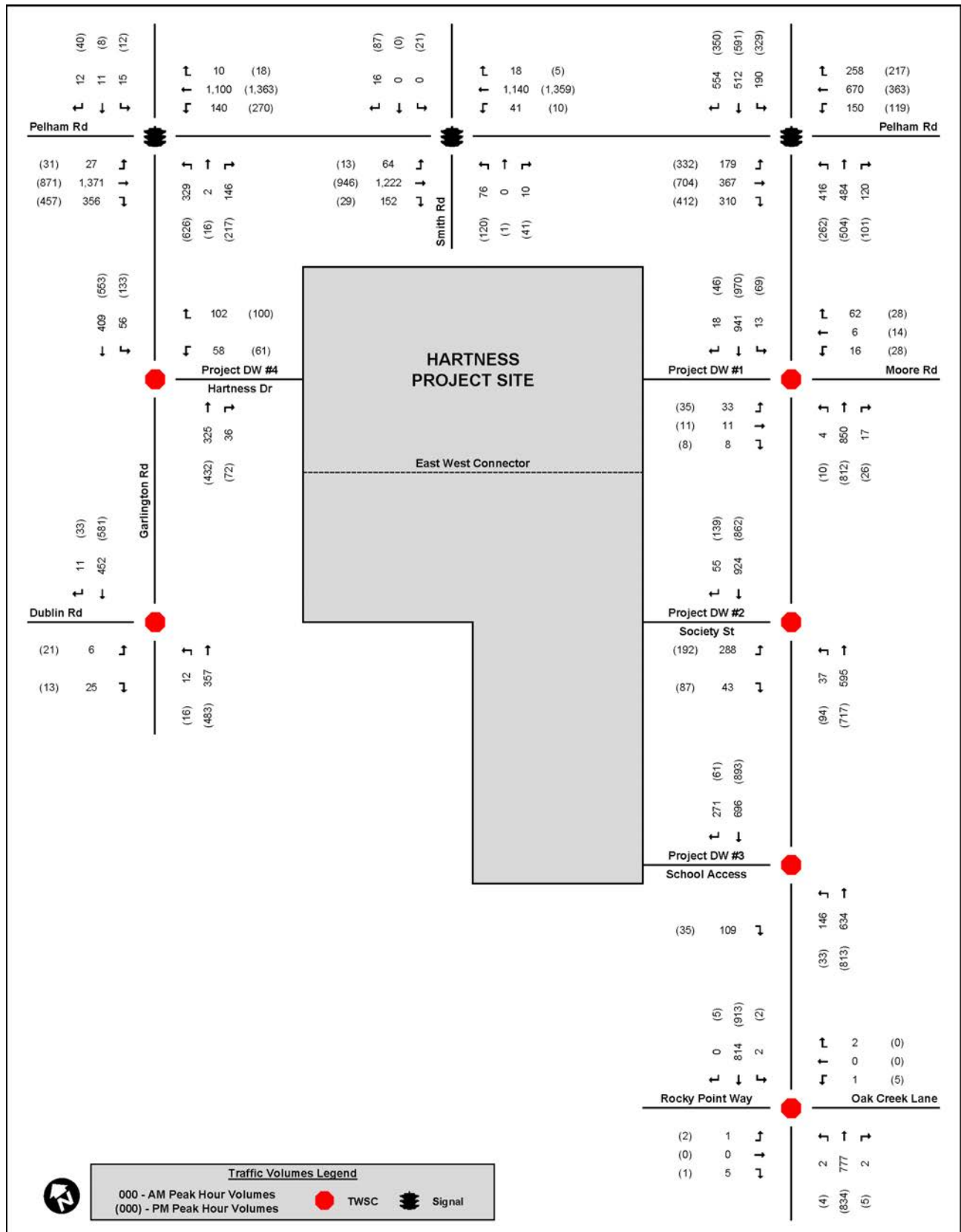




Exhibit 4.15 – 2029 No Build Peak Hour Traffic Volumes

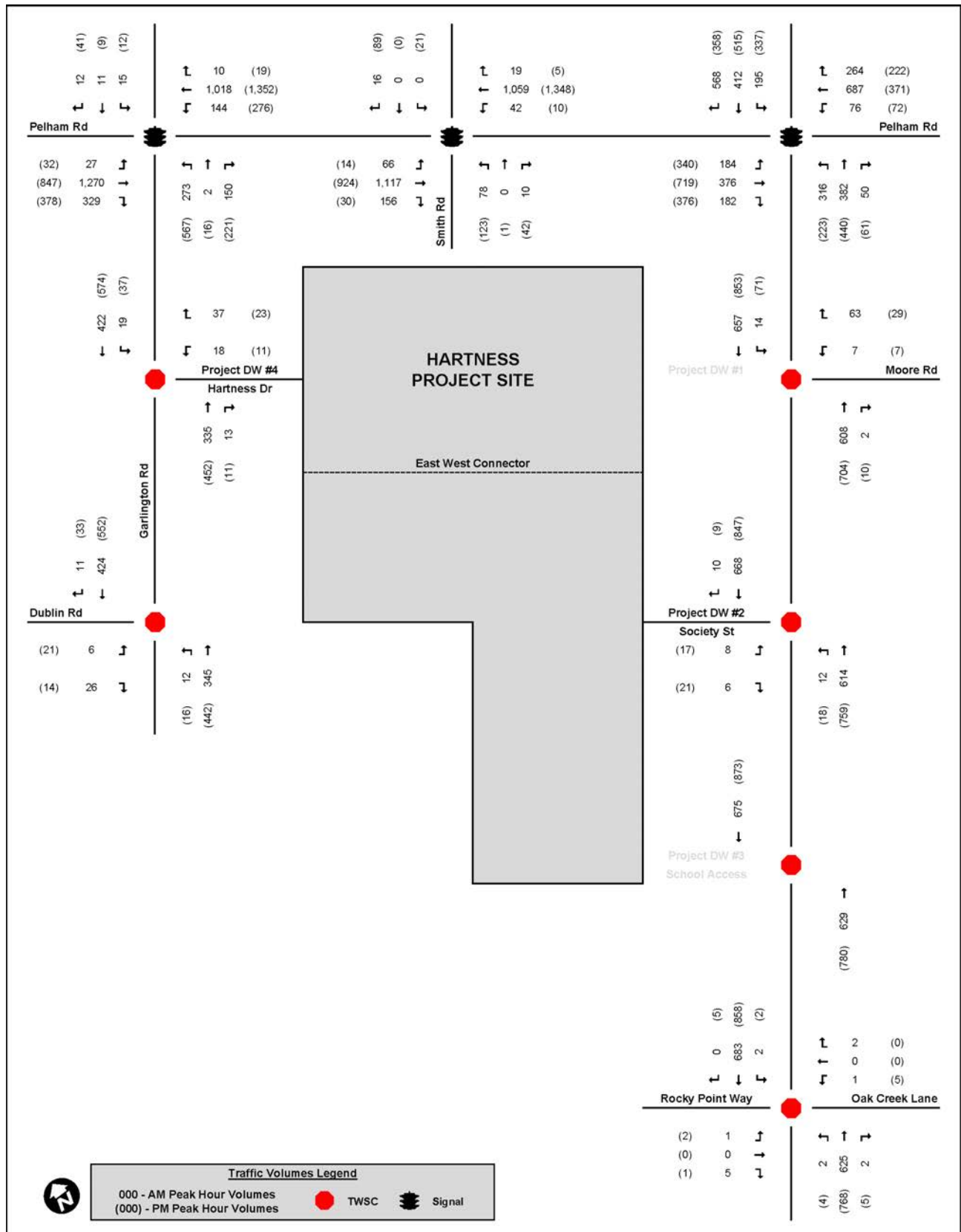
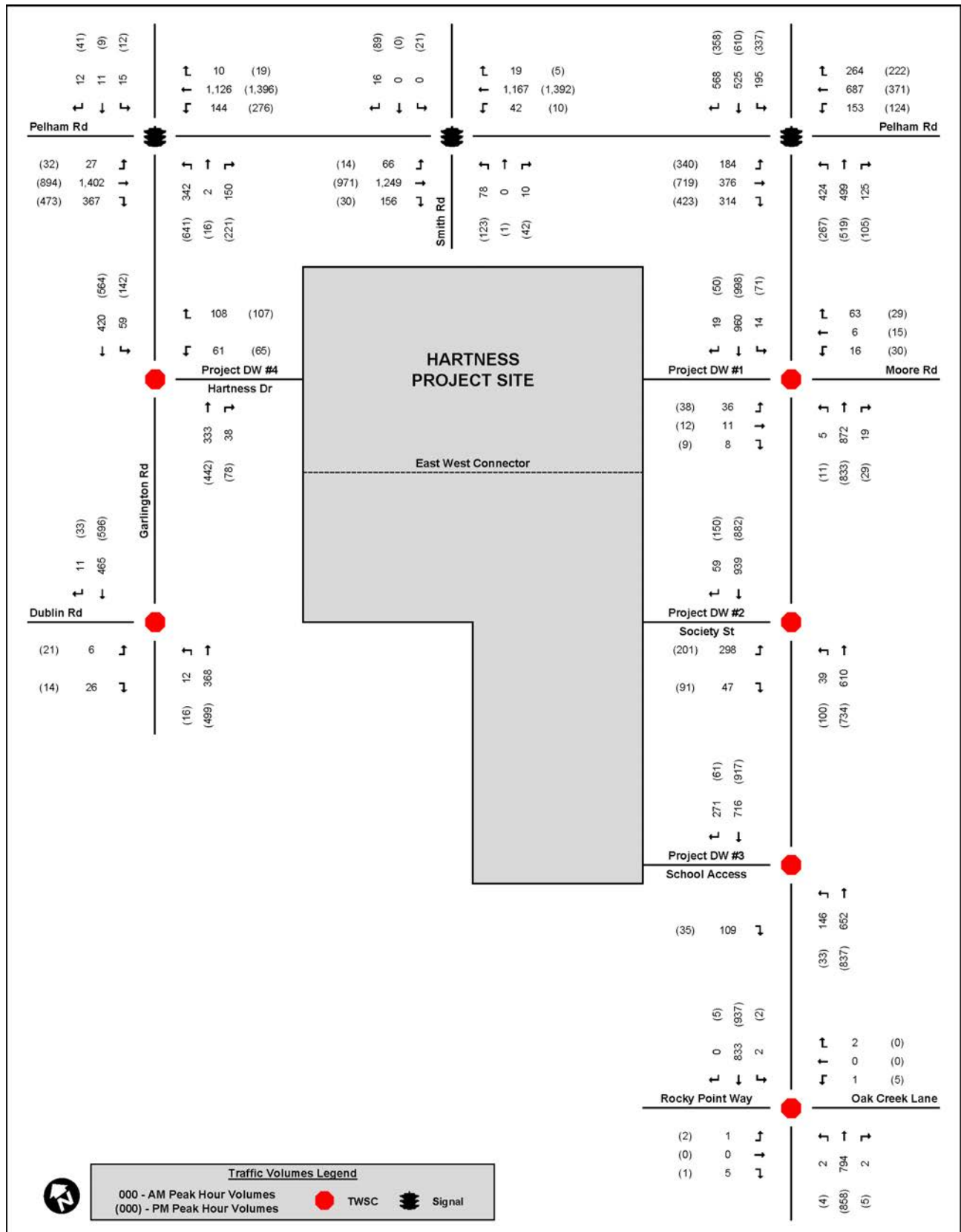




Exhibit 4.16 – 2029 Build Peak Hour Traffic Volumes





5.0 TRAFFIC IMPACT ANALYSIS

A traffic impact analysis was conducted for the Hartness development which analyzed the need for turn lanes at project driveways and the operation of study area intersections according to *Highway Capacity Manual (HCM 2010)* methodologies.

5.1 TURN LANE ANALYSIS

An analysis was conducted to determine the potential need for exclusive right- and left-turn lanes for ingress movements at the project driveway(s). Society Street/Project Driveway #2 was not considered as it has existing ingress left- and right-turn lanes.

5.1.1 Right-Turn Lanes

The need for exclusive right-turn lanes is based upon the criteria documented in Section 9.5.1.1 of SCDOT's *Roadway Design Manual* (2021), which consists of nine considerations:

1. At a free-flowing leg of any unsignalized intersection on a two-lane urban or rural highway which satisfies the criteria in Figure 9.5-A;
2. at a free-flowing leg of any unsignalized intersection on a high-speed (50 mph or greater), four-lane urban or rural highway which satisfies the criteria in Figure 9.5-B;
3. at the free-flowing leg of any unsignalized intersection on a six-lane urban or rural highway;
4. at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the overall level-of-service criteria;
5. as a general rule, at any signalized intersection where the projected right-turning volume is greater than 300 vehicles per hour and where there are greater than 300 vehicles per hour per lane on the mainline (A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour);
6. for uniformity of intersection design along the highway if other intersections have right-turn lanes;
7. at any intersection where the mainline is curved to the left and where the mainline curve requires superelevation;
8. at railroad crossings where the railroad is paralleled to the facility and is located close to the intersection and where a right-turn lane would be desirable to store queued vehicles avoiding interference with the movement of through traffic; or
9. at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgement indicates a significant conflict related to right-turning vehicles;

Table 5.1 below details whether the criteria for exclusive right-turn lanes are satisfied for each driveway. An “✖” indicates that the criteria is not met; a “✓” indicates that it is met; and “N/A” indicates that the criteria is not applicable.

Table 5.1 – Right-Turn Lane Criteria Warrants

Criteria	Project DW			Reference/Note
	1	3	4	
1	✓	✓	✓	Appendix H
2	N/A	N/A	N/A	No four-lane highways
3	N/A	N/A	N/A	No six-lane highways
4	✖	✖	✖	Sufficient capacity along mainline
5	✖	✖	✖	No right-turning volumes > 300 vph
6	✖	✓	✓	Right-turn lanes along SC 14
7	✖	✓	✖	Mainline curved to left at DW #3
8	✖	✖	✖	No railroad crossings present
9	✖	✖	✖	No such issues are known.
Rec.?	Y	Y	Y	Recommended at DW #1, #3, & #4

Based on SCDOT's *Roadway Design Manual* considerations, an exclusive northbound right-turn lane along Garlington Road is recommended at Hartness Drive/Project Driveway #4, and exclusive southbound right-turn lanes along SC 14 are recommended at both Moore Road/Project Driveway #1 and at Project Driveway #3.

Per the criteria documented in ARMS, it is recommended that the northbound right-turn along Garlington Road at Hartness Drive/Project Driveway #4 consist of a total of 250 feet, with 100 feet of storage and a 150-foot taper; the southbound right-turn lane along SC 14 at Moore Road/Project Driveway #1 consist of a total length of 280 feet, with 100 feet of storage and a 180-foot taper; and the southbound right-turn lane along SC 14 at Project Driveway #3 consist of a total length of 430 feet, with 250 feet of storage and a 180-foot taper.



5.1.2 Left-Turn Lanes

The need for exclusive left-turn lanes is based upon the criteria documented in Section 9.5.1.2 of SCDOT's *Roadway Design Manual* (2021), which consists of nine considerations:

1. At any unsignalized intersection on principal, high-speed rural highways with other arterials or collectors;
2. at any unsignalized intersection on a two-lane urban or rural highway that satisfies the criteria in Figures 9.5-C, 9.5-D, 9.5-E, 9.5-F, or 9.5-G;
3. at any intersection where a capacity analysis determines a left-turn lane is necessary to meet the level of service criteria;
4. at any signalized intersection where the left-turn volume is 300 vehicles per hour or more, conduct a traffic review to determine if dual left-turn lanes are required;
5. as a general rule, at any intersection where the left-turning volume is 100 vehicles per hour (for a single turn lane) or 300 vehicles per hour (for a dual turn lane);
6. at all entrances to major residential, commercial, and industrial developments;
7. at all median crossovers;
8. for uniformity of intersection design along the highway if other intersections have left-turn lanes (i.e., to satisfy driver expectancy); or
9. at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgement indicates a significant conflict related to left-turning vehicles;

Table 5.2 below details whether the criteria for exclusive left-turn lanes are satisfied for each driveway. An “✖” indicates that the criteria is not met; a “✓” indicates that it is met; and “N/A” indicates that the criteria is not applicable.

Table 5.2 – Left-Turn Lane Criteria Warrants

Criteria	Project DW 1	3	4	Reference/Note
1	✖	✖	✖	No such intersections
2	✓	✓	✓	Appendix H
3	✖	✖	✖	Sufficient capacity along mainline
4	✖	✖	✖	No left-turning volumes > 300 vph
5	✖	✓	✓	Left-turning volumes > 100 vph
6	✖	✖	✖	Not major driveways per ARMS 3A-1
7	✖	✖	✖	No median crossovers.
8	✖	✓	✓	Left-turn lanes along SC 14
9	✖	✖	✖	No such issues are known.
Rec.?	Y	Y	Y	Recommended at DW #1, #3, & #4

Based on SCDOT's *Roadway Design Manual* considerations, an exclusive southbound left-turn lane along Garlington Road is recommended at Hartness Drive/Project Driveway #4, and exclusive northbound left-turn lanes along SC 14 are recommended at Moore Road/Project Driveway #1 and at Project Driveway #3.

Per the criteria documented in Section 5D-4 of ARMS, it is recommended that the southbound left-turn lane along Garlington Road at Hartness Drive/Project Driveway #4 consist of a total length of 300 feet, with 150 feet of storage and a 150-foot taper.

For the northbound left-turn lane along SC 14 at Moore Road/Project Driveway #1, it is recommended that the existing two-way-left-turn-lane (TWLTL) along SC 14 be restriped to provide the recommended left-turn length per ARMS for a total of 330 feet, with 150 feet of storage and a 180-foot taper.

Per ARMS, the recommended storage and taper length for the northbound left-turn lane along SC 14 at Project Driveway #3 is 150 feet and 180 feet, respectively (for a total length of 330 feet). However, due to the fact that there is an existing southbound left-turn lane into the adjacent Oak Creek Lane to the south of this driveway location, as provision of the recommended storage length for the northbound left-turn lane into Project Driveway #3, and in order to allow for flexible storage lengths in both directions, it is recommended to restripe the flush median along SC 14 between Rocky Point Way/Oak Creek Lane and Project Driveway #3 to be a two-way-left-turn-lane (TWLTL) throughout.



5.2 INTERSECTION LOS ANALYSIS

Using the existing and projected peak hour traffic volumes previously discussed, intersection analysis was conducted for the study and project driveway intersections considering 2021 Existing Conditions; 2022, 2023, 2025, 2026, 2027, 2028, and 2029 No Build Conditions; and 2022, 2023, 2025, 2026, 2027, 2028, and 2029 Build Conditions. The analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 10 software for stop-controlled and signalized intersection analysis.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 5.3 summarizes the HCM 2010 control delay thresholds associated with each LOS grade for unsignalized and signalized intersections. Level of service A through D is considered to be acceptable LOS, while LOS E and F is considered to be undesirable

Table 5.3 – HCM 2010 Intersection LOS Criteria

LOS	Control Delay per Vehicle (s)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. The existing 2021 traffic counts peak hour factors (PHF) were utilized in the analysis of existing and future conditions, but with a minimum PHF of 0.90 and maximum PHF of 0.95 considered, to allow for consistent analysis for all phases of development. The existing 2021 heavy vehicle percentages, as previously discussed, were utilized in the analysis, with a minimum percentage of 2% considered.

Existing lane geometry was utilized for the analysis of 2021 Existing Conditions.

Existing lane geometry was utilized for the analysis of future No Build Conditions, with the exception of the intersection of Pelham Road & SC 14. Improvements to this intersection have been proposed with the construction plans included in a S-164/Batesville Road improvements project for SCDOT. These improvements, illustrated in Appendix K, are underway and were assumed to be complete by the 2023 buildout year and were therefore included in the 2023 No Build and Build analysis and beyond.

Future year Build Conditions were analyzed both with existing lane geometry (and the improvements associated with the S-164/Batesville Road project) and with any recommended exclusive turn lanes per the results of Section 5.1.

The results of the intersection analysis for existing and future-year conditions by development phase for the weekday AM and PM peak hour time periods are summarized in Table 5.4 and Table 5.5, respectively. Worksheets documenting the intersection analyses are provided in Appendix D for 2021 Existing Conditions, Appendix E for No Build Conditions, Appendix F for Build Conditions, and in Appendix G for Build Conditions with proposed improvements.

For signalized intersections, the overall intersection LOS and delay results are evaluated for acceptable operation, while for two-way stop-controlled (TWSC) intersections, the LOS and delay results are evaluated for the worst-case minor-street approaches only, per *HCM 2010* methodologies for TWSC intersections.

For the Build Conditions analysis, improvements were evaluated for each phase of construction for each intersection based upon if/when the intersection experienced a failing level of service. If any additional improvements beyond the turn-lanes per Section 5.1 are recommended, they are noted and included in the *Build (improved)* column of the LOS results tables for each phase to illustrate their anticipated impact on traffic operations. All recommended improvements, including the previously mentioned turn-lanes, are summarized in Table 5.6 according to their anticipated phase (and development scale) of implementation.



Table 5.4 – AM Peak Hour Intersection Analysis Results

Intersection		Existing Control	AM Peak Hour LOS/Delay (seconds/vehicle)																					
			2021 Existing	Phase 1 (2022)			Phase 2 (2023)			Phase 3 (2025)			Phase 4a (2026)			Phase 4b (2027)			Phase 5 (2028)			Phase 6 (2029)		
				No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)
1	Pelham Rd & Garlington Rd	SIGNAL	C/29.2	C/29.9	C/30.0	--	C/32.0	C/34.9	--	D/41.6	D/47.0	--	D/45.1	D/49.1	--	D/48.9	D/49.6	--	D/52.6	D/53.9	--	E/56.7	E/59.3	--
2	Garlington Rd & Hartness Dr/ Project Driveway #4	TWSC	B/12.2 (WB)	B/12.3 (WB)	B/12.3 (WB)	--	B/12.5 (WB)	B/12.5 (WB)	--	B/12.8 (WB)	B/12.8 (WB)	--	B/13.0 (WB)	B/12.9 (WB)	--	B/13.2 (WB)	B/13.3 (WB)	--	B/13.4 (WB)	B/13.9 (WB)	--	B/13.6 (WB)	B/14.3 (WB)	--
3	Garlington Rd & Dublin Rd	TWSC	B/11.5 (EB)	B/11.6 (EB)	B/11.6 (EB)	--	B/11.7 (EB)	B/11.7 (EB)	--	B/12.1 (EB)	B/12.1 (EB)	--	B/12.3 (EB)	B/11.9 (EB)	--	B/12.4 (EB)	B/12.1 (EB)	--	B/12.6 (EB)	B/12.3 (EB)	--	B/12.7 (EB)	B/12.4 (EB)	--
4	Pelham Rd & Smith Rd	SIGNAL	A/5.7	A/5.8	A/5.8	--	A/6.0	A/6.1	--	A/6.3	A/6.6	--	A/6.5	A/6.8	--	A/6.7	A/7.0	--	A/6.9	A/7.6	--	A/7.2	A/7.9	--
5	Pelham Rd & SC 14	SIGNAL	D/36.1	D/37.4	D/38.0	--	C/30.7 ¹	C/33.7 ¹	--	C/33.7 ¹	D/38.6 ¹	--	C/34.9 ¹	D/41.8 ¹	--	D/36.9 ¹	D/44.3 ¹	--	D/38.3 ¹	D/45.7 ¹	--	D/40.7 ¹	D/53.7 ¹	--
6	SC 14 & Moore Rd/ Project Driveway #1 ²	TWSC	B/12.7 (WB)	B/12.9 (WB)	B/13.1 (WB)	--	B/13.1 (WB)	B/15.1 (WB)	--	B/13.6 (WB)	F/58.6 (EB)	A/9.7 ^{3,4}	B/13.9 (WB)	F/81.7 (EB)	B/10.5 ^{3,4}	B/14.1 (WB)	F/110.2 (EB)	B/11.0 ^{3,4}	B/14.4 (WB)	F/291.9 (EB)	B/12.7 ^{3,4}	B/14.7 (WB)	F/>300 (EB)	B/13.4 ^{3,4}
7	SC 14 & Society St/ Project Driveway #2	TWSC	B/13.2 (EB)	B/13.3 (EB)	B/13.7 (EB)	--	B/13.5 (EB)	C/19.1 (EB)	--	B/14.0 (EB)	C/22.9 (EB)	--	B/14.2 (EB)	D/31.0 (EB)	--	B/14.3 (EB)	E/35.2 (EB)	--	B/14.6 (EB)	F/127.9 (EB)	C/31.4 ⁴	B/14.8 (EB)	F/150.7 (EB)	C/33.7 ⁴
8	SC 14 & Project Driveway #3	TWSC	--	--	--	--	--	B/13.2 (EB)	--	--	B/14.0 (EB)	--	--	B/14.8 (EB)	--	--	B/15.1 (EB)	--	--	B/17.2 (EB)	--	--	B/17.6 (EB)	--
9	SC 14 & Rocky Point Way/ Oak Creek Ln	TWSC	B/13.3 (WB)	B/13.5 (WB)	B/13.5 (WB)	--	B/13.7 (WB)	B/14.4 (WB)	--	B/14.1 (WB)	B/15.2 (WB)	--	B/14.4 (WB)	B/15.8 (WB)	--	B/14.6 (WB)	B/16.2 (WB)	--	B/14.8 (WB)	B/17.7 (WB)	--	C/15.1 (WB)	B/18.1 (WB)	--

* LOS/delay shown in the “Build” column includes the recommended turn lanes per the results of **Section 5.1**. Any additional improvements beyond those turn-lanes are represented in the “Build (improved)” column of this table (e.g. signalization).

¹ Includes intersection improvements as indicated in construction plans for the S-164/Batesville Road improvements project.

² Assumes that the eastbound approach of Project Driveway #1 exiting the Hartness development has two lanes at the intersection.

³ Reflects addition of westbound right-turn lane along Moore Road.

⁴ Reflects signalization of the intersection – signal assumed to be installed in this phase for analysis purposes, but the signal should be installed when warranted.



Table 5.5 – PM Peak Hour Intersection Analysis Results

Intersection		Existing Control	PM Peak Hour LOS/Delay (seconds/vehicle)																					
			2021 Existing	Phase 1 (2022)			Phase 2 (2023)			Phase 3 (2025)			Phase 4a (2026)			Phase 4b (2027)			Phase 5 (2028)			Phase 6 (2029)		
				No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)	No Build	Build	Build (improved)
1	Pelham Rd & Garlington Rd	SIGNAL	D/38.6	E/68.3	E/71.3	--	E/74.8	E/75.1	--	F/82.1	F/85.4	--	F/86.9	F/92.3	--	F/91.6	F/99.4	--	F/102.8	F/107.9	--	F/108.0	F/112.2	--
2	Garlington Rd & Hartness Dr/ Project Driveway #4	TWSC	B/13.3 (WB)	B/14.3 (WB)	B/14.3 (WB)	--	B/14.5 (WB)	B/14.5 (WB)	--	C/15.1 (WB)	C/15.1 (WB)	--	C/15.4 (WB)	C/15.5 (WB)	--	C/15.7 (WB)	C/16.5 (WB)	--	C/16.0 (WB)	C/18.3 (WB)	--	C/16.3 (WB)	C/19.6 (WB)	--
3	Garlington Rd & Dublin Rd	TWSC	B/14.8 (EB)	C/16.6 (EB)	C/16.6 (EB)	--	C/17.0 (EB)	C/17.0 (EB)	--	C/17.9 (EB)	C/17.9 (EB)	--	C/18.5 (EB)	C/15.1 (EB)	--	C/19.0 (EB)	C/15.4 (EB)	--	C/19.8 (EB)	C/15.8 (EB)	--	C/20.1 (EB)	C/16.0 (EB)	--
4	Pelham Rd & Smith Rd	SIGNAL	A/8.2	A/8.5	A/8.5	--	A/8.8	A/8.9	--	A/9.4	A/9.7	--	A/9.7	B/9.7	--	A/9.9	B/10.1	--	B/10.3	B/10.7	--	B/10.8	B/11.2	--
5	Pelham Rd & SC 14	SIGNAL	D/46.2	D/49.6	D/51.2	--	C/33.5 ¹	D/35.6 ¹	--	D/36.8 ¹	D/44.0 ¹	--	D/38.6 ¹	D/45.7 ¹	--	D/40.1 ¹	D/48.8 ¹	--	D/42.4 ¹	D/54.2 ¹	--	D/45.2 ¹	D/54.9 ¹	--
6	SC 14 & Moore Rd/ Project Driveway #1 ²	TWSC	B/13.6 (WB)	B/13.9 (WB)	B/14.2 (WB)	--	B/14.1 (WB)	C/16.6 (WB)	--	B/14.7 (WB)	F/140.9 (EB)	B/11.1 ^{3,4}	C/15.0 (WB)	F/162.7 (EB)	B/11.2 ^{3,4}	C/15.3 (WB)	F/248.1 (EB)	B/12.2 ^{3,4}	C/15.6 (WB)	F/>300 (WB)	B/14.2 ^{3,4}	C/16.0 (WB)	F/>300 (WB)	B/15.7 ^{3,4}
7	SC 14 & Society St/ Project Driveway #2	TWSC	C/15.2 (EB)	C/15.6 (EB)	C/15.9 (EB)	--	C/15.8 (EB)	C/21.1 (EB)	--	C/16.5 (EB)	E/38.2 (EB)	--	C/16.8 (EB)	D/33.3 (EB)	--	C/17.2 (EB)	E/41.0 (EB)	--	C/17.6 (EB)	F/64.9 (EB)	B/18.0 ⁴	C/18.0 (EB)	F/81.5 (EB)	B/19.7 ⁴
8	SC 14 & Project Driveway #3	TWSC	--	--	--	--	--	C/15.2 (EB)	--	--	C/16.4 (EB)	--	--	C/16.8 (EB)	--	--	C/17.3 (EB)	--	--	C/18.6 (EB)	--	--	C/19.2 (EB)	--
9	SC 14 & Rocky Point Way/ Oak Creek Ln	TWSC	C/20.5 (WB)	C/21.2 (WB)	C/21.3 (WB)	--	C/21.8 (WB)	C/22.9 (WB)	--	C/23.0 (WB)	D/25.5 (WB)	--	C/23.8 (WB)	D/25.7 (WB)	--	C/24.5 (WB)	D/26.9 (WB)	--	D/25.3 (WB)	D/28.5 (WB)	--	D/26.1 (WB)	D/29.4 (WB)	--

* LOS/delay shown in the “Build” column includes the recommended turn lanes per the results of **Section 5.1**. Any additional improvements beyond those turn-lanes are represented in the “Build (improved)” column of this table (e.g. signalization).

¹ Includes intersection improvements as indicated in construction plans for the S-164/Batesville Road improvements project.

² Assumes that the eastbound approach of Project Driveway #1 exiting the Hartness development has two lanes at the intersection.

³ Reflects addition of westbound right-turn lane along Moore Road.

⁴ Reflects signalization of the intersection – signal assumed to be installed in this phase for analysis purposes, but the signal should be installed when warranted.



As shown in Table 5.4 and Table 5.5, the results of the analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Hartness development, with three (3) exceptions:

The intersection of Pelham Road & Garlington Road is projected to experience undesirable delay (LOS E in the AM peak hour and LOS F in the PM peak hour) with or without the Hartness development. However, since the intersection is projected to operate at undesirable conditions without the Hartness development, and due to the minimal impact of the anticipated project traffic, no improvements to mitigate this anticipated delay are recommended.

The intersection of SC 14 & Moore Road/Project Driveway #1 is projected to experience undesirable delay (LOS F) with the installation of Project Driveway #1 in Phase 3 (anticipated buildout of 2025), with the aforementioned recommended turn-lane improvements along SC 14 and continue to experience increasingly significant delay as the buildout continues. Therefore, it is recommended to install a 220-foot westbound right-turn lane along Moore Road (with 100 feet of storage and a 120-foot taper) and to install a traffic signal when warranted. With the installation of a traffic signal, the intersection is projected to experience acceptable delay through the full buildout year (2029).

The intersection of SC 14 & Society Street/Project Driveway #2 is projected to experience undesirable delay (LOS E) in the PM peak hour in Phase 3 (anticipated buildout of 2025). This projected delay is likely due to the conservative nature of the *HCM 2010* unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. However, the projected delay is anticipated to increase significantly in Phase 5 (anticipated buildout of 2028). Therefore, it is recommended to install a traffic signal at the intersection of SC 14 & Society Street/Project Driveway #2 when warranted. With the installation of a traffic signal, the intersection is projected to experience acceptable delay through the full buildout year (2029).

All recommended improvements, including the previously mentioned turn-lanes, and are summarized in Table 5.6, according to their anticipated phase (and buildout year) of implementation.



Table 5.6 – Hartness Phasing Improvements Summary

Phase	Land Use	Phase	Cumulative	Recommended Improvements
1* (2022)	Single-Family Detached Housing Multifamily Housing (Low-Rise)	105 units 5 units	105 units 5 units	No improvements recommended.
2 (2023)	Single-Family Detached Housing Multifamily Housing (Low-Rise) Hotel Elementary School Shopping Center	78 units 12 units 73 rooms 300 students 10 ksf	183 units 17 units 73 rooms 300 students 10 ksf	At the intersection of SC 14 & Project Driveway #3, install a 250' southbound right-turn lane with a 120' taper along SC 14. Restripe SC 14 between Project Driveway #3 & Rocky Point Way/Oak Creek Lane to be a two-way-left-turn-lane (TWLTL).
3 (2025)	Single-Family Detached Housing Multifamily Housing (Low-Rise) Hotel Elementary School Shopping Center	92 units 36 units -- rooms -- students 60 ksf	275 units 53 units 73 rooms 300 students 70 ksf	At the intersection of SC 14 & Moore Road/Project Driveway #1, install a 100' SB right-turn lane with a 180' taper along SC 14, restripe the existing TWLTL to provide a 150' northbound left-turn lane with a 180' taper along SC 14, install a 100' WB right-turn lane with a 120' taper along Moore Road, and install a traffic signal <u>when warranted</u> .
4a (2026)	Single-Family Detached Housing Multifamily Housing (Low-Rise) Hotel Elementary School Shopping Center	52 units 18 units -- rooms 300 students 20 ksf	327 units 71 units 73 rooms 600 students 90 ksf	At the intersection of Garlington Road & Hartness Drive/Project Driveway #4, install a 100' northbound right-turn lane with a 150' taper along Garlington Road, and install a 150' southbound left-turn lane with a 150' taper along Garlington Road.
4b (2027)	Single-Family Detached Housing Multifamily Housing (Low-Rise) Hotel Elementary School Shopping Center	46 units 16 units -- rooms -- students 20 ksf	373 units 87 units 73 rooms 600 students 110 ksf	No additional improvements recommended.
5 (2028)	Single-Family Detached Housing Multifamily Housing (Low-Rise) Hotel Elementary School Middle School/Junior High School High School Shopping Center	38 units 12 units -- rooms -- students 250 students 350 students 10 ksf	411 units 99 units 73 rooms 600 students 250 students 350 students 120 ksf	At the intersection of SC 14 & Society Street/ Project Driveway #2, install a traffic signal <u>when warranted</u> .
6 (2029)	Single-Family Detached Housing Multifamily Housing (Low-Rise) Hotel Elementary School Middle School/Junior High School High School Shopping Center	38 units 12 units -- rooms -- students -- students -- students 10 ksf	449 units 111 units 73 rooms 600 students 250 students 350 students 130 ksf	No additional improvements recommended.

* 70% of the residential units of Phase 1 are completed/occupied and were therefore not included in the trip generation estimates.



6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The Hartness Mixed-Use development (which is anticipated to be fully constructed by 2029) is located south of Pelham Road between Garlington Road and SC 14 in Greenville County. The Hartness Mixed-Use Development consists of two developments: The Homestead at Hartness development and the Hartness development. Homestead at Hartness has already been completed and includes 140 single family rental homes.

A traffic impact analysis was conducted for the Hartness development in accordance with SCDOT and Greenville County guidelines. The Hartness development is planned to be completed in six (6) phases ultimately consisting of 560 residential units (77 of which are already completed/occupied with the first phase of development), 130,000 square feet of commercial space; a 73-room inn/hotel, and a 1,200-student private school (with elementary, middle, and high-school students). The project site currently consists of a small industrial site, the Homestead at Hartness development, and the Phase One residential units already completed.

Access to the development is proposed to be provided via one existing full-access driveway along Garlington Road (Hartness Drive/Project Driveway #4), one existing full-access driveway along SC 14 (Society Street/Project Driveway #2), one proposed full-access driveway along SC 14 opposite of Moore Road (Project Driveway #1), and one proposed limited access (outbound left-turns restricted) driveway along SC 14 between Society Street and Rocky Point Way/Oak Creek Lane (Project Driveway #3), all of which meet the SCDOT spacing requirements.

Therefore, the extent of the roadway network analyzed consisted of the nine (9) intersections of:

1. Pelham Road & Garlington Road;
2. Garlington Road & Hartness Drive/Project DW #4;
3. Garlington Road & Dublin Road;
4. Pelham Road & Smith Road;
5. Pelham Road/Batesville Road & SC 14;
6. SC 14 & Moore Road/Project DW #1 (proposed);
7. SC 14 & Society Street/Project DW #2;
8. SC 14 & Project DW #3 (proposed); and
9. SC 14 & Rocky Point Way/Oak Creek Lane.

A traffic impact analysis was conducted for the Hartness development which analyzed the need for exclusive ingress right- and left-turn lanes at project driveways as well as the operation of the aforementioned study area intersections.

Based on the turn-lane criteria documented in SCDOT's *Roadway Design Manual* (2021) and in SCDOT's *Access & Roadside Management Standards (ARMS)* manual (2008), the following exclusive ingress turn-lanes are recommended:

- ❖ a 250-foot (100 feet of storage with a 150-foot taper) exclusive *northbound right-turn lane* along Garlington Road at Hartness Drive/Project Driveway #4;
- ❖ a 280-foot (100 feet of storage with a 180-foot taper) exclusive *southbound right-turn lane* along SC 14 at Moore Road/Project Driveway #1;
- ❖ a 430-foot (250 feet of storage with a 180-foot taper) exclusive *southbound right-turn lane* along SC 14 at Project Driveway #3;
- ❖ a 300-foot (150 feet of storage with a 150-foot taper) exclusive *southbound left-turn lane* along Garlington Road at Hartness Drive/Project Driveway #4;
- ❖ a 330-foot (150 feet of storage with a 180-foot taper) exclusive *northbound left-turn lane* along SC 14 at Moore Road/Project Driveway #1. It is recommended that the existing two-way-left-turn-lane (TWLTL) along SC 14 be restriped to provide the recommended left-turn length; and
- ❖ a 330-foot (150 feet of storage with a 180-foot taper) exclusive *northbound left-turn lane* along SC 14 at Project Driveway #3. However, due to the fact that there is an existing southbound left-turn lane into the adjacent Oak Creek Lane to the south of this driveway location, as provision of the recommended storage length for the northbound left-turn lane into Project Driveway #3, and in order to allow for flexible storage lengths in both directions, *it is recommended to restripe the flush median along SC 14 between Rocky Point Way/Oak Creek Lane and Project Driveway #3 to be a two-way-left-turn-lane (TWLTL) throughout.*



The results of the intersection level of service analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Hartness development, with three (3) exceptions:

- ❖ The intersection of Pelham Road & Garlington Road is projected to experience undesirable delay (LOS E in the AM peak hour and LOS F in the PM peak hour) with or without the Hartness development. However, since the intersection is projected to operate at undesirable conditions without the Hartness development, and due to the minimal impact of the anticipated project traffic, no improvements to mitigate this anticipated delay are recommended.
- ❖ The intersection of SC 14 & Moore Road/Project Driveway #1 is projected to experience undesirable delay (LOS F) with the installation of Project Driveway #1 in Phase 3 (anticipated buildout of 2025), with the recommended turn-lane improvements along SC 14 and continue to experience increasingly significant delay as the buildout continues. *Therefore, it is recommended to install a 220-foot westbound right-turn lane along Moore Road (with 100 feet of storage and a 120-foot taper) and to install a traffic signal when warranted.* With the installation of a traffic signal, the intersection is projected to experience acceptable delay through the full buildout year (2029).
- ❖ The intersection of SC 14 & Society Street/Project Driveway #2 is projected to experience undesirable delay (LOS E) in the PM peak hour in Phase 3 (anticipated buildout of 2025). This projected delay is likely due to the conservative nature of the *HCM 2010* unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. However, the projected delay is anticipated to increase significantly in Phase 5 (anticipated buildout of 2028). *Therefore, it is recommended to install a traffic signal at the intersection of SC 14 & Society Street/Project Driveway #2 when warranted.* With the installation of a traffic signal, the intersection is projected to experience acceptable delay through the full buildout year (2029).

Various improvements are recommended at each of the four project driveways throughout the six (6) phases of the Hartness development.

Table 6.1 on the following page summarizes the previously mentioned turn-lane and signalization improvements for each project driveway intersection according to the phase in which the recommended improvements are anticipated to be necessary.



Table 6.1 – Recommended Improvements by Phase of Development

Intersection	Phase (Anticipated Buildout Year)						
	1 (2022)	2 (2023)	3 (2025)	4a (2026)	4b (2027)	5 (2028)	6 (2029)
SC 14 & Moore Rd/ Project DW #1* (Proposed)	None	None	Install a 100' SB right-turn lane with a 180' taper along SC 14; Restripe existing TWLTL along SC 14 to provide a 150' NB left-turn lane with a 180' taper; Install a 100' WB right-turn lane with a 120' taper along Moore Rd; & Install a traffic signal <u>when warranted</u> .	None	None	None	None
SC 14 & Society St/ Project DW #2** (Existing)	None	None	None	None	None	Install a traffic signal <u>when warranted</u> .	None
SC 14 & Project DW #3*** (Proposed)	None	Install a 250' SB right-turn lane with a 180' taper along SC 14; & Restripe SC 14 between Project DW #3 and Rocky Point Way/Oak Creek Lane to be a TWLTL throughout.	None	None	None	None	None
Garlington Rd & Hartness Dr/ Project DW #4**** (Existing)	None	None	None	Install a 100' NB right-turn lane with a 150' taper along Garlington Rd; & Install a 150' SB left-turn lane with a 150' taper along Garlington Rd.	None	None	None

* Improvements at Project Driveway #1/Moore Road to be completed when access for Phase 3 (opposite of Moore Road) is installed – signalization to be completed when warranted.

** Signalization at SC 14 & Society Street/Project Driveway #2 to be completed when warranted.

*** Turn-lane improvements at Project Driveway #3 to be completed when access to the school is installed.

**** Turn-lane improvements at Hartness Drive/Project Driveway #4 to be completed when east-west connector is installed.



HARTNESS TRAFFIC IMPACT ANALYSIS APPENDICES



Appendix A TRIP GENERATION WORKSHEETS

TRIP GENERATION ESTIMATES

Hartness Development 2022

Weekday Daily																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	31	DU	$\text{Ln}(T) = 0.92 \cdot \text{Ln}(X) + 2.71$	50%	50%	177	177	354	0%	0	0	0	0%	0	0	0	177	177	354
Multifamily Housing (Low-Rise)	10th	220	2	DU	$T = 7.32(X)$	50%	50%	8	8	16	0%	0	0	0	0%	0	0	0	8	8	16
Hotel	10th	310	0	rooms	$T = 11.29(X) - 426.97$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Elementary School	10th	520	0	students	$T = 2.13(X) - 184.07$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Middle School/Junior High School	10th	522	0	students	$\text{Ln}(T) = 0.79 \text{Ln}(X) + 2.21$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$\text{Ln}(T) = 0.76 \text{Ln}(X) + 2.46$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	0	ksf	$\text{Ln}(T) = 0.68 \text{Ln}(X) + 5.57$	50%	50%	0	0	0	0%	0	0	0	34%	0	0	0	0	0	0
Total:								185	185	370	0%	0	0	0	0%	0	0	0	185	185	370

Weekday AM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	31	DU	T = 0.71(X)+4.80	25%	75%	7	20	27	0%	0	0	0	0%	0	0	0	7	20	27
Multifamily Housing (Low-Rise)	10th	220	2	DU	Ln(T) = 0.95*Ln(X) - 0.51	23%	77%	1	0	1	0%	0	0	0	0%	0	0	0	1	0	1
Hotel	10th	310	0	rooms	T = 0.50(X) - 5.34	59%	41%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Elementary School	10th	520	0	students	T=0.67(X)	54%	46%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Middle School/Junior High School	10th	522	0	students	T=0.58(X)	54%	46%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	T=0.52(X)	67%	33%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	0	ksf	T=0.98(X)	62%	38%	0	0	0	0%	0	0	0	34%	0	0	0	0	0	0
Total:								8	20	28	0%	0	0	0	0%	0	0	0	8	20	28

Weekday PM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	31	DU	$\text{Ln(T)} = 0.96 \cdot \text{Ln(X)} + 0.20$	63%	37%	21	12	33	0%	0	0	0	0%	0	0	0	21	12	33
Multifamily Housing (Low-Rise)	10th	220	2	DU	$\text{Ln(T)} = 0.89 \cdot \text{Ln(X)} - 0.02$	63%	37%	1	1	2	0%	0	0	0	0%	0	0	0	1	1	2
Hotel	10th	310	0	rooms	$T = 0.75(X) - 26.02$	51%	49%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Elementary School	10th	520	0	students	$T = 0.17(X)$	48%	52%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Middle School/Junior High School	10th	522	0	students	$T = 0.17(X)$	49%	51%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$T = 0.14(X)$	48%	52%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	0	ksf	$\text{Ln(T)} = 0.74 \text{Ln(X)} + 2.89$	48%	52%	0	0	0	0%	0	0	0	34%	0	0	0	0	0	0
Total:								22	13	35	0%	0	0	0	0%	0	0	0	22	13	35

TRIP GENERATION ESTIMATES

Hartness Development 2023

Weekday Daily																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	109	DU	$\ln(T) = 0.92 \cdot \ln(X) + 2.71$	50%	50%	563	563	1,126	20%	113	113	226	0%	0	0	0	450	450	900
Multifamily Housing (Low-Rise)	10th	220	14	DU	$T = 7.32(X)$	50%	50%	52	52	104	19%	10	10	20	0%	0	0	0	42	42	84
Hotel	10th	310	73	rooms	$T = 11.29(X) - 426.97$	50%	50%	199	199	398	16%	31	31	62	0%	0	0	0	168	168	336
Elementary School	10th	520	300	students	$T = 2.13(X) - 184.07$	50%	50%	228	228	456	0%	0	0	0	0%	0	0	0	228	228	456
Middle School/Junior High School	10th	522	0	students	$\ln(T) = 0.79 \ln(X) + 2.21$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$\ln(T) = 0.76 \ln(X) + 2.46$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	10	ksf	$\ln(T) = 0.68 \ln(X) + 5.57$	50%	50%	629	629	1,258	22%	136	136	272	34%	168	168	336	325	325	650
Total:								1,671	1,671	3,342	17%	290	290	580	10%	168	168	336	1,213	1,213	2,426

Weekday AM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	109	DU	$T = 0.71(X) + 4.80$	25%	75%	21	61	82	1%	0	1	1	0%	0	0	0	21	60	81
Multifamily Housing (Low-Rise)	10th	220	14	DU	$\ln(T) = 0.95 \cdot \ln(X) - 0.51$	23%	77%	2	5	7	0%	0	0	0	0%	0	0	0	2	5	7
Hotel	10th	310	73	rooms	$T = 0.50(X) - 5.34$	59%	41%	18	13	31	0%	0	0	0	0%	0	0	0	18	13	31
Elementary School	10th	520	300	students	$T = 0.67(X)$	54%	46%	109	92	201	0%	0	0	0	0%	0	0	0	109	92	201
Middle School/Junior High School	10th	522	0	students	$T = 0.58(X)$	54%	46%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$T = 0.52(X)$	67%	33%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	10	ksf	$T = 0.98(X)$	62%	38%	6	4	10	10%	1	0	1	34%	2	2	4	3	2	5
Total:								156	175	331	1%	1	1	2	1%	2	2	4	153	172	325

Weekday PM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	109	DU	$\ln(T) = 0.96 \cdot \ln(X) + 0.20$	63%	37%	69	41	110	15%	12	5	17	0%	0	0	0	57	36	93
Multifamily Housing (Low-Rise)	10th	220	14	DU	$\ln(T) = 0.89 \cdot \ln(X) - 0.02$	63%	37%	6	4	10	20%	1	1	2	0%	0	0	0	5	3	8
Hotel	10th	310	73	rms	$T = 0.75(X) - 26.02$	51%	49%	15	14	29	17%	4	1	5	0%	0	0	0	11	13	24
Elementary School	10th	520	300	students	$T = 0.17(X)$	48%	52%	24	27	51	0%	0	0	0	0%	0	0	0	24	27	51
Middle School/Junior High School	10th	522	0	students	$T = 0.17(X)$	49%	51%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$T = 0.14(X)$	48%	52%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	10	ksf	$\ln(T) = 0.74 \ln(X) + 2.89$	48%	52%	48	51	99	22%	6	16	22	34%	13	13	26	29	22	51
Total:								162	137	299	15%	23	23	46	9%	13	13	26	126	101	227

TRIP GENERATION ESTIMATES

Hartness Development 2025

Weekday Daily																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	201	DU	$\text{Ln}(T) = 0.92 \cdot \text{Ln}(X) + 2.71$	50%	50%	989	989	1,978	31%	309	309	618	0%	0	0	0	680	680	1,360
Multifamily Housing (Low-Rise)	10th	220	50	DU	$T = 7.32(X)$	50%	50%	183	183	366	31%	57	57	114	0%	0	0	0	126	126	252
Hotel	10th	310	73	rooms	$T = 11.29(X) - 426.97$	50%	50%	199	199	398	21%	41	41	82	0%	0	0	0	158	158	316
Elementary School	10th	520	300	students	$T = 2.13(X) - 184.07$	50%	50%	228	228	456	0%	0	0	0	0%	0	0	0	228	228	456
Middle School/Junior High School	10th	522	0	students	$\text{Ln}(T)=0.79 \text{ Ln}(X) + 2.21$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$\text{Ln}(T)=0.76 \text{ Ln}(X) + 2.46$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	70	ksf	$\text{Ln}(T) = 0.68 \text{ Ln}(X) + 5.57$	50%	50%	2,359	2,359	4,718	16%	385	385	770	34%	671	671	1,342	1,303	1,303	2,606
Total:								3,958	3,958	7,916	20%	792	792	1,584	17%	671	671	1,342	2,495	2,495	4,990

Weekday AM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	201	DU	T = 0.71(X)+4.80	25%	75%	37	111	148	1%	1	1	2	0%	0	0	0	36	110	146
Multifamily Housing (Low-Rise)	10th	220	50	DU	Ln(T) = 0.95*Ln(X) - 0.51	23%	77%	6	19	25	0%	0	0	0	0%	0	0	0	6	19	25
Hotel	10th	310	73	rooms	T = 0.50(X) - 5.34	59%	41%	18	13	31	6%	0	2	2	0%	0	0	0	18	11	29
Elementary School	10th	520	300	students	T=0.67(X)	54%	46%	109	92	201	0%	0	0	0	0%	0	0	0	109	92	201
Middle School/Junior High School	10th	522	0	students	T=0.58(X)	54%	46%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	T=0.52(X)	67%	33%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	70	ksf	T=0.98(X)	62%	38%	43	26	69	6%	3	1	4	34%	11	11	22	29	14	43
Total:								213	261	474	2%	4	4	8	5%	11	11	22	198	246	444

Weekday PM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	201	DU	$\text{Ln}(T) = 0.96 \cdot \text{Ln}(X) + 0.20$	63%	37%	125	74	199	30%	42	17	59	0%	0	0	0	83	57	140
Multifamily Housing (Low-Rise)	10th	220	50	DU	$\text{Ln}(T) = 0.89 \cdot \text{Ln}(X) - 0.02$	63%	37%	20	12	32	31%	7	3	10	0%	0	0	0	13	9	22
Hotel	10th	310	73	rms	$T = 0.75(X) - 26.02$	51%	49%	15	14	29	21%	4	2	6	0%	0	0	0	11	12	23
Elementary School	10th	520	300	students	$T = 0.17(X)$	48%	52%	24	27	51	0%	0	0	0	0%	0	0	0	24	27	51
Middle School/Junior High School	10th	522	0	students	$T = 0.17(X)$	49%	51%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$T = 0.14(X)$	48%	52%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	70	ksf	$\text{Ln}(T) = 0.74 \text{ Ln}(X) + 2.89$	48%	52%	200	217	417	17%	19	50	69	34%	59	59	118	122	108	230
Total:								384	344	728	20%	72	72	144	16%	59	59	118	253	213	466

TRIP GENERATION ESTIMATES

Hartness Development 2026

Weekday Daily																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	253	DU	$\text{Ln}(T) = 0.92 \cdot \text{Ln}(X) + 2.71$	50%	50%	1,222	1,222	2,444	32%	390	390	780	0%	0	0	0	832	832	1,664
Multifamily Housing (Low-Rise)	10th	220	68	DU	$T = 7.32(X)$	50%	50%	249	249	498	32%	80	80	160	0%	0	0	0	169	169	338
Hotel	10th	310	73	rooms	$T = 11.29(X) - 426.97$	50%	50%	199	199	398	22%	43	43	86	0%	0	0	0	156	156	312
Elementary School	10th	520	600	students	$T = 2.13(X) - 184.07$	50%	50%	547	547	1,094	0%	0	0	0	0%	0	0	0	547	547	1,094
Middle School/Junior High School	10th	522	0	students	$\text{Ln}(T)=0.79 \text{ Ln}(X) + 2.21$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$\text{Ln}(T)=0.76 \text{ Ln}(X) + 2.46$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	90	ksf	$\text{Ln}(T) = 0.68 \text{ Ln}(X) + 5.57$	50%	50%	2,799	2,799	5,598	18%	490	490	980	34%	785	785	1,570	1,524	1,524	3,048
Total:								5,016	5,016	10,032	20%	1,003	1,003	2,006	16%	785	785	1,570	3,228	3,228	6,456

Weekday AM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	253	DU	T = 0.71(X)+4.80	25%	75%	46	138	184	2%	1	2	3	0%	0	0	0	45	136	181
Multifamily Housing (Low-Rise)	10th	220	68	DU	Ln(T) = 0.95*Ln(X) - 0.51	23%	77%	8	25	33	0%	0	0	0	0%	0	0	0	8	25	33
Hotel	10th	310	73	rooms	T = 0.50(X) - 5.34	59%	41%	18	13	31	6%	0	2	2	0%	0	0	0	18	11	29
Elementary School	10th	520	600	students	T=0.67(X)	54%	46%	217	185	402	0%	0	0	0	0%	0	0	0	217	185	402
Middle School/Junior High School	10th	522	0	students	T=0.58(X)	54%	46%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	T=0.52(X)	67%	33%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	90	ksf	T=0.98(X)	62%	38%	55	33	88	6%	4	1	5	34%	14	14	28	37	18	55
Total:								344	394	738	1%	5	5	10	4%	14	14	28	325	375	700

Weekday PM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	253	DU	$\text{Ln}(T) = 0.96 \cdot \text{Ln}(X) + 0.20$	63%	37%	156	92	248	30%	54	21	75	0%	0	0	0	102	71	173
Multifamily Housing (Low-Rise)	10th	220	68	DU	$\text{Ln}(T) = 0.89 \cdot \text{Ln}(X) - 0.02$	63%	37%	26	16	42	31%	9	4	13	0%	0	0	0	17	12	29
Hotel	10th	310	73	rms	$T = 0.75(X) - 26.02$	51%	49%	15	14	29	24%	5	2	7	0%	0	0	0	10	12	22
Elementary School	10th	520	600	students	$T = 0.17(X)$	48%	52%	49	53	102	0%	0	0	0	0%	0	0	0	49	53	102
Middle School/Junior High School	10th	522	0	students	$T = 0.17(X)$	49%	51%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$T = 0.14(X)$	48%	52%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	90	ksf	$\text{Ln}(T) = 0.74 \text{ Ln}(X) + 2.89$	48%	52%	241	262	503	18%	24	65	89	34%	71	71	142	146	126	272
Total:								487	437	924	20%	92	92	184	15%	71	71	142	324	274	598

TRIP GENERATION ESTIMATES

Hartness Development 2027

Weekday Daily																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	299	DU	$\text{Ln(T)} = 0.92 \cdot \text{Ln(X)} + 2.71$	50%	50%	1,425	1,425	2,850	31%	442	442	884	0%	0	0	0	983	983	1,966
Multifamily Housing (Low-Rise)	10th	220	84	DU	$T = 7.32(\text{X})$	50%	50%	308	308	616	31%	95	95	190	0%	0	0	0	213	213	426
Hotel	10th	310	73	rooms	$T = 11.29(\text{X}) - 426.97$	50%	50%	199	199	398	21%	42	42	84	0%	0	0	0	157	157	314
Elementary School	10th	520	600	students	$T = 2.13(\text{X}) - 184.07$	50%	50%	547	547	1,094	0%	0	0	0	0%	0	0	0	547	547	1,094
Middle School/Junior High School	10th	522	0	students	$\text{Ln(T)}=0.79 \text{ Ln(X)} + 2.21$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$\text{Ln(T)}=0.76 \text{ Ln(X)} + 2.46$	50%	50%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	110	ksf	$\text{Ln(T)} = 0.68 \text{ Ln(X)} + 5.57$	50%	50%	3,208	3,208	6,416	17%	557	557	1,114	34%	902	902	1,804	1,749	1,749	3,498
Total:								5,687	5,687	11,374	20%	1,136	1,136	2,272	16%	902	902	1,804	3,649	3,649	7,298

Weekday AM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	299	DU	T = 0.71(X)+4.80	25%	75%	54	163	217	1%	1	2	3	0%	0	0	0	53	161	214
Multifamily Housing (Low-Rise)	10th	220	84	DU	Ln(T) = 0.95*Ln(X) - 0.51	23%	77%	9	31	40	0%	0	0	0	0%	0	0	0	9	31	40
Hotel	10th	310	73	rooms	T = 0.50(X) - 5.34	59%	41%	18	13	31	6%	0	2	2	0%	0	0	0	18	11	29
Elementary School	10th	520	600	students	T=0.67(X)	54%	46%	217	185	402	0%	0	0	0	0%	0	0	0	217	185	402
Middle School/Junior High School	10th	522	0	students	T=0.58(X)	54%	46%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	T=0.52(X)	67%	33%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	110	ksf	T=0.98(X)	62%	38%	67	41	108	5%	4	1	5	34%	18	18	36	45	22	67
Total:								365	433	798	1%	5	5	10	5%	18	18	36	342	410	752

Weekday PM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	299	DU	$\text{Ln}(T) = 0.96 \cdot \text{Ln}(X) + 0.20$	63%	37%	183	108	291	30%	62	24	86	0%	0	0	0	121	84	205
Multifamily Housing (Low-Rise)	10th	220	84	DU	$\text{Ln}(T) = 0.89 \cdot \text{Ln}(X) - 0.02$	63%	37%	32	19	51	29%	11	4	15	0%	0	0	0	21	15	36
Hotel	10th	310	73	rms	$T = 0.75(X) - 26.02$	51%	49%	15	14	29	24%	5	2	7	0%	0	0	0	10	12	22
Elementary School	10th	520	600	students	$T = 0.17(X)$	48%	52%	49	53	102	0%	0	0	0	0%	0	0	0	49	53	102
Middle School/Junior High School	10th	522	0	students	$T = 0.17(X)$	49%	51%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
High School	10th	530	0	students	$T = 0.14(X)$	48%	52%	0	0	0	0%	0	0	0	0%	0	0	0	0	0	0
Shopping Center	10th	820	110	ksf	$\text{Ln}(T) = 0.74 \text{ Ln}(X) + 2.89$	48%	52%	280	303	583	18%	28	76	104	34%	82	82	164	170	145	315
Total:								559	497	1,056	20%	106	106	212	16%	82	82	164	371	309	680

TRIP GENERATION ESTIMATES

Hartness Development 2028

Weekday Daily																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	337	DU	$\ln(T) = 0.92 \cdot \ln(X) + 2.71$	50%	50%	1,590	1,590	3,180	32%	512	512	1,024	0%	0	0	0	1,078	1,078	2,156
Multifamily Housing (Low-Rise)	10th	220	96	DU	$T = 7.32(X)$	50%	50%	352	352	704	32%	113	113	226	0%	0	0	0	239	239	478
Hotel	10th	310	73	rooms	$T = 11.29(X) - 426.97$	50%	50%	199	199	398	23%	45	45	90	0%	0	0	0	154	154	308
Elementary School	10th	520	600	students	$T = 2.13(X) - 184.07$	50%	50%	547	547	1,094	0%	0	0	0	0%	0	0	0	547	547	1,094
Middle School/Junior High School	10th	522	250	students	$\ln(T) = 0.79 \ln(X) + 2.21$	50%	50%	358	358	716	0%	0	0	0	0%	0	0	0	358	358	716
High School	10th	530	350	students	$\ln(T) = 0.76 \ln(X) + 2.46$	50%	50%	503	503	1,006	0%	0	0	0	0%	0	0	0	503	503	1,006
Shopping Center	10th	820	120	ksf	$\ln(T) = 0.68 \ln(X) + 5.57$	50%	50%	3,403	3,403	6,806	19%	646	646	1,292	34%	938	938	1,876	1,819	1,819	3,638
Total:								6,952	6,952	13,904	19%	1,316	1,316	2,632	13%	938	938	1,876	4,698	4,698	9,396

Weekday AM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	337	DU	$T = 0.71(X) + 4.80$	25%	75%	61	183	244	1%	1	2	3	0%	0	0	0	60	181	241
Multifamily Housing (Low-Rise)	10th	220	96	DU	$\ln(T) = 0.95 \cdot \ln(X) - 0.51$	23%	77%	11	35	46	0%	0	0	0	0%	0	0	0	11	35	46
Hotel	10th	310	73	rooms	$T = 0.50(X) - 5.34$	59%	41%	18	13	31	6%	0	2	2	0%	0	0	0	18	11	29
Elementary School	10th	520	600	students	$T = 0.67(X)$	54%	46%	217	185	402	0%	0	0	0	0%	0	0	0	217	185	402
Middle School/Junior High School	10th	522	250	students	$T = 0.58(X)$	54%	46%	78	67	145	0%	0	0	0	0%	0	0	0	78	67	145
High School	10th	530	350	students	$T = 0.52(X)$	67%	33%	122	60	182	0%	0	0	0	0%	0	0	0	122	60	182
Shopping Center	10th	820	120	ksf	$T = 0.98(X)$	62%	38%	73	45	118	4%	4	1	5	34%	19	19	38	50	25	75
Total:								580	588	1,168	1%	5	5	10	3%	19	19	38	556	564	1,120

Weekday PM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	337	DU	$\ln(T) = 0.96 \cdot \ln(X) + 0.20$	63%	37%	205	121	326	30%	71	27	98	0%	0	0	0	134	94	228
Multifamily Housing (Low-Rise)	10th	220	96	DU	$\ln(T) = 0.89 \cdot \ln(X) - 0.02$	63%	37%	36	21	57	32%	13	5	18	0%	0	0	0	23	16	39
Hotel	10th	310	73	rms	$T = 0.75(X) - 26.02$	51%	49%	15	14	29	24%	5	2	7	0%	0	0	0	10	12	22
Elementary School	10th	520	600	students	$T = 0.17(X)$	48%	52%	49	53	102	0%	0	0	0	0%	0	0	0	49	53	102
Middle School/Junior High School	10th	522	250	students	$T = 0.17(X)$	49%	51%	21	22	43	0%	0	0	0	0%	0	0	0	21	22	43
High School	10th	530	350	students	$T = 0.14(X)$	48%	52%	24	25	49	0%	0	0	0	0%	0	0	0	24	25	49
Shopping Center	10th	820	120	ksf	$\ln(T) = 0.74 \ln(X) + 2.89$	48%	52%	299	323	622	19%	32	87	119	34%	86	86	172	181	150	331
Total:								649	579	1,228	20%	121	121	242	14%	86	86	172	442	372	814

TRIP GENERATION ESTIMATES

Hartness Development 2029

Weekday Daily																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	375	DU	$\text{Ln}(T) = 0.92 \times \text{Ln}(X) + 2.71$	50%	50%	1,754	1,754	3,508	31%	538	538	1,076	0%	0	0	0	1,216	1,216	2,432
Multifamily Housing (Low-Rise)	10th	220	108	DU	$T = 7.32(X)$	50%	50%	396	396	792	31%	121	121	242	0%	0	0	0	275	275	550
Hotel	10th	310	73	rooms	$T = 11.29(X) - 426.97$	50%	50%	199	199	398	23%	45	45	90	0%	0	0	0	154	154	308
Elementary School	10th	520	600	students	$T = 2.13(X) - 184.07$	50%	50%	547	547	1,094	0%	0	0	0	0%	0	0	0	547	547	1,094
Middle School/Junior High School	10th	522	250	students	$\text{Ln}(T) = 0.79 \text{Ln}(X) + 2.21$	50%	50%	358	358	716	0%	0	0	0	0%	0	0	0	358	358	716
High School	10th	530	350	students	$\text{Ln}(T) = 0.76 \text{Ln}(X) + 2.46$	50%	50%	503	503	1,006	0%	0	0	0	0%	0	0	0	503	503	1,006
Shopping Center	10th	820	130	ksf	$\text{Ln}(T) = 0.68 \text{Ln}(X) + 5.57$	50%	50%	3,594	3,594	7,188	19%	680	680	1,360	34%	991	991	1,982	1,923	1,923	3,846
Total:								7,351	7,351	14,702	19%	1,384	1,384	2,768	13%	991	991	1,982	4,976	4,976	9,952

Weekday AM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	375	DU	T = 0.71(X)+4.80	25%	75%	68	203	271	1%	2	2	4	0%	0	0	0	66	201	267
Multifamily Housing (Low-Rise)	10th	220	108	DU	Ln(T) = 0.95*Ln(X) - 0.51	23%	77%	12	39	51	0%	0	0	0	0%	0	0	0	12	39	51
Hotel	10th	310	73	rooms	T = 0.50(X) - 5.34	59%	41%	18	13	31	6%	0	2	2	0%	0	0	0	18	11	29
Elementary School	10th	520	600	students	T=0.67(X)	54%	46%	217	185	402	0%	0	0	0	0%	0	0	0	217	185	402
Middle School/Junior High School	10th	522	250	students	T=0.58(X)	54%	46%	78	67	145	0%	0	0	0	0%	0	0	0	78	67	145
High School	10th	530	350	students	T=0.52(X)	67%	33%	122	60	182	0%	0	0	0	0%	0	0	0	122	60	182
Shopping Center	10th	820	130	ksf	T=0.98(X)	62%	38%	79	48	127	5%	4	2	6	34%	21	21	42	54	25	79
Total:								594	615	1,209	1%	6	6	12	3%	21	21	42	567	588	1,155

Weekday PM Peak Hour																					
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Single-Family Detached Housing	10th	210	375	DU	$\text{Ln(T)} = 0.96 \cdot \text{Ln(X)} + 0.20$	63%	37%	227	134	361	29%	76	29	105	0%	0	0	0	151	105	256
Multifamily Housing (Low-Rise)	10th	220	108	DU	$\text{Ln(T)} = 0.89 \cdot \text{Ln(X)} - 0.02$	63%	37%	40	23	63	29%	13	5	18	0%	0	0	0	27	18	45
Hotel	10th	310	73	rms	$T = 0.75(X) - 26.02$	51%	49%	15	14	29	24%	5	2	7	0%	0	0	0	10	12	22
Elementary School	10th	520	600	students	$T=0.17(X)$	48%	52%	49	53	102	0%	0	0	0	0%	0	0	0	49	53	102
Middle School/Junior High School	10th	522	250	students	$T=0.17(X)$	49%	51%	21	22	43	0%	0	0	0	0%	0	0	0	21	22	43
High School	10th	530	350	students	$T=0.14(X)$	48%	52%	24	25	49	0%	0	0	0	0%	0	0	0	24	25	49
Shopping Center	10th	820	130	ksf	$\text{Ln(T)} = 0.74 \text{Ln(X)} + 2.89$	48%	52%	317	343	660	19%	34	92	126	34%	91	91	182	192	160	352
Total:								693	614	1,307	20%	128	128	256	14%	91	91	182	474	395	869



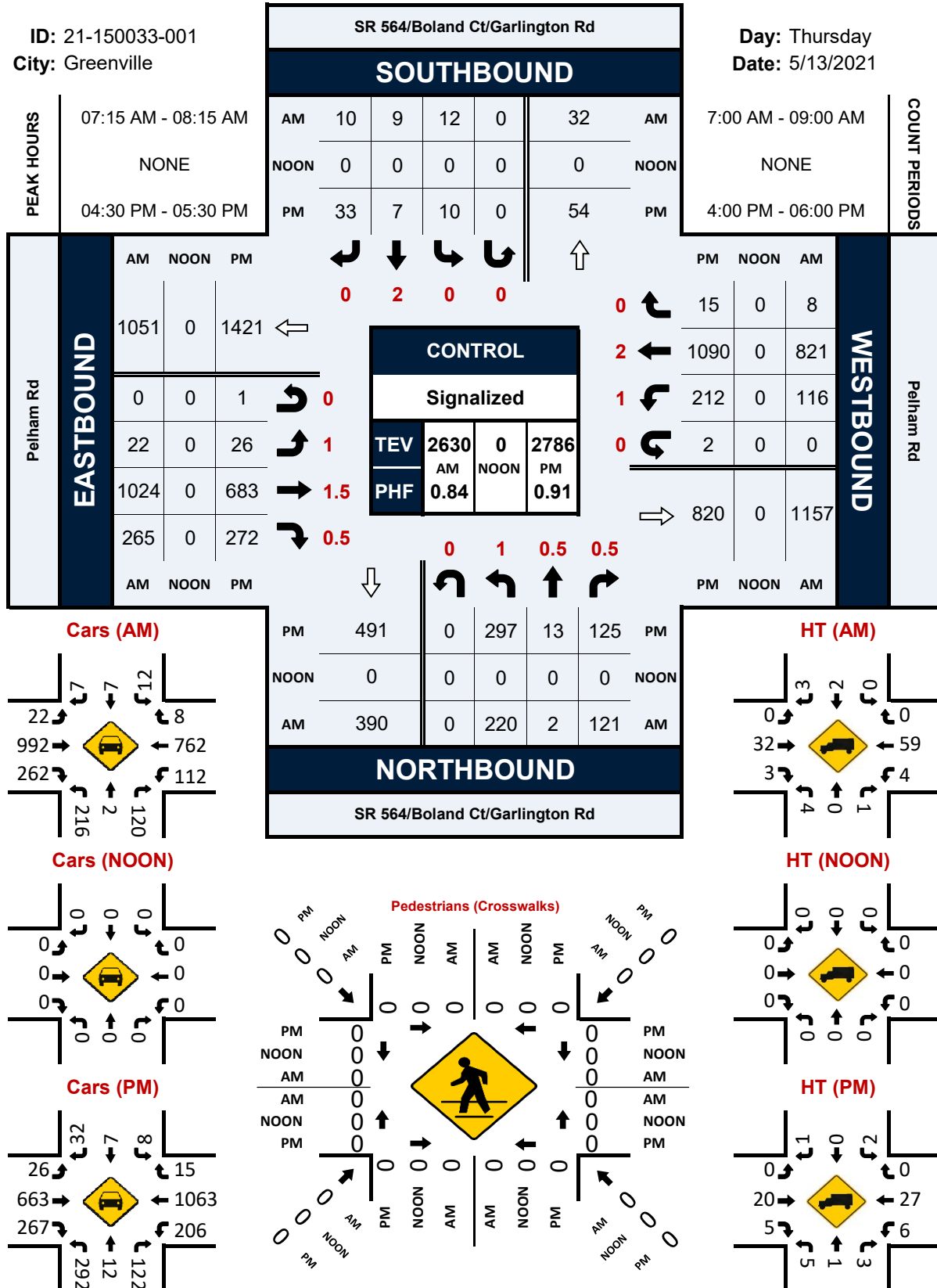
Appendix B TRAFFIC VOLUME DATA

SR 564/Boland Ct/Garlington Rd & Pelham Rd

Peak Hour Turning Movement Count

ID: 21-150033-001
City: Greenville

Day: Thursday
Date: 5/13/2021

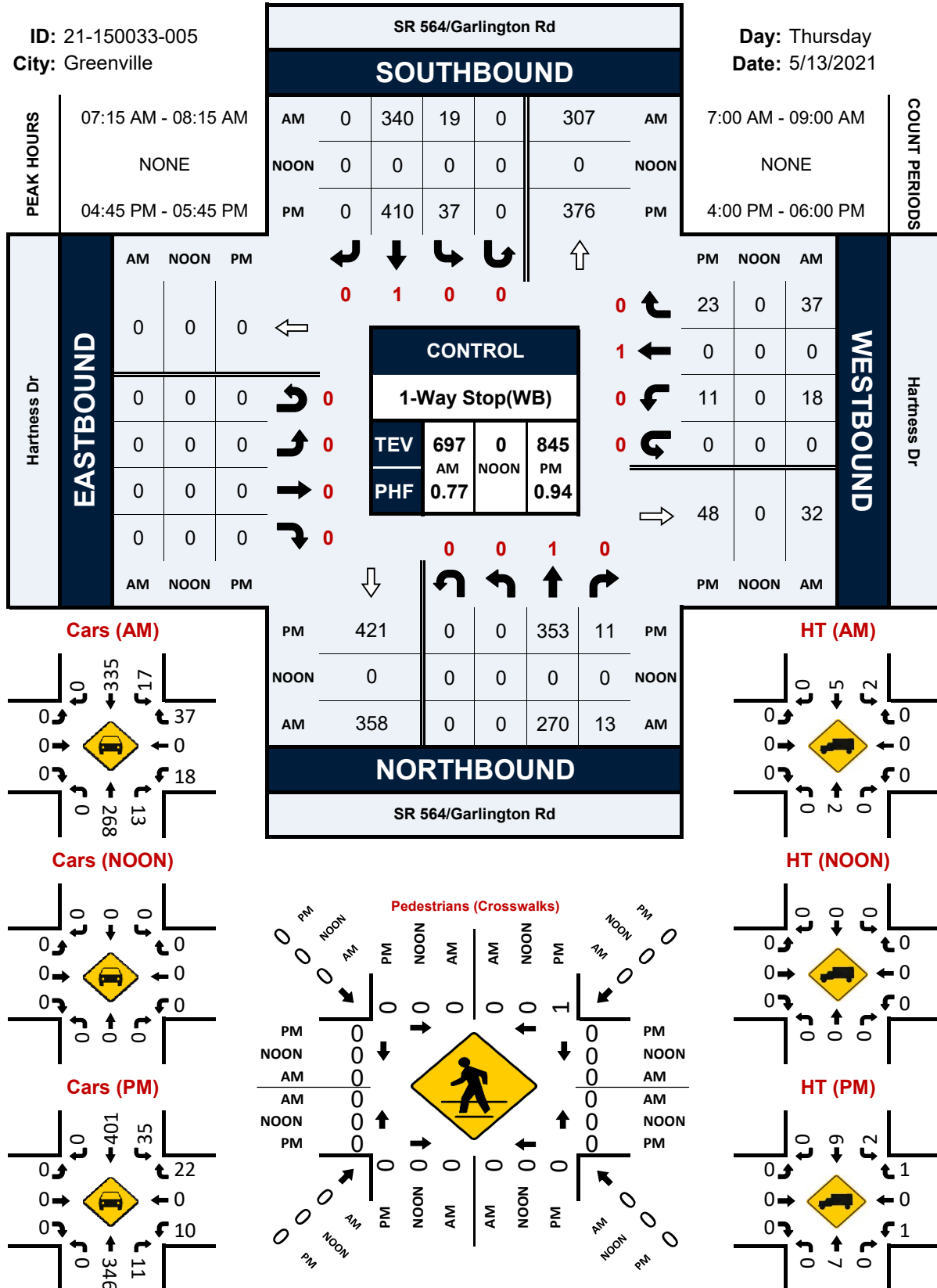


SR 564/Garlington Rd & Hartness Dr

Peak Hour Turning Movement Count

ID: 21-150033-005
City: Greenville

Day: Thursday
Date: 5/13/2021

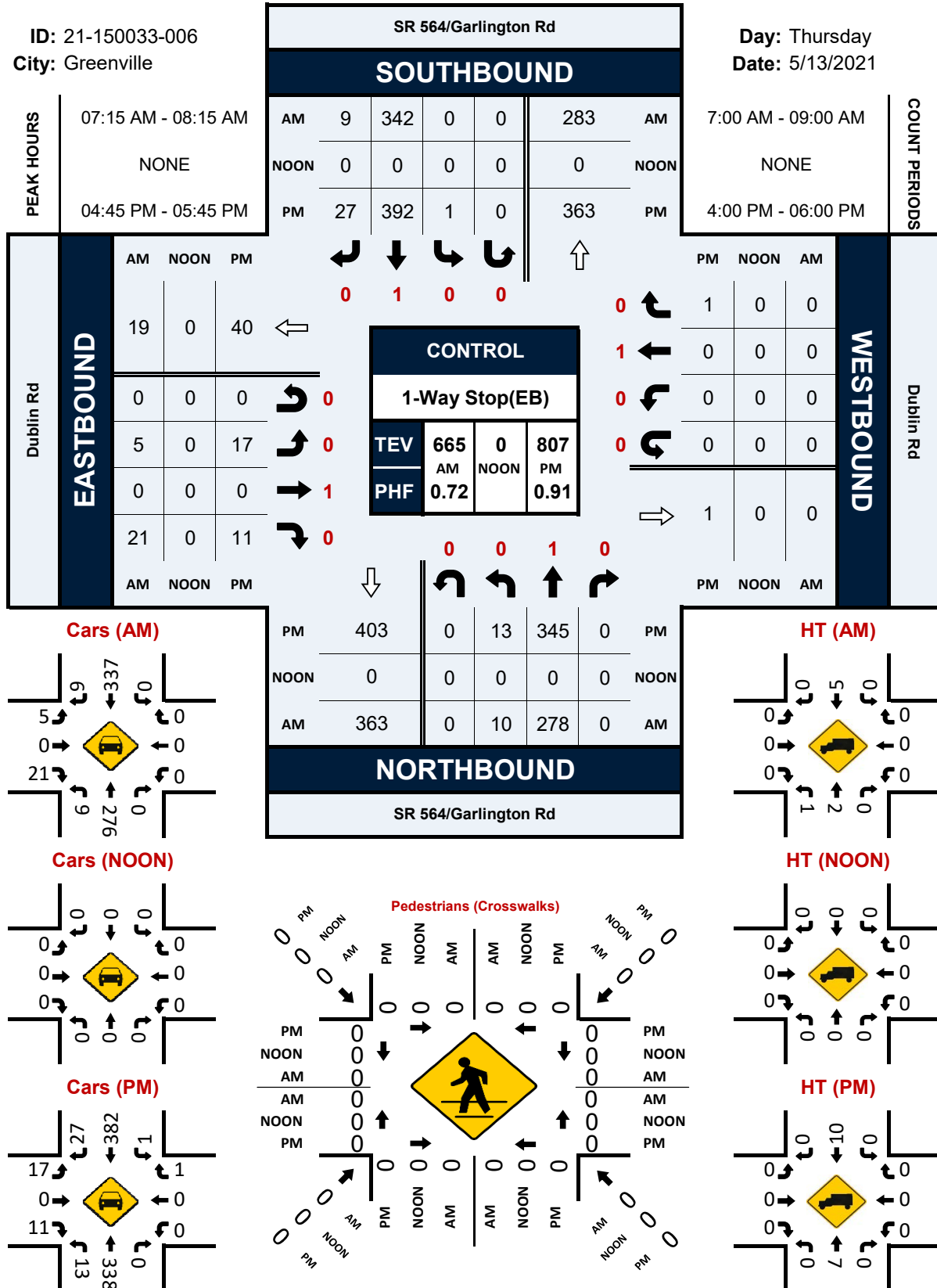


SR 564/Garlington Rd & Dublin Rd

Peak Hour Turning Movement Count

ID: 21-150033-006
City: Greenville

Day: Thursday
Date: 5/13/2021

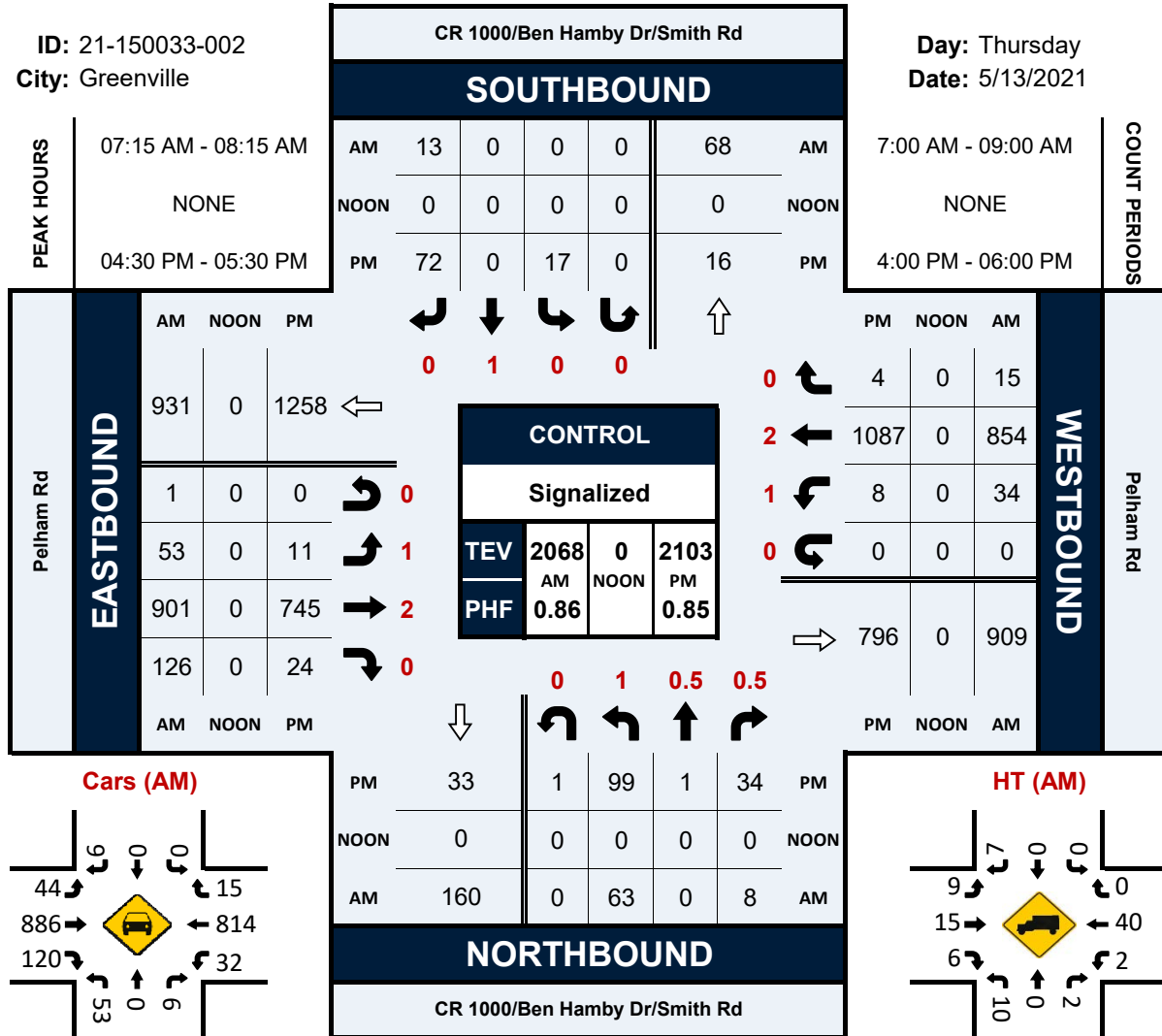


CR 1000/Ben Hamby Dr/Smith Rd & Pelham Rd

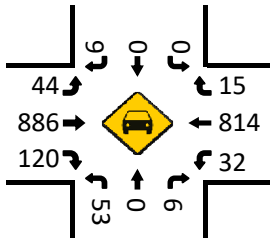
Peak Hour Turning Movement Count

ID: 21-150033-002
City: Greenville

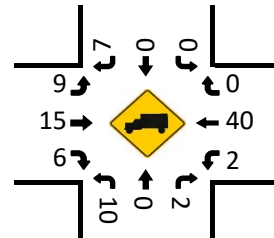
Day: Thursday
Date: 5/13/2021



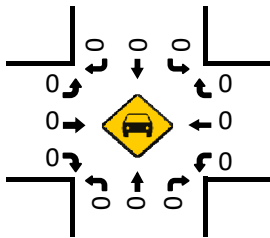
Cars (AM)



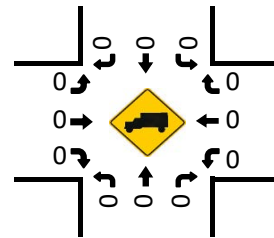
HT (AM)



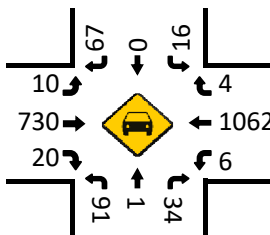
Cars (NOON)



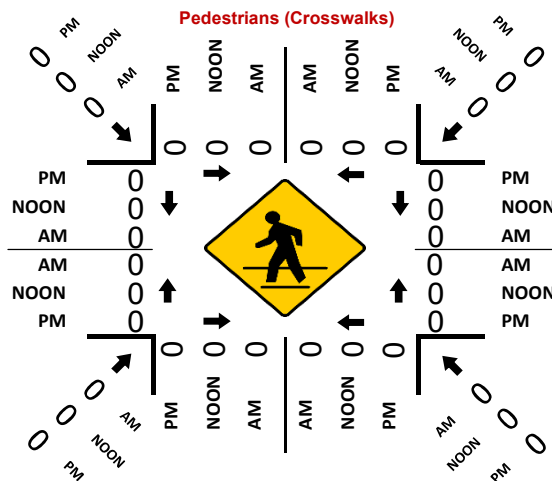
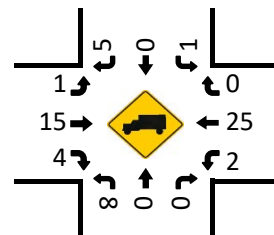
HT (NOON)



Cars (PM)



HT (PM)

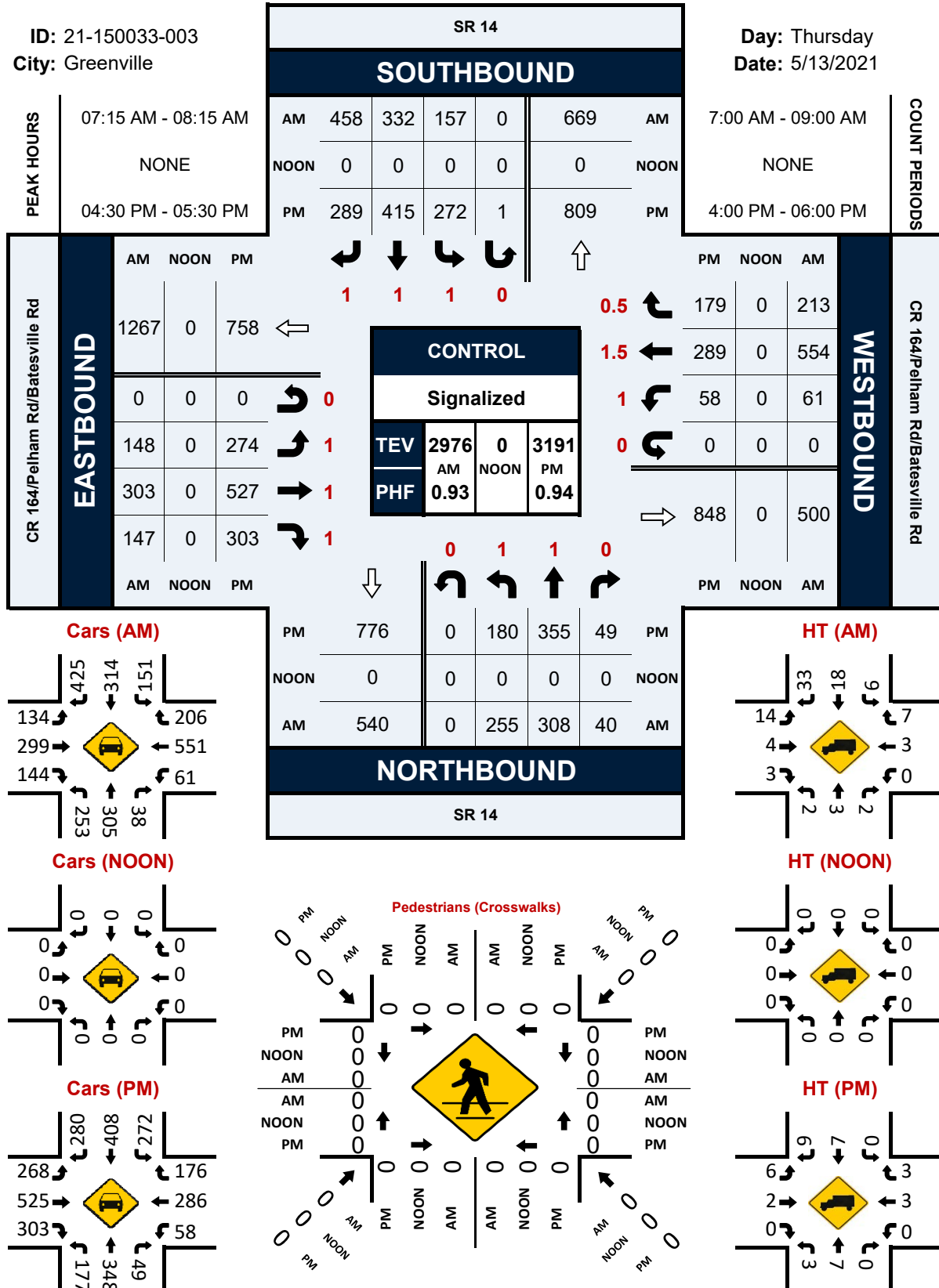


SR 14 & CR 164/Pelham Rd/Batesville Rd

Peak Hour Turning Movement Count

ID: 21-150033-003
City: Greenville

Day: Thursday
Date: 5/13/2021

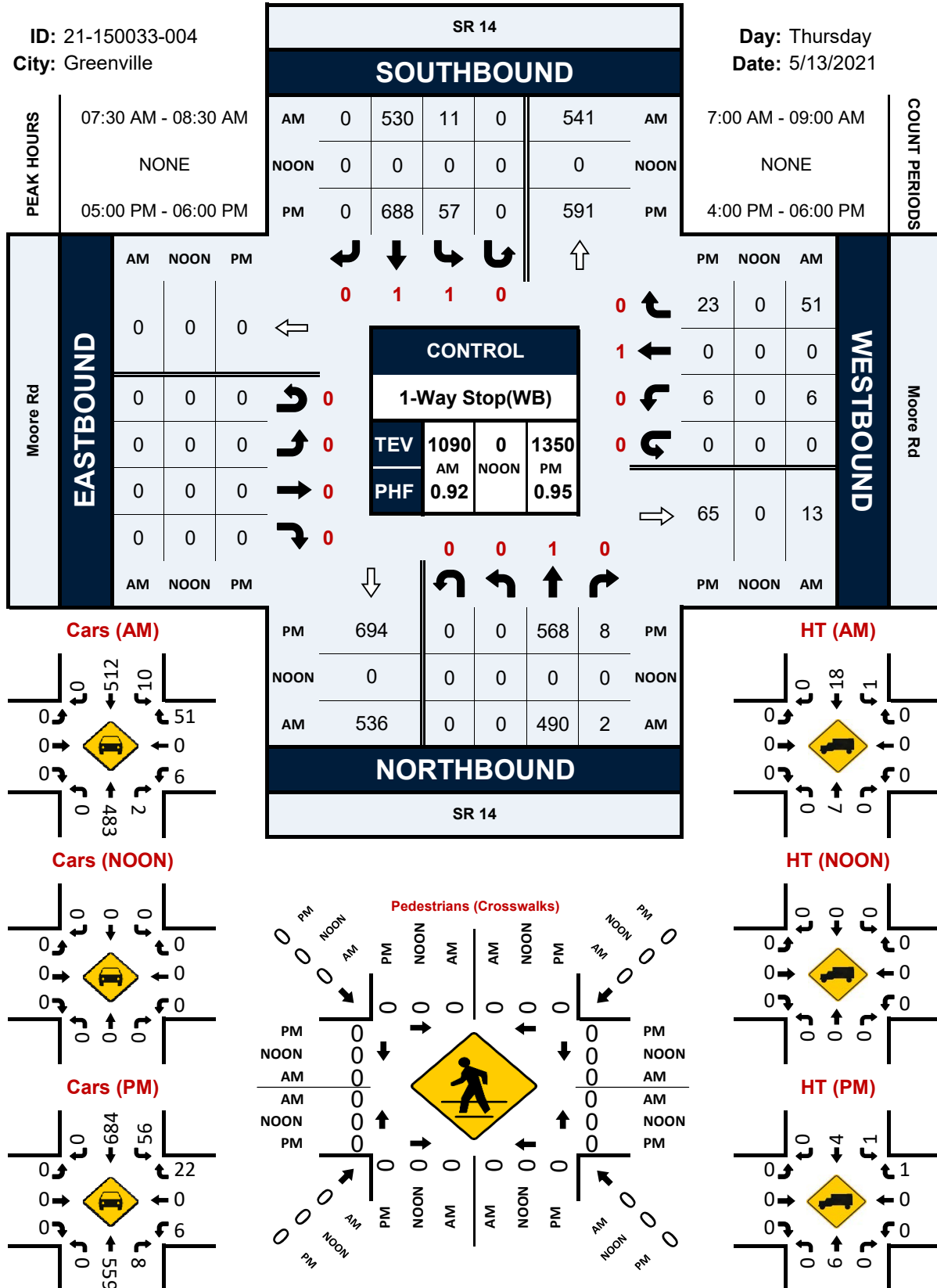


SR 14 & Moore Rd

Peak Hour Turning Movement Count

ID: 21-150033-004
City: Greenville

Day: Thursday
Date: 5/13/2021



SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : SC 14 @ Society St

Site Code :

Start Date : 01/27/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	SC 14 Southbound				Westbound				SC 14 Northbound				Society St Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	98	1	0	0	0	0	0	3	77	0	0	1	0	0	0	180
07:15	0	103	1	0	0	0	0	0	1	110	0	0	0	0	1	0	216
07:30	0	125	3	0	0	0	0	0	4	121	0	0	3	0	0	0	256
07:45	0	132	1	0	0	0	0	0	2	111	0	0	2	0	2	0	250
Total	0	458	6	0	0	0	0	0	10	419	0	0	6	0	3	0	902
08:00	0	114	2	0	0	0	0	0	2	109	0	0	2	0	0	0	229
08:15	0	110	3	0	0	0	0	0	3	101	0	0	0	0	3	0	220
08:30	0	97	3	0	0	0	0	0	3	82	0	0	1	0	0	0	186
08:45	0	103	2	0	0	0	0	0	0	78	0	0	1	0	2	0	186
Total	0	424	10	0	0	0	0	0	8	370	0	0	4	0	5	0	821
16:00	0	115	0	0	0	0	0	0	4	125	0	0	0	0	4	0	248
16:15	0	141	3	0	0	0	0	0	1	114	0	0	2	0	3	0	264
16:30	0	153	2	0	0	0	0	0	3	110	0	0	1	0	5	0	274
16:45	0	139	2	0	0	0	0	0	11	122	0	0	1	0	6	0	281
Total	0	548	7	0	0	0	0	0	19	471	0	0	4	0	18	0	1067
17:00	0	149	2	0	0	0	0	0	1	156	0	0	11	0	4	0	323
17:15	0	169	2	0	0	0	0	0	1	158	0	0	2	0	4	0	336
17:30	0	140	1	0	0	0	0	0	2	110	0	0	5	0	3	0	261
17:45	0	132	0	0	0	0	0	0	1	107	0	0	2	0	6	0	248
Total	0	590	5	0	0	0	0	0	5	531	0	0	20	0	17	0	1168
Grand Total	0	2020	28	0	0	0	0	0	42	1791	0	0	34	0	43	0	3958
Apprch %	0	98.6	1.4	0	0	0	0	0	2.3	97.7	0	0	44.2	0	55.8	0	
Total %	0	51	0.7	0	0	0	0	0	1.1	45.3	0	0	0.9	0	1.1	0	
Passenger Vehicles	0	1994	25	0	0	0	0	0	42	1763	0	0	31	0	42	0	3897
% Passenger Vehicles	0	98.7	89.3	0	0	0	0	0	100	98.4	0	0	91.2	0	97.7	0	98.5
Heavy Vehicles	0	21	1	0	0	0	0	0	0	23	0	0	1	0	1	0	47
% Heavy Vehicles	0	1	3.6	0	0	0	0	0	0	1.3	0	0	2.9	0	2.3	0	1.2
Buses	0	5	2	0	0	0	0	0	0	5	0	0	2	0	0	0	14
% Buses	0	0.2	7.1	0	0	0	0	0	0	0.3	0	0	5.9	0	0	0	0.4

SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

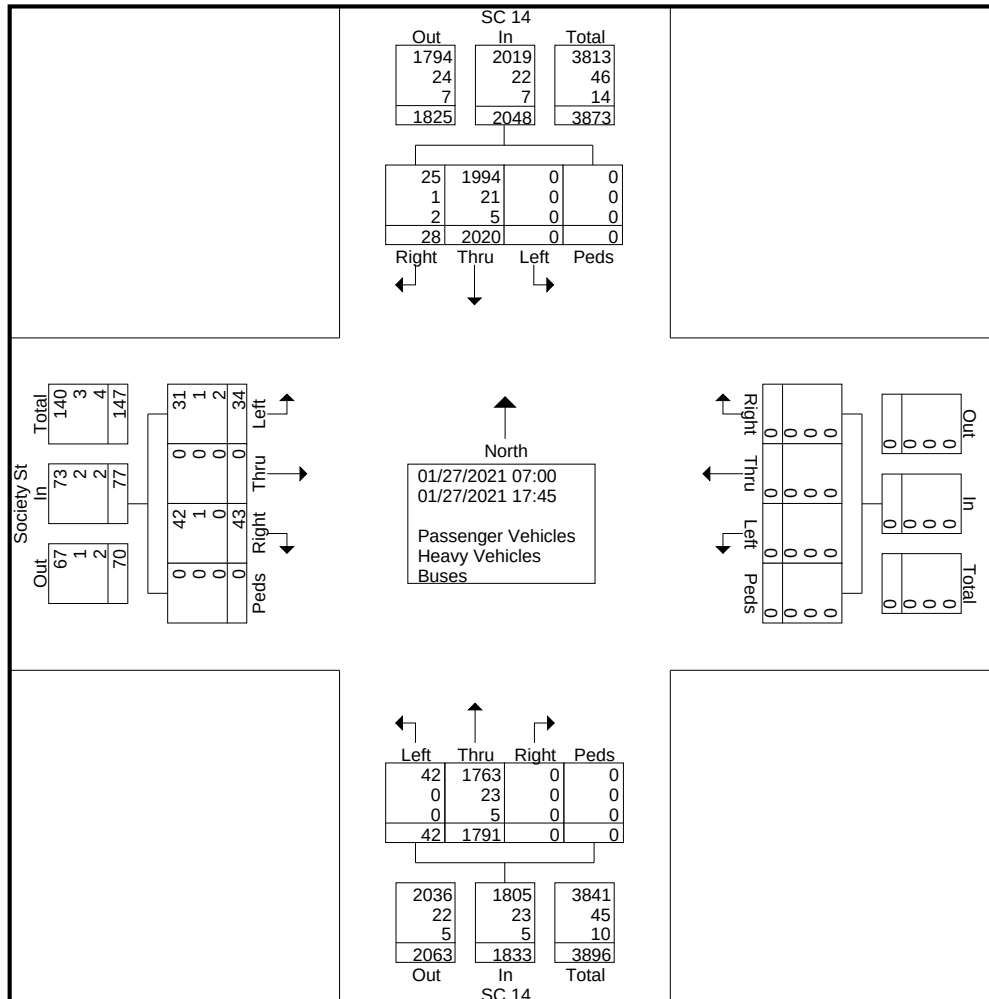
We can't say we're the Best, but you Can!

File Name : SC 14 @ Society St

Site Code :

Start Date : 01/27/2021

Page No : 2



SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

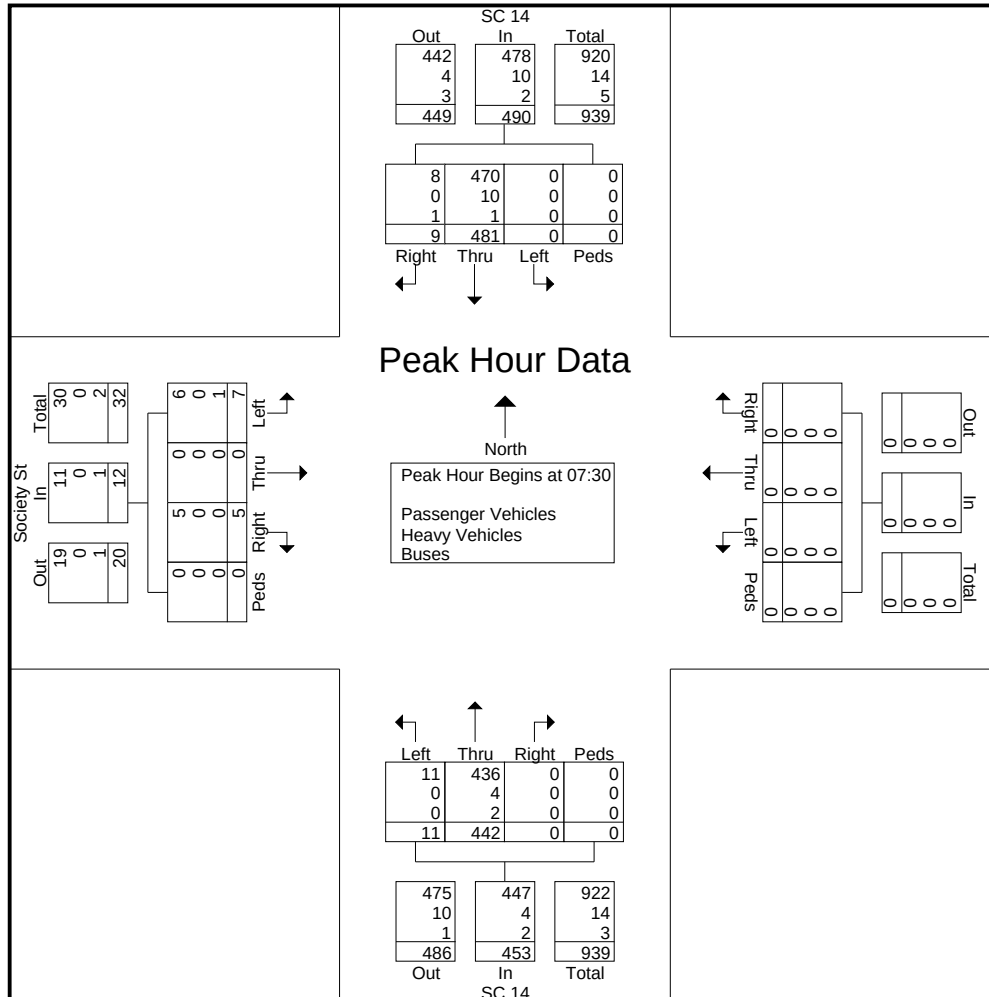
File Name : SC 14 @ Society St

Site Code :

Start Date : 01/27/2021

Page No : 3

	SC 14 Southbound					Westbound					SC 14 Northbound					Society St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	125	3	0	128	0	0	0	0	0	4	121	0	0	125	3	0	0	0	3	256
07:45	0	132	1	0	133	0	0	0	0	0	2	111	0	0	113	2	0	2	0	4	250
08:00	0	114	2	0	116	0	0	0	0	0	2	109	0	0	111	2	0	0	0	2	229
08:15	0	110	3	0	113	0	0	0	0	0	3	101	0	0	104	0	0	3	0	3	220
Total Volume	0	481	9	0	490	0	0	0	0	0	11	442	0	0	453	7	0	5	0	12	955
% App. Total	0	98.2	1.8	0		0	0	0	0	0	2.4	97.6	0	0		58.3	0	41.7	0		
PHF	.000	.911	.750	.000	.921	.000	.000	.000	.000	.000	.688	.913	.000	.000	.906	.583	.000	.417	.000	.750	.933
Passenger Vehicles	0	470	8	0	478	0	0	0	0	0	11	436	0	0	447	6	0	5	0	11	936
% Passenger Vehicles																					
Heavy Vehicles	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
% Heavy Vehicles	0	2.1	0	0	2.0	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	1.5
Buses	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
% Buses	0	0.2	11.1	0	0.4	0	0	0	0	0	0	0.5	0	0	0.4	14.3	0	0	0	8.3	0.5



SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

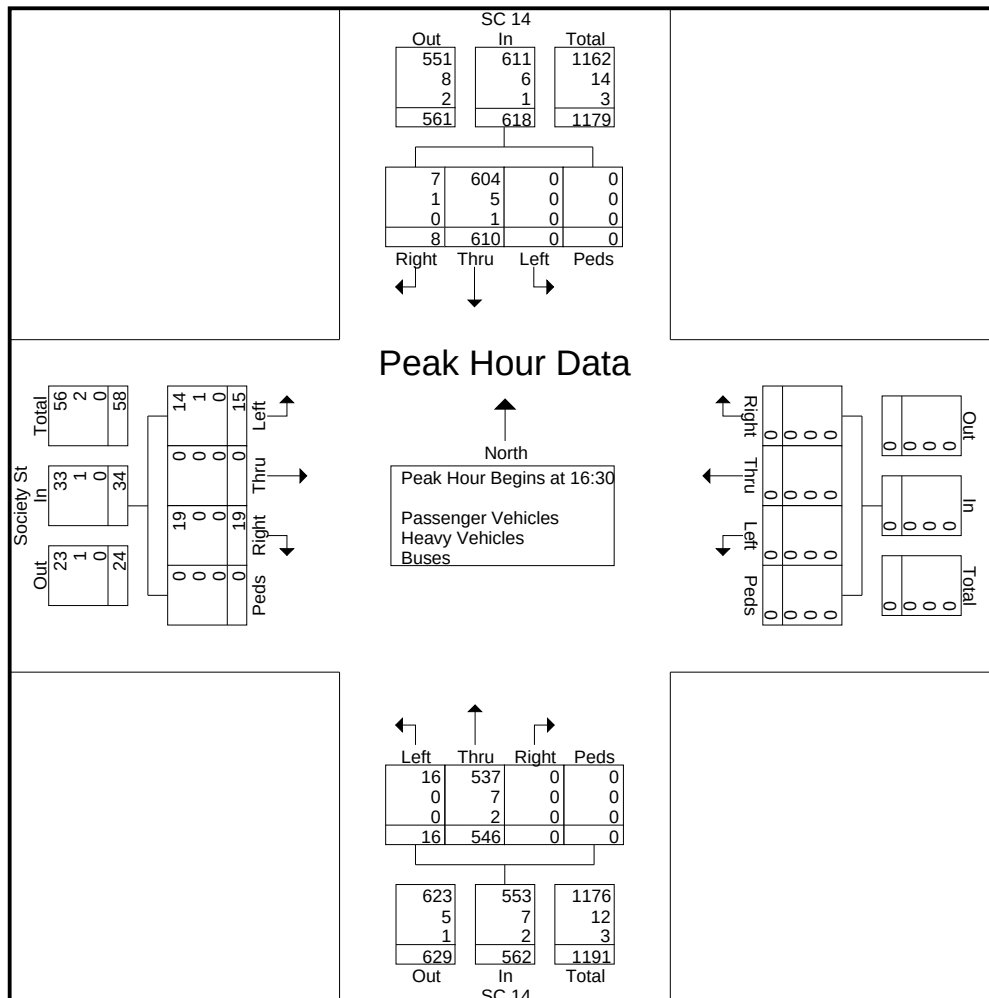
File Name : SC 14 @ Society St

Site Code :

Start Date : 01/27/2021

Page No : 4

	SC 14 Southbound					Westbound					SC 14 Northbound					Society St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	153	2	0	155	0	0	0	0	0	3	110	0	0	113	1	0	5	0	6	274
16:45	0	139	2	0	141	0	0	0	0	0	11	122	0	0	133	1	0	6	0	7	281
17:00	0	149	2	0	151	0	0	0	0	0	1	156	0	0	157	11	0	4	0	15	323
17:15	0	169	2	0	171	0	0	0	0	0	1	158	0	0	159	2	0	4	0	6	336
Total Volume	0	610	8	0	618	0	0	0	0	0	16	546	0	0	562	15	0	19	0	34	1214
% App. Total	0	98.7	1.3	0		0	0	0	0		2.8	97.2	0	0		44.1	0	55.9	0		
PHF	.000	.902	1.00	.000	.904	.000	.000	.000	.000	.000	.364	.864	.000	.000	.884	.341	.000	.792	.000	.567	.903
Passenger Vehicles	0	604	7	0	611	0	0	0	0	0	16	537	0	0	553	14	0	19	0	33	1197
% Passenger Vehicles																					
Heavy Vehicles	0	5	1	0	6	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	14
% Heavy Vehicles	0	0.8	12.5	0	1.0	0	0	0	0	0	0	1.3	0	0	1.2	6.7	0	0	0	2.9	1.2
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2



SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : SC 14 @ Rocky Point Way

Site Code :

Start Date : 01/27/2021

Page No : 1

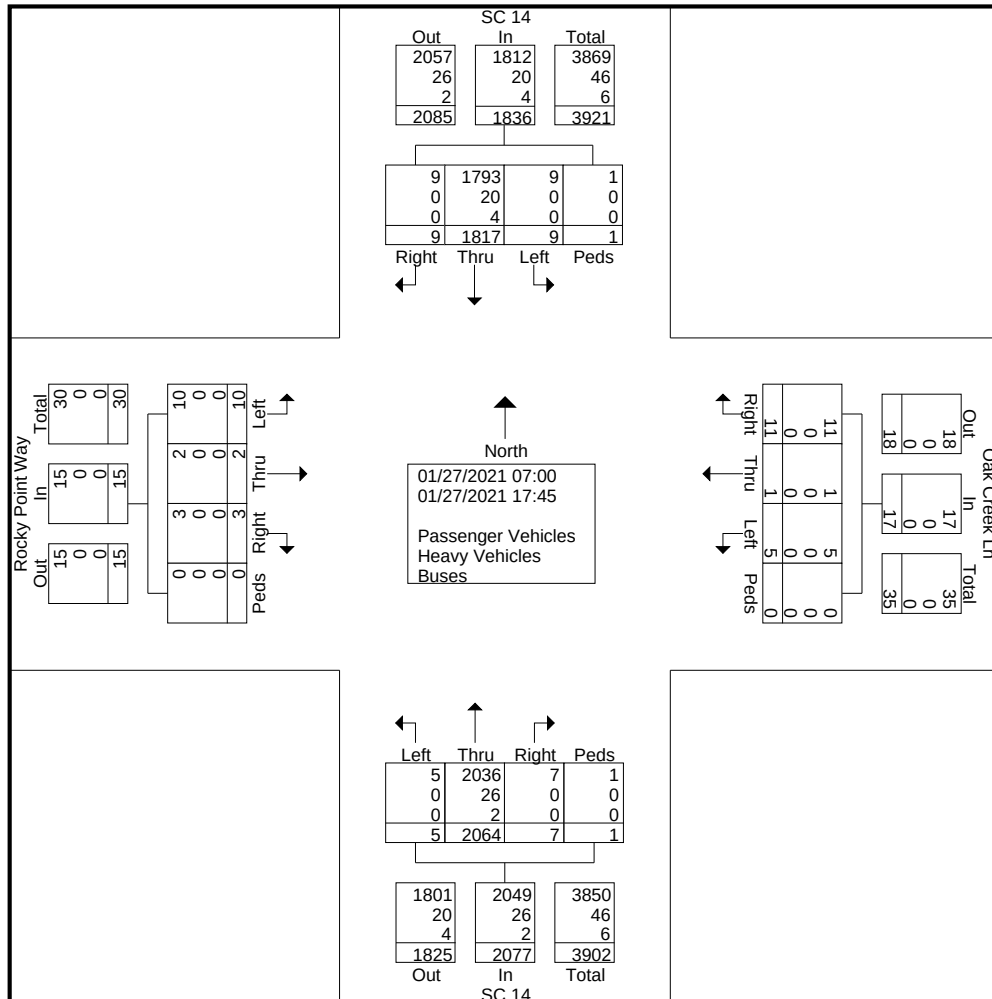
Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	SC 14 Southbound				Oak Creek Ln Westbound				SC 14 Northbound				Rocky Point Way Eastbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total	
07:00	0	81	0	0	1	0	0	0	0	96	0	0	0	0	0	0	0	178
07:15	0	110	0	0	0	0	0	0	0	99	0	0	1	0	0	0	0	210
07:30	0	124	0	0	0	0	0	0	0	124	0	0	1	0	0	0	0	249
07:45	0	113	0	0	0	0	3	0	0	135	0	0	0	0	1	0	0	252
Total	0	428	0	0	1	0	3	0	0	454	0	0	2	0	1	0	0	889
08:00	1	112	2	0	0	0	0	0	0	115	0	0	0	0	0	0	0	230
08:15	1	101	0	0	1	0	1	0	2	118	0	0	0	0	1	0	0	225
08:30	0	85	0	0	0	0	0	0	1	94	1	0	0	0	0	0	0	181
08:45	0	77	0	0	0	1	1	0	0	106	0	0	2	0	1	0	0	188
Total	2	375	2	0	1	1	2	0	3	433	1	0	2	0	2	0	0	824
16:00	1	130	3	0	0	0	1	0	0	124	1	0	1	1	0	0	0	262
16:15	0	115	0	0	0	0	2	0	0	143	0	0	0	0	0	0	0	260
16:30	1	110	0	0	0	0	1	0	0	146	1	0	0	1	0	0	0	260
16:45	1	128	2	0	1	0	1	0	1	155	0	0	2	0	0	0	0	291
Total	3	483	5	0	1	0	5	0	1	568	2	0	3	2	0	0	0	1073
17:00	0	155	1	0	0	0	0	0	1	152	0	0	2	0	0	0	0	311
17:15	1	157	1	0	1	0	0	0	0	165	2	1	0	0	0	0	0	328
17:30	1	113	0	0	0	0	0	0	0	146	2	0	0	0	0	0	0	262
17:45	2	106	0	1	1	0	1	0	0	146	0	0	1	0	0	0	0	258
Total	4	531	2	1	2	0	1	0	1	609	4	1	3	0	0	0	0	1159
Grand Total	9	1817	9	1	5	1	11	0	5	2064	7	1	10	2	3	0	0	3945
Apprch %	0.5	99	0.5	0.1	29.4	5.9	64.7	0	0.2	99.4	0.3	0	66.7	13.3	20	0	0	
Total %	0.2	46.1	0.2	0	0.1	0	0.3	0	0.1	52.3	0.2	0	0.3	0.1	0.1	0	0	
Passenger Vehicles	9	1793	9	1	5	1	11	0	5	2036	7	1	10	2	3	0	0	3893
% Passenger Vehicles	100	98.7	100	100	100	100	100	0	100	98.6	100	100	100	100	100	0	0	98.7
Heavy Vehicles	0	20	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	46
% Heavy Vehicles	0	1.1	0	0	0	0	0	0	0	1.3	0	0	0	0	0	0	0	1.2
Buses	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6
% Buses	0	0.2	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0.2

735 Maryland St
Columbia, SC 29201
We can't say we're the Best, but you Can!

We can't say we're the Best, but you Can!

Page No : 2



SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

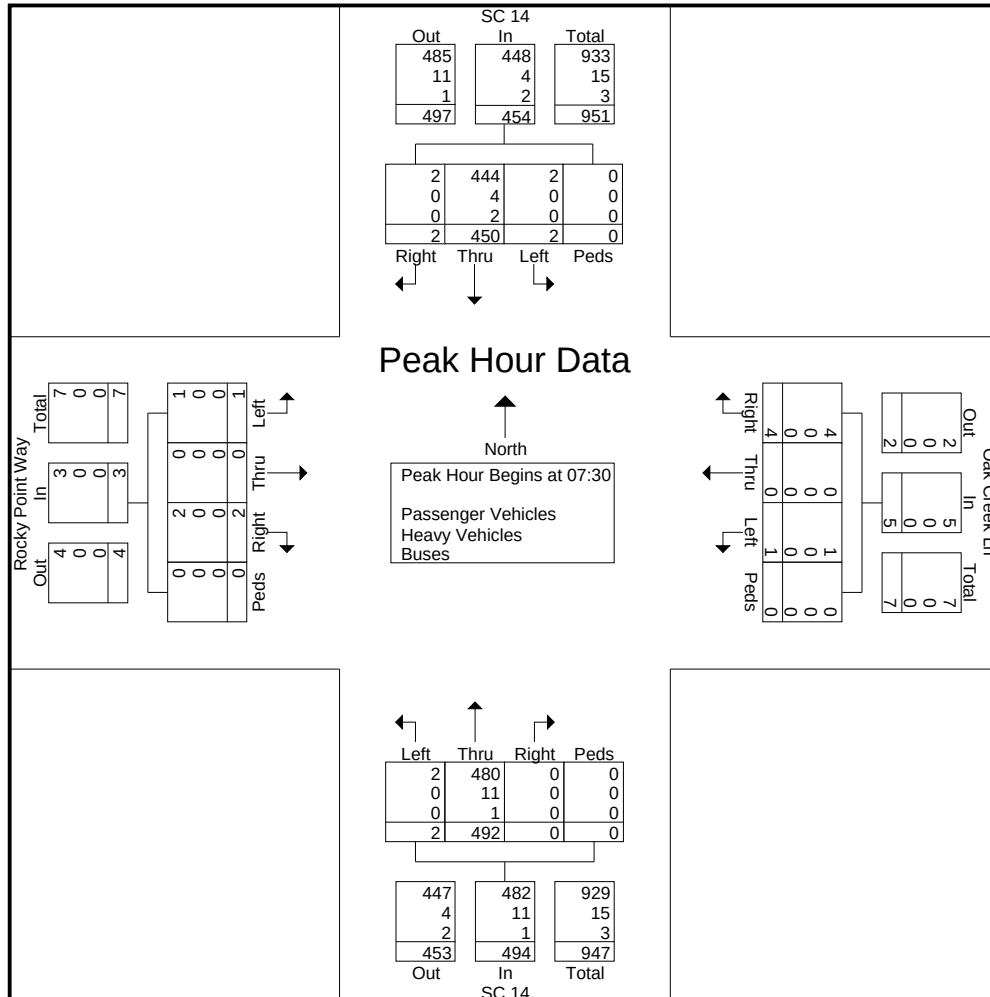
File Name : SC 14 @ Rocky Point Way

Site Code :

Start Date : 01/27/2021

Page No : 3

	SC 14 Southbound					Oak Creek Ln Westbound					SC 14 Northbound					Rocky Point Way Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	124	0	0	124	0	0	0	0	0	0	124	0	0	124	1	0	0	0	1	249
07:45	0	113	0	0	113	0	0	3	0	3	0	135	0	0	135	0	0	1	0	1	252
08:00	1	112	2	0	115	0	0	0	0	0	0	115	0	0	115	0	0	0	0	0	230
08:15	1	101	0	0	102	1	0	1	0	2	2	118	0	0	120	0	0	1	0	1	225
Total Volume	2	450	2	0	454	1	0	4	0	5	2	492	0	0	494	1	0	2	0	3	956
% App. Total	0.4	99.1	0.4	0		20	0	80	0		0.4	99.6	0	0		33.3	0	66.7	0		
PHF	.500	.907	.250	.000	.915	.250	.000	.333	.000	.417	.250	.911	.000	.000	.915	.250	.000	.500	.000	.750	.948
Passenger Vehicles	2	444	2	0	448	1	0	4	0	5	2	480	0	0	482	1	0	2	0	3	938
% Passenger Vehicles																					
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
% Heavy Vehicles	0	0.9	0	0	0.9	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	1.6
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3



SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

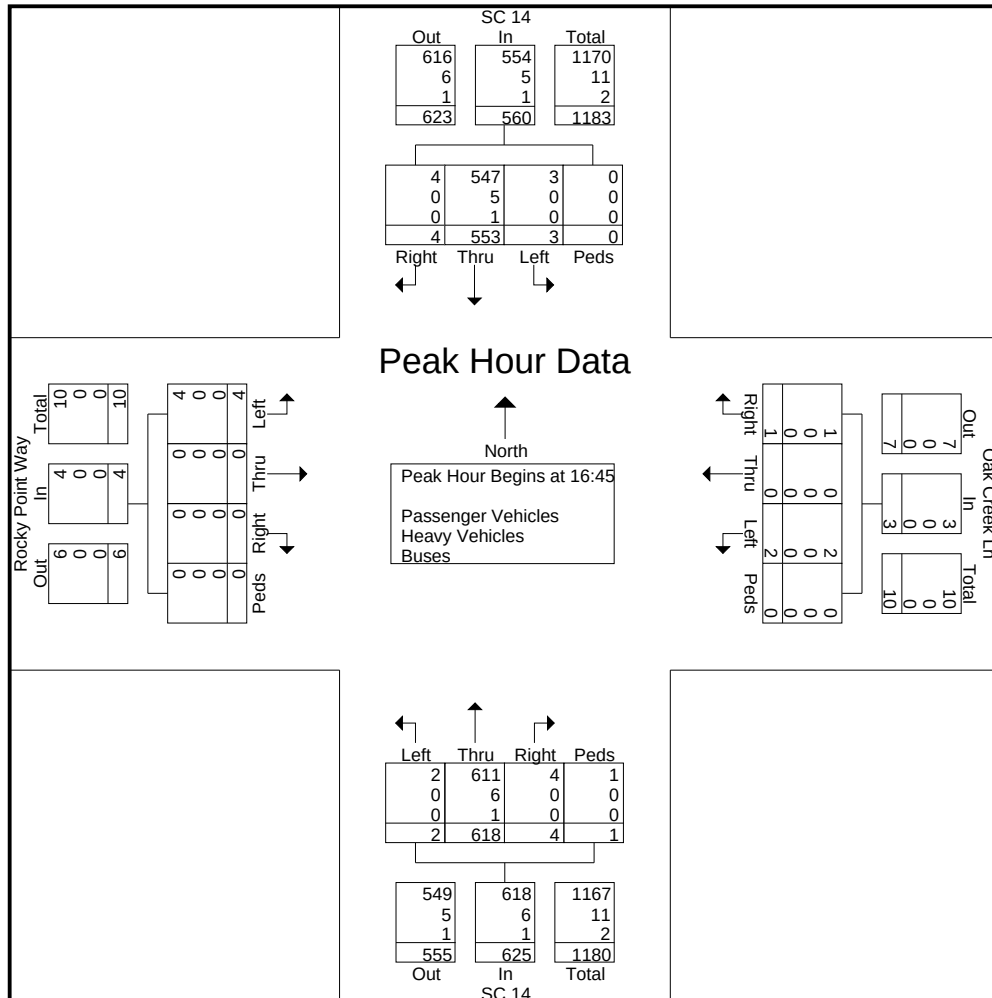
File Name : SC 14 @ Rocky Point Way

Site Code :

Start Date : 01/27/2021

Page No : 4

	SC 14 Southbound					Oak Creek Ln Westbound					SC 14 Northbound					Rocky Point Way Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	1	128	2	0	131	1	0	1	0	2	1	155	0	0	156	2	0	0	0	2	291
17:00	0	155	1	0	156	0	0	0	0	0	1	152	0	0	153	2	0	0	0	2	311
17:15	1	157	1	0	159	1	0	0	0	1	0	165	2	1	168	0	0	0	0	0	328
17:30	1	113	0	0	114	0	0	0	0	0	0	146	2	0	148	0	0	0	0	0	262
Total Volume	3	553	4	0	560	2	0	1	0	3	2	618	4	1	625	4	0	0	0	4	1192
% App. Total	0.5	98.8	0.7	0		66.7	0	33.3	0		0.3	98.9	0.6	0.2		100	0	0	0		
PHF	.750	.881	.500	.000	.881	.500	.000	.250	.000	.375	.500	.936	.500	.250	.930	.500	.000	.000	.000	.500	.909
Passenger Vehicles	3	547	4	0	554	2	0	1	0	3	2	611	4	1	618	4	0	0	0	4	1179
% Passenger Vehicles																					
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
% Heavy Vehicles	0	0.9	0	0	0.9	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	0.9
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2





Appendix C TRAFFIC VOLUME DEVELOPMENT WORKSHEETS

1 - Pelham Road & Garlington Road												
Traffic Control: Signal Date Counted: 5/13/2021												
AM PEAK HOUR 7:15 AM - 8:15 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	22	1,024	265	116	821	8	220	2	121	12	9	10
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	22	1,024	265	116	821	8	220	2	121	12	9	10
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	31	8	3	25	0	7	0	4	0	0	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	23	1,055	273	119	846	8	227	2	125	12	9	10
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %		30%										
Outbound Non-School Project Traffic %				30%								
2022 Project Traffic	0	2	0	0	6	0	0	0	0	0	0	0
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	23	1,057	273	119	852	8	227	2	125	12	9	10
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	61	16	7	49	0	13	0	7	1	1	1
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	23	1,085	281	123	870	8	233	2	128	13	10	11
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		30%										
Outbound Project Traffic %				30%								
2023 Project Traffic	0	46	0	0	52	0	0	0	0	0	0	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	23	1,131	281	123	922	8	233	2	128	13	10	11
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	3	123	32	14	99	1	26	0	15	1	1	1
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	25	1,147	297	130	920	9	246	2	136	13	10	11
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		30%										
Outbound Project Traffic %				30%								
2025 Project Traffic	0	60	0	0	74	0	0	0	0	0	0	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	25	1,207	297	130	994	9	246	2	136	13	10	11
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	3	154	40	17	123	1	33	0	18	2	1	2
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	25	1,178	305	133	944	9	253	2	139	14	10	12
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		5%	25%									
Outbound Project Traffic %				5%			25%					
2026 Project Traffic	0	70	28	0	65	0	48	0	0	0	0	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	25	1,248	333	133	1,009	9	301	2	139	14	10	12
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	4	184	48	21	148	1	40	0	22	2	2	2
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	26	1,208	313	137	969	9	260	2	143	14	11	12
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		5%	25%									
Outbound Project Traffic %				5%			25%					
2027 Project Traffic	0	72	31	0	67	0	56	0	0	0	0	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	26	1,280	344	137	1,036	9	316	2	143	14	11	12
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	5	215	56	24	172	2	46	0	25	3	2	2
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	27	1,239	321	140	993	10	266	2	146	15	11	12
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		5%	25%									
Outbound Project Traffic %				5%			25%					
2028 Project Traffic	0	132	35	0	107	0	63	0	0	0	0	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	27	1,371	356	140	1,100	10	329	2	146	15	11	12
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	5	246	64	28	197	2	53	0	29	3	2	2
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	27	1,270	329	144	1,018	10	273	2	150	15	11	12
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		5%	25%									
Outbound Project Traffic %				5%			25%					
2029 Project Traffic	0	132	38	0	108	0	69	0	0	0	0	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	27	1,402	367	144	1,126	10	342	2	150	15	11	12

PM PEAK HOUR 4:30 PM - 5:30 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	26	683	272	212	1,090	15	297	13	125	10	7	33
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	26	683	272	212	1,090	15	297	13	125	10	7	33
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	20	8	6	33	0	9	0	4	0	0	1
Vested Traffic			41	13			199		66			
Ph1 2022 No Build Traffic Volumes	27	703	321	231	1,123	15	505	13	195	10	7	34
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %		30%										
Outbound Non-School Project Traffic %				30%								
2022 Project Traffic	0	7	0	0	4	0	0	0	0	0	0	0
2022 Pass-By Traffic												
2022 Build Traffic Volumes	27	710	321	231	1,127	15	505	13	195	10	7	34
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	2	41	16	13	65	1	18	1	8	1	0	2
Vested Traffic			41	13			199		66			
Ph2 2023 No Build Traffic Volumes	28	724	329	238	1,155	16	514	14	199	11	7	35
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		30%										
Outbound Project Traffic %				30%								
2023 Project Traffic	0	38	0	0	30	0	0	0	0	0	0	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	28	762	329	238	1,185	16	514	14	199	11	7	35
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	3	82	33	25	131	2	36	2	15	1	1	4
Vested Traffic			41	13			199		66			
Ph3 2025 No Build Traffic Volumes	29	765	346	250	1,221	17	532	15	206	11	8	37
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		30%										
Outbound Project Traffic %				30%								
2025 Project Traffic	0	76	0	0	64	0	0	0	0	0	0	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	29	841	346	250	1,285	17	532	15	206	11	8	37
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	4	102	41	32	164	2	45	2	19	2	1	5
Vested Traffic			41	13			199		66			
Ph4a 2026 No Build Traffic Volumes	30	785	354	257	1,254	17	541	15	210	12	8	38
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		5%	25%									
Outbound Project Traffic %				5%			25%					
2026 Project Traffic	0	29	69	0	27	0	55	0	0	0	0	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	30	814	423	257	1,281	17	596	15	210	12	8	38
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	5	123	49	38	196	3	53	2	23	2	1	6
Vested Traffic			41	13			199		66			
Ph4b 2027 No Build Traffic Volumes	31	806	362	263	1,286	18	549	15	214	12	8	39
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		5%	25%									
Outbound Project Traffic %				5%			25%					
2027 Project Traffic	0	31	81	0	29	0	64	0	0	0	0	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	31	837	443	263	1,315	18	613	15	214	12	8	39
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	5	143	57	45	229	3	62	3	26	2	1	7
Vested Traffic			41	13			199		66			
Ph5 2028 No Build Traffic Volumes	31	826	370	270	1,319	18	558	16	217	12	8	40
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		5%	25%									
Outbound Project Traffic %				5%			25%					
2028 Project Traffic	0	45	87	0	44	0	68	0	0	0	0	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	31	871	457	270	1,363	18	626	16	217	12	8	40
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	6	164	65	51	262	4	71	3	30	2	2	8
Vested Traffic			41	13			199		66			
Ph6 2029 No Build Traffic Volumes	32	847	378	276	1,352	19	567	16	221	12	9	41
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %				30%								
Inbound Project Traffic %		5%	25%									
Outbound Project Traffic %				5%			25%					
2029 Project Traffic	0	47	95	0	44	0	74	0	0	0	0	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	32	894	473	276	1,396	19	641	16	221	12	9	41

2 - DW#4Hartness Drive & Garlington Road												
Traffic Control: TWSC Date Counted: 5/13/2021												
AM PEAK HOUR 7:15 AM - 8:15 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	0	0	0	18	0	37	0	270	13	19	340	0
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	0	0	0	18	0	37	0	270	13	19	340	0
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	8	0	0	10	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	0	0	0	18	0	37	0	278	13	19	350	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %												
Outbound Non-School Project Traffic %												
2022 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	0	0	0	18	0	37	0	278	13	19	350	0
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	16	0	0	20	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	0	0	0	18	0	37	0	286	13	19	360	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %												
Outbound Project Traffic %												
2023 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	0	0	0	18	0	37	0	286	13	19	360	0
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	32	0	0	41	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	0	0	0	18	0	37	0	302	13	19	381	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %												
Outbound Project Traffic %												
2025 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	0	0	0	18	0	37	0	302	13	19	381	0
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	41	0	0	51	0
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	0	0	0	18	0	37	0	311	13	19	391	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %									15%		25%	
Outbound Project Traffic %				15%		25%						
2026 Project Traffic	0	0	0	29	0	48	0	0	16	28	0	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	0	0	0	47	0	85	0	311	29	47	391	0
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	49	0	0	61	0
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	0	0	0	18	0	37	0	319	13	19	401	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %									15%		25%	
Outbound Project Traffic %				15%		25%						
2027 Project Traffic	0	0	0	34	0	56	0	0	19	31	0	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	0	0	0	52	0	93	0	319	32	50	401	0
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	57	0	0	71	0
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	0	0	0	18	0	37	0	327	13	19	411	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %									15%		25%	
Outbound Project Traffic %				15%		25%						
2028 Project Traffic	0	0	0	38	0	63	0	0	21	35	0	0
2028 Pass-By Traffic				2		2		-2	2	2	-2	
Ph5 2028 Build Traffic Volumes	0	0	0	58	0	102	0	325	36	56	409	0
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	65	0	0	82	0
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	0	0	0	18	0	37	0	335	13	19	422	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %									15%		25%	
Outbound Project Traffic %				15%		25%						
2029 Project Traffic	0	0	0	41	0	69	0	0	23	38	0	0
2029 Pass-By Traffic				2		2		-2	2	2	-2	
Ph6 2029 Build Traffic Volumes	0	0	0	61	0	108	0	333	38	59	420	0

PM PEAK HOUR 4:45 PM - 5:45 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	0	0	0	11	0	23	0	353	11	37	410	0
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	0	0	0	11	0	23	0	353	11	37	410	0
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	11	0	0	12	0
Vested Traffic								14			66	
Ph1 2022 No Build Traffic Volumes	0	0	0	11	0	23	0	378	11	37	488	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %												
Outbound Non-School Project Traffic %												
2022 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2022 Pass-By Traffic												
2022 Build Traffic Volumes	0	0	0	11	0	23	0	378	11	37	488	0
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	21	0	0	25	0
Vested Traffic								14			66	
Ph2 2023 No Build Traffic Volumes	0	0	0	11	0	23	0	388	11	37	501	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %												
Outbound Project Traffic %												
2023 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	0	0	0	11	0	23	0	388	11	37	501	0
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	42	0	0	49	0
Vested Traffic								14			66	
Ph3 2025 No Build Traffic Volumes	0	0	0	11	0	23	0	409	11	37	525	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %												
Outbound Project Traffic %												
2025 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	0	0	0	11	0	23	0	409	11	37	525	0
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	53	0	0	62	0
Vested Traffic								14			66	
Ph4a 2026 No Build Traffic Volumes	0	0	0	11	0	23	0	420	11	37	538	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %									15%		25%	
Outbound Project Traffic %				15%		25%						
2026 Project Traffic	0	0	0	33	0	55	0	0	41	69	0	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	0	0	0	44	0	78	0	420	52	106	538	0
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	64	0	0	74	0
Vested Traffic								14			66	
Ph4b 2027 No Build Traffic Volumes	0	0	0	11	0	23	0	431	11	37	550	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %									15%		25%	
Outbound Project Traffic %				15%		25%						
2027 Project Traffic	0	0	0	38	0	64	0	0	48	81	0	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	0	0	0	49	0	87	0	431	59	118	550	0
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	74	0	0	86	0
Vested Traffic								14			66	
Ph5 2028 No Build Traffic Volumes	0	0	0	11	0	23	0	441	11	37	562	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %									15%		25%	
Outbound Project Traffic %				15%		25%						
2028 Project Traffic	0	0	0	41	0	68	0	0	52	87	0	0
2028 Pass-By Traffic				9		9		-9	9	9	-9	
Ph5 2028 Build Traffic Volumes	0	0	0	61	0	100	0	432	72	133	553	0
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%				3%	3%			3%	3%
Background Traffic	0	0	0	0	0	0	0	85	0	0	98	0
Vested Traffic								14			66	
Ph6 2029 No Build Traffic Volumes	0	0	0	11	0	23	0	452	11	37	574	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %									15%		25%	
Outbound Project Traffic %				15%		25%						
2029 Project Traffic	0	0	0	44	0	74	0	0	57	95	0	0
2029 Pass-By Traffic				10		10		-10	10	10	-10	
Ph6 2029 Build Traffic Volumes	0	0	0	65	0	107	0	442	78	142	564	0

3 - Dublin Road & Garlington Road												
Traffic Control: TWSC												
Date Counted: 5/13/2021												
AM PEAK HOUR 7:15 AM - 8:15 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	5	0	21	0	0	0	10	278	0	0	342	9
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	5	0	21	0	0	0	10	278	0	0	342	9
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	1	0	0	0	0	8	0	0	10	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	5	0	22	0	0	0	10	286	0	0	352	9
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %												
Outbound Non-School Project Traffic %												
2022 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	5	0	22	0	0	0	10	286	0	0	352	9
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	1	0	0	0	1	17	0	0	21	1
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	5	0	22	0	0	0	11	295	0	0	363	10
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %												
Outbound Project Traffic %												
2023 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	5	0	22	0	0	0	11	295	0	0	363	10
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	0	3	0	0	0	1	33	0	0	41	1
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	6	0	24	0	0	0	11	311	0	0	383	10
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %												
Outbound Project Traffic %												
2025 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	6	0	24	0	0	0	11	311	0	0	383	10
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	0	3	0	0	0	2	42	0	0	51	1
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	6	0	24	0	0	0	12	320	0	0	393	10
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %								15%			15%	
Outbound Project Traffic %												
2026 Project Traffic	0	0	0	0	0	0	0	16	0	0	29	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	6	0	24	0	0	0	12	336	0	0	422	10
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	0	4	0	0	0	2	50	0	0	62	2
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	6	0	25	0	0	0	12	328	0	0	404	11
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %								15%			15%	
Outbound Project Traffic %												
2027 Project Traffic	0	0	0	0	0	0	0	19	0	0	34	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	6	0	25	0	0	0	12	347	0	0	438	11
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	0	4	0	0	0	2	58	0	0	72	2
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	6	0	25	0	0	0	12	336	0	0	414	11
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %								15%			15%	
Outbound Project Traffic %												
2028 Project Traffic	0	0	0	0	0	0	0	21	0	0	38	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	6	0	25	0	0	0	12	357	0	0	452	11
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	0	5	0	0	0	2	67	0	0	82	2
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	6	0	26	0	0	0	12	345	0	0	424	11
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %								15%			15%	
Outbound Project Traffic %												
2029 Project Traffic	0	0	0	0	0	0	0	23	0	0	41	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	6	0	26	0	0	0	12	368	0	0	465	11

PM PEAK HOUR 4:45 PM - 5:45 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	17	0	11	0	0	0	13	345	0	0	392	27
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	17	0	11	0	0	0	13	345	0	0	392	27
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	0	0	0	0	0	0	10	0	0	12	1
Vested Traffic								14			66	
Ph1 2022 No Build Traffic Volumes	18	0	11	0	0	0	13	369	0	0	470	28
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %												
Outbound Non-School Project Traffic %												
2022 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2022 Pass-By Traffic												
2022 Build Traffic Volumes	18	0	11	0	0	0	13	369	0	0	470	28
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	0	1	0	0	0	1	21	0	0	24	2
Vested Traffic								14			66	
Ph2 2023 No Build Traffic Volumes	18	0	12	0	0	0	14	380	0	0	482	29
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %												
Outbound Project Traffic %												
2023 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	18	0	12	0	0	0	14	380	0	0	482	29
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	2	0	1	0	0	0	2	41	0	0	47	3
Vested Traffic								14			66	
Ph3 2025 No Build Traffic Volumes	19	0	12	0	0	0	15	400	0	0	505	30
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %												
Outbound Project Traffic %												
2025 Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	19	0	12	0	0	0	15	400	0	0	505	30
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	3	0	2	0	0	0	2	52	0	0	59	4
Vested Traffic								14			66	
Ph4a 2026 No Build Traffic Volumes	20	0	13	0	0	0	15	411	0	0	517	31
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %								15%			15%	
Outbound Project Traffic %												
2026 Project Traffic	0	0	0	0	0	0	0	41	0	0	33	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	20	0	13	0	0	0	15	452	0	0	550	31
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	3	0	2	0	0	0	2	62	0	0	71	5
Vested Traffic								14			66	
Ph4b 2027 No Build Traffic Volumes	20	0	13	0	0	0	15	421	0	0	529	32
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %								15%			15%	
Outbound Project Traffic %												
2027 Project Traffic	0	0	0	0	0	0	0	48	0	0	38	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	20	0	13	0	0	0	15	469	0	0	567	32
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	4	0	2	0	0	0	3	72	0	0	82	6
Vested Traffic								14			66	
Ph5 2028 No Build Traffic Volumes	21	0	13	0	0	0	16	431	0	0	540	33
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %								15%			15%	
Outbound Project Traffic %												
2028 Project Traffic	0	0	0	0	0	0	0	52	0	0	41	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	21	0	13	0	0	0	16	483	0	0	581	33
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	4	0	3	0	0	0	3	83	0	0	94	6
Vested Traffic								14			66	
Ph6 2029 No Build Traffic Volumes	21	0	14	0	0	0	16	442	0	0	552	33
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Project Traffic %								15%			15%	
Outbound Project Traffic %												
2029 Project Traffic	0	0	0	0	0	0	0	57	0	0	44	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	21	0	14	0	0	0	16	499	0	0	596	33

4 - Pelham Road & Smith Road												
Traffic Control: Signal Date Counted: 5/13/2021												
AM PEAK HOUR 7:15 AM - 8:15 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	53	901	126	34	854	15	63	0	8	0	0	13
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	53	901	126	34	854	15	63	0	8	0	0	13
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	2	27	4	1	26	0	2	0	0	0	0	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	55	928	130	35	880	15	65	0	8	0	0	13
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %	30%											
Outbound Non-School Project Traffic %				30%								
2022 Project Traffic	0	2	0	0	6	0	0	0	0	0	0	0
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	55	930	130	35	886	15	65	0	8	0	0	13
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	3	54	8	2	51	1	4	0	0	0	0	1
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	56	955	134	36	905	16	67	0	8	0	0	14
Inbound School Project Traffic %	30%											
Outbound School Project Traffic %				30%								
Inbound Project Traffic %	30%											
Outbound Project Traffic %				30%								
2023 Project Traffic	0	46	0	0	52	0	0	0	0	0	0	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	56	1,001	134	36	957	16	67	0	8	0	0	14
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	6	108	15	4	102	2	8	0	1	0	0	2
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	59	1,009	141	38	956	17	71	0	9	0	0	15
Inbound School Project Traffic %	30%											
Outbound School Project Traffic %				30%								
Inbound Project Traffic %	30%											
Outbound Project Traffic %				30%								
2025 Project Traffic	0	60	0	0	74	0	0	0	0	0	0	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	59	1,069	141	38	1,030	17	71	0	9	0	0	15
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	8	135	19	5	128	2	9	0	1	0	0	2
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	61	1,036	145	39	982	17	72	0	9	0	0	15
Inbound School Project Traffic %	30%											
Outbound School Project Traffic %				30%								
Inbound Project Traffic %	5%											
Outbound Project Traffic %				5%								
2026 Project Traffic	0	70	0	0	65	0	0	0	0	0	0	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	61	1,106	145	39	1,047	17	72	0	9	0	0	15
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	10	162	23	6	154	3	11	0	1	0	0	2
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	63	1,063	149	40	1,008	18	74	0	9	0	0	15
Inbound School Project Traffic %	30%											
Outbound School Project Traffic %				30%								
Inbound Project Traffic %	5%											
Outbound Project Traffic %				5%								
2027 Project Traffic	0	72	0	0	67	0	0	0	0	0	0	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	63	1,135	149	40	1,075	18	74	0	9	0	0	15
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	11	189	26	7	179	3	13	0	2	0	0	3
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	64	1,090	152	41	1,033	18	76	0	10	0	0	16
Inbound School Project Traffic %	30%											
Outbound School Project Traffic %				30%								
Inbound Project Traffic %	5%											
Outbound Project Traffic %				5%								
2028 Project Traffic	0	132	0	0	107	0	0	0	0	0	0	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	64	1,222	152	41	1,140	18	76	0	10	0	0	16
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	13	216	30	8	205	4	15	0	2	0	0	3
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	66	1,117	156	42	1,059	19	78	0	10	0	0	16
Inbound School Project Traffic %	30%											
Outbound School Project Traffic %				30%								
Inbound Project Traffic %	5%											
Outbound Project Traffic %				5%								
2029 Project Traffic	0	132	0	0	108	0	0	0	0	0	0	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	66	1,249	156	42	1,167	19	78	0	10	0	0	16

PM PEAK HOUR 4:30 PM - 5:30 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	11	745	24	8	1,087	4	99	1	34	17	0	72
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	11	745	24	8	1,087	4	99	1	34	17	0	72
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	22	1	0	33	0	3	0	1	1	0	2
Vested Traffic		66			13							
Ph1 2022 No Build Traffic Volumes	11	833	25	8	1,133	4	102	1	35	18	0	74
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %		30%										
Outbound Non-School Project Traffic %					30%							
2022 Project Traffic	0	7	0	0	4	0	0	0	0	0	0	0
2022 Pass-By Traffic												
2022 Build Traffic Volumes	11	840	25	8	1,137	4	102	1	35	18	0	74
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	45	1	0	65	0	6	0	2	1	0	4
Vested Traffic		66			13							
Ph2 2023 No Build Traffic Volumes	12	856	25	8	1,165	4	105	1	36	18	0	76
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %					30%							
Inbound Project Traffic %		30%										
Outbound Project Traffic %					30%							
2023 Project Traffic	0	38	0	0	30	0	0	0	0	0	0	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	12	894	25	8	1,195	4	105	1	36	18	0	76
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	1	89	3	1	130	0	12	0	4	2	0	9
Vested Traffic		66			13							
Ph3 2025 No Build Traffic Volumes	12	900	27	9	1,230	4	111	1	38	19	0	81
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %					30%							
Inbound Project Traffic %		30%										
Outbound Project Traffic %					30%							
2025 Project Traffic	0	76	0	0	64	0	0	0	0	0	0	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	12	976	27	9	1,294	4	111	1	38	19	0	81
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	2	112	4	1	163	1	15	0	5	3	0	11
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	13	857	28	9	1,250	5	114	1	39	20	0	83
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %					30%							
Inbound Project Traffic %		5%										
Outbound Project Traffic %					5%							
2026 Project Traffic	0	29	0	0	27	0	0	0	0	0	0	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	13	886	28	9	1,277	5	114	1	39	20	0	83
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	2	134	4	1	196	1	18	0	6	3	0	13
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	13	879	28	9	1,283	5	117	1	40	20	0	85
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %					30%							
Inbound Project Traffic %		5%										
Outbound Project Traffic %					5%							
2027 Project Traffic	0	31	0	0	29	0	0	0	0	0	0	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	13	910	28	9	1,312	5	117	1	40	20	0	85
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	2	156	5	2	228	1	21	0	7	4	0	15
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	13	901	29	10	1,315	5	120	1	41	21	0	87
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %					30%							
Inbound Project Traffic %		5%										
Outbound Project Traffic %					5%							
2028 Project Traffic	0	45	0	0	44	0	0	0	0	0	0	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	13	946	29	10	1,359	5	120	1	41	21	0	87
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	3	179	6	2	261	1	24	0	8	4	0	17
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	14	924	30	10	1,348	5	123	1	42	21	0	89
Inbound School Project Traffic %		30%										
Outbound School Project Traffic %					30%							
Inbound Project Traffic %		5%										
Outbound Project Traffic %					5%							
2029 Project Traffic	0	47	0	0	44	0	0	0	0	0	0	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	14	971	30	10	1,392	5	123	1	42	21	0	89

5 - Pelham Road & SC 14												
Traffic Control: Signal Date Counted: 5/13/2021												
AM PEAK HOUR 7:15 AM - 8:15 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	148	303	147	61	554	213	255	308	40	157	332	458
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	148	303	147	61	554	213	255	308	40	157	332	458
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	4	9	4	2	17	6	8	9	1	5	10	14
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	152	312	151	63	571	219	263	317	41	162	342	472
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %			30%	10%						20%		
Outbound Non-School Project Traffic %							30%	20%	10%			
2022 Project Traffic	0	0	2	1	0	0	6	4	2	0	2	0
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	152	312	153	64	571	219	269	321	43	162	344	472
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	9	18	9	4	33	13	15	18	2	9	20	27
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	157	321	156	65	587	226	270	326	42	166	352	485
Inbound School Project Traffic %			30%	15%						20%		
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			30%	10%						20%		
Outbound Project Traffic %							30%	20%	10%			
2023 Project Traffic	0	0	46	20	0	0	52	34	22	0	31	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	157	321	202	85	587	226	322	360	64	166	383	485
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	18	36	18	7	66	26	31	37	5	19	40	55
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	166	339	165	68	620	239	286	345	45	176	372	513
Inbound School Project Traffic %			30%	15%						20%		
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			30%	10%						20%		
Outbound Project Traffic %							30%	20%	10%			
2025 Project Traffic	0	0	60	24	0	0	74	48	30	0	40	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	166	339	225	92	620	239	360	393	75	176	412	513
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	22	45	22	9	83	32	38	46	6	24	50	69
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	170	348	169	70	637	245	293	354	46	181	382	527
Inbound School Project Traffic %			30%	15%						20%		
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			5%	10%						20%		
Outbound Project Traffic %							5%	20%	10%			
2026 Project Traffic	0	0	70	44	0	0	65	74	46	0	65	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	170	348	239	114	637	245	358	428	92	181	447	527
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	27	55	26	11	100	38	46	55	7	28	60	82
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	175	358	173	72	654	251	301	363	47	185	392	540
Inbound School Project Traffic %			30%	15%						20%		
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			5%	10%						20%		
Outbound Project Traffic %							5%	20%	10%			
2027 Project Traffic	0	0	72	46	0	0	67	81	50	0	67	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	175	358	245	118	654	251	368	444	97	185	459	540
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	31	64	31	13	116	45	54	65	8	33	70	96
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	179	367	178	74	670	258	309	373	48	190	402	554
Inbound School Project Traffic %			30%	15%						20%		
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			5%	10%						20%		
Outbound Project Traffic %							5%	20%	10%			
2028 Project Traffic	0	0	132	76	0	0	107	111	72	0	110	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	179	367	310	150	670	258	416	484	120	190	512	554
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	36	73	35	15	133	51	61	74	10	38	80	110
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	184	376	182	76	687	264	316	382	50	195	412	568
Inbound School Project Traffic %			30%	15%						20%		
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			5%	10%						20%		
Outbound Project Traffic %							5%	20%	10%			
2029 Project Traffic	0	0	132	77	0	0	108	117	75	0	113	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	184	376	314	153	687	264	424	499	125	195	525	568

PM PEAK HOUR 4:30 PM - 5:30 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	274	527	303	58	289	179	180	355	49	272	415	289
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	274	527	303	58	289	179	180	355	49	272	415	289
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	8	16	9	2	9	5	5	11	1	8	12	9
Vested Traffic		66			13							
Ph1 2022 No Build Traffic Volumes	282	609	312	60	311	184	185	366	50	280	427	298
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %			30%	10%							20%	
Outbound Non-School Project Traffic %							30%	20%	10%			
2022 Project Traffic	0	0	7	2	0	0	4	3	1	0	4	0
2022 Pass-By Traffic												
2022 Build Traffic Volumes	282	609	319	62	311	184	189	369	51	280	431	298
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	16	32	18	3	17	11	11	21	3	16	25	17
Vested Traffic		66			13							
Ph2 2023 No Build Traffic Volumes	290	625	321	61	319	190	191	376	52	288	440	306
Inbound School Project Traffic %			30%	15%							20%	
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			30%	10%							20%	
Outbound Project Traffic %							30%	20%	10%			
2023 Project Traffic	0	0	38	14	0	0	30	20	12	0	25	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	290	625	359	75	319	190	221	396	64	288	465	306
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	33	63	36	7	35	21	22	43	6	33	50	35
Vested Traffic		66			13							
Ph3 2025 No Build Traffic Volumes	307	656	339	65	337	200	202	398	55	305	465	324
Inbound School Project Traffic %			30%	15%							20%	
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			30%	10%							20%	
Outbound Project Traffic %							30%	20%	10%			
2025 Project Traffic	0	0	76	27	0	0	64	42	23	0	51	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	307	656	415	92	337	200	266	440	78	305	516	324
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	41	79	45	9	43	27	27	53	7	41	62	43
Vested Traffic		66			13							
Ph4a 2026 No Build Traffic Volumes	315	672	348	67	345	206	207	408	56	313	477	332
Inbound School Project Traffic %			30%	15%							20%	
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			5%	10%							20%	
Outbound Project Traffic %							5%	20%	10%			
2026 Project Traffic	0	0	29	35	0	0	27	55	29	0	65	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	315	672	377	102	345	206	234	463	85	313	542	332
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	49	95	55	10	52	32	32	64	9	49	75	52
Vested Traffic		66			13							
Ph4b 2027 No Build Traffic Volumes	323	688	358	68	354	211	212	419	58	321	490	341
Inbound School Project Traffic %			30%	15%							20%	
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			5%	10%							20%	
Outbound Project Traffic %							5%	20%	10%			
2027 Project Traffic	0	0	31	39	0	0	29	62	33	0	75	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	323	688	389	107	354	211	241	481	91	321	565	341
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	58	111	64	12	61	38	38	75	10	57	87	61
Vested Traffic		66			13							
Ph5 2028 No Build Traffic Volumes	332	704	367	70	363	217	218	430	59	329	502	350
Inbound School Project Traffic %			30%	15%							20%	
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			5%	10%							20%	
Outbound Project Traffic %							5%	20%	10%			
2028 Project Traffic	0	0	45	49	0	0	44	74	42	0	89	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	332	704	412	119	363	217	262	504	101	329	591	350
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	66	126	73	14	69	43	43	85	12	65	100	69
Vested Traffic		66			13							
Ph6 2029 No Build Traffic Volumes	340	719	376	72	371	222	223	440	61	337	515	358
Inbound School Project Traffic %			30%	15%							20%	
Outbound School Project Traffic %							30%	20%	15%			
Inbound Project Traffic %			5%	10%							20%	
Outbound Project Traffic %							5%	20%	10%			
2029 Project Traffic	0	0	47	52	0	0	44	79	44	0	95	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	340	719	423	124	371	222	267	519	105	337	610	358

6 - DW#1Moore Road & SC 14												
Traffic Control: TWSC Date Counted: 5/13/2021												
AM PEAK HOUR 7:30 AM - 8:30 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	0	0	0	6	0	51	0	490	2	11	530	0
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	0	0	0	6	0	51	0	490	2	11	530	0
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	2	0	15	0	0	16	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	0	0	0	6	0	53	0	505	2	11	546	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %				10%						60%		
Outbound Non-School Project Traffic %							60%	10%				
2022 Project Traffic	0	0	0	1	0	0	0	12	2	0	4	0
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	0	0	0	7	0	53	0	517	4	11	550	0
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	3	0	29	0	1	32	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	0	0	0	6	0	54	0	519	2	12	562	0
Inbound School Project Traffic %												
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				10%						60%		
Outbound Project Traffic %							60%	10%				
2023 Project Traffic	0	0	0	5	0	0	0	108	8	0	97	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	0	0	0	11	0	54	0	627	10	12	659	0
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	6	0	59	0	1	64	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	0	0	0	7	0	57	0	549	2	12	594	0
Inbound School Project Traffic %												
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			47%	13%	
Outbound Project Traffic %	13%	4%	3%				47%	6%				
2025 Project Traffic	20	6	5	5	4	0	3	132	9	0	112	12
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	20	6	5	12	4	57	3	681	11	12	706	12
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	8	0	74	0	2	80	0
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	0	0	0	7	0	59	0	564	2	13	610	0
Inbound School Project Traffic %												
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			22%	13%	
Outbound Project Traffic %	13%	4%	3%				22%	6%				
2026 Project Traffic	23	8	6	6	4	0	3	162	11	0	165	14
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	23	8	6	13	4	59	3	726	13	13	775	14
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	9	0	88	0	2	95	0
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	0	0	0	7	0	60	0	578	2	13	625	0
Inbound School Project Traffic %												
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			22%	13%	
Outbound Project Traffic %	13%	4%	3%				22%	6%				
2027 Project Traffic	29	10	6	7	5	0	4	169	14	0	168	17
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	29	10	6	14	5	60	4	747	16	13	793	17
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	11	0	103	0	2	111	0
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	0	0	0	7	0	62	0	593	2	13	641	0
Inbound School Project Traffic %												
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			22%	13%	
Outbound Project Traffic %	13%	4%	3%				22%	6%				
2028 Project Traffic	33	11	8	9	6	0	4	257	15	0	300	18
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	33	11	8	16	6	62	4	850	17	13	941	18
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	12	0	118	0	3	127	0
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	0	0	0	7	0	63	0	608	2	14	657	0
Inbound School Project Traffic %												
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			22%	13%	
Outbound Project Traffic %	13%	4%	3%				22%	6%				
2029 Project Traffic	36	11	8	9	6	0	5	264	17	0	303	19
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	36	11	8	16	6	63	5	872	19	14	960	19

PM PEAK HOUR 5:00 PM - 6:00 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	0	0	0	6	0	23	0	568	8	57	688	0
Covid Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
2021 Existing Traffic Volumes	0	0	0	6	0	23	0	568	8	57	688	0
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	1	0	17	0	2	21	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	0	0	0	6	0	24	0	585	8	59	709	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %				10%						60%		
Outbound Non-School Project Traffic %							60%	10%				
2022 Project Traffic	0	0	0	2	0	0	0	7	1	0	13	0
2022 Pass-By Traffic												
2022 Build Traffic Volumes	0	0	0	8	0	24	0	592	9	59	722	0
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	1	0	34	0	3	41	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	0	0	0	6	0	24	0	602	8	60	729	0
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				10%						60%		
Outbound Project Traffic %							60%	10%				
2023 Project Traffic	0	0	0	10	0	0	0	62	8	0	77	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	0	0	0	16	0	24	0	664	16	60	806	0
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	3	0	68	1	7	83	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	0	0	0	7	0	26	0	636	9	64	771	0
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			47%	13%	
Outbound Project Traffic %	13%	4%	3%				47%	6%				
2025 Project Traffic	24	7	6	13	9	0	7	105	12	0	124	30
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	24	7	6	20	9	26	7	741	21	64	895	30
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	3	0	85	1	9	103	0
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	0	0	0	7	0	26	0	653	9	66	791	0
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			22%	13%	
Outbound Project Traffic %	13%	4%	3%				22%	6%				
2026 Project Traffic	28	9	7	16	11	0	8	83	13	0	93	36
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	28	9	7	23	11	26	8	736	22	66	884	36
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	4	0	102	1	10	124	0
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	0	0	0	7	0	27	0	670	9	67	812	0
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			22%	13%	
Outbound Project Traffic %	13%	4%	3%				22%	6%				
2027 Project Traffic	33	10	8	19	13	0	9	91	15	0	103	42
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	33	10	8	26	13	27	9	761	24	67	915	42
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	5	0	119	2	12	144	0
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	0	0	0	7	0	28	0	687	10	69	832	0
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			22%	13%	
Outbound Project Traffic %	13%	4%	3%				22%	6%				
2028 Project Traffic	35	11	8	21	14	0	10	125	16	0	138	46
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	35	11	8	28	14	28	10	812	26	69	970	46
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	6	0	136	2	14	165	0
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	0	0	0	7	0	29	0	704	10	71	853	0
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %							65%					
Inbound Project Traffic %				6%	4%		3%			22%	13%	
Outbound Project Traffic %	13%	4%	3%				22%	6%				
2029 Project Traffic	38	12	9	23	15	0	11	129	19	0	145	50
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	38	12	9	30	15	29	11	833	29	71	998	50

7 - DW#2Society Street & SC 14												
Traffic Control: TWSC Date Counted: 1/27/2021												
AM PEAK HOUR 7:30 AM - 8:30 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	7	0	5	0	0	0	11	442	0	0	481	9
Covid Adjustment	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2021 Existing Traffic Volumes	8	0	6	0	0	0	12	495	0	0	539	10
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	15	0	0	16	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	8	0	6	0	0	0	12	510	0	0	555	10
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %							30%			70%		
Outbound Non-School Project Traffic %	70%		30%									
2022 Project Traffic	14	0	6	0	0	0	2	0	0	0	0	6
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	22	0	12	0	0	0	14	510	0	0	555	16
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	30	0	0	32	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	8	0	6	0	0	0	12	525	0	0	571	10
Inbound School Project Traffic %										65%		
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							70%					
Outbound Project Traffic %	70%		30%									
2023 Project Traffic	116	0	24	0	0	0	13	0	0	0	71	31
2023 Pass-By Traffic	1		1				1	-1			-1	1
Ph2 2023 Build Traffic Volumes	125	0	31	0	0	0	26	524	0	0	641	42
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	59	0	0	65	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	8	0	6	0	0	0	12	554	0	0	604	10
Inbound School Project Traffic %										65%		
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							53%					
Outbound Project Traffic %	53%		27%				3%					
2025 Project Traffic	141	0	42	0	0	0	24	3	0	0	76	46
2025 Pass-By Traffic	6		5				6	-6			-5	5
Ph3 2025 Build Traffic Volumes	155	0	53	0	0	0	42	551	0	0	675	61
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	74	0	0	81	0
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	8	0	6	0	0	0	12	569	0	0	620	10
Inbound School Project Traffic %										65%		
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							28%					
Outbound Project Traffic %	28%		12%				3%					
2026 Project Traffic	173	0	23	0	0	0	13	3	0	0	147	30
2026 Pass-By Traffic	7		7				7	-7			-7	7
Ph4a 2026 Build Traffic Volumes	188	0	36	0	0	0	32	565	0	0	760	47
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	89	0	0	97	0
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	8	0	6	0	0	0	12	584	0	0	636	10
Inbound School Project Traffic %										65%		
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							28%					
Outbound Project Traffic %	28%		12%				3%					
2027 Project Traffic	183	0	27	0	0	0	15	4	0	0	147	34
2027 Pass-By Traffic	9		9				9	-9			-9	9
Ph4b 2027 Build Traffic Volumes	200	0	42	0	0	0	36	579	0	0	774	53
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	104	0	0	113	0
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	8	0	6	0	0	0	12	599	0	0	652	10
Inbound School Project Traffic %										65%		
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							28%					
Outbound Project Traffic %	28%		12%				3%					
2028 Project Traffic	272	0	30	0	0	0	17	4	0	0	279	38
2028 Pass-By Traffic	8		7				8	-8			-7	7
Ph5 2028 Build Traffic Volumes	288	0	43	0	0	0	37	595	0	0	924	55
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	119	0	0	129	0
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	8	0	6	0	0	0	12	614	0	0	668	10
Inbound School Project Traffic %										65%		
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							28%					
Outbound Project Traffic %	28%		12%				3%					
2029 Project Traffic	281	0	33	0	0	0	18	5	0	0	279	41
2029 Pass-By Traffic	9		8				9	-9			-8	8
Ph6 2029 Build Traffic Volumes	298	0	47	0	0	0	39	610	0	0	939	59

PM PEAK HOUR 4:30 PM - 5:30 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	15	0	19	0	0	0	16	546	0	0	610	8
Covid Adjustment	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2021 Existing Traffic Volumes	17	0	21	0	0	0	18	612	0	0	683	9
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	18	0	0	20	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	17	0	21	0	0	0	18	630	0	0	703	9
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %							30%					70%
Outbound Non-School Project Traffic %	70%		30%									
2022 Project Traffic	9	0	4	0	0	0	7	0	0	0	0	15
2022 Pass-By Traffic												
2022 Build Traffic Volumes	26	0	25	0	0	0	25	630	0	0	703	24
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	37	0	0	41	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	17	0	21	0	0	0	18	649	0	0	724	9
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							30%					70%
Outbound Project Traffic %	70%		30%									
2023 Project Traffic	70	0	22	0	0	0	31	0	0	0	16	71
2023 Pass-By Traffic	7		6				7	-7			-6	6
Ph2 2023 Build Traffic Volumes	94	0	49	0	0	0	56	642	0	0	734	86
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	73	0	0	82	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	17	0	21	0	0	0	18	685	0	0	765	9
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							27%	3%				53%
Outbound Project Traffic %	53%		27%								3%	
2025 Project Traffic	117	0	50	0	0	0	62	7	0	0	22	121
2025 Pass-By Traffic	30		29				30	-30			-29	29
Ph3 2025 Build Traffic Volumes	164	0	100	0	0	0	110	662	0	0	758	159
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	92	0	0	102	0
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	17	0	21	0	0	0	18	704	0	0	785	9
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							12%	3%				28%
Outbound Project Traffic %	28%		12%								3%	
2026 Project Traffic	96	0	27	0	0	0	33	8	0	0	39	77
2026 Pass-By Traffic	36		35				36	-36			-35	35
Ph4a 2026 Build Traffic Volumes	149	0	83	0	0	0	87	676	0	0	789	121
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	110	0	0	123	0
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	17	0	21	0	0	0	18	722	0	0	806	9
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							12%	3%				28%
Outbound Project Traffic %	28%		12%								3%	
2027 Project Traffic	106	0	31	0	0	0	39	9	0	0	40	90
2027 Pass-By Traffic	41		41				41	-41			-41	41
Ph4b 2027 Build Traffic Volumes	164	0	93	0	0	0	98	690	0	0	805	140
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	129	0	0	143	0
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	17	0	21	0	0	0	18	741	0	0	826	9
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							12%	3%				28%
Outbound Project Traffic %	28%		12%								3%	
2028 Project Traffic	141	0	33	0	0	0	42	10	0	0	69	97
2028 Pass-By Traffic	34		33				34	-34			-33	33
Ph5 2028 Build Traffic Volumes	192	0	87	0	0	0	94	717	0	0	862	139
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate				3%	3%	3%		3%	3%	3%	3%	
Background Traffic	0	0	0	0	0	0	0	147	0	0	164	0
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	17	0	21	0	0	0	18	759	0	0	847	9
Inbound School Project Traffic %											65%	
Outbound School Project Traffic %	65%											
Inbound Project Traffic %							12%	3%				28%
Outbound Project Traffic %	28%		12%								3%	
2029 Project Traffic	148	0	35	0	0	0	46	11	0	0	70	106
2029 Pass-By Traffic	36		35				36	-36			-35	35
Ph6 2029 Build Traffic Volumes	201	0	91	0	0	0	100	734	0	0	882	150

8 - DW#3 & SC 14												
Traffic Control: TWSC Date Counted: 1/27/2021												
AM PEAK HOUR 7:30 AM - 8:30 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	0	0	0	0	0	0	0	453	0	0	486	0
Covid Adjustment	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2021 Existing Traffic Volumes	0	0	0	0	0	0	0	507	0	0	544	0
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	15	0	0	16	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	0	0	0	0	0	0	0	522	0	0	560	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %							30%					
Outbound Non-School Project Traffic %										30%		
2022 Project Traffic	0	0	0	0	0	0	0	2	0	0	6	0
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	0	0	0	0	0	0	0	524	0	0	566	0
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	30	0	0	33	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	0	0	0	0	0	0	0	537	0	0	577	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							30%					
Outbound Project Traffic %										30%		
2023 Project Traffic	0	0	32	0	0	0	38	13	0	0	24	71
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	0	0	32	0	0	0	38	550	0	0	601	71
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	61	0	0	65	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	0	0	0	0	0	0	0	568	0	0	609	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							30%					
Outbound Project Traffic %										30%		
2025 Project Traffic	0	0	32	0	0	0	38	27	0	0	47	71
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	0	0	32	0	0	0	38	595	0	0	656	71
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	76	0	0	82	0
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	0	0	0	0	0	0	0	583	0	0	626	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2026 Project Traffic	0	0	65	0	0	0	76	16	0	0	29	141
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	0	0	65	0	0	0	76	599	0	0	655	141
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	91	0	0	98	0
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	0	0	0	0	0	0	0	598	0	0	642	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2027 Project Traffic	0	0	65	0	0	0	76	19	0	0	33	141
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	0	0	65	0	0	0	76	617	0	0	675	141
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	106	0	0	114	0
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	0	0	0	0	0	0	0	613	0	0	658	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2028 Project Traffic	0	0	109	0	0	0	146	21	0	0	38	271
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	0	0	109	0	0	0	146	634	0	0	696	271
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	122	0	0	131	0
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	0	0	0	0	0	0	0	629	0	0	675	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2029 Project Traffic	0	0	109	0	0	0	146	23	0	0	41	271
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	0	0	109	0	0	0	146	652	0	0	716	271

PM PEAK HOUR 4:30 PM - 5:30 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	0	0	0	0	0	0	0	562	0	0	629	0
Covid Adjustment	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2021 Existing Traffic Volumes	0	0	0	0	0	0	0	629	0	0	704	0
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	19	0	0	21	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	0	0	0	0	0	0	0	648	0	0	725	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %							30%					
Outbound Non-School Project Traffic %										30%		
2022 Project Traffic	0	0	0	0	0	0	0	7	0	0	4	0
2022 Pass-By Traffic												
2022 Build Traffic Volumes	0	0	0	0	0	0	0	655	0	0	729	0
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	38	0	0	42	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	0	0	0	0	0	0	0	667	0	0	746	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							30%					
Outbound Project Traffic %										30%		
2023 Project Traffic	0	0	9	0	0	0	8	31	0	0	22	16
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	0	0	9	0	0	0	8	698	0	0	768	16
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	75	0	0	84	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	0	0	0	0	0	0	0	704	0	0	788	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							30%					
Outbound Project Traffic %										30%		
2025 Project Traffic	0	0	9	0	0	0	8	69	0	0	56	16
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	0	0	9	0	0	0	8	773	0	0	844	16
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	94	0	0	106	0
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	0	0	0	0	0	0	0	723	0	0	810	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2026 Project Traffic	0	0	19	0	0	0	17	41	0	0	34	32
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	0	0	19	0	0	0	17	764	0	0	844	32
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	113	0	0	127	0
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	0	0	0	0	0	0	0	742	0	0	831	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2027 Project Traffic	0	0	19	0	0	0	17	48	0	0	39	32
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	0	0	19	0	0	0	17	790	0	0	870	32
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	132	0	0	148	0
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	0	0	0	0	0	0	0	761	0	0	852	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2028 Project Traffic	0	0	35	0	0	0	33	52	0	0	41	61
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	0	0	35	0	0	0	33	813	0	0	893	61
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	151	0	0	169	0
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	0	0	0	0	0	0	0	780	0	0	873	0
Inbound School Project Traffic %							35%				65%	
Outbound School Project Traffic %			35%									
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2029 Project Traffic	0	0	35	0	0	0	33	57	0	0	44	61
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	0	0	35	0	0	0	33	837	0	0	917	61

9 - Rocky Point WayOak Creek Lane & SC 14												
Traffic Control: TWSC Date Counted: 1/27/2021												
AM PEAK HOUR 7:30 AM - 8:30 AM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	1	0	4	1	0	2	2	450	2	2	492	0
Covid Adjustment	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2021 Existing Traffic Volumes	1	0	4	1	0	2	2	504	2	2	551	0
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	15	0	0	17	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	1	0	4	1	0	2	2	519	2	2	568	0
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %							30%					
Outbound Non-School Project Traffic %										30%		
2022 Project Traffic	0	0	0	0	0	0	0	2	0	0	6	0
2022 Pass-By Traffic												
Ph1 2022 Build Traffic Volumes	1	0	4	1	0	2	2	521	2	2	574	0
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	30	0	0	33	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	1	0	4	1	0	2	2	534	2	2	584	0
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							30%					
Outbound Project Traffic %										30%		
2023 Project Traffic	0	0	0	0	0	0	0	51	0	0	56	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	1	0	4	1	0	2	2	585	2	2	640	0
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	60	0	0	66	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	1	0	4	1	0	2	2	564	2	2	617	0
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							30%					
Outbound Project Traffic %										30%		
2025 Project Traffic	0	0	0	0	0	0	0	65	0	0	79	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	1	0	4	1	0	2	2	629	2	2	696	0
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	1	0	0	0	0	76	0	0	83	0
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	1	0	5	1	0	2	2	580	2	2	634	0
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2026 Project Traffic	0	0	0	0	0	0	0	92	0	0	94	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	1	0	5	1	0	2	2	672	2	2	728	0
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	1	0	0	0	0	91	0	0	99	0
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	1	0	5	1	0	2	2	595	2	2	650	0
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2027 Project Traffic	0	0	0	0	0	0	0	95	0	0	98	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	1	0	5	1	0	2	2	690	2	2	748	0
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	1	0	0	0	0	106	0	0	116	0
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	1	0	5	1	0	2	2	610	2	2	667	0
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2028 Project Traffic	0	0	0	0	0	0	0	167	0	0	147	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	1	0	5	1	0	2	2	777	2	2	814	0
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	1	0	0	0	0	121	0	0	132	0
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	1	0	5	1	0	2	2	625	2	2	683	0
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2029 Project Traffic	0	0	0	0	0	0	0	169	0	0	150	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	1	0	5	1	0	2	2	794	2	2	833	0

PM PEAK HOUR 4:45 PM - 5:45 PM	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 Existing Raw Traffic Volumes	2	0	1	4	0	0	3	553	4	2	618	4
Covid Adjustment	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2021 Existing Traffic Volumes	2	0	1	4	0	0	3	619	4	2	692	4
Years to Ph1 Buildout (2022)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	19	0	0	21	0
Vested Traffic												
Ph1 2022 No Build Traffic Volumes	2	0	1	4	0	0	3	638	4	2	713	4
Inbound School Project Traffic %												
Outbound School Project Traffic %												
Inbound Non-School Project Traffic %							30%					
Outbound Non-School Project Traffic %										30%		
2022 Project Traffic	0	0	0	0	0	0	0	7	0	0	4	0
2022 Pass-By Traffic												
2022 Build Traffic Volumes	2	0	1	4	0	0	3	645	4	2	717	4
Years to Ph2 Buildout (2023)	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	37	0	0	42	0
Vested Traffic												
Ph2 2023 No Build Traffic Volumes	2	0	1	4	0	0	3	656	4	2	734	4
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							30%					
Outbound Project Traffic %										30%		
2023 Project Traffic	0	0	0	0	0	0	0	39	0	0	31	0
2023 Pass-By Traffic												
Ph2 2023 Build Traffic Volumes	2	0	1	4	0	0	3	695	4	2	765	4
Years to Ph3 Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	0	0	0	0	74	0	0	83	0
Vested Traffic												
Ph3 2025 No Build Traffic Volumes	2	0	1	4	0	0	3	693	4	2	775	4
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							30%					
Outbound Project Traffic %										30%		
2025 Project Traffic	0	0	0	0	0	0	0	77	0	0	65	0
2025 Pass-By Traffic												
Ph3 2025 Build Traffic Volumes	2	0	1	4	0	0	3	770	4	2	840	4
Years to Ph4a Buildout (2026)	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	0	0	93	1	0	104	1
Vested Traffic												
Ph4a 2026 No Build Traffic Volumes	2	0	1	5	0	0	3	712	5	2	796	5
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2026 Project Traffic	0	0	0	0	0	0	0	58	0	0	53	0
2026 Pass-By Traffic												
Ph4a 2026 Build Traffic Volumes	2	0	1	5	0	0	3	770	5	2	849	5
Years to Ph4b Buildout (2027)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	0	1	111	1	0	125	1
Vested Traffic												
Ph4b 2027 No Build Traffic Volumes	2	0	1	5	0	0	4	730	5	2	817	5
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2027 Project Traffic	0	0	0	0	0	0	0	65	0	0	58	0
2027 Pass-By Traffic												
Ph4b 2027 Build Traffic Volumes	2	0	1	5	0	0	4	795	5	2	875	5
Years to Ph5 Buildout (2028)	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	0	1	130	1	0	145	1
Vested Traffic												
Ph5 2028 No Build Traffic Volumes	2	0	1	5	0	0	4	749	5	2	837	5
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2028 Project Traffic	0	0	0	0	0	0	0	85	0	0	76	0
2028 Pass-By Traffic												
Ph5 2028 Build Traffic Volumes	2	0	1	5	0	0	4	834	5	2	913	5
Years to Ph6 Buildout (2029)	8	8	8	8	8	8	8	8	8	8	8	8
Yearly Growth Rate	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Background Traffic	0	0	0	1	0	0	1	149	1	0	166	1
Vested Traffic												
Ph6 2029 No Build Traffic Volumes	2	0	1	5	0	0	4	768	5	2	858	5
Inbound School Project Traffic %							35%					
Outbound School Project Traffic %										35%		
Inbound Project Traffic %							15%					
Outbound Project Traffic %										15%		
2029 Project Traffic	0	0	0	0	0	0	0	90	0	0	79	0
2029 Pass-By Traffic												
Ph6 2029 Build Traffic Volumes	2	0	1	5	0	0	4	858	5	2	937	5



Appendix D ANALYSIS WORKSHEETS: 2021 EXISTING CONDITIONS

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2021 Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1024	265	116	821	8	220	2	121	12	9	10
Future Volume (veh/h)	22	1024	265	116	821	8	220	2	121	12	9	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	24	1138	294	129	912	9	244	2	134	13	10	11
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	312	1558	399	156	1645	16	250	3	191	119	40	44
Arrive On Green	0.14	0.56	0.56	0.05	0.48	0.48	0.11	0.12	0.12	0.04	0.06	0.06
Sat Flow, veh/h	1757	2765	707	1691	3423	34	1774	23	1563	1560	714	785
Grp Volume(v), veh/h	24	717	715	129	449	472	244	0	136	13	0	21
Grp Sat Flow(s),veh/h/ln	1757	1752	1720	1691	1687	1770	1774	0	1587	1560	0	1499
Q Serve(g_s), s	2.3	34.2	35.1	4.2	21.4	21.4	11.5	0.0	9.3	1.7	0.0	1.5
Cycle Q Clear(g_c), s	2.3	34.2	35.1	4.2	21.4	21.4	11.5	0.0	9.3	1.7	0.0	1.5
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	987	969	156	811	851	250	0	194	0	0	84
V/C Ratio(X)	0.00	0.73	0.74	0.82	0.55	0.55	0.98	0.00	0.70	0.00	0.00	0.25
Avail Cap(c_a), veh/h	0	987	969	207	1102	1157	250	0	469	0	0	205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.3	18.5	35.3	20.8	20.8	31.3	0.0	47.7	0.0	0.0	51.2
Incr Delay (d2), s/veh	0.0	2.8	3.1	18.1	0.7	0.7	50.0	0.0	4.6	0.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.3	17.3	4.8	10.0	10.5	11.1	0.0	4.3	0.0	0.0	0.7
LnGrp Delay(d),s/veh	0.0	21.1	21.6	53.3	21.5	21.5	81.3	0.0	52.3	0.0	0.0	52.8
LnGrp LOS		C	C	D	C	C	F		D			D
Approach Vol, veh/h		1456			1050			380			34	
Approach Delay, s/veh		21.0			25.4			70.9			32.6	
Approach LOS		C			C			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	69.8	18.0	12.8	22.0	60.4	10.5	20.3				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	9.6	58.0	11.9	15.5	74.0	74.0	33.5	33.5				
Max Q Clear Time (g_c+I1), s	6.2	37.1	13.5	3.5	4.3	23.4	3.7	11.3				
Green Ext Time (p_c), s	0.1	19.8	0.0	0.1	0.1	31.1	0.0	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay				29.2								
HCM 2010 LOS				C								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2021 Existing Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	270	13	19	340
Future Vol, veh/h	18	37	270	13	19	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	300	14	21	378
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	727	307	0	0	314	0
Stage 1	307	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	391	733	-	-	1246	-
Stage 1	746	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	383	733	-	-	1246	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.2	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	564	1246	-	
HCM Lane V/C Ratio	-	-	0.108	0.017	-	
HCM Control Delay (s)	-	-	12.2	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	21	10	278	342	9
Future Vol, veh/h	5	21	10	278	342	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	23	11	309	380	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	716	385	390	0	-	0
Stage 1	385	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	397	663	1169	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	393	663	1169	-	-	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1169	-	586	-	-	
HCM Lane V/C Ratio	0.01	-	0.049	-	-	
HCM Control Delay (s)	8.1	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile O(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2021 Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	53	901	126	34	854	15	63	0	8	0	0	13
Future Volume (veh/h)	53	901	126	34	854	15	63	0	8	0	0	13
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	59	1001	140	38	949	17	70	0	9	0	0	14
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	432	1918	268	368	2146	38	284	0	159	158	0	121
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	574	3089	432	477	3456	62	1215	0	1380	927	0	1049
Grp Volume(v), veh/h	59	568	573	38	472	494	70	0	9	0	0	14
Grp Sat Flow(s),veh/h/ln	574	1752	1768	477	1719	1799	1215	0	1380	927	0	1049
Q Serve(g_s), s	2.7	8.3	8.3	2.2	6.5	6.5	2.5	0.0	0.3	0.0	0.0	0.5
Cycle Q Clear(g_c), s	9.3	8.3	8.3	10.5	6.5	6.5	3.0	0.0	0.3	0.0	0.0	0.5
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	1088	1098	368	1067	1117	284	0	159	158	0	121
V/C Ratio(X)	0.14	0.52	0.52	0.10	0.44	0.44	0.25	0.00	0.06	0.00	0.00	0.12
Avail Cap(c_a), veh/h	467	1194	1205	396	1171	1225	598	0	516	398	0	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	4.8	4.8	7.8	4.5	4.5	19.4	0.0	17.9	0.0	0.0	18.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.1	0.3	0.3	0.4	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.1	4.1	0.3	3.1	3.2	0.9	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	7.1	5.2	5.2	7.9	4.8	4.8	19.9	0.0	18.1	0.0	0.0	18.5
LnGrp LOS	A	A	A	A	A	A	B		B			B
Approach Vol, veh/h	1200			1004			79			14		
Approach Delay, s/veh	5.3			4.9			19.7			18.5		
Approach LOS	A			A			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	11.2			34.3			11.2			34.3		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	17.0			31.0			17.0			31.0		
Max Q Clear Time (g_c+I1), s	2.5			12.5			5.0			11.3		
Green Ext Time (p_c), s	0.1			14.6			0.2			17.0		
Intersection Summary												
HCM 2010 Ctrl Delay	5.7											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2021 Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	303	147	61	554	213	255	308	40	157	332	458
Future Volume (veh/h)	148	303	147	61	554	213	255	308	40	157	332	458
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	159	326	158	66	596	229	274	331	43	169	357	0
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	260	573	687	305	667	256	361	437	57	327	425	361
Arrive On Green	0.09	0.31	0.31	0.04	0.27	0.27	0.13	0.27	0.27	0.10	0.24	0.00
Sat Flow, veh/h	1740	1827	1553	1774	2503	960	1774	1616	210	1707	1792	1524
Grp Volume(v), veh/h	159	326	158	66	421	404	274	0	374	169	357	0
Grp Sat Flow(s),veh/h/ln	1740	1827	1553	1774	1770	1693	1774	0	1826	1707	1792	1524
Q Serve(g_s), s	5.6	12.7	5.4	2.3	19.6	19.6	9.9	0.0	16.1	6.3	16.2	0.0
Cycle Q Clear(g_c), s	5.6	12.7	5.4	2.3	19.6	19.6	9.9	0.0	16.1	6.3	16.2	0.0
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	260	573	687	305	472	451	361	0	493	327	425	361
V/C Ratio(X)	0.61	0.57	0.23	0.22	0.89	0.89	0.76	0.00	0.76	0.52	0.84	0.00
Avail Cap(c_a), veh/h	291	573	687	420	476	456	361	0	534	343	482	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.5	24.5	14.8	21.8	30.2	30.2	22.4	0.0	28.6	22.4	31.1	0.0
Incr Delay (d2), s/veh	3.1	1.3	0.2	0.4	18.8	19.7	9.1	0.0	5.8	1.3	11.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.6	2.3	1.1	12.0	11.7	5.7	0.0	8.9	3.0	9.4	0.0
LnGrp Delay(d),s/veh	25.6	25.9	15.0	22.2	48.9	49.9	31.5	0.0	34.4	23.7	42.5	0.0
LnGrp LOS	C	C	B	C	D	D	C		C	C	D	
Approach Vol, veh/h	643				891		648				526	
Approach Delay, s/veh	23.1				47.4		33.1				36.4	
Approach LOS	C				D		C				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	32.8	17.0	26.3	13.4	28.8	14.2	29.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	23.0	11.0	23.0	9.0	23.0	9.0	25.0				
Max Q Clear Time (g_c+14), s	14.3	14.7	11.9	18.2	7.6	21.6	8.3	18.1				
Green Ext Time (p_c), s	0.0	3.4	0.0	2.0	0.1	1.2	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			36.1									
HCM 2010 LOS			D									

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	51	490	2	11	530
Future Vol, veh/h	6	51	490	2	11	530
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	7	55	533	2	12	576
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1134	534	0	0	535	0
Stage 1	534	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	224	546	-	-	1023	-
Stage 1	588	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	546	-	-	1023	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.7	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	530	1023	-	
HCM Lane V/C Ratio	-	-	0.117	0.012	-	
HCM Control Delay (s)	-	-	12.7	8.6	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	12	495	539	10
Future Vol, veh/h	8	6	12	495	539	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	9	6	13	532	580	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1138	580	591	0	-	0
Stage 1	580	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	217	503	985	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	503	985	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	985	-	416	503	-	-
HCM Lane V/C Ratio	0.013	-	0.021	0.013	-	-
HCM Control Delay (s)	8.7	-	13.8	12.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile O(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	1	0	4	1	0	2	2	504	2	2	551	0
Future Vol, veh/h	1	0	4	1	0	2	2	504	2	2	551	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	1	0	2	2	531	2	2	580	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1121	1121	580	1122	1120	532	580	0	0	533	0	0
Stage 1	584	584	-	536	536	-	-	-	-	-	-	-
Stage 2	537	537	-	586	584	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	183	206	514	183	206	547	994	-	-	1035	-	-
Stage 1	498	498	-	529	523	-	-	-	-	-	-	-
Stage 2	528	523	-	496	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	182	205	514	181	205	547	994	-	-	1035	-	-
Mov Cap-2 Maneuver	316	325	-	314	325	-	-	-	-	-	-	-
Stage 1	497	497	-	528	522	-	-	-	-	-	-	-
Stage 2	525	522	-	491	497	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13		13.3		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	994	-	-	457	439	1035	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.012	0.007	0.002	-	-				
HCM Control Delay (s)	8.6	-	-	13	13.3	8.5	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2021 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	683	272	212	1090	15	297	13	125	10	7	33
Future Volume (veh/h)	26	683	272	212	1090	15	297	13	125	10	7	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	29	751	299	233	1198	16	326	14	137	11	8	36
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	276	1213	483	259	1731	23	319	24	232	110	13	59
Arrive On Green	0.13	0.50	0.50	0.12	0.49	0.49	0.15	0.16	0.16	0.03	0.05	0.05
Sat Flow, veh/h	1757	2450	975	1757	3541	47	1774	149	1457	1707	285	1282
Grp Volume(v), veh/h	29	537	513	233	593	621	326	0	151	11	0	44
Grp Sat Flow(s),veh/h/ln	1757	1752	1673	1757	1752	1836	1774	0	1606	1707	0	1566
Q Serve(g_s), s	2.9	28.5	28.5	12.6	33.4	33.4	18.9	0.0	11.2	1.3	0.0	3.5
Cycle Q Clear(g_c), s	2.9	28.5	28.5	12.6	33.4	33.4	18.9	0.0	11.2	1.3	0.0	3.5
Prop In Lane	1.00		0.58	1.00		0.03	1.00		0.91	1.00		0.82
Lane Grp Cap(c), veh/h	0	868	828	259	857	898	319	0	256	0	0	72
V/C Ratio(X)	0.00	0.62	0.62	0.90	0.69	0.69	1.02	0.00	0.59	0.00	0.00	0.61
Avail Cap(c_a), veh/h	0	868	828	298	918	962	319	0	509	0	0	190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.5	23.5	42.9	25.2	25.2	40.7	0.0	49.9	0.0	0.0	59.9
Incr Delay (d2), s/veh	0.0	1.5	1.5	25.8	2.2	2.1	56.5	0.0	2.2	0.0	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.1	13.5	10.0	16.7	17.4	16.2	0.0	5.1	0.0	0.0	1.7
LnGrp Delay(d),s/veh	0.0	24.9	25.0	68.7	27.5	27.4	97.2	0.0	52.0	0.0	0.0	68.1
LnGrp LOS		C	C	E	C	C	F		D			E
Approach Vol, veh/h		1079			1447			477			55	
Approach Delay, s/veh		24.3			34.1			82.9			54.5	
Approach LOS		C			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.2	69.3	25.0	12.4	22.0	68.5	10.5	26.9				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	17.6	43.0	18.9	15.5	67.0	67.0	40.5	40.5				
Max Q Clear Time (g_c+I1), s	14.6	30.5	20.9	5.5	4.9	35.4	3.3	13.2				
Green Ext Time (p_c), s	0.2	10.9	0.0	0.3	0.1	27.1	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay				38.6								
HCM 2010 LOS				D								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2021 Existing Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	353	11	37	410
Future Vol, veh/h	11	23	353	11	37	410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	376	12	39	436
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	896	382	0	0	388	0
Stage 1	382	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	306	657	-	-	1165	-
Stage 1	681	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	293	657	-	-	1165	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.3	0	0.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	469	1165	-	
HCM Lane V/C Ratio	-	-	0.077	0.034	-	
HCM Control Delay (s)	-	-	13.3	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	11	13	345	392	27
Future Vol, veh/h	17	11	13	345	392	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	12	14	379	431	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	853	446	461	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	330	612	1100	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	325	612	1100	-	-	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.8	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1100	-	398	-	-	
HCM Lane V/C Ratio	0.013	-	0.077	-	-	
HCM Control Delay (s)	8.3	0	14.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2021 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	745	24	8	1087	4	99	1	34	17	0	72
Future Volume (veh/h)	11	745	24	8	1087	4	99	1	34	17	0	72
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	12	828	27	9	1208	4	110	1	38	19	0	80
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	309	1986	65	427	2054	7	318	7	270	355	0	273
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.18	0.18	0.18	0.18	0.00	0.18
Sat Flow, veh/h	455	3464	113	637	3583	12	1264	39	1490	1299	0	1509
Grp Volume(v), veh/h	12	419	436	9	591	621	110	0	39	19	0	80
Grp Sat Flow(s),veh/h/ln	455	1752	1825	637	1752	1843	1264	0	1529	1299	0	1509
Q Serve(g_s), s	0.9	6.5	6.5	0.4	10.6	10.6	4.0	0.0	1.0	0.6	0.0	2.2
Cycle Q Clear(g_c), s	11.5	6.5	6.5	6.9	10.6	10.6	6.3	0.0	1.0	1.7	0.0	2.2
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.97	1.00		1.00
Lane Grp Cap(c), veh/h	309	1005	1046	427	1005	1056	318	0	277	355	0	273
V/C Ratio(X)	0.04	0.42	0.42	0.02	0.59	0.59	0.35	0.00	0.14	0.05	0.00	0.29
Avail Cap(c_a), veh/h	328	1077	1121	453	1077	1132	555	0	564	598	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	5.8	5.8	7.8	6.7	6.7	20.0	0.0	16.8	17.5	0.0	17.3
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.0	0.7	0.7	0.6	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.2	3.3	0.1	5.3	5.6	1.5	0.0	0.5	0.2	0.0	1.0
LnGrp Delay(d),s/veh	10.4	6.1	6.1	7.8	7.5	7.4	20.6	0.0	17.0	17.6	0.0	17.9
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h		867			1221			149			99	
Approach Delay, s/veh		6.2			7.4			19.7			17.8	
Approach LOS		A			A			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.8		34.0		14.8		34.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		30.0		18.0		30.0				
Max Q Clear Time (g_c+I1), s		4.2		12.6		8.3		13.5				
Green Ext Time (p_c), s		1.0		15.4		0.6		12.1				
Intersection Summary												
HCM 2010 Ctrl Delay			8.2									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2021 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	527	303	58	289	179	180	355	49	272	415	289
Future Volume (veh/h)	274	527	303	58	289	179	180	355	49	272	415	289
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	291	561	322	62	307	190	191	378	52	289	441	0
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	596	668	172	447	270	288	381	52	298	473	402
Arrive On Green	0.15	0.32	0.32	0.04	0.21	0.21	0.10	0.24	0.24	0.12	0.25	0.00
Sat Flow, veh/h	1774	1863	1583	1774	2124	1282	1774	1603	221	1774	1863	1583
Grp Volume(v), veh/h	291	561	322	62	255	242	191	0	430	289	441	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1636	1774	0	1824	1774	1863	1583
Q Serve(g_s), s	10.2	24.7	12.4	2.3	11.2	11.6	6.7	0.0	19.8	10.0	19.5	0.0
Cycle Q Clear(g_c), s	10.2	24.7	12.4	2.3	11.2	11.6	6.7	0.0	19.8	10.0	19.5	0.0
Prop In Lane	1.00		1.00	1.00		0.78	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	415	596	668	172	372	344	288	0	433	298	473	402
V/C Ratio(X)	0.70	0.94	0.48	0.36	0.68	0.70	0.66	0.00	0.99	0.97	0.93	0.00
Avail Cap(c_a), veh/h	488	597	670	292	420	388	296	0	433	298	473	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.8	27.9	17.7	26.2	30.7	30.8	22.8	0.0	32.1	23.9	30.7	0.0
Incr Delay (d2), s/veh	3.6	23.4	0.5	1.3	3.9	4.9	5.3	0.0	41.4	43.7	25.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	16.5	5.5	1.2	5.8	5.7	3.7	0.0	14.9	8.6	13.4	0.0
LnGrp Delay(d),s/veh	24.5	51.3	18.2	27.4	34.6	35.8	28.1	0.0	73.4	67.7	56.5	0.0
LnGrp LOS	C	D	B	C	C	D	C		E	E	E	
Approach Vol, veh/h	1174				559		621				730	
Approach Delay, s/veh	35.6				34.3		59.5				60.9	
Approach LOS	D				C		E				E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	32.9	14.6	27.4	18.5	23.7	16.0	26.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.3	27.0	9.0	21.0	16.0	20.0	10.0	20.0				
Max Q Clear Time (g_c+14), s	14.3	26.7	8.7	21.5	12.2	13.6	12.0	21.8				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.3	3.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			46.2									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	23	568	8	57	688
Future Vol, veh/h	6	23	568	8	57	688
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	6	24	598	8	60	724

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1446	602	0
Stage 1	602	-	-
Stage 2	844	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	144	498	-
Stage 1	545	-	-
Stage 2	420	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	135	498	-
Mov Cap-2 Maneuver	326	-	-
Stage 1	545	-	-
Stage 2	394	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	449	972
HCM Lane V/C Ratio	-	-	0.068	0.062
HCM Control Delay (s)	-	-	13.6	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	21	18	612	683	9
Future Vol, veh/h	17	21	18	612	683	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	19	23	20	673	751	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1464	751	761	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	141	409	851	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	409	851	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.2	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	851	-	339	409	-	-
HCM Lane V/C Ratio	0.023	-	0.055	0.056	-	-
HCM Control Delay (s)	9.3	-	16.2	14.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile O(veh)	0.1	-	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	1	4	0	0	3	619	4	2	692	4
Future Vol, veh/h	2	0	1	4	0	0	3	619	4	2	692	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	4	0	0	3	680	4	2	760	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1454	1456	762	1455	1456	682	764	0	0	684	0	0
Stage 1	766	766	-	688	688	-	-	-	-	-	-	-
Stage 2	688	690	-	767	768	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	108	130	405	108	130	450	849	-	-	909	-	-
Stage 1	395	412	-	436	447	-	-	-	-	-	-	-
Stage 2	436	446	-	395	411	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	129	405	107	129	450	849	-	-	909	-	-
Mov Cap-2 Maneuver	237	253	-	236	253	-	-	-	-	-	-	-
Stage 1	393	411	-	434	445	-	-	-	-	-	-	-
Stage 2	434	444	-	393	410	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.3		20.5		0		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	849	-	-	275	236	909	-
HCM Lane V/C Ratio	0.004	-	-	0.012	0.019	0.002	-
HCM Control Delay (s)	9.3	-	-	18.3	20.5	9	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-



Appendix E ANALYSIS WORKSHEETS: NO BUILD CONDITIONS

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2022 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1055	273	119	846	8	227	2	125	12	9	10
Future Volume (veh/h)	23	1055	273	119	846	8	227	2	125	12	9	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	26	1172	303	132	940	9	252	2	139	13	10	11
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	307	1554	397	159	1656	16	261	3	196	117	37	41
Arrive On Green	0.14	0.56	0.56	0.06	0.48	0.48	0.11	0.13	0.13	0.03	0.05	0.05
Sat Flow, veh/h	1757	2766	707	1691	3424	33	1774	23	1564	1560	714	785
Grp Volume(v), veh/h	26	738	737	132	463	486	252	0	141	13	0	21
Grp Sat Flow(s),veh/h/ln	1757	1752	1720	1691	1687	1770	1774	0	1587	1560	0	1499
Q Serve(g_s), s	2.5	36.7	37.8	4.6	22.5	22.5	12.2	0.0	9.8	1.7	0.0	1.6
Cycle Q Clear(g_c), s	2.5	36.7	37.8	4.6	22.5	22.5	12.2	0.0	9.8	1.7	0.0	1.6
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	985	967	159	816	856	261	0	199	0	0	78
V/C Ratio(X)	0.00	0.75	0.76	0.83	0.57	0.57	0.96	0.00	0.71	0.00	0.00	0.27
Avail Cap(c_a), veh/h	0	985	967	204	1070	1122	261	0	475	0	0	202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.1	19.3	35.4	21.2	21.2	32.5	0.0	48.3	0.0	0.0	52.5
Incr Delay (d2), s/veh	0.0	3.3	3.8	19.8	0.8	0.7	45.7	0.0	4.6	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.5	18.8	5.0	10.6	11.1	11.3	0.0	4.6	0.0	0.0	0.7
LnGrp Delay(d),s/veh	0.0	22.4	23.1	55.2	21.9	21.9	78.2	0.0	52.9	0.0	0.0	54.3
LnGrp LOS		C	C	E	C	C	E		D			D
Approach Vol, veh/h		1501			1081			393			34	
Approach Delay, s/veh		22.3			26.0			69.1			33.6	
Approach LOS		C			C			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	70.7	19.0	12.5	22.0	61.7	10.5	21.0				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	9.6	57.0	12.9	15.5	73.0	73.0	34.5	34.5				
Max Q Clear Time (g_c+I1), s	6.6	39.8	14.2	3.6	4.5	24.5	3.7	11.8				
Green Ext Time (p_c), s	0.1	16.5	0.0	0.1	0.1	31.2	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay				29.9								
HCM 2010 LOS				C								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2022 No Build Conditions
AM Peak Hour

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	278	13	19	350
Future Vol, veh/h	18	37	278	13	19	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	309	14	21	389

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	747	316	0
Stage 1	316	-	-
Stage 2	431	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	381	724	-
Stage 1	739	-	-
Stage 2	655	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	373	724	-
Mov Cap-2 Maneuver	373	-	-
Stage 1	739	-	-
Stage 2	641	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	554	1237
HCM Lane V/C Ratio	-	-	0.11	0.017
HCM Control Delay (s)	-	-	12.3	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	22	10	286	352	9
Future Vol, veh/h	5	22	10	286	352	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	24	11	318	391	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	736	396	401	0	-	0
Stage 1	396	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	386	653	1158	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	653	1158	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.6	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1158	-	577	-	-	
HCM Lane V/C Ratio	0.01	-	0.052	-	-	
HCM Control Delay (s)	8.1	0	11.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2022 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	928	130	35	880	15	65	0	8	0	0	13
Future Volume (veh/h)	55	928	130	35	880	15	65	0	8	0	0	13
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	61	1031	144	39	978	17	72	0	9	0	0	14
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	421	1923	268	357	2153	37	284	0	161	157	0	122
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	558	3090	431	462	3458	60	1215	0	1380	927	0	1049
Grp Volume(v), veh/h	61	584	591	39	486	509	72	0	9	0	0	14
Grp Sat Flow(s),veh/h/ln	558	1752	1769	462	1719	1799	1215	0	1380	927	0	1049
Q Serve(g_s), s	3.0	8.7	8.7	2.4	6.8	6.8	2.6	0.0	0.3	0.0	0.0	0.5
Cycle Q Clear(g_c), s	9.8	8.7	8.7	11.1	6.8	6.8	3.1	0.0	0.3	0.0	0.0	0.5
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	421	1091	1101	357	1070	1120	284	0	161	157	0	122
V/C Ratio(X)	0.14	0.54	0.54	0.11	0.45	0.45	0.25	0.00	0.06	0.00	0.00	0.11
Avail Cap(c_a), veh/h	450	1182	1193	381	1159	1213	591	0	510	392	0	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	4.9	4.9	8.1	4.6	4.6	19.6	0.0	18.1	0.0	0.0	18.2
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.1	0.3	0.3	0.5	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.2	4.2	0.3	3.2	3.3	0.9	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	7.3	5.3	5.3	8.2	4.9	4.9	20.1	0.0	18.2	0.0	0.0	18.6
LnGrp LOS	A	A	A	A	A	A	C		B			B
Approach Vol, veh/h	1236			1034				81		14		
Approach Delay, s/veh	5.4			5.0				19.9		18.6		
Approach LOS	A			A				B		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	11.4		34.6		11.4		34.6					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0		31.0		17.0		31.0					
Max Q Clear Time (g_c+I1), s	2.5		13.1		5.1		11.8					
Green Ext Time (p_c), s	0.1		14.4		0.2		16.8					
Intersection Summary												
HCM 2010 Ctrl Delay	5.8											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2022 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	312	151	63	571	219	263	317	41	162	342	472
Future Volume (veh/h)	152	312	151	63	571	219	263	317	41	162	342	472
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	163	335	162	68	614	235	283	341	44	174	368	0
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	267	603	692	317	711	272	327	411	53	302	423	360
Arrive On Green	0.09	0.33	0.33	0.04	0.28	0.28	0.12	0.25	0.25	0.10	0.24	0.00
Sat Flow, veh/h	1740	1827	1553	1774	2505	958	1774	1617	209	1707	1792	1524
Grp Volume(v), veh/h	163	335	162	68	433	416	283	0	385	174	368	0
Grp Sat Flow(s),veh/h/ln	1740	1827	1553	1774	1770	1694	1774	0	1826	1707	1792	1524
Q Serve(g_s), s	5.6	13.0	5.6	2.3	20.1	20.1	10.0	0.0	17.2	6.5	17.1	0.0
Cycle Q Clear(g_c), s	5.6	13.0	5.6	2.3	20.1	20.1	10.0	0.0	17.2	6.5	17.1	0.0
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	267	603	692	317	502	481	327	0	464	302	423	360
V/C Ratio(X)	0.61	0.56	0.23	0.21	0.86	0.86	0.86	0.00	0.83	0.58	0.87	0.00
Avail Cap(c_a), veh/h	297	603	692	429	511	490	327	0	486	313	456	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.9	23.8	14.8	21.0	29.4	29.4	24.6	0.0	30.5	23.1	31.8	0.0
Incr Delay (d2), s/veh	3.0	1.1	0.2	0.3	14.0	14.7	20.6	0.0	11.1	2.4	15.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.7	2.4	1.2	11.7	11.3	3.7	0.0	10.1	3.2	10.2	0.0
LnGrp Delay(d),s/veh	25.0	24.9	15.0	21.4	43.4	44.1	45.2	0.0	41.6	25.5	47.4	0.0
LnGrp LOS	C	C	B	C	D	D	D		D	C	D	
Approach Vol, veh/h		660			917			668			542	
Approach Delay, s/veh		22.5			42.1			43.1			40.4	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	34.6	16.0	26.4	13.5	30.5	14.4	28.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	25.0	10.0	22.0	9.0	25.0	9.0	23.0				
Max Q Clear Time (g_c+14), s	14.3	15.0	12.0	19.1	7.6	22.1	8.5	19.2				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.3	0.1	2.4	0.0	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			37.4									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	53	505	2	11	546
Future Vol, veh/h	6	53	505	2	11	546
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	7	58	549	2	12	593

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1167	550	0
Stage 1	550	-	-
Stage 2	617	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	214	535	-
Stage 1	578	-	-
Stage 2	538	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	211	535	-
Mov Cap-2 Maneuver	417	-	-
Stage 1	578	-	-
Stage 2	532	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	1009
HCM Lane V/C Ratio	-	-	0.123	0.012
HCM Control Delay (s)	-	-	12.9	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	12	510	555	10
Future Vol, veh/h	8	6	12	510	555	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	9	6	13	548	597	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1171	597	608	0	-	0
Stage 1	597	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	207	492	970	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	204	492	970	-	-	-
Mov Cap-2 Maneuver	407	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.3	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	970	-	407	492	-	-
HCM Lane V/C Ratio	0.013	-	0.021	0.013	-	-
HCM Control Delay (s)	8.8	-	14	12.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile O(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	1	0	4	1	0	2	2	519	2	2	568	0
Future Vol, veh/h	1	0	4	1	0	2	2	519	2	2	568	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	1	0	2	2	546	2	2	598	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1154	1154	598	1155	1153	547	598	0	0	548	0	0
Stage 1	602	602	-	551	551	-	-	-	-	-	-	-
Stage 2	552	552	-	604	602	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	174	197	502	174	197	537	979	-	-	1021	-	-
Stage 1	486	489	-	519	515	-	-	-	-	-	-	-
Stage 2	518	515	-	485	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	196	502	172	196	537	979	-	-	1021	-	-
Mov Cap-2 Maneuver	306	317	-	305	317	-	-	-	-	-	-	-
Stage 1	485	488	-	518	514	-	-	-	-	-	-	-
Stage 2	515	514	-	480	488	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.2		13.5		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	979	-	-	445	428	1021	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.012	0.007	0.002	-	-				
HCM Control Delay (s)	8.7	-	-	13.2	13.5	8.5	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2022 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	703	321	231	1123	15	505	13	195	10	7	34
Future Volume (veh/h)	27	703	321	231	1123	15	505	13	195	10	7	34
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	30	773	353	254	1234	16	555	14	214	11	8	37
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	270	1045	476	251	1554	20	419	21	327	107	13	59
Arrive On Green	0.12	0.45	0.45	0.11	0.44	0.44	0.21	0.22	0.22	0.03	0.05	0.05
Sat Flow, veh/h	1757	2341	1067	1757	3543	46	1774	98	1500	1707	278	1287
Grp Volume(v), veh/h	30	578	548	254	610	640	555	0	228	11	0	45
Grp Sat Flow(s),veh/h/ln	1757	1752	1656	1757	1752	1837	1774	0	1598	1707	0	1565
Q Serve(g_s), s	3.1	35.7	35.8	14.6	39.3	39.3	26.9	0.0	17.1	1.2	0.0	3.7
Cycle Q Clear(g_c), s	3.1	35.7	35.8	14.6	39.3	39.3	26.9	0.0	17.1	1.2	0.0	3.7
Prop In Lane	1.00		0.64	1.00		0.03	1.00		0.94	1.00		0.82
Lane Grp Cap(c), veh/h	0	782	739	251	769	806	419	0	348	0	0	72
V/C Ratio(X)	0.00	0.74	0.74	1.01	0.79	0.79	1.32	0.00	0.65	0.00	0.00	0.62
Avail Cap(c_a), veh/h	0	782	739	251	789	827	419	0	592	0	0	185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.0	30.0	44.0	31.7	31.7	43.0	0.0	46.7	0.0	0.0	61.4
Incr Delay (d2), s/veh	0.0	3.9	4.2	60.2	5.7	5.4	161.5	0.0	2.1	0.0	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.0	17.1	13.2	20.2	21.1	34.0	0.0	7.7	0.0	0.0	1.8
LnGrp Delay(d),s/veh	0.0	33.9	34.2	104.3	37.3	37.1	204.5	0.0	48.8	0.0	0.0	69.9
LnGrp LOS		C	C	F	D	D	F		D			E
Approach Vol, veh/h		1156			1504			783			56	
Approach Delay, s/veh		33.1			48.5			159.2			56.1	
Approach LOS		C			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	64.5	33.0	12.5	22.0	63.5	10.5	35.0				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	14.6	38.0	26.9	15.5	59.0	59.0	48.5	48.5				
Max Q Clear Time (g_c+I1), s	16.6	37.8	28.9	5.7	5.1	41.3	3.2	19.1				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.3	0.1	16.1	0.0	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay				68.3								
HCM 2010 LOS				E								

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	378	11	37	488
Future Vol, veh/h	11	23	378	11	37	488
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	402	12	39	519
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1005	408	0	0	414	0
Stage 1	408	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	263	635	-	-	1140	-
Stage 1	663	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	250	635	-	-	1140	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.3	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	424	1140	-	
HCM Lane V/C Ratio	-	-	0.085	0.035	-	
HCM Control Delay (s)	-	-	14.3	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile O(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	11	13	369	470	28
Future Vol, veh/h	18	11	13	369	470	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	12	14	405	516	31
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	965	532	547	0	-	0
Stage 1	532	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	283	547	1022	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	278	547	1022	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.6	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1022	-	342	-	-	
HCM Lane V/C Ratio	0.014	-	0.093	-	-	
HCM Control Delay (s)	8.6	0	16.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2022 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	833	25	8	1133	4	102	1	35	18	0	74
Future Volume (veh/h)	11	833	25	8	1133	4	102	1	35	18	0	74
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	12	926	28	9	1259	4	113	1	39	20	0	82
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	294	1993	60	388	2056	7	318	7	274	356	0	278
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.18	0.18	0.18	0.18	0.00	0.18
Sat Flow, veh/h	433	3474	105	580	3584	11	1261	38	1491	1298	0	1509
Grp Volume(v), veh/h	12	467	487	9	616	647	113	0	40	20	0	82
Grp Sat Flow(s),veh/h/ln	433	1752	1826	580	1752	1843	1261	0	1529	1298	0	1509
Q Serve(g_s), s	0.9	7.7	7.7	0.5	11.4	11.4	4.2	0.0	1.1	0.6	0.0	2.3
Cycle Q Clear(g_c), s	12.4	7.7	7.7	8.1	11.4	11.4	6.5	0.0	1.1	1.7	0.0	2.3
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	294	1005	1048	388	1005	1057	318	0	281	356	0	278
V/C Ratio(X)	0.04	0.46	0.46	0.02	0.61	0.61	0.35	0.00	0.14	0.06	0.00	0.30
Avail Cap(c_a), veh/h	308	1062	1107	407	1062	1117	545	0	556	589	0	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	6.1	6.1	8.5	6.9	6.9	20.2	0.0	16.9	17.7	0.0	17.4
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.0	1.0	0.9	0.7	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.7	3.9	0.1	5.7	6.0	1.5	0.0	0.5	0.2	0.0	1.0
LnGrp Delay(d),s/veh	11.1	6.5	6.5	8.5	7.9	7.8	20.9	0.0	17.2	17.7	0.0	18.0
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h	966			1272			153			102		
Approach Delay, s/veh	6.5			7.9			19.9			18.0		
Approach LOS	A			A			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	15.1			34.4		15.1		34.4				
Change Period (Y+Rc), s	6.0			6.0		6.0		6.0				
Max Green Setting (Gmax), s	18.0			30.0		18.0		30.0				
Max Q Clear Time (g_c+I1), s	4.3			13.4		8.5		14.4				
Green Ext Time (p_c), s	1.0			15.0		0.6		12.4				
Intersection Summary												
HCM 2010 Ctrl Delay			8.5									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2022 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	609	312	60	311	184	185	366	50	280	427	298
Future Volume (veh/h)	282	609	312	60	311	184	185	366	50	280	427	298
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	300	648	332	64	331	196	197	389	53	298	454	0
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	673	708	149	558	324	272	397	54	295	532	452
Arrive On Green	0.14	0.36	0.36	0.04	0.26	0.26	0.09	0.25	0.25	0.12	0.29	0.00
Sat Flow, veh/h	1774	1863	1583	1774	2159	1252	1774	1605	219	1774	1863	1583
Grp Volume(v), veh/h	300	648	332	64	270	257	197	0	442	298	454	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1642	1774	0	1824	1774	1863	1583
Q Serve(g_s), s	12.4	35.8	15.4	2.8	14.0	14.5	8.7	0.0	25.3	13.0	24.2	0.0
Cycle Q Clear(g_c), s	12.4	35.8	15.4	2.8	14.0	14.5	8.7	0.0	25.3	13.0	24.2	0.0
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	425	673	708	149	457	424	272	0	452	295	532	452
V/C Ratio(X)	0.71	0.96	0.47	0.43	0.59	0.61	0.72	0.00	0.98	1.01	0.85	0.00
Avail Cap(c_a), veh/h	512	674	709	233	457	424	272	0	452	295	532	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.3	32.8	20.3	30.2	34.1	34.2	28.7	0.0	39.2	28.3	35.4	0.0
Incr Delay (d2), s/veh	3.5	25.6	0.5	1.9	2.0	2.5	9.1	0.0	36.7	55.3	12.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	23.1	6.8	1.4	7.1	6.9	4.9	0.0	17.4	13.0	14.2	0.0
LnGrp Delay(d),s/veh	26.7	58.4	20.8	32.2	36.1	36.7	37.8	0.0	75.9	83.7	48.1	0.0
LnGrp LOS	C	E	C	C	D	D	D		E	F	D	
Approach Vol, veh/h	1280			591			639			752		
Approach Delay, s/veh	41.2			35.9			64.2			62.2		
Approach LOS	D			D			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	44.0	15.0	36.0	20.9	33.1	19.0	32.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	38.0	9.0	30.0	20.0	27.0	13.0	26.0					
Max Q Clear Time (g_c+14), s	37.8	10.7	26.2	14.4	16.5	15.0	27.3					
Green Ext Time (p_c), s	0.0	0.2	0.0	2.1	0.5	5.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	49.6											
HCM 2010 LOS	D											

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	24	585	8	59	709
Future Vol, veh/h	6	24	585	8	59	709
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	6	25	616	8	62	746
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1490	620	0	0	624	0
Stage 1	620	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	136	486	-	-	957	-
Stage 1	535	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	127	486	-	-	957	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.9	0	0.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	438	957	-	
HCM Lane V/C Ratio	-	-	0.072	0.065	-	
HCM Control Delay (s)	-	-	13.9	9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	12	18	630	703	9
Future Vol, veh/h	17	12	18	630	703	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	19	13	20	692	773	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1505	773	783	0	-	0
Stage 1	773	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	133	397	835	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	397	835	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.6	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	835	-	331	397	-	-
HCM Lane V/C Ratio	0.024	-	0.056	0.033	-	-
HCM Control Delay (s)	9.4	-	16.5	14.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile O(veh)	0.1	-	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	4	0	0	3	638	4	2	713	4
Future Vol, veh/h	2	0	1	4	0	0	3	638	4	2	713	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	4	0	0	3	701	4	2	784	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1499	1501	786	1500	1501	703	788	0	0	705	0	0
Stage 1	790	790	-	709	709	-	-	-	-	-	-	-
Stage 2	709	711	-	791	792	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	101	122	392	100	122	438	831	-	-	893	-	-
Stage 1	383	402	-	425	437	-	-	-	-	-	-	-
Stage 2	425	436	-	383	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	121	392	99	121	438	831	-	-	893	-	-
Mov Cap-2 Maneuver	229	245	-	227	245	-	-	-	-	-	-	-
Stage 1	381	401	-	423	435	-	-	-	-	-	-	-
Stage 2	423	434	-	381	400	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.7		21.2		0		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	831	-	-	266	227	893	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.012	0.019	0.002	-	-				
HCM Control Delay (s)	9.3	-	-	18.7	21.2	9	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2023 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1085	281	123	870	8	233	2	128	13	10	11
Future Volume (veh/h)	23	1085	281	123	870	8	233	2	128	13	10	11
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	26	1206	312	137	967	9	259	2	142	14	11	12
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	302	1553	396	164	1673	16	257	3	199	115	39	43
Arrive On Green	0.14	0.56	0.56	0.06	0.49	0.49	0.11	0.13	0.13	0.03	0.05	0.05
Sat Flow, veh/h	1757	2766	706	1691	3425	32	1774	22	1565	1560	717	783
Grp Volume(v), veh/h	26	758	760	137	476	500	259	0	144	14	0	23
Grp Sat Flow(s),veh/h/ln	1757	1752	1720	1691	1687	1770	1774	0	1587	1560	0	1500
Q Serve(g_s), s	2.5	39.1	40.6	5.1	23.6	23.6	12.9	0.0	10.2	1.9	0.0	1.7
Cycle Q Clear(g_c), s	2.5	39.1	40.6	5.1	23.6	23.6	12.9	0.0	10.2	1.9	0.0	1.7
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	984	966	164	824	865	257	0	202	0	0	82
V/C Ratio(X)	0.00	0.77	0.79	0.84	0.58	0.58	1.01	0.00	0.71	0.00	0.00	0.28
Avail Cap(c_a), veh/h	0	984	966	200	1052	1104	257	0	468	0	0	199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.8	20.2	36.3	21.3	21.3	33.9	0.0	49.0	0.0	0.0	53.1
Incr Delay (d2), s/veh	0.0	3.9	4.5	22.1	0.8	0.7	58.1	0.0	4.6	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.8	20.4	5.3	11.2	11.7	12.4	0.0	4.7	0.0	0.0	0.8
LnGrp Delay(d),s/veh	0.0	23.7	24.7	58.4	22.1	22.1	92.0	0.0	53.7	0.0	0.0	55.0
LnGrp LOS		C	C	E	C	C	F		D			D
Approach Vol, veh/h		1544			1113			403			37	
Approach Delay, s/veh		23.8			26.6			78.3			34.2	
Approach LOS		C			C			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	71.7	19.0	12.9	22.0	63.2	10.5	21.4				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	9.6	57.0	12.9	15.5	73.0	73.0	34.5	34.5				
Max Q Clear Time (g_c+I1), s	7.1	42.6	14.9	3.7	4.5	25.6	3.9	12.2				
Green Ext Time (p_c), s	0.1	13.9	0.0	0.1	0.1	31.6	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay				32.0								
HCM 2010 LOS				C								

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	286	13	19	360
Future Vol, veh/h	18	37	286	13	19	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	318	14	21	400

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	767	325	0
Stage 1	325	-	-
Stage 2	442	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	370	716	-
Stage 1	732	-	-
Stage 2	648	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	362	716	-
Mov Cap-2 Maneuver	362	-	-
Stage 1	732	-	-
Stage 2	634	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	542	1227
HCM Lane V/C Ratio	-	-	0.113	0.017
HCM Control Delay (s)	-	-	12.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	22	11	295	363	10
Future Vol, veh/h	5	22	11	295	363	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	24	12	328	403	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	761	409	414	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	373	642	1145	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	368	642	1145	-	-	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1145	-	564	-	-	
HCM Lane V/C Ratio	0.011	-	0.053	-	-	
HCM Control Delay (s)	8.2	0	11.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2023 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	955	134	36	905	16	67	0	8	0	0	14
Future Volume (veh/h)	56	955	134	36	905	16	67	0	8	0	0	14
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	62	1061	149	40	1006	18	74	0	9	0	0	16
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	409	1922	270	344	2152	38	283	0	165	155	0	125
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	543	3088	433	447	3456	62	1213	0	1380	927	0	1049
Grp Volume(v), veh/h	62	602	608	40	500	524	74	0	9	0	0	16
Grp Sat Flow(s),veh/h/ln	543	1752	1768	447	1719	1799	1213	0	1380	927	0	1049
Q Serve(g_s), s	3.2	9.2	9.2	2.6	7.2	7.2	2.7	0.0	0.3	0.0	0.0	0.6
Cycle Q Clear(g_c), s	10.4	9.2	9.2	11.8	7.2	7.2	3.3	0.0	0.3	0.0	0.0	0.6
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	1091	1101	344	1070	1120	283	0	165	155	0	125
V/C Ratio(X)	0.15	0.55	0.55	0.12	0.47	0.47	0.26	0.00	0.05	0.00	0.00	0.13
Avail Cap(c_a), veh/h	433	1168	1179	364	1146	1199	582	0	505	383	0	383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	5.0	5.1	8.5	4.7	4.7	19.8	0.0	18.2	0.0	0.0	18.3
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.1	0.3	0.3	0.5	0.0	0.1	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.5	4.5	0.3	3.4	3.6	0.9	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	7.6	5.5	5.5	8.6	5.0	5.0	20.3	0.0	18.3	0.0	0.0	18.8
LnGrp LOS	A	A	A	A	A	A	C		B			B
Approach Vol, veh/h	1272			1064				83		16		
Approach Delay, s/veh	5.6			5.1				20.1		18.8		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	11.6			35.0		11.6		35.0				
Change Period (Y+Rc), s	6.0			6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0			31.0		17.0		31.0				
Max Q Clear Time (g_c+I1), s	2.6			13.8		5.3		12.4				
Green Ext Time (p_c), s	0.1			14.2		0.2		16.6				
Intersection Summary												
HCM 2010 Ctrl Delay	6.0											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2023 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	321	156	65	587	226	270	326	42	166	352	485
Future Volume (veh/h)	157	321	156	65	587	226	270	326	42	166	352	485
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	169	345	168	70	631	243	290	351	45	178	378	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	305	990	613	354	813	489	378	440	56	262	433	517
Arrive On Green	0.10	0.29	0.29	0.04	0.23	0.23	0.11	0.27	0.27	0.08	0.24	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1619	208	3312	1792	1524
Grp Volume(v), veh/h	169	345	168	70	631	243	290	0	396	178	378	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1826	1656	1792	1524
Q Serve(g_s), s	5.4	5.9	5.5	2.1	12.5	9.4	6.1	0.0	15.1	3.9	15.1	0.0
Cycle Q Clear(g_c), s	5.4	5.9	5.5	2.1	12.5	9.4	6.1	0.0	15.1	3.9	15.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	305	990	613	354	813	489	378	0	497	262	433	517
V/C Ratio(X)	0.55	0.35	0.27	0.20	0.78	0.50	0.77	0.00	0.80	0.68	0.87	0.00
Avail Cap(c_a), veh/h	368	990	613	492	853	507	415	0	497	399	456	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.1	21.2	15.3	17.8	27.0	21.1	32.3	0.0	25.3	33.5	27.2	0.0
Incr Delay (d2), s/veh	1.6	0.2	0.2	0.3	4.3	0.8	7.7	0.0	8.8	3.1	16.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.9	2.4	1.0	6.5	4.2	3.3	0.0	8.8	1.9	9.4	0.0
LnGrp Delay(d),s/veh	21.7	21.4	15.6	18.1	31.3	21.8	40.1	0.0	34.1	36.5	43.5	0.0
LnGrp LOS	C	C	B	B	C	C	D		C	D	D	
Approach Vol, veh/h	682			944			686			556		
Approach Delay, s/veh	20.0			27.9			36.6			41.3		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	27.3	14.2	24.0	13.3	23.2	11.9	26.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	19.0	9.0	19.0	10.0	18.0	9.0	19.0				
Max Q Clear Time (g_c+14), s	7.9	7.9	8.1	17.1	7.4	14.5	5.9	17.1				
Green Ext Time (p_c), s	0.1	4.6	0.1	0.9	0.1	2.7	0.2	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			30.7									
HCM 2010 LOS			C									

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	54	519	2	12	562
Future Vol, veh/h	6	54	519	2	12	562
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	7	59	564	2	13	611
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1202	565	0	0	566	0
Stage 1	565	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	204	524	-	-	996	-
Stage 1	569	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	524	-	-	996	-
Mov Cap-2 Maneuver	407	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.1	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	509	996	-	
HCM Lane V/C Ratio	-	-	0.128	0.013	-	
HCM Control Delay (s)	-	-	13.1	8.7	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	12	525	571	10
Future Vol, veh/h	8	6	12	525	571	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	9	6	13	565	614	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1205	614	625	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	197	481	956	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	194	481	956	-	-	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.5	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	956	-	398	481	-	-
HCM Lane V/C Ratio	0.013	-	0.022	0.013	-	-
HCM Control Delay (s)	8.8	-	14.2	12.6	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile O(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	1	0	4	1	0	2	2	534	2	2	584	0
Future Vol, veh/h	1	0	4	1	0	2	2	534	2	2	584	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	1	0	2	2	562	2	2	615	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1187	1187	615	1188	1186	563	615	0	0	564	0	0
Stage 1	619	619	-	567	567	-	-	-	-	-	-	-
Stage 2	568	568	-	621	619	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	188	491	165	189	526	965	-	-	1008	-	-
Stage 1	476	480	-	508	507	-	-	-	-	-	-	-
Stage 2	508	506	-	475	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	187	491	163	188	526	965	-	-	1008	-	-
Mov Cap-2 Maneuver	298	309	-	296	310	-	-	-	-	-	-	-
Stage 1	475	479	-	507	506	-	-	-	-	-	-	-
Stage 2	505	505	-	470	479	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	13.4		13.7			0			0			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	965	-	-	435	418	1008	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.012	0.008	0.002	-	-				
HCM Control Delay (s)	8.7	-	-	13.4	13.7	8.6	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2023 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	724	329	238	1155	16	514	14	199	11	7	35
Future Volume (veh/h)	28	724	329	238	1155	16	514	14	199	11	7	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	31	796	362	262	1269	18	565	15	219	12	8	38
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	269	1084	491	237	1581	22	405	22	315	107	13	60
Arrive On Green	0.12	0.46	0.46	0.10	0.45	0.45	0.20	0.21	0.21	0.03	0.05	0.05
Sat Flow, veh/h	1757	2346	1064	1757	3538	50	1774	102	1496	1707	272	1292
Grp Volume(v), veh/h	31	594	564	262	628	659	565	0	234	12	0	46
Grp Sat Flow(s),veh/h/ln	1757	1752	1657	1757	1752	1836	1774	0	1599	1707	0	1564
Q Serve(g_s), s	3.2	36.2	36.4	13.6	40.6	40.6	25.9	0.0	17.8	1.4	0.0	3.8
Cycle Q Clear(g_c), s	3.2	36.2	36.4	13.6	40.6	40.6	25.9	0.0	17.8	1.4	0.0	3.8
Prop In Lane	1.00		0.64	1.00		0.03	1.00		0.94	1.00		0.83
Lane Grp Cap(c), veh/h	0	810	766	237	783	820	405	0	337	0	0	73
V/C Ratio(X)	0.00	0.73	0.74	1.11	0.80	0.80	1.40	0.00	0.70	0.00	0.00	0.63
Avail Cap(c_a), veh/h	0	810	766	237	801	839	405	0	578	0	0	185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.7	28.8	43.9	31.3	31.3	43.1	0.0	47.9	0.0	0.0	61.5
Incr Delay (d2), s/veh	0.0	3.6	3.9	90.0	6.0	5.7	192.6	0.0	2.6	0.0	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.3	17.4	14.5	20.8	21.8	36.3	0.0	8.1	0.0	0.0	1.8
LnGrp Delay(d),s/veh	0.0	32.4	32.7	133.9	37.3	37.1	235.7	0.0	50.5	0.0	0.0	70.0
LnGrp LOS		C	C	F	D	D	F		D			E
Approach Vol, veh/h		1189			1549			799			58	
Approach Delay, s/veh		31.7			53.5			181.5			55.5	
Approach LOS		C			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	66.7	32.0	12.6	22.0	64.7	10.5	34.1				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	13.6	40.0	25.9	15.5	60.0	60.0	47.5	47.5				
Max Q Clear Time (g_c+I1), s	15.6	38.4	27.9	5.8	5.2	42.6	3.4	19.8				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.3	0.1	16.0	0.0	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay				74.8								
HCM 2010 LOS				E								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2023 No Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	388	11	37	501
Future Vol, veh/h	11	23	388	11	37	501
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	413	12	39	533
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1030	419	0	0	425	0
Stage 1	419	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	254	626	-	-	1129	-
Stage 1	655	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	626	-	-	1129	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.5	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	414	1129	-	
HCM Lane V/C Ratio	-	-	0.087	0.035	-	
HCM Control Delay (s)	-	-	14.5	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	12	14	380	482	29
Future Vol, veh/h	18	12	14	380	482	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	13	15	418	530	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	994	546	562	0	-	0
Stage 1	546	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	272	538	1009	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	538	1009	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1009	-	334	-	-	
HCM Lane V/C Ratio	0.015	-	0.099	-	-	
HCM Control Delay (s)	8.6	0	17	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0	-	0.3	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2023 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	856	25	8	1165	4	105	1	36	18	0	76
Future Volume (veh/h)	12	856	25	8	1165	4	105	1	36	18	0	76
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	13	951	28	9	1294	4	117	1	40	20	0	84
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	282	1990	59	377	2052	6	320	7	280	358	0	283
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	419	3477	102	567	3584	11	1259	37	1492	1297	0	1509
Grp Volume(v), veh/h	13	479	500	9	633	665	117	0	41	20	0	84
Grp Sat Flow(s),veh/h/ln	419	1752	1827	567	1752	1843	1259	0	1529	1297	0	1509
Q Serve(g_s), s	1.1	8.1	8.1	0.5	12.1	12.1	4.4	0.0	1.1	0.7	0.0	2.4
Cycle Q Clear(g_c), s	13.2	8.1	8.1	8.5	12.1	12.1	6.8	0.0	1.1	1.8	0.0	2.4
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	282	1003	1046	377	1003	1055	320	0	287	358	0	283
V/C Ratio(X)	0.05	0.48	0.48	0.02	0.63	0.63	0.37	0.00	0.14	0.06	0.00	0.30
Avail Cap(c_a), veh/h	294	1051	1095	392	1051	1105	536	0	550	581	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	6.3	6.3	8.8	7.2	7.2	20.4	0.0	17.0	17.7	0.0	17.5
Incr Delay (d2), s/veh	0.1	0.4	0.3	0.0	1.1	1.1	0.7	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.0	4.1	0.1	5.9	6.2	1.6	0.0	0.5	0.2	0.0	1.0
LnGrp Delay(d),s/veh	11.6	6.7	6.6	8.8	8.3	8.3	21.1	0.0	17.2	17.8	0.0	18.1
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h		992			1307			158			104	
Approach Delay, s/veh		6.7			8.3			20.1			18.0	
Approach LOS		A			A			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.4		34.6		15.4		34.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		30.0		18.0		30.0				
Max Q Clear Time (g_c+I1), s		4.4		14.1		8.8		15.2				
Green Ext Time (p_c), s		1.0		14.6		0.6		12.0				
Intersection Summary												
HCM 2010 Ctrl Delay				8.8								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2023 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	625	321	61	319	190	191	376	52	288	440	306
Future Volume (veh/h)	290	625	321	61	319	190	191	376	52	288	440	306
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	309	665	341	65	339	202	203	400	55	306	468	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	897	536	212	616	456	292	440	60	391	564	669
Arrive On Green	0.12	0.25	0.25	0.04	0.17	0.17	0.08	0.27	0.27	0.11	0.30	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1603	220	3442	1863	1583
Grp Volume(v), veh/h	309	665	341	65	339	202	203	0	455	306	468	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1824	1721	1863	1583
Q Serve(g_s), s	9.0	13.0	13.7	2.0	6.6	7.8	4.3	0.0	18.2	6.5	17.6	0.0
Cycle Q Clear(g_c), s	9.0	13.0	13.7	2.0	6.6	7.8	4.3	0.0	18.2	6.5	17.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	382	897	536	212	616	456	292	0	500	391	564	669
V/C Ratio(X)	0.81	0.74	0.64	0.31	0.55	0.44	0.69	0.00	0.91	0.78	0.83	0.00
Avail Cap(c_a), veh/h	382	897	536	352	799	537	411	0	508	411	564	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	25.9	21.0	20.8	28.4	21.9	33.5	0.0	26.4	32.5	24.4	0.0
Incr Delay (d2), s/veh	12.2	3.3	2.5	0.8	0.8	0.7	3.0	0.0	20.2	9.1	10.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	6.8	6.3	1.0	3.3	3.5	2.2	0.0	11.9	3.6	10.5	0.0
LnGrp Delay(d),s/veh	37.0	29.2	23.5	21.6	29.2	22.6	36.5	0.0	46.7	41.5	34.5	0.0
LnGrp LOS	D	C	C	C	C	C	D		D	D	C	
Approach Vol, veh/h	1315			606			658			774		
Approach Delay, s/veh	29.6			26.2			43.5			37.3		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	25.1	12.4	28.8	15.0	19.1	14.6	26.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	17.0	9.0	21.0	9.0	17.0	9.0	21.0				
Max Q Clear Time (g_c+14), s	14.0	15.7	6.3	19.6	11.0	9.8	8.5	20.2				
Green Ext Time (p_c), s	0.0	1.1	0.2	0.8	0.0	3.3	0.1	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay	33.5											
HCM 2010 LOS	C											

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	24	602	8	60	729
Future Vol, veh/h	6	24	602	8	60	729
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	6	25	634	8	63	767
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1531	638	0	0	642	0
Stage 1	638	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	128	475	-	-	943	-
Stage 1	524	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	475	-	-	943	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.1	0	0.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	428	943	-	
HCM Lane V/C Ratio	-	-	0.074	0.067	-	
HCM Control Delay (s)	-	-	14.1	9.1	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	21	18	649	724	9
Future Vol, veh/h	17	21	18	649	724	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	19	23	20	713	796	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1549	796	806	0	-	0
Stage 1	796	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	125	385	819	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	385	819	-	-	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.8	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	819	-	321	385	-	-
HCM Lane V/C Ratio	0.024	-	0.058	0.06	-	-
HCM Control Delay (s)	9.5	-	16.9	14.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile O(veh)	0.1	-	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↰		↱	↰	
Traffic Vol, veh/h	2	0	1	4	0	0	3	656	4	2	734	4
Future Vol, veh/h	2	0	1	4	0	0	3	656	4	2	734	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	4	0	0	3	721	4	2	807	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1542	1544	809	1543	1544	723	811	0	0	725	0	0
Stage 1	813	813	-	729	729	-	-	-	-	-	-	-
Stage 2	729	731	-	814	815	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	94	115	380	94	115	426	815	-	-	878	-	-
Stage 1	372	392	-	414	428	-	-	-	-	-	-	-
Stage 2	414	427	-	372	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	114	380	93	114	426	815	-	-	878	-	-
Mov Cap-2 Maneuver	221	237	-	219	237	-	-	-	-	-	-	-
Stage 1	371	391	-	412	426	-	-	-	-	-	-	-
Stage 2	412	425	-	370	390	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	19.2		21.8		0		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	815	-	-	257	219	878	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.013	0.02	0.003	-	-				
HCM Control Delay (s)	9.4	-	-	19.2	21.8	9.1	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2025 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1147	297	130	920	9	246	2	136	13	10	11
Future Volume (veh/h)	25	1147	297	130	920	9	246	2	136	13	10	11
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	28	1274	330	144	1022	10	273	2	151	14	11	12
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	289	1560	397	169	1714	17	217	3	205	110	56	61
Arrive On Green	0.13	0.56	0.56	0.06	0.50	0.50	0.09	0.13	0.13	0.03	0.08	0.08
Sat Flow, veh/h	1757	2769	704	1691	3423	33	1774	21	1566	1560	717	783
Grp Volume(v), veh/h	28	798	806	144	504	528	273	0	153	14	0	23
Grp Sat Flow(s),veh/h/ln	1757	1752	1720	1691	1687	1770	1774	0	1586	1560	0	1500
Q Serve(g_s), s	2.7	44.5	47.0	6.0	25.9	25.9	10.9	0.0	11.3	1.9	0.0	1.8
Cycle Q Clear(g_c), s	2.7	44.5	47.0	6.0	25.9	25.9	10.9	0.0	11.3	1.9	0.0	1.8
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	988	969	169	845	886	217	0	207	0	0	116
V/C Ratio(X)	0.00	0.81	0.83	0.85	0.60	0.60	1.26	0.00	0.74	0.00	0.00	0.20
Avail Cap(c_a), veh/h	0	988	969	178	1036	1087	217	0	422	0	0	190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.4	21.9	38.9	21.7	21.7	33.4	0.0	51.1	0.0	0.0	52.8
Incr Delay (d2), s/veh	0.0	5.2	6.3	29.8	0.8	0.8	147.1	0.0	5.1	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.9	23.9	6.2	12.2	12.8	14.2	0.0	5.3	0.0	0.0	0.8
LnGrp Delay(d),s/veh	0.0	26.5	28.2	68.7	22.5	22.5	180.5	0.0	56.1	0.0	0.0	53.6
LnGrp LOS		C	C	E	C	C	F		E			D
Approach Vol, veh/h		1632			1176			426			37	
Approach Delay, s/veh		26.9			28.2			135.8			33.3	
Approach LOS		C			C			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	74.8	17.0	16.0	22.0	67.1	10.5	22.5				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	8.6	60.0	10.9	15.5	75.0	75.0	32.5	32.5				
Max Q Clear Time (g_c+I1), s	8.0	49.0	12.9	3.8	4.7	27.9	3.9	13.3				
Green Ext Time (p_c), s	0.0	10.8	0.0	0.1	0.1	33.2	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay				41.6								
HCM 2010 LOS				D								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2025 No Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	302	13	19	381
Future Vol, veh/h	18	37	302	13	19	381
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	336	14	21	423
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	808	343	0	0	350	0
Stage 1	343	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	350	700	-	-	1209	-
Stage 1	719	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	342	700	-	-	1209	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.8	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	521	1209	-	
HCM Lane V/C Ratio	-	-	0.117	0.017	-	
HCM Control Delay (s)	-	-	12.8	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	24	11	311	383	10
Future Vol, veh/h	6	24	11	311	383	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	27	12	346	426	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	802	432	437	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	353	624	1123	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	624	1123	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1123	-	539	-	-	
HCM Lane V/C Ratio	0.011	-	0.062	-	-	
HCM Control Delay (s)	8.2	0	12.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2025 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1009	141	38	956	17	71	0	9	0	0	15
Future Volume (veh/h)	59	1009	141	38	956	17	71	0	9	0	0	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	66	1121	157	42	1062	19	79	0	10	0	0	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	388	1943	272	324	2174	39	280	0	169	149	0	129
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	515	3089	432	419	3456	62	1212	0	1380	927	0	1049
Grp Volume(v), veh/h	66	635	643	42	528	553	79	0	10	0	0	17
Grp Sat Flow(s),veh/h/ln	515	1752	1768	419	1719	1799	1212	0	1380	927	0	1049
Q Serve(g_s), s	3.8	10.2	10.2	3.1	8.0	8.0	3.0	0.0	0.3	0.0	0.0	0.7
Cycle Q Clear(g_c), s	11.8	10.2	10.2	13.4	8.0	8.0	3.7	0.0	0.3	0.0	0.0	0.7
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	388	1102	1112	324	1081	1131	280	0	169	149	0	129
V/C Ratio(X)	0.17	0.58	0.58	0.13	0.49	0.49	0.28	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	405	1161	1171	338	1139	1191	533	0	457	342	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	5.2	5.2	9.1	4.8	4.8	20.6	0.0	18.7	0.0	0.0	18.9
Incr Delay (d2), s/veh	0.2	0.6	0.6	0.2	0.3	0.3	0.5	0.0	0.1	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.0	5.0	0.4	3.8	3.9	1.1	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	8.2	5.9	5.9	9.3	5.1	5.1	21.1	0.0	18.9	0.0	0.0	19.4
LnGrp LOS	A	A	A	A	A	A	C		B			B
Approach Vol, veh/h	1344			1123				89		17		
Approach Delay, s/veh	6.0			5.3				20.8		19.4		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	11.9		36.4		11.9		36.4					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	2.7		15.4		5.7		13.8					
Green Ext Time (p_c), s	0.1		14.2		0.2		16.6					
Intersection Summary												
HCM 2010 Ctrl Delay	6.3											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2025 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	339	165	68	620	239	286	345	45	176	372	513
Future Volume (veh/h)	166	339	165	68	620	239	286	345	45	176	372	513
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	178	365	177	73	667	257	308	371	48	189	400	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	301	1013	629	349	833	502	389	444	57	271	436	523
Arrive On Green	0.10	0.29	0.29	0.04	0.24	0.24	0.11	0.27	0.27	0.08	0.24	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1617	209	3312	1792	1524
Grp Volume(v), veh/h	178	365	177	73	667	257	308	0	419	189	400	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1826	1656	1792	1524
Q Serve(g_s), s	5.9	6.5	6.0	2.2	13.8	10.3	6.8	0.0	16.8	4.3	16.9	0.0
Cycle Q Clear(g_c), s	5.9	6.5	6.0	2.2	13.8	10.3	6.8	0.0	16.8	4.3	16.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	301	1013	629	349	833	502	389	0	502	271	436	523
V/C Ratio(X)	0.59	0.36	0.28	0.21	0.80	0.51	0.79	0.00	0.84	0.70	0.92	0.00
Avail Cap(c_a), veh/h	328	1013	629	477	863	516	398	0	502	383	437	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.9	21.8	15.6	18.2	28.1	21.7	33.7	0.0	26.6	34.8	28.7	0.0
Incr Delay (d2), s/veh	2.4	0.2	0.2	0.3	5.3	0.8	10.2	0.0	11.7	3.2	24.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	3.1	2.6	1.1	7.4	4.6	3.8	0.0	10.1	2.1	11.2	0.0
LnGrp Delay(d),s/veh	23.3	22.0	15.8	18.5	33.3	22.5	43.9	0.0	38.3	38.1	52.7	0.0
LnGrp LOS	C	C	B	B	C	C	D		D	D	D	
Approach Vol, veh/h	720			997			727			589		
Approach Delay, s/veh	20.8			29.5			40.6			48.0		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	28.7	14.8	25.0	13.8	24.3	12.4	27.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	19.0	9.0	19.0	9.0	19.0	9.0	19.0				
Max Q Clear Time (g_c+14), s	14.2	8.5	8.8	18.9	7.9	15.8	6.3	18.8				
Green Ext Time (p_c), s	0.1	4.6	0.0	0.0	0.1	2.5	0.2	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			33.7									
HCM 2010 LOS			C									

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	57	549	2	12	594
Future Vol, veh/h	7	57	549	2	12	594
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	8	62	597	2	13	646
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1270	598	0	0	599	0
Stage 1	598	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	186	502	-	-	968	-
Stage 1	549	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	502	-	-	968	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.6	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	487	968	-	
HCM Lane V/C Ratio	-	-	0.143	0.013	-	
HCM Control Delay (s)	-	-	13.6	8.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	12	554	604	10
Future Vol, veh/h	8	6	12	554	604	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	9	6	13	596	649	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1271	649	660	0	-	0
Stage 1	649	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	180	459	928	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	459	928	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	928	-	380	459	-	-
HCM Lane V/C Ratio	0.014	-	0.023	0.014	-	-
HCM Control Delay (s)	8.9	-	14.7	13	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	1	0	4	1	0	2	2	564	2	2	617	0
Future Vol, veh/h	1	0	4	1	0	2	2	564	2	2	617	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	1	0	2	2	594	2	2	649	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1253	1253	649	1254	1252	595	649	0	0	596	0	0
Stage 1	653	653	-	599	599	-	-	-	-	-	-	-
Stage 2	600	600	-	655	653	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	149	172	470	149	172	504	937	-	-	980	-	-
Stage 1	456	464	-	488	490	-	-	-	-	-	-	-
Stage 2	488	490	-	455	464	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	148	171	470	147	171	504	937	-	-	980	-	-
Mov Cap-2 Maneuver	281	295	-	280	295	-	-	-	-	-	-	-
Stage 1	455	463	-	487	489	-	-	-	-	-	-	-
Stage 2	485	489	-	450	463	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	13.8		14.1			0			0			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	937	-	-	414	398	980	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.013	0.008	0.002	-	-				
HCM Control Delay (s)	8.9	-	-	13.8	14.1	8.7	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2025 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	765	346	250	1221	17	532	15	206	11	8	37
Future Volume (veh/h)	29	765	346	250	1221	17	532	15	206	11	8	37
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	32	841	380	275	1342	19	585	16	226	12	9	41
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	267	1090	490	235	1586	22	402	22	316	106	14	63
Arrive On Green	0.12	0.46	0.46	0.10	0.45	0.45	0.20	0.21	0.21	0.03	0.05	0.05
Sat Flow, veh/h	1757	2353	1058	1757	3538	50	1774	106	1493	1707	282	1284
Grp Volume(v), veh/h	32	625	596	275	664	697	585	0	242	12	0	50
Grp Sat Flow(s),veh/h/ln	1757	1752	1658	1757	1752	1836	1774	0	1599	1707	0	1566
Q Serve(g_s), s	3.3	39.4	39.8	13.6	44.6	44.7	25.9	0.0	18.6	1.4	0.0	4.1
Cycle Q Clear(g_c), s	3.3	39.4	39.8	13.6	44.6	44.7	25.9	0.0	18.6	1.4	0.0	4.1
Prop In Lane	1.00		0.64	1.00		0.03	1.00		0.93	1.00		0.82
Lane Grp Cap(c), veh/h	0	812	768	235	785	823	402	0	339	0	0	77
V/C Ratio(X)	0.00	0.77	0.78	1.17	0.85	0.85	1.46	0.00	0.71	0.00	0.00	0.65
Avail Cap(c_a), veh/h	0	812	768	235	794	832	402	0	574	0	0	183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.6	29.7	44.2	32.5	32.5	43.5	0.0	48.4	0.0	0.0	61.8
Incr Delay (d2), s/veh	0.0	4.7	5.1	112.6	8.5	8.2	218.9	0.0	2.8	0.0	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.0	19.3	15.9	23.4	24.5	39.0	0.0	8.5	0.0	0.0	2.0
LnGrp Delay(d),s/veh	0.0	34.3	34.9	156.8	41.0	40.7	262.4	0.0	51.3	0.0	0.0	70.5
LnGrp LOS		C	C	F	D	D	F		D			E
Approach Vol, veh/h		1253			1636			827			62	
Approach Delay, s/veh		33.7			60.3			200.6			56.9	
Approach LOS		C			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	67.3	32.0	13.0	22.0	65.3	10.5	34.5				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	13.6	40.0	25.9	15.5	60.0	60.0	47.5	47.5				
Max Q Clear Time (g_c+I1), s	15.6	41.8	27.9	6.1	5.3	46.7	3.4	20.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	12.7	0.0	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay				82.1								
HCM 2010 LOS				F								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2025 No Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	409	11	37	525
Future Vol, veh/h	11	23	409	11	37	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	435	12	39	559
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1078	441	0	0	447	0
Stage 1	441	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	238	608	-	-	1108	-
Stage 1	640	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	226	608	-	-	1108	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.1	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	393	1108	-	
HCM Lane V/C Ratio	-	-	0.092	0.036	-	
HCM Control Delay (s)	-	-	15.1	8.4	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile O(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	12	15	400	505	30
Future Vol, veh/h	19	12	15	400	505	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	13	16	440	555	33
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1044	572	588	0	-	0
Stage 1	572	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	254	520	987	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	520	987	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.9	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	987	-	312	-	-	
HCM Lane V/C Ratio	0.017	-	0.109	-	-	
HCM Control Delay (s)	8.7	0	17.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2025 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	900	27	9	1230	4	111	1	38	19	0	81
Future Volume (veh/h)	12	900	27	9	1230	4	111	1	38	19	0	81
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	13	1000	30	10	1367	4	123	1	42	21	0	90
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	261	2001	60	357	2065	6	317	7	289	359	0	292
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	391	3474	104	540	3585	10	1252	36	1493	1295	0	1509
Grp Volume(v), veh/h	13	504	526	10	668	703	123	0	43	21	0	90
Grp Sat Flow(s),veh/h/ln	391	1752	1826	540	1752	1843	1252	0	1529	1295	0	1509
Q Serve(g_s), s	1.2	8.9	8.9	0.6	13.6	13.6	4.9	0.0	1.2	0.7	0.0	2.7
Cycle Q Clear(g_c), s	14.8	8.9	8.9	9.5	13.6	13.6	7.5	0.0	1.2	1.9	0.0	2.7
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	261	1009	1052	357	1009	1061	317	0	296	359	0	292
V/C Ratio(X)	0.05	0.50	0.50	0.03	0.66	0.66	0.39	0.00	0.15	0.06	0.00	0.31
Avail Cap(c_a), veh/h	269	1044	1088	368	1044	1098	483	0	499	531	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	6.6	6.6	9.4	7.6	7.6	21.2	0.0	17.4	18.2	0.0	18.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.0	1.5	1.4	0.8	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.3	4.5	0.1	6.9	7.3	1.7	0.0	0.5	0.3	0.0	1.1
LnGrp Delay(d),s/veh	12.7	7.0	6.9	9.4	9.1	9.0	22.0	0.0	17.6	18.3	0.0	18.6
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h	1043			1381				166		111		
Approach Delay, s/veh	7.0			9.0				20.9		18.5		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.1		36.0		16.1		36.0					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0		31.0		17.0		31.0					
Max Q Clear Time (g_c+I1), s	4.7		15.6		9.5		16.8					
Green Ext Time (p_c), s	1.0		14.4		0.5		11.9					
Intersection Summary												
HCM 2010 Ctrl Delay	9.4											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2025 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	656	339	65	337	200	202	398	55	305	465	324
Future Volume (veh/h)	307	656	339	65	337	200	202	398	55	305	465	324
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	327	698	361	69	359	213	215	423	59	324	495	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	401	962	565	208	611	441	294	479	67	363	595	729
Arrive On Green	0.14	0.27	0.27	0.04	0.17	0.17	0.09	0.30	0.30	0.11	0.32	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1600	223	3442	1863	1583
Grp Volume(v), veh/h	327	698	361	69	359	213	215	0	482	324	495	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1823	1721	1863	1583
Q Serve(g_s), s	12.0	15.3	16.2	2.4	8.0	9.6	5.2	0.0	21.5	7.9	21.0	0.0
Cycle Q Clear(g_c), s	12.0	15.3	16.2	2.4	8.0	9.6	5.2	0.0	21.5	7.9	21.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	401	962	565	208	611	441	294	0	546	363	595	729
V/C Ratio(X)	0.82	0.73	0.64	0.33	0.59	0.48	0.73	0.00	0.88	0.89	0.83	0.00
Avail Cap(c_a), veh/h	401	962	565	321	747	501	363	0	577	363	595	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.1	28.2	22.8	22.5	32.5	25.7	38.0	0.0	28.4	37.6	26.9	0.0
Incr Delay (d2), s/veh	12.4	2.8	2.4	0.9	0.9	0.8	5.7	0.0	14.4	23.0	9.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	7.8	7.4	1.2	4.0	4.3	2.7	0.0	12.9	4.9	12.3	0.0
LnGrp Delay(d),s/veh	38.5	30.9	25.2	23.4	33.4	26.5	43.8	0.0	42.9	60.7	36.6	0.0
LnGrp LOS	D	C	C	C	C	C	D		D	E	D	
Approach Vol, veh/h	1386			641			697			819		
Approach Delay, s/veh	31.2			30.0			43.1			46.1		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	29.2	13.3	33.3	18.0	20.7	15.0	31.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.6	21.0	9.0	27.0	12.0	18.0	9.0	27.0				
Max Q Clear Time (g_c+14.4), s	14.4	18.2	7.2	23.0	14.0	11.6	9.9	23.5				
Green Ext Time (p_c), s	0.0	2.3	0.1	2.4	0.0	3.2	0.0	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay	36.8											
HCM 2010 LOS	D											

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	26	636	9	64	771
Future Vol, veh/h	7	26	636	9	64	771
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	7	27	669	9	67	812
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1620	674	0	0	678	0
Stage 1	674	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	113	453	-	-	914	-
Stage 1	505	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	453	-	-	914	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.7	0	0.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	404	914	-	
HCM Lane V/C Ratio	-	-	0.086	0.074	-	
HCM Control Delay (s)	-	-	14.7	9.3	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	21	18	685	765	9
Future Vol, veh/h	17	21	18	685	765	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	19	23	20	753	841	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1634	841	851	0	-	0
Stage 1	841	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	111	363	788	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	363	788	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.5	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	788	-	304	363	-	-
HCM Lane V/C Ratio	0.025	-	0.061	0.064	-	-
HCM Control Delay (s)	9.7	-	17.6	15.6	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile O(veh)	0.1	-	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	1	4	0	0	3	693	4	2	775	4
Future Vol, veh/h	2	0	1	4	0	0	3	693	4	2	775	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	4	0	0	3	762	4	2	852	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1628	1630	854	1629	1630	764	856	0	0	766	0	0
Stage 1	858	858	-	770	770	-	-	-	-	-	-	-
Stage 2	770	772	-	859	860	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	82	102	358	82	102	404	784	-	-	847	-	-
Stage 1	352	374	-	393	410	-	-	-	-	-	-	-
Stage 2	393	409	-	351	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	101	358	81	101	404	784	-	-	847	-	-
Mov Cap-2 Maneuver	206	223	-	204	223	-	-	-	-	-	-	-
Stage 1	351	373	-	391	408	-	-	-	-	-	-	-
Stage 2	391	407	-	349	372	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.2		23		0		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	784	-	-	240	204	847	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.014	0.022	0.003	-	-				
HCM Control Delay (s)	9.6	-	-	20.2	23	9.3	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2026 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1178	305	133	944	9	253	2	139	14	10	12
Future Volume (veh/h)	25	1178	305	133	944	9	253	2	139	14	10	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	28	1309	339	148	1049	10	281	2	154	16	11	13
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	285	1557	395	172	1725	16	214	3	207	110	56	66
Arrive On Green	0.13	0.56	0.56	0.07	0.50	0.50	0.09	0.13	0.13	0.03	0.08	0.08
Sat Flow, veh/h	1757	2770	703	1691	3424	33	1774	20	1566	1560	685	810
Grp Volume(v), veh/h	28	818	830	148	517	542	281	0	156	16	0	24
Grp Sat Flow(s),veh/h/ln	1757	1752	1721	1691	1687	1770	1774	0	1586	1560	0	1495
Q Serve(g_s), s	2.7	47.6	50.7	6.4	27.2	27.2	10.9	0.0	11.7	2.2	0.0	1.9
Cycle Q Clear(g_c), s	2.7	47.6	50.7	6.4	27.2	27.2	10.9	0.0	11.7	2.2	0.0	1.9
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.54
Lane Grp Cap(c), veh/h	0	985	967	172	850	892	214	0	210	0	0	121
V/C Ratio(X)	0.00	0.83	0.86	0.86	0.61	0.61	1.31	0.00	0.74	0.00	0.00	0.20
Avail Cap(c_a), veh/h	0	985	967	175	1020	1070	214	0	415	0	0	187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.3	23.0	39.7	22.0	22.0	34.4	0.0	51.8	0.0	0.0	53.2
Incr Delay (d2), s/veh	0.0	6.2	7.9	32.0	0.9	0.8	170.5	0.0	5.2	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.6	26.1	6.5	12.8	13.5	15.5	0.0	5.5	0.0	0.0	0.8
LnGrp Delay(d),s/veh	0.0	28.5	30.9	71.7	22.9	22.9	204.9	0.0	57.0	0.0	0.0	54.0
LnGrp LOS		C	C	E	C	C	F		E			D
Approach Vol, veh/h		1676			1207			437			40	
Approach Delay, s/veh		29.3			28.9			152.1			32.4	
Approach LOS		C			C			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	75.7	17.0	16.6	22.0	68.5	10.7	22.9				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	8.6	60.0	10.9	15.5	75.0	75.0	32.5	32.5				
Max Q Clear Time (g_c+I1), s	8.4	52.7	12.9	3.9	4.7	29.2	4.2	13.7				
Green Ext Time (p_c), s	0.0	7.2	0.0	0.1	0.1	33.3	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay				45.1								
HCM 2010 LOS				D								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2026 No Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	311	13	19	391
Future Vol, veh/h	18	37	311	13	19	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	346	14	21	434
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	829	353	0	0	360	0
Stage 1	353	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	340	691	-	-	1199	-
Stage 1	711	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	332	691	-	-	1199	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	510		1199	-	
HCM Lane V/C Ratio	-	0.12		0.018	-	
HCM Control Delay (s)	-	13		8.1	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.4		0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	24	12	320	393	10
Future Vol, veh/h	6	24	12	320	393	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	27	13	356	437	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	825	443	448	0	-	0
Stage 1	443	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	342	615	1112	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	337	615	1112	-	-	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.3	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1112	-	528	-	-	
HCM Lane V/C Ratio	0.012	-	0.063	-	-	
HCM Control Delay (s)	8.3	0	12.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2026 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1036	145	39	982	17	72	0	9	0	0	15
Future Volume (veh/h)	61	1036	145	39	982	17	72	0	9	0	0	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	68	1151	161	43	1091	19	80	0	10	0	0	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	377	1928	269	313	2158	38	284	0	172	151	0	130
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	501	3090	431	405	3458	60	1212	0	1380	927	0	1049
Grp Volume(v), veh/h	68	651	661	43	542	568	80	0	10	0	0	17
Grp Sat Flow(s),veh/h/ln	501	1752	1769	405	1719	1799	1212	0	1380	927	0	1049
Q Serve(g_s), s	4.1	10.6	10.7	3.4	8.3	8.3	3.0	0.0	0.3	0.0	0.0	0.7
Cycle Q Clear(g_c), s	12.4	10.6	10.7	14.1	8.3	8.3	3.7	0.0	0.3	0.0	0.0	0.7
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	1094	1104	313	1073	1123	284	0	172	151	0	130
V/C Ratio(X)	0.18	0.60	0.60	0.14	0.51	0.51	0.28	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	390	1139	1150	324	1118	1169	566	0	492	366	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.3	5.4	5.4	9.6	4.9	4.9	20.2	0.0	18.4	0.0	0.0	18.6
Incr Delay (d2), s/veh	0.2	0.8	0.8	0.2	0.4	0.4	0.5	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.3	5.4	0.4	3.9	4.1	1.0	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	8.6	6.2	6.2	9.8	5.3	5.3	20.8	0.0	18.6	0.0	0.0	19.0
LnGrp LOS	A	A	A	A	A	A	C		B			B
Approach Vol, veh/h	1380			1153				90		17		
Approach Delay, s/veh	6.3			5.5				20.5		19.0		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	11.9			35.8		11.9		35.8				
Change Period (Y+Rc), s	6.0			6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0			31.0		17.0		31.0				
Max Q Clear Time (g_c+I1), s	2.7			16.1		5.7		14.4				
Green Ext Time (p_c), s	0.1			13.0		0.2		15.4				
Intersection Summary												
HCM 2010 Ctrl Delay	6.5											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2026 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	348	169	70	637	245	293	354	46	181	382	527
Future Volume (veh/h)	170	348	169	70	637	245	293	354	46	181	382	527
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	183	374	182	75	685	263	315	381	49	195	411	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	294	985	619	339	799	490	394	457	59	277	451	540
Arrive On Green	0.10	0.28	0.28	0.04	0.23	0.23	0.11	0.28	0.28	0.08	0.25	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1618	208	3312	1792	1524
Grp Volume(v), veh/h	183	374	182	75	685	263	315	0	430	195	411	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1826	1656	1792	1524
Q Serve(g_s), s	6.2	6.8	6.3	2.3	14.6	10.8	7.0	0.0	17.4	4.5	17.5	0.0
Cycle Q Clear(g_c), s	6.2	6.8	6.3	2.3	14.6	10.8	7.0	0.0	17.4	4.5	17.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	294	985	619	339	799	490	394	0	516	277	451	540
V/C Ratio(X)	0.62	0.38	0.29	0.22	0.86	0.54	0.80	0.00	0.83	0.71	0.91	0.00
Avail Cap(c_a), veh/h	314	985	619	462	810	495	394	0	516	379	456	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.6	22.6	16.1	18.8	29.2	22.5	33.9	0.0	26.5	35.1	28.6	0.0
Incr Delay (d2), s/veh	3.4	0.2	0.3	0.3	9.0	1.1	11.1	0.0	11.2	3.6	22.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	3.3	2.7	1.2	8.1	4.9	3.9	0.0	10.3	2.2	11.5	0.0
LnGrp Delay(d),s/veh	25.0	22.8	16.4	19.1	38.2	23.6	45.1	0.0	37.7	38.7	50.9	0.0
LnGrp LOS	C	C	B	B	D	C	D		D	D	D	
Approach Vol, veh/h	739			1023			745			606		
Approach Delay, s/veh	21.8			33.1			40.8			47.0		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	28.3	15.0	25.8	14.1	23.8	12.6	28.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	18.0	9.0	20.0	9.0	18.0	9.0	20.0				
Max Q Clear Time (g_c+14), s	14.3	8.8	9.0	19.5	8.2	16.6	6.5	19.4				
Green Ext Time (p_c), s	0.1	4.3	0.0	0.3	0.0	1.1	0.2	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay	34.9											
HCM 2010 LOS	C											

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	59	564	2	13	610
Future Vol, veh/h	7	59	564	2	13	610
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	8	64	613	2	14	663
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1305	614	0	0	615	0
Stage 1	614	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	177	492	-	-	955	-
Stage 1	540	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	174	492	-	-	955	-
Mov Cap-2 Maneuver	379	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.9	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	477	955	-	
HCM Lane V/C Ratio	-	-	0.15	0.015	-	
HCM Control Delay (s)	-	-	13.9	8.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	12	569	620	10
Future Vol, veh/h	8	6	12	569	620	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	9	6	13	612	667	11
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1305	667	678	0	-	0
Stage 1	667	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	172	448	914	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	448	914	-	-	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	14.2	0.2	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	914	-	372	448	-	-
HCM Lane V/C Ratio	0.014	-	0.023	0.014	-	-
HCM Control Delay (s)	9	-	14.9	13.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↗		↙	↗	
Traffic Vol, veh/h	1	0	5	1	0	2	2	580	2	2	634	0
Future Vol, veh/h	1	0	5	1	0	2	2	580	2	2	634	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	1	0	2	2	611	2	2	667	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1288	1288	667	1290	1287	612	667	0	0	613	0	0
Stage 1	671	671	-	616	616	-	-	-	-	-	-	-
Stage 2	617	617	-	674	671	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	141	164	459	140	164	493	923	-	-	966	-	-
Stage 1	446	455	-	478	482	-	-	-	-	-	-	-
Stage 2	477	481	-	444	455	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	140	163	459	138	163	493	923	-	-	966	-	-
Mov Cap-2 Maneuver	273	287	-	271	287	-	-	-	-	-	-	-
Stage 1	445	454	-	477	481	-	-	-	-	-	-	-
Stage 2	474	480	-	438	454	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.9		14.4		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	923	-	-	412	387	966	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.015	0.008	0.002	-	-				
HCM Control Delay (s)	8.9	-	-	13.9	14.4	8.7	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0	0	-	-				

HCM 2010 Signalized Intersection Summary
101: Garlington Road & Pelham Road

2026 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	785	354	257	1254	17	541	15	210	12	8	38
Future Volume (veh/h)	30	785	354	257	1254	17	541	15	210	12	8	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	33	863	389	282	1378	19	595	16	231	13	9	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	266	1092	489	248	1613	22	388	21	306	106	14	64
Arrive On Green	0.12	0.46	0.46	0.11	0.46	0.46	0.19	0.20	0.20	0.03	0.05	0.05
Sat Flow, veh/h	1757	2356	1055	1757	3540	49	1774	104	1495	1707	276	1289
Grp Volume(v), veh/h	33	641	611	282	682	715	595	0	247	13	0	51
Grp Sat Flow(s),veh/h/ln	1757	1752	1658	1757	1752	1836	1774	0	1599	1707	0	1565
Q Serve(g_s), s	3.4	41.0	41.5	14.6	45.9	46.0	24.9	0.0	19.3	1.5	0.0	4.2
Cycle Q Clear(g_c), s	3.4	41.0	41.5	14.6	45.9	46.0	24.9	0.0	19.3	1.5	0.0	4.2
Prop In Lane	1.00		0.64	1.00		0.03	1.00		0.94	1.00		0.82
Lane Grp Cap(c), veh/h	0	812	768	248	799	837	388	0	327	0	0	78
V/C Ratio(X)	0.00	0.79	0.80	1.14	0.85	0.85	1.54	0.00	0.75	0.00	0.00	0.65
Avail Cap(c_a), veh/h	0	812	768	248	806	845	388	0	561	0	0	183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.1	30.2	44.9	32.1	32.1	43.5	0.0	49.6	0.0	0.0	61.8
Incr Delay (d2), s/veh	0.0	5.4	6.0	99.4	8.9	8.6	253.5	0.0	3.5	0.0	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.0	20.3	15.9	24.1	25.2	41.4	0.0	8.8	0.0	0.0	2.0
LnGrp Delay(d),s/veh	0.0	35.5	36.2	144.3	41.1	40.8	297.0	0.0	53.1	0.0	0.0	70.6
LnGrp LOS		D	D	F	D	D	F		D			E
Approach Vol, veh/h		1285			1679			842			64	
Approach Delay, s/veh		34.9			58.3			225.4			56.3	
Approach LOS		C			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	67.4	31.0	13.1	22.0	66.4	10.5	33.6				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	14.6	40.0	24.9	15.5	61.0	61.0	46.5	46.5				
Max Q Clear Time (g_c+I1), s	16.6	43.5	26.9	6.2	5.4	48.0	3.5	21.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	12.4	0.0	5.4				
Intersection Summary												
HCM 2010 Ctrl Delay				86.9								
HCM 2010 LOS				F								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2026 No Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	420	11	37	538
Future Vol, veh/h	11	23	420	11	37	538
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	447	12	39	572
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1103	453	0	0	459	0
Stage 1	453	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	230	599	-	-	1097	-
Stage 1	632	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	599	-	-	1097	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	15.4	0	0.5			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	383	1097	-	
HCM Lane V/C Ratio	-	-	0.094	0.036	-	
HCM Control Delay (s)	-	-	15.4	8.4	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	13	15	411	517	31
Future Vol, veh/h	20	13	15	411	517	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	14	16	452	568	34
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1069	585	602	0	-	0
Stage 1	585	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	245	511	975	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	240	511	975	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.5	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	975	-	303	-	-	
HCM Lane V/C Ratio	0.017	-	0.12	-	-	
HCM Control Delay (s)	8.8	0	18.5	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2026 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	857	28	9	1250	5	114	1	39	20	0	83
Future Volume (veh/h)	13	857	28	9	1250	5	114	1	39	20	0	83
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	14	952	31	10	1389	6	127	1	43	22	0	92
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	253	1988	65	370	2054	9	319	7	295	362	0	298
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	382	3464	113	565	3579	15	1250	35	1494	1293	0	1509
Grp Volume(v), veh/h	14	482	501	10	680	715	127	0	44	22	0	92
Grp Sat Flow(s),veh/h/ln	382	1752	1825	565	1752	1842	1250	0	1529	1293	0	1509
Q Serve(g_s), s	1.4	8.5	8.5	0.6	14.2	14.2	5.1	0.0	1.2	0.8	0.0	2.7
Cycle Q Clear(g_c), s	15.6	8.5	8.5	9.0	14.2	14.2	7.8	0.0	1.2	2.0	0.0	2.7
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	253	1006	1047	370	1006	1057	319	0	302	362	0	298
V/C Ratio(X)	0.06	0.48	0.48	0.03	0.68	0.68	0.40	0.00	0.15	0.06	0.00	0.31
Avail Cap(c_a), veh/h	260	1036	1078	380	1036	1088	477	0	495	526	0	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	6.6	6.6	9.2	7.8	7.8	21.3	0.0	17.4	18.2	0.0	18.0
Incr Delay (d2), s/veh	0.1	0.4	0.3	0.0	1.7	1.6	0.8	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.1	4.3	0.1	7.1	7.4	1.8	0.0	0.5	0.3	0.0	1.2
LnGrp Delay(d),s/veh	13.3	6.9	6.9	9.2	9.5	9.4	22.1	0.0	17.6	18.3	0.0	18.6
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h		997			1405			171			114	
Approach Delay, s/veh		7.0			9.4			21.0			18.5	
Approach LOS		A			A			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.4		36.1		16.4		36.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		17.0		31.0		17.0		31.0				
Max Q Clear Time (g_c+I1), s		4.7		16.2		9.8		17.6				
Green Ext Time (p_c), s		1.1		13.9		0.6		11.0				
Intersection Summary												
HCM 2010 Ctrl Delay				9.7								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2026 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	672	348	67	345	206	207	408	56	313	477	332
Future Volume (veh/h)	315	672	348	67	345	206	207	408	56	313	477	332
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	335	715	370	71	367	219	220	434	60	333	507	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	961	567	205	618	442	298	484	67	360	596	728
Arrive On Green	0.14	0.27	0.27	0.04	0.17	0.17	0.09	0.30	0.30	0.10	0.32	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1602	221	3442	1863	1583
Grp Volume(v), veh/h	335	715	370	71	367	219	220	0	494	333	507	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1824	1721	1863	1583
Q Serve(g_s), s	12.0	15.9	16.8	2.5	8.2	9.9	5.4	0.0	22.3	8.2	21.9	0.0
Cycle Q Clear(g_c), s	12.0	15.9	16.8	2.5	8.2	9.9	5.4	0.0	22.3	8.2	21.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	397	961	567	205	618	442	298	0	550	360	596	728
V/C Ratio(X)	0.84	0.74	0.65	0.35	0.59	0.50	0.74	0.00	0.90	0.92	0.85	0.00
Avail Cap(c_a), veh/h	397	961	567	315	741	497	360	0	573	360	596	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.8	28.6	23.1	22.7	32.7	25.9	38.3	0.0	28.7	38.1	27.3	0.0
Incr Delay (d2), s/veh	15.3	3.2	2.7	1.0	0.9	0.9	6.3	0.0	16.5	29.0	11.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	8.2	7.7	1.2	4.1	4.4	2.8	0.0	13.8	5.4	13.1	0.0
LnGrp Delay(d),s/veh	42.0	31.8	25.8	23.8	33.6	26.8	44.6	0.0	45.3	67.1	38.6	0.0
LnGrp LOS	D	C	C	C	C	C	D		D	E	D	
Approach Vol, veh/h	1420			657			714			840		
Approach Delay, s/veh	32.6			30.2			45.1			49.9		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	29.3	13.4	33.5	18.0	21.0	15.0	31.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	21.0	9.0	27.0	12.0	18.0	9.0	27.0				
Max Q Clear Time (g_c+14), s	14.5	18.8	7.4	23.9	14.0	11.9	10.2	24.3				
Green Ext Time (p_c), s	0.0	1.8	0.1	1.9	0.0	3.1	0.0	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			38.6									
HCM 2010 LOS			D									

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	26	653	9	66	791
Future Vol, veh/h	7	26	653	9	66	791
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	7	27	687	9	69	833
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1663	692	0	0	696	0
Stage 1	692	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	106	442	-	-	900	-
Stage 1	495	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	442	-	-	900	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15	0		0.7		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	393	900	-	
HCM Lane V/C Ratio	-	-	0.088	0.077	-	
HCM Control Delay (s)	-	-	15	9.3	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	21	18	704	785	9
Future Vol, veh/h	17	21	18	704	785	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	19	23	20	774	863	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1677	863	873	0	-	0
Stage 1	863	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	104	353	773	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	353	773	-	-	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.8	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	773	-	295	353	-	-
HCM Lane V/C Ratio	0.026	-	0.063	0.065	-	-
HCM Control Delay (s)	9.8	-	18	15.9	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile O(veh)	0.1	-	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	5	0	0	3	712	5	2	796	5
Future Vol, veh/h	2	0	1	5	0	0	3	712	5	2	796	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	5	0	0	3	782	5	2	875	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1673	1675	878	1673	1675	785	880	0	0	787	0	0
Stage 1	882	882	-	791	791	-	-	-	-	-	-	-
Stage 2	791	793	-	882	884	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	76	95	347	76	95	393	768	-	-	832	-	-
Stage 1	341	364	-	383	401	-	-	-	-	-	-	-
Stage 2	383	400	-	341	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	94	347	75	94	393	768	-	-	832	-	-
Mov Cap-2 Maneuver	198	216	-	197	215	-	-	-	-	-	-	-
Stage 1	340	363	-	381	399	-	-	-	-	-	-	-
Stage 2	382	398	-	339	362	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	20.8		23.8			0			0			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	768	-	-	231	197	832	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.014	0.028	0.003	-	-				
HCM Control Delay (s)	9.7	-	-	20.8	23.8	9.3	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2027 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1208	313	137	969	9	260	2	143	14	11	12
Future Volume (veh/h)	26	1208	313	137	969	9	260	2	143	14	11	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	29	1342	348	152	1077	10	289	2	159	16	12	13
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	280	1558	395	172	1735	16	211	3	212	109	61	66
Arrive On Green	0.13	0.56	0.56	0.07	0.51	0.51	0.09	0.14	0.14	0.03	0.08	0.08
Sat Flow, veh/h	1757	2771	702	1691	3425	32	1774	20	1567	1560	720	780
Grp Volume(v), veh/h	29	837	853	152	530	557	289	0	161	16	0	25
Grp Sat Flow(s),veh/h/ln	1757	1752	1721	1691	1687	1770	1774	0	1586	1560	0	1500
Q Serve(g_s), s	2.8	50.5	54.3	6.9	28.5	28.5	10.9	0.0	12.3	2.2	0.0	2.0
Cycle Q Clear(g_c), s	2.8	50.5	54.3	6.9	28.5	28.5	10.9	0.0	12.3	2.2	0.0	2.0
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	985	967	172	855	897	211	0	214	0	0	127
V/C Ratio(X)	0.00	0.85	0.88	0.88	0.62	0.62	1.37	0.00	0.75	0.00	0.00	0.20
Avail Cap(c_a), veh/h	0	985	967	172	1004	1053	211	0	409	0	0	184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.1	24.0	40.7	22.4	22.4	35.4	0.0	52.5	0.0	0.0	53.7
Incr Delay (d2), s/veh	0.0	7.3	9.7	37.2	1.0	1.0	194.9	0.0	5.2	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.2	28.2	7.0	13.5	14.2	16.8	0.0	5.7	0.0	0.0	0.8
LnGrp Delay(d),s/veh	0.0	30.4	33.7	77.9	23.4	23.4	230.3	0.0	57.7	0.0	0.0	54.4
LnGrp LOS		C	C	E	C	C	F		E			D
Approach Vol, veh/h		1719			1239			450			41	
Approach Delay, s/veh		31.5			30.1			168.5			33.2	
Approach LOS		C			C			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	76.9	17.0	17.2	22.0	69.9	10.7	23.5				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	8.6	60.0	10.9	15.5	75.0	75.0	32.5	32.5				
Max Q Clear Time (g_c+I1), s	8.9	56.3	12.9	4.0	4.8	30.5	4.2	14.3				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.2	0.1	33.3	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay				48.9								
HCM 2010 LOS				D								

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	319	13	19	401
Future Vol, veh/h	18	37	319	13	19	401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	354	14	21	446
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	849	361	0	0	368	0
Stage 1	361	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	331	684	-	-	1191	-
Stage 1	705	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	323	684	-	-	1191	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.2	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	501	1191	-	
HCM Lane V/C Ratio	-	-	0.122	0.018	-	
HCM Control Delay (s)	-	-	13.2	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	25	12	328	404	11
Future Vol, veh/h	6	25	12	328	404	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	28	13	364	449	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	845	455	461	0	-	0
Stage 1	455	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	333	605	1100	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	605	1100	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.4	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1100	-	520	-	-	
HCM Lane V/C Ratio	0.012	-	0.066	-	-	
HCM Control Delay (s)	8.3	0	12.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2027 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1063	149	40	1008	18	74	0	9	0	0	15
Future Volume (veh/h)	63	1063	149	40	1008	18	74	0	9	0	0	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	70	1181	166	44	1120	20	82	0	10	0	0	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	366	1928	270	303	2158	39	285	0	173	150	0	132
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.13	0.00	0.13	0.00	0.00	0.13
Sat Flow, veh/h	487	3088	433	392	3456	62	1212	0	1380	927	0	1049
Grp Volume(v), veh/h	70	668	679	44	557	583	82	0	10	0	0	17
Grp Sat Flow(s),veh/h/ln	487	1752	1768	392	1719	1799	1212	0	1380	927	0	1049
Q Serve(g_s), s	4.5	11.1	11.2	3.7	8.6	8.6	3.1	0.0	0.3	0.0	0.0	0.7
Cycle Q Clear(g_c), s	13.1	11.1	11.2	14.9	8.6	8.6	3.8	0.0	0.3	0.0	0.0	0.7
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	1094	1104	303	1073	1123	285	0	173	150	0	132
V/C Ratio(X)	0.19	0.61	0.61	0.15	0.52	0.52	0.29	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	377	1132	1142	311	1110	1161	562	0	489	362	0	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	5.5	5.5	10.0	5.0	5.0	20.3	0.0	18.5	0.0	0.0	18.7
Incr Delay (d2), s/veh	0.3	0.9	0.9	0.2	0.4	0.4	0.6	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.5	5.6	0.4	4.1	4.3	1.1	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	8.9	6.4	6.4	10.3	5.4	5.4	20.9	0.0	18.6	0.0	0.0	19.1
LnGrp LOS	A	A	A	B	A	A	C		B			B
Approach Vol, veh/h	1417			1184				92		17		
Approach Delay, s/veh	6.5			5.6				20.6		19.1		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	12.0		36.0		12.0		36.0					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0		31.0		17.0		31.0					
Max Q Clear Time (g_c+I1), s	2.7		16.9		5.8		15.1					
Green Ext Time (p_c), s	0.1		12.5		0.2		14.8					
Intersection Summary												
HCM 2010 Ctrl Delay	6.7											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2027 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	358	173	72	654	251	301	363	47	185	392	540
Future Volume (veh/h)	175	358	173	72	654	251	301	363	47	185	392	540
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	188	385	186	77	703	270	324	390	51	199	422	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	293	988	619	336	799	491	391	455	59	280	453	545
Arrive On Green	0.11	0.28	0.28	0.05	0.23	0.23	0.11	0.28	0.28	0.08	0.25	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1614	211	3312	1792	1524
Grp Volume(v), veh/h	188	385	186	77	703	270	324	0	441	199	422	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1825	1656	1792	1524
Q Serve(g_s), s	6.4	7.1	6.5	2.4	15.2	11.2	7.3	0.0	18.1	4.6	18.2	0.0
Cycle Q Clear(g_c), s	6.4	7.1	6.5	2.4	15.2	11.2	7.3	0.0	18.1	4.6	18.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	293	988	619	336	799	491	391	0	514	280	453	545
V/C Ratio(X)	0.64	0.39	0.30	0.23	0.88	0.55	0.83	0.00	0.86	0.71	0.93	0.00
Avail Cap(c_a), veh/h	308	988	619	456	804	494	391	0	514	376	453	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.8	22.8	16.3	18.9	29.6	22.7	34.3	0.0	26.9	35.3	28.9	0.0
Incr Delay (d2), s/veh	4.2	0.3	0.3	0.3	11.0	1.3	13.8	0.0	13.5	4.0	26.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	3.4	2.8	1.2	8.6	5.1	4.2	0.0	11.0	2.3	12.3	0.0
LnGrp Delay(d),s/veh	26.0	23.0	16.6	19.2	40.6	24.0	48.1	0.0	40.5	39.3	55.2	0.0
LnGrp LOS	C	C	B	B	D	C	D		D	D	E	
Approach Vol, veh/h	759			1050			765			621		
Approach Delay, s/veh	22.2			34.8			43.7			50.1		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	28.5	15.0	26.0	14.3	23.9	12.7	28.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.6	18.0	9.0	20.0	9.0	18.0	9.0	20.0				
Max Q Clear Time (g_c+14), s	14.5	9.1	9.3	20.2	8.4	17.2	6.6	20.1				
Green Ext Time (p_c), s	0.1	4.3	0.0	0.0	0.0	0.7	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	36.9											
HCM 2010 LOS	D											

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	60	578	2	13	625
Future Vol, veh/h	7	60	578	2	13	625
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	8	65	628	2	14	679
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1336	629	0	0	630	0
Stage 1	629	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	169	482	-	-	943	-
Stage 1	531	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	166	482	-	-	943	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.1	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	468	943	-	
HCM Lane V/C Ratio	-	-	0.156	0.015	-	
HCM Control Delay (s)	-	-	14.1	8.9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	12	584	636	10
Future Vol, veh/h	8	6	12	584	636	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	9	6	13	628	684	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1338	684	695	0	-	0
Stage 1	684	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	164	438	901	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	438	901	-	-	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.3	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	901	-	364	438	-	-
HCM Lane V/C Ratio	0.014	-	0.024	0.015	-	-
HCM Control Delay (s)	9.1	-	15.1	13.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile O(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↰		↱	↰	
Traffic Vol, veh/h	1	0	5	1	0	2	2	595	2	2	650	0
Future Vol, veh/h	1	0	5	1	0	2	2	595	2	2	650	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	1	0	2	2	626	2	2	684	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1320	1320	684	1322	1319	627	684	0	0	628	0	0
Stage 1	688	688	-	631	631	-	-	-	-	-	-	-
Stage 2	632	632	-	691	688	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	134	157	449	133	157	484	909	-	-	954	-	-
Stage 1	436	447	-	469	474	-	-	-	-	-	-	-
Stage 2	468	474	-	435	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	156	449	131	156	484	909	-	-	954	-	-
Mov Cap-2 Maneuver	265	280	-	263	280	-	-	-	-	-	-	-
Stage 1	435	446	-	468	473	-	-	-	-	-	-	-
Stage 2	465	473	-	429	446	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.1		14.6		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	909	-	-	402	378	954	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.016	0.008	0.002	-	-				
HCM Control Delay (s)	9	-	-	14.1	14.6	8.8	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2027 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	806	362	263	1286	18	549	15	214	12	8	39
Future Volume (veh/h)	31	806	362	263	1286	18	549	15	214	12	8	39
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	34	886	398	289	1413	20	603	16	235	13	9	43
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	266	1112	496	234	1614	23	387	21	307	106	14	66
Arrive On Green	0.12	0.47	0.47	0.10	0.46	0.46	0.19	0.21	0.21	0.03	0.05	0.05
Sat Flow, veh/h	1757	2360	1052	1757	3538	50	1774	102	1497	1707	271	1293
Grp Volume(v), veh/h	34	656	628	289	699	734	603	0	251	13	0	52
Grp Sat Flow(s),veh/h/ln	1757	1752	1659	1757	1752	1836	1774	0	1599	1707	0	1564
Q Serve(g_s), s	3.5	42.0	42.8	13.6	48.0	48.1	24.9	0.0	19.7	1.5	0.0	4.3
Cycle Q Clear(g_c), s	3.5	42.0	42.8	13.6	48.0	48.1	24.9	0.0	19.7	1.5	0.0	4.3
Prop In Lane	1.00		0.63	1.00		0.03	1.00		0.94	1.00		0.83
Lane Grp Cap(c), veh/h	0	826	782	234	800	838	387	0	328	0	0	79
V/C Ratio(X)	0.00	0.79	0.80	1.23	0.87	0.88	1.56	0.00	0.77	0.00	0.00	0.66
Avail Cap(c_a), veh/h	0	826	782	234	805	843	387	0	560	0	0	183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.7	29.9	44.6	32.7	32.7	43.6	0.0	49.8	0.0	0.0	61.9
Incr Delay (d2), s/veh	0.0	5.5	6.2	136.9	10.7	10.3	264.0	0.0	3.7	0.0	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.5	20.9	17.4	25.5	26.7	42.4	0.0	9.1	0.0	0.0	2.1
LnGrp Delay(d),s/veh	0.0	35.2	36.1	181.4	43.4	43.0	307.6	0.0	53.5	0.0	0.0	70.8
LnGrp LOS		D	D	F	D	D	F		D			E
Approach Vol, veh/h		1318			1722			854			65	
Approach Delay, s/veh		34.7			66.4			233.0			56.6	
Approach LOS		C			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	68.6	31.0	13.2	22.0	66.6	10.5	33.7				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	13.6	41.0	24.9	15.5	61.0	61.0	46.5	46.5				
Max Q Clear Time (g_c+I1), s	15.6	44.8	26.9	6.3	5.5	50.1	3.5	21.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	10.5	0.0	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay				91.6								
HCM 2010 LOS				F								

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	431	11	37	550
Future Vol, veh/h	11	23	431	11	37	550
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	459	12	39	585
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1128	465	0	0	471	0
Stage 1	465	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	222	589	-	-	1086	-
Stage 1	624	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	210	589	-	-	1086	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.7	0		0.5		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	372	1086	-
HCM Lane V/C Ratio		-	-	0.097	0.036	-
HCM Control Delay (s)		-	-	15.7	8.4	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile O(veh)		-	-	0.3	0.1	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	13	15	421	529	32
Future Vol, veh/h	20	13	15	421	529	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	14	16	463	581	35
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1094	599	616	0	-	0
Stage 1	599	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	237	502	964	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	232	502	964	-	-	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	964	-	294	-	-	
HCM Lane V/C Ratio	0.017	-	0.123	-	-	
HCM Control Delay (s)	8.8	0	19	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0.1	-	0.4	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2027 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	879	28	9	1283	5	117	1	40	20	0	85
Future Volume (veh/h)	13	879	28	9	1283	5	117	1	40	20	0	85
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	14	977	31	10	1426	6	130	1	44	22	0	94
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	244	2007	64	362	2072	9	315	7	297	359	0	300
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	368	3468	110	551	3579	15	1248	34	1495	1292	0	1509
Grp Volume(v), veh/h	14	494	514	10	698	734	130	0	45	22	0	94
Grp Sat Flow(s),veh/h/ln	368	1752	1825	551	1752	1842	1248	0	1529	1292	0	1509
Q Serve(g_s), s	1.5	8.9	8.9	0.6	15.0	15.0	5.4	0.0	1.3	0.8	0.0	2.9
Cycle Q Clear(g_c), s	16.5	8.9	8.9	9.5	15.0	15.0	8.2	0.0	1.3	2.1	0.0	2.9
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	244	1014	1056	362	1014	1066	315	0	304	359	0	300
V/C Ratio(X)	0.06	0.49	0.49	0.03	0.69	0.69	0.41	0.00	0.15	0.06	0.00	0.31
Avail Cap(c_a), veh/h	250	1041	1084	370	1041	1094	438	0	454	486	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	6.7	6.7	9.4	7.9	7.9	22.0	0.0	17.8	18.7	0.0	18.5
Incr Delay (d2), s/veh	0.1	0.4	0.3	0.0	1.9	1.8	0.9	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.4	4.5	0.1	7.7	8.1	1.9	0.0	0.6	0.3	0.0	1.3
LnGrp Delay(d),s/veh	13.8	7.0	7.0	9.5	9.8	9.7	22.8	0.0	18.1	18.8	0.0	19.0
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h	1022			1442				175		116		
Approach Delay, s/veh	7.1			9.8				21.6		19.0		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.7		37.2		16.7		37.2					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	4.9		17.0		10.2		18.5					
Green Ext Time (p_c), s	1.0		14.2		0.5		11.2					
Intersection Summary												
HCM 2010 Ctrl Delay	9.9											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2027 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	688	358	68	354	211	212	419	58	321	490	341
Future Volume (veh/h)	323	688	358	68	354	211	212	419	58	321	490	341
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	344	732	381	72	377	224	226	446	62	341	521	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	953	565	199	618	458	303	476	66	395	603	731
Arrive On Green	0.14	0.27	0.27	0.04	0.17	0.17	0.09	0.30	0.30	0.11	0.32	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1601	223	3442	1863	1583
Grp Volume(v), veh/h	344	732	381	72	377	224	226	0	508	341	521	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1823	1721	1863	1583
Q Serve(g_s), s	12.0	16.6	17.7	2.5	8.6	10.2	5.6	0.0	23.6	8.5	22.9	0.0
Cycle Q Clear(g_c), s	12.0	16.6	17.7	2.5	8.6	10.2	5.6	0.0	23.6	8.5	22.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	389	953	565	199	618	458	303	0	542	395	603	731
V/C Ratio(X)	0.88	0.77	0.67	0.36	0.61	0.49	0.75	0.00	0.94	0.86	0.86	0.00
Avail Cap(c_a), veh/h	389	953	565	306	731	509	356	0	544	395	603	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.9	29.3	23.7	23.3	33.2	25.6	38.8	0.0	29.8	37.9	27.6	0.0
Incr Delay (d2), s/veh	20.6	3.9	3.1	1.1	1.1	0.8	7.1	0.0	24.1	17.5	12.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	8.6	8.2	1.3	4.3	4.6	3.0	0.0	15.5	5.0	13.8	0.0
LnGrp Delay(d),s/veh	48.5	33.2	26.8	24.4	34.3	26.4	45.8	0.0	53.9	55.4	40.0	0.0
LnGrp LOS	D	C	C	C	C	C	D		D	E	D	
Approach Vol, veh/h	1457			673			734			862		
Approach Delay, s/veh	35.1			30.6			51.4			46.1		
Approach LOS	D			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	29.4	13.7	34.2	18.0	21.2	16.0	31.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.8	21.0	9.0	27.0	12.0	18.0	10.0	26.0				
Max Q Clear Time (g_c+14), s	14.5	19.7	7.6	24.9	14.0	12.2	10.5	25.6				
Green Ext Time (p_c), s	0.0	1.1	0.1	1.4	0.0	3.0	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay	40.1											
HCM 2010 LOS	D											

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	27	670	9	67	812
Future Vol, veh/h	7	27	670	9	67	812
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	7	28	705	9	71	855
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1707	710	0	0	714	0
Stage 1	710	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	100	432	-	-	886	-
Stage 1	485	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	92	432	-	-	886	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.3	0		0.7		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	385	886	-	
HCM Lane V/C Ratio	-	-	0.093	0.08	-	
HCM Control Delay (s)	-	-	15.3	9.4	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	21	18	722	806	9
Future Vol, veh/h	17	21	18	722	806	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	19	23	20	793	886	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1719	886	896	0	-	0
Stage 1	886	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	98	342	757	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	342	757	-	-	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.2	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	757	-	287	342	-	-
HCM Lane V/C Ratio	0.026	-	0.065	0.067	-	-
HCM Control Delay (s)	9.9	-	18.4	16.3	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile O(veh)	0.1	-	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	5	0	0	4	730	5	2	817	5
Future Vol, veh/h	2	0	1	5	0	0	4	730	5	2	817	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	5	0	0	4	802	5	2	898	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1718	1720	901	1718	1720	805	903	0	0	807	0	0
Stage 1	905	905	-	813	813	-	-	-	-	-	-	-
Stage 2	813	815	-	905	907	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	71	89	337	71	89	382	753	-	-	818	-	-
Stage 1	331	355	-	372	392	-	-	-	-	-	-	-
Stage 2	372	391	-	331	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	71	88	337	70	88	382	753	-	-	818	-	-
Mov Cap-2 Maneuver	191	209	-	190	208	-	-	-	-	-	-	-
Stage 1	329	354	-	370	390	-	-	-	-	-	-	-
Stage 2	370	389	-	329	354	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.4		24.5		0.1		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	753	-	-	223	190	818	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.015	0.029	0.003	-	-				
HCM Control Delay (s)	9.8	-	-	21.4	24.5	9.4	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary
101: Garlington Road & Pelham Road

2028 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1239	321	140	993	10	266	2	146	15	11	12
Future Volume (veh/h)	27	1239	321	140	993	10	266	2	146	15	11	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	30	1377	357	156	1103	11	296	2	162	17	12	13
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	276	1564	395	170	1742	17	208	3	214	109	63	69
Arrive On Green	0.13	0.56	0.56	0.07	0.51	0.51	0.09	0.14	0.14	0.03	0.09	0.09
Sat Flow, veh/h	1757	2773	700	1691	3422	34	1774	19	1567	1560	720	780
Grp Volume(v), veh/h	30	857	877	156	544	570	296	0	164	17	0	25
Grp Sat Flow(s),veh/h/ln	1757	1752	1721	1691	1687	1770	1774	0	1586	1560	0	1500
Q Serve(g_s), s	2.9	53.3	58.0	7.4	29.8	29.8	10.9	0.0	12.7	2.3	0.0	2.0
Cycle Q Clear(g_c), s	2.9	53.3	58.0	7.4	29.8	29.8	10.9	0.0	12.7	2.3	0.0	2.0
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	988	970	170	859	901	208	0	217	0	0	132
V/C Ratio(X)	0.00	0.87	0.90	0.92	0.63	0.63	1.43	0.00	0.76	0.00	0.00	0.19
Avail Cap(c_a), veh/h	0	988	970	170	990	1038	208	0	403	0	0	182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.8	24.8	41.8	22.7	22.7	36.3	0.0	53.2	0.0	0.0	54.1
Incr Delay (d2), s/veh	0.0	8.4	11.8	45.8	1.2	1.1	217.3	0.0	5.3	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.0	30.5	7.6	14.2	14.9	18.0	0.0	5.9	0.0	0.0	0.8
LnGrp Delay(d),s/veh	0.0	32.2	36.6	87.6	23.9	23.9	253.6	0.0	58.5	0.0	0.0	54.7
LnGrp LOS		C	D	F	C	C	F		E			D
Approach Vol, veh/h		1764			1270			460			42	
Approach Delay, s/veh		33.8			31.7			184.0			32.6	
Approach LOS		C			C			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	78.1	17.0	17.8	22.0	71.1	10.8	24.0				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	8.6	60.0	10.9	15.5	75.0	75.0	32.5	32.5				
Max Q Clear Time (g_c+I1), s	9.4	60.0	12.9	4.0	4.9	31.8	4.3	14.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	33.2	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			52.6									
HCM 2010 LOS			D									

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	327	13	19	411
Future Vol, veh/h	18	37	327	13	19	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	363	14	21	457
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	869	370	0	0	377	0
Stage 1	370	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	322	676	-	-	1181	-
Stage 1	699	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	676	-	-	1181	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.4	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	491	1181	-	
HCM Lane V/C Ratio	-	-	0.124	0.018	-	
HCM Control Delay (s)	-	-	13.4	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	25	12	336	414	11
Future Vol, veh/h	6	25	12	336	414	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	28	13	373	460	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	865	466	472	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	324	597	1090	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	319	597	1090	-	-	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.6	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1090	-	511	-	-	
HCM Lane V/C Ratio	0.012	-	0.067	-	-	
HCM Control Delay (s)	8.3	0	12.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2028 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1090	152	41	1033	18	76	0	10	0	0	16
Future Volume (veh/h)	64	1090	152	41	1033	18	76	0	10	0	0	16
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	71	1211	169	46	1148	20	84	0	11	0	0	18
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	356	1928	268	293	2156	38	286	0	177	149	0	134
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.13	0.00	0.13	0.00	0.00	0.13
Sat Flow, veh/h	474	3092	430	380	3458	60	1211	0	1380	926	0	1049
Grp Volume(v), veh/h	71	684	696	46	571	597	84	0	11	0	0	18
Grp Sat Flow(s),veh/h/ln	474	1752	1769	380	1719	1799	1211	0	1380	926	0	1049
Q Serve(g_s), s	4.8	11.7	11.8	4.1	9.0	9.0	3.2	0.0	0.3	0.0	0.0	0.7
Cycle Q Clear(g_c), s	13.8	11.7	11.8	15.9	9.0	9.0	3.9	0.0	0.3	0.0	0.0	0.7
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1093	1103	293	1072	1122	286	0	177	149	0	134
V/C Ratio(X)	0.20	0.63	0.63	0.16	0.53	0.53	0.29	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	364	1124	1134	300	1103	1154	556	0	485	356	0	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	5.6	5.6	10.6	5.1	5.1	20.4	0.0	18.5	0.0	0.0	18.7
Incr Delay (d2), s/veh	0.3	1.1	1.1	0.2	0.5	0.4	0.6	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.8	5.9	0.4	4.3	4.5	1.1	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	9.3	6.7	6.7	10.8	5.6	5.6	21.0	0.0	18.7	0.0	0.0	19.1
LnGrp LOS	A	A	A	B	A	A	C		B			B
Approach Vol, veh/h	1451			1214				95		18		
Approach Delay, s/veh	6.8			5.8				20.7		19.1		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	12.2		36.1		12.2		36.1					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0		31.0		17.0		31.0					
Max Q Clear Time (g_c+I1), s	2.7		17.9		5.9		15.8					
Green Ext Time (p_c), s	0.1		11.8		0.3		14.3					
Intersection Summary												
HCM 2010 Ctrl Delay	6.9											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2028 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	367	178	74	670	258	309	373	48	190	402	554
Future Volume (veh/h)	179	367	178	74	670	258	309	373	48	190	402	554
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	192	395	191	80	720	277	332	401	52	204	432	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	294	1057	635	343	875	524	358	465	60	278	480	566
Arrive On Green	0.10	0.30	0.30	0.05	0.25	0.25	0.10	0.29	0.29	0.08	0.27	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1616	210	3312	1792	1524
Grp Volume(v), veh/h	192	395	191	80	720	277	332	0	453	204	432	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1826	1656	1792	1524
Q Serve(g_s), s	7.0	7.7	7.2	2.7	16.6	12.3	8.3	0.0	20.3	5.2	20.1	0.0
Cycle Q Clear(g_c), s	7.0	7.7	7.2	2.7	16.6	12.3	8.3	0.0	20.3	5.2	20.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	294	1057	635	343	875	524	358	0	525	278	480	566
V/C Ratio(X)	0.65	0.37	0.30	0.23	0.82	0.53	0.93	0.00	0.86	0.73	0.90	0.00
Avail Cap(c_a), veh/h	335	1057	635	446	900	536	358	0	525	344	497	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.7	23.6	17.3	19.5	30.8	23.5	38.4	0.0	29.2	38.7	30.6	0.0
Incr Delay (d2), s/veh	3.7	0.2	0.3	0.3	6.1	0.9	29.8	0.0	13.8	6.1	19.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	3.7	3.1	1.3	8.8	5.5	5.4	0.0	12.2	2.6	12.5	0.0
LnGrp Delay(d),s/veh	26.5	23.8	17.5	19.8	36.9	24.4	68.2	0.0	43.0	44.8	49.6	0.0
LnGrp LOS	C	C	B	B	D	C	E		D	D	D	
Approach Vol, veh/h	778				1077				785		636	
Approach Delay, s/veh	22.9				32.4				53.7		48.0	
Approach LOS	C				C				D		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	32.4	15.0	29.2	15.0	27.4	13.3	30.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	24.0	24.0	9.0	24.0	11.0	22.0	9.0	24.0				
Max Q Clear Time (g_c+14), s	9.7	9.7	10.3	22.1	9.0	18.6	7.2	22.3				
Green Ext Time (p_c), s	0.1	6.2	0.0	1.0	0.1	2.8	0.1	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			38.3									
HCM 2010 LOS			D									

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	62	593	2	13	641
Future Vol, veh/h	7	62	593	2	13	641
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	8	67	645	2	14	697
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1371	646	0	0	647	0
Stage 1	646	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	161	472	-	-	929	-
Stage 1	522	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	159	472	-	-	929	-
Mov Cap-2 Maneuver	363	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.4	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	458	929	-	
HCM Lane V/C Ratio	-	-	0.164	0.015	-	
HCM Control Delay (s)	-	-	14.4	8.9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	12	599	652	10
Future Vol, veh/h	8	6	12	599	652	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	9	6	13	644	701	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1371	701	712	0	-	0
Stage 1	701	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	156	429	888	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	429	888	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.6	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	888	-	356	429	-	-
HCM Lane V/C Ratio	0.015	-	0.024	0.015	-	-
HCM Control Delay (s)	9.1	-	15.4	13.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile O(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	1	0	5	1	0	2	2	610	2	2	667	0
Future Vol, veh/h	1	0	5	1	0	2	2	610	2	2	667	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	1	0	2	2	642	2	2	702	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1354	1354	702	1356	1353	643	702	0	0	644	0	0
Stage 1	706	706	-	647	647	-	-	-	-	-	-	-
Stage 2	648	648	-	709	706	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	127	150	438	126	150	473	895	-	-	941	-	-
Stage 1	427	439	-	460	467	-	-	-	-	-	-	-
Stage 2	459	466	-	425	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	149	438	124	149	473	895	-	-	941	-	-
Mov Cap-2 Maneuver	258	273	-	256	273	-	-	-	-	-	-	-
Stage 1	426	438	-	459	466	-	-	-	-	-	-	-
Stage 2	456	465	-	419	438	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.3		14.8		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	895	-	-	392	369	941	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.016	0.009	0.002	-	-				
HCM Control Delay (s)	9	-	-	14.3	14.8	8.8	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2028 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	826	370	270	1319	18	558	16	217	12	8	40
Future Volume (veh/h)	31	826	370	270	1319	18	558	16	217	12	8	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	34	908	407	297	1449	20	613	18	238	13	9	44
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	263	1137	505	218	1625	22	369	23	307	104	16	79
Arrive On Green	0.12	0.48	0.48	0.09	0.46	0.46	0.18	0.21	0.21	0.03	0.06	0.06
Sat Flow, veh/h	1757	2363	1049	1757	3540	49	1774	113	1488	1707	265	1298
Grp Volume(v), veh/h	34	671	644	297	717	752	613	0	256	13	0	53
Grp Sat Flow(s),veh/h/ln	1757	1752	1659	1757	1752	1836	1774	0	1600	1707	0	1563
Q Serve(g_s), s	3.5	43.3	44.2	12.6	50.3	50.4	23.9	0.0	20.3	1.5	0.0	4.4
Cycle Q Clear(g_c), s	3.5	43.3	44.2	12.6	50.3	50.4	23.9	0.0	20.3	1.5	0.0	4.4
Prop In Lane	1.00		0.63	1.00		0.03	1.00		0.93	1.00		0.83
Lane Grp Cap(c), veh/h	0	844	799	218	805	843	369	0	330	0	0	95
V/C Ratio(X)	0.00	0.80	0.81	1.36	0.89	0.89	1.66	0.00	0.78	0.00	0.00	0.56
Avail Cap(c_a), veh/h	0	844	799	218	808	847	369	0	542	0	0	180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	29.5	44.7	33.3	33.3	44.1	0.0	50.4	0.0	0.0	61.3
Incr Delay (d2), s/veh	0.0	5.5	6.2	189.1	12.2	11.8	309.4	0.0	3.9	0.0	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.2	21.6	19.5	27.0	28.3	45.3	0.0	9.3	0.0	0.0	2.0
LnGrp Delay(d),s/veh	0.0	34.8	35.7	233.8	45.5	45.2	353.5	0.0	54.4	0.0	0.0	66.3
LnGrp LOS		C	D	F	D	D	F		D			E
Approach Vol, veh/h		1349			1766			869			66	
Approach Delay, s/veh		34.4			77.0			265.4			53.2	
Approach LOS		C			E			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	70.7	30.0	14.7	22.0	67.7	10.5	34.2				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	12.6	43.0	23.9	15.5	62.0	62.0	45.5	45.5				
Max Q Clear Time (g_c+I1), s	14.6	46.2	25.9	6.4	5.5	52.4	3.5	22.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	9.3	0.0	5.4				
Intersection Summary												
HCM 2010 Ctrl Delay				102.8								
HCM 2010 LOS				F								

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	441	11	37	562
Future Vol, veh/h	11	23	441	11	37	562
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	469	12	39	598
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1151	475	0	0	481	0
Stage 1	475	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	215	582	-	-	1076	-
Stage 1	617	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	582	-	-	1076	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16	0		0.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	363	1076	-	
HCM Lane V/C Ratio	-	-	0.1	0.037	-	
HCM Control Delay (s)	-	-	16	8.5	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile O(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	13	16	431	540	33
Future Vol, veh/h	21	13	16	431	540	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	14	18	474	593	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1121	611	629	0	-	0
Stage 1	611	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	228	494	953	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	494	953	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.8	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	953	-	281	-	-	
HCM Lane V/C Ratio	0.018	-	0.133	-	-	
HCM Control Delay (s)	8.8	0	19.8	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0.1	-	0.5	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2028 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	901	29	10	1315	5	120	1	41	21	0	87
Future Volume (veh/h)	13	901	29	10	1315	5	120	1	41	21	0	87
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	14	1001	32	11	1461	6	133	1	46	23	0	97
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	234	1999	64	351	2065	8	316	7	303	361	0	306
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	356	3467	111	539	3580	15	1244	33	1496	1290	0	1509
Grp Volume(v), veh/h	14	506	527	11	715	752	133	0	47	23	0	97
Grp Sat Flow(s),veh/h/ln	356	1752	1825	539	1752	1842	1244	0	1528	1290	0	1509
Q Serve(g_s), s	1.6	9.3	9.3	0.7	15.9	15.9	5.5	0.0	1.4	0.8	0.0	3.0
Cycle Q Clear(g_c), s	17.5	9.3	9.3	10.0	15.9	15.9	8.5	0.0	1.4	2.2	0.0	3.0
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	234	1011	1053	351	1011	1062	316	0	309	361	0	306
V/C Ratio(X)	0.06	0.50	0.50	0.03	0.71	0.71	0.42	0.00	0.15	0.06	0.00	0.32
Avail Cap(c_a), veh/h	238	1032	1075	357	1032	1085	431	0	450	480	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	6.8	6.8	9.8	8.2	8.2	22.1	0.0	17.8	18.7	0.0	18.5
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.0	2.2	2.1	0.9	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.6	4.8	0.1	8.2	8.6	2.0	0.0	0.6	0.3	0.0	1.3
LnGrp Delay(d),s/veh	14.6	7.2	7.2	9.9	10.4	10.3	23.0	0.0	18.1	18.8	0.0	19.1
LnGrp LOS	B	A	A	A	B	B	C		B	B		B
Approach Vol, veh/h	1047				1478				180		120	
Approach Delay, s/veh	7.3				10.4				21.7		19.0	
Approach LOS	A				B				C		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	17.0		37.3		17.0		37.3					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	5.0		17.9		10.5		19.5					
Green Ext Time (p_c), s	1.1		13.5		0.5		10.6					
Intersection Summary												
HCM 2010 Ctrl Delay	10.3											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2028 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	704	367	70	363	217	218	430	59	329	502	350
Future Volume (veh/h)	332	704	367	70	363	217	218	430	59	329	502	350
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	353	749	390	74	386	231	232	457	63	350	534	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	955	569	197	627	461	308	476	66	393	600	727
Arrive On Green	0.14	0.27	0.27	0.04	0.18	0.18	0.09	0.30	0.30	0.11	0.32	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1603	221	3442	1863	1583
Grp Volume(v), veh/h	353	749	390	74	386	231	232	0	520	350	534	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1824	1721	1863	1583
Q Serve(g_s), s	12.0	17.2	18.3	2.6	8.8	10.6	5.8	0.0	24.5	8.8	23.8	0.0
Cycle Q Clear(g_c), s	12.0	17.2	18.3	2.6	8.8	10.6	5.8	0.0	24.5	8.8	23.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	387	955	569	197	627	461	308	0	542	393	600	727
V/C Ratio(X)	0.91	0.78	0.69	0.37	0.62	0.50	0.75	0.00	0.96	0.89	0.89	0.00
Avail Cap(c_a), veh/h	387	955	569	301	728	507	354	0	542	393	600	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.4	29.6	23.8	23.4	33.2	25.7	38.9	0.0	30.2	38.2	28.2	0.0
Incr Delay (d2), s/veh	25.4	4.3	3.4	1.2	1.2	0.8	7.7	0.0	28.7	21.4	15.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	8.9	8.5	1.3	4.4	4.7	3.1	0.0	16.6	5.3	14.7	0.0
LnGrp Delay(d),s/veh	53.8	33.9	27.2	24.6	34.5	26.6	46.5	0.0	58.9	59.6	43.6	0.0
LnGrp LOS	D	C	C	C	C	C	D		E	E	D	
Approach Vol, veh/h	1492			691			752			884		
Approach Delay, s/veh	36.9			30.8			55.1			49.9		
Approach LOS	D			C			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	29.6	13.8	34.2	18.0	21.5	16.0	32.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	21.0	9.0	27.0	12.0	18.0	10.0	26.0				
Max Q Clear Time (g_c+14), s	14.6	20.3	7.8	25.8	14.0	12.6	10.8	26.5				
Green Ext Time (p_c), s	0.0	0.6	0.1	0.8	0.0	2.9	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			42.4									
HCM 2010 LOS			D									

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	28	687	10	69	832
Future Vol, veh/h	7	28	687	10	69	832
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	7	29	723	11	73	876
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1751	729	0	0	734	0
Stage 1	729	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	94	421	-	-	871	-
Stage 1	476	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	86	421	-	-	871	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.6	0		0.7		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	375	871	-	
HCM Lane V/C Ratio	-	-	0.098	0.083	-	
HCM Control Delay (s)	-	-	15.6	9.5	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	21	18	741	826	9
Future Vol, veh/h	17	21	18	741	826	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	19	23	20	814	908	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1762	908	918	0	-	0
Stage 1	908	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	92	332	743	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	90	332	743	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.6	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	743	-	280	332	-	-
HCM Lane V/C Ratio	0.027	-	0.067	0.07	-	-
HCM Control Delay (s)	10	-	18.8	16.7	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile O(veh)	0.1	-	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	5	0	0	4	749	5	2	837	5
Future Vol, veh/h	2	0	1	5	0	0	4	749	5	2	837	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	5	0	0	4	823	5	2	920	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1761	1763	923	1761	1763	826	925	0	0	828	0	0
Stage 1	927	927	-	834	834	-	-	-	-	-	-	-
Stage 2	834	836	-	927	929	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	66	84	327	66	84	372	739	-	-	803	-	-
Stage 1	322	347	-	362	383	-	-	-	-	-	-	-
Stage 2	362	382	-	322	346	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	83	327	65	83	372	739	-	-	803	-	-
Mov Cap-2 Maneuver	184	203	-	183	202	-	-	-	-	-	-	-
Stage 1	320	346	-	360	381	-	-	-	-	-	-	-
Stage 2	360	380	-	320	345	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	22		25.3		0.1		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	739	-	-	215	183	803	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.015	0.03	0.003	-	-				
HCM Control Delay (s)	9.9	-	-	22	25.3	9.5	-	-				
HCM Lane LOS	A	-	-	C	D	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2029 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1270	329	144	1018	10	273	2	150	15	11	12
Future Volume (veh/h)	27	1270	329	144	1018	10	273	2	150	15	11	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	30	1411	366	160	1131	11	303	2	167	17	12	13
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	272	1568	395	168	1750	17	205	3	218	107	66	72
Arrive On Green	0.12	0.57	0.57	0.07	0.51	0.51	0.08	0.14	0.14	0.03	0.09	0.09
Sat Flow, veh/h	1757	2775	699	1691	3423	33	1774	19	1567	1560	720	780
Grp Volume(v), veh/h	30	876	901	160	557	585	303	0	169	17	0	25
Grp Sat Flow(s),veh/h/ln	1757	1752	1721	1691	1687	1770	1774	0	1586	1560	0	1500
Q Serve(g_s), s	2.9	56.3	62.0	7.9	31.3	31.3	10.9	0.0	13.3	2.3	0.0	2.0
Cycle Q Clear(g_c), s	2.9	56.3	62.0	7.9	31.3	31.3	10.9	0.0	13.3	2.3	0.0	2.0
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	990	973	168	862	905	205	0	221	0	0	138
V/C Ratio(X)	0.00	0.88	0.93	0.95	0.65	0.65	1.48	0.00	0.76	0.00	0.00	0.18
Avail Cap(c_a), veh/h	0	990	973	168	976	1024	205	0	398	0	0	179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.5	25.7	42.9	23.1	23.1	37.2	0.0	53.7	0.0	0.0	54.4
Incr Delay (d2), s/veh	0.0	9.7	14.5	55.8	1.4	1.3	240.5	0.0	5.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.7	33.2	8.3	14.9	15.6	19.1	0.0	6.2	0.0	0.0	0.9
LnGrp Delay(d),s/veh	0.0	34.2	40.2	98.7	24.5	24.5	277.6	0.0	59.2	0.0	0.0	55.0
LnGrp LOS		C	D	F	C	C	F		E			E
Approach Vol, veh/h		1807			1302			472			42	
Approach Delay, s/veh		36.6			33.6			199.4			32.7	
Approach LOS		D			C			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	79.3	17.0	18.4	22.0	72.3	10.8	24.6				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	8.6	60.0	10.9	15.5	75.0	75.0	32.5	32.5				
Max Q Clear Time (g_c+I1), s	9.9	64.0	12.9	4.0	4.9	33.3	4.3	15.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	33.0	0.0	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			56.7									
HCM 2010 LOS			E									

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2029 No Build Conditions
AM Peak Hour

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	335	13	19	422
Future Vol, veh/h	18	37	335	13	19	422
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	372	14	21	469

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	890	379	0
Stage 1	379	-	-
Stage 2	511	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	313	668	-
Stage 1	692	-	-
Stage 2	602	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	305	668	-
Mov Cap-2 Maneuver	305	-	-
Stage 1	692	-	-
Stage 2	588	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	481	1172
HCM Lane V/C Ratio	-	-	0.127	0.018
HCM Control Delay (s)	-	-	13.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	26	12	345	424	11
Future Vol, veh/h	6	26	12	345	424	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	29	13	383	471	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	886	477	483	0	-	0
Stage 1	477	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	315	588	1080	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	310	588	1080	-	-	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.7	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1080	-	503	-	-	
HCM Lane V/C Ratio	0.012	-	0.071	-	-	
HCM Control Delay (s)	8.4	0	12.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2029 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1117	156	42	1059	19	78	0	10	0	0	16
Future Volume (veh/h)	66	1117	156	42	1059	19	78	0	10	0	0	16
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	73	1241	173	47	1177	21	87	0	11	0	0	18
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	345	1927	267	283	2153	38	287	0	180	148	0	137
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.13	0.00	0.13	0.00	0.00	0.13
Sat Flow, veh/h	461	3092	429	368	3456	62	1211	0	1380	926	0	1049
Grp Volume(v), veh/h	73	701	713	47	585	613	87	0	11	0	0	18
Grp Sat Flow(s),veh/h/ln	461	1752	1769	368	1719	1799	1211	0	1380	926	0	1049
Q Serve(g_s), s	5.2	12.2	12.4	4.5	9.5	9.5	3.3	0.0	0.3	0.0	0.0	0.7
Cycle Q Clear(g_c), s	14.7	12.2	12.4	16.9	9.5	9.5	4.1	0.0	0.3	0.0	0.0	0.7
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	1092	1102	283	1071	1121	287	0	180	148	0	137
V/C Ratio(X)	0.21	0.64	0.65	0.17	0.55	0.55	0.30	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	352	1117	1127	289	1095	1146	553	0	482	351	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	5.8	5.8	11.1	5.2	5.2	20.5	0.0	18.5	0.0	0.0	18.7
Incr Delay (d2), s/veh	0.3	1.2	1.3	0.3	0.5	0.5	0.6	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.0	6.3	0.5	4.6	4.8	1.2	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	9.7	7.0	7.1	11.4	5.8	5.8	21.1	0.0	18.7	0.0	0.0	19.2
LnGrp LOS	A	A	A	B	A	A	C		B			B
Approach Vol, veh/h	1487			1245				98		18		
Approach Delay, s/veh	7.1			6.0				20.8		19.2		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	12.3		36.3		12.3		36.3					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0		31.0		17.0		31.0					
Max Q Clear Time (g_c+I1), s	2.7		18.9		6.1		16.7					
Green Ext Time (p_c), s	0.1		11.0		0.3		13.6					
Intersection Summary												
HCM 2010 Ctrl Delay	7.2											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2029 No Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	376	182	76	687	264	316	382	50	195	412	568
Future Volume (veh/h)	184	376	182	76	687	264	316	382	50	195	412	568
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	198	404	196	82	739	284	340	411	54	210	443	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	293	1061	634	341	873	526	354	463	61	283	483	572
Arrive On Green	0.11	0.31	0.31	0.05	0.25	0.25	0.10	0.29	0.29	0.09	0.27	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1613	212	3312	1792	1524
Grp Volume(v), veh/h	198	404	196	82	739	284	340	0	465	210	443	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1825	1656	1792	1524
Q Serve(g_s), s	7.3	8.0	7.5	2.7	17.4	12.8	8.6	0.0	21.3	5.4	21.0	0.0
Cycle Q Clear(g_c), s	7.3	8.0	7.5	2.7	17.4	12.8	8.6	0.0	21.3	5.4	21.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	293	1061	634	341	873	526	354	0	524	283	483	572
V/C Ratio(X)	0.68	0.38	0.31	0.24	0.85	0.54	0.96	0.00	0.89	0.74	0.92	0.00
Avail Cap(c_a), veh/h	327	1061	634	440	891	534	354	0	524	341	492	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	23.8	17.5	19.6	31.3	23.7	39.0	0.0	29.8	39.0	31.0	0.0
Incr Delay (d2), s/veh	4.7	0.2	0.3	0.4	7.5	1.1	37.1	0.0	16.8	6.8	21.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	3.8	3.2	1.4	9.4	5.7	5.9	0.0	13.2	2.7	13.3	0.0
LnGrp Delay(d),s/veh	27.8	24.1	17.8	19.9	38.8	24.8	76.1	0.0	46.7	45.9	52.9	0.0
LnGrp LOS	C	C	B	B	D	C	E		D	D	D	
Approach Vol, veh/h	798			1105			805			653		
Approach Delay, s/veh	23.4			33.8			59.1			50.6		
Approach LOS	C			C			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.1	32.7	15.0	29.6	15.3	27.6	13.5	31.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	24.0	24.0	9.0	24.0	11.0	22.0	9.0	24.0				
Max Q Clear Time (g_c+14), s	10.0	10.0	10.6	23.0	9.3	19.4	7.4	23.3				
Green Ext Time (p_c), s	0.1	6.2	0.0	0.6	0.1	2.2	0.1	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay	40.7											
HCM 2010 LOS	D											

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	63	608	2	14	657
Future Vol, veh/h	7	63	608	2	14	657
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	8	68	661	2	15	714
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1406	662	0	0	663	0
Stage 1	662	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	153	462	-	-	916	-
Stage 1	513	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	462	-	-	916	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.7	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	448	916	-	
HCM Lane V/C Ratio	-	-	0.17	0.017	-	
HCM Control Delay (s)	-	-	14.7	9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	12	614	668	10
Future Vol, veh/h	8	6	12	614	668	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	9	6	13	660	718	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1404	718	729	0	-	0
Stage 1	718	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	149	419	875	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	419	875	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.8	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	875	-	348	419	-	-
HCM Lane V/C Ratio	0.015	-	0.025	0.015	-	-
HCM Control Delay (s)	9.2	-	15.6	13.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile O(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↰		↱	↰	
Traffic Vol, veh/h	1	0	5	1	0	2	2	625	2	2	683	0
Future Vol, veh/h	1	0	5	1	0	2	2	625	2	2	683	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	1	0	2	2	658	2	2	719	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1387	1387	719	1389	1386	659	719	0	0	660	0	0
Stage 1	723	723	-	663	663	-	-	-	-	-	-	-
Stage 2	664	664	-	726	723	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	120	143	428	120	143	464	882	-	-	928	-	-
Stage 1	417	431	-	450	459	-	-	-	-	-	-	-
Stage 2	450	458	-	416	431	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	142	428	118	142	464	882	-	-	928	-	-
Mov Cap-2 Maneuver	250	267	-	249	267	-	-	-	-	-	-	-
Stage 1	416	430	-	449	458	-	-	-	-	-	-	-
Stage 2	447	457	-	410	430	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	14.6		15.1			0			0			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	882	-	-	383	360	928	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.016	0.009	0.002	-	-				
HCM Control Delay (s)	9.1	-	-	14.6	15.1	8.9	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0.1	0	0	-	-				

HCM 2010 Signalized Intersection Summary
101: Garlington Road & Pelham Road

2029 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	847	378	276	1352	19	567	16	221	12	9	41
Future Volume (veh/h)	32	847	378	276	1352	19	567	16	221	12	9	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	35	931	415	303	1486	21	623	18	243	13	10	45
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	261	1137	501	217	1620	23	367	23	312	104	18	83
Arrive On Green	0.12	0.48	0.48	0.09	0.46	0.46	0.18	0.21	0.21	0.03	0.06	0.06
Sat Flow, veh/h	1757	2368	1044	1757	3538	50	1774	110	1490	1707	285	1282
Grp Volume(v), veh/h	35	686	660	303	735	772	623	0	261	13	0	55
Grp Sat Flow(s),veh/h/ln	1757	1752	1660	1757	1752	1836	1774	0	1600	1707	0	1566
Q Serve(g_s), s	3.6	45.2	46.3	12.6	53.0	53.1	23.9	0.0	20.8	1.5	0.0	4.6
Cycle Q Clear(g_c), s	3.6	45.2	46.3	12.6	53.0	53.1	23.9	0.0	20.8	1.5	0.0	4.6
Prop In Lane	1.00		0.63	1.00		0.03	1.00		0.93	1.00		0.82
Lane Grp Cap(c), veh/h	0	841	797	217	802	840	367	0	335	0	0	102
V/C Ratio(X)	0.00	0.82	0.83	1.40	0.92	0.92	1.70	0.00	0.78	0.00	0.00	0.54
Avail Cap(c_a), veh/h	0	841	797	217	804	842	367	0	539	0	0	180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.0	30.3	44.9	34.2	34.3	44.3	0.0	50.5	0.0	0.0	61.2
Incr Delay (d2), s/veh	0.0	6.4	7.4	203.6	15.3	15.0	325.2	0.0	4.0	0.0	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.2	22.7	20.4	29.0	30.3	46.8	0.0	9.6	0.0	0.0	2.1
LnGrp Delay(d),s/veh	0.0	36.4	37.7	248.4	49.6	49.2	369.6	0.0	54.4	0.0	0.0	65.7
LnGrp LOS		D	D	F	D	D	F		D			E
Approach Vol, veh/h		1381			1810			884			68	
Approach Delay, s/veh		36.1			82.7			276.5			53.1	
Approach LOS		D			F			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	70.9	30.0	15.3	22.0	67.9	10.5	34.8				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	12.6	43.0	23.9	15.5	62.0	62.0	45.5	45.5				
Max Q Clear Time (g_c+I1), s	14.6	48.3	25.9	6.6	5.6	55.1	3.5	22.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	6.7	0.0	5.4				
Intersection Summary												
HCM 2010 Ctrl Delay				108.0								
HCM 2010 LOS				F								

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	452	11	37	574
Future Vol, veh/h	11	23	452	11	37	574
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	481	12	39	611
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1176	487	0	0	493	0
Stage 1	487	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	208	572	-	-	1065	-
Stage 1	610	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	197	572	-	-	1065	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	16.3		0		0.5	
HCM LOS	C					
Minor Lane/Major Mvmt			NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)			-	- 354	1065	-
HCM Lane V/C Ratio			-	- 0.102	0.037	-
HCM Control Delay (s)			-	- 16.3	8.5	0
HCM Lane LOS			-	- C	A	A
HCM 95th %tile O(veh)			-	- 0.3	0.1	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	14	16	442	552	33
Future Vol, veh/h	21	14	16	442	552	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	15	18	486	607	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1147	625	643	0	-	0
Stage 1	625	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	220	485	942	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	485	942	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.1	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	942	-	276	-	-	
HCM Lane V/C Ratio	0.019	-	0.139	-	-	
HCM Control Delay (s)	8.9	0	20.1	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0.1	-	0.5	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2029 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	924	30	10	1348	5	123	1	42	21	0	89
Future Volume (veh/h)	14	924	30	10	1348	5	123	1	42	21	0	89
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	16	1027	33	11	1498	6	137	1	47	23	0	99
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	224	1992	64	339	2058	8	318	7	309	364	0	311
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.21	0.21	0.21	0.21	0.00	0.21
Sat Flow, veh/h	344	3466	111	525	3580	14	1242	32	1497	1289	0	1509
Grp Volume(v), veh/h	16	519	541	11	733	771	137	0	48	23	0	99
Grp Sat Flow(s),veh/h/ln	344	1752	1825	525	1752	1842	1242	0	1528	1289	0	1509
Q Serve(g_s), s	2.0	9.8	9.8	0.7	16.8	16.8	5.8	0.0	1.4	0.8	0.0	3.1
Cycle Q Clear(g_c), s	18.7	9.8	9.8	10.5	16.8	16.8	8.8	0.0	1.4	2.2	0.0	3.1
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	224	1007	1049	339	1007	1059	318	0	315	364	0	311
V/C Ratio(X)	0.07	0.52	0.52	0.03	0.73	0.73	0.43	0.00	0.15	0.06	0.00	0.32
Avail Cap(c_a), veh/h	227	1024	1066	344	1024	1076	425	0	446	475	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	7.0	7.0	10.2	8.5	8.5	22.2	0.0	17.8	18.7	0.0	18.5
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.0	2.6	2.5	0.9	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.7	4.9	0.1	8.7	9.1	2.1	0.0	0.6	0.3	0.0	1.3
LnGrp Delay(d),s/veh	15.5	7.5	7.5	10.3	11.1	11.0	23.1	0.0	18.0	18.8	0.0	19.0
LnGrp LOS	B	A	A	B	B	B	C		B	B		B
Approach Vol, veh/h	1076			1515			185			122		
Approach Delay, s/veh	7.6			11.0			21.8			19.0		
Approach LOS	A			B			C			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	17.3			37.5			17.3			37.5		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	16.0			32.0			16.0			32.0		
Max Q Clear Time (g_c+I1), s	5.1			18.8			10.8			20.7		
Green Ext Time (p_c), s	1.1			12.7			0.5			9.8		
Intersection Summary												
HCM 2010 Ctrl Delay	10.8											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2029 No Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	719	376	72	371	222	223	440	61	337	515	358
Future Volume (veh/h)	340	719	376	72	371	222	223	440	61	337	515	358
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	362	765	400	77	395	236	237	468	65	359	548	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	955	571	197	633	464	313	475	66	392	595	723
Arrive On Green	0.14	0.27	0.27	0.05	0.18	0.18	0.09	0.30	0.30	0.11	0.32	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1601	222	3442	1863	1583
Grp Volume(v), veh/h	362	765	400	77	395	236	237	0	533	359	548	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1824	1721	1863	1583
Q Serve(g_s), s	12.0	17.7	19.0	2.7	9.0	10.9	5.9	0.0	25.5	9.0	24.9	0.0
Cycle Q Clear(g_c), s	12.0	17.7	19.0	2.7	9.0	10.9	5.9	0.0	25.5	9.0	24.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	385	955	571	197	633	464	313	0	541	392	595	723
V/C Ratio(X)	0.94	0.80	0.70	0.39	0.62	0.51	0.76	0.00	0.99	0.91	0.92	0.00
Avail Cap(c_a), veh/h	385	955	571	297	726	506	353	0	541	392	595	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.7	29.8	24.0	23.6	33.3	25.8	38.9	0.0	30.7	38.4	28.8	0.0
Incr Delay (d2), s/veh	31.0	5.0	3.8	1.3	1.3	0.9	8.1	0.0	35.0	25.6	19.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	9.3	8.8	1.4	4.5	4.8	3.2	0.0	18.0	5.7	16.0	0.0
LnGrp Delay(d),s/veh	59.8	34.8	27.8	24.8	34.6	26.6	47.1	0.0	65.6	64.0	48.5	0.0
LnGrp LOS	E	C	C	C	C	C	D		E	E	D	
Approach Vol, veh/h	1527				708				770		907	
Approach Delay, s/veh	38.9				30.9				59.9		54.6	
Approach LOS	D				C				E		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	29.7	14.0	34.0	18.0	21.7	16.0	32.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	21.0	9.0	27.0	12.0	18.0	10.0	26.0				
Max Q Clear Time (g_c+14), s	14.5	21.0	7.9	26.9	14.0	12.9	11.0	27.5				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.1	0.0	2.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			45.2									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	29	704	10	71	853
Future Vol, veh/h	7	29	704	10	71	853
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	7	31	741	11	75	898

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1795	747	0
Stage 1	747	-	-
Stage 2	1048	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	88	411	-
Stage 1	466	-	-
Stage 2	336	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	80	411	-
Mov Cap-2 Maneuver	253	-	-
Stage 1	466	-	-
Stage 2	307	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	366	858
HCM Lane V/C Ratio	-	-	0.104	0.087
HCM Control Delay (s)	-	-	16	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	21	18	759	847	9
Future Vol, veh/h	17	21	18	759	847	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	19	23	20	834	931	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1805	931	941	0	-	0
Stage 1	931	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	87	322	729	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	322	729	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	729	-	272	322	-	-
HCM Lane V/C Ratio	0.027	-	0.069	0.072	-	-
HCM Control Delay (s)	10.1	-	19.2	17	-	-
HCM Lane LOS	B	-	C	C	-	-
HCM 95th %tile O(veh)	0.1	-	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	5	0	0	4	768	5	2	858	5
Future Vol, veh/h	2	0	1	5	0	0	4	768	5	2	858	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	5	0	0	4	844	5	2	943	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1805	1807	946	1805	1807	847	948	0	0	849	0	0
Stage 1	950	950	-	855	855	-	-	-	-	-	-	-
Stage 2	855	857	-	950	952	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	61	79	317	61	79	362	724	-	-	789	-	-
Stage 1	312	339	-	353	375	-	-	-	-	-	-	-
Stage 2	353	374	-	312	338	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	61	78	317	60	78	362	724	-	-	789	-	-
Mov Cap-2 Maneuver	178	197	-	176	196	-	-	-	-	-	-	-
Stage 1	310	338	-	351	373	-	-	-	-	-	-	-
Stage 2	351	372	-	310	337	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	22.6		26.1		0.1		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	724	-	-	208	176	789	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.016	0.031	0.003	-	-				
HCM Control Delay (s)	10	-	-	22.6	26.1	9.6	-	-				
HCM Lane LOS	B	-	-	C	D	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				



Appendix F ANALYSIS WORKSHEETS: BUILD CONDITIONS

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2022 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1057	273	119	852	8	227	2	125	12	9	10
Future Volume (veh/h)	23	1057	273	119	852	8	227	2	125	12	9	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	26	1174	303	132	947	9	252	2	139	13	10	11
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	306	1558	397	159	1661	16	260	3	196	116	37	41
Arrive On Green	0.14	0.56	0.56	0.06	0.49	0.49	0.11	0.13	0.13	0.03	0.05	0.05
Sat Flow, veh/h	1757	2767	706	1691	3424	33	1774	23	1564	1560	714	785
Grp Volume(v), veh/h	26	739	738	132	467	489	252	0	141	13	0	21
Grp Sat Flow(s),veh/h/ln	1757	1752	1720	1691	1687	1770	1774	0	1587	1560	0	1499
Q Serve(g_s), s	2.5	36.8	38.0	4.6	22.7	22.7	12.3	0.0	9.9	1.7	0.0	1.6
Cycle Q Clear(g_c), s	2.5	36.8	38.0	4.6	22.7	22.7	12.3	0.0	9.9	1.7	0.0	1.6
Prop In Lane	1.00		0.41	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	987	968	159	818	859	260	0	199	0	0	78
V/C Ratio(X)	0.00	0.75	0.76	0.83	0.57	0.57	0.97	0.00	0.71	0.00	0.00	0.27
Avail Cap(c_a), veh/h	0	987	968	203	1066	1118	260	0	474	0	0	201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.1	19.3	35.5	21.2	21.2	32.7	0.0	48.5	0.0	0.0	52.7
Incr Delay (d2), s/veh	0.0	3.3	3.7	20.0	0.8	0.7	46.7	0.0	4.6	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.6	18.8	5.0	10.7	11.2	11.4	0.0	4.6	0.0	0.0	0.7
LnGrp Delay(d),s/veh	0.0	22.4	23.1	55.4	21.9	21.9	79.4	0.0	53.1	0.0	0.0	54.5
LnGrp LOS		C	C	E	C	C	E		D			D
Approach Vol, veh/h		1503			1088			393			34	
Approach Delay, s/veh		22.3			26.0			70.0			33.7	
Approach LOS		C			C			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	71.1	19.0	12.5	22.0	62.1	10.5	21.0				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	9.6	57.0	12.9	15.5	73.0	73.0	34.5	34.5				
Max Q Clear Time (g_c+I1), s	6.6	40.0	14.3	3.6	4.5	24.7	3.7	11.9				
Green Ext Time (p_c), s	0.1	16.4	0.0	0.1	0.1	31.3	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			30.0									
HCM 2010 LOS			C									

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	278	13	19	350
Future Vol, veh/h	18	37	278	13	19	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	309	14	21	389
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	747	316	0	0	323	0
Stage 1	316	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	381	724	-	-	1237	-
Stage 1	739	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	373	724	-	-	1237	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.3	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	554	1237	-	
HCM Lane V/C Ratio	-	-	0.11	0.017	-	
HCM Control Delay (s)	-	-	12.3	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	22	10	286	352	9
Future Vol, veh/h	5	22	10	286	352	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	24	11	318	391	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	736	396	401	0	-	0
Stage 1	396	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	386	653	1158	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	653	1158	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.6	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1158	-	577	-	-	
HCM Lane V/C Ratio	0.01	-	0.052	-	-	
HCM Control Delay (s)	8.1	0	11.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile O(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2022 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	930	130	35	886	15	65	0	8	0	0	13
Future Volume (veh/h)	55	930	130	35	886	15	65	0	8	0	0	13
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	61	1033	144	39	984	17	72	0	9	0	0	14
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	419	1925	268	356	2154	37	283	0	161	156	0	122
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	555	3091	430	461	3458	60	1215	0	1380	927	0	1049
Grp Volume(v), veh/h	61	585	592	39	489	512	72	0	9	0	0	14
Grp Sat Flow(s),veh/h/ln	555	1752	1769	461	1719	1799	1215	0	1380	927	0	1049
Q Serve(g_s), s	3.0	8.7	8.7	2.4	6.9	6.9	2.6	0.0	0.3	0.0	0.0	0.6
Cycle Q Clear(g_c), s	9.9	8.7	8.7	11.1	6.9	6.9	3.1	0.0	0.3	0.0	0.0	0.6
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	1091	1101	356	1071	1120	283	0	161	156	0	122
V/C Ratio(X)	0.15	0.54	0.54	0.11	0.46	0.46	0.25	0.00	0.06	0.00	0.00	0.11
Avail Cap(c_a), veh/h	447	1181	1192	380	1158	1212	591	0	510	391	0	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	4.9	4.9	8.1	4.6	4.6	19.6	0.0	18.1	0.0	0.0	18.2
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.1	0.3	0.3	0.5	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.2	4.2	0.3	3.2	3.4	0.9	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	7.3	5.3	5.3	8.2	4.9	4.9	20.1	0.0	18.2	0.0	0.0	18.6
LnGrp LOS	A	A	A	A	A	A	C		B			B
Approach Vol, veh/h	1238			1040			81			14		
Approach Delay, s/veh	5.4			5.0			19.9			18.6		
Approach LOS	A			A			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	11.4			34.7		11.4		34.7				
Change Period (Y+Rc), s	6.0			6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0			31.0		17.0		31.0				
Max Q Clear Time (g_c+I1), s	2.6			13.1		5.1		11.9				
Green Ext Time (p_c), s	0.1			14.5		0.2		16.8				
Intersection Summary												
HCM 2010 Ctrl Delay			5.8									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2022 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	312	153	64	571	219	269	321	43	162	344	472
Future Volume (veh/h)	152	312	153	64	571	219	269	321	43	162	344	472
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	163	335	165	69	614	235	289	345	46	174	370	0
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	267	602	691	316	710	272	326	410	55	298	424	361
Arrive On Green	0.09	0.33	0.33	0.04	0.28	0.28	0.12	0.25	0.25	0.10	0.24	0.00
Sat Flow, veh/h	1740	1827	1553	1774	2505	958	1774	1610	215	1707	1792	1524
Grp Volume(v), veh/h	163	335	165	69	433	416	289	0	391	174	370	0
Grp Sat Flow(s),veh/h/ln	1740	1827	1553	1774	1770	1694	1774	0	1825	1707	1792	1524
Q Serve(g_s), s	5.6	13.0	5.7	2.4	20.1	20.2	10.0	0.0	17.6	6.5	17.2	0.0
Cycle Q Clear(g_c), s	5.6	13.0	5.7	2.4	20.1	20.2	10.0	0.0	17.6	6.5	17.2	0.0
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	267	602	691	316	502	480	326	0	465	298	424	361
V/C Ratio(X)	0.61	0.56	0.24	0.22	0.86	0.87	0.89	0.00	0.84	0.58	0.87	0.00
Avail Cap(c_a), veh/h	296	602	691	427	511	489	326	0	485	310	455	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.0	23.8	14.9	21.0	29.4	29.4	25.0	0.0	30.6	23.2	31.8	0.0
Incr Delay (d2), s/veh	3.1	1.1	0.2	0.3	14.1	14.8	23.8	0.0	12.2	2.6	16.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.7	2.5	1.2	11.7	11.3	4.1	0.0	10.4	3.3	10.4	0.0
LnGrp Delay(d),s/veh	25.0	25.0	15.1	21.4	43.5	44.2	48.8	0.0	42.8	25.8	47.8	0.0
LnGrp LOS	C	C	B	C	D	D	D		D	C	D	
Approach Vol, veh/h	663			918			680			544		
Approach Delay, s/veh	22.5			42.2			45.4			40.7		
Approach LOS	C			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	34.5	16.0	26.5	13.5	30.6	14.4	28.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.6	25.0	10.0	22.0	9.0	25.0	9.0	23.0				
Max Q Clear Time (g_c+1.4*sqrt(Q)), s	14.4	15.0	12.0	19.2	7.6	22.2	8.5	19.6				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.3	0.1	2.4	0.0	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay	38.0											
HCM 2010 LOS	D											

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	53	517	4	11	550
Future Vol, veh/h	7	53	517	4	11	550
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	8	58	562	4	12	598
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1186	564	0	0	566	0
Stage 1	564	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	208	525	-	-	996	-
Stage 1	569	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	525	-	-	996	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.1	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	509	996	-	
HCM Lane V/C Ratio	-	-	0.128	0.012	-	
HCM Control Delay (s)	-	-	13.1	8.7	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile O(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	12	14	510	555	16
Future Vol, veh/h	22	12	14	510	555	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	24	13	15	548	597	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1175	597	614	0	-	0
Stage 1	597	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	206	492	965	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	492	965	-	-	-
Mov Cap-2 Maneuver	405	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.7	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	965	-	405	492	-	-
HCM Lane V/C Ratio	0.016	-	0.058	0.026	-	-
HCM Control Delay (s)	8.8	-	14.4	12.5	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile O(veh)	0	-	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	4	1	0	2	2	521	2	2	574	0
Future Vol, veh/h	1	0	4	1	0	2	2	521	2	2	574	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	1	0	2	2	548	2	2	604	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1162	1162	604	1163	1161	549	604	0	0	550	0	0
Stage 1	608	608	-	553	553	-	-	-	-	-	-	-
Stage 2	554	554	-	610	608	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	172	195	498	172	195	535	974	-	-	1020	-	-
Stage 1	483	486	-	517	514	-	-	-	-	-	-	-
Stage 2	517	514	-	482	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	171	194	498	170	194	535	974	-	-	1020	-	-
Mov Cap-2 Maneuver	305	316	-	303	315	-	-	-	-	-	-	-
Stage 1	482	485	-	516	513	-	-	-	-	-	-	-
Stage 2	514	513	-	477	485	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		13.5		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	974	-	-	442	426	1020	-
HCM Lane V/C Ratio	0.002	-	-	0.012	0.007	0.002	-
HCM Control Delay (s)	8.7	-	-	13.2	13.5	8.5	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

HCM 2010 Signalized Intersection Summary
101: Garlington Road & Pelham Road

2022 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	710	321	231	1127	15	505	13	195	10	7	34
Future Volume (veh/h)	27	710	321	231	1127	15	505	13	195	10	7	34
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	30	780	353	254	1238	16	555	14	214	11	8	37
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	270	1082	489	238	1579	20	406	21	316	107	13	59
Arrive On Green	0.12	0.46	0.46	0.10	0.45	0.45	0.20	0.21	0.21	0.03	0.05	0.05
Sat Flow, veh/h	1757	2349	1061	1757	3543	46	1774	98	1500	1707	278	1287
Grp Volume(v), veh/h	30	582	551	254	612	642	555	0	228	11	0	45
Grp Sat Flow(s),veh/h/ln	1757	1752	1657	1757	1752	1837	1774	0	1598	1707	0	1565
Q Serve(g_s), s	3.1	35.0	35.2	13.6	38.9	39.0	25.9	0.0	17.2	1.2	0.0	3.7
Cycle Q Clear(g_c), s	3.1	35.0	35.2	13.6	38.9	39.0	25.9	0.0	17.2	1.2	0.0	3.7
Prop In Lane	1.00		0.64	1.00		0.02	1.00		0.94	1.00		0.82
Lane Grp Cap(c), veh/h	0	808	764	238	781	818	406	0	336	0	0	72
V/C Ratio(X)	0.00	0.72	0.72	1.07	0.78	0.78	1.37	0.00	0.68	0.00	0.00	0.62
Avail Cap(c_a), veh/h	0	808	764	238	804	842	406	0	580	0	0	185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	28.5	43.8	30.9	30.9	42.9	0.0	47.6	0.0	0.0	61.3
Incr Delay (d2), s/veh	0.0	3.3	3.5	77.7	5.1	4.9	179.9	0.0	2.4	0.0	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.7	16.8	13.6	20.0	20.9	34.9	0.0	7.8	0.0	0.0	1.8
LnGrp Delay(d),s/veh	0.0	31.7	32.0	121.5	36.1	35.8	222.8	0.0	50.0	0.0	0.0	69.8
LnGrp LOS		C	C	F	D	D	F		D			E
Approach Vol, veh/h		1163			1508			783			56	
Approach Delay, s/veh		31.0			50.4			172.5			56.1	
Approach LOS		C			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	66.3	32.0	12.5	22.0	64.3	10.5	34.0				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	13.6	40.0	25.9	15.5	60.0	60.0	47.5	47.5				
Max Q Clear Time (g_c+I1), s	15.6	37.2	27.9	5.7	5.1	41.0	3.2	19.2				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.3	0.1	17.3	0.0	5.2				
Intersection Summary												
HCM 2010 Ctrl Delay				71.3								
HCM 2010 LOS				E								

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	378	11	37	488
Future Vol, veh/h	11	23	378	11	37	488
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	402	12	39	519
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1005	408	0	0	414	0
Stage 1	408	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	263	635	-	-	1140	-
Stage 1	663	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	250	635	-	-	1140	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.3	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	424	1140	-	
HCM Lane V/C Ratio	-	-	0.085	0.035	-	
HCM Control Delay (s)	-	-	14.3	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	11	13	369	470	28
Future Vol, veh/h	18	11	13	369	470	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	12	14	405	516	31
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	965	532	547	0	-	0
Stage 1	532	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	283	547	1022	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	278	547	1022	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.6	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1022	-	342	-	-	
HCM Lane V/C Ratio	0.014	-	0.093	-	-	
HCM Control Delay (s)	8.6	0	16.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0	-	0.3	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2022 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	840	25	8	1137	4	102	1	35	18	0	74
Future Volume (veh/h)	11	840	25	8	1137	4	102	1	35	18	0	74
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	12	933	28	9	1263	4	113	1	39	20	0	82
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	293	1994	60	386	2056	7	318	7	274	356	0	278
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.18	0.18	0.18	0.18	0.00	0.18
Sat Flow, veh/h	431	3474	104	576	3584	11	1261	38	1491	1298	0	1509
Grp Volume(v), veh/h	12	471	490	9	618	649	113	0	40	20	0	82
Grp Sat Flow(s),veh/h/ln	431	1752	1826	576	1752	1843	1261	0	1529	1298	0	1509
Q Serve(g_s), s	0.9	7.8	7.8	0.5	11.5	11.5	4.2	0.0	1.1	0.6	0.0	2.3
Cycle Q Clear(g_c), s	12.4	7.8	7.8	8.2	11.5	11.5	6.5	0.0	1.1	1.7	0.0	2.3
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	293	1006	1048	386	1006	1057	318	0	281	356	0	278
V/C Ratio(X)	0.04	0.47	0.47	0.02	0.61	0.61	0.36	0.00	0.14	0.06	0.00	0.30
Avail Cap(c_a), veh/h	307	1061	1106	404	1061	1116	545	0	556	589	0	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	6.1	6.1	8.5	6.9	6.9	20.3	0.0	16.9	17.7	0.0	17.4
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.0	1.0	0.9	0.7	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.8	3.9	0.1	5.8	6.0	1.5	0.0	0.5	0.2	0.0	1.0
LnGrp Delay(d),s/veh	11.1	6.5	6.5	8.6	7.9	7.9	20.9	0.0	17.2	17.7	0.0	18.0
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h		973			1276			153			102	
Approach Delay, s/veh		6.5			7.9			19.9			18.0	
Approach LOS		A			A			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.1		34.4		15.1		34.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		30.0		18.0		30.0				
Max Q Clear Time (g_c+I1), s		4.3		13.5		8.5		14.4				
Green Ext Time (p_c), s		1.0		14.9		0.6		12.4				
Intersection Summary												
HCM 2010 Ctrl Delay				8.5								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2022 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	609	319	62	311	184	189	369	51	280	431	298
Future Volume (veh/h)	282	609	319	62	311	184	189	369	51	280	431	298
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	300	648	339	66	331	196	201	393	54	298	459	0
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	673	707	150	560	325	268	381	52	305	531	452
Arrive On Green	0.14	0.36	0.36	0.04	0.26	0.26	0.09	0.24	0.24	0.13	0.29	0.00
Sat Flow, veh/h	1774	1863	1583	1774	2159	1252	1774	1604	220	1774	1863	1583
Grp Volume(v), veh/h	300	648	339	66	270	257	201	0	447	298	459	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1642	1774	0	1824	1774	1863	1583
Q Serve(g_s), s	12.4	35.8	15.8	2.8	14.0	14.5	9.0	0.0	25.0	13.5	24.6	0.0
Cycle Q Clear(g_c), s	12.4	35.8	15.8	2.8	14.0	14.5	9.0	0.0	25.0	13.5	24.6	0.0
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	426	673	707	150	459	426	268	0	434	305	531	452
V/C Ratio(X)	0.70	0.96	0.48	0.44	0.59	0.60	0.75	0.00	1.03	0.98	0.86	0.00
Avail Cap(c_a), veh/h	512	673	708	232	459	426	268	0	434	305	531	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.3	32.9	20.5	30.2	34.0	34.2	29.6	0.0	40.1	28.8	35.6	0.0
Incr Delay (d2), s/veh	3.4	25.8	0.5	2.0	2.0	2.4	11.1	0.0	51.4	45.4	13.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	23.2	7.0	1.5	7.1	6.9	5.2	0.0	18.7	12.5	14.7	0.0
LnGrp Delay(d),s/veh	26.7	58.7	21.0	32.2	36.0	36.6	40.7	0.0	91.4	74.3	49.4	0.0
LnGrp LOS	C	E	C	C	D	D	D		F	E	D	
Approach Vol, veh/h	1287			593			648			757		
Approach Delay, s/veh	41.3			35.8			75.7			59.2		
Approach LOS	D			D			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	44.0	15.0	36.0	20.9	33.3	20.0	31.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	38.0	9.0	30.0	20.0	27.0	14.0	25.0					
Max Q Clear Time (g_c+14), s	37.8	11.0	26.6	14.4	16.5	15.5	27.0					
Green Ext Time (p_c), s	0.0	0.1	0.0	1.9	0.5	5.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	51.2											
HCM 2010 LOS	D											

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	24	592	9	59	722
Future Vol, veh/h	8	24	592	9	59	722
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	8	25	623	9	62	760
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1512	628	0	0	632	0
Stage 1	628	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	131	481	-	-	951	-
Stage 1	530	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	122	481	-	-	951	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.2	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	423		951	-	
HCM Lane V/C Ratio	-	0.08		0.065	-	
HCM Control Delay (s)	-	14.2		9.1	-	
HCM Lane LOS	-	B		A	-	
HCM 95th %tile Q(veh)	-	0.3		0.2	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	25	25	630	703	24
Future Vol, veh/h	26	25	25	630	703	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	29	27	27	692	773	26
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1519	773	799	0	-	0
Stage 1	773	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	130	397	824	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	397	824	-	-	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.9	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	824	-	326	397	-	-
HCM Lane V/C Ratio	0.033	-	0.088	0.069	-	-
HCM Control Delay (s)	9.5	-	17.1	14.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile O(veh)	0.1	-	0.3	0.2	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	1	4	0	0	3	645	4	2	717	4
Future Vol, veh/h	2	0	1	4	0	0	3	645	4	2	717	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	4	0	0	3	709	4	2	788	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1511	1513	790	1512	1513	711	792	0	0	713	0	0
Stage 1	794	794	-	717	717	-	-	-	-	-	-	-
Stage 2	717	719	-	795	796	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	99	120	390	98	120	433	829	-	-	887	-	-
Stage 1	381	400	-	421	434	-	-	-	-	-	-	-
Stage 2	421	433	-	381	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	99	119	390	97	119	433	829	-	-	887	-	-
Mov Cap-2 Maneuver	226	243	-	225	242	-	-	-	-	-	-	-
Stage 1	379	399	-	419	432	-	-	-	-	-	-	-
Stage 2	419	431	-	379	398	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.9		21.3		0		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	829	-	-	263	225	887	-
HCM Lane V/C Ratio	0.004	-	-	0.013	0.02	0.002	-
HCM Control Delay (s)	9.4	-	-	18.9	21.3	9.1	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2023 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1131	281	123	922	8	233	2	128	13	10	11
Future Volume (veh/h)	23	1131	281	123	922	8	233	2	128	13	10	11
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	26	1257	312	137	1024	9	259	2	142	14	11	12
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	293	1593	389	162	1719	15	235	3	196	111	45	49
Arrive On Green	0.13	0.57	0.57	0.06	0.50	0.50	0.10	0.13	0.13	0.03	0.06	0.06
Sat Flow, veh/h	1757	2794	683	1691	3427	30	1774	22	1565	1560	717	783
Grp Volume(v), veh/h	26	781	788	137	504	529	259	0	144	14	0	23
Grp Sat Flow(s),veh/h/ln	1757	1752	1724	1691	1687	1770	1774	0	1587	1560	0	1500
Q Serve(g_s), s	2.5	41.7	43.6	5.4	25.6	25.6	11.9	0.0	10.5	1.9	0.0	1.8
Cycle Q Clear(g_c), s	2.5	41.7	43.6	5.4	25.6	25.6	11.9	0.0	10.5	1.9	0.0	1.8
Prop In Lane	1.00		0.40	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	999	983	162	846	888	235	0	199	0	0	95
V/C Ratio(X)	0.00	0.78	0.80	0.84	0.60	0.60	1.10	0.00	0.72	0.00	0.00	0.24
Avail Cap(c_a), veh/h	0	999	983	180	1035	1086	235	0	441	0	0	193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.1	20.5	37.4	21.4	21.4	33.7	0.0	50.7	0.0	0.0	53.8
Incr Delay (d2), s/veh	0.0	4.2	4.9	27.0	0.8	0.8	89.2	0.0	4.9	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.1	21.9	5.7	12.1	12.7	13.6	0.0	4.9	0.0	0.0	0.8
LnGrp Delay(d),s/veh	0.0	24.3	25.5	64.4	22.2	22.1	122.9	0.0	55.7	0.0	0.0	55.1
LnGrp LOS		C	C	E	C	C	F		E			E
Approach Vol, veh/h		1595			1170			403			37	
Approach Delay, s/veh		24.5			27.1			98.9			34.2	
Approach LOS		C			C			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	74.8	18.0	14.1	22.0	66.5	10.5	21.6				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	8.6	59.0	11.9	15.5	74.0	74.0	33.5	33.5				
Max Q Clear Time (g_c+I1), s	7.4	45.6	13.9	3.8	4.5	27.6	3.9	12.5				
Green Ext Time (p_c), s	0.0	13.1	0.0	0.1	0.1	32.9	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay				34.9								
HCM 2010 LOS				C								

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2023 Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	37	286	13	19	360
Future Vol, veh/h	18	37	286	13	19	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	318	14	21	400
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	767	325	0	0	332	0
Stage 1	325	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	370	716	-	-	1227	-
Stage 1	732	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	362	716	-	-	1227	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.5	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 542		1227	-	
HCM Lane V/C Ratio	-	- 0.113		0.017	-	
HCM Control Delay (s)	-	- 12.5		8	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.4		0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	22	11	295	363	10
Future Vol, veh/h	5	22	11	295	363	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	24	12	328	403	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	761	409	414	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	373	642	1145	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	368	642	1145	-	-	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1145	-	564	-	-	
HCM Lane V/C Ratio	0.011	-	0.053	-	-	
HCM Control Delay (s)	8.2	0	11.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile O(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2023 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1001	134	36	957	16	67	0	8	0	0	14
Future Volume (veh/h)	56	1001	134	36	957	16	67	0	8	0	0	14
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	62	1112	149	40	1063	18	74	0	9	0	0	16
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	390	1944	260	330	2164	37	281	0	164	153	0	125
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	515	3108	416	426	3460	59	1213	0	1380	927	0	1049
Grp Volume(v), veh/h	62	626	635	40	528	553	74	0	9	0	0	16
Grp Sat Flow(s),veh/h/ln	515	1752	1771	426	1719	1799	1213	0	1380	927	0	1049
Q Serve(g_s), s	3.5	9.8	9.8	2.8	7.8	7.8	2.7	0.0	0.3	0.0	0.0	0.6
Cycle Q Clear(g_c), s	11.3	9.8	9.8	12.7	7.8	7.8	3.4	0.0	0.3	0.0	0.0	0.6
Prop In Lane	1.00		0.23	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	1096	1108	330	1075	1125	281	0	164	153	0	125
V/C Ratio(X)	0.16	0.57	0.57	0.12	0.49	0.49	0.26	0.00	0.05	0.00	0.00	0.13
Avail Cap(c_a), veh/h	408	1157	1169	345	1135	1188	576	0	500	379	0	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.8	5.1	5.1	8.8	4.8	4.8	20.0	0.0	18.3	0.0	0.0	18.5
Incr Delay (d2), s/veh	0.2	0.6	0.6	0.2	0.3	0.3	0.5	0.0	0.1	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.7	4.8	0.3	3.6	3.8	0.9	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	8.0	5.7	5.7	9.0	5.1	5.1	20.5	0.0	18.5	0.0	0.0	19.0
LnGrp LOS	A	A	A	A	A	A	C		B			B
Approach Vol, veh/h	1323			1121				83		16		
Approach Delay, s/veh	5.8			5.2				20.3		19.0		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	11.6		35.4		11.6		35.4					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0		31.0		17.0		31.0					
Max Q Clear Time (g_c+I1), s	2.6		14.7		5.4		13.3					
Green Ext Time (p_c), s	0.1		13.9		0.2		16.1					
Intersection Summary												
HCM 2010 Ctrl Delay	6.1											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2023 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	321	156	65	587	226	322	360	64	166	383	485
Future Volume (veh/h)	157	321	156	65	587	226	322	360	64	166	383	485
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	169	345	168	70	631	243	346	387	69	178	412	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	291	979	629	340	806	482	424	480	86	254	476	551
Arrive On Green	0.10	0.28	0.28	0.04	0.23	0.23	0.12	0.31	0.31	0.08	0.27	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1540	275	3312	1792	1524
Grp Volume(v), veh/h	169	345	168	70	631	243	346	0	456	178	412	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1814	1656	1792	1524
Q Serve(g_s), s	6.1	6.6	6.0	2.3	14.0	10.5	8.2	0.0	19.3	4.4	18.3	0.0
Cycle Q Clear(g_c), s	6.1	6.6	6.0	2.3	14.0	10.5	8.2	0.0	19.3	4.4	18.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	291	979	629	340	806	482	424	0	566	254	476	551
V/C Ratio(X)	0.58	0.35	0.27	0.21	0.78	0.50	0.82	0.00	0.81	0.70	0.87	0.00
Avail Cap(c_a), veh/h	353	979	629	456	847	501	453	0	566	357	515	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.8	23.9	16.6	20.2	30.3	23.9	35.7	0.0	26.4	37.6	29.3	0.0
Incr Delay (d2), s/veh	1.8	0.2	0.2	0.3	4.6	0.8	10.5	0.0	8.4	3.5	13.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	3.2	2.6	1.2	7.4	4.7	4.5	0.0	10.9	2.1	10.8	0.0
LnGrp Delay(d),s/veh	24.6	24.1	16.8	20.5	34.9	24.7	46.1	0.0	34.8	41.1	42.9	0.0
LnGrp LOS	C	C	B	C	C	C	D		C	D	D	
Approach Vol, veh/h	682			944			802			590		
Approach Delay, s/veh	22.4			31.2			39.7			42.4		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	29.6	16.3	28.2	14.0	25.0	12.4	32.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	22.0	11.0	24.0	11.0	20.0	9.0	26.0				
Max Q Clear Time (g_c+14), s	14.3	8.6	10.2	20.3	8.1	16.0	6.4	21.3				
Green Ext Time (p_c), s	0.0	5.2	0.1	1.9	0.1	3.0	0.1	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay	33.7											
HCM 2010 LOS	C											

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	54	627	10	12	659
Future Vol, veh/h	11	54	627	10	12	659
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	12	59	682	11	13	716
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1430	688	0	0	693	0
Stage 1	688	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	148	446	-	-	893	-
Stage 1	499	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	146	446	-	-	893	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.1	0		0.2		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	426	893	-	
HCM Lane V/C Ratio	-	-	0.166	0.015	-	
HCM Control Delay (s)	-	-	15.1	9.1	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	125	31	26	524	641	42
Future Vol, veh/h	125	31	26	524	641	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	134	33	28	563	689	45
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1308	689	734	0	-	0
Stage 1	689	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	171	436	871	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	436	871	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.1	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	871	-	366	436	-	-
HCM Lane V/C Ratio	0.032	-	0.367	0.076	-	-
HCM Control Delay (s)	9.3	-	20.4	13.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile O(veh)	0.1	-	1.6	0.2	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	32	38	550	601	71
Future Vol, veh/h	0	32	38	550	601	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	41	591	646	76
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	646	722	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	472	880	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	472	880	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	880	-	472	-	-	
HCM Lane V/C Ratio	0.046	-	0.073	-	-	
HCM Control Delay (s)	9.3	-	13.2	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile O(veh)	0.1	-	0.2	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	1	0	4	1	0	2	2	585	2	2	640	0
Future Vol, veh/h	1	0	4	1	0	2	2	585	2	2	640	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	2	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	1	0	2	2	616	2	2	674	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1300	1300	674	1301	1299	617	674	0	0	618	0	0
Stage 1	678	678	-	621	621	-	-	-	-	-	-	-
Stage 2	622	622	-	680	678	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	138	161	455	138	161	490	917	-	-	962	-	-
Stage 1	442	452	-	475	479	-	-	-	-	-	-	-
Stage 2	474	479	-	441	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	137	160	455	136	160	490	917	-	-	962	-	-
Mov Cap-2 Maneuver	331	343	-	269	284	-	-	-	-	-	-	-
Stage 1	441	451	-	474	478	-	-	-	-	-	-	-
Stage 2	471	478	-	436	451	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.6		14.4		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	917	-	-	423	385	962	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.012	0.008	0.002	-	-				
HCM Control Delay (s)	8.9	-	-	13.6	14.4	8.8	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2023 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	762	329	238	1185	16	514	14	199	11	7	35
Future Volume (veh/h)	28	762	329	238	1185	16	514	14	199	11	7	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	31	837	362	262	1302	18	565	15	219	12	8	38
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	268	1106	476	236	1586	22	404	22	314	107	13	60
Arrive On Green	0.12	0.46	0.46	0.10	0.45	0.45	0.20	0.21	0.21	0.03	0.05	0.05
Sat Flow, veh/h	1757	2387	1028	1757	3540	49	1774	102	1496	1707	272	1292
Grp Volume(v), veh/h	31	614	585	262	644	676	565	0	234	12	0	46
Grp Sat Flow(s),veh/h/ln	1757	1752	1663	1757	1752	1836	1774	0	1599	1707	0	1564
Q Serve(g_s), s	3.2	38.1	38.4	13.6	42.3	42.3	25.9	0.0	17.8	1.4	0.0	3.8
Cycle Q Clear(g_c), s	3.2	38.1	38.4	13.6	42.3	42.3	25.9	0.0	17.8	1.4	0.0	3.8
Prop In Lane	1.00		0.62	1.00		0.03	1.00		0.94	1.00		0.83
Lane Grp Cap(c), veh/h	0	812	770	236	785	823	404	0	336	0	0	73
V/C Ratio(X)	0.00	0.76	0.76	1.11	0.82	0.82	1.40	0.00	0.70	0.00	0.00	0.63
Avail Cap(c_a), veh/h	0	812	770	236	799	837	404	0	577	0	0	184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.2	29.3	44.0	31.7	31.7	43.2	0.0	48.1	0.0	0.0	61.6
Incr Delay (d2), s/veh	0.0	4.2	4.6	90.9	6.9	6.6	194.1	0.0	2.6	0.0	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.4	18.5	14.5	21.9	22.9	36.4	0.0	8.1	0.0	0.0	1.8
LnGrp Delay(d),s/veh	0.0	33.4	33.8	134.9	38.6	38.4	237.4	0.0	50.7	0.0	0.0	70.2
LnGrp LOS		C	C	F	D	D	F		D			E
Approach Vol, veh/h		1230			1582			799			58	
Approach Delay, s/veh		32.8			54.5			182.7			55.7	
Approach LOS		C			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	67.0	32.0	12.6	22.0	65.0	10.5	34.1				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	13.6	40.0	25.9	15.5	60.0	60.0	47.5	47.5				
Max Q Clear Time (g_c+I1), s	15.6	40.4	27.9	5.8	5.2	44.3	3.4	19.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.1	14.7	0.0	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay				75.1								
HCM 2010 LOS				E								

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	388	11	37	501
Future Vol, veh/h	11	23	388	11	37	501
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	413	12	39	533
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1030	419	0	0	425	0
Stage 1	419	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	254	626	-	-	1129	-
Stage 1	655	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	626	-	-	1129	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.5	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	414	1129	-	
HCM Lane V/C Ratio	-	-	0.087	0.035	-	
HCM Control Delay (s)	-	-	14.5	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	12	14	380	482	29
Future Vol, veh/h	18	12	14	380	482	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	13	15	418	530	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	994	546	562	0	-	0
Stage 1	546	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	272	538	1009	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	538	1009	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1009	-	334	-	-	
HCM Lane V/C Ratio	0.015	-	0.099	-	-	
HCM Control Delay (s)	8.6	0	17	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0	-	0.3	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2023 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	894	25	8	1195	4	105	1	36	18	0	76
Future Volume (veh/h)	12	894	25	8	1195	4	105	1	36	18	0	76
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	13	993	28	9	1328	4	117	1	40	20	0	84
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	274	1997	56	363	2056	6	319	7	280	357	0	283
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	405	3482	98	545	3584	11	1259	37	1492	1297	0	1509
Grp Volume(v), veh/h	13	500	521	9	649	683	117	0	41	20	0	84
Grp Sat Flow(s),veh/h/ln	405	1752	1827	545	1752	1843	1259	0	1529	1297	0	1509
Q Serve(g_s), s	1.1	8.6	8.6	0.5	12.6	12.6	4.4	0.0	1.1	0.7	0.0	2.4
Cycle Q Clear(g_c), s	13.7	8.6	8.6	9.1	12.6	12.6	6.8	0.0	1.1	1.8	0.0	2.4
Prop In Lane	1.00		0.05	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	274	1005	1048	363	1005	1057	319	0	287	357	0	283
V/C Ratio(X)	0.05	0.50	0.50	0.02	0.65	0.65	0.37	0.00	0.14	0.06	0.00	0.30
Avail Cap(c_a), veh/h	283	1046	1090	376	1046	1100	534	0	548	579	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	6.4	6.4	9.1	7.3	7.3	20.5	0.0	17.0	17.8	0.0	17.6
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.0	1.3	1.2	0.7	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	4.3	0.1	6.3	6.6	1.6	0.0	0.5	0.2	0.0	1.0
LnGrp Delay(d),s/veh	12.0	6.8	6.8	9.1	8.6	8.5	21.2	0.0	17.3	17.9	0.0	18.1
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h	1034			1341				158		104		
Approach Delay, s/veh	6.8			8.5				20.2		18.1		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	15.4			34.8		15.4		34.8				
Change Period (Y+Rc), s	6.0			6.0		6.0		6.0				
Max Green Setting (Gmax), s	18.0			30.0		18.0		30.0				
Max Q Clear Time (g_c+I1), s	4.4			14.6		8.8		15.7				
Green Ext Time (p_c), s	1.0			14.2		0.6		11.9				
Intersection Summary												
HCM 2010 Ctrl Delay	8.9											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2023 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	625	359	75	319	190	221	396	64	288	465	306
Future Volume (veh/h)	290	625	359	75	319	190	221	396	64	288	465	306
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	309	665	382	80	339	202	235	421	68	306	495	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	869	533	210	579	436	314	484	78	383	614	729
Arrive On Green	0.13	0.25	0.25	0.05	0.16	0.16	0.09	0.31	0.31	0.11	0.33	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1565	253	3442	1863	1583
Grp Volume(v), veh/h	309	665	382	80	339	202	235	0	489	306	495	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1818	1721	1863	1583
Q Serve(g_s), s	11.0	14.7	17.8	2.8	7.5	8.9	5.6	0.0	21.4	7.3	20.4	0.0
Cycle Q Clear(g_c), s	11.0	14.7	17.8	2.8	7.5	8.9	5.6	0.0	21.4	7.3	20.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	382	869	533	210	579	436	314	0	563	383	614	729
V/C Ratio(X)	0.81	0.77	0.72	0.38	0.59	0.46	0.75	0.00	0.87	0.80	0.81	0.00
Avail Cap(c_a), veh/h	382	869	533	313	714	496	368	0	604	409	641	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.0	29.5	24.4	23.5	32.6	25.4	37.3	0.0	27.5	36.5	25.8	0.0
Incr Delay (d2), s/veh	12.3	4.1	4.6	1.1	0.9	0.8	6.9	0.0	12.3	10.1	7.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	7.7	8.4	1.4	3.7	4.0	3.0	0.0	12.7	4.0	11.7	0.0
LnGrp Delay(d),s/veh	39.3	33.7	29.0	24.6	33.5	26.1	44.3	0.0	39.8	46.6	33.0	0.0
LnGrp LOS	D	C	C	C	C	C	D		D	D	C	
Approach Vol, veh/h	1356			621			724			801		
Approach Delay, s/veh	33.6			30.0			41.2			38.2		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	26.7	13.7	33.8	17.0	19.8	15.4	32.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	19.0	9.0	29.0	11.0	17.0	10.0	28.0				
Max Q Clear Time (g_c+14), s	19.8	19.8	7.6	22.4	13.0	10.9	9.3	23.4				
Green Ext Time (p_c), s	0.1	0.0	0.1	3.7	0.0	2.9	0.1	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay	35.6											
HCM 2010 LOS	D											

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	24	664	16	60	806
Future Vol, veh/h	16	24	664	16	60	806
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	180	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	17	25	699	17	63	848

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1682	708	0
Stage 1	708	-	-
Stage 2	974	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	103	433	-
Stage 1	486	-	-
Stage 2	365	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	96	433	-
Mov Cap-2 Maneuver	277	-	-
Stage 1	486	-	-
Stage 2	339	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	353	885
HCM Lane V/C Ratio	-	-	0.119	0.071
HCM Control Delay (s)	-	-	16.6	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2

Intersection							
Int Delay, s/veh	2.2						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Vol, veh/h	94	49	56	642	734	86	
Future Vol, veh/h	94	49	56	642	734	86	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	180	0	160	-	-	250	
Veh in Median Storage, #	2	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	91	91	91	91	91	91	
Heavy Vehicles, %	3	3	2	2	2	2	
Mvmt Flow	103	54	62	705	807	95	
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1636	807	902	0	-	0	
Stage 1	807	-	-	-	-	-	
Stage 2	829	-	-	-	-	-	
Critical Hdwy	6.43	6.23	4.12	-	-	-	
Critical Hdwy Stg 1	5.43	-	-	-	-	-	
Critical Hdwy Stg 2	5.43	-	-	-	-	-	
Follow-up Hdwy	3.527	3.327	2.218	-	-	-	
Pot Cap-1 Maneuver	110	380	754	-	-	-	
Stage 1	437	-	-	-	-	-	
Stage 2	427	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	~ 101	380	754	-	-	-	
Mov Cap-2 Maneuver	293	-	-	-	-	-	
Stage 1	401	-	-	-	-	-	
Stage 2	427	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	21.1		0.8		0		
HCM LOS	C						
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	754		-	293	380	-	-
HCM Lane V/C Ratio	0.082		-	0.353	0.142	-	-
HCM Control Delay (s)	10.2		-	23.8	16	-	-
HCM Lane LOS	B		-	C	C	-	-
HCM 95th %tile Q(veh)	0.3		-	1.5	0.5	-	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	8	698	768	16
Future Vol, veh/h	0	9	8	698	768	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	9	767	844	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	844	862	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	363	780	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	363	780	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.2	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	780	-	363	-	-	
HCM Lane V/C Ratio	0.011	-	0.027	-	-	
HCM Control Delay (s)	9.7	-	15.2	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile O(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	4	0	0	3	695	4	2	765	4
Future Vol, veh/h	2	0	1	4	0	0	3	695	4	2	765	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	2	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	4	0	0	3	764	4	2	841	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1619	1621	843	1620	1621	766	845	0	0	768	0	0
Stage 1	847	847	-	772	772	-	-	-	-	-	-	-
Stage 2	772	774	-	848	849	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	83	103	364	83	103	403	792	-	-	846	-	-
Stage 1	357	378	-	392	409	-	-	-	-	-	-	-
Stage 2	392	408	-	356	377	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	102	364	82	102	403	792	-	-	846	-	-
Mov Cap-2 Maneuver	261	279	-	206	224	-	-	-	-	-	-	-
Stage 1	356	377	-	390	407	-	-	-	-	-	-	-
Stage 2	391	406	-	354	376	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	17.6		22.9			0			0			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	792	-	-	288	206	846	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.011	0.021	0.003	-	-				
HCM Control Delay (s)	9.6	-	-	17.6	22.9	9.3	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2025 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1207	297	130	994	9	246	2	136	13	10	11
Future Volume (veh/h)	25	1207	297	130	994	9	246	2	136	13	10	11
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	28	1341	330	144	1104	10	273	2	151	14	11	12
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	279	1608	387	168	1769	16	195	3	201	106	61	67
Arrive On Green	0.13	0.57	0.57	0.07	0.52	0.52	0.08	0.13	0.13	0.03	0.09	0.09
Sat Flow, veh/h	1757	2803	675	1691	3426	31	1774	21	1566	1560	717	783
Grp Volume(v), veh/h	28	828	843	144	544	570	273	0	153	14	0	23
Grp Sat Flow(s),veh/h/ln	1757	1752	1725	1691	1687	1770	1774	0	1586	1560	0	1500
Q Serve(g_s), s	2.7	48.4	51.6	6.4	29.1	29.1	9.9	0.0	11.8	1.9	0.0	1.8
Cycle Q Clear(g_c), s	2.7	48.4	51.6	6.4	29.1	29.1	9.9	0.0	11.8	1.9	0.0	1.8
Prop In Lane	1.00		0.39	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	1005	990	168	871	914	195	0	204	0	0	128
V/C Ratio(X)	0.00	0.82	0.85	0.86	0.62	0.62	1.40	0.00	0.75	0.00	0.00	0.18
Avail Cap(c_a), veh/h	0	1005	990	172	1012	1062	195	0	394	0	0	183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.8	22.5	40.3	21.9	21.9	37.5	0.0	53.2	0.0	0.0	53.8
Incr Delay (d2), s/veh	0.0	5.7	7.3	32.2	1.1	1.0	206.6	0.0	5.5	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.8	26.4	6.5	13.7	14.4	16.3	0.0	5.5	0.0	0.0	0.8
LnGrp Delay(d),s/veh	0.0	27.6	29.9	72.5	22.9	22.9	244.1	0.0	58.7	0.0	0.0	54.5
LnGrp LOS		C	C	E	C	C	F		E			D
Approach Vol, veh/h	1699			1258			426			37		
Approach Delay, s/veh	28.2			28.6			177.5			33.9		
Approach LOS	C			C			F			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	78.7	16.0	17.3	22.0	71.4	10.5	22.8				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	8.6	61.0	9.9	15.5	76.0	76.0	31.5	31.5				
Max Q Clear Time (g_c+I1), s	8.4	53.6	11.9	3.8	4.7	31.1	3.9	13.8				
Green Ext Time (p_c), s	0.0	7.3	0.0	0.1	0.1	34.3	0.0	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay	47.0											
HCM 2010 LOS	D											

Intersection							
Int Delay, s/veh	1.1						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	18	37	302	13	19	381	
Future Vol, veh/h	18	37	302	13	19	381	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	20	41	336	14	21	423	
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	808	343	0	0	350	0	
Stage 1	343	-	-	-	-	-	
Stage 2	465	-	-	-	-	-	
Critical Hdwy	6.42	6.22	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	-	2.218	-	
Pot Cap-1 Maneuver	350	700	-	-	1209	-	
Stage 1	719	-	-	-	-	-	
Stage 2	632	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	342	700	-	-	1209	-	
Mov Cap-2 Maneuver	342	-	-	-	-	-	
Stage 1	719	-	-	-	-	-	
Stage 2	617	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	12.8		0		0.4		
HCM LOS	B						
Minor Lane/Major Mvmt			NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)			-	-	521	1209	-
HCM Lane V/C Ratio			-	-	0.117	0.017	-
HCM Control Delay (s)			-	-	12.8	8	0
HCM Lane LOS			-	-	B	A	A
HCM 95th %tile O(veh)			-	-	0.4	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	24	11	311	383	10
Future Vol, veh/h	6	24	11	311	383	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	27	12	346	426	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	802	432	437	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	353	624	1123	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	624	1123	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1123	-	539	-	-	
HCM Lane V/C Ratio	0.011	-	0.062	-	-	
HCM Control Delay (s)	8.2	0	12.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2025 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1069	141	38	1030	17	71	0	9	0	0	15
Future Volume (veh/h)	59	1069	141	38	1030	17	71	0	9	0	0	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	66	1188	157	42	1144	19	79	0	10	0	0	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	361	1950	257	305	2166	36	282	0	170	150	0	129
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	476	3114	410	393	3461	57	1212	0	1380	927	0	1049
Grp Volume(v), veh/h	66	667	678	42	568	595	79	0	10	0	0	17
Grp Sat Flow(s),veh/h/ln	476	1752	1772	393	1719	1799	1212	0	1380	927	0	1049
Q Serve(g_s), s	4.3	11.0	11.1	3.5	8.8	8.8	3.0	0.0	0.3	0.0	0.0	0.7
Cycle Q Clear(g_c), s	13.1	11.0	11.1	14.6	8.8	8.8	3.7	0.0	0.3	0.0	0.0	0.7
Prop In Lane	1.00		0.23	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	1097	1109	305	1076	1126	282	0	170	150	0	129
V/C Ratio(X)	0.18	0.61	0.61	0.14	0.53	0.53	0.28	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	371	1135	1148	314	1113	1165	563	0	490	365	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	5.4	5.4	9.8	5.0	5.0	20.3	0.0	18.5	0.0	0.0	18.7
Incr Delay (d2), s/veh	0.2	0.9	0.9	0.2	0.4	0.4	0.5	0.0	0.1	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.5	5.6	0.4	4.2	4.4	1.0	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	8.9	6.3	6.3	10.0	5.4	5.4	20.9	0.0	18.7	0.0	0.0	19.2
LnGrp LOS	A	A	A	B	A	A	C		B			B
Approach Vol, veh/h	1411			1205			89			17		
Approach Delay, s/veh	6.4			5.6			20.6			19.2		
Approach LOS	A			A			C			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	11.9			36.0			11.9			36.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	17.0			31.0			17.0			31.0		
Max Q Clear Time (g_c+I1), s	2.7			16.6			5.7			15.1		
Green Ext Time (p_c), s	0.1			12.9			0.2			14.8		
Intersection Summary												
HCM 2010 Ctrl Delay	6.6											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2025 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	339	225	92	620	239	360	393	75	176	412	513
Future Volume (veh/h)	166	339	225	92	620	239	360	393	75	176	412	513
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	178	365	242	99	667	257	387	423	81	189	443	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	283	1024	662	338	899	522	453	524	100	250	518	586
Arrive On Green	0.10	0.29	0.29	0.05	0.25	0.25	0.13	0.34	0.34	0.08	0.29	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1520	291	3312	1792	1524
Grp Volume(v), veh/h	178	365	242	99	667	257	387	0	504	189	443	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1811	1656	1792	1524
Q Serve(g_s), s	7.7	8.7	11.1	4.0	18.1	13.6	11.5	0.0	26.4	5.8	24.4	0.0
Cycle Q Clear(g_c), s	7.7	8.7	11.1	4.0	18.1	13.6	11.5	0.0	26.4	5.8	24.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	283	1024	662	338	899	522	453	0	625	250	518	586
V/C Ratio(X)	0.63	0.36	0.37	0.29	0.74	0.49	0.85	0.00	0.81	0.76	0.86	0.00
Avail Cap(c_a), veh/h	417	1263	769	394	983	559	494	0	694	285	584	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.8	29.0	20.3	23.8	35.8	28.0	44.4	0.0	31.0	47.3	35.1	0.0
Incr Delay (d2), s/veh	2.3	0.2	0.3	0.5	2.8	0.7	12.9	0.0	6.4	9.7	11.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	4.2	4.8	2.0	9.1	6.0	6.3	0.0	14.3	3.0	13.6	0.0
LnGrp Delay(d),s/veh	29.1	29.2	20.7	24.3	38.6	28.7	57.3	0.0	37.4	57.0	46.0	0.0
LnGrp LOS	C	C	C	C	D	C	E		D	E	D	
Approach Vol, veh/h	785			1023			891			632		
Approach Delay, s/veh	26.6			34.7			46.0			49.3		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	36.8	19.7	36.2	16.0	32.5	13.9	42.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	38.0	38.0	15.0	34.0	18.0	29.0	9.0	40.0				
Max Q Clear Time (g_c+10), s	13.1	13.1	13.5	26.4	9.7	20.1	7.8	28.4				
Green Ext Time (p_c), s	0.1	8.1	0.2	3.8	0.3	6.5	0.1	6.1				
Intersection Summary												
HCM 2010 Ctrl Delay	38.6											
HCM 2010 LOS	D											

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	6	5	12	4	57	3	681	11	12	706	12
Future Vol, veh/h	20	6	5	12	4	57	3	681	11	12	706	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	22	7	5	13	4	62	3	740	12	13	767	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1578	1551	767	1558	1558	746	780	0	0	752	0	0
Stage 1	793	793	-	752	752	-	-	-	-	-	-	-
Stage 2	785	758	-	806	806	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	89	114	402	91	112	413	837	-	-	849	-	-
Stage 1	382	400	-	402	418	-	-	-	-	-	-	-
Stage 2	386	415	-	376	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	72	112	402	85	110	413	837	-	-	849	-	-
Mov Cap-2 Maneuver	72	112	-	85	110	-	-	-	-	-	-	-
Stage 1	380	394	-	400	416	-	-	-	-	-	-	-
Stage 2	324	413	-	359	389	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	58.6		28.5		0		0.2	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	837	-	-	72	167	231	849	-	-
HCM Lane V/C Ratio	0.004	-	-	0.302	0.072	0.343	0.015	-	-
HCM Control Delay (s)	9.3	-	-	75.3	28.2	28.5	9.3	-	-
HCM Lane LOS	A	-	-	F	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.2	1.5	0	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	155	53	42	551	675	61
Future Vol, veh/h	155	53	42	551	675	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	167	57	45	592	726	66
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1408	726	792	0	-	0
Stage 1	726	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	~ 148	415	829	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 140	415	829	-	-	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	22.9	0.7		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	829	-	338	415	-	-
HCM Lane V/C Ratio	0.054	-	0.493	0.137	-	-
HCM Control Delay (s)	9.6	-	25.6	15.1	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.6	0.5	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	32	38	595	656	71
Future Vol, veh/h	0	32	38	595	656	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	41	640	705	76
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	705	781	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	436	837	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	436	837	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	837	-	436	-	-	
HCM Lane V/C Ratio	0.049	-	0.079	-	-	
HCM Control Delay (s)	9.5	-	14	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	4	1	0	2	2	629	2	2	696	0
Future Vol, veh/h	1	0	4	1	0	2	2	629	2	2	696	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	2	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	1	0	2	2	662	2	2	733	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1405	1405	733	1406	1404	663	733	0	0	664	0	0
Stage 1	737	737	-	667	667	-	-	-	-	-	-	-
Stage 2	668	668	-	739	737	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	117	139	421	117	140	461	872	-	-	925	-	-
Stage 1	410	425	-	448	457	-	-	-	-	-	-	-
Stage 2	448	456	-	409	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	116	138	421	115	139	461	872	-	-	925	-	-
Mov Cap-2 Maneuver	305	321	-	245	263	-	-	-	-	-	-	-
Stage 1	409	424	-	447	456	-	-	-	-	-	-	-
Stage 2	445	455	-	404	424	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.3		15.2		0		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	872	-	-	391	356	925	-
HCM Lane V/C Ratio	0.002	-	-	0.013	0.009	0.002	-
HCM Control Delay (s)	9.1	-	-	14.3	15.2	8.9	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2025 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	841	346	250	1285	17	532	15	206	11	8	37
Future Volume (veh/h)	29	841	346	250	1285	17	532	15	206	11	8	37
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	32	924	380	275	1412	19	585	16	226	12	9	41
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	266	1147	468	234	1618	22	387	22	304	106	14	63
Arrive On Green	0.12	0.47	0.47	0.10	0.46	0.46	0.19	0.20	0.20	0.03	0.05	0.05
Sat Flow, veh/h	1757	2430	992	1757	3541	48	1774	106	1493	1707	282	1284
Grp Volume(v), veh/h	32	664	640	275	698	733	585	0	242	12	0	50
Grp Sat Flow(s),veh/h/ln	1757	1752	1670	1757	1752	1836	1774	0	1599	1707	0	1566
Q Serve(g_s), s	3.3	42.7	43.5	13.6	47.7	47.8	24.9	0.0	18.8	1.4	0.0	4.2
Cycle Q Clear(g_c), s	3.3	42.7	43.5	13.6	47.7	47.8	24.9	0.0	18.8	1.4	0.0	4.2
Prop In Lane	1.00		0.59	1.00		0.03	1.00		0.93	1.00		0.82
Lane Grp Cap(c), veh/h	0	827	788	234	801	839	387	0	326	0	0	77
V/C Ratio(X)	0.00	0.80	0.81	1.17	0.87	0.87	1.51	0.00	0.74	0.00	0.00	0.65
Avail Cap(c_a), veh/h	0	827	788	234	806	845	387	0	561	0	0	183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.8	30.0	44.5	32.5	32.6	43.5	0.0	49.5	0.0	0.0	61.9
Incr Delay (d2), s/veh	0.0	5.9	6.6	113.6	10.4	10.1	242.6	0.0	3.3	0.0	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.0	21.5	15.9	25.4	26.6	40.2	0.0	8.6	0.0	0.0	2.0
LnGrp Delay(d),s/veh	0.0	35.7	36.6	158.1	43.0	42.6	286.2	0.0	52.9	0.0	0.0	70.7
LnGrp LOS		D	D	F	D	D	F		D			E
Approach Vol, veh/h		1336			1706			827			62	
Approach Delay, s/veh		35.3			61.4			217.9			57.0	
Approach LOS		D			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	68.6	31.0	13.0	22.0	66.6	10.5	33.5				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	13.6	41.0	24.9	15.5	61.0	61.0	46.5	46.5				
Max Q Clear Time (g_c+I1), s	15.6	45.5	26.9	6.2	5.3	49.8	3.4	20.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	10.8	0.0	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay				85.4								
HCM 2010 LOS				F								

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	409	11	37	525
Future Vol, veh/h	11	23	409	11	37	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	12	24	435	12	39	559
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1078	441	0	0	447	0
Stage 1	441	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	238	608	-	-	1108	-
Stage 1	640	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	226	608	-	-	1108	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.1	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	393	1108	-	
HCM Lane V/C Ratio	-	-	0.092	0.036	-	
HCM Control Delay (s)	-	-	15.1	8.4	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile O(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	12	15	400	505	30
Future Vol, veh/h	19	12	15	400	505	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	13	16	440	555	33
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1044	572	588	0	-	0
Stage 1	572	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	254	520	987	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	520	987	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.9	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	987	-	312	-	-	
HCM Lane V/C Ratio	0.017	-	0.109	-	-	
HCM Control Delay (s)	8.7	0	17.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0.1	-	0.4	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2025 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	976	27	9	1294	4	111	1	38	19	0	81
Future Volume (veh/h)	12	976	27	9	1294	4	111	1	38	19	0	81
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	13	1084	30	10	1438	4	123	1	42	21	0	90
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	246	2035	56	332	2094	6	310	7	286	352	0	289
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	365	3484	96	499	3585	10	1252	36	1493	1295	0	1509
Grp Volume(v), veh/h	13	545	569	10	703	739	123	0	43	21	0	90
Grp Sat Flow(s),veh/h/ln	365	1752	1828	499	1752	1843	1252	0	1529	1295	0	1509
Q Serve(g_s), s	1.4	10.0	10.0	0.7	14.9	14.9	5.0	0.0	1.3	0.7	0.0	2.7
Cycle Q Clear(g_c), s	16.3	10.0	10.0	10.7	14.9	14.9	7.7	0.0	1.3	2.0	0.0	2.7
Prop In Lane	1.00		0.05	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	246	1024	1068	332	1024	1076	310	0	292	352	0	289
V/C Ratio(X)	0.05	0.53	0.53	0.03	0.69	0.69	0.40	0.00	0.15	0.06	0.00	0.31
Avail Cap(c_a), veh/h	252	1050	1095	340	1050	1104	446	0	458	492	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	6.7	6.7	9.9	7.7	7.7	21.9	0.0	18.0	18.8	0.0	18.6
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	1.8	1.7	0.8	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.8	5.0	0.1	7.5	7.9	1.8	0.0	0.5	0.3	0.0	1.2
LnGrp Delay(d),s/veh	13.4	7.2	7.2	10.0	9.5	9.5	22.7	0.0	18.2	18.9	0.0	19.2
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h	1127			1452				166		111		
Approach Delay, s/veh	7.3			9.5				21.6		19.1		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.2		37.2		16.2		37.2					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	4.7		16.9		9.7		18.3					
Green Ext Time (p_c), s	1.0		14.3		0.5		12.0					
Intersection Summary												
HCM 2010 Ctrl Delay	9.7											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2025 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	656	415	92	337	200	266	440	78	305	516	324
Future Volume (veh/h)	307	656	415	92	337	200	266	440	78	305	516	324
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	327	698	441	98	359	213	283	468	83	324	549	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	826	534	211	624	445	357	499	88	360	605	698
Arrive On Green	0.12	0.23	0.23	0.06	0.18	0.18	0.10	0.32	0.32	0.10	0.32	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1541	273	3442	1863	1583
Grp Volume(v), veh/h	327	698	441	98	359	213	283	0	551	324	549	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1815	1721	1863	1583
Q Serve(g_s), s	10.0	16.2	20.1	3.6	8.0	9.6	6.9	0.0	25.4	8.0	24.3	0.0
Cycle Q Clear(g_c), s	10.0	16.2	20.1	3.6	8.0	9.6	6.9	0.0	25.4	8.0	24.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	360	826	534	211	624	445	357	0	587	360	605	698
V/C Ratio(X)	0.91	0.84	0.83	0.46	0.58	0.48	0.79	0.00	0.94	0.90	0.91	0.00
Avail Cap(c_a), veh/h	360	826	534	292	782	516	360	0	591	360	607	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.5	31.4	26.2	24.7	32.5	25.7	37.6	0.0	28.2	38.0	27.8	0.0
Incr Delay (d2), s/veh	26.1	8.0	10.3	1.6	0.8	0.8	11.5	0.0	22.9	24.4	17.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	8.8	11.1	1.8	4.0	4.3	3.8	0.0	16.4	5.0	15.3	0.0
LnGrp Delay(d),s/veh	55.6	39.5	36.5	26.3	33.3	26.5	49.1	0.0	51.2	62.4	45.3	0.0
LnGrp LOS	E	D	D	C	C	C	D		D	E	D	
Approach Vol, veh/h	1466			670			834			873		
Approach Delay, s/veh	42.2			30.1			50.5			51.7		
Approach LOS	D			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	26.1	14.9	33.9	16.0	21.1	15.0	33.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	20.0	20.0	9.0	28.0	10.0	19.0	9.0	28.0				
Max Q Clear Time (g_c+1.5), s	22.1	22.1	8.9	26.3	12.0	11.6	10.0	27.4				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.2	0.0	3.5	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay	44.0											
HCM 2010 LOS	D											

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	7	6	20	9	26	7	741	21	64	895	30
Future Vol, veh/h	24	7	6	20	9	26	7	741	21	64	895	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	25	7	6	21	9	27	7	780	22	67	942	32
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1899	1892	942	1904	1913	791	974	0	0	802	0	0
Stage 1	1076	1076	-	805	805	-	-	-	-	-	-	-
Stage 2	823	816	-	1099	1108	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	53	70	319	52	67	388	708	-	-	822	-	-
Stage 1	266	296	-	375	394	-	-	-	-	-	-	-
Stage 2	368	391	-	257	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	40	64	319	43	61	388	708	-	-	822	-	-
Mov Cap-2 Maneuver	40	64	-	43	61	-	-	-	-	-	-	-
Stage 1	263	272	-	371	390	-	-	-	-	-	-	-
Stage 2	330	387	-	225	261	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	140.9			121			0.1			0.6		
HCM LOS	F			F								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	708	-	-	40	101	81	822	-	-			
HCM Lane V/C Ratio	0.01	-	-	0.632	0.135	0.715	0.082	-	-			
HCM Control Delay (s)	10.1	-	-	192.2	46.2	121	9.8	-	-			
HCM Lane LOS	B	-	-	F	E	F	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	2.3	0.5	3.4	0.3	-	-			

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	164	100	110	662	758	159
Future Vol, veh/h	164	100	110	662	758	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	180	110	121	727	833	175
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1802	833	1008	0	-	0
Stage 1	833	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	~ 87	367	687	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 72	367	687	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	38.2	1.6		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	687	-	249	367	-	-
HCM Lane V/C Ratio	0.176	-	0.724	0.299	-	-
HCM Control Delay (s)	11.4	-	49.9	18.9	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.6	-	5	1.2	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	8	773	844	16
Future Vol, veh/h	0	9	8	773	844	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	9	849	927	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	927	945	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	325	726	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	325	726	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.4	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	726	-	325	-	-	
HCM Lane V/C Ratio	0.012	-	0.03	-	-	
HCM Control Delay (s)	10	-	16.4	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile O(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	1	4	0	0	3	770	4	2	840	4
Future Vol, veh/h	2	0	1	4	0	0	3	770	4	2	840	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	4	0	0	3	846	4	2	923	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1783	1785	925	1784	1785	848	927	0	0	850	0	0
Stage 1	929	929	-	854	854	-	-	-	-	-	-	-
Stage 2	854	856	-	930	931	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	64	82	326	63	82	361	737	-	-	788	-	-
Stage 1	321	346	-	353	375	-	-	-	-	-	-	-
Stage 2	353	374	-	321	346	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	64	81	326	62	81	361	737	-	-	788	-	-
Mov Cap-2 Maneuver	182	200	-	180	200	-	-	-	-	-	-	-
Stage 1	320	345	-	352	374	-	-	-	-	-	-	-
Stage 2	352	373	-	319	345	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.2		25.5		0		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	737	-	-	213	180	788	-
HCM Lane V/C Ratio	0.004	-	-	0.015	0.024	0.003	-
HCM Control Delay (s)	9.9	-	-	22.2	25.5	9.6	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2026 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1248	333	133	1009	9	301	2	139	14	10	12
Future Volume (veh/h)	25	1248	333	133	1009	9	301	2	139	14	10	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	28	1387	370	148	1121	10	334	2	154	16	11	13
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	267	1593	413	164	1799	16	254	3	207	106	38	45
Arrive On Green	0.12	0.58	0.58	0.07	0.53	0.53	0.11	0.13	0.13	0.03	0.06	0.06
Sat Flow, veh/h	1757	2756	715	1691	3427	31	1774	20	1566	1560	685	810
Grp Volume(v), veh/h	28	867	890	148	552	579	334	0	156	16	0	24
Grp Sat Flow(s),veh/h/ln	1757	1752	1719	1691	1687	1770	1774	0	1586	1560	0	1495
Q Serve(g_s), s	2.9	54.6	59.9	7.2	30.5	30.5	14.9	0.0	12.5	2.3	0.0	2.0
Cycle Q Clear(g_c), s	2.9	54.6	59.9	7.2	30.5	30.5	14.9	0.0	12.5	2.3	0.0	2.0
Prop In Lane	1.00		0.42	1.00		0.02	1.00		0.99	1.00		0.54
Lane Grp Cap(c), veh/h	0	1013	993	164	886	930	254	0	209	0	0	82
V/C Ratio(X)	0.00	0.86	0.90	0.90	0.62	0.62	1.31	0.00	0.75	0.00	0.00	0.29
Avail Cap(c_a), veh/h	0	1013	993	164	1034	1085	254	0	438	0	0	175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.3	24.4	44.1	22.2	22.2	39.8	0.0	55.2	0.0	0.0	60.0
Incr Delay (d2), s/veh	0.0	7.5	10.7	42.6	1.0	1.0	166.0	0.0	5.2	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.4	31.1	7.3	14.4	15.1	21.0	0.0	5.8	0.0	0.0	0.9
LnGrp Delay(d),s/veh	0.0	30.8	35.1	86.8	23.2	23.1	205.8	0.0	60.4	0.0	0.0	61.9
LnGrp LOS		C	D	F	C	C	F		E			E
Approach Vol, veh/h		1785			1279			490			40	
Approach Delay, s/veh		32.5			30.5			159.5			37.1	
Approach LOS		C			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	82.4	21.0	13.8	22.0	75.4	10.8	23.9				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	8.6	66.0	14.9	15.5	81.0	81.0	36.5	36.5				
Max Q Clear Time (g_c+I1), s	9.2	61.9	16.9	4.0	4.9	32.5	4.3	14.5				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.1	36.9	0.0	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay				49.1								
HCM 2010 LOS				D								

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↘		↑	↗	↘	↑
Traffic Vol, veh/h	47	85	311	29	47	391
Future Vol, veh/h	47	85	311	29	47	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	94	346	32	52	434
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	884	346	0	0	378	0
Stage 1	346	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	316	697	-	-	1180	-
Stage 1	716	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	302	697	-	-	1180	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.9	0	0.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	603	1180	-	
HCM Lane V/C Ratio	-	-	0.243	0.044	-	
HCM Control Delay (s)	-	-	12.9	8.2	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	24	12	336	422	10
Future Vol, veh/h	6	24	12	336	422	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	27	13	373	469	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	874	475	480	0	-	0
Stage 1	475	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	320	590	1082	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	590	1082	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.9	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1082	-	552	-	-	
HCM Lane V/C Ratio	0.012	-	0.06	-	-	
HCM Control Delay (s)	8.4	0	11.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2026 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1106	145	39	1047	17	72	0	9	0	0	15
Future Volume (veh/h)	61	1106	145	39	1047	17	72	0	9	0	0	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	68	1229	161	43	1163	19	80	0	10	0	0	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	354	1954	255	293	2170	35	282	0	171	150	0	130
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	468	3118	407	376	3462	57	1212	0	1380	927	0	1049
Grp Volume(v), veh/h	68	688	702	43	577	605	80	0	10	0	0	17
Grp Sat Flow(s),veh/h/ln	468	1752	1773	376	1719	1800	1212	0	1380	927	0	1049
Q Serve(g_s), s	4.6	11.6	11.8	3.8	9.1	9.1	3.0	0.0	0.3	0.0	0.0	0.7
Cycle Q Clear(g_c), s	13.7	11.6	11.8	15.6	9.1	9.1	3.7	0.0	0.3	0.0	0.0	0.7
Prop In Lane	1.00		0.23	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	1098	1111	293	1077	1128	282	0	171	150	0	130
V/C Ratio(X)	0.19	0.63	0.63	0.15	0.54	0.54	0.28	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	363	1129	1142	300	1108	1159	560	0	488	362	0	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	5.5	5.5	10.4	5.0	5.0	20.4	0.0	18.6	0.0	0.0	18.8
Incr Delay (d2), s/veh	0.3	1.1	1.1	0.2	0.5	0.5	0.5	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.9	6.0	0.4	4.3	4.5	1.0	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	9.2	6.6	6.6	10.6	5.5	5.5	21.0	0.0	18.7	0.0	0.0	19.2
LnGrp LOS	A	A	A	B	A	A	C		B			B
Approach Vol, veh/h	1458			1225				90		17		
Approach Delay, s/veh	6.7			5.7				20.7		19.2		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	12.0		36.2		12.0		36.2					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0		31.0		17.0		31.0					
Max Q Clear Time (g_c+I1), s	2.7		17.6		5.7		15.7					
Green Ext Time (p_c), s	0.1		12.1		0.2		14.5					
Intersection Summary												
HCM 2010 Ctrl Delay	6.8											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2026 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	348	239	114	637	245	358	428	92	181	447	527
Future Volume (veh/h)	170	348	239	114	637	245	358	428	92	181	447	527
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	183	374	257	123	685	263	385	460	99	195	481	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	272	955	629	332	863	507	446	538	116	253	553	619
Arrive On Green	0.10	0.28	0.28	0.07	0.24	0.24	0.13	0.36	0.36	0.08	0.31	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1486	320	3312	1792	1524
Grp Volume(v), veh/h	183	374	257	123	685	263	385	0	559	195	481	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1806	1656	1792	1524
Q Serve(g_s), s	8.4	9.5	12.9	5.3	19.8	14.7	11.9	0.0	31.1	6.3	27.6	0.0
Cycle Q Clear(g_c), s	8.4	9.5	12.9	5.3	19.8	14.7	11.9	0.0	31.1	6.3	27.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	272	955	629	332	863	507	446	0	654	253	553	619
V/C Ratio(X)	0.67	0.39	0.41	0.37	0.79	0.52	0.86	0.00	0.86	0.77	0.87	0.00
Avail Cap(c_a), veh/h	358	1116	701	361	910	528	474	0	713	274	609	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	32.1	23.1	25.9	38.6	30.2	46.4	0.0	32.1	49.3	35.6	0.0
Incr Delay (d2), s/veh	3.1	0.3	0.4	0.7	4.7	0.8	14.5	0.0	9.4	11.8	12.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.6	5.6	2.6	10.2	6.5	6.6	0.0	17.2	3.3	15.5	0.0
LnGrp Delay(d),s/veh	32.1	32.3	23.5	26.6	43.3	31.0	60.9	0.0	41.5	61.1	47.6	0.0
LnGrp LOS	C	C	C	C	D	C	E		D	E	D	
Approach Vol, veh/h	814			1071			944			676		
Approach Delay, s/veh	29.5			38.4			49.4			51.5		
Approach LOS	C			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	36.0	20.1	39.6	16.6	32.5	14.3	45.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	35.0	35.0	15.0	37.0	16.0	28.0	9.0	43.0				
Max Q Clear Time (g_c+I), s	14.9	14.9	13.9	29.6	10.4	21.8	8.3	33.1				
Green Ext Time (p_c), s	0.0	7.5	0.2	4.0	0.2	4.8	0.0	5.9				
Intersection Summary												
HCM 2010 Ctrl Delay	41.8											
HCM 2010 LOS	D											

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	8	6	13	4	59	3	726	13	13	775	14
Future Vol, veh/h	23	8	6	13	4	59	3	726	13	13	775	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	25	9	7	14	4	64	3	789	14	14	842	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1706	1679	842	1688	1687	796	857	0	0	803	0	0
Stage 1	870	870	-	802	802	-	-	-	-	-	-	-
Stage 2	836	809	-	886	885	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	72	95	364	74	94	387	783	-	-	812	-	-
Stage 1	346	369	-	378	396	-	-	-	-	-	-	-
Stage 2	362	394	-	339	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	57	93	364	66	92	387	783	-	-	812	-	-
Mov Cap-2 Maneuver	57	93	-	66	92	-	-	-	-	-	-	-
Stage 1	345	363	-	376	394	-	-	-	-	-	-	-
Stage 2	298	392	-	319	357	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	81.7		36.9		0		0.2	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	57	137	193	812	-	-
HCM Lane V/C Ratio	0.004	-	-	0.439	0.111	0.428	0.017	-	-
HCM Control Delay (s)	9.6	-	-	110.4	34.5	36.9	9.5	-	-
HCM Lane LOS	A	-	-	F	D	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.4	2	0.1	-	-

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	188	36	32	565	760	47
Future Vol, veh/h	188	36	32	565	760	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	202	39	34	608	817	51
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1493	817	868	0	-	0
Stage 1	817	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	~ 132	367	776	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 126	367	776	-	-	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	31	0.5		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	776	-	319	367	-	-
HCM Lane V/C Ratio	0.044	-	0.634	0.105	-	-
HCM Control Delay (s)	9.9	-	33.9	16	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	0.4	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	65	76	599	655	141
Future Vol, veh/h	0	65	76	599	655	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	82	644	704	152

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	704	856
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	2.218
Pot Cap-1 Maneuver	0	437	784
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	437	784
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	784	-	437	-	-
HCM Lane V/C Ratio	0.104	-	0.16	-	-
HCM Control Delay (s)	10.1	-	14.8	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	5	1	0	2	2	672	2	2	728	0
Future Vol, veh/h	1	0	5	1	0	2	2	672	2	2	728	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	1	0	2	2	707	2	2	766	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1483	1483	766	1485	1482	708	766	0	0	709	0	0
Stage 1	770	770	-	712	712	-	-	-	-	-	-	-
Stage 2	713	713	-	773	770	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	103	125	403	103	125	435	847	-	-	890	-	-
Stage 1	393	410	-	423	436	-	-	-	-	-	-	-
Stage 2	423	435	-	392	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	102	125	403	101	125	435	847	-	-	890	-	-
Mov Cap-2 Maneuver	231	249	-	229	249	-	-	-	-	-	-	-
Stage 1	392	409	-	422	435	-	-	-	-	-	-	-
Stage 2	420	434	-	386	409	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.2		15.8		0		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	359	335	890	-
HCM Lane V/C Ratio	0.002	-	-	0.018	0.009	0.002	-
HCM Control Delay (s)	9.3	-	-	15.2	15.8	9.1	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2026 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	814	423	257	1281	17	596	15	210	12	8	38
Future Volume (veh/h)	30	814	423	257	1281	17	596	15	210	12	8	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	33	895	465	282	1408	19	655	16	231	13	9	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	216	1032	529	234	1672	23	456	26	377	86	13	60
Arrive On Green	0.10	0.46	0.46	0.11	0.47	0.47	0.23	0.25	0.25	0.02	0.05	0.05
Sat Flow, veh/h	1757	2244	1150	1757	3541	48	1774	104	1495	1707	276	1289
Grp Volume(v), veh/h	33	696	664	282	696	731	655	0	247	13	0	51
Grp Sat Flow(s),veh/h/ln	1757	1752	1642	1757	1752	1836	1774	0	1599	1707	0	1565
Q Serve(g_s), s	4.2	58.1	59.8	17.6	56.8	56.9	37.9	0.0	22.3	1.8	0.0	5.2
Cycle Q Clear(g_c), s	4.2	58.1	59.8	17.6	56.8	56.9	37.9	0.0	22.3	1.8	0.0	5.2
Prop In Lane	1.00		0.70	1.00		0.03	1.00		0.94	1.00		0.82
Lane Grp Cap(c), veh/h	0	806	755	234	827	867	456	0	403	0	0	73
V/C Ratio(X)	0.00	0.86	0.88	1.21	0.84	0.84	1.44	0.00	0.61	0.00	0.00	0.70
Avail Cap(c_a), veh/h	0	806	755	234	838	878	456	0	583	0	0	149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	39.5	39.9	58.3	37.7	37.7	54.4	0.0	54.0	0.0	0.0	76.6
Incr Delay (d2), s/veh	0.0	9.8	11.7	126.1	7.8	7.5	208.1	0.0	1.5	0.0	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.2	29.6	18.7	29.3	30.6	46.9	0.0	10.0	0.0	0.0	2.5
LnGrp Delay(d),s/veh	0.0	49.2	51.7	184.4	45.5	45.3	262.5	0.0	55.5	0.0	0.0	88.1
LnGrp LOS		D	D	F	D	D	F		E			F
Approach Vol, veh/h		1393			1709			902			64	
Approach Delay, s/veh		49.2			68.3			205.8			70.2	
Approach LOS		D			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	81.0	44.0	14.1	22.0	83.0	10.5	47.6				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	17.6	54.0	37.9	15.5	78.0	78.0	59.5	59.5				
Max Q Clear Time (g_c+I1), s	19.6	61.8	39.9	7.2	6.2	58.9	3.8	24.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	18.1	0.0	6.3				
Intersection Summary												
HCM 2010 Ctrl Delay				92.3								
HCM 2010 LOS				F								

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	78	420	52	106	538
Future Vol, veh/h	44	78	420	52	106	538
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	47	83	447	55	113	572

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1245	447	0
Stage 1	447	-	-
Stage 2	798	-	-
Critical Hdwy	6.46	6.26	-
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.354	-
Pot Cap-1 Maneuver	188	603	-
Stage 1	636	-	-
Stage 2	436	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	168	603	-
Mov Cap-2 Maneuver	342	-	-
Stage 1	636	-	-
Stage 2	389	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	473	1057
HCM Lane V/C Ratio	-	-	0.274	0.107
HCM Control Delay (s)	-	-	15.5	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.1	0.4

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	13	15	452	550	31
Future Vol, veh/h	20	13	15	452	550	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	14	16	497	604	34
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1150	621	638	0	-	0
Stage 1	621	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	219	487	946	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	487	946	-	-	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.1	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	946	-	394	-	-	
HCM Lane V/C Ratio	0.017	-	0.092	-	-	
HCM Control Delay (s)	8.9	0	15.1	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2026 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	886	28	9	1277	5	114	1	39	20	0	83
Future Volume (veh/h)	13	886	28	9	1277	5	114	1	39	20	0	83
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	14	984	31	10	1419	6	127	1	43	22	0	92
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	248	2015	63	362	2079	9	313	7	292	356	0	295
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	371	3469	109	548	3579	15	1250	35	1494	1293	0	1509
Grp Volume(v), veh/h	14	497	518	10	695	730	127	0	44	22	0	92
Grp Sat Flow(s),veh/h/ln	371	1752	1825	548	1752	1842	1250	0	1529	1293	0	1509
Q Serve(g_s), s	1.5	8.9	8.9	0.6	14.8	14.8	5.2	0.0	1.3	0.8	0.0	2.8
Cycle Q Clear(g_c), s	16.2	8.9	8.9	9.5	14.8	14.8	8.0	0.0	1.3	2.0	0.0	2.8
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	248	1018	1060	362	1018	1070	313	0	299	356	0	295
V/C Ratio(X)	0.06	0.49	0.49	0.03	0.68	0.68	0.41	0.00	0.15	0.06	0.00	0.31
Avail Cap(c_a), veh/h	253	1046	1089	370	1046	1099	442	0	456	489	0	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	6.6	6.6	9.3	7.8	7.8	21.9	0.0	17.9	18.7	0.0	18.5
Incr Delay (d2), s/veh	0.1	0.4	0.3	0.0	1.8	1.7	0.8	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.4	4.6	0.1	7.4	7.8	1.9	0.0	0.6	0.3	0.0	1.2
LnGrp Delay(d),s/veh	13.5	6.9	6.9	9.4	9.6	9.5	22.8	0.0	18.1	18.8	0.0	19.1
LnGrp LOS	B	A	A	A	A	A	C		B	B		B
Approach Vol, veh/h	1029			1435				171		114		
Approach Delay, s/veh	7.0			9.5				21.6		19.0		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.5		37.1		16.5		37.1					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	4.8		16.8		10.0		18.2					
Green Ext Time (p_c), s	1.0		14.4		0.5		11.5					
Intersection Summary												
HCM 2010 Ctrl Delay	9.7											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2026 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	672	377	102	345	206	234	463	85	313	542	332
Future Volume (veh/h)	315	672	377	102	345	206	234	463	85	313	542	332
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	335	715	401	109	367	219	249	493	90	333	577	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	887	539	207	544	421	310	539	98	385	696	843
Arrive On Green	0.16	0.25	0.25	0.06	0.15	0.15	0.09	0.35	0.35	0.11	0.37	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1533	280	3442	1863	1583
Grp Volume(v), veh/h	335	715	401	109	367	219	249	0	583	333	577	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1813	1721	1863	1583
Q Serve(g_s), s	17.0	20.3	24.0	4.8	10.5	12.6	7.6	0.0	32.9	10.2	30.1	0.0
Cycle Q Clear(g_c), s	17.0	20.3	24.0	4.8	10.5	12.6	7.6	0.0	32.9	10.2	30.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	395	887	539	207	544	421	310	0	638	385	696	843
V/C Ratio(X)	0.85	0.81	0.74	0.53	0.67	0.52	0.80	0.00	0.91	0.86	0.83	0.00
Avail Cap(c_a), veh/h	395	887	539	247	595	443	321	0	660	385	713	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.2	37.7	31.2	29.5	42.8	33.5	47.8	0.0	33.2	46.8	30.4	0.0
Incr Delay (d2), s/veh	15.8	5.5	5.5	2.1	2.7	1.0	13.4	0.0	17.0	18.0	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	10.6	11.3	2.5	5.4	5.6	4.2	0.0	19.4	5.8	16.9	0.0
LnGrp Delay(d),s/veh	48.0	43.2	36.7	31.5	45.5	34.5	61.3	0.0	50.2	64.8	38.4	0.0
LnGrp LOS	D	D	D	C	D	C	E		D	E	D	
Approach Vol, veh/h	1451			695			832			910		
Approach Delay, s/veh	42.5			39.9			53.5			48.1		
Approach LOS	D			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	32.9	15.6	46.0	23.0	22.5	18.0	43.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	26.0	26.0	10.0	41.0	17.0	18.0	12.0	39.0				
Max Q Clear Time (g_c+10.8), s	26.0	26.0	9.6	32.1	19.0	14.6	12.2	34.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.5	0.0	1.8	0.0	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay	45.7											
HCM 2010 LOS	D											

Intersection												
Int Delay, s/veh	9.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	9	7	23	11	26	8	736	22	66	884	36
Future Vol, veh/h	28	9	7	23	11	26	8	736	22	66	884	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	29	9	7	24	12	27	8	775	23	69	931	38
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1891	1883	931	1899	1910	787	969	0	0	798	0	0
Stage 1	1069	1069	-	803	803	-	-	-	-	-	-	-
Stage 2	822	814	-	1096	1107	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	53	71	324	52	68	390	711	-	-	824	-	-
Stage 1	268	298	-	376	395	-	-	-	-	-	-	-
Stage 2	368	391	-	258	285	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	64	324	42	62	390	711	-	-	824	-	-
Mov Cap-2 Maneuver	39	64	-	42	62	-	-	-	-	-	-	-
Stage 1	265	273	-	372	391	-	-	-	-	-	-	-
Stage 2	328	387	-	223	261	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	162.7			152.8			0.1			0.7		
HCM LOS	F			F								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	711	-	-	39	99	76	824	-	-			
HCM Lane V/C Ratio	0.012	-	-	0.756	0.17	0.831	0.084	-	-			
HCM Control Delay (s)	10.1	-	-	227.9	48.7	152.8	9.8	-	-			
HCM Lane LOS	B	-	-	F	E	F	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	2.8	0.6	4.1	0.3	-	-			

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	149	83	87	676	789	121
Future Vol, veh/h	149	83	87	676	789	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	164	91	96	743	867	133
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1802	867	1000	0	-	0
Stage 1	867	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	~ 87	351	692	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 75	351	692	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	33.3	1.3		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	692	-	255	351	-	-
HCM Lane V/C Ratio	0.138	-	0.642	0.26	-	-
HCM Control Delay (s)	11	-	41.4	18.8	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.5	-	4	1	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↗	↗	↘
Traffic Vol, veh/h	0	19	17	764	844	32
Future Vol, veh/h	0	19	17	764	844	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	19	840	927	35
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	927	962	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	325	715	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	325	715	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.8	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	715	-	325	-	-	
HCM Lane V/C Ratio	0.026	-	0.064	-	-	
HCM Control Delay (s)	10.2	-	16.8	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	5	0	0	3	770	5	2	849	5
Future Vol, veh/h	2	0	1	5	0	0	3	770	5	2	849	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	5	0	0	3	846	5	2	933	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1795	1797	936	1795	1797	849	938	0	0	851	0	0
Stage 1	940	940	-	855	855	-	-	-	-	-	-	-
Stage 2	855	857	-	940	942	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	62	80	321	62	80	361	730	-	-	788	-	-
Stage 1	316	342	-	353	375	-	-	-	-	-	-	-
Stage 2	353	374	-	316	342	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	62	79	321	62	79	361	730	-	-	788	-	-
Mov Cap-2 Maneuver	180	198	-	179	198	-	-	-	-	-	-	-
Stage 1	315	341	-	352	374	-	-	-	-	-	-	-
Stage 2	352	373	-	314	341	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	22.3		25.7		0		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	730	-	-	211	179	788	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.016	0.031	0.003	-	-				
HCM Control Delay (s)	10	-	-	22.3	25.7	9.6	-	-				
HCM Lane LOS	A	-	-	C	D	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary
101: Garlington Road & Pelham Road

2027 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1280	344	137	1036	9	316	2	143	14	11	12
Future Volume (veh/h)	26	1280	344	137	1036	9	316	2	143	14	11	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	29	1422	382	152	1151	10	351	2	159	16	12	13
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	253	1603	417	168	1848	16	279	3	211	102	30	33
Arrive On Green	0.11	0.58	0.58	0.07	0.54	0.54	0.13	0.13	0.13	0.03	0.04	0.04
Sat Flow, veh/h	1757	2754	716	1691	3428	30	1774	20	1567	1560	720	780
Grp Volume(v), veh/h	29	888	916	152	566	595	351	0	161	16	0	25
Grp Sat Flow(s),veh/h/ln	1757	1752	1718	1691	1687	1770	1774	0	1586	1560	0	1500
Q Serve(g_s), s	3.2	59.9	66.7	8.2	32.5	32.5	17.9	0.0	13.6	2.5	0.0	2.3
Cycle Q Clear(g_c), s	3.2	59.9	66.7	8.2	32.5	32.5	17.9	0.0	13.6	2.5	0.0	2.3
Prop In Lane	1.00		0.42	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	1020	1000	168	909	955	279	0	214	0	0	63
V/C Ratio(X)	0.00	0.87	0.92	0.91	0.62	0.62	1.26	0.00	0.75	0.00	0.00	0.40
Avail Cap(c_a), veh/h	0	1020	1000	168	1063	1116	279	0	449	0	0	167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	26.1	48.7	22.3	22.3	44.0	0.0	58.2	0.0	0.0	65.2
Incr Delay (d2), s/veh	0.0	8.4	12.8	43.4	1.0	1.0	141.9	0.0	5.3	0.0	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.2	34.9	7.9	15.4	16.1	21.7	0.0	6.3	0.0	0.0	1.0
LnGrp Delay(d),s/veh	0.0	33.1	39.0	92.1	23.3	23.3	186.0	0.0	63.4	0.0	0.0	69.2
LnGrp LOS		C	D	F	C	C	F		E			E
Approach Vol, veh/h		1833			1313			512			41	
Approach Delay, s/veh		35.5			31.3			147.4			42.2	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	87.3	24.0	12.4	22.0	81.3	11.0	25.3				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	9.6	72.0	17.9	15.5	88.0	88.0	39.5	39.5				
Max Q Clear Time (g_c+I1), s	10.2	68.7	19.9	4.3	5.2	34.5	4.5	15.6				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.2	0.1	40.7	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay				49.6								
HCM 2010 LOS				D								

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	93	319	32	50	401
Future Vol, veh/h	52	93	319	32	50	401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	103	354	36	56	446
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	912	354	0	0	390	0
Stage 1	354	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	304	690	-	-	1169	-
Stage 1	710	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	289	690	-	-	1169	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.3	0		0.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	592	1169	-	
HCM Lane V/C Ratio	-	-	0.272	0.048	-	
HCM Control Delay (s)	-	-	13.3	8.2	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	25	12	347	438	11
Future Vol, veh/h	6	25	12	347	438	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	28	13	386	487	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	905	493	499	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	307	576	1065	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	302	576	1065	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1065	-	540	-	-	
HCM Lane V/C Ratio	0.013	-	0.064	-	-	
HCM Control Delay (s)	8.4	0	12.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile O(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2027 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1135	149	40	1075	18	74	0	9	0	0	15
Future Volume (veh/h)	63	1135	149	40	1075	18	74	0	9	0	0	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	70	1261	166	44	1194	20	82	0	10	0	0	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	344	1953	256	284	2169	36	283	0	173	149	0	131
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.13	0.00	0.13	0.00	0.00	0.13
Sat Flow, veh/h	454	3117	408	363	3460	58	1212	0	1380	927	0	1049
Grp Volume(v), veh/h	70	706	721	44	593	621	82	0	10	0	0	17
Grp Sat Flow(s),veh/h/ln	454	1752	1773	363	1719	1799	1212	0	1380	927	0	1049
Q Serve(g_s), s	5.0	12.2	12.4	4.2	9.5	9.5	3.1	0.0	0.3	0.0	0.0	0.7
Cycle Q Clear(g_c), s	14.6	12.2	12.4	16.6	9.5	9.5	3.8	0.0	0.3	0.0	0.0	0.7
Prop In Lane	1.00		0.23	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	1098	1111	284	1077	1128	283	0	173	149	0	131
V/C Ratio(X)	0.20	0.64	0.65	0.16	0.55	0.55	0.29	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	350	1123	1136	289	1101	1153	557	0	485	358	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	5.6	5.7	10.9	5.1	5.1	20.5	0.0	18.6	0.0	0.0	18.8
Incr Delay (d2), s/veh	0.3	1.2	1.3	0.3	0.6	0.5	0.6	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.1	6.2	0.4	4.6	4.8	1.1	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	9.6	6.9	6.9	11.1	5.7	5.7	21.1	0.0	18.8	0.0	0.0	19.3
LnGrp LOS	A	A	A	B	A	A	C		B			B
Approach Vol, veh/h	1497			1258				92		17		
Approach Delay, s/veh	7.0			5.9				20.8		19.3		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	12.1			36.3		12.1		36.3				
Change Period (Y+Rc), s	6.0			6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0			31.0		17.0		31.0				
Max Q Clear Time (g_c+I1), s	2.7			18.6		5.8		16.6				
Green Ext Time (p_c), s	0.1			11.4		0.2		13.8				
Intersection Summary												
HCM 2010 Ctrl Delay	7.0											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2027 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	358	245	118	654	251	368	444	97	185	459	540
Future Volume (veh/h)	175	358	245	118	654	251	368	444	97	185	459	540
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	188	385	263	127	703	270	396	477	104	199	494	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	270	965	636	330	873	513	452	539	117	255	554	621
Arrive On Green	0.10	0.28	0.28	0.07	0.25	0.25	0.13	0.36	0.36	0.08	0.31	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1482	323	3312	1792	1524
Grp Volume(v), veh/h	188	385	263	127	703	270	396	0	581	199	494	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1806	1656	1792	1524
Q Serve(g_s), s	8.9	10.1	13.5	5.7	20.9	15.6	12.7	0.0	33.8	6.6	29.5	0.0
Cycle Q Clear(g_c), s	8.9	10.1	13.5	5.7	20.9	15.6	12.7	0.0	33.8	6.6	29.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	270	965	636	330	873	513	452	0	656	255	554	621
V/C Ratio(X)	0.70	0.40	0.41	0.38	0.80	0.53	0.88	0.00	0.89	0.78	0.89	0.00
Avail Cap(c_a), veh/h	331	1084	689	353	916	532	461	0	693	266	592	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	32.8	23.5	26.4	39.7	30.9	47.8	0.0	33.5	50.8	36.9	0.0
Incr Delay (d2), s/veh	4.8	0.3	0.4	0.7	5.1	0.9	16.8	0.0	12.7	13.4	15.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	4.8	5.9	2.8	10.9	6.9	7.1	0.0	19.1	3.5	16.9	0.0
LnGrp Delay(d),s/veh	34.5	33.1	24.0	27.1	44.8	31.8	64.6	0.0	46.1	64.2	52.0	0.0
LnGrp LOS	C	C	C	C	D	C	E		D	E	D	
Approach Vol, veh/h	836				1100				977		693	
Approach Delay, s/veh	30.5				39.5				53.6		55.5	
Approach LOS	C				D				D		E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.5	37.2	20.7	40.6	17.0	33.7	14.6	46.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	35.0	35.0	15.0	37.0	15.0	29.0	9.0	43.0				
Max Q Clear Time (g_c+17), s	15.5	15.5	14.7	31.5	10.9	22.9	8.6	35.8				
Green Ext Time (p_c), s	0.0	7.6	0.1	3.2	0.2	4.7	0.0	4.6				
Intersection Summary												
HCM 2010 Ctrl Delay			44.3									
HCM 2010 LOS			D									

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	10	6	14	5	60	4	747	16	13	793	17
Future Vol, veh/h	29	10	6	14	5	60	4	747	16	13	793	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	32	11	7	15	5	65	4	812	17	14	862	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1754	1727	862	1737	1737	821	880	0	0	829	0	0
Stage 1	890	890	-	829	829	-	-	-	-	-	-	-
Stage 2	864	837	-	908	908	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	67	89	355	68	87	374	768	-	-	794	-	-
Stage 1	337	361	-	365	385	-	-	-	-	-	-	-
Stage 2	349	382	-	330	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	52	87	355	59	85	374	768	-	-	794	-	-
Mov Cap-2 Maneuver	52	87	-	59	85	-	-	-	-	-	-	-
Stage 1	335	355	-	363	383	-	-	-	-	-	-	-
Stage 2	283	380	-	308	348	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	110.2		44.7		0.1		0.2	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	768	-	-	52	121	173	794	-	-
HCM Lane V/C Ratio	0.006	-	-	0.606	0.144	0.496	0.018	-	-
HCM Control Delay (s)	9.7	-	-	149.1	39.7	44.7	9.6	-	-
HCM Lane LOS	A	-	-	F	E	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.5	2.4	0.1	-	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	200	42	36	579	774	53
Future Vol, veh/h	200	42	36	579	774	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	215	45	39	623	832	57
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1533	832	889	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	~ 124	360	762	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 118	360	762	-	-	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	35.2	0.6		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	762	-	310	360	-	-
HCM Lane V/C Ratio	0.051	-	0.694	0.125	-	-
HCM Control Delay (s)	10	-	39.2	16.4	-	-
HCM Lane LOS	A	-	E	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4.8	0.4	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	65	76	617	675	141
Future Vol, veh/h	0	65	76	617	675	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	82	663	726	152
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	726	878	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	425	769	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	425	769	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.1	1.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	769	-	425	-	-	
HCM Lane V/C Ratio	0.106	-	0.164	-	-	
HCM Control Delay (s)	10.2	-	15.1	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile O(veh)	0.4	-	0.6	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	5	1	0	2	2	690	2	2	748	0
Future Vol, veh/h	1	0	5	1	0	2	2	690	2	2	748	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	1	0	2	2	726	2	2	787	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1523	1523	787	1525	1522	727	787	0	0	728	0	0
Stage 1	791	791	-	731	731	-	-	-	-	-	-	-
Stage 2	732	732	-	794	791	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	97	118	392	96	118	424	832	-	-	876	-	-
Stage 1	383	401	-	413	427	-	-	-	-	-	-	-
Stage 2	413	427	-	381	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	96	118	392	94	118	424	832	-	-	876	-	-
Mov Cap-2 Maneuver	224	242	-	221	242	-	-	-	-	-	-	-
Stage 1	382	400	-	412	426	-	-	-	-	-	-	-
Stage 2	410	426	-	375	400	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.5		16.2		0		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	832	-	-	348	325	876	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.018	0.01	0.002	-	-				
HCM Control Delay (s)	9.3	-	-	15.5	16.2	9.1	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0.1	0	0	-	-				

HCM 2010 Signalized Intersection Summary
101: Garlington Road & Pelham Road

2027 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	837	443	263	1315	18	613	15	214	12	8	39
Future Volume (veh/h)	31	837	443	263	1315	18	613	15	214	12	8	39
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	34	920	487	289	1445	20	674	16	235	13	9	43
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	216	1041	542	222	1673	23	455	26	377	86	13	61
Arrive On Green	0.10	0.47	0.47	0.10	0.47	0.47	0.23	0.25	0.25	0.02	0.05	0.05
Sat Flow, veh/h	1757	2232	1161	1757	3539	49	1774	102	1497	1707	271	1293
Grp Volume(v), veh/h	34	719	688	289	715	750	674	0	251	13	0	52
Grp Sat Flow(s),veh/h/ln	1757	1752	1640	1757	1752	1836	1774	0	1599	1707	0	1564
Q Serve(g_s), s	4.4	60.7	63.0	16.6	59.4	59.5	37.9	0.0	22.8	1.8	0.0	5.4
Cycle Q Clear(g_c), s	4.4	60.7	63.0	16.6	59.4	59.5	37.9	0.0	22.8	1.8	0.0	5.4
Prop In Lane	1.00		0.71	1.00		0.03	1.00		0.94	1.00		0.83
Lane Grp Cap(c), veh/h	0	818	765	222	829	868	455	0	403	0	0	74
V/C Ratio(X)	0.00	0.88	0.90	1.30	0.86	0.86	1.48	0.00	0.62	0.00	0.00	0.70
Avail Cap(c_a), veh/h	0	818	765	222	836	876	455	0	582	0	0	148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	39.4	40.1	58.2	38.4	38.4	54.6	0.0	54.3	0.0	0.0	76.8
Incr Delay (d2), s/veh	0.0	10.9	13.7	163.8	9.3	9.0	227.9	0.0	1.6	0.0	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.8	31.4	20.1	30.9	32.4	49.3	0.0	10.3	0.0	0.0	2.6
LnGrp Delay(d),s/veh	0.0	50.4	53.8	222.0	47.7	47.5	282.5	0.0	55.8	0.0	0.0	88.4
LnGrp LOS		D	D	F	D	D	F		E			F
Approach Vol, veh/h		1441			1754			925			65	
Approach Delay, s/veh		50.8			76.3			221.0			70.7	
Approach LOS		D			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	82.3	44.0	14.2	22.0	83.3	10.5	47.7				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	16.6	55.0	37.9	15.5	78.0	78.0	59.5	59.5				
Max Q Clear Time (g_c+I1), s	18.6	65.0	39.9	7.4	6.4	61.5	3.8	24.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	15.8	0.0	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay				99.4								
HCM 2010 LOS				F								

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	87	431	59	118	550
Future Vol, veh/h	49	87	431	59	118	550
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	52	93	459	63	126	585
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1296	459	0	0	522	0
Stage 1	459	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.13	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.227	-
Pot Cap-1 Maneuver	175	594	-	-	1039	-
Stage 1	628	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	594	-	-	1039	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.5	0		1.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	457	1039	-	
HCM Lane V/C Ratio	-	-	0.317	0.121	-	
HCM Control Delay (s)	-	-	16.5	8.9	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile O(veh)	-	-	1.3	0.4	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	13	15	469	567	32
Future Vol, veh/h	20	13	15	469	567	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	14	16	515	623	35
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1188	641	658	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	208	475	930	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	475	930	-	-	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.4	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	930	-	383	-	-	
HCM Lane V/C Ratio	0.018	-	0.095	-	-	
HCM Control Delay (s)	8.9	0	15.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0.1	-	0.3	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2027 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	910	28	9	1312	5	117	1	40	20	0	85
Future Volume (veh/h)	13	910	28	9	1312	5	117	1	40	20	0	85
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	14	1011	31	10	1458	6	130	1	44	22	0	94
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	237	2012	62	350	2074	9	314	7	297	358	0	300
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	357	3472	106	534	3580	15	1248	34	1495	1292	0	1509
Grp Volume(v), veh/h	14	510	532	10	714	750	130	0	45	22	0	94
Grp Sat Flow(s),veh/h/ln	357	1752	1826	534	1752	1842	1248	0	1529	1292	0	1509
Q Serve(g_s), s	1.6	9.3	9.3	0.6	15.6	15.6	5.4	0.0	1.3	0.8	0.0	2.9
Cycle Q Clear(g_c), s	17.2	9.3	9.3	9.9	15.6	15.6	8.2	0.0	1.3	2.1	0.0	2.9
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	237	1016	1058	350	1016	1067	314	0	303	358	0	300
V/C Ratio(X)	0.06	0.50	0.50	0.03	0.70	0.70	0.41	0.00	0.15	0.06	0.00	0.31
Avail Cap(c_a), veh/h	242	1038	1081	357	1038	1091	436	0	453	484	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	6.7	6.7	9.7	8.1	8.1	22.0	0.0	17.9	18.7	0.0	18.5
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.0	2.1	2.0	0.9	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.5	4.7	0.1	7.9	8.3	1.9	0.0	0.6	0.3	0.0	1.3
LnGrp Delay(d),s/veh	14.3	7.1	7.1	9.7	10.2	10.1	22.9	0.0	18.1	18.8	0.0	19.1
LnGrp LOS	B	A	A	A	B	B	C		B	B		B
Approach Vol, veh/h	1056				1474				175		116	
Approach Delay, s/veh	7.2				10.1				21.7		19.1	
Approach LOS	A				B				C		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.7		37.3		16.7		37.3					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	4.9		17.6		10.2		19.2					
Green Ext Time (p_c), s	1.0		13.7		0.5		10.9					
Intersection Summary												
HCM 2010 Ctrl Delay	10.1											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2027 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	688	389	107	354	211	241	481	91	321	565	341
Future Volume (veh/h)	323	688	389	107	354	211	241	481	91	321	565	341
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	344	732	414	114	377	224	256	512	97	341	601	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	876	538	205	547	420	318	542	103	381	697	841
Arrive On Green	0.16	0.25	0.25	0.06	0.15	0.15	0.09	0.36	0.36	0.11	0.37	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1523	289	3442	1863	1583
Grp Volume(v), veh/h	344	732	414	114	377	224	256	0	609	341	601	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1812	1721	1863	1583
Q Serve(g_s), s	17.0	21.2	25.3	5.1	10.9	13.1	7.9	0.0	35.3	10.6	32.3	0.0
Cycle Q Clear(g_c), s	17.0	21.2	25.3	5.1	10.9	13.1	7.9	0.0	35.3	10.6	32.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	389	876	538	205	547	420	318	0	645	381	697	841
V/C Ratio(X)	0.88	0.84	0.77	0.56	0.69	0.53	0.81	0.00	0.94	0.89	0.86	0.00
Avail Cap(c_a), veh/h	389	876	538	239	588	439	350	0	653	381	697	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	38.6	31.9	30.1	43.3	34.0	48.2	0.0	33.8	47.5	31.3	0.0
Incr Delay (d2), s/veh	20.8	7.1	6.7	2.3	3.1	1.1	12.0	0.0	22.4	22.5	10.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	11.2	12.0	2.6	5.6	5.8	4.3	0.0	21.6	6.2	18.6	0.0
LnGrp Delay(d),s/veh	54.1	45.7	38.6	32.5	46.4	35.2	60.2	0.0	56.2	70.0	42.0	0.0
LnGrp LOS	D	D	D	C	D	D	E		E	E	D	
Approach Vol, veh/h	1490			715			865			942		
Approach Delay, s/veh	45.7			40.7			57.4			52.2		
Approach LOS	D			D			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.9	32.8	16.0	46.5	23.0	22.7	18.0	44.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	26.0	26.0	11.0	40.0	17.0	18.0	12.0	39.0				
Max Q Clear Time (g_c+I1), s	27.3	27.3	9.9	34.3	19.0	15.1	12.6	37.3				
Green Ext Time (p_c), s	0.0	0.0	0.1	3.9	0.0	1.6	0.0	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay	48.8											
HCM 2010 LOS	D											

Intersection												
Int Delay, s/veh	15.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	10	8	26	13	27	9	761	24	67	915	42
Future Vol, veh/h	33	10	8	26	13	27	9	761	24	67	915	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	35	11	8	27	14	28	9	801	25	71	963	44

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1958	1949	963	1969	1981	814	1007	0	0	826	0	0
Stage 1	1105	1105	-	832	832	-	-	-	-	-	-	-
Stage 2	853	844	-	1137	1149	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	48	64	310	47	61	376	688	-	-	805	-	-
Stage 1	256	286	-	362	383	-	-	-	-	-	-	-
Stage 2	354	379	-	244	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 33	58	310	36	55	376	688	-	-	805	-	-
Mov Cap-2 Maneuver	~ 33	58	-	36	55	-	-	-	-	-	-	-
Stage 1	253	261	-	357	378	-	-	-	-	-	-	-
Stage 2	311	374	-	208	248	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	248.1		247.4		0.1		0.6	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	33	91	64	805	-	-
HCM Lane V/C Ratio	0.014	-	-	1.053	0.208	1.086	0.088	-	-
HCM Control Delay (s)	10.3	-	-	\$ 353.6	54.7	247.4	9.9	-	-
HCM Lane LOS	B	-	-	F	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.7	0.7	5.5	0.3	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection							
Int Delay, s/veh	5.8						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Vol, veh/h	164	93	98	690	805	140	
Future Vol, veh/h	164	93	98	690	805	140	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	180	0	160	-	-	250	
Veh in Median Storage, #	2	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	91	91	91	91	91	91	
Heavy Vehicles, %	3	3	2	2	2	2	
Mvmt Flow	180	102	108	758	885	154	
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1859	885	1039	0	-	0	
Stage 1	885	-	-	-	-	-	
Stage 2	974	-	-	-	-	-	
Critical Hdwy	6.43	6.23	4.12	-	-	-	
Critical Hdwy Stg 1	5.43	-	-	-	-	-	
Critical Hdwy Stg 2	5.43	-	-	-	-	-	
Follow-up Hdwy	3.527	3.327	2.218	-	-	-	
Pot Cap-1 Maneuver	~ 80	343	669	-	-	-	
Stage 1	402	-	-	-	-	-	
Stage 2	365	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	~ 67	343	669	-	-	-	
Mov Cap-2 Maneuver	243	-	-	-	-	-	
Stage 1	337	-	-	-	-	-	
Stage 2	365	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	41		1.4		0		
HCM LOS	E						
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	669		-	243	343	-	-
HCM Lane V/C Ratio	0.161		-	0.742	0.298	-	-
HCM Control Delay (s)	11.4		-	52.9	19.9	-	-
HCM Lane LOS	B		-	F	C	-	-
HCM 95th %tile Q(veh)	0.6		-	5.2	1.2	-	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑	↑	↗
Traffic Vol, veh/h	0	19	17	790	870	32
Future Vol, veh/h	0	19	17	790	870	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	19	868	956	35
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	956	991	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	313	698	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	313	698	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.3	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	698	-	313	-	-	
HCM Lane V/C Ratio	0.027	-	0.067	-	-	
HCM Control Delay (s)	10.3	-	17.3	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↰		↱	↰	
Traffic Vol, veh/h	2	0	1	5	0	0	4	795	5	2	875	5
Future Vol, veh/h	2	0	1	5	0	0	4	795	5	2	875	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	5	0	0	4	874	5	2	962	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1854	1856	965	1854	1856	877	967	0	0	879	0	0
Stage 1	969	969	-	885	885	-	-	-	-	-	-	-
Stage 2	885	887	-	969	971	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	74	309	57	74	348	712	-	-	769	-	-
Stage 1	305	332	-	340	363	-	-	-	-	-	-	-
Stage 2	340	362	-	305	331	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	73	309	56	73	348	712	-	-	769	-	-
Mov Cap-2 Maneuver	171	190	-	170	190	-	-	-	-	-	-	-
Stage 1	303	331	-	338	361	-	-	-	-	-	-	-
Stage 2	338	360	-	303	330	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	23.2		26.9			0.1			0			
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	712	-	-	201	170	769	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.016	0.032	0.003	-	-				
HCM Control Delay (s)	10.1	-	-	23.2	26.9	9.7	-	-				
HCM Lane LOS	B	-	-	C	D	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0.1	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary
101: Garlington Road & Pelham Road

2028 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1371	356	140	1100	10	329	2	146	15	11	12
Future Volume (veh/h)	27	1371	356	140	1100	10	329	2	146	15	11	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	30	1523	396	156	1222	11	366	2	162	17	12	13
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	236	1629	407	176	1911	17	296	3	213	99	22	24
Arrive On Green	0.11	0.59	0.59	0.08	0.56	0.56	0.14	0.14	0.14	0.03	0.03	0.03
Sat Flow, veh/h	1757	2780	694	1691	3426	31	1774	19	1567	1560	720	780
Grp Volume(v), veh/h	30	937	982	156	602	631	366	0	164	17	0	25
Grp Sat Flow(s),veh/h/ln	1757	1752	1722	1691	1687	1770	1774	0	1586	1560	0	1500
Q Serve(g_s), s	3.6	71.1	82.2	9.4	36.7	36.7	20.9	0.0	14.9	2.8	0.0	2.5
Cycle Q Clear(g_c), s	3.6	71.1	82.2	9.4	36.7	36.7	20.9	0.0	14.9	2.8	0.0	2.5
Prop In Lane	1.00		0.40	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	1027	1009	176	941	987	296	0	215	0	0	47
V/C Ratio(X)	0.00	0.91	0.97	0.88	0.64	0.64	1.24	0.00	0.76	0.00	0.00	0.53
Avail Cap(c_a), veh/h	0	1027	1009	179	1071	1124	296	0	451	0	0	155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.5	29.8	53.4	22.7	22.7	48.6	0.0	62.3	0.0	0.0	71.4
Incr Delay (d2), s/veh	0.0	12.1	22.0	36.5	1.2	1.1	132.0	0.0	5.5	0.0	0.0	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	37.8	44.9	8.2	17.4	18.2	23.0	0.0	6.9	0.0	0.0	1.1
LnGrp Delay(d),s/veh	0.0	39.6	51.8	89.9	23.9	23.9	180.6	0.0	67.8	0.0	0.0	80.5
LnGrp LOS		D	D	F	C	C	F		E			F
Approach Vol, veh/h		1949			1389			530			42	
Approach Delay, s/veh		45.2			31.3			145.7			47.9	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	93.7	27.0	11.2	22.0	89.4	11.4	26.8				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	11.6	77.0	20.9	15.5	95.0	95.0	42.5	42.5				
Max Q Clear Time (g_c+I1), s	11.4	84.2	22.9	4.5	5.6	38.7	4.8	16.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	44.7	0.0	3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			53.9									
HCM 2010 LOS			D									

HCM 2010 TWSC
102: Garlington Road & Hartness Drive/Project Driveway #4

2028 Build Conditions
AM Peak Hour

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	102	325	36	56	409
Future Vol, veh/h	58	102	325	36	56	409
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	113	361	40	62	454

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	939	361	0
Stage 1	361	-	-
Stage 2	578	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	293	684	-
Stage 1	705	-	-
Stage 2	561	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	277	684	-
Mov Cap-2 Maneuver	460	-	-
Stage 1	705	-	-
Stage 2	531	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	1158
HCM Lane V/C Ratio	-	-	0.306	0.054
HCM Control Delay (s)	-	-	13.9	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	25	12	357	452	11
Future Vol, veh/h	6	25	12	357	452	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	28	13	397	502	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	931	508	514	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	296	565	1052	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	291	565	1052	-	-	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.3	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1052	-	529	-	-	
HCM Lane V/C Ratio	0.013	-	0.065	-	-	
HCM Control Delay (s)	8.5	0	12.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2028 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1222	152	41	1140	18	76	0	10	0	0	16
Future Volume (veh/h)	64	1222	152	41	1140	18	76	0	10	0	0	16
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	71	1358	169	46	1267	20	84	0	11	0	0	18
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	323	1988	246	260	2193	35	279	0	174	144	0	133
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.13	0.00	0.13	0.00	0.00	0.13
Sat Flow, veh/h	423	3140	388	330	3464	55	1211	0	1380	926	0	1049
Grp Volume(v), veh/h	71	754	773	46	629	658	84	0	11	0	0	18
Grp Sat Flow(s),veh/h/ln	423	1752	1776	330	1719	1800	1211	0	1380	926	0	1049
Q Serve(g_s), s	5.8	13.8	14.1	5.3	10.5	10.6	3.3	0.0	0.3	0.0	0.0	0.8
Cycle Q Clear(g_c), s	16.4	13.8	14.1	19.4	10.5	10.6	4.1	0.0	0.3	0.0	0.0	0.8
Prop In Lane	1.00		0.22	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	1109	1124	260	1088	1139	279	0	174	144	0	133
V/C Ratio(X)	0.22	0.68	0.69	0.18	0.58	0.58	0.30	0.00	0.06	0.00	0.00	0.14
Avail Cap(c_a), veh/h	326	1125	1140	263	1103	1155	514	0	443	324	0	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	5.9	5.9	12.2	5.3	5.3	21.2	0.0	19.2	0.0	0.0	19.4
Incr Delay (d2), s/veh	0.3	1.6	1.7	0.3	0.7	0.7	0.6	0.0	0.1	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.0	7.2	0.5	5.1	5.3	1.1	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	10.4	7.5	7.7	12.6	6.0	6.0	21.8	0.0	19.3	0.0	0.0	19.8
LnGrp LOS	B	A	A	B	A	A	C		B			B
Approach Vol, veh/h	1598			1333				95		18		
Approach Delay, s/veh	7.7			6.2				21.5		19.8		
Approach LOS	A			A				C		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	12.3		37.6		12.3		37.6					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	2.8		21.4		6.1		18.4					
Green Ext Time (p_c), s	0.1		10.0		0.2		13.2					
Intersection Summary												
HCM 2010 Ctrl Delay	7.6											
HCM 2010 LOS	A											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2028 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	367	310	150	370	258	416	484	120	190	512	554
Future Volume (veh/h)	179	367	310	150	370	258	416	484	120	190	512	554
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	192	395	333	161	398	277	447	520	129	204	551	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	313	746	561	296	693	433	505	609	151	256	633	699
Arrive On Green	0.11	0.21	0.21	0.09	0.20	0.20	0.15	0.42	0.42	0.08	0.35	0.00
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1442	358	3312	1792	1524
Grp Volume(v), veh/h	192	395	333	161	398	277	447	0	649	204	551	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1800	1656	1792	1524
Q Serve(g_s), s	10.5	12.2	21.0	8.4	12.3	18.6	15.4	0.0	39.3	7.3	34.6	0.0
Cycle Q Clear(g_c), s	10.5	12.2	21.0	8.4	12.3	18.6	15.4	0.0	39.3	7.3	34.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	313	746	561	296	693	433	505	0	760	256	633	699
V/C Ratio(X)	0.61	0.53	0.59	0.54	0.57	0.64	0.89	0.00	0.85	0.80	0.87	0.00
Avail Cap(c_a), veh/h	404	805	588	319	693	433	542	0	835	274	698	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.0	42.0	31.3	33.2	44.0	38.6	50.5	0.0	31.5	54.7	36.4	0.0
Incr Delay (d2), s/veh	1.9	0.6	1.5	1.6	1.2	3.2	15.5	0.0	8.0	14.1	10.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.9	9.2	4.2	6.1	8.5	8.4	0.0	21.2	3.8	19.0	0.0
LnGrp Delay(d),s/veh	35.9	42.6	32.8	34.8	45.1	41.8	66.0	0.0	39.5	68.9	47.2	0.0
LnGrp LOS	D	D	C	C	D	D	E		D	E	D	
Approach Vol, veh/h	920			836			1096			755		
Approach Delay, s/veh	37.6			42.0			50.3			53.1		
Approach LOS	D			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	31.9	23.7	48.6	18.7	29.6	15.3	57.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	12.0	28.0	19.0	47.0	19.0	21.0	10.0	56.0				
Max Q Clear Time (g_c+10), s	10.4	23.0	17.4	36.6	12.5	20.6	9.3	41.3				
Green Ext Time (p_c), s	0.1	2.9	0.3	6.0	0.3	0.3	0.0	9.3				
Intersection Summary												
HCM 2010 Ctrl Delay	45.7											
HCM 2010 LOS	D											

Intersection												
Int Delay, s/veh	12.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	11	8	16	6	62	4	850	17	13	941	18
Future Vol, veh/h	33	11	8	16	6	62	4	850	17	13	941	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	36	12	9	17	7	67	4	924	18	14	1023	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2029	2001	1023	2013	2012	933	1043	0	0	942	0	0
Stage 1	1051	1051	-	941	941	-	-	-	-	-	-	-
Stage 2	978	950	-	1072	1071	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	43	60	286	44	59	323	667	-	-	720	-	-
Stage 1	274	304	-	316	342	-	-	-	-	-	-	-
Stage 2	301	339	-	267	297	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 30	59	286	35	58	323	667	-	-	720	-	-
Mov Cap-2 Maneuver	~ 30	59	-	35	58	-	-	-	-	-	-	-
Stage 1	272	298	-	314	340	-	-	-	-	-	-	-
Stage 2	232	337	-	244	291	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	291.9		111.8		0		0.1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	667	-	-	30	89	112	720	-	-
HCM Lane V/C Ratio	0.007	-	-	1.196	0.232	0.815	0.02	-	-
HCM Control Delay (s)	10.4	-	-	\$ 426.9	57.3	111.8	10.1	-	-
HCM Lane LOS	B	-	-	F	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	4.1	0.8	4.7	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	22					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	288	43	37	595	924	55
Future Vol, veh/h	288	43	37	595	924	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	310	46	40	640	994	59
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1714	994	1053	0	-	0
Stage 1	994	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	~ 96	290	661	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 90	290	661	-	-	-
Mov Cap-2 Maneuver	~ 268	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	127.9	0.6		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	661	-	268	290	-	-
HCM Lane V/C Ratio	0.06	-	1.156	0.159	-	-
HCM Control Delay (s)	10.8	-	144	19.8	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	13.7	0.6	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	109	146	634	696	271
Future Vol, veh/h	0	109	146	634	696	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	117	157	682	748	291
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	748	1039	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	412	669	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	412	669	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.2	2.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	669	-	412	-	-	
HCM Lane V/C Ratio	0.235	-	0.284	-	-	
HCM Control Delay (s)	12	-	17.2	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile O(veh)	0.9	-	1.2	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	5	1	0	2	2	777	2	2	814	0
Future Vol, veh/h	1	0	5	1	0	2	2	777	2	2	814	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	1	0	2	2	818	2	2	857	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1685	1685	857	1687	1684	819	857	0	0	820	0	0
Stage 1	861	861	-	823	823	-	-	-	-	-	-	-
Stage 2	824	824	-	864	861	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	75	94	357	74	94	375	783	-	-	809	-	-
Stage 1	350	372	-	368	388	-	-	-	-	-	-	-
Stage 2	367	387	-	349	372	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	74	94	357	73	94	375	783	-	-	809	-	-
Mov Cap-2 Maneuver	196	215	-	195	215	-	-	-	-	-	-	-
Stage 1	349	371	-	367	387	-	-	-	-	-	-	-
Stage 2	364	386	-	343	371	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.7		17.7		0		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	314	287	809	-
HCM Lane V/C Ratio	0.003	-	-	0.02	0.011	0.003	-
HCM Control Delay (s)	9.6	-	-	16.7	17.7	9.5	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2028 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	871	457	270	1363	18	626	16	217	12	8	40
Future Volume (veh/h)	31	871	457	270	1363	18	626	16	217	12	8	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	34	957	502	297	1498	20	688	18	238	13	9	44
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	216	1074	551	222	1718	23	433	27	357	86	13	62
Arrive On Green	0.10	0.48	0.48	0.10	0.49	0.49	0.22	0.24	0.24	0.02	0.05	0.05
Sat Flow, veh/h	1757	2243	1151	1757	3541	47	1774	113	1488	1707	265	1298
Grp Volume(v), veh/h	34	743	716	297	741	777	688	0	256	13	0	53
Grp Sat Flow(s),veh/h/ln	1757	1752	1642	1757	1752	1836	1774	0	1600	1707	0	1563
Q Serve(g_s), s	4.3	62.8	66.0	16.6	61.7	61.9	35.9	0.0	23.7	1.9	0.0	5.5
Cycle Q Clear(g_c), s	4.3	62.8	66.0	16.6	61.7	61.9	35.9	0.0	23.7	1.9	0.0	5.5
Prop In Lane	1.00		0.70	1.00		0.03	1.00		0.93	1.00		0.83
Lane Grp Cap(c), veh/h	0	839	786	222	850	891	433	0	384	0	0	75
V/C Ratio(X)	0.00	0.89	0.91	1.34	0.87	0.87	1.59	0.00	0.67	0.00	0.00	0.71
Avail Cap(c_a), veh/h	0	839	786	222	856	897	433	0	562	0	0	148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.6	39.4	58.6	37.6	37.6	55.0	0.0	56.3	0.0	0.0	76.9
Incr Delay (d2), s/veh	0.0	11.3	14.8	179.2	9.8	9.5	276.1	0.0	2.0	0.0	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	33.0	33.1	21.0	32.2	33.7	52.7	0.0	10.7	0.0	0.0	2.6
LnGrp Delay(d),s/veh	0.0	49.9	54.2	237.9	47.4	47.2	331.1	0.0	58.3	0.0	0.0	88.5
LnGrp LOS		D	D	F	D	D	F		E			F
Approach Vol, veh/h		1493			1815			944			66	
Approach Delay, s/veh		50.8			78.5			257.1			71.0	
Approach LOS		D			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	84.5	42.0	14.3	22.0	85.5	10.5	45.8				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	16.6	57.0	35.9	15.5	80.0	80.0	57.5	57.5				
Max Q Clear Time (g_c+I1), s	18.6	68.0	37.9	7.5	6.3	63.9	3.9	25.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	15.6	0.0	6.3				
Intersection Summary												
HCM 2010 Ctrl Delay				107.9								
HCM 2010 LOS				F								

Intersection

Int Delay, s/veh 3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	100	432	72	133	553
Future Vol, veh/h	61	100	432	72	133	553
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	65	106	460	77	141	588

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1330	460	0
Stage 1	460	-	-
Stage 2	870	-	-
Critical Hdwy	6.46	6.26	-
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.354	-
Pot Cap-1 Maneuver	167	593	-
Stage 1	627	-	-
Stage 2	403	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	144	593	-
Mov Cap-2 Maneuver	309	-	-
Stage 1	627	-	-
Stage 2	348	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.3	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	440	1026
HCM Lane V/C Ratio	-	-	0.389	0.138
HCM Control Delay (s)	-	-	18.3	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.8	0.5

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	13	16	483	581	33
Future Vol, veh/h	21	13	16	483	581	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	14	18	531	638	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1223	656	674	0	-	0
Stage 1	656	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	198	465	917	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	465	917	-	-	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.8	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	917	-	371	-	-	
HCM Lane V/C Ratio	0.019	-	0.101	-	-	
HCM Control Delay (s)	9	0	15.8	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0.1	-	0.3	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2028 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	946	29	10	1359	5	120	1	41	21	0	87
Future Volume (veh/h)	13	946	29	10	1359	5	120	1	41	21	0	87
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	14	1051	32	11	1510	6	133	1	46	23	0	97
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	224	2006	61	335	2068	8	316	7	303	360	0	305
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	340	3473	106	514	3580	14	1244	33	1496	1290	0	1509
Grp Volume(v), veh/h	14	530	553	11	739	777	133	0	47	23	0	97
Grp Sat Flow(s),veh/h/ln	340	1752	1826	514	1752	1842	1244	0	1528	1290	0	1509
Q Serve(g_s), s	1.7	10.0	10.0	0.7	16.8	16.8	5.6	0.0	1.4	0.8	0.0	3.0
Cycle Q Clear(g_c), s	18.5	10.0	10.0	10.7	16.8	16.8	8.6	0.0	1.4	2.2	0.0	3.0
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	224	1012	1055	335	1012	1064	316	0	309	360	0	305
V/C Ratio(X)	0.06	0.52	0.52	0.03	0.73	0.73	0.42	0.00	0.15	0.06	0.00	0.32
Avail Cap(c_a), veh/h	227	1028	1072	339	1028	1081	429	0	448	478	0	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	7.0	7.0	10.2	8.4	8.4	22.2	0.0	17.9	18.8	0.0	18.5
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	2.6	2.5	0.9	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.8	5.0	0.1	8.7	9.2	2.0	0.0	0.6	0.3	0.0	1.3
LnGrp Delay(d),s/veh	15.3	7.4	7.4	10.3	11.0	10.9	23.1	0.0	18.1	18.9	0.0	19.1
LnGrp LOS	B	A	A	B	B	B	C		B	B		B
Approach Vol, veh/h	1097				1527				180		120	
Approach Delay, s/veh	7.5				11.0				21.8		19.1	
Approach LOS	A				B				C		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	17.0		37.5		17.0		37.5					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	5.0		18.8		10.6		20.5					
Green Ext Time (p_c), s	1.1		12.7		0.5		10.0					
Intersection Summary												
HCM 2010 Ctrl Delay	10.7											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2028 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	704	412	119	363	217	262	504	101	329	591	350
Future Volume (veh/h)	332	704	412	119	363	217	262	504	101	329	591	350
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	353	749	438	127	386	231	279	536	107	350	629	0
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	930	575	207	659	485	345	541	108	413	705	827
Arrive On Green	0.14	0.26	0.26	0.07	0.19	0.19	0.10	0.36	0.36	0.12	0.38	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1508	301	3442	1863	1583
Grp Volume(v), veh/h	353	749	438	127	386	231	279	0	643	350	629	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1810	1721	1863	1583
Q Serve(g_s), s	18.0	24.8	30.5	6.5	12.5	14.9	10.0	0.0	44.3	12.5	39.7	0.0
Cycle Q Clear(g_c), s	18.0	24.8	30.5	6.5	12.5	14.9	10.0	0.0	44.3	12.5	39.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	382	930	575	207	659	485	345	0	649	413	705	827
V/C Ratio(X)	0.93	0.81	0.76	0.61	0.59	0.48	0.81	0.00	0.99	0.85	0.89	0.00
Avail Cap(c_a), veh/h	382	932	575	215	677	493	549	0	649	522	705	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.3	43.2	35.2	33.7	46.6	35.3	55.2	0.0	40.0	54.0	36.5	0.0
Incr Delay (d2), s/veh	28.1	5.2	5.9	4.8	1.2	0.7	4.8	0.0	32.7	10.2	13.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	12.8	14.3	3.4	6.2	6.6	5.0	0.0	28.0	6.5	23.1	0.0
LnGrp Delay(d),s/veh	66.4	48.5	41.1	38.5	47.9	36.1	60.0	0.0	72.7	64.3	50.2	0.0
LnGrp LOS	E	D	D	D	D	D	E		E	E	D	
Approach Vol, veh/h	1540			744			922			979		
Approach Delay, s/veh	50.5			42.6			68.8			55.2		
Approach LOS	D			D			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.4	38.9	18.6	53.5	24.0	29.3	21.0	51.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	33.0	33.0	20.0	44.0	18.0	24.0	19.0	45.0				
Max Q Clear Time (g_c+1.5), s	32.5	32.5	12.0	41.7	20.0	16.9	14.5	46.3				
Green Ext Time (p_c), s	0.0	0.4	0.6	1.7	0.0	3.7	0.5	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	54.2											
HCM 2010 LOS	D											

Intersection												
Int Delay, s/veh	25.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	11	8	28	14	28	10	812	26	69	970	46
Future Vol, veh/h	35	11	8	28	14	28	10	812	26	69	970	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	37	12	8	29	15	29	11	855	27	73	1021	48

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2080	2071	1021	2092	2106	869	1069	0	0	882	0	0
Stage 1	1167	1167	-	891	891	-	-	-	-	-	-	-
Stage 2	913	904	-	1201	1215	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	39	54	287	38	51	350	652	-	-	767	-	-
Stage 1	236	268	-	336	359	-	-	-	-	-	-	-
Stage 2	328	356	-	225	253	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 25	48	287	~ 28	45	350	652	-	-	767	-	-
Mov Cap-2 Maneuver	~ 25	48	-	~ 28	45	-	-	-	-	-	-	-
Stage 1	232	243	-	330	353	-	-	-	-	-	-	-
Stage 2	283	350	-	188	229	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	402.5	426.7	0.1	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	652	-	-	25	74	50	767	-	-
HCM Lane V/C Ratio	0.016	-	-	1.474	0.27	1.474	0.095	-	-
HCM Control Delay (s)	10.6	-	-	\$ 582.5	70.8	\$ 426.7	10.2	-	-
HCM Lane LOS	B	-	-	F	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	4.5	1	6.9	0.3	-	-

Notes												
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined							*: All major volume in platoon			

Intersection						
Int Delay, s/veh	9.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	192	87	94	717	862	139
Future Vol, veh/h	192	87	94	717	862	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	211	96	103	788	947	153
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1941	947	1100	0	-	0
Stage 1	947	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	~ 71	315	635	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 59	315	635	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	64.9	1.4		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	635	-	230	315	-	-
HCM Lane V/C Ratio	0.163	-	0.917	0.304	-	-
HCM Control Delay (s)	11.8	-	84.6	21.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	7.8	1.2	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	33	813	893	61
Future Vol, veh/h	0	35	33	813	893	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	36	893	981	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	981	1048	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	303	664	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	303	664	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.6	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	664	-	303	-	-	
HCM Lane V/C Ratio	0.055	-	0.127	-	-	
HCM Control Delay (s)	10.7	-	18.6	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	5	0	0	4	834	5	2	913	5
Future Vol, veh/h	2	0	1	5	0	0	4	834	5	2	913	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	5	0	0	4	916	5	2	1003	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1937	1939	1006	1937	1939	919	1008	0	0	921	0	0
Stage 1	1010	1010	-	927	927	-	-	-	-	-	-	-
Stage 2	927	929	-	1010	1012	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	49	65	293	49	65	329	687	-	-	741	-	-
Stage 1	289	317	-	322	347	-	-	-	-	-	-	-
Stage 2	322	346	-	289	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	49	64	293	49	64	329	687	-	-	741	-	-
Mov Cap-2 Maneuver	160	179	-	159	179	-	-	-	-	-	-	-
Stage 1	287	316	-	320	345	-	-	-	-	-	-	-
Stage 2	320	344	-	287	316	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.4		28.5		0		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	687	-	-	189	159	741	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.017	0.035	0.003	-	-				
HCM Control Delay (s)	10.3	-	-	24.4	28.5	9.9	-	-				
HCM Lane LOS	B	-	-	C	D	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0.1	0.1	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2029 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1402	367	144	1126	10	342	2	150	15	11	12
Future Volume (veh/h)	27	1402	367	144	1126	10	342	2	150	15	11	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1776	1776	1900	1863	1863	1900	1638	1638	1900
Adj Flow Rate, veh/h	30	1558	408	160	1251	11	380	2	167	17	12	13
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	16	16	16
Cap, veh/h	222	1660	416	169	1962	17	290	3	215	95	24	27
Arrive On Green	0.10	0.60	0.60	0.07	0.57	0.57	0.14	0.14	0.14	0.03	0.03	0.03
Sat Flow, veh/h	1757	2777	697	1691	3427	30	1774	19	1567	1560	720	780
Grp Volume(v), veh/h	30	958	1008	160	616	646	380	0	169	17	0	25
Grp Sat Flow(s),veh/h/ln	1757	1752	1722	1691	1687	1770	1774	0	1586	1560	0	1500
Q Serve(g_s), s	3.8	77.0	90.3	10.7	39.0	39.0	21.9	0.0	16.3	3.0	0.0	2.6
Cycle Q Clear(g_c), s	3.8	77.0	90.3	10.7	39.0	39.0	21.9	0.0	16.3	3.0	0.0	2.6
Prop In Lane	1.00		0.40	1.00		0.02	1.00		0.99	1.00		0.52
Lane Grp Cap(c), veh/h	0	1048	1029	169	966	1014	290	0	218	0	0	51
V/C Ratio(X)	0.00	0.91	0.98	0.95	0.64	0.64	1.31	0.00	0.78	0.00	0.00	0.49
Avail Cap(c_a), veh/h	0	1048	1029	169	1104	1159	290	0	434	0	0	146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	31.0	59.4	22.9	22.9	52.2	0.0	66.2	0.0	0.0	75.4
Incr Delay (d2), s/veh	0.0	12.2	23.1	53.9	1.1	1.1	162.4	0.0	5.8	0.0	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	40.5	49.5	9.5	18.4	19.3	25.7	0.0	7.5	0.0	0.0	1.2
LnGrp Delay(d),s/veh	0.0	40.5	54.2	113.4	24.0	23.9	214.6	0.0	72.0	0.0	0.0	82.5
LnGrp LOS		D	D	F	C	C	F		E			F
Approach Vol, veh/h		1996			1422			549			42	
Approach Delay, s/veh		46.8			34.0			170.7			49.1	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	101.0	28.0	11.9	22.0	97.0	11.6	28.3				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	11.6	86.0	21.9	15.5	104.0	104.0	43.5	43.5				
Max Q Clear Time (g_c+I1), s	12.7	92.3	23.9	4.6	5.8	41.0	5.0	18.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.1	49.9	0.0	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay				59.3								
HCM 2010 LOS				E								

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	108	333	38	59	420
Future Vol, veh/h	61	108	333	38	59	420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	120	370	42	66	467
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	969	370	0	0	412	0
Stage 1	370	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	281	676	-	-	1147	-
Stage 1	699	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	265	676	-	-	1147	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.3	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	572	1147	-	
HCM Lane V/C Ratio	-	-	0.328	0.057	-	
HCM Control Delay (s)	-	-	14.3	8.3	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	1.4	0.2	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	26	12	368	465	11
Future Vol, veh/h	6	26	12	368	465	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	29	13	409	517	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	958	523	529	0	-	0
Stage 1	523	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	285	554	1038	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	280	554	1038	-	-	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.4	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1038	-	519	-	-	
HCM Lane V/C Ratio	0.013	-	0.069	-	-	
HCM Control Delay (s)	8.5	0	12.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2029 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1249	156	42	1167	19	78	0	10	0	0	16
Future Volume (veh/h)	66	1249	156	42	1167	19	78	0	10	0	0	16
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1810	1810	1900	1624	1624	1900	1234	1234	1900
Adj Flow Rate, veh/h	73	1388	173	47	1297	21	87	0	11	0	0	18
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	5	5	5	17	17	17	54	54	54
Cap, veh/h	313	1984	245	251	2188	35	281	0	178	144	0	135
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.13	0.00	0.13	0.00	0.00	0.13
Sat Flow, veh/h	411	3140	388	319	3463	56	1211	0	1380	926	0	1049
Grp Volume(v), veh/h	73	770	791	47	644	674	87	0	11	0	0	18
Grp Sat Flow(s),veh/h/ln	411	1752	1776	319	1719	1800	1211	0	1380	926	0	1049
Q Serve(g_s), s	6.4	14.5	14.8	5.7	11.0	11.1	3.4	0.0	0.4	0.0	0.0	0.8
Cycle Q Clear(g_c), s	17.4	14.5	14.8	20.6	11.0	11.1	4.2	0.0	0.4	0.0	0.0	0.8
Prop In Lane	1.00		0.22	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	1107	1122	251	1086	1137	281	0	178	144	0	135
V/C Ratio(X)	0.23	0.70	0.70	0.19	0.59	0.59	0.31	0.00	0.06	0.00	0.00	0.13
Avail Cap(c_a), veh/h	315	1119	1134	253	1098	1149	512	0	441	320	0	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	6.1	6.1	12.9	5.4	5.4	21.2	0.0	19.2	0.0	0.0	19.4
Incr Delay (d2), s/veh	0.4	1.9	2.0	0.4	0.8	0.8	0.6	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.4	7.7	0.5	5.3	5.5	1.2	0.0	0.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	10.9	7.9	8.1	13.3	6.3	6.2	21.8	0.0	19.3	0.0	0.0	19.8
LnGrp LOS	B	A	A	B	A	A	C		B			B
Approach Vol, veh/h	1634				1365		98				18	
Approach Delay, s/veh	8.1				6.5		21.6				19.8	
Approach LOS	A				A		C				B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	12.4		37.7		12.4		37.7					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	2.8		22.6		6.2		19.4					
Green Ext Time (p_c), s	0.1		8.9		0.2		12.2					
Intersection Summary												
HCM 2010 Ctrl Delay			7.9									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2029 Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	376	314	153	687	264	424	499	125	195	525	568
Future Volume (veh/h)	184	376	314	153	687	264	424	499	125	195	525	568
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	198	404	338	165	739	284	456	537	134	210	565	611
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	6	6	6
Cap, veh/h	247	908	641	294	805	487	520	585	146	266	601	668
Arrive On Green	0.10	0.26	0.26	0.07	0.23	0.23	0.15	0.41	0.41	0.08	0.34	0.34
Sat Flow, veh/h	1740	3471	1553	1774	3539	1583	3442	1440	359	3312	1792	1524
Grp Volume(v), veh/h	198	404	338	165	739	284	456	0	671	210	565	611
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1774	1770	1583	1721	0	1799	1656	1792	1524
Q Serve(g_s), s	11.3	12.8	21.4	9.0	26.7	19.8	17.0	0.0	46.3	8.2	40.1	44.0
Cycle Q Clear(g_c), s	11.3	12.8	21.4	9.0	26.7	19.8	17.0	0.0	46.3	8.2	40.1	44.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	247	908	641	294	805	487	520	0	731	266	601	668
V/C Ratio(X)	0.80	0.44	0.53	0.56	0.92	0.58	0.88	0.00	0.92	0.79	0.94	0.91
Avail Cap(c_a), veh/h	306	1032	697	294	810	489	630	0	731	429	601	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	40.5	28.9	33.2	49.5	38.3	54.5	0.0	36.9	59.2	42.3	34.5
Incr Delay (d2), s/veh	11.7	0.3	0.7	2.4	15.3	1.7	11.5	0.0	16.5	5.2	22.9	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	6.2	9.3	4.6	14.7	8.9	8.9	0.0	26.3	3.9	23.6	23.8
LnGrp Delay(d),s/veh	48.2	40.8	29.6	35.6	64.8	40.0	66.0	0.0	53.4	64.4	65.2	51.8
LnGrp LOS	D	D	C	D	E	D	E		D	E	E	D
Approach Vol, veh/h	940			1188			1127			1386		
Approach Delay, s/veh	38.3			54.8			58.5			59.1		
Approach LOS	D			D			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.3	25.8	50.0	19.5	35.8	16.5	59.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	39.0	39.0	24.0	44.0	18.0	30.0	17.0	51.0				
Max Q Clear Time (g_c+1), s	23.4	23.4	19.0	46.0	13.3	28.7	10.2	48.3				
Green Ext Time (p_c), s	0.0	7.1	0.8	0.0	0.2	1.1	0.4	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			53.7									
HCM 2010 LOS			D									

Intersection												
Int Delay, s/veh	16.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	11	8	16	6	63	5	872	19	14	960	19
Future Vol, veh/h	36	11	8	16	6	63	5	872	19	14	960	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	39	12	9	17	7	68	5	948	21	15	1043	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2079	2052	1043	2063	2063	959	1064	0	0	969	0	0
Stage 1	1073	1073	-	969	969	-	-	-	-	-	-	-
Stage 2	1006	979	-	1094	1094	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 39	56	279	40	55	312	655	-	-	703	-	-
Stage 1	267	297	-	305	332	-	-	-	-	-	-	-
Stage 2	291	328	-	259	290	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 27	54	279	31	53	312	655	-	-	703	-	-
Mov Cap-2 Maneuver	~ 27	54	-	31	53	-	-	-	-	-	-	-
Stage 1	265	291	-	303	329	-	-	-	-	-	-	-
Stage 2	221	325	-	235	284	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	382.5	140.9	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	655	-	-	27	82	102	703	-	-
HCM Lane V/C Ratio	0.008	-	-	1.449	0.252	0.906	0.022	-	-
HCM Control Delay (s)	10.5	-	-	\$ 551.1	63.1	140.9	10.2	-	-
HCM Lane LOS	B	-	-	F	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	4.7	0.9	5.3	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection							
Int Delay, s/veh	26.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Vol, veh/h	298	47	39	610	939	59	
Future Vol, veh/h	298	47	39	610	939	59	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	180	0	160	-	-	250	
Veh in Median Storage, #	2	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	93	93	93	93	93	93	
Heavy Vehicles, %	8	8	2	2	2	2	
Mvmt Flow	320	51	42	656	1010	63	
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1750	1010	1073	0	-	0	
Stage 1	1010	-	-	-	-	-	
Stage 2	740	-	-	-	-	-	
Critical Hdwy	6.48	6.28	4.12	-	-	-	
Critical Hdwy Stg 1	5.48	-	-	-	-	-	
Critical Hdwy Stg 2	5.48	-	-	-	-	-	
Follow-up Hdwy	3.572	3.372	2.218	-	-	-	
Pot Cap-1 Maneuver	~ 91	284	650	-	-	-	
Stage 1	343	-	-	-	-	-	
Stage 2	461	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	~ 85	284	650	-	-	-	
Mov Cap-2 Maneuver	~ 261	-	-	-	-	-	
Stage 1	321	-	-	-	-	-	
Stage 2	461	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	150.7		0.7		0		
HCM LOS	F						
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	650		-	261	284	-	-
HCM Lane V/C Ratio	0.065		-	1.228	0.178	-	-
HCM Control Delay (s)	10.9		-	171.2	20.4	-	-
HCM Lane LOS	B		-	F	C	-	-
HCM 95th %tile Q(veh)	0.2		-	15.3	0.6	-	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	109	146	652	716	271
Future Vol, veh/h	0	109	146	652	716	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	117	157	701	770	291
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	770	1061	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	401	657	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	401	657	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.6	2.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	657	-	401	-	-	
HCM Lane V/C Ratio	0.239	-	0.292	-	-	
HCM Control Delay (s)	12.2	-	17.6	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile O(veh)	0.9	-	1.2	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	1	0	5	1	0	2	2	794	2	2	833	0
Future Vol, veh/h	1	0	5	1	0	2	2	794	2	2	833	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	2	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	1	0	2	2	836	2	2	877	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1723	1723	877	1725	1722	837	877	0	0	838	0	0
Stage 1	881	881	-	841	841	-	-	-	-	-	-	-
Stage 2	842	842	-	884	881	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	70	89	348	70	89	367	770	-	-	796	-	-
Stage 1	341	365	-	359	380	-	-	-	-	-	-	-
Stage 2	359	380	-	340	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	88	348	69	88	367	770	-	-	796	-	-
Mov Cap-2 Maneuver	241	262	-	189	209	-	-	-	-	-	-	-
Stage 1	340	364	-	358	379	-	-	-	-	-	-	-
Stage 2	356	379	-	334	364	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	16.3		18.1		0		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	770	-	-	324	279	796	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.019	0.011	0.003	-	-				
HCM Control Delay (s)	9.7	-	-	16.3	18.1	9.5	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0.1	0	0	-	-				

HCM 2010 Signalized Intersection Summary

101: Garlington Road & Pelham Road

2029 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	894	473	276	1396	19	641	16	221	12	9	41
Future Volume (veh/h)	32	894	473	276	1396	19	641	16	221	12	9	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1792	1792	1900
Adj Flow Rate, veh/h	35	982	520	303	1534	21	704	18	243	13	10	45
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	6	6	6
Cap, veh/h	215	1045	539	232	1696	23	442	27	368	85	14	63
Arrive On Green	0.10	0.47	0.47	0.11	0.48	0.48	0.22	0.25	0.25	0.02	0.05	0.05
Sat Flow, veh/h	1757	2238	1155	1757	3540	48	1774	110	1490	1707	285	1282
Grp Volume(v), veh/h	35	763	739	303	759	796	704	0	261	13	0	55
Grp Sat Flow(s),veh/h/ln	1757	1752	1641	1757	1752	1836	1774	0	1600	1707	0	1566
Q Serve(g_s), s	4.5	67.6	71.7	17.6	65.3	65.5	36.9	0.0	24.1	1.9	0.0	5.7
Cycle Q Clear(g_c), s	4.5	67.6	71.7	17.6	65.3	65.5	36.9	0.0	24.1	1.9	0.0	5.7
Prop In Lane	1.00		0.70	1.00		0.03	1.00		0.93	1.00		0.82
Lane Grp Cap(c), veh/h	0	818	766	232	840	880	442	0	395	0	0	77
V/C Ratio(X)	0.00	0.93	0.96	1.31	0.90	0.90	1.59	0.00	0.66	0.00	0.00	0.72
Avail Cap(c_a), veh/h	0	818	766	232	843	883	442	0	570	0	0	148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	41.3	42.4	58.9	39.3	39.3	55.0	0.0	55.7	0.0	0.0	77.0
Incr Delay (d2), s/veh	0.0	17.4	24.0	165.2	13.1	12.8	276.8	0.0	1.9	0.0	0.0	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	36.6	37.5	21.2	34.7	36.3	54.0	0.0	10.9	0.0	0.0	2.7
LnGrp Delay(d),s/veh	0.0	58.7	66.4	224.1	52.4	52.2	331.8	0.0	57.6	0.0	0.0	88.7
LnGrp LOS		E	E	F	D	D	F		E			F
Approach Vol, veh/h		1537			1858			965			68	
Approach Delay, s/veh		61.1			80.3			257.7			71.7	
Approach LOS		E			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	82.7	43.0	14.6	22.0	84.7	10.5	47.1				
Change Period (Y+Rc), s	6.4	6.0	6.1	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	17.6	55.0	36.9	15.5	79.0	79.0	58.5	58.5				
Max Q Clear Time (g_c+I1), s	19.6	73.7	38.9	7.7	6.5	67.5	3.9	26.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.1	11.2	0.0	6.5				
Intersection Summary												
HCM 2010 Ctrl Delay				112.2								
HCM 2010 LOS				F								

Intersection

Int Delay, s/veh 3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	107	442	78	142	564
Future Vol, veh/h	65	107	442	78	142	564
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	2	2	3	3
Mvmt Flow	69	114	470	83	151	600

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1372	470	0
Stage 1	470	-	-
Stage 2	902	-	-
Critical Hdwy	6.46	6.26	-
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.354	-
Pot Cap-1 Maneuver	158	585	-
Stage 1	621	-	-
Stage 2	390	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	134	585	-
Mov Cap-2 Maneuver	295	-	-
Stage 1	621	-	-
Stage 2	332	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	427	1012
HCM Lane V/C Ratio	-	-	0.429	0.149
HCM Control Delay (s)	-	-	19.6	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.1	0.5

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	14	16	499	596	33
Future Vol, veh/h	21	14	16	499	596	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	15	18	548	655	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1257	673	691	0	-	0
Stage 1	673	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	189	455	904	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	455	904	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	904	-	365	-	-	
HCM Lane V/C Ratio	0.019	-	0.105	-	-	
HCM Control Delay (s)	9.1	0	16	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0.1	-	0.3	-	-	

HCM 2010 Signalized Intersection Summary
104: Smith Road/Boland Court & Pelham Road

2029 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	971	30	10	1392	5	123	1	42	21	0	89
Future Volume (veh/h)	14	971	30	10	1392	5	123	1	42	21	0	89
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1792	1792	1900	1776	1776	1900
Adj Flow Rate, veh/h	16	1079	33	11	1547	6	137	1	47	23	0	99
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	6	6	6	7	7	7
Cap, veh/h	214	1998	61	323	2061	8	318	7	308	363	0	311
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.21	0.21	0.21	0.21	0.00	0.21
Sat Flow, veh/h	328	3472	106	500	3581	14	1242	32	1497	1289	0	1509
Grp Volume(v), veh/h	16	545	567	11	757	796	137	0	48	23	0	99
Grp Sat Flow(s),veh/h/ln	328	1752	1826	500	1752	1842	1242	0	1528	1289	0	1509
Q Serve(g_s), s	2.1	10.5	10.5	0.8	17.7	17.7	5.8	0.0	1.4	0.8	0.0	3.1
Cycle Q Clear(g_c), s	19.9	10.5	10.5	11.3	17.7	17.7	8.8	0.0	1.4	2.2	0.0	3.1
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	214	1008	1051	323	1008	1060	318	0	315	363	0	311
V/C Ratio(X)	0.07	0.54	0.54	0.03	0.75	0.75	0.43	0.00	0.15	0.06	0.00	0.32
Avail Cap(c_a), veh/h	216	1021	1064	327	1021	1073	424	0	445	473	0	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	7.2	7.2	10.7	8.7	8.7	22.3	0.0	17.9	18.8	0.0	18.5
Incr Delay (d2), s/veh	0.1	0.6	0.5	0.0	3.1	3.0	0.9	0.0	0.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.1	5.4	0.1	9.3	9.7	2.1	0.0	0.6	0.3	0.0	1.3
LnGrp Delay(d),s/veh	16.3	7.7	7.7	10.7	11.8	11.7	23.2	0.0	18.1	18.9	0.0	19.1
LnGrp LOS	B	A	A	B	B	B	C		B	B		B
Approach Vol, veh/h	1128				1564				185		122	
Approach Delay, s/veh	7.9				11.7				21.9		19.1	
Approach LOS	A				B				C		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	17.3		37.6		17.3		37.6					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	16.0		32.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s	5.1		19.7		10.8		21.9					
Green Ext Time (p_c), s	1.1		11.9		0.5		9.0					
Intersection Summary												
HCM 2010 Ctrl Delay	11.2											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary

105: SC 14 & Pelham Road

2029 Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	719	423	124	371	222	267	519	105	337	610	358
Future Volume (veh/h)	340	719	423	124	371	222	267	519	105	337	610	358
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	362	765	450	132	395	236	284	552	112	359	649	381
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	926	575	206	665	491	349	537	109	421	703	824
Arrive On Green	0.14	0.26	0.26	0.07	0.19	0.19	0.10	0.36	0.36	0.12	0.38	0.38
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	1504	305	3442	1863	1583
Grp Volume(v), veh/h	362	765	450	132	395	236	284	0	664	359	649	381
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	0	1809	1721	1863	1583
Q Serve(g_s), s	18.0	25.7	31.9	6.8	12.9	15.2	10.2	0.0	45.0	12.9	42.0	19.2
Cycle Q Clear(g_c), s	18.0	25.7	31.9	6.8	12.9	15.2	10.2	0.0	45.0	12.9	42.0	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	378	926	575	206	665	491	349	0	645	421	703	824
V/C Ratio(X)	0.96	0.83	0.78	0.64	0.59	0.48	0.81	0.00	1.03	0.85	0.92	0.46
Avail Cap(c_a), veh/h	378	926	575	210	673	495	546	0	645	518	703	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	43.9	35.7	34.1	46.8	35.3	55.5	0.0	40.6	54.2	37.5	19.1
Incr Delay (d2), s/veh	35.0	6.2	6.9	6.2	1.4	0.7	5.2	0.0	43.0	11.0	17.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	13.3	15.0	3.7	6.4	6.8	5.1	0.0	30.1	6.8	25.1	8.4
LnGrp Delay(d),s/veh	74.2	50.1	42.7	40.3	48.2	36.0	60.7	0.0	83.6	65.3	55.3	19.5
LnGrp LOS	E	D	D	D	D	D	E		F	E	E	B
Approach Vol, veh/h	1577			763			948			1389		
Approach Delay, s/veh	53.5			43.1			76.7			48.1		
Approach LOS	D			D			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.7	39.0	18.8	53.6	24.0	29.7	21.4	51.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	33.0	33.0	20.0	44.0	18.0	24.0	19.0	45.0				
Max Q Clear Time (g_c+1.0), s	33.9	33.9	12.2	44.0	20.0	17.2	14.9	47.0				
Green Ext Time (p_c), s	0.0	0.0	0.6	0.0	0.0	3.6	0.5	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	54.9											
HCM 2010 LOS	D											

Intersection												
Int Delay, s/veh	38.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	12	9	30	15	29	11	833	29	71	998	50
Future Vol, veh/h	38	12	9	30	15	29	11	833	29	71	998	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	180	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	40	13	9	32	16	31	12	877	31	75	1051	53

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2141	2133	1051	2156	2171	893	1104	0	0	908	0	0
Stage 1	1201	1201	-	917	917	-	-	-	-	-	-	-
Stage 2	940	932	-	1239	1254	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 35	49	276	34	46	339	632	-	-	750	-	-
Stage 1	226	258	-	325	349	-	-	-	-	-	-	-
Stage 2	316	345	-	214	242	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 20	43	276	~ 23	41	339	632	-	-	750	-	-
Mov Cap-2 Maneuver	~ 20	43	-	~ 23	41	-	-	-	-	-	-	-
Stage 1	222	232	-	319	342	-	-	-	-	-	-	-
Stage 2	269	338	-	176	218	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	590.7	612.4	0.1	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	632	-	-	20	67	42	750	-	-
HCM Lane V/C Ratio	0.018	-	-	2	0.33	1.855	0.1	-	-
HCM Control Delay (s)	10.8	-	-	\$ 871.1	83.2	\$ 612.4	10.3	-	-
HCM Lane LOS	B	-	-	F	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.3	1.2	8.1	0.3	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	11.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	201	91	100	734	882	150
Future Vol, veh/h	201	91	100	734	882	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	160	-	-	250
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	221	100	110	807	969	165
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1996	969	1134	0	-	0
Stage 1	969	-	-	-	-	-
Stage 2	1027	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	~ 66	306	616	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 54	306	616	-	-	-
Mov Cap-2 Maneuver	~ 220	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	81.5	1.5		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	616	-	220	306	-	-
HCM Lane V/C Ratio	0.178	-	1.004	0.327	-	-
HCM Control Delay (s)	12.1	-	108.3	22.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	9.2	1.4	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↗	↗	↗
Traffic Vol, veh/h	0	35	33	837	917	61
Future Vol, veh/h	0	35	33	837	917	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	150	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	36	920	1008	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	1008	1075	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	292	649	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	292	649	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.2	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	649	-	292	-	-	
HCM Lane V/C Ratio	0.056	-	0.132	-	-	
HCM Control Delay (s)	10.9	-	19.2	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile O(veh)	0.2	-	0.4	-	-	

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	2	0	1	5	0	0	4	858	5	2	937	5
Future Vol, veh/h	2	0	1	5	0	0	4	858	5	2	937	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	2	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	5	0	0	4	943	5	2	1030	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1991	1993	1033	1991	1993	946	1035	0	0	948	0	0
Stage 1	1037	1037	-	954	954	-	-	-	-	-	-	-
Stage 2	954	956	-	1037	1039	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	45	60	282	45	60	317	672	-	-	724	-	-
Stage 1	279	308	-	311	337	-	-	-	-	-	-	-
Stage 2	311	336	-	279	308	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	59	282	45	59	317	672	-	-	724	-	-
Mov Cap-2 Maneuver	198	220	-	153	172	-	-	-	-	-	-	-
Stage 1	277	307	-	309	335	-	-	-	-	-	-	-
Stage 2	309	334	-	277	307	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.6		29.4		0		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	672	-	-	220	153	724	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.015	0.036	0.003	-	-				
HCM Control Delay (s)	10.4	-	-	21.6	29.4	10	-	-				
HCM Lane LOS	B	-	-	C	D	A	-	-				
HCM 95th %tile O(veh)	0	-	-	0	0.1	0	-	-				



Appendix G ANALYSIS WORKSHEETS: BUILD CONDITIONS W/ RECOMMENDED IMPROVEMENTS

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2025 Build Improved Conditions
AM Peak Hour

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	20	6	5	12	4	57	3	681	11	12	706	12						
Future Volume (veh/h)	20	6	5	12	4	57	3	681	11	12	706	12						
Number	7	4	14	3	8	18	5	2	12	1	6	16						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1863	1863	1900	1827	1827	1827						
Adj Flow Rate, veh/h	22	7	5	13	4	62	3	740	12	13	767	13						
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4						
Cap, veh/h	212	77	55	182	42	120	361	1108	18	379	1125	956						
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.61	0.61	0.01	0.62	0.62						
Sat Flow, veh/h	1330	1012	723	985	549	1583	1774	1828	30	1740	1827	1553						
Grp Volume(v), veh/h	22	0	12	17	0	62	3	0	752	13	767	13						
Grp Sat Flow(s),veh/h/ln	1330	0	1735	1534	0	1583	1774	0	1858	1740	1827	1553						
Q Serve(g_s), s	0.9	0.0	0.4	0.0	0.0	2.2	0.0	0.0	15.8	0.2	16.4	0.2						
Cycle Q Clear(g_c), s	1.4	0.0	0.4	0.5	0.0	2.2	0.0	0.0	15.8	0.2	16.4	0.2						
Prop In Lane	1.00		0.42	0.76		1.00	1.00		0.02	1.00		1.00						
Lane Grp Cap(c), veh/h	212	0	132	224	0	120	361	0	1126	379	1125	956						
V/C Ratio(X)	0.10	0.00	0.09	0.08	0.00	0.52	0.01	0.00	0.67	0.03	0.68	0.01						
Avail Cap(c_a), veh/h	471	0	471	514	0	429	626	0	1480	622	1455	1237						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	26.1	0.0	25.4	25.4	0.0	26.2	6.6	0.0	7.7	6.5	7.5	4.4						
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.1	0.0	3.4	0.0	0.0	0.7	0.0	0.9	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.3	0.0	1.1	0.0	0.0	8.2	0.1	8.4	0.1						
LnGrp Delay(d),s/veh	26.3	0.0	25.7	25.6	0.0	29.6	6.6	0.0	8.4	6.5	8.4	4.4						
LnGrp LOS	C		C	C		C	A		A	A	A	A						
Approach Vol, veh/h	34			79			755			793								
Approach Delay, s/veh	26.1			28.8			8.4			8.3								
Approach LOS	C			C			A			A								
Timer	1	2	3	4	5	6	7	8										
Assigned Phs	1	2	4		5	6	8											
Phs Duration (G+Y+Rc), s	6.8	41.8	10.5		6.2	42.3	10.5											
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0											
Max Green Setting (Gmax), s	9.0	47.0	16.0		9.0	47.0	16.0											
Max Q Clear Time (g_c+I1), s	2.2	17.8	3.4		2.0	18.4	4.2											
Green Ext Time (p_c), s	0.0	17.8	0.1		0.0	17.9	0.3											
Intersection Summary																		
HCM 2010 Ctrl Delay	9.7																	
HCM 2010 LOS	A																	

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2025 Build Improved Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	7	6	20	9	26	7	741	21	64	895	30
Future Volume (veh/h)	24	7	6	20	9	26	7	741	21	64	895	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1845	1845	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	25	7	6	21	9	27	7	780	22	67	942	32
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	178	61	53	150	46	104	293	1112	31	405	1215	1033
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.01	0.62	0.62	0.04	0.65	0.65
Sat Flow, veh/h	1367	927	795	857	701	1568	1774	1803	51	1774	1863	1583
Grp Volume(v), veh/h	25	0	13	30	0	27	7	0	802	67	942	32
Grp Sat Flow(s),veh/h/ln	1367	0	1722	1558	0	1568	1774	0	1854	1774	1863	1583
Q Serve(g_s), s	1.2	0.0	0.5	0.3	0.0	1.1	0.1	0.0	19.2	0.9	23.3	0.5
Cycle Q Clear(g_c), s	2.2	0.0	0.5	1.1	0.0	1.1	0.1	0.0	19.2	0.9	23.3	0.5
Prop In Lane	1.00		0.46	0.70		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	178	0	114	196	0	104	293	0	1143	405	1215	1033
V/C Ratio(X)	0.14	0.00	0.11	0.15	0.00	0.26	0.02	0.00	0.70	0.17	0.78	0.03
Avail Cap(c_a), veh/h	421	0	420	462	0	382	524	0	1328	572	1334	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	28.8	29.1	0.0	29.1	8.0	0.0	8.5	7.1	8.0	4.0
Incr Delay (d2), s/veh	0.4	0.0	0.4	0.4	0.0	1.3	0.0	0.0	1.4	0.2	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.5	0.0	0.5	0.0	0.0	10.0	0.4	12.7	0.2
LnGrp Delay(d),s/veh	30.5	0.0	29.3	29.4	0.0	30.4	8.1	0.0	9.9	7.3	10.7	4.1
LnGrp LOS	C		C	C		C	A		A	A	B	A
Approach Vol, veh/h	38			57			809			1041		
Approach Delay, s/veh	30.1			29.9			9.9			10.3		
Approach LOS	C			C			A			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.8	46.5	10.3		6.5	48.8	10.3					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	9.0	47.0	16.0		9.0	47.0	16.0					
Max Q Clear Time (g_c+I1), s	2.9	21.2	4.2		2.1	25.3	3.1					
Green Ext Time (p_c), s	0.1	17.4	0.1		0.0	17.5	0.3					
Intersection Summary												
HCM 2010 Ctrl Delay	11.1											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2026 Build Improved Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	8	6	13	4	59	3	726	13	13	775	14
Future Volume (veh/h)	23	8	6	13	4	59	3	726	13	13	775	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1863	1863	1900	1827	1827	1827
Adj Flow Rate, veh/h	25	9	7	14	4	64	3	789	14	14	842	15
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	203	73	57	178	38	119	327	1137	20	362	1158	984
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.62	0.62	0.01	0.63	0.63
Sat Flow, veh/h	1328	973	757	1011	509	1583	1774	1825	32	1740	1827	1553
Grp Volume(v), veh/h	25	0	16	18	0	64	3	0	803	14	842	15
Grp Sat Flow(s),veh/h/ln	1328	0	1729	1520	0	1583	1774	0	1857	1740	1827	1553
Q Serve(g_s), s	1.1	0.0	0.5	0.0	0.0	2.4	0.0	0.0	18.0	0.2	19.6	0.2
Cycle Q Clear(g_c), s	1.7	0.0	0.5	0.6	0.0	2.4	0.0	0.0	18.0	0.2	19.6	0.2
Prop In Lane	1.00		0.44	0.78		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	203	0	130	217	0	119	327	0	1157	362	1158	984
V/C Ratio(X)	0.12	0.00	0.12	0.08	0.00	0.54	0.01	0.00	0.69	0.04	0.73	0.02
Avail Cap(c_a), veh/h	443	0	442	483	0	405	576	0	1395	588	1373	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	27.0	27.0	0.0	27.9	7.2	0.0	7.8	6.8	7.8	4.2
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.2	0.0	3.7	0.0	0.0	1.2	0.0	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.3	0.3	0.0	1.2	0.0	0.0	9.3	0.1	10.1	0.1
LnGrp Delay(d),s/veh	28.1	0.0	27.4	27.2	0.0	31.6	7.2	0.0	9.0	6.8	9.4	4.2
LnGrp LOS	C		C	C		C	A		A	A	A	A
Approach Vol, veh/h		41			82			806			871	
Approach Delay, s/veh		27.8			30.6			9.0			9.3	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	45.0		10.7	6.2	45.6		10.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	47.0		16.0	9.0	47.0		16.0				
Max Q Clear Time (g_c+I1), s	2.2	20.0		3.7	2.0	21.6		4.4				
Green Ext Time (p_c), s	0.0	18.1		0.1	0.0	18.1		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				10.5								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2026 Build Improved Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	9	7	23	11	26	8	736	22	66	884	36
Future Volume (veh/h)	28	9	7	23	11	26	8	736	22	66	884	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1845	1845	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	29	9	7	24	12	27	8	775	23	69	931	38
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	172	63	49	150	44	101	295	1095	33	404	1201	1020
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.61	0.61	0.04	0.64	0.64
Sat Flow, veh/h	1363	973	757	867	680	1568	1774	1800	53	1774	1863	1583
Grp Volume(v), veh/h	29	0	16	36	0	27	8	0	798	69	931	38
Grp Sat Flow(s),veh/h/ln	1363	0	1729	1547	0	1568	1774	0	1853	1774	1863	1583
Q Serve(g_s), s	1.3	0.0	0.6	0.8	0.0	1.0	0.1	0.0	18.8	0.9	22.6	0.6
Cycle Q Clear(g_c), s	2.7	0.0	0.6	1.3	0.0	1.0	0.1	0.0	18.8	0.9	22.6	0.6
Prop In Lane	1.00		0.44	0.67		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	172	0	112	194	0	101	295	0	1128	404	1201	1020
V/C Ratio(X)	0.17	0.00	0.14	0.19	0.00	0.27	0.03	0.00	0.71	0.17	0.78	0.04
Avail Cap(c_a), veh/h	470	0	489	522	0	443	531	0	1310	576	1317	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	28.1	28.5	0.0	28.3	7.9	0.0	8.6	7.1	8.0	4.1
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.5	0.0	1.4	0.0	0.0	1.5	0.2	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	0.6	0.0	0.5	0.1	0.0	10.0	0.4	12.3	0.2
LnGrp Delay(d),s/veh	30.2	0.0	28.7	28.9	0.0	29.7	8.0	0.0	10.0	7.3	10.8	4.1
LnGrp LOS	C		C	C		C	A		B	A	B	A
Approach Vol, veh/h		45			63			806			1038	
Approach Delay, s/veh		29.7			29.3			10.0			10.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	44.7		10.1	6.5	47.0		10.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	45.0		18.0	9.0	45.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	20.8		4.7	2.1	24.6		3.3				
Green Ext Time (p_c), s	0.1	16.5		0.2	0.0	16.4		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				11.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2027 Build Improved Conditions
AM Peak Hour

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Traffic Volume (veh/h)	29	10	6	14	5	60	4	747	16	13	793	17								
Future Volume (veh/h)	29	10	6	14	5	60	4	747	16	13	793	17								
Number	7	4	14	3	8	18	5	2	12	1	6	16								
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0								
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00								
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1863	1863	1900	1827	1827	1827								
Adj Flow Rate, veh/h	32	11	7	15	5	65	4	812	17	14	862	18								
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4								
Cap, veh/h	200	80	51	172	43	120	317	1141	24	348	1164	989								
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.63	0.63	0.01	0.64	0.64								
Sat Flow, veh/h	1325	1065	678	964	571	1583	1774	1818	38	1740	1827	1553								
Grp Volume(v), veh/h	32	0	18	20	0	65	4	0	829	14	862	18								
Grp Sat Flow(s),veh/h/ln	1325	0	1743	1534	0	1583	1774	0	1856	1740	1827	1553								
Q Serve(g_s), s	1.5	0.0	0.6	0.0	0.0	2.5	0.1	0.0	19.1	0.2	20.6	0.3								
Cycle Q Clear(g_c), s	2.1	0.0	0.6	0.6	0.0	2.5	0.1	0.0	19.1	0.2	20.6	0.3								
Prop In Lane	1.00		0.39	0.75		1.00	1.00		0.02	1.00		1.00								
Lane Grp Cap(c), veh/h	200	0	132	215	0	120	317	0	1165	348	1164	989								
V/C Ratio(X)	0.16	0.00	0.14	0.09	0.00	0.54	0.01	0.00	0.71	0.04	0.74	0.02								
Avail Cap(c_a), veh/h	434	0	439	476	0	399	561	0	1373	571	1351	1148								
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00								
Uniform Delay (d), s/veh	28.4	0.0	27.4	27.5	0.0	28.3	7.5	0.0	8.0	7.1	7.9	4.2								
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.2	0.0	3.8	0.0	0.0	1.4	0.0	1.9	0.0								
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.3	0.0	1.2	0.0	0.0	10.1	0.1	10.7	0.1								
LnGrp Delay(d),s/veh	28.8	0.0	27.9	27.6	0.0	32.1	7.5	0.0	9.4	7.1	9.8	4.2								
LnGrp LOS	C		C	C		C	A		A	A	A	A								
Approach Vol, veh/h	50		85				833				894									
Approach Delay, s/veh	28.5		31.1				9.4				9.7									
Approach LOS	C		C				A				A									
Timer	1	2	3	4	5	6	7	8												
Assigned Phs	1	2	4		5	6	8													
Phs Duration (G+Y+Rc), s	6.9	45.9	10.8		6.3	46.5	10.8													
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0													
Max Green Setting (Gmax), s	9.0	47.0	16.0		9.0	47.0	16.0													
Max Q Clear Time (g_c+I1), s	2.2	21.1	4.1		2.1	22.6	4.5													
Green Ext Time (p_c), s	0.0	18.0	0.2		0.0	17.9	0.3													
Intersection Summary																				
HCM 2010 Ctrl Delay 11.0																				
HCM 2010 LOS B																				

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2027 Build Improved Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	10	8	26	13	27	9	761	24	67	915	42
Future Volume (veh/h)	33	10	8	26	13	27	9	761	24	67	915	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1845	1845	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	35	11	8	27	14	28	9	801	25	71	963	44
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	174	73	53	148	54	114	277	1106	35	387	1211	1029
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.01	0.62	0.62	0.04	0.65	0.65
Sat Flow, veh/h	1359	1004	730	821	743	1568	1774	1797	56	1774	1863	1583
Grp Volume(v), veh/h	35	0	19	41	0	28	9	0	826	71	963	44
Grp Sat Flow(s),veh/h/ln	1359	0	1734	1564	0	1568	1774	0	1853	1774	1863	1583
Q Serve(g_s), s	1.7	0.0	0.7	0.7	0.0	1.1	0.1	0.0	20.7	1.0	25.1	0.7
Cycle Q Clear(g_c), s	3.2	0.0	0.7	1.5	0.0	1.1	0.1	0.0	20.7	1.0	25.1	0.7
Prop In Lane	1.00		0.42	0.66		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	174	0	126	202	0	114	277	0	1140	387	1211	1029
V/C Ratio(X)	0.20	0.00	0.15	0.20	0.00	0.25	0.03	0.00	0.72	0.18	0.80	0.04
Avail Cap(c_a), veh/h	400	0	414	452	0	374	499	0	1298	548	1305	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	29.2	29.5	0.0	29.4	8.7	0.0	8.9	7.7	8.5	4.2
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.5	0.0	1.1	0.0	0.0	1.8	0.2	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.3	0.7	0.0	0.5	0.1	0.0	10.9	0.5	13.7	0.3
LnGrp Delay(d),s/veh	31.7	0.0	29.7	30.0	0.0	30.5	8.7	0.0	10.7	7.9	11.8	4.2
LnGrp LOS	C		C	C		C	A		B	A	B	A
Approach Vol, veh/h	54					69		835		1078		
Approach Delay, s/veh	31.0					30.2		10.7		11.2		
Approach LOS	C					C		B		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.9	47.3	10.9		6.6	49.6	10.9					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	9.0	47.0	16.0		9.0	47.0	16.0					
Max Q Clear Time (g_c+I1), s	3.0	22.7	5.2		2.1	27.1	3.5					
Green Ext Time (p_c), s	0.1	17.1	0.2		0.0	16.5	0.4					
Intersection Summary												
HCM 2010 Ctrl Delay	12.2											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2028 Build Improved Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	11	8	16	6	62	4	850	17	13	941	18
Future Volume (veh/h)	33	11	8	16	6	62	4	850	17	13	941	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1863	1863	1900	1827	1827	1827
Adj Flow Rate, veh/h	36	12	9	17	7	67	4	924	18	14	1023	20
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	170	70	53	143	45	113	261	1241	24	322	1261	1072
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.00	0.68	0.68	0.01	0.69	0.69
Sat Flow, veh/h	1320	990	742	891	637	1583	1774	1821	35	1740	1827	1553
Grp Volume(v), veh/h	36	0	21	24	0	67	4	0	942	14	1023	20
Grp Sat Flow(s),veh/h/ln	1320	0	1732	1528	0	1583	1774	0	1856	1740	1827	1553
Q Serve(g_s), s	2.0	0.0	0.9	0.2	0.0	3.2	0.1	0.0	25.2	0.2	30.3	0.3
Cycle Q Clear(g_c), s	3.1	0.0	0.9	1.0	0.0	3.2	0.1	0.0	25.2	0.2	30.3	0.3
Prop In Lane	1.00		0.43	0.71		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	123	189	0	113	261	0	1265	322	1261	1072
V/C Ratio(X)	0.21	0.00	0.17	0.13	0.00	0.59	0.02	0.00	0.74	0.04	0.81	0.02
Avail Cap(c_a), veh/h	350	0	360	394	0	329	461	0	1376	502	1354	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	33.6	33.6	0.0	34.6	9.6	0.0	7.9	7.9	8.4	3.7
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.3	0.0	4.9	0.0	0.0	2.1	0.1	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.4	0.5	0.0	1.5	0.0	0.0	13.3	0.1	16.3	0.1
LnGrp Delay(d),s/veh	35.7	0.0	34.2	33.9	0.0	39.6	9.6	0.0	10.0	7.9	12.0	3.7
LnGrp LOS	D		C	C		D	A		A	A	B	A
Approach Vol, veh/h		57			91			946			1057	
Approach Delay, s/veh		35.2			38.1			10.0			11.8	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	58.4		11.5	6.3	59.1		11.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	57.0		16.0	9.0	57.0		16.0				
Max Q Clear Time (g_c+I1), s	2.2	27.2		5.1	2.1	32.3		5.2				
Green Ext Time (p_c), s	0.0	22.7		0.2	0.0	20.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				12.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

107: SC 14 & Society Street

2028 Build Improved Conditions
AM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	288	43	37	595	924	55		
Future Volume (veh/h)	288	43	37	595	924	55		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1759	1759	1863	1863	1863	1863		
Adj Flow Rate, veh/h	310	46	40	640	994	59		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	8	8	2	2	2	2		
Cap, veh/h	346	309	153	1207	1017	864		
Arrive On Green	0.21	0.21	0.03	0.65	0.55	0.55		
Sat Flow, veh/h	1675	1495	1774	1863	1863	1583		
Grp Volume(v), veh/h	310	46	40	640	994	59		
Grp Sat Flow(s),veh/h/ln	1675	1495	1774	1863	1863	1583		
Q Serve(g_s), s	14.8	2.1	0.8	15.2	42.8	1.4		
Cycle Q Clear(g_c), s	14.8	2.1	0.8	15.2	42.8	1.4		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	346	309	153	1207	1017	864		
V/C Ratio(X)	0.90	0.15	0.26	0.53	0.98	0.07		
Avail Cap(c_a), veh/h	366	327	295	1356	1017	865		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.8	26.8	19.5	7.8	18.2	8.8		
Incr Delay (d2), s/veh	22.9	0.2	0.9	0.4	22.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	1.9	0.5	7.8	28.2	0.6		
LnGrp Delay(d),s/veh	54.7	27.0	20.4	8.1	41.0	8.9		
LnGrp LOS	D	C	C	A	D	A		
Approach Vol, veh/h	356			680	1053			
Approach Delay, s/veh	51.2			8.9	39.2			
Approach LOS	D			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		59.4		23.0	8.4	51.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		60.0		18.0	9.0	45.0		
Max Q Clear Time (g_c+I1), s		17.2		16.8	2.8	44.8		
Green Ext Time (p_c), s		18.3		0.2	0.0	0.2		
Intersection Summary								
HCM 2010 Ctrl Delay			31.4					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2028 Build Improved Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	11	8	28	14	28	10	812	26	69	970	46
Future Volume (veh/h)	35	11	8	28	14	28	10	812	26	69	970	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1845	1845	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	37	12	8	29	15	29	11	855	27	73	1021	48
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	149	77	51	131	53	115	166	1220	39	152	1250	1063
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.05	0.68	0.68	0.04	0.67	0.67
Sat Flow, veh/h	1357	1044	696	835	723	1568	1774	1796	57	1774	1863	1583
Grp Volume(v), veh/h	37	0	20	44	0	29	11	0	882	73	1021	48
Grp Sat Flow(s),veh/h/ln	1357	0	1740	1558	0	1568	1774	0	1853	1774	1863	1583
Q Serve(g_s), s	2.3	0.0	0.9	1.2	0.0	1.5	0.6	0.0	25.1	0.9	34.4	0.9
Cycle Q Clear(g_c), s	4.5	0.0	0.9	2.2	0.0	1.5	0.6	0.0	25.1	0.9	34.4	0.9
Prop In Lane	1.00		0.40	0.66		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	149	0	128	184	0	115	0	0	1259	152	1250	1063
V/C Ratio(X)	0.25	0.00	0.16	0.24	0.00	0.25	0.00	0.00	0.70	0.48	0.82	0.05
Avail Cap(c_a), veh/h	301	0	323	352	0	291	0	0	1259	269	1340	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	37.4	37.9	0.0	37.7	0.0	0.0	8.5	24.9	10.3	4.8
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.7	0.0	1.1	0.0	0.0	1.8	2.4	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	1.0	0.0	0.7	0.0	0.0	13.1	1.4	18.6	0.4
LnGrp Delay(d),s/veh	41.0	0.0	38.0	38.6	0.0	38.8	0.0	0.0	10.2	27.3	14.2	4.8
LnGrp LOS	D		D	D		D			B	C	B	A
Approach Vol, veh/h		57			73			893			1142	
Approach Delay, s/veh		39.9			38.7			10.1			14.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	64.6		12.3	10.0	63.9		12.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	47.0		16.0	62.0	62.0		16.0				
Max Q Clear Time (g_c+I1), s	2.9	27.1		6.5	2.6	36.4		4.2				
Green Ext Time (p_c), s	0.1	15.4		0.2	0.0	21.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				14.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

107: SC 14 & Society Street

2028 Build Improved Conditions
PM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	192	87	94	717	862	139		
Future Volume (veh/h)	192	87	94	717	862	139		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1845	1845	1863	1863	1863	1863		
Adj Flow Rate, veh/h	211	96	103	788	947	153		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	3	3	2	2	2	2		
Cap, veh/h	259	231	245	1305	1079	917		
Arrive On Green	0.15	0.15	0.05	0.70	0.58	0.58		
Sat Flow, veh/h	1757	1568	1774	1863	1863	1583		
Grp Volume(v), veh/h	211	96	103	788	947	153		
Grp Sat Flow(s),veh/h/ln	1757	1568	1774	1863	1863	1583		
Q Serve(g_s), s	9.2	4.4	1.8	17.3	34.3	3.6		
Cycle Q Clear(g_c), s	9.2	4.4	1.8	17.3	34.3	3.6		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	259	231	245	1305	1079	917		
V/C Ratio(X)	0.81	0.42	0.42	0.60	0.88	0.17		
Avail Cap(c_a), veh/h	356	318	367	1464	1110	943		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	32.6	30.5	15.3	6.1	14.2	7.7		
Incr Delay (d2), s/veh	9.9	1.2	1.1	0.6	8.1	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.2	3.9	1.3	9.0	19.8	1.6		
LnGrp Delay(d),s/veh	42.4	31.7	16.4	6.7	22.3	7.8		
LnGrp LOS	D	C	B	A	C	A		
Approach Vol, veh/h	307			891	1100			
Approach Delay, s/veh	39.1			7.8	20.3			
Approach LOS	D			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		61.3		17.6	9.6	51.7		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		62.0		16.0	9.0	47.0		
Max Q Clear Time (g_c+I1), s		19.3		11.2	3.8	36.3		
Green Ext Time (p_c), s		24.1		0.5	0.1	9.3		
Intersection Summary								
HCM 2010 Ctrl Delay			18.0					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2029 Build Improved Conditions
AM Peak Hour

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Traffic Volume (veh/h)	36	11	8	16	6	63	5	872	19	14	960	19								
Future Volume (veh/h)	36	11	8	16	6	63	5	872	19	14	960	19								
Number	7	4	14	3	8	18	5	2	12	1	6	16								
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0								
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00								
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1863	1863	1900	1827	1827	1827								
Adj Flow Rate, veh/h	39	12	9	17	7	68	5	948	21	15	1043	21								
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4								
Cap, veh/h	169	71	53	143	45	113	251	1239	27	308	1264	1074								
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.01	0.68	0.68	0.01	0.69	0.69								
Sat Flow, veh/h	1319	990	742	891	634	1583	1774	1815	40	1740	1827	1553								
Grp Volume(v), veh/h	39	0	21	24	0	68	5	0	969	15	1043	21								
Grp Sat Flow(s),veh/h/ln	1319	0	1732	1526	0	1583	1774	0	1856	1740	1827	1553								
Q Serve(g_s), s	2.2	0.0	0.9	0.2	0.0	3.2	0.1	0.0	27.0	0.2	31.9	0.3								
Cycle Q Clear(g_c), s	3.3	0.0	0.9	1.1	0.0	3.2	0.1	0.0	27.0	0.2	31.9	0.3								
Prop In Lane	1.00		0.43	0.71		1.00	1.00		0.02	1.00		1.00								
Lane Grp Cap(c), veh/h	169	0	124	188	0	113	251	0	1267	308	1264	1074								
V/C Ratio(X)	0.23	0.00	0.17	0.13	0.00	0.60	0.02	0.00	0.76	0.05	0.83	0.02								
Avail Cap(c_a), veh/h	346	0	356	389	0	326	447	0	1361	484	1340	1139								
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00								
Uniform Delay (d), s/veh	35.6	0.0	33.9	34.0	0.0	35.0	10.2	0.0	8.2	8.4	8.6	3.7								
Incr Delay (d2), s/veh	0.7	0.0	0.6	0.3	0.0	5.0	0.0	0.0	2.5	0.1	4.2	0.0								
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.4	0.5	0.0	1.6	0.0	0.0	14.3	0.1	17.1	0.1								
LnGrp Delay(d),s/veh	36.2	0.0	34.6	34.3	0.0	40.0	10.2	0.0	10.7	8.5	12.8	3.8								
LnGrp LOS	D		C	C		D	B		B	A	B	A								
Approach Vol, veh/h	60		92				974				1079									
Approach Delay, s/veh	35.7		38.5				10.7				12.6									
Approach LOS	D		D				B				B									
Timer	1	2	3	4	5	6	7	8												
Assigned Phs	1	2	4		5	6	8													
Phs Duration (G+Y+Rc), s	7.1	59.1	11.6		6.4	59.8	11.6													
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0													
Max Green Setting (Gmax), s	9.0	57.0	16.0		9.0	57.0	16.0													
Max Q Clear Time (g_c+I1), s	2.2	29.0	5.3		2.1	33.9	5.2													
Green Ext Time (p_c), s	0.0	22.2	0.2		0.0	19.9	0.3													
Intersection Summary																				
HCM 2010 Ctrl Delay 13.4																				
HCM 2010 LOS B																				

HCM 2010 Signalized Intersection Summary

107: SC 14 & Society Street

2029 Build Improved Conditions

AM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	298	47	39	610	939	59		
Future Volume (veh/h)	298	47	39	610	939	59		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1759	1759	1863	1863	1863	1863		
Adj Flow Rate, veh/h	320	51	42	656	1010	63		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	8	8	2	2	2	2		
Cap, veh/h	341	304	149	1216	1026	872		
Arrive On Green	0.20	0.20	0.03	0.65	0.55	0.55		
Sat Flow, veh/h	1675	1495	1774	1863	1863	1583		
Grp Volume(v), veh/h	320	51	42	656	1010	63		
Grp Sat Flow(s),veh/h/ln	1675	1495	1774	1863	1863	1583		
Q Serve(g_s), s	15.7	2.3	0.8	15.8	44.4	1.6		
Cycle Q Clear(g_c), s	15.7	2.3	0.8	15.8	44.4	1.6		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	341	304	149	1216	1026	872		
V/C Ratio(X)	0.94	0.17	0.28	0.54	0.98	0.07		
Avail Cap(c_a), veh/h	341	304	287	1361	1026	872		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	32.7	27.4	20.0	7.8	18.4	8.8		
Incr Delay (d2), s/veh	33.0	0.3	1.0	0.4	24.2	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	10.3	2.1	0.6	8.1	29.3	0.7		
LnGrp Delay(d),s/veh	65.7	27.7	21.0	8.1	42.6	8.8		
LnGrp LOS	E	C	C	A	D	A		
Approach Vol, veh/h	371			698	1073			
Approach Delay, s/veh	60.5			8.9	40.6			
Approach LOS	E			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		60.5		23.0	8.5	52.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		61.0		17.0	9.0	46.0		
Max Q Clear Time (g_c+I1), s		17.8		17.7	2.8	46.4		
Green Ext Time (p_c), s		19.0		0.0	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			33.7					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary
106: SC 14 & Project Driveway #1/Moore Road

2029 Build Improved Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	12	9	30	15	29	11	833	29	71	998	50
Future Volume (veh/h)	38	12	9	30	15	29	11	833	29	71	998	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1845	1845	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	40	13	9	32	16	31	12	877	31	75	1051	53
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	176	84	58	153	59	128	224	1106	39	334	1212	1030
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.62	0.62	0.04	0.65	0.65
Sat Flow, veh/h	1353	1027	711	833	724	1568	1774	1788	63	1774	1863	1583
Grp Volume(v), veh/h	40	0	22	48	0	31	12	0	908	75	1051	53
Grp Sat Flow(s),veh/h/ln	1353	0	1737	1557	0	1568	1774	0	1852	1774	1863	1583
Q Serve(g_s), s	2.0	0.0	0.8	1.0	0.0	1.3	0.2	0.0	25.8	1.0	31.8	0.9
Cycle Q Clear(g_c), s	3.9	0.0	0.8	1.9	0.0	1.3	0.2	0.0	25.8	1.0	31.8	0.9
Prop In Lane	1.00		0.41	0.67		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	176	0	142	212	0	128	224	0	1145	334	1212	1030
V/C Ratio(X)	0.23	0.00	0.16	0.23	0.00	0.24	0.05	0.00	0.79	0.22	0.87	0.05
Avail Cap(c_a), veh/h	374	0	395	431	0	357	430	0	1238	483	1245	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	30.0	30.5	0.0	30.2	11.4	0.0	10.0	9.6	9.9	4.4
Incr Delay (d2), s/veh	0.6	0.0	0.5	0.5	0.0	1.0	0.1	0.0	3.4	0.3	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.4	0.9	0.0	0.6	0.1	0.0	13.9	0.6	18.3	0.4
LnGrp Delay(d),s/veh	33.0	0.0	30.5	31.0	0.0	31.2	11.5	0.0	13.4	9.9	16.5	4.5
LnGrp LOS	C		C	C		C	B		B	A	B	A
Approach Vol, veh/h	62					79		920		1179		
Approach Delay, s/veh	32.1					31.1		13.4		15.5		
Approach LOS	C					C		B		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.1	49.5	11.7		6.8	51.7	11.7					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	9.0	47.0	16.0		9.0	47.0	16.0					
Max Q Clear Time (g_c+I1), s	3.0	27.8	5.9		2.2	33.8	3.9					
Green Ext Time (p_c), s	0.1	15.3	0.2		0.0	11.9	0.5					
Intersection Summary												
HCM 2010 Ctrl Delay	15.7											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary

107: SC 14 & Society Street

2029 Build Improved Conditions

PM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	201	91	100	734	882	150		
Future Volume (veh/h)	201	91	100	734	882	150		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1845	1845	1863	1863	1863	1863		
Adj Flow Rate, veh/h	221	100	110	807	969	165		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	3	3	2	2	2	2		
Cap, veh/h	268	239	231	1300	1073	912		
Arrive On Green	0.15	0.15	0.05	0.70	0.58	0.58		
Sat Flow, veh/h	1757	1568	1774	1863	1863	1583		
Grp Volume(v), veh/h	221	100	110	807	969	165		
Grp Sat Flow(s),veh/h/ln	1757	1568	1774	1863	1863	1583		
Q Serve(g_s), s	9.8	4.6	2.0	18.5	36.8	3.9		
Cycle Q Clear(g_c), s	9.8	4.6	2.0	18.5	36.8	3.9		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	268	239	231	1300	1073	912		
V/C Ratio(X)	0.83	0.42	0.48	0.62	0.90	0.18		
Avail Cap(c_a), veh/h	351	313	347	1441	1093	929		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	32.9	30.7	16.9	6.5	15.0	8.0		
Incr Delay (d2), s/veh	11.6	1.2	1.5	0.7	10.3	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.6	4.2	1.5	9.7	21.7	1.7		
LnGrp Delay(d),s/veh	44.6	31.9	18.4	7.2	25.3	8.1		
LnGrp LOS	D	C	B	A	C	A		
Approach Vol, veh/h	321			917	1134			
Approach Delay, s/veh	40.6			8.5	22.8			
Approach LOS	D			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		61.9		18.2	9.7	52.2		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		62.0		16.0	9.0	47.0		
Max Q Clear Time (g_c+I1), s		20.5		11.8	4.0	38.8		
Green Ext Time (p_c), s		24.4		0.4	0.1	7.4		
Intersection Summary								
HCM 2010 Ctrl Delay			19.7					
HCM 2010 LOS			B					



Appendix H TURN LANE ANALYSIS WORKSHEETS

Study Area Information

County:	Greenville County	Date:	6/8/2021
SCDOT Engineering District:	District 3	Analyst:	JM
Analysis Year:	2029	Agency:	Stantec Consulting Services Inc.
Intersection: Garlington Road & Hartness Drive/Project Driveway #4			
Left Turn Movement: Southbound Left-Turn Lane			
Right Turn Movement: Northbound Right-Turn Lane			
Posted Speed Limit:	35 mph	Median:	Undivided
# of Approach Lanes:	1	Urban or Rural?	Urban

Volume Information & Calculations

Left Turn Lane Volume Calculations

Movement		Volume (vph)	
		AM	PM
Advancing	Left	59	142
	Through	420	564
	Right		
Opposing	Left		
	Through	333	442
	Right	38	78

	AM	PM
Advancing Volume:	479	706
Opposing Volume:	371	520
Left Turn Volume:	59	142

% Left Turns in Advancing Volume: 12.3% 20.1%

Right Turn Lane Volume Calculations

Movement		Volume (vph)	
		AM	PM
Advancing	Left		
	Through	333	442
	Right	38	78

Adjustment to Right Turn Volume¹ Include? No

	AM	PM
Advancing Volume:	371	520
Right Turn Volume:	38	78

Turn Lane Warrant Met?

Left Turn Lane Warrant Applicable Warrant Chart: Fig 9.5-G Warrant Satisfied: Yes	Right Turn Lane Warrant Applicable Warrant Chart: Fig 9.5-A Warrant Satisfied: Yes

Recommended Turn Lane Length

Advancing Approach Truck%: 2%

Advancing Approach Truck%: 2%

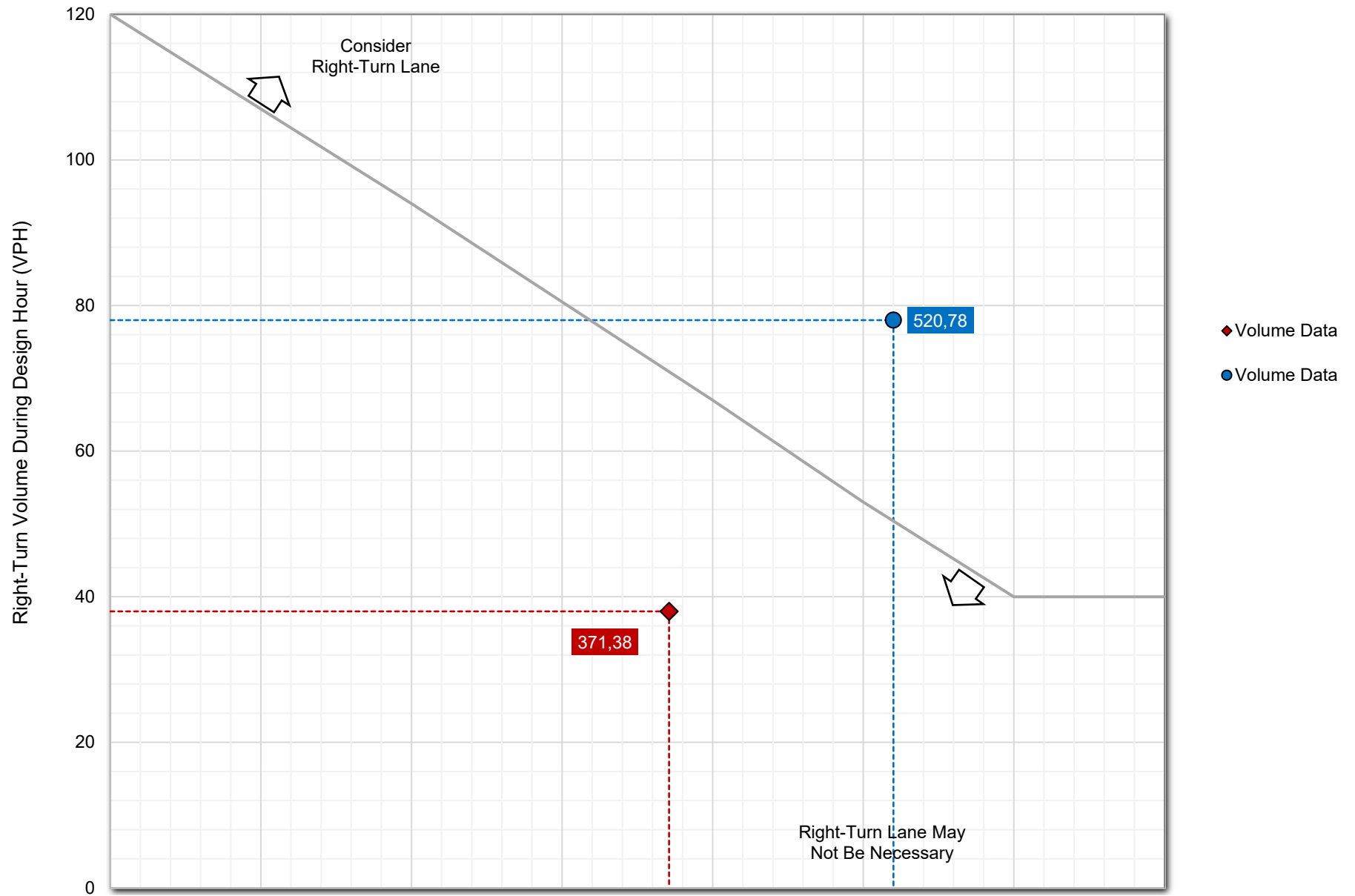
Left Turn Lane	
Storage Length (ft):	150 ft
Taper Length (ft):	150 ft
Total Left Turn Lane (ft):	300 ft

Right Turn Lane	
Storage Length:	100 ft
Taper Length:	150 ft
Total Left Turn Lane:	250 ft

Consider providing dual-turn lanes if the turning volumes are greater than 300 vehicles per hour. A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour.

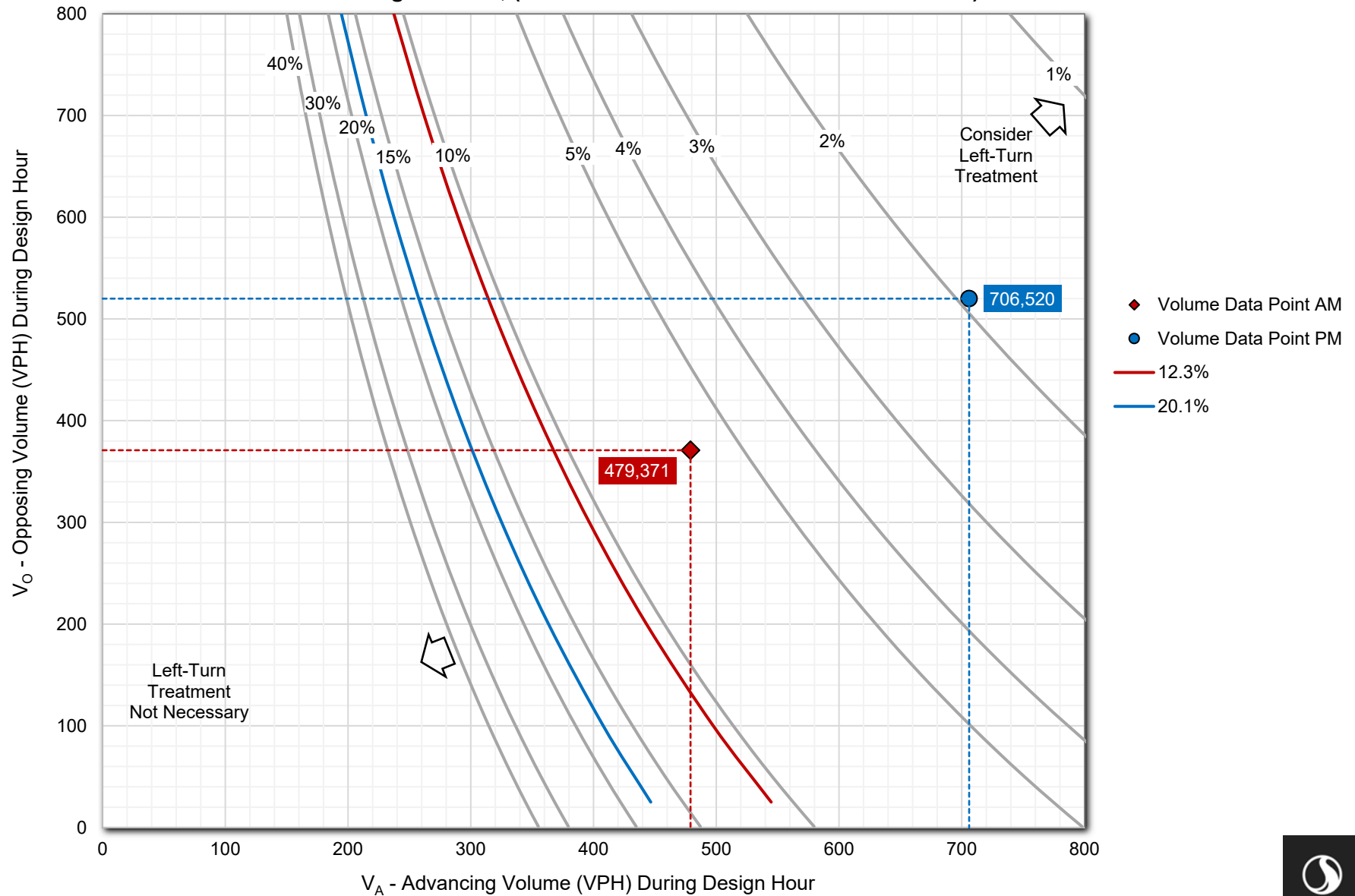
The traffic designer should review the design to determine if longer turn lane lengths are required.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A, (SCDOT ROADWAY DESIGN MANUAL 2021)



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)

Figure 9.5-G, (SCDOT ROADWAY DESIGN MANUAL 2021)



Study Area Information

County:	Greenville County	Date:	6/8/2021
SCDOT Engineering District:	District 3	Analyst:	JM
Analysis Year:	2029	Agency:	Stantec Consulting Services Inc.
Intersection:	SC 14 & Moore Road/Project Driveway #1		
Left Turn Movement:	Northbound Left-Turn Lane		
Right Turn Movement:	Southbound Right-Turn Lane		
Posted Speed Limit:	45	Median:	Undivided
# of Approach Lanes:	1	Urban or Rural?	Urban

Volume Information & Calculations

Left Turn Lane Volume Calculations

Movement		Volume (vph)	
		AM	PM
Advancing	Left	5	11
	Through	872	833
	Right	19	29
Opposing	Left	14	71
	Through	960	998
	Right	19	50

	AM	PM
Advancing Volume:	896	873
Opposing Volume:	993	1,119
Left Turn Volume:	5	11

% Left Turns in Advancing Volume: 0.6% 1.3%

Right Turn Lane Volume Calculations

Movement		Volume (vph)	
		AM	PM
Advancing	Left	14	71
	Through	960	998
	Right	19	50

Adjustment to Right Turn Volume¹ Include? No

	AM	PM
Advancing Volume:	993	1,119
Right Turn Volume:	19	50

Turn Lane Warrant Met?

Left Turn Lane Warrant Applicable Warrant Chart: Fig 9.5-F Warrant Satisfied: Yes	Right Turn Lane Warrant Applicable Warrant Chart: Fig 9.5-A Warrant Satisfied: Yes

Recommended Turn Lane Length

Advancing Approach Truck%: 2%

Advancing Approach Truck%: 4%

Left Turn Lane	
Storage Length (ft):	150 ft
Taper Length (ft):	180 ft
Total Left Turn Lane (ft):	330 ft

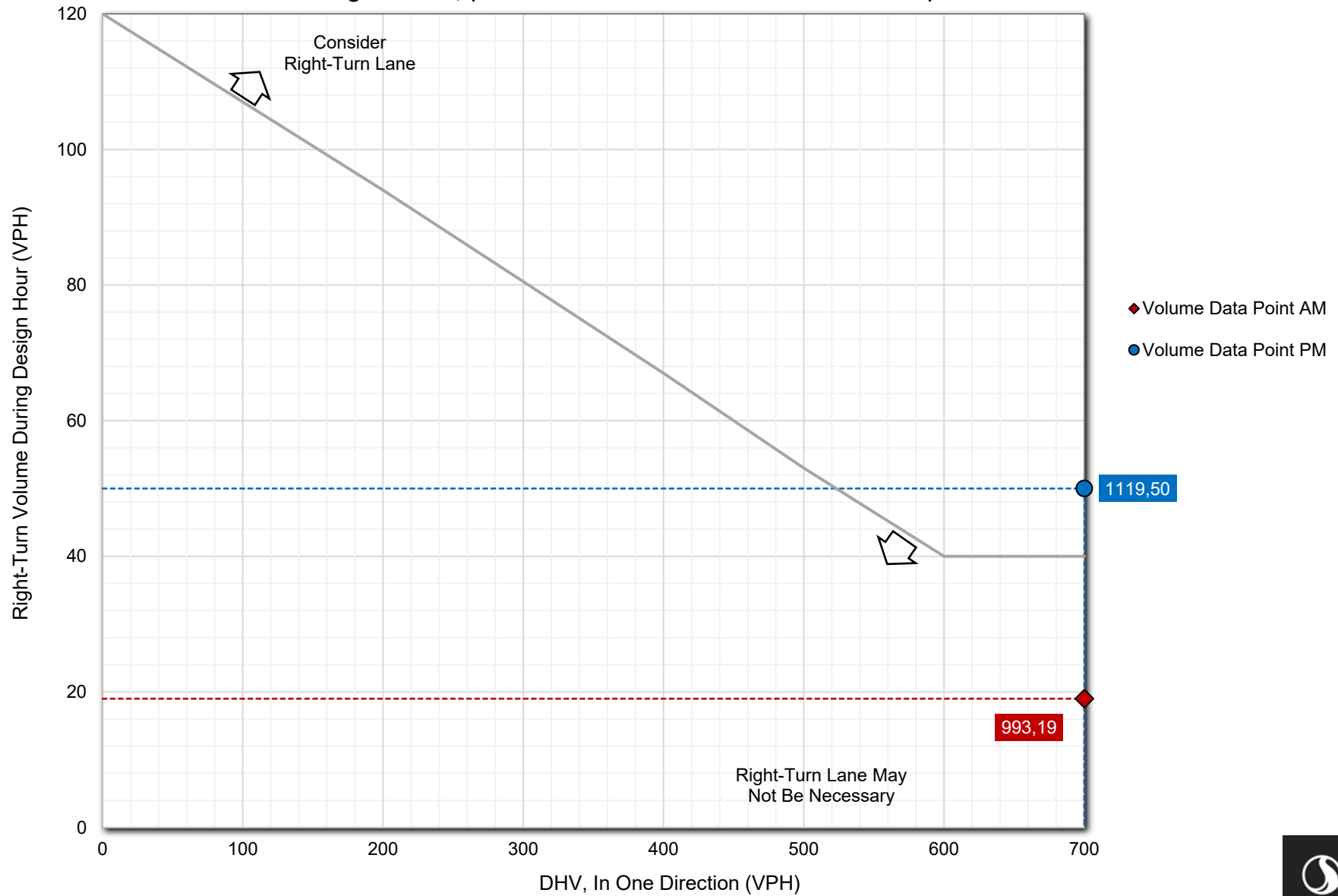
Right Turn Lane	
Storage Length:	100 ft
Taper Length:	180 ft
Total Left Turn Lane:	280 ft

Consider providing dual-turn lanes if the turning volumes are greater than 300 vehicles per hour. A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour.

The traffic designer should review the design to determine if longer turn lane lengths are required.

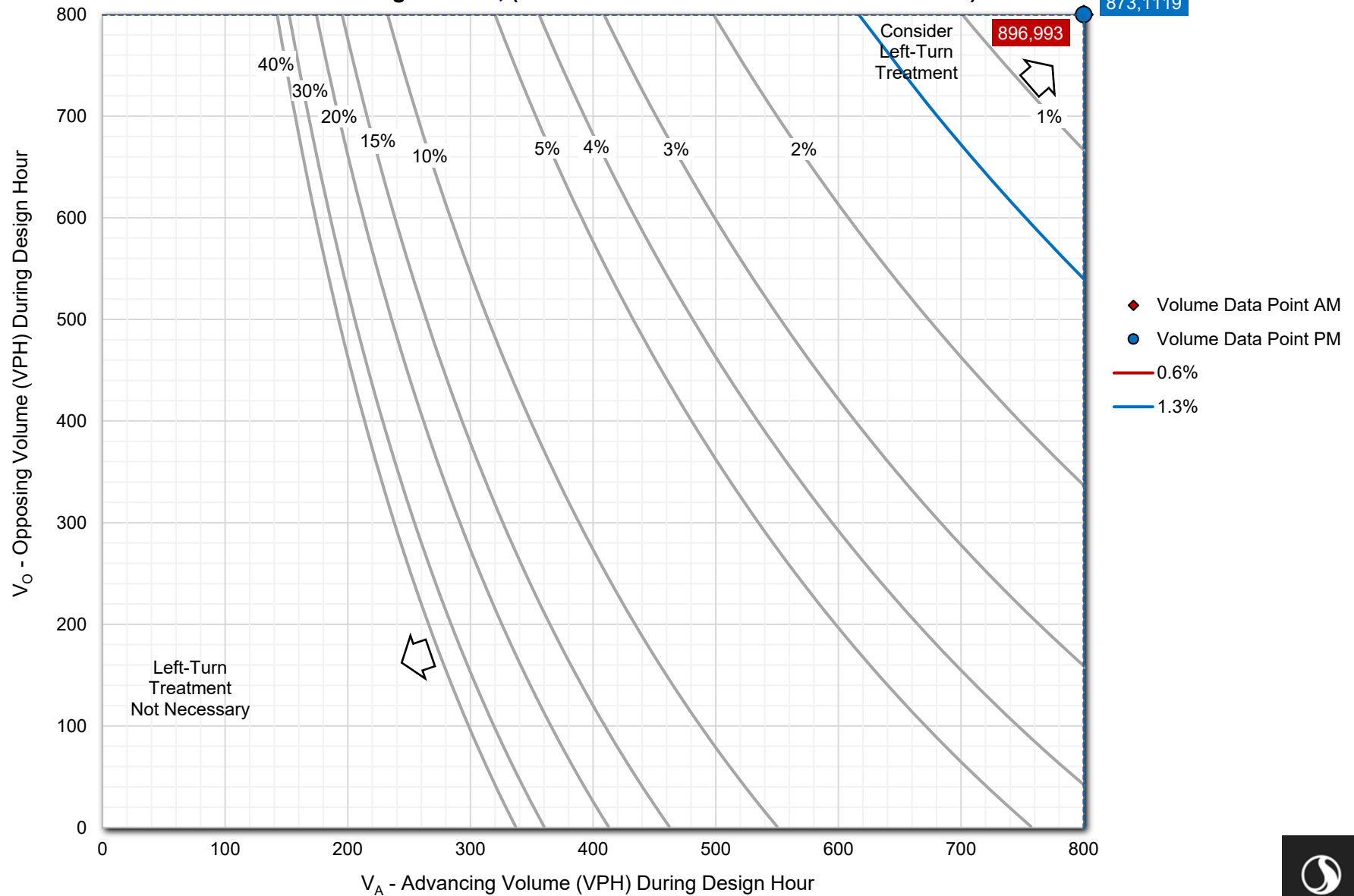
GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 9.5-A, (SCDOT ROADWAY DESIGN MANUAL 2021)



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)

Figure 9.5-F, (SCDOT ROADWAY DESIGN MANUAL 2021)



Study Area Information

County:	Greenville County	Date:	6/8/2021
SCDOT Engineering District:	District 3	Analyst:	JM
Analysis Year:	2029	Agency:	Stantec Consulting Services Inc.
Intersection: SC 14 & Project Driveway #3 (School Access)			
Left Turn Movement: Northbound Left-Turn Lane			
Right Turn Movement: Southbound Right-Turn Lane			
Posted Speed Limit:	45 mph	Median:	Undivided
# of Approach Lanes:	1	Urban or Rural?	Urban

Volume Information & Calculations

Left Turn Lane Volume Calculations

Movement		Volume (vph)	
		AM	PM
Advancing	Left	146	33
	Through	652	837
	Right		
Opposing	Left		
	Through	716	917
	Right	271	61

	AM	PM
Advancing Volume:	798	870
Opposing Volume:	987	978
Left Turn Volume:	146	33

% Left Turns in Advancing Volume: 18.3% 3.8%

Right Turn Lane Volume Calculations

Movement		Volume (vph)	
		AM	PM
Advancing	Left		
	Through	716	917
	Right	271	61

Adjustment to Right Turn Volume¹ Include? No

	AM	PM
Advancing Volume:	987	978
Right Turn Volume:	271	61

Turn Lane Warrant Met?

Left Turn Lane Warrant Applicable Warrant Chart: Fig 9.5-F Warrant Satisfied: Yes	Right Turn Lane Warrant Applicable Warrant Chart: Fig 9.5-A Warrant Satisfied: Yes

Recommended Turn Lane Length

Advancing Approach Truck%: 2%

Advancing Approach Truck%: 2%

Left Turn Lane	
Storage Length (ft):	150 ft
Taper Length (ft):	180 ft
Total Left Turn Lane (ft):	330 ft

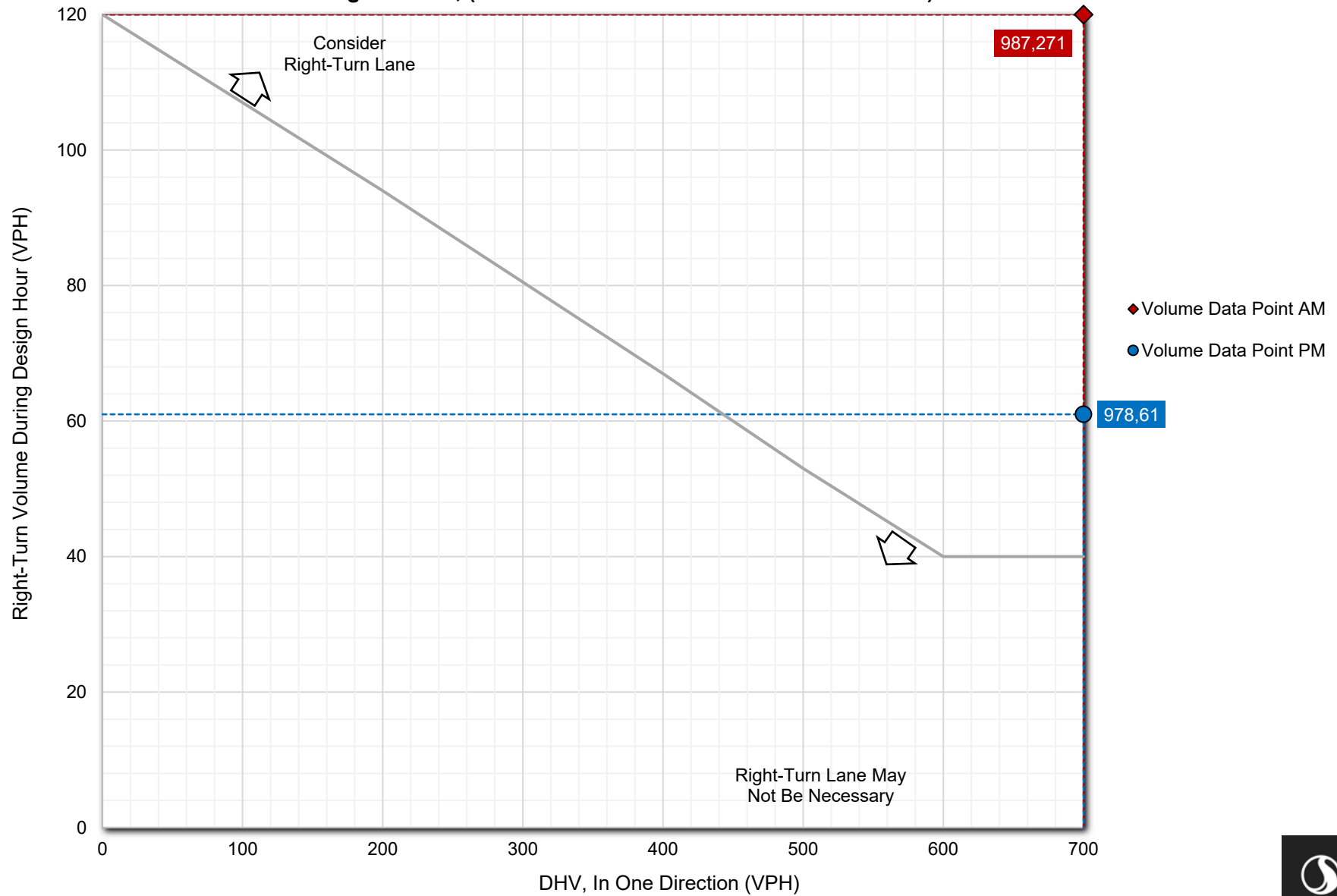
Right Turn Lane	
Storage Length:	250 ft
Taper Length:	180 ft
Total Left Turn Lane:	430 ft

Consider providing dual-turn lanes if the turning volumes are greater than 300 vehicles per hour. A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour.

The traffic designer should review the design to determine if longer turn lane lengths are required.

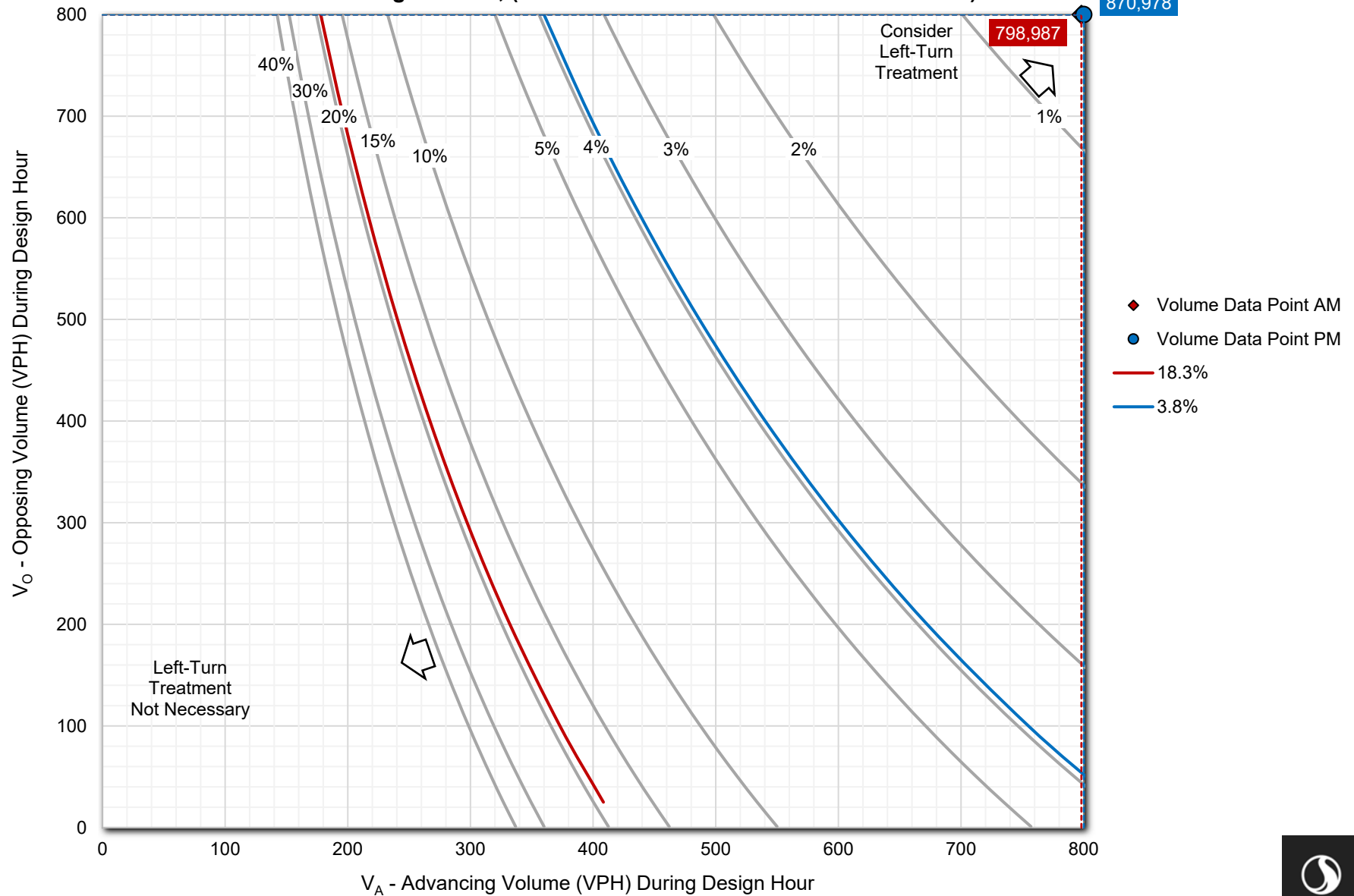
GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 9.5-A, (SCDOT ROADWAY DESIGN MANUAL 2021)



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)

Figure 9.5-F, (SCDOT ROADWAY DESIGN MANUAL 2021)





Appendix I TRAFFIC STUDIES DURING COVID-19 – JULY 29, 2020

TO: Traffic Engineering

FROM: Rob Perry, P.E., Director of Traffic Engineering *Rob Perry*

DATE: July 29, 2020

RE: Revised Guidance for conducting Traffic Impact Studies during COVID19

Due to COVID 19, many South Carolina schools statewide have elected to begin the 2020-2021 school year virtually. In addition, traffic volumes remain over 10% below average for volumes statewide. Traffic Engineering is providing this updated guidance memorandum to assist with the drafting, review and approval of Traffic Impact Studies (TIS) for developments and schools seeking encroachment permits. To date, some Districts have provided similar guidance to developers and their Consulting Firms approving inclusion of older count data, with additional instructions such as applying inflationary factors to older counts based on more recent counts taken in the vicinity of a proposed development, school or tourist destination such as beaches. This memorandum supersedes the guidance memorandum issued by Traffic Engineering May 5, 2020.

Consulting Firms developing a TIS should coordinate an appropriate manner for approval of traffic counts with District Traffic Engineers (DTE) on a case by case basis as a one size fits all approach is impractical. However, this memorandum provides multiple options to acquire and include counts for an individual TIS. Any of these three options are permissible for count collections.

1. If count data is available over the past five years and collected when schools were in session those counts may be included in a TIS. A calculated historical growth rate should be recommended by the Consulting Firm performing the TIS to include the basis for it, and approved by the DTE prior to submission of the TIS.
2. Consulting Firms may request to perform new counts with the addition of a 12% growth factor until schools are back in session, and average volumes normalize. DTE's may approve this request on a case by case basis, and approval shall depend on the location of the counts.
3. Historical count data provided by Real Time Data companies may be purchased by Consulting Firms and included in a TIS, but the data must be within the last five years, when schools were in session, and with an accuracy validation included in the TIS. Should the historical count data be over 12-months old an inflationary factor shall be recommended by the Consulting Firm, and approved by the DTE prior to submission of the TIS.



Traffic counts through various products may be readily obtained from SCDOT's website:
<https://www.scdot.org/travel/travel-trafficdata.aspx>

REP:rep

cc: Andrew T. Leaphart, P.E., Chief Engineer for Operations

File: TE/REP





Appendix J TRAFFIC STUDIES DURING COVID-19 – APRIL 16, 2021

TO: Traffic Engineering

FROM: Rob Perry, P.E., Director of Traffic Engineering 

DATE: April 16, 2021

RE: **Revised Guidance for conducting Traffic Impact Studies during COVID19**

This memorandum lifts previous restrictions enacted due to the COVID-19 pandemic for conducting traffic counts for Traffic Impact Studies (TIS) for developments and schools seeking encroachment permits. Throughout the COVID-19 pandemic, SCDOT has been monitoring continuous count stations to track average traffic volume percentages. With the return of in-person school instruction and reoccupation of government buildings, weekly average traffic volume percentages are now surpassing those from 2019.

Consulting Firms developing a TIS are still encouraged to coordinate with respective District Permit Engineers (DPE) and District Traffic Engineers (DTE) on a case by case basis as a one size fits all approach is impractical. More detailed information concerning inclusion items for TIS may be found in the Access and Roadside Management Standards (ARMS) Manual, Chapter 6.

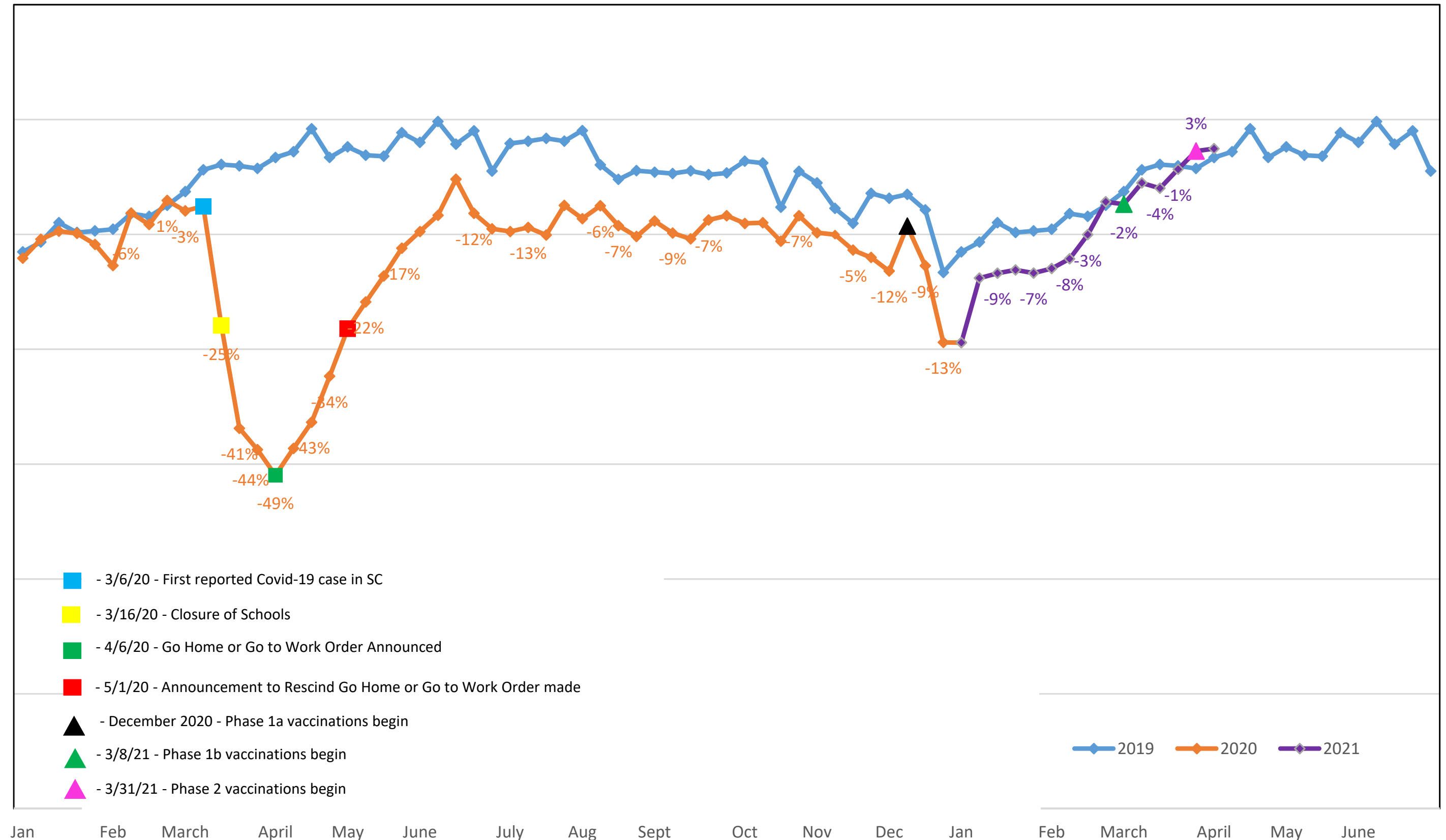
Traffic counts through various products may be readily obtained from SCDOT's website:
<https://www.scdot.org/travel/travel-trafficdata.aspx>

REP:rep
Attachment: Weekly COVID-19 Traffic Volumes Chart
ec: Andrew T. Leaphart, P.E., Chief Engineer for Operations
File: TE/REP





Traffic Volume Trend Changes due to COVID-19





Appendix K S-164/BATESVILLE ROAD IMPROVEMENTS

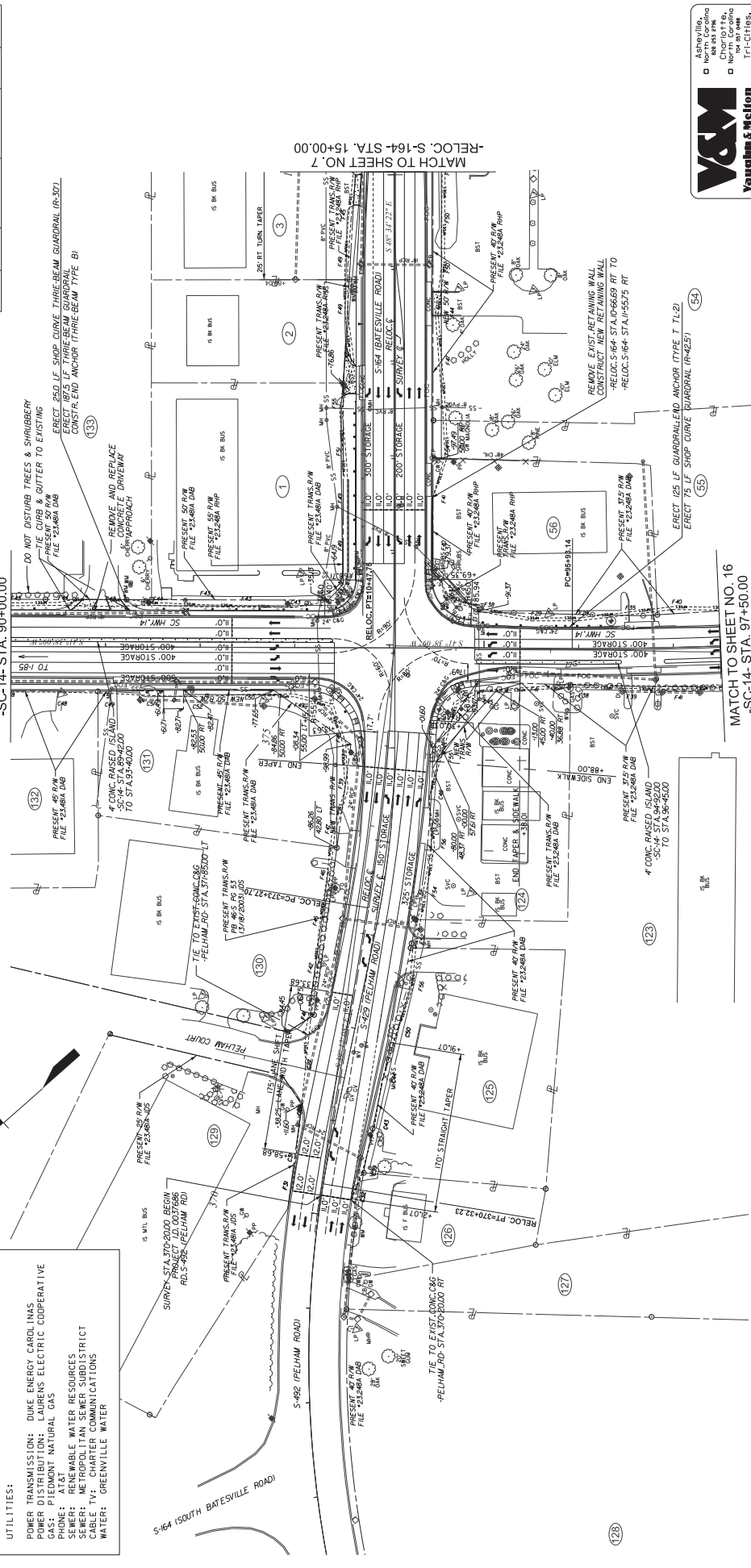
DES. NO. S-164	COUNTY GREENVILLE	ROUTE S-164	SHEET 6
PROJECT NO. 0001066	STATE S.C.	DATE 5-1-14	

UTILITIES:
 POWER TRANSMISSION: DUKE ENERGY CAROLINAS
 POWER DISTRIBUTION: LAURENS ELECTRIC COOPERATIVE
 GAS: SOUTHERN NATURAL GAS
 SEWER: RENEWABLE WATER RESOURCES
 CABLE TV: CHARTER COMMUNICATIONS
 WATER: GREENVILLE WATER

DO NOT DISTURB TREES & SHRUBBERY
 TIE CURB & GUTTER TO EXISTING
 ERECT 250 LF SHIP CURVE THRIE-BEAM GUARDRAIL (R-30)
 ERECT 187.5 LF THRIE-BEAM GUARDRAIL
 CONSTA. END ANCHOR (THRIE-BEAM TYPE B)

REMOVE AND REPLACE
 CONCRETE DRIVEWAY
 APPROACH

RELOC. S-164 STA. 90+00.00
 RELOC. S-164 STA. 90+00.00



VSM
Vaughan & Melton
Consulting Engineers
South Carolina
401-487-4475
401-487-4476
401-487-4477
401-487-4478
401-487-4479
401-487-4480
401-487-4481
401-487-4482
401-487-4483
401-487-4484
401-487-4485
401-487-4486
401-487-4487
401-487-4488
401-487-4489
401-487-4490
401-487-4491
401-487-4492
401-487-4493
401-487-4494
401-487-4495
401-487-4496
401-487-4497
401-487-4498
401-487-4499
401-487-4500

SEE SHEET 50 FOR INTERSECTION DETAILS
 SEE SHEETS S-1 THRU S-32 FOR RETAINING WALL PLANS
 SEE SHEET 6A FOR PELHAM ROAD PROFILE
 SEE SHEETS 18 & 19 FOR SC-14 PROFILE
 SEE SHEET 6A FOR BATESVILLE ROAD PROFILE
 SEE SHEETS 28, 38, & 39 FOR CURB PROFILES
 ALIGNMENT CONTROL CAN BE FOUND ON REFERENCE DATA SHEETS 5A - 5I.

4	WM .85	4/1/06	ADDED SURVEY Q.
3	WM .85	2/5/06	EDITED R/W LABELS
2	WM .85	2/5/06	SPOT CONCRETE ISLAND FOR T/C CL. 04
1	WM .85	2/5/06	DESCRIPTION OF REVISION
REV. NO.	BY	DATE	DESCRIPTION
1	WM	4/1/06	ADDED SURVEY Q.
2	WM	2/5/06	EDITED R/W LABELS
3	WM	2/5/06	SPOT CONCRETE ISLAND FOR T/C CL. 04
4	WM	4/1/06	ADDED SURVEY Q.



Appendix L TOP GOLF TRAFFIC IMPACT STUDY

**TOP GOLF
TRAFFIC IMPACT STUDY
Greenville, South Carolina**

**Prepared for
Arco Murray**



Prepared by

Sprague & Sprague
Consulting Engineers

**In association with
SeamonWhiteside**

November 9, 2016

Signature Page
TOP GOLF TRAFFIC IMPACT STUDY
 Greenville, South Carolina
 November 9, 2016

Subject	Page
Signature Page	i
Table of Contents	ii
List of Figures	iii
List of Tables	iii
List of Appendices	iii
Executive Summary	1
Introduction	2
Purpose of Study	2
Existing Conditions	2
2018 No Build Conditions	4
Proposed Site	4
Need for Left Turn Lanes	6
Capacity Analyses	9
Turn Lane Storage	13
Conclusions and Recommendations	14

[Handwritten signature]

[Circular Professional Engineer Seal: SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER No. 09769 GAYE GARRISON SPRAGUE]

11/9/16



Sprague & Sprague
 Consulting Engineers

Post Office Box 9192
 Greenville, South Carolina 29604
 864/346-3106

Table of Contents

Subject	Page
Signature Page	i
Table of Contents	ii
List of Figures	iii
List of Tables	iii
List of Appendices	iii
Executive Summary.....	1
Introduction.....	2
Purpose of Study	2
Existing Conditions	2
2023 No Build Conditions	4
Proposed Site	4
Need for Left Turn Lanes.....	6
Capacity Analyses	9
Turn Lane Storage.....	13
Conclusions and Recommendations	14

List of Figures

Figure	Page
Figure 1 – Existing Peak Hour Traffic Volumes	3
Figure 2 – 2018 No Build Peak Hour Traffic Volumes	5
Figure 3 – Peak Hour Site Trips	7
Figure 4 – 2018 Build Peak Hour Traffic Volumes	8

List of Tables

Table	Page
Table 1 – Historic SCDOT Traffic Counts	4
Table 2 – Peak Hour Trip Generation	6
Table 3 – Intersection Level of Service Criteria	9
Table 4 – Capacity Analyses Results – Signalized Intersection Pelham Road/Garlington Road/Commercial Driveway	10
Table 5 – Capacity Analyses Results – Unsignalized Intersection – Existing Geometry Garlington Road/Honbarrier Road	11
Table 6 – Capacity Analyses Results – Unsignalized Intersection Garlington Road/Relocated Honbarrier Road/Plant Driveway	12
Table 7 – Peak Hour Queues and Storage Lengths	13

List of Appendices

Subject	Appendix
Conceptual Site Plan	A
Existing Traffic Counts	B
Top Golf Traffic Counts, Scottsdale, Arizona	C
Capacity Analysis Printouts	D
Left Turn Lane Guideline Graphs	E

TOP GOLF TRAFFIC IMPACT STUDY
Greenville, South Carolina
November 9, 2016

Executive Summary

Top Golf is a golf-themed restaurant and entertainment facility that is planned for a site between the I-85/Pelham Road (S-492) interchange and Garlington Road (S-564) in Greenville, South Carolina. As shown in the site plan in Appendix A, access to the site will be via Garlington Road. Honbarrier Road (S-999) will be relocated so that its intersection with Garlington is across from the plant driveway (S-1078) located approximately 450 feet south of the existing Honbarrier intersection. A short section of the existing Honbarrier will be left in place to serve two properties that face Pelham but have limited or no access to Pelham.

The Greenville Top Golf is planned with about 55,000 square feet with build out in 2017. The study year for this study is build out plus one which is 2018. The Top Golf site is 12.91 acres of a larger site with a total of 73.48 acres. As shown in the wetlands and floodplain illustration in Appendix A, the site area outside the Top Golf site, wetlands, floodplain, and street "right-of-way" is 38.09 acres.

The findings of this study are:

- The controlling peak hour in this study is the weekday afternoon peak hour.
- *Pelham Road/Garlington Road/commercial driveway* - This intersection already operates at LOS F during the afternoon peak hour with delay that will increase with 2018 no build volumes. The addition of the entire subject site's traffic (Top Golf and potential office) will further increase delay and will require addition of dual lefts northbound to obtain an acceptable Level of Service at the intersection. If only Top Golf traffic is added, overall delay will increase, but a redesignation of the northbound lanes at Pelham from through/left + right to left + through/right will allow overall acceptable operation. Even if all site traffic is considered, the redesignation of lanes northbound will allow operation overall with less delay than existing. It is recommended that the lanes be redesignated on the northbound approach. The approach should be restriped whether with dual lefts or with a redesignation of existing lanes to provide 250-300 feet of storage.
- *Garlington Road/Relocated Honbarrier Road/plant driveway* - Northbound and southbound left turn lanes of 150 feet on Garlington and a two lane side street approach for 200 feet on the relocated Honbarrier should be provided. The addition of only Top Golf traffic will yield reasonable delay on the side street. If the office development occurs the side street delay will be high in the afternoon peak hour. It is not likely that signal warrants will be met, but allowances for a future signal should be made for planning purposes. The distance of over 1000 feet from Pelham is reasonable for signalization, and left turn lanes will be provided on Garlington. Provision of right of way triangles at the site entrance (relocated Honbarrier) should be provided to accommodate signalization should it be needed in the future.
- *Garlington Road/Honbarrier Road* - This intersection currently operates acceptably and can continue to do so with 2018 no build or build volumes.

Introduction

Top Golf is a golf-themed restaurant and entertainment facility that is planned for a site between the I-85/Pelham Road (S-492) interchange and Garlington Road (S-564) in Greenville, South Carolina. As shown in the site plan in Appendix A, access to the site will be via Garlington Road. Honbarrier Road (S-999) will be relocated so that its intersection with Garlington is across from the plant driveway (S-1078) located approximately 450 feet south of the existing Honbarrier intersection. A short section of the existing Honbarrier will be left in place to serve two properties that face Pelham.

The Greenville Top Golf is planned with about 55,000 square feet with build out in 2017. The study year for this study is build out plus one which is 2018. The Top Golf site is 12.91 acres of a larger site with a total of 73.48 acres. As shown in the wetlands and floodplain illustration in Appendix A, the site area outside the Top Golf site, wetlands, floodplain, and street "right-of-way" is 38.09 acres.

Purpose of Study

The purpose of this study is to meet the requirements of the South Carolina Department of Transportation (SCDOT) for issuing encroachment permits. The study was conducted for the peak hours of the Top Golf facility: weekday mid-day, weekday afternoon, and Saturday evening. In this report, Garlington Road is referred to as a north-south street, and the other streets are referred to as east-west streets.

The study intersections are:

- Pelham Road (S-492)/Garlington Road (S-564)/commercial driveway
- Garlington Road/Honbarrier Road (S-999)
- Garlington Road/Relocated Honbarrier Road/plant driveway (S-1078)

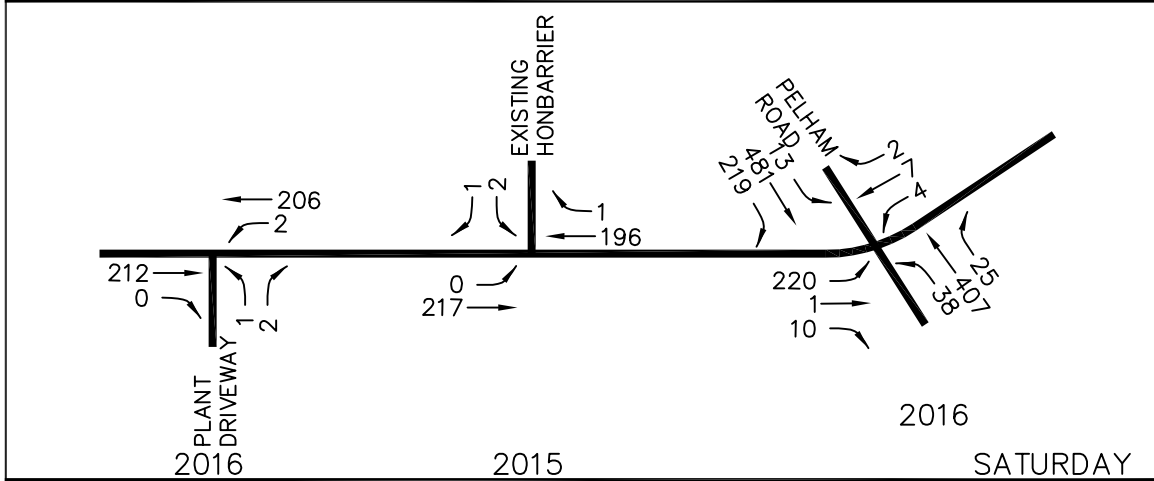
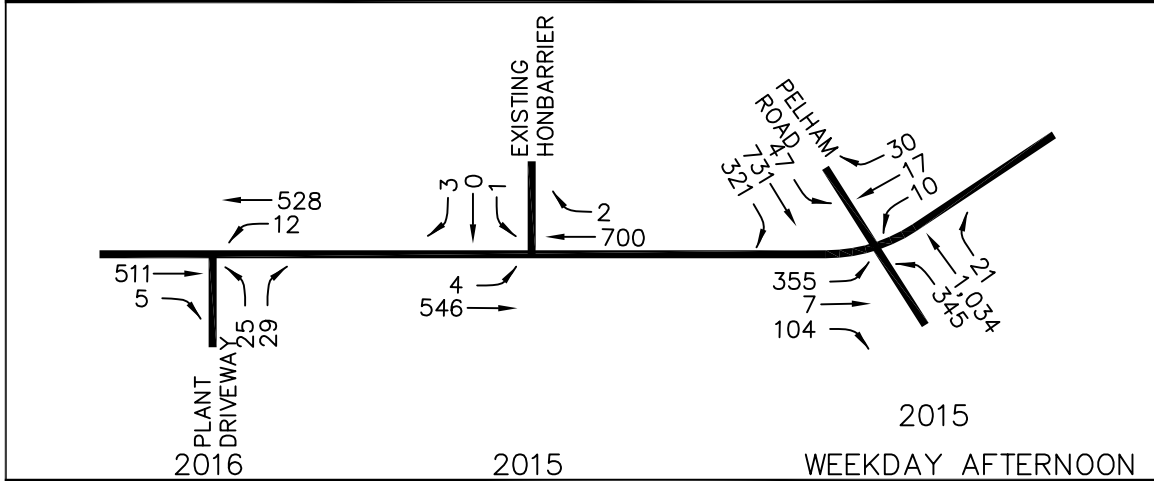
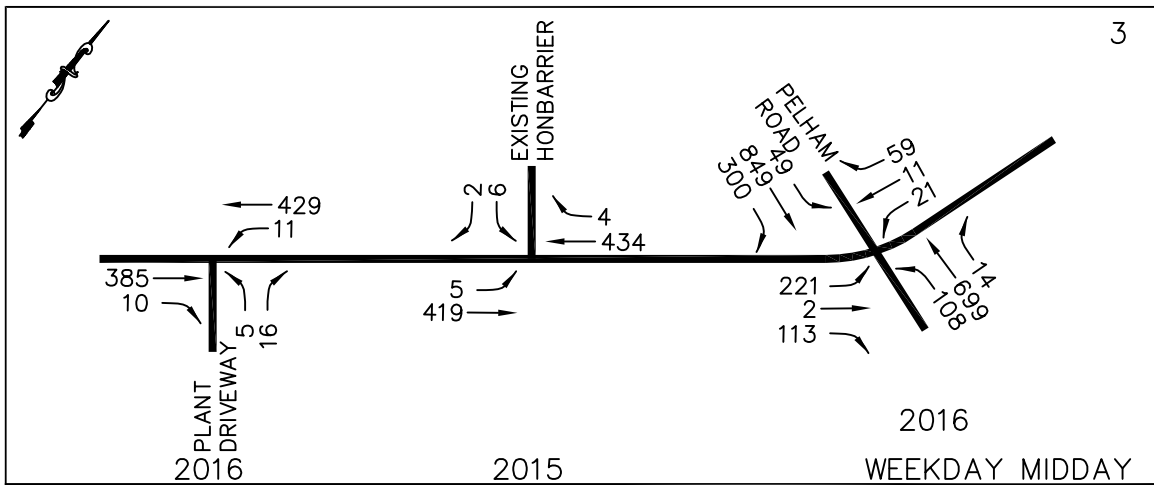
Existing Conditions

Pelham Road is a five-lane road, and its intersection with Garlington/commercial driveway is signalized. Garlington Road is a two-lane road with a right turn lane at its intersection with Pelham. The driveways and Honbarrier are two-lane streets. The speed limits are 35 miles per hour on Garlington, 40 miles per hour on Pelham, and not posted on Honbarrier or the plant driveway.

Turning movement counts were available from recent studies in the area or conducted for this study 11 a.m. – 3 p.m. weekday, 4:00-6:00 p.m. weekday, and 3:00-7:00 p.m. Saturday. The peak hours of street traffic and the peak hours of Top Golf (See trip generation section of this report for trip generation of an existing Top Golf.) were examined to determine the higher combination. The peak hours identified to be addressed in this study are:

- 12:30-1:30 p.m. weekday (used the 1:00-2:00 mid-day existing peak hour at Garlington/Honbarrier because it was higher than the 12:30-1:30 count at that intersection)
- 5:00-6:00 p.m. weekday (used the 4:30-5:30 existing peak hour at Garlington/plant driveway because it was higher than the 5:00-6:00 count at that intersection)
- 6:00-7:00 p.m. Saturday

Existing peak hour volumes are shown in Figure 1.



EXISTING PEAK HOUR VOLUMES

Figure 1

16-017ST-GGS.DWG

11/9/16

TOP GOLF GREENVILLE TRAFFIC IMPACT STUDY
GREENVILLE, SOUTH CAROLINA



2018 No Build Conditions

No build traffic is the traffic that would be at the study intersections in the future without the proposed development. Background traffic is made up of existing traffic and any increase or decrease in volumes which might occur from general growth trends in the surrounding area or from nearby specific developments. One way to estimate background traffic growth is to examine historic SCDOT traffic volumes. As shown in Table 1, SCDOT has annual traffic count stations at two locations near the study intersections. The volumes between 2009 and 2015 have gone up and down as have many volumes across South Carolina due to the economic downturn which occurred at the beginning of this period. A recent traffic study conducted in the area used a one percent growth rate, but most recent counts show more growth. The 2011-2015 growth rate was about two percent. That is a rather high growth percentage for a maturely developed such as this, but some recognition of the recent traffic growth is needed. Therefore, two percent traffic growth was used for this study

Table 1
HISTORIC SCDOT TRAFFIC COUNTS
Top Golf Traffic Impact Study
Greenville, South Carolina

Count Location	2015	2014	2013	2012	2011	2010	2009
Pelham Road east of Garlington Road	21,600	20,500	18,000	20,500	20,100	19,900	21,500
Garlington Road south of the site	7400	6600	6300	6800	6800	6400	5900

Existing peak hour volumes were increased by two percent per year for three years for 2015 volumes and for two years for 2016 volumes, and the 2018 no build peak hour traffic volumes are shown in Figure 2.

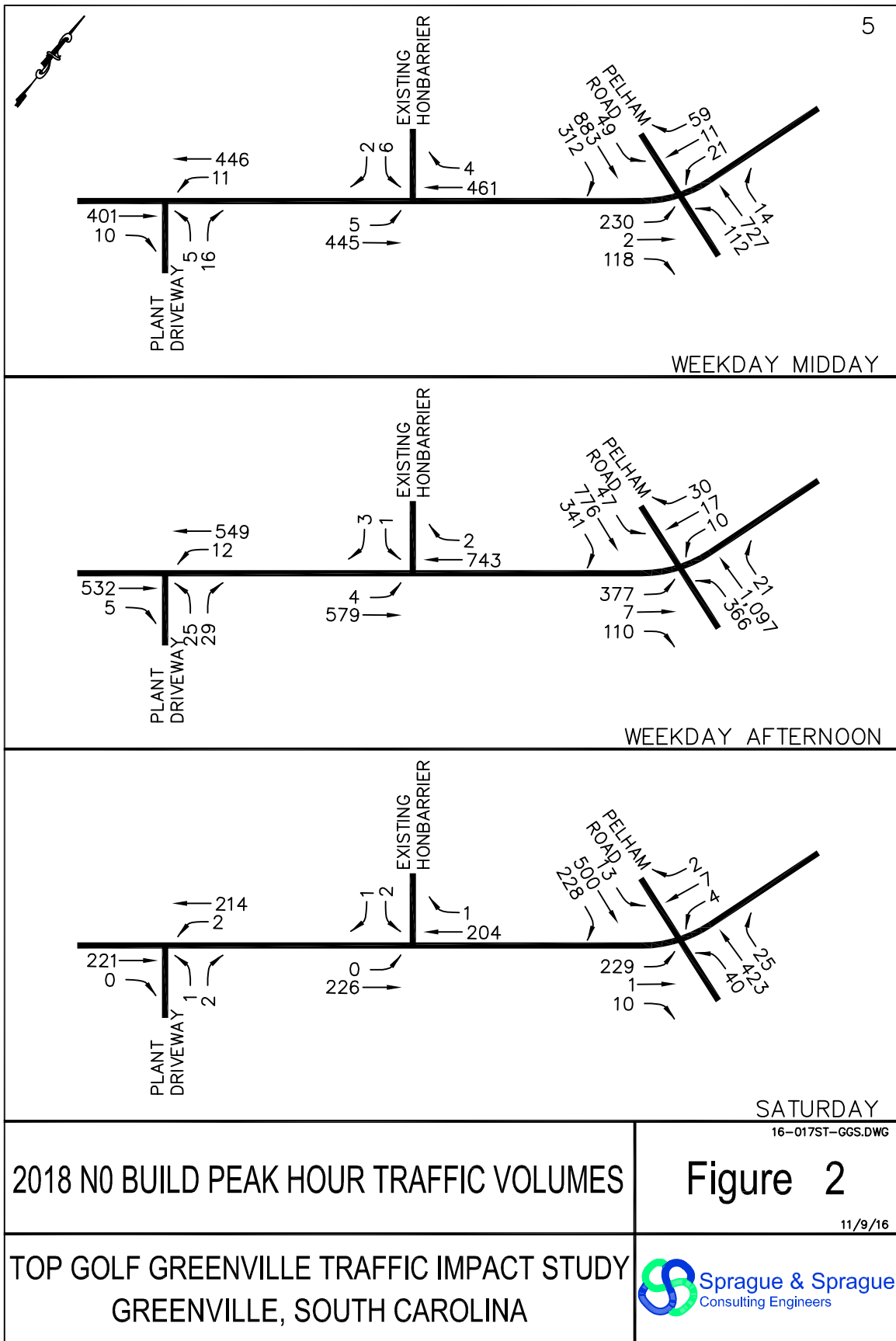
Proposed Site

Trip Generation – Entering and exiting trip counts were taken at the Top Golf in Scottsdale, Arizona, and the count information is included in Appendix C. The Greenville Top Golf is planned as 55,000 square feet, but the Scottsdale Top Golf is 65,000 square. Therefore, the Scottsdale trip generation was multiplied by 55/65 to obtain the trip generation shown in Table 2.

As described in the introduction, another 38.09 acres is available for development at this site. It is unknown at this time what will be developed on that remaining acreage. The property is zoned S-1, and Top Golf prefers to be surrounded by development that is complementary to its restaurant/entertainment use. Therefore, it was assumed that the property would be developed with general office at 7,500 square feet per acre to yield 285,675 square feet. This would be a large office development. Therefore, it is likely that the trip generation for the remainder of the site is being overstated in this study.

Trip generation for the office was estimated using equations and rates from Trip Generation Manual, Ninth Edition, Institute of Transportation Engineers and is shown in Table 2. The equations and rates used are:

- General Office – independent variable is square footage
 - o Weekday Afternoon Peak Hour: $T=1.12X+78.45$; 17% enter, 83% exit
 - o Weekday Mid-Day Peak Hour: A widely accepted reference regarding hourly distribution of trips for offices indicates that 13 percent of trips are generated during the afternoon peak hour and 10 percent are generated during the mid-day peak. Therefore, the 399 afternoon peak hour trips were multiplied by 10/13 to obtain 307 mid-day peak trips, and it was assumed that the mid-day trips would be split 50 percent entering and 50 percent exiting.
 - o Saturday Peak Hour of Generator: $T=0.43X$; 54% enter, 46% exit.



Although there will certainly be some internal trips (trips between the offices and Top Golf) during the weekday mid-day and afternoon peak hours, the only internal trip information available in the Trip Generation Handbook is for trips among office, retail, and residential, not specifically restaurant/entertainment. Therefore, no internal trips were considered in this study. Because there will certainly be some internal trips, it must be noted again that the trip generation for the office use is likely overstated in this study.

Table 2
PEAK HOUR TRIP GENERATION
Top Golf Traffic Impact Study
Greenville, South Carolina

Land use/size	Weekday Mid-Day			Weekday Afternoon			Saturday Evening		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Top Golf – 55,000 square feet	67	53	120	80	73	153	183	98	281
General Office – 285,675 square feet	154	153	307	68	331	399	66	57	123

Trip Distribution – Trip distribution for site trips was estimated from knowledge of the distribution of population in the area and how Pelham Road, Garlington, and I-85 serve that population:

- To/from the south via Garlington – 20 percent
- To/from the east via Pelham – 20 percent
- To/from the west via Pelham – 60 percent

Trip assignment – The site trips were assigned to the study intersections using the distribution above. For the purposes of this study, it was assumed that all traffic from the entire site will be served by relocated Honbarrier. Peak hour site trips are shown in Figure 3.

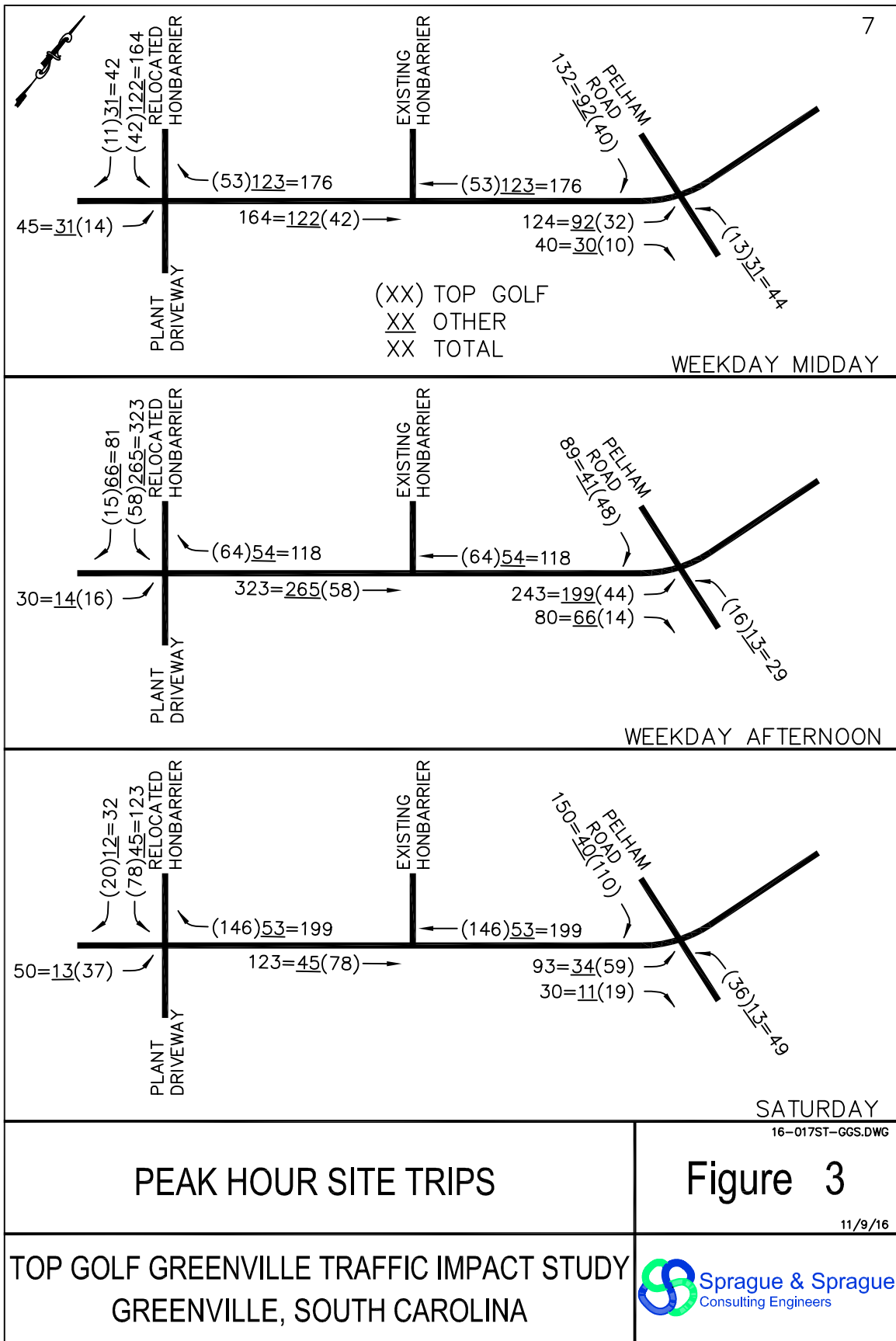
2018 Build Traffic Volumes - The site trips were added to 2018 no build traffic volumes to obtain the 2019 build peak hour traffic volumes shown in Figure 4.

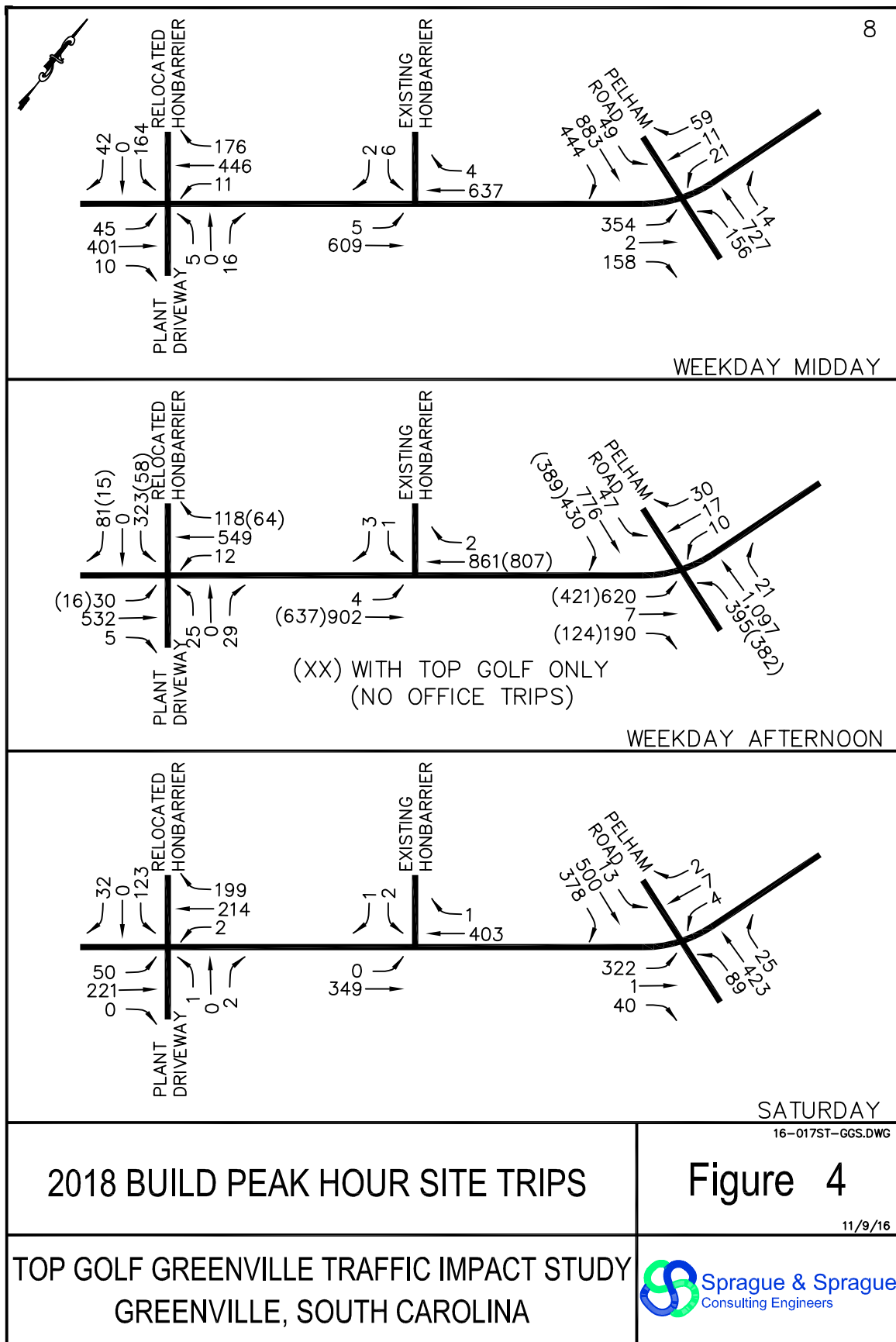
Need for Left Turn Lanes

In general, it is desirable to have a left turn lane on the major street at a driveway or side street so that vehicles stopped to turn left have a place to store outside the through lane. This arrangement reduces the potential for rear end collisions. The SCDOT Highway Design Manual, 2003 offers guidelines for a two-lane highway with a speed of 40 miles per hour: Figure 15.5G - Volume Guidelines for Left-Turn Lanes at Unsignalized Intersections on Two-Lane Highways (40 MPH). (This is the lowest speed for which a graph is available.) This can be used as a guideline in this case, and the graph used is included as Appendix E. The 2018 build peak hour volumes at relocated Honbarrier were plotted on the SCDOT Left Turn Lane Guidelines graph, and the plots indicate that a left turn lane:

- Should be considered at the relocated Honbarrier Road.

Therefore, a northbound left turn lane and the opposing southbound left turn lane on Garlington at relocated Honbarrier will be considered part of the build conditions at that intersection.





Capacity Analyses

To this point, this report has regarded the *quantity* of traffic flow, but the purpose of the report is to examine the *quality* of traffic flow. The methodology used in this study for assessing the quality of traffic flow is the methodology described in the Highway Capacity Manual (HCM), Transportation Research Board. In general, the HCM expresses quality of flow in terms of Level of Service (LOS). The type of transportation facilities which will be examined in this study are signalized and unsignalized intersections. The criteria for signalized and unsignalized intersection LOS is shown in Table 3. The variable used is control delay. This is the delay attributed to traffic control measures and includes deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Although at a signalized intersection LOS D is usually considered the lowest acceptable overall LOS, it is not unusual for a side street at an unsignalized intersection to experience LOS E or F during the peak hour. It is suggested, therefore, that the results of the unsignalized intersection analyses be used as guidance rather than as absolute measures of delay.

Table 3
INTERSECTION LEVEL OF SERVICE CRITERIA
Top Golf Traffic Impact Study
Greenville, South Carolina

Level of Service	Control Delay Range (seconds/vehicle)	
	Unsignalized Intersection	Signalized Intersection
A	<10	<10
B	>10 and <15	>10 and <20
C	>15 and <25	>20 and <35
D	>25 and <35	>35 and <55
E	>35 and <50	>55 and <80
F	>50	>80

Peak hour factors, percentages of heavy vehicles, and numbers of pedestrians were taken from existing traffic counts. All other Synchro input was taken from the Synchro files submitted to SCDOT for a recent traffic study. The files were available for afternoon peak hour which was used for weekday afternoon peak hour volumes in this study and for morning peak hour which was used for weekday mid-day peak hour and Saturday evening peak hour in this study. No timings at Pelham were changed to recognize that coordination on Pelham is important. Capacity analysis printouts are included in Appendix D. Capacity analyses were first run for all three peak hours to determine the critical peak hour. That is the weekday afternoon peak hour. Then, additional analyses were conducted to address that peak hour.

Pelham Road/Garlington Road/commercial driveway - As shown in Table 4, the critical peak hour at this intersection is the weekday afternoon peak hour. This peak hour already operates at LOS F with delay that will increase with 2018 no build volumes. The addition of the entire subject site's traffic will further increase delay and will require addition of dual lefts northbound to obtain an acceptable Level of Service at the intersection. If only Top Golf traffic is added, overall delay will increase, but a redesignation of the northbound lanes at Pelham from through/left + right to left + through/right will allow overall acceptable operation. Even if all site traffic is considered, the redesignation of lanes northbound will allow operation overall with less delay than existing.

The difference in operation with the existing lane designation northbound and the redesignation is greater than would be expected given the low through volumes. It appears that HCM 2010 assigns significant delay to shared through + left lanes. It is recommended that the lanes be redesignated on the northbound approach.

Table 4
CAPACITY ANALYSIS RESULTS – SIGNALIZED INTERSECTION
PELHAM ROAD/GARLINGTON ROAD/COMMERCIAL DRIVEWAY
Top Golf Traffic Impact Study
Greenville, South Carolina

Movement	Level of Service/Delay (seconds/vehicle)						
	Existing Volumes Existing Geometry	2018 No Build Volumes Existing Geometry	2018 Build Volumes				
			Top Golf Only		Entire Site		
			Exist	Redes- Ignate Lanes	Exist	Add NB DL	Redes- Ignate Lanes
Weekday Mid-Day Peak Hour							
Eastbound – Left	A/1	A/1			A/1		
Through/right	A/2	A/3			A/6		
Westbound – Left	A/9	A/9	Not		A/10	Not	Not
Through/right	A/10	A/10	the		A/10	the	the
Northbound – Left/through	F/127	F/141	control		F/391	control	control
Right	C/30	C/30	peak		C/31	peak	peak
Left	-	-	hour		-	hour	hour
Through/right	-	-			-		
Southbound –Left/through/right	D/39	D/39			D/39		
Overall	B/19	C/20			E/57		
Weekday Afternoon Peak Hour							
Eastbound – Left	C/20	C/22	C/22	C/22	C/22	C/21	C/22
Through/right	C/31	D/36	D/38	D/38	D/41	C/37	D/41
Westbound – Left	D/37	D/52	E/72	E/72	F/91	F/80	F/91
Through/right	B/13	B/13	B/13	B/13	B/13	B/12	B/13
Northbound – Left/through	F/585	F/644	F/761	-	F/1294	-	-
Right	C/34	C/34	C/34	-	D/36	-	-
Left	-	-	-	E/64	-	F/98	F/341
Through/right	-	-	-	C/33	-	D/37	D/35
Southbound –Left/through/right	C/35	C/35	C/35	C/31	C/35	E/56	C/31
Overall	F/91	F/102	F/126	D/36	F/253	D/44	F/88
Saturday Evening Peak Hour							
Eastbound – Left	B/11	B/11			B/11		
Through/right	B/15	B/15			B/18		
Westbound – Left	A/9	A/9	Not		B/11	Not	Not
Through/right	A/8	A/8	the		A/8	the	the
Northbound – Left/through	E/73	F/82	control		F/215	control	control
Right	C/27	C/27	peak		C/28	peak	peak
Left	-	-	hour		-	hour	hour
Through/right	-	-			-		
Southbound –Left/through/right	C/29	C/29			C/29		
Overall	C/22	C/23			D/50		

Notes:

- (1) Pelham is east-west. Garlington/commercial driveway is north-south.
- (2) Add DL = Add dual lefts northbound on Garlington at Pelham.
- (3) Redesignate lanes = Change northbound Garlington to left + through/right

Garlington Road/Honbarrier Road - As shown in Table 5, this intersection currently operates acceptably and can continue to do so with 2018 no build or build volumes.

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTION – EXISTING GEOMETRY
GARLINGTON ROAD/HONBARRIER
Top Golf Traffic Impact Study
Greenville, South Carolina

Movement	Level of Service/Delay (seconds/vehicle)			
	Existing Volumes	2018 No Build Volumes	2018 Build Volumes	
			Top Golf Only	Entire Site
Weekday Mid-Day Peak Hour				
Eastbound – Left/right	C/17	C/18	N/A	D/28
Southbound – Left	A/8	A/9		A/9
Weekday Afternoon Peak Hour				
Eastbound – Left/right	C/17	C/18	C/20	D/25
Southbound – Left	A/9	A/9	A/10	A/10
Saturday Evening Peak Hour				
Eastbound – Left/right	B/11	B/11	N/A	B/14
Southbound – Left	A/0	A/0		A/0

Notes:

- (1) Garlington is north-south. Honbarrier is east-west.

Garlington Road/Relocated Honbarrier Road/plant driveway - A northbound left turn lane on Garlington and a two lane side street approach on the relocated Honbarrier were assumed for the base geometry for build conditions at this intersection. As shown in Table 6, this intersection currently operates acceptably and can continue to do so with 2018 no build volumes. The addition of only Top Golf traffic will yield reasonable delay on the side street. If the office development occurs, the side street delay will be high. It is not likely that signal warrants will be met, but allowances for a future signal should be made for planning purposes. The distance of over 1000 feet from Pelham is reasonable for signalization, and left turn lanes will be provided on Garlington. Provision of right of way triangles at the site entrance (relocated Honbarrier) should be provided to accommodate signalization should it be needed in the future.

Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTION
GARLINGTON ROAD/RELOCATED HONBARRIER/PLANT DRIVEWAY
Top Golf Traffic Impact Study
Greenville, South Carolina

Movement	Level of Service/Delay (seconds/vehicle)			
	Existing Volumes Existing Geometry	2018 No Build Volumes Existing Geometry	2018 Build Volumes	
			Top Golf Only	Entire Site
			NB & SB Left Turn Lanes	
Weekday Mid-Day Peak Hour				
Eastbound – Left	-	-	Not	F/144
Through/right	-	-	the	B/13
Westbound – Left/through/right	B/13	B/13	control	C/16
Northbound – Left	-	-	peak	A/8
Southbound – Left	A/8	A/8	hour	A/9
Weekday Afternoon Peak Hour				
Eastbound – Left	-	-	F/132	F/1954
Through/right	-	-	B/14	C/17
Westbound – Left/through/right	D/25	D/27	E/43	F/78
Northbound – Left	-	-	A/9	A/10
Southbound – Left	A/9	A/9	A/9	A/9
Saturday Evening Peak Hour				
Eastbound – Left	-	-	Not	C/22
Through/right	-	-	the	B/10
Westbound – Left/through/right	B/10	B/10	control	B/12
Northbound – Left	-	-	peak	A/8
Southbound – Left	A/8	A/8	hour	A/8

Notes:

- (1) Garlington is north-south. Relocated Honbarrier/plant driveway is east-west.

Turn Lane Storage

While the LOS at an intersection can describe the basic operation of traffic, other factors influence that operation. For instance, if turn queues extend past their storage, they can interrupt traffic flow. SimTraffic was run for existing, 2018 no build, and 2018 build volumes, and the printouts are included in Appendix D. The 95th percentile queues are shown in Table 7 and indicate that:

- The SCDOT minimum left turn lane length of 150 feet will accommodate the estimated queue for the new northbound and southbound left turn lanes at the relocated Honbarrier (site access).
- A two-lane approach to Garlington should be provided on the relocated Honbarrier for 200 feet.
- Whether dual lefts are provided northbound on Garlington at Pelham or the existing lanes are redesignated to left + through/right, the approach will need to be restriped to provide 250-300 feet of storage.

Table 7
PEAK HOUR QUEUE AND STORAGE LENGTHS IN FEET
Top Golf Traffic Impact Study
Greenville, South Carolina

Intersection	Turn	SimTraffic 95 th Percentile Queues											Storage Now	Com-ment
		Weekday Mid Day			Weekday Afternoon					Saturday Evening				
		(1)	(2)	(3)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)		
Pelham/ Garlington/ commercial driveway	EB Left	102	62	102	164	153	207/ 174	172	174/ 169	25	25	28	200	OK
	WB Left	88	92	139	265	267	246/ 255	264	262/ 256	42	45	67	185	No increase
	NB Right	132	118	260	253	276	303/ -	-	303/ -	49	31	128	175	Consider restripe
	NB Left	-	-	-	-	-	- /226	231	- /251	-	-	-	175	Restripe
Garlington/relocated Honbarrier/plant driveway	NB Left	-	-	40	-	-	108/ 154	41	27/ 29	-	-	50	New	Use DOT min
	SB Left	-	-	19	-	-	29/ 16	27	25/ 25	-	-	-	New	Use DOT min
	EB left or thru/right	-	-	48	-	-	178/ 177	176	34/ 33	-	-	39	New	Two-lane approach for 200

Notes:

- (1) Existing volumes; existing geometry
- (2) 2018 no build volumes; existing geometry
- (3) 2018 build volumes – Base driveway geometry with existing lane designation on Garlington at Pelham/with redesignation to left + through/right
- (4) 2018 build volumes – Add NB dual left
- (5) 2018 build volumes with Top Golf only – Base driveway geometry with existing lane designation on Garlington at Pelham/with redesignation to left + through/right
- (6) SCDOT minimum turn lane length is 150 feet.

Conclusions and Recommendations

- The controlling peak hour in this study is the weekday afternoon peak hour.
- *Pelham Road/Garlington Road/commercial driveway* - This intersection already operates at LOS F during the afternoon peak hour with delay that will increase with 2018 no build volumes. The addition of the entire subject site's traffic will further increase delay and will require addition of dual lefts northbound to obtain an acceptable Level of Service at the intersection. If only Top Golf traffic is added, overall delay will increase, but a redesignation of the northbound lanes at Pelham from through/left + right to left + through/right will allow overall acceptable operation. Even if all site traffic is considered, the redesignation of lanes northbound will allow operation overall with less delay than existing. It is recommended that the lanes be redesignated on the northbound approach. The approach should be restriped whether with dual lefts or with a redesignation of existing lanes to provide 250-300 feet of storage.
- *Garlington Road/Relocated Honbarrier Road/plant driveway* - Northbound and southbound left turn lanes on Garlington and a two lane side street approach on the relocated Honbarrier were assumed for the base geometry for build conditions at this intersection. This intersection currently operates acceptably and can continue to do so with 2018 no build volumes. The addition of only Top Golf traffic will yield reasonable delay on the side street. If the office development occurs the side street delay will be high in the afternoon peak hour. It is not likely that signal warrants will be met, but allowances for a future signal should be made for planning purposes. The distance of over 1000 feet from Pelham is reasonable for signalization, and left turn lanes will be provided on Garlington. Provision of right of way triangles at the site entrance (relocated Honbarrier) should be provided to accommodate signalization should it be needed in the future. The SCDOT minimum left turn lane length of 150 feet will accommodate the estimated queues for the northbound and southbound left turns from Garlington. The two-lane approach of the relocated Honbarrier should extend for 200 feet.
- *Garlington Road/Honbarrier Road* - This intersection currently operates acceptably and can continue to do so with 2018 no build or build volumes.

Memorandum

To: Tony Steffee, Project Manager
From: Chuck Huffine, Traffic Engineer
Date: 6/19/23
Subject: Garlington Road Corridor Study – Proposed Growth Rates

Our team reached out to various agencies and obtained the following inputs concerning growth along the Garlington Road corridor:

- 1) We reached out to Lance Estep at the Appalachian COG and he forwarded 2020 AADT and 2045 forecast AADT along Garlington Road. The table below presents the volumes and the calculated growth rate for various portions of the corridor.

<u>Segment</u>	<u>2045</u>	<u>2020</u>	<u>Annual Rate</u>
Woodruff - Gateway	11812	8671	1.4%
Gateway - Roper Mountain	11305	8339	1.4%
Roper Mountain - Dublin	16217	13024	1.0%
Dublin - Dublin	13145	11126	0.7%
Dublin - Hoke Smith	8529	7373	0.6%
Hoke Smith - Pelham	7632	5716	1.3%

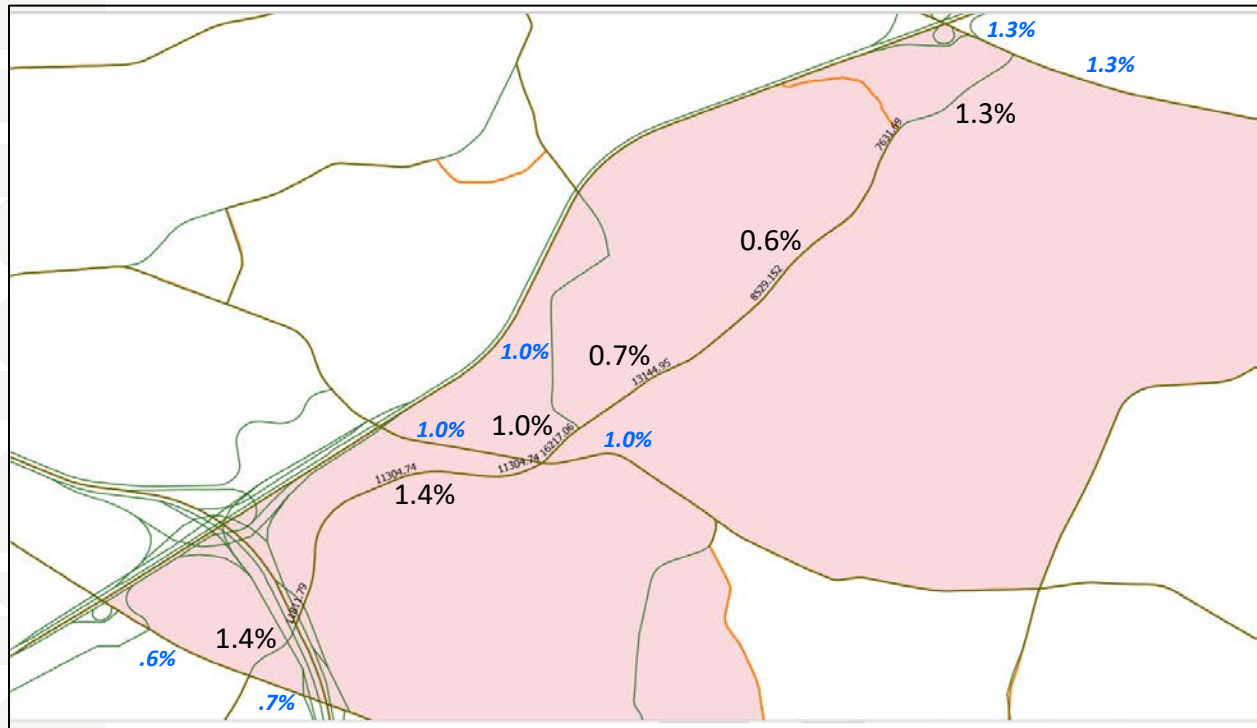
- 2) We also reached out to the SCDOT District 3 Traffic Engineering division, City of Greenville, Greenville County and the GE Plant regarding any known projects along the corridor. We have received information from SCDOT concerning the Hartness Development TIA, but no other responses yet. At a recent meeting, additional potential developments were discussed – Dublin Road gated residential community, industrial development north of Hoke Smith Blvd, fire station relocation from Garlington/Pelham to Garlington/Hartness. We have not received any specifics on any of these developments, but they should be included in the above annual growth rates.
- 3) The Appalachian COG also provided the latest traffic impact analysis for the proposed Hartness mixed-use development. This development is proposing secondary access points to Garlington Road.
- 4) Annual growth rates for Woodruff Road were obtained from the “Woodruff Road Congestion Relief Project – Traffic Analysis Addendum”

We propose the following methodology to project traffic volumes along the Garlington Road corridor to the planning year of 2050 (planning year estimated at the PDT meeting):

- 1) Proposed annual growth rates are summarized in the diagram below. Garlington Road annual rates are based on the table above.
- 2) Woodruff Road growth rates are based on the Woodruff Road Congestion Relief Project study figures.
- 3) Growth rates for the other major roads (Roper Mountain, Dublin and Pelham) were estimated based on the adjacent Garlington Road growth rates.

Page 2

- 4) Traffic volumes for the Hartness development will be added in as specified in the traffic impact analysis.
- 5) Unless other specific information is obtained, we will assume that the other area potential developments are covered by the annual growth rates.





Average Daily Traffic For GREENVILLE County

1 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	100	US 176	State Line - NORTH CAROLINA TO County Line - SPARTANBURG	5200	2023
GREENVILLE	101	US 25	County Line - LAURENS TO SC 8 (8 HWY), SC 418	10900	2023
GREENVILLE	103	US 25	SC 8 (8 HWY), SC 418 TO SC 86 (BESSIE RD), L- 2673	20800	2023
GREENVILLE	104	US 25	SC 86 (BESSIE RD), L- 2673 TO I- 185 (INTERSTATE 185)	21600	2023
GREENVILLE	105	US 25	SC 291 (AUGUSTA RD), S- 18 TO I- 85 (INTERSTATE 85)	20900	2023
GREENVILLE	107	US 25	I- 85 (INTERSTATE 85) TO SC 81 (ANDERSON RD)	37100	2023
GREENVILLE	109	US 25	SC 81 (ANDERSON RD) TO S- 149 (N WASHINGTON AVE)	45000	2023
GREENVILLE	111	US 25	S- 149 (N WASHINGTON AVE) TO SC 183 (FARRS BRIDGE RD)	31300	2023
GREENVILLE	113	US 25	SC 183 (FARRS BRIDGE RD) TO S- 199 (OLD WHITE HORSE RD)	23800	2023
GREENVILLE	114	US 25	S- 199 (OLD WHITE HORSE RD) TO US 276 (S MAIN ST)	19000	2023
GREENVILLE	115	US 25	US 276 (S MAIN ST) TO US 25 CON (NO NAME)	27300	2023
GREENVILLE	116	US 25	US 25 CON (NO NAME) TO SC 414 (N 25 HWY)	24600	2023
GREENVILLE	117	US 25	SC 414 (N 25 HWY) TO SC 11 (11 HWY)	11600	2023
GREENVILLE	119	US 25	SC 11 (11 HWY) TO State Line - NORTH CAROLINA	19100	2023
GREENVILLE	120	SC 183	SC 183 MLC (COLLEGE ST) TO US 123 (N ACADEMY ST)	13100	2023
GREENVILLE	121	US 25 CON	US 276 (S MAIN ST) TO US 25 (N POINSETT HWY)	6800	2023
GREENVILLE	122	US 25	I- 185 (INTERSTATE 185) TO SC 291 (AUGUSTA RD), S- 18	25700	2023
GREENVILLE	129	SC 20	S- 201 (AUGUSTA ST) TO L- 10 (S MAIN ST)	20300	2023
GREENVILLE	131	US 123	L- 79 (WARDLAW ST) TO SC 183 (BUNCOMBE ST)	30600	2023
GREENVILLE	133	US 276	S- 21 (RUTHERFORD RD), S- 62 TO S- 200 (RUTHERFORD ST), L- 8003	34700	2023
GREENVILLE	135	US 276	S- 597 (CRESTWOOD DR) TO S- 21 (RUTHERFORD RD), S- 62	41300	2023
GREENVILLE	137	US 276	S- 13 (OLD BUNCOMBE RD) TO S- 597 (CRESTWOOD DR)	24600	2023
GREENVILLE	139	US 276	US 25 (NO NAME) TO S- 13 (OLD BUNCOMBE RD)	28100	2023
GREENVILLE	140	US 29 CO1	US 29 (WADE HAMPTON BLVD) TO SC 291 (N PLEASANTBURG DR), S- 304	25400	2023
GREENVILLE	141	US 29	I- 185 (INTERSTATE 185), S- 260 TO SC 20 (AUGUSTA ST)	26500	2023
GREENVILLE	143	US 29	SC 20 (AUGUSTA ST) TO L- 76 (CLEVELAND ST)	30500	2023
GREENVILLE	145	US 29	L- 76 (CLEVELAND ST) TO SC 183 MLC (BEATTIE PL)	37200	2023
GREENVILLE	147	US 29	SC 183 MLC (BEATTIE PL) TO US 123 (N ACADEMY ST)	20600	2023
GREENVILLE	149	US 29	US 123 (N ACADEMY ST) TO US 29 CO2 (WADE HAMPTON BLVD)	24300	2023
GREENVILLE	151	US 29	US 29 CO2 (WADE HAMPTON BLVD) TO SC 291 (N PLEASANTBURG DR)	30500	2023
GREENVILLE	153	US 29	SC 291 (N PLEASANTBURG DR) TO S- 38 (W MAIN ST)	35100	2023
GREENVILLE	155	US 29	S- 38 (W MAIN ST) TO S- 109 (FAIRVIEW RD), L- 109	47300	2023
GREENVILLE	157	US 29	S- 109 (FAIRVIEW RD), L- 109 TO County Line - SPARTANBURG	41700	2023
GREENVILLE	158	US 76	County Line - ANDERSON TO US 25 (AUGUSTA RD)	3500	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

2 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	159	US 276	State Line - NORTH CAROLINA TO SC 11 (GEER HWY)	1150	2023
GREENVILLE	160	US 76	US 25 (AUGUSTA RD) TO County Line - LAURENS	2400	2023
GREENVILLE	161	US 276	S- 199 (OLD WHITE HORSE RD), S- 940 TO US 25 CON (S POINSETT HWY)	16700	2023
GREENVILLE	162	US 276	US 25 CON (S POINSETT HWY) TO US 25 (NO NAME)	15400	2023
GREENVILLE	163	US 276	S- 200 (RUTHERFORD ST), L- 8003 TO I- 385 (INTERSTATE 385)	29000	2023
GREENVILLE	165	US 276	I- 385 (INTERSTATE 385) TO SC 146 (WOODRUFF RD)	30300	2023
GREENVILLE	167	US 276	SC 146 (WOODRUFF RD) TO I- 85 (INTERSTATE 85)	41400	2023
GREENVILLE	168	US 276	SC 11 (GEER HWY) TO SC 288 (PUMPKINTOWN RD)	3200	2023
GREENVILLE	169	US 276	I- 85 (INTERSTATE 85) TO S- 107 (E BUTLER RD)	34500	2023
GREENVILLE	171	US 276	S- 107 (E BUTLER RD) TO SC 417 (MAIN ST)	38300	2023
GREENVILLE	175	US 276	SC 417 (MAIN ST) TO S- 1155 (E STANDING SPRINGS RD)	22800	2023
GREENVILLE	176	US 276	S- 1155 (E STANDING SPRINGS RD) TO I- 385 (INTERSTATE 385)	28700	2023
GREENVILLE	177	SC 8	US 25 (AUGUSTA RD) TO County Line - ANDERSON	10600	2023
GREENVILLE	178	SC 11	County Line - PICKENS TO US 276 (GEER HWY)	3700	2023
GREENVILLE	179	SC 11	US 276 (GEER HWY) TO US 25 (N 25 HWY)	4800	2023
GREENVILLE	180	SC 8	County Line - PICKENS TO US 276 (GEER HWY)	600	2023
GREENVILLE	181	SC 11	US 25 (N 25 HWY) TO SC 101 (HWY 101), S- 912	2800	2023
GREENVILLE	182	US 276	SC 288 (PUMPKINTOWN RD) TO S- 199 (OLD WHITE HORSE RD), S- 940	12800	2023
GREENVILLE	183	SC 11	SC 101 (HWY 101), S- 912 TO County Line - SPARTANBURG	3500	2023
GREENVILLE	185	SC 14	County Line - LAURENS TO S- 211 (JONES ST)	8000	2023
GREENVILLE	187	SC 14	S- 211 (JONES ST) TO S- 453 (HARRISON BRIDGE RD)	11700	2023
GREENVILLE	189	SC 14	S- 453 (HARRISON BRIDGE RD) TO S- 55 (FAIRVIEW RD), L- 4848	11600	2023
GREENVILLE	191	SC 14	S- 55 (FAIRVIEW RD), L- 4848 TO SC 417 (NE MAIN ST), L- 11	18400	2023
GREENVILLE	193	SC 14	SC 417 (NE MAIN ST), L- 11 TO SC 417 (NE MAIN ST), S- 674	19400	2023
GREENVILLE	195	SC 14	SC 417 (NE MAIN ST), S- 674 TO SC 146 (WOODRUFF RD)	15800	2023
GREENVILLE	196	SC 14	County Line - SPARTANBURG TO S- 136 (S BUNCOMBE RD)	30300	2023
GREENVILLE	197	SC 14	SC 146 (WOODRUFF RD) TO County Line - SPARTANBURG	14700	2023
GREENVILLE	198	SC 14	S- 136 (S BUNCOMBE RD) TO S- 166 (CANNON AVE)	13000	2023
GREENVILLE	199	SC 20	County Line - ANDERSON TO S- 657 (BROWN RD)	5000	2023
GREENVILLE	200	SC 14	S- 166 (CANNON AVE) TO US 29 (W WADE HAMPTON BLVD)	13800	2023
GREENVILLE	201	SC 20	S- 657 (BROWN RD) TO US 25 (WHITE HORSE RD)	14600	2023
GREENVILLE	202	SC 14	US 29 (W WADE HAMPTON BLVD) TO S- 137 (COUNTRY CLUB RD)	14700	2023
GREENVILLE	203	SC 20	US 25 (WHITE HORSE RD) TO S- 149 (W FARIS RD)	13300	2023
GREENVILLE	204	SC 14	S- 137 (COUNTRY CLUB RD) TO S- 113 (FEWS CHAPEL RD)	9200	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

3 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	205	SC 20	S- 149 (W FARIS RD) TO S- 201 (AUGUSTA ST)	9000	2023
GREENVILLE	206	SC 14	S- 113 (FEWS CHAPEL RD) TO County Line - SPARTANBURG	1750	2023
GREENVILLE	207	SC 81	County Line - ANDERSON TO US 25 (WHITE HORSE RD)	12700	2023
GREENVILLE	209	SC 81	US 25 (WHITE HORSE RD) TO S- 149 (S WASHINGTON AVE)	13200	2023
GREENVILLE	210	SC 80	SC 14 (S 14 HWY), L- 4202 TO County Line - SPARTANBURG	13400	2023
GREENVILLE	211	SC 81	S- 149 (S WASHINGTON AVE) TO SC 124 (VARDRY ST), L- 12, L- 6418	8600	2023
GREENVILLE	213	SC 86	County Line - ANDERSON TO US 25 (AUGUSTA RD), L- 2673	8900	2023
GREENVILLE	215	SC 101	County Line - SPARTANBURG TO US 29 (W WADE HAMPTON BLVD), L- 3001	12100	2023
GREENVILLE	216	SC 101	US 29 (W WADE HAMPTON BLVD) TO SC 290 (LOCUST HILL RD)	23300	2023
GREENVILLE	217	SC 101	SC 290 (LOCUST HILL RD) TO S- 171 (N RUTHERFORD RD)	10300	2023
GREENVILLE	219	SC 101	S- 171 (N RUTHERFORD RD) TO SC 414 (414 HWY), S- 44	7300	2023
GREENVILLE	220	SC 101	SC 414 (414 HWY), S- 44 TO SC 11 (11 HWY)	800	2023
GREENVILLE	221	US 123	County Line - PICKENS TO S- 149 (N WASHINGTON AVE)	25200	2023
GREENVILLE	222	SC 153	S- 657 (BROWN RD) TO I- 185 (INTERSTATE 185)	4500	2023
GREENVILLE	223	US 123	S- 149 (N WASHINGTON AVE) TO L- 79 (WARDLAW ST)	24600	2023
GREENVILLE	224	SC 153	I- 185 (INTERSTATE 185) TO County Line - ANDERSON	11800	2023
GREENVILLE	225	US 123	SC 183 (BUNCOMBE ST) TO US 385 SPR (E NORTH ST)	22500	2023
GREENVILLE	227	SC 124	County Line - PICKENS TO US 25 (WHITE HORSE RD)	11600	2023
GREENVILLE	229	SC 124	US 25 (WHITE HORSE RD) TO US 123 (EASLEY BRIDGE RD)	8200	2023
GREENVILLE	231	SC 124	US 123 (EASLEY BRIDGE RD) TO SC 81 (ANDERSON ST), L- 12, L- 6418	8100	2023
GREENVILLE	232	S- 183	S- 183 (OAK GROVE LAKE RD) TO S- 548 (ROPER MOUNTAIN RD)	250	2023
GREENVILLE	233	SC 146	US 276 (LAURENS RD) TO I- 85 (NO NAME)	16100	2023
GREENVILLE	234	S- 211	L- 284 (DIAMOND TIP BLVD) TO S- 209 (S WESTON ST)	850	2023
GREENVILLE	235	SC 146	I- 85 (NO NAME) TO SC 14 (14 HWY)	38600	2023
GREENVILLE	236	SC 146	SC 14 (14 HWY) TO SC 296 (WOODRUFF RD), L- 3028	25000	2023
GREENVILLE	237	SC 183	County Line - PICKENS TO US 25 (WHITE HORSE RD)	16100	2023
GREENVILLE	238	SC 146	SC 296 (WOODRUFF RD), L- 3028 TO S- 586 (GRESHAM RD)	13500	2023
GREENVILLE	239	SC 183	US 25 (WHITE HORSE RD) TO S- 104 (W PARKER RD)	15000	2023
GREENVILLE	240	SC 183 MLC	US 385 SPR (BEATTIE PL) TO SC 183 (BUNCOMBE ST), L- 5489	16400	2023
GREENVILLE	241	SC 183	S- 104 (W PARKER RD) TO SC 183 MLC (COLLEGE ST)	29800	2023
GREENVILLE	242	SC 183	US 123 (N ACADEMY ST) TO US 29 (N CHURCH ST)	11900	2023
GREENVILLE	243	SC 186	County Line - PICKENS TO US 276 (GEER HWY)	1300	2023
GREENVILLE	244	SC 146	S- 586 (GRESHAM RD) TO County Line - SPARTANBURG	12200	2023
GREENVILLE	245	SC 247	County Line - ANDERSON TO US 25 (AUGUSTA RD)	5500	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

4 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	246	S- 460	S- 52 (OLD PELZER RD) TO SC 20 (S PIEDMONT HWY)	400	2023
GREENVILLE	247	SC 253	SC 124 (OLD EASLEY HWY) TO SC 183 (CEDAR LANE RD)	28000	2023
GREENVILLE	248	S- 538	US 276 (GEER HWY) TO SC 288 (PUMPKINTOWN RD)	250	2023
GREENVILLE	249	SC 253	SC 183 (CEDAR LANE RD) TO US 276 (POINSETT HWY)	13300	2023
GREENVILLE	250	SC 253	US 276 (POINSETT HWY) TO S- 310 (CRESTWOOD DR)	42500	2023
GREENVILLE	251	SC 253	S- 310 (CRESTWOOD DR) TO S- 46 (PINEY MOUNTAIN RD)	9600	2023
GREENVILLE	252	S- 544	SC 418 (MILACRON DR) TO S- 543 (GREENPOND RD)	650	2023
GREENVILLE	253	SC 253	S- 46 (PINEY MOUNTAIN RD) TO SC 290 (LOCUST HILL RD)	9500	2023
GREENVILLE	254	SC 253	S- 140 (KELLER RD) TO SC 414 (414 HWY)	5100	2023
GREENVILLE	255	SC 288	County Line - PICKENS TO US 276 (GEER HWY)	2700	2023
GREENVILLE	256	S- 657	SC 153 (BROWN RD) TO SC 20 (PIEDMONT HWY)	4500	2023
GREENVILLE	257	SC 290	SC 101 (LOCUST HILL RD) TO S- 261 (ST MARK RD)	15200	2023
GREENVILLE	258	SC 290	S- 261 (ST MARK RD) TO SC 253 (SANDY FLAT RD)	19000	2023
GREENVILLE	259	SC 290	SC 253 (LOCUST HILL RD) TO US 25 (N 25 HWY)	6200	2023
GREENVILLE	260	SC 253	SC 290 (LOCUST HILL RD) TO S- 140 (KELLER RD)	11800	2023
GREENVILLE	261	SC 291	S- 201 (AUGUSTA RD) TO S- 189 (CLEVELAND ST EXT)	27100	2023
GREENVILLE	262	SC 291	US 276 (LAURENS RD) TO S- 599 (LOWNDES HILL RD), L- 10864	33400	2023
GREENVILLE	263	SC 291	S- 189 (CLEVELAND ST EXT) TO US 276 (LAURENS RD)	41900	2023
GREENVILLE	264	SC 291	US 25 (AUGUSTA RD), S- 18 TO S- 201 (AUGUSTA RD)	24700	2023
GREENVILLE	265	SC 291	S- 599 (LOWNDES HILL RD), L- 10864 TO US 29 (WADE HAMPTON BLVD)	50300	2023
GREENVILLE	266	SC 291	S- 310 (WORLEY RD), L- 310 TO SC 253 (STATE PARK RD)	37100	2023
GREENVILLE	267	SC 291	US 29 (WADE HAMPTON BLVD) TO S- 310 (WORLEY RD), L- 310	32800	2023
GREENVILLE	268	S- 807	US 25 (WHITE HORSE RD) TO SC 291 (S PLEASANTBURG DR)	6100	2023
GREENVILLE	269	SC 296	SC 14 (14 HWY) TO SC 146 (WOODRUFF RD)	8000	2023
GREENVILLE	270	S- 845	L- 367 (SPRUCE ST), L- 1251 TO L- 1469 (1ST ST)	475	2023
GREENVILLE	271	SC 296	SC 146 (WOODRUFF RD), L- 3028 TO County Line - SPARTANBURG	7800	2023
GREENVILLE	272	S- 1091	SC 418 (MCCARTER RD) TO S- 713 (OLD FAIRVIEW RD)	550	2023
GREENVILLE	273	SC 414	US 276 (GEER HWY) TO US 25 (N 25 HWY)	2300	2023
GREENVILLE	274	SC 414	US 25 (N 25 HWY) TO SC 101 (414 HWY)	2700	2023
GREENVILLE	275	SC 414	SC 101 (N HWY 101) TO SC 14 (N 14 HWY)	1200	2023
GREENVILLE	276	S- 1093	S- 453 (HARRISON BRIDGE RD) TO S- 55 (FAIRVIEW RD)	10800	2023
GREENVILLE	277	SC 417	US 276 (S MAIN ST) TO I- 385 (INTERSTATE 385)	14900	2023
GREENVILLE	278	L- 1137	L- 448 (PERIMETER RD) TO S- 70 (AUGUSTA ARBOR WAY)	1400	2023
GREENVILLE	279	SC 417	I- 385 (INTERSTATE 385) TO SC 14 (NE MAIN ST)	23100	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

5 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	280	S- 1148	S- 245 (S OLD PIEDMONT HWY) TO DEAD END	1300	2023
GREENVILLE	281	SC 417	SC 14 (SE MAIN ST), L- 11 TO S- 160 (HOWARD DR), L- 160	15700	2023
GREENVILLE	282	SC 417	S- 160 (HOWARD DR), L- 160 TO SC 146 (NO NAME), L- 3536	8800	2023
GREENVILLE	283	SC 418	US 25 (AUGUSTA RD) TO S- 651 (HWY 651)	9600	2023
GREENVILLE	284	S- 543	SC 14 (N MAIN ST) TO I- 385 (INTERSTATE 385)	6200	2023
GREENVILLE	285	S- 149	SC 81 (ANDERSON RD) TO S- 201 (AUGUSTA ST)	14500	2023
GREENVILLE	286	SC 418	SC 14 (S MAIN ST) TO County Line - LAURENS	12700	2023
GREENVILLE	287	S- 97	US 276 (GEER HWY) TO S- 41 (GAP CREEK RD)	700	2023
GREENVILLE	288	S- 149	US 25 (WHITE HORSE RD) TO SC 81 (ANDERSON RD)	17100	2023
GREENVILLE	289	S- 277	SC 14 (N 14 HWY) TO County Line - SPARTANBURG	850	2023
GREENVILLE	290	S- 277	SC 101 (N HWY 101) TO SC 14 (N 14 HWY)	700	2023
GREENVILLE	291	S- 139	SC 290 (LOCUST HILL RD) TO S- 262 (LYNN RD)	350	2023
GREENVILLE	292	S- 1165	SC 418 (KNIGHT ST) TO S- 209 (S WESTON ST)	1350	2023
GREENVILLE	293	L- 546	SC 290 (LOCUST HILL RD) TO S- 92 (GROCE MEADOW RD), L- 6521	2200	2023
GREENVILLE	295	S- 52	SC 20 (PIEDMONT HWY), L- 2611 TO S- 51 (MCCULLOUGH SCHOOL RD)	1400	2023
GREENVILLE	296	S- 166	S- 540 (S SUBER RD) TO S- 347 (HUDSON RD)	22900	2023
GREENVILLE	297	L- 27	US 25 (AUGUSTA RD) TO SC 20 (PIEDMONT HWY)	2300	2023
GREENVILLE	298	S- 55	I- 385 (INTERSTATE 385) TO SC 14 (SE MAIN ST), L- 4848	22400	2023
GREENVILLE	299	S- 331	S- 50 (FORK SHOALS RD) TO US 25 (AUGUSTA RD)	3900	2023
GREENVILLE	300	L- 248	L- 5043 (DOCTORS DR) TO L- 3524 (PETIVER LN)	1450	2023
GREENVILLE	301	S- 146	S- 50 (FORK SHOALS RD) TO S- 154 (MCKELVEY RD)	5900	2023
GREENVILLE	302	L- 328	L- 1578 (JUNCTION CT) TO SC 81 (ANDERSON RD)	1200	2023
GREENVILLE	303	S- 272	L- 249 (W TRADE ST) TO I- 385 (INTERSTATE 385)	10400	2023
GREENVILLE	304	L- 558	S- 557 (KEITH DR) TO S- 553 (WOODS CROSSING RD), L- 3453	4800	2023
GREENVILLE	305	S- 272	I- 385 (INTERSTATE 385) TO S- 146 (FORK SHOALS RD)	21200	2023
GREENVILLE	306	S- 273	S- 94 (E NORTH ST) TO S- 166 (E LEE RD)	12300	2023
GREENVILLE	307	S- 272	S- 146 (FORK SHOALS RD) TO US 25 (AUGUSTA RD)	2600	2023
GREENVILLE	308	S- 55	County Line - LAURENS TO S- 154 (TALL PINES RD)	4200	2023
GREENVILLE	309	S- 55	SC 418 (418 HWY) TO S- 453 (HARRISON BRIDGE RD)	11100	2023
GREENVILLE	310	S- 55	S- 453 (HARRISON BRIDGE RD) TO I- 385 (INTERSTATE 385)	30600	2023
GREENVILLE	311	S- 68	S- 154 (MCKELVEY RD) TO County Line - LAURENS	650	2023
GREENVILLE	312	L- 955	L- 10738 (S MAIN ST) TO S- 1167 (FAIRVIEW POINTE DR)	1250	2023
GREENVILLE	313	S- 166	County Line - SPARTANBURG TO SC 14 (S MAIN ST)	4500	2023
GREENVILLE	314	L- 787	S- 245 (S OLD PIEDMONT HWY) TO S- 83 (OLD GROVE RD)	1050	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

6 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	315	S- 166	SC 14 (S MAIN ST) TO S- 540 (S SUBER RD)	10800	2023
GREENVILLE	317	S- 166	S- 347 (HUDSON RD) TO S- 348 (E LEE RD)	10200	2023
GREENVILLE	318	L- 1959	S- 137 (COUNTRY CLUB RD) TO L- 74 (HAMPTON RIDGE DR)	2400	2023
GREENVILLE	319	S- 166	S- 348 (E LEE RD) TO US 29 (WADE HAMPTON BLVD)	9900	2023
GREENVILLE	320	L- 2705	S- 347 (HUDSON RD) TO S- 447 (BOILING SPRINGS RD)	3400	2023
GREENVILLE	321	S- 658	S- 166 (CANNON AVE) TO County Line - SPARTANBURG	1700	2023
GREENVILLE	322	L- 3400	L- 3401 (JEFF CIR) TO S- 629 (BIRNIE ST EXT)	500	2023
GREENVILLE	323	S- 136	S- 540 (SUBER RD) TO S- 166 (BRUSHY CREEK RD)	20400	2023
GREENVILLE	324	L- 10	L- 6073 (E BROAD ST), L- 7340 TO SC 183 MLC (BEATTIE PL), L- 3	5400	2023
GREENVILLE	325	S- 136	S- 166 (BRUSHY CREEK RD) TO US 29 (W WADE HAMPTON BLVD)	25700	2023
GREENVILLE	326	L- 5455	L- 5436 (OVERBROOK RD) TO S- 557 (KEITH DR), S- 740	1950	2023
GREENVILLE	327	S- 540	US 29 (WADE HAMPTON BLVD) TO S- 94 (HAMMETT BRIDGE RD)	11300	2023
GREENVILLE	328	S- 540	S- 136 (S BUNCOMBE RD) TO County Line - SPARTANBURG	700	2023
GREENVILLE	329	S- 94	SC 14 (S 14 HWY), L- 1989 TO S- 166 (BRUSHY CREEK RD)	9000	2023
GREENVILLE	330	S- 94	S- 166 (BRUSHY CREEK RD) TO S- 273 (HAYWOOD RD)	22600	2023
GREENVILLE	331	S- 295	SC 101 (ONEAL RD) TO SC 14 (N 14 HWY), L- 295	4300	2023
GREENVILLE	332	S- 94	S- 273 (HAYWOOD RD) TO SC 291 (N PLEASANTBURG DR)	17900	2023
GREENVILLE	333	S- 110	SC 101 (N HWY 101) TO US 29 (W WADE HAMPTON BLVD)	3400	2023
GREENVILLE	334	S- 94	SC 291 (N PLEASANTBURG DR) TO US 276 (E STONE AVE)	9900	2023
GREENVILLE	335	S- 110	US 29 (W WADE HAMPTON BLVD) TO SC 101 (W POINSETT ST)	2900	2023
GREENVILLE	336	S- 94	US 276 (E STONE AVE) TO SC 183 (BUNCOMBE ST), S- 79	4500	2023
GREENVILLE	337	S- 883	S- 136 (S BUNCOMBE RD) TO S- 81 (PENNSYLVANIA AVE)	4800	2023
GREENVILLE	338	S- 333	SC 146 (WOODRUFF RD) TO S- 654 (FEASTER RD)	6000	2023
GREENVILLE	339	S- 492	S- 164 (PELHAM RD) TO I- 85 (INTERSTATE 85)	24800	2023
GREENVILLE	340	L- 5762	L- 5778 (ACKLEY RD EXT) TO L- 6039 (HALL ST)	1900	2023
GREENVILLE	341	S- 492	I- 85 (INTERSTATE 85) TO L- 4640 (COUNTRY SQUIRE CT)	20900	2023
GREENVILLE	342	L- 5783	L- 5781 (CLARK ST) TO L- 5809 (W ANTRIM DR)	2900	2023
GREENVILLE	343	S- 492	L- 4640 (COUNTRY SQUIRE CT) TO S- 273 (HAYWOOD RD)	22900	2023
GREENVILLE	344	L- 6080	SC 124 (PENDLETON ST), L- 7053 TO L- 6132 (BIRNIE ST)	1750	2023
GREENVILLE	345	S- 492	S- 273 (HAYWOOD RD) TO S- 94 (E NORTH ST)	19500	2023
GREENVILLE	346	L- 5978	L- 5971 (PHOENIX AVE), L- 5977 TO L- 5979 (CAMMER AVE)	200	2023
GREENVILLE	347	S- 548	S- 654 (FEASTER RD) TO SC 14 (S 14 HWY)	12100	2023
GREENVILLE	348	L- 6076	L- 6132 (BIRNIE ST) TO L- 8309 (ENDEL ST)	850	2023
GREENVILLE	349	S- 164	SC 146 (WOODRUFF RD), L- 7691 TO SC 14 (S 14 HWY)	14200	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

7 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	350	S- 166	L- 2944 (CHEROKEE DR) TO S- 167 (WADDELL RD)	3300	2023
GREENVILLE	351	S- 107	SC 146 (WOODRUFF RD) TO I- 385 (INTERSTATE 385)	25100	2023
GREENVILLE	352	L- 13	L- 189 (E PARKINS MILL RD) TO S- 435 (RIDGE RD), S- 1016	5300	2023
GREENVILLE	353	S- 107	S- 440 (OLD MILL RD) TO US 276 (N MAIN ST)	16700	2023
GREENVILLE	354	S- 166	S- 167 (WADDELL RD) TO S- 165 (PINE KNOLL DR)	2100	2023
GREENVILLE	355	S- 107	US 276 (N MAIN ST) TO S- 435 (RIDGE RD)	27000	2023
GREENVILLE	356	S- 107	I- 385 (INTERSTATE 385) TO S- 941 (BRIDGES RD)	18500	2023
GREENVILLE	357	S- 107	S- 435 (RIDGE RD) TO S- 30 (POTOMAC AVE), S- 201	29500	2023
GREENVILLE	358	S- 107	S- 941 (BRIDGES RD) TO S- 440 (OLD MILL RD)	15100	2023
GREENVILLE	359	S- 1046	I- 185 (INTERSTATE 185) TO S- 587 (BLAKELY RD)	2900	2023
GREENVILLE	360	S- 548	S- 183 (OAK GROVE LAKE RD) TO S- 654 (FEASTER RD)	13900	2023
GREENVILLE	361	L- 11	S- 1099 (N INDUSTRIAL DR) TO S- 669 (SOUTH ST), L- 8969	1350	2023
GREENVILLE	362	S- 548	SC 14 (S 14 HWY) TO S- 164 (BATESVILLE RD)	8700	2023
GREENVILLE	363	S- 669	L- 11 (W CURTIS ST), L- 8969 TO S- 1167 (FAIRVIEW POINTE DR)	3700	2023
GREENVILLE	364	L- 11	S- 669 (SOUTH ST), L- 8969 TO SC 14 (SE MAIN ST), SC 417	5700	2023
GREENVILLE	365	S- 161	SC 417 (E CURTIS ST), L- 1625 TO S- 160 (HOWARD DR)	1950	2023
GREENVILLE	366	S- 164	S- 312 (S BATESVILLE RD) TO SC 14 (S 14 HWY)	7500	2023
GREENVILLE	367	S- 453	S- 272 (W GEORGIA RD) TO SC 14 (N MAIN ST)	17100	2023
GREENVILLE	368	S- 55	S- 154 (TALL PINES RD) TO SC 418 (418 HWY)	9400	2023
GREENVILLE	369	SC 418	S- 651 (HWY 651) TO S- 543 (FAIRVIEW ST EXT)	6900	2023
GREENVILLE	370	S- 164	SC 14 (S 14 HWY) TO S- 312 (S BATESVILLE RD)	9600	2023
GREENVILLE	371	SC 418	S- 543 (FAIRVIEW ST EXT) TO SC 14 (S MAIN ST)	14600	2023
GREENVILLE	372	S- 1046	S- 453 (HARRISON BRIDGE RD) TO S- 55 (FAIRVIEW RD)	1850	2023
GREENVILLE	373	S- 212	S- 239 (CASE ST) TO County Line - LAURENS	1600	2023
GREENVILLE	374	L- 411	SC 253 (W BLUE RIDGE DR) TO L- 515 (WORTH ST)	1200	2023
GREENVILLE	375	S- 181	SC 14 (N MAIN ST) TO S- 1098 (N WOODS DR)	1600	2023
GREENVILLE	376	L- 448	L- 1136 (PERIMETER RD) TO L- 1136 (PERIMETER RD)	5300	2023
GREENVILLE	377	S- 191	S- 571 (SCUFFLETOWN RD) TO SC 14 (N MAIN ST)	3500	2023
GREENVILLE	378	L- 493	S- 48 (BETHEL RD) TO S- 941 (BRIDGES RD), L- 333	7100	2023
GREENVILLE	379	S- 234	S- 291 (GARRETT ST) TO S- 209 (N WESTON ST)	1250	2023
GREENVILLE	380	L- 869	S- 1013 (PARIS VIEW DR) TO S- 527 (TUBBS MOUNTAIN RD), S- 1057	2200	2023
GREENVILLE	381	S- 869	S- 915 (WILLIAMS RD) TO S- 1013 (PARIS VIEW DR)	1650	2023
GREENVILLE	382	S- 540	S- 94 (HAMMETT BRIDGE RD) TO S- 164 (GIBBS SHOALS RD)	5800	2023
GREENVILLE	383	S- 22	US 25 CON (S POINSETT HWY) TO SC 253 (STATE PARK RD)	7900	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

8 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	384	S- 540	S- 164 (GIBBS SHOALS RD) TO SC 14 (S 14 HWY)	8300	2023
GREENVILLE	385	S- 103	S- 199 (OLD WHITE HORSE RD), L- 4767 TO US 25 CON (S POINSETT HWY)	3500	2023
GREENVILLE	386	L- 737	S- 164 (BATESVILLE RD) TO SC 146 (WOODRUFF RD)	1100	2023
GREENVILLE	387	S- 199	S- 457 (EBENEZER CHURCH RD), L- 4199 TO US 25 (WHITE HORSE RD)	4300	2023
GREENVILLE	388	L- 636	S- 136 (OLD HWY 14 S) TO County Line - SPARTANBURG	5300	2023
GREENVILLE	389	S- 104	S- 105 (E BRAMLETT RD) TO S- 782 (LILY ST), L- 6421	7000	2023
GREENVILLE	390	L- 662	S- 272 (W GEORGIA RD) TO S- 1046 (NEELY FERRY RD)	950	2023
GREENVILLE	391	S- 104	S- 782 (LILY ST), L- 6421 TO US 25 (WHITE HORSE RD)	6800	2023
GREENVILLE	392	L- 678	S- 316 (LOG SHOALS RD) TO S- 1046 (NEELY FERRY RD)	5200	2023
GREENVILLE	393	S- 133	S- 170 (DUNCAN CHAPEL RD) TO US 25 (WHITE HORSE RD)	3500	2023
GREENVILLE	394	L- 845	L- 1469 (1ST ST) TO S- 147 (W WASHINGTON ST)	1450	2023
GREENVILLE	395	S- 170	S- 13 (OLD BUNCOMBE RD) TO US 25 (N 25 HWY BYP)	6700	2023
GREENVILLE	396	S- 540	SC 14 (S 14 HWY) TO S- 136 (S BUNCOMBE RD)	1000	2023
GREENVILLE	397	S- 87	US 25 (WHITE HORSE RD) TO SC 253 (W BLUE RIDGE DR), S- 681	11700	2023
GREENVILLE	398	S- 20	SC 124 (PENDLETON ST) TO S- 634 (N 6TH ST), S- 635	8000	2023
GREENVILLE	399	S- 20	S- 634 (N 6TH ST), S- 635 TO SC 183 (CEDAR LANE RD)	5500	2023
GREENVILLE	400	L- 2602	L- 2604 (ARUNDEL RD) TO L- 2938 (IMPERIAL DR), L- 2939	1000	2023
GREENVILLE	401	S- 147	S- 1077 (W WASHINGTON ST) TO S- 20 (SMYTHE ST)	5600	2023
GREENVILLE	402	L- 2604	L- 2602 (BOTANY RD) TO L- 9873 (HEARTHSTONE LN)	125	2023
GREENVILLE	403	S- 105	SC 253 (W BLUE RIDGE DR) TO L- 81 (HAMPTON AVE EXT)	2700	2023
GREENVILLE	404	L- 2705	S- 447 (BOILING SPRINGS RD) TO L- 1741 (WATERLOO CIR), L- 2706	400	2023
GREENVILLE	405	S- 782	US 25 (WHITE HORSE RD) TO S- 104 (W PARKER RD), L- 6421	3700	2023
GREENVILLE	406	L- 2938	S- 273 (HOWELL RD) TO L- 2602 (BOTANY RD), L- 2939	750	2023
GREENVILLE	407	S- 63	US 25 (WHITE HORSE RD) TO County Line - PICKENS	6700	2023
GREENVILLE	408	L- 3518	S- 149 (W FARIS RD) TO L- 3519 (W SEVEN OAKS DR)	3500	2023
GREENVILLE	409	S- 80	SC 124 (PENDLETON ST) TO S- 47 (HAMPTON AVE)	900	2023
GREENVILLE	410	L- 75	US 123 (S ACADEMY ST) TO S- 1077 (E WASHINGTON ST)	9000	2023
GREENVILLE	411	L- 79	L- 10 (S MAIN ST) TO SC 183 (BUNCOMBE ST), S- 94	10200	2023
GREENVILLE	412	L- 3519	L- 3518 (MICHAUX DR) TO L- 248 (CHAPMAN RD)	1250	2023
GREENVILLE	413	L- 76	SC 183 MLC (BEATTIE PL) TO US 29 (S CHURCH ST)	5600	2023
GREENVILLE	414	S- 76	S- 438 (UNIVERSITY RIDGE) TO S- 201 (AUGUSTA ST)	1800	2023
GREENVILLE	415	S- 75	S- 79 (W BROAD ST), L- 79 TO US 123 (S ACADEMY ST)	1150	2023
GREENVILLE	416	L- 4024	S- 263 (NO NAME) TO S- 1148 (SAGITAIRUS WAY)	950	2023
GREENVILLE	417	S- 75	S- 1077 (E WASHINGTON ST) TO US 276 (LAURENS RD)	15300	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

9 of 19

3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	418	L- 5938	SC 20 (AUGUSTA ST) TO L- 438 (UNIVERSITY RIDGE)	4400	2023
GREENVILLE	419	S- 258	US 29 (N CHURCH ST) TO US 123 (N ACADEMY ST)	2300	2023
GREENVILLE	420	L- 6114	S- 147 (W WASHINGTON ST) TO S- 80 (S HUDSON ST)	700	2023
GREENVILLE	421	S- 14	S- 201 (AUGUSTA ST) TO L- 75 (E MCBEE AVE)	8500	2023
GREENVILLE	422	L- 6303	L- 6295 (SNOW ST) TO SC 101 (E POINSETT ST)	1550	2023
GREENVILLE	423	S- 3	SC 183 MLC (BEATTIE PL), L- 10 TO S- 21 (RUTHERFORD RD), L- 2609	5800	2023
GREENVILLE	424	S- 189	S- 1119 (DUVALL DR) TO L- 5970 (E PARKINS MILL RD)	450	2023
GREENVILLE	425	L- 189	L- 5970 (E PARKINS MILL RD) TO S- 218 (PARKINS MILL RD)	3500	2023
GREENVILLE	426	L- 5970	S- 218 (PARKINS MILL RD) TO S- 189 (PARKINS LAKE RD), L- 189	2600	2023
GREENVILLE	427	S- 189	S- 218 (PARKINS MILL RD) TO S- 76 (CLEVELAND ST), L- 5922	9500	2023
GREENVILLE	428	L- 6309	SC 14 (S MAIN ST) TO L- 6576 (MAYFIELD ST)	1850	2023
GREENVILLE	429	S- 149	S- 201 (AUGUSTA ST) TO SC 291 (S PLEASANTBURG DR)	18100	2023
GREENVILLE	430	L- 6415	S- 107 (MAULDIN RD) TO L- 7 (FAIRFOREST WAY)	4100	2023
GREENVILLE	431	S- 609	US 123 (EASLEY BRIDGE RD), L- 1440 TO L- 1540 (STERLING ST)	475	2023
GREENVILLE	432	L- 6418	SC 20 (AUGUSTA ST) TO SC 81 (ANDERSON ST), SC 124, L- 12	8100	2023
GREENVILLE	433	S- 5	SC 20 (GROVE RD), L- 403 TO L- 6132 (S MARKLEY ST)	1700	2023
GREENVILLE	434	S- 83	US 25 (AUGUSTA RD) TO S- 70 (AUGUSTA ARBOR WAY)	425	2023
GREENVILLE	435	S- 403	SC 20 (GROVE RD) TO S- 650 (CREEK SHORE DR)	650	2023
GREENVILLE	436	S- 1046	S- 587 (BLAKELY RD) TO S- 272 (W GEORGIA RD)	2100	2023
GREENVILLE	437	S- 403	S- 650 (CREEK SHORE DR) TO L- 1648 (MIRACLE DR)	300	2023
GREENVILLE	438	S- 1046	S- 272 (W GEORGIA RD) TO S- 958 (CAPEWOOD RD)	3900	2023
GREENVILLE	439	S- 273	US 276 (LAURENS RD) TO I- 385 (INTERSTATE 385)	18800	2023
GREENVILLE	440	S- 1046	L- 2711 (STENHOUSE RD) TO S- 453 (HARRISON BRIDGE RD)	9900	2023
GREENVILLE	441	S- 273	I- 385 (INTERSTATE 385) TO S- 94 (E NORTH ST)	28100	2023
GREENVILLE	442	S- 347	S- 667 (MITCHELL RD) TO S- 313 (DEVENGER RD)	11000	2023
GREENVILLE	443	S- 347	S- 492 (PELHAM RD) TO S- 667 (MITCHELL RD)	13600	2023
GREENVILLE	444	S- 347	S- 313 (DEVENGER RD) TO S- 166 (BRUSHY CREEK RD), L- 8400	10700	2023
GREENVILLE	445	S- 183	S- 547 (ROPER MOUNTAIN RD EXT), L- 10481 TO I- 385 (INTERSTATE 385)	22900	2023
GREENVILLE	446	S- 183	S- 548 (ROPER MOUNTAIN RD) TO S- 547 (ROPER MOUNTAIN RD EXT), L- 10481	13000	2023
GREENVILLE	447	S- 509	S- 183 (ROPER MOUNTAIN RD) TO S- 311 (HALTON RD)	11500	2023
GREENVILLE	448	S- 510 CON	S- 273 (HAYWOOD RD), L- 3451 TO S- 510 (CONGAREE RD)	6200	2023
GREENVILLE	449	S- 510	S- 273 (HAYWOOD RD) TO S- 599 (LOWNDES HILL RD)	6100	2023
GREENVILLE	450	S- 183	I- 385 (INTERSTATE 385) TO SC 146 (WOODRUFF RD)	32300	2023
GREENVILLE	451	S- 218	US 276 (LAURENS RD) TO I- 85 (INTERSTATE 85)	4900	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

10 of 19
3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	452	S- 587	S- 1046 (NEELY FERRY RD) TO S- 272 (W GEORGIA RD), S- 1094	1100	2023
GREENVILLE	453	S- 328	S- 327 (NEW DUNHAM BRIDGE RD), L- 3641 TO S- 85 (OLD EASLEY BRIDGE RD)	1850	2023
GREENVILLE	454	S- 527	S- 1057 (COLEMAN PARK CIR), L- 869 TO US 25 CON (N POINSETT HWY)	2500	2023
GREENVILLE	455	S- 263	S- 1117 (FRONTAGE RD) TO US 25 (WHITE HORSE RD)	3700	2023
GREENVILLE	456	S- 263	L- 4024 (STABLES RD) TO S- 1117 (FRONTAGE RD)	1500	2023
GREENVILLE	457	S- 30	S- 107 (MAULDIN RD), S- 201 TO S- 616 (OLD AUGUSTA RD)	5600	2023
GREENVILLE	458	S- 1091	S- 713 (OLD FAIRVIEW RD) TO R- 8885	550	2023
GREENVILLE	459	S- 30	S- 616 (OLD AUGUSTA RD) TO DEAD END	2200	2023
GREENVILLE	461	S- 426	US 25 (WHITE HORSE RD) TO S- 83 (OLD GROVE RD)	1300	2023
GREENVILLE	463	S- 83	US 25 (WHITE HORSE RD) TO L- 811 (WILLIMON DR)	5800	2023
GREENVILLE	465	S- 83	L- 811 (WILLIMON DR) TO US 25 (AUGUSTA RD)	3500	2023
GREENVILLE	467	S- 245	S- 657 (BROWN RD) TO US 25 (WHITE HORSE RD)	2600	2023
GREENVILLE	469	S- 27	SC 291 (AUGUSTA RD) TO US 25 (AUGUSTA RD)	6800	2023
GREENVILLE	471	S- 1912	S- 27 (DONALDSON RD) TO S- 50 (FORK SHOALS RD)	4900	2023
GREENVILLE	473	S- 50	US 25 (AUGUSTA RD) TO S- 146 (FORK SHOALS RD)	2800	2023
GREENVILLE	475	S- 50	S- 146 (FORK SHOALS RD) TO SC 291 (AUGUSTA RD)	10200	2023
GREENVILLE	477	S- 221	S- 107 (W BUTLER RD), L- 8831 TO S- 50 (FORK SHOALS RD)	6100	2023
GREENVILLE	479	S- 84	S- 224 (MAIN ST) TO S- 272 (W GEORGIA RD)	1300	2023
GREENVILLE	481	S- 435	S- 1016 (E PARKINS MILL RD), L- 13 TO S- 107 (MAULDIN RD)	5100	2023
GREENVILLE	483	S- 325	US 276 (N MAIN ST) TO S- 564 (MILLER RD)	6600	2023
GREENVILLE	485	S- 440	S- 325 (FORRESTER DR) TO S- 107 (E BUTLER RD)	5500	2023
GREENVILLE	487	S- 564	US 276 (N MAIN ST) TO S- 941 (CORN RD)	5700	2023
GREENVILLE	488	S- 564	S- 941 (CORN RD) TO SC 146 (WOODRUFF RD)	6200	2023
GREENVILLE	489	S- 879	SC 417 (S MAIN ST) TO S- 107 (E BUTLER RD), L- 49	1100	2023
GREENVILLE	490	S- 564	SC 146 (WOODRUFF RD) TO S- 548 (ROPER MOUNTAIN RD)	11800	2023
GREENVILLE	491	S- 448	S- 107 (W BUTLER RD) TO L- 4722 (FOWLER CIR)	14600	2023
GREENVILLE	492	S- 448	S- 84 (ASHMORE BRIDGE RD) TO S- 50 (FORK SHOALS RD)	9100	2023
GREENVILLE	493	S- 448	L- 4722 (FOWLER CIR) TO S- 84 (STANDING SPRINGS RD)	9500	2023
GREENVILLE	495	S- 87	SC 253 (W BLUE RIDGE DR), S- 681 TO L- 1350 (HILLTOP AVE)	300	2023
GREENVILLE	497	S- 13	SC 183 (CEDAR LANE RD) TO S- 46 (ALTAMONT RD), S- 1127	7700	2023
GREENVILLE	499	S- 466	S- 13 (OLD BUNCOMBE RD) TO US 276 (POINSETT HWY)	1050	2023
GREENVILLE	501	S- 344	SC 253 (E MOUNTAIN CREEK RD) TO L- 3083 (GREENVISTA LN)	1550	2023
GREENVILLE	503	S- 266	US 276 (POINSETT HWY) TO SC 291 (N PLEASANTBURG DR)	3600	2023
GREENVILLE	505	S- 323	S- 321 (N PARKER RD), S- 322 TO US 276 (POINSETT HWY)	175	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

11 of 19
3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	507	S- 513	S- 87 (N FRANKLIN RD) TO S- 188 (PERRY RD)	250	2023
GREENVILLE	509	L- 411	L- 515 (WORTH ST) TO S- 87 (SULPHUR SPRINGS RD)	800	2023
GREENVILLE	510	S- 920	S- 279 (REID SCHOOL RD) TO L- 546 (MILFORD CHURCH RD)	8400	2023
GREENVILLE	511	S- 920	S- 21 (RUTHERFORD RD) TO S- 279 (REID SCHOOL RD)	8700	2023
GREENVILLE	513	S- 337	S- 21 (RUTHERFORD RD) TO S- 279 (REID SCHOOL RD)	2800	2023
GREENVILLE	515	S- 310	SC 253 (STATE PARK RD) TO SC 291 (N PLEASANTBURG DR)	2200	2023
GREENVILLE	517	S- 21	US 29 (WADE HAMPTON BLVD) TO S- 167 (E BELVUE RD)	14100	2023
GREENVILLE	519	S- 21	S- 167 (E BELVUE RD) TO SC 291 (N PLEASANTBURG DR)	16200	2023
GREENVILLE	521	S- 21	SC 291 (N PLEASANTBURG DR) TO L- 487 (ARCADIA DR)	14200	2023
GREENVILLE	522	S- 21	L- 487 (ARCADIA DR) TO US 276 (POINSETT HWY)	8700	2023
GREENVILLE	523	L- 310	SC 291 (N PLEASANTBURG DR) TO S- 21 (RUTHERFORD RD)	3600	2023
GREENVILLE	525	L- 6388	L- 6414 (CHICK SPRINGS RD) TO L- 4111 (WHITE OAK RD)	900	2023
GREENVILLE	527	S- 167	SC 253 (STATE PARK RD) TO S- 165 (PINE KNOLL DR)	1950	2023
GREENVILLE	529	S- 165	US 29 (WADE HAMPTON BLVD) TO S- 167 (WADDELL RD)	8400	2023
GREENVILLE	531	S- 165	S- 167 (WADDELL RD) TO S- 21 (RUTHERFORD RD), L- 3070	3300	2023
GREENVILLE	532	S- 165	S- 21 (RUTHERFORD RD) TO SC 253 (E MOUNTAIN CREEK RD)	3700	2023
GREENVILLE	533	S- 46	SC 291 (N PLEASANTBURG DR) TO SC 253 (STATE PARK RD)	3500	2023
GREENVILLE	534	S- 46	SC 253 (STATE PARK RD) TO S- 13 (OLD BUNCOMBE RD)	950	2023
GREENVILLE	535	S- 677	S- 167 (WADDELL RD) TO S- 21 (RUTHERFORD RD)	1350	2023
GREENVILLE	537	S- 279	SC 253 (STATE PARK RD) TO US 29 (WADE HAMPTON BLVD)	10500	2023
GREENVILLE	539	L- 279	US 29 (WADE HAMPTON BLVD) TO S- 38 (W MAIN ST)	2600	2023
GREENVILLE	541	S- 335	S- 166 (E LEE RD) TO US 29 (WADE HAMPTON BLVD)	10500	2023
GREENVILLE	543	S- 335	US 29 (WADE HAMPTON BLVD) TO S- 279 (REID SCHOOL RD)	6400	2023
GREENVILLE	545	S- 304	US 29 CO1 (PINE KNOLL DR), SC 291 TO S- 385 (RICHBOURG RD)	5200	2023
GREENVILLE	547	L- 304	S- 385 (RICHBOURG RD) TO S- 273 (HOWELL RD)	2400	2023
GREENVILLE	549	L- 385	S- 304 (EDWARDS RD), L- 304 TO US 29 (WADE HAMPTON BLVD)	1350	2023
GREENVILLE	551	S- 38	US 29 (WADE HAMPTON BLVD) TO US 29 (WADE HAMPTON BLVD)	5100	2023
GREENVILLE	553	S- 348	S- 166 (BRUSHY CREEK RD) TO L- 489 (TAYLORS RD)	4700	2023
GREENVILLE	555	S- 624	S- 348 (E LEE RD) TO S- 166 (BRUSHY CREEK RD)	2400	2023
GREENVILLE	557	S- 623	S- 166 (BRUSHY CREEK RD) TO S- 94 (OLD SPARTANBURG RD)	2500	2023
GREENVILLE	559	S- 299	S- 566 (OLD STAGE RD) TO S- 272 (N MAPLE ST)	3900	2023
GREENVILLE	561	L- 280	L- 1980 (OLD BUNCOMBE RD) TO L- 554 (TRAILBLAZER DR)	2300	2023
GREENVILLE	562	S- 330	S- 27 (DONALDSON RD) TO US 25 (AUGUSTA RD)	150	2023
GREENVILLE	563	S- 330	US 25 (AUGUSTA RD) TO S- 329 (S FAIRFIELD RD)	500	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

12 of 19
3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	565	L- 365	S- 1107 (BRUCE RD) TO L- 3179 (GLENWOOD LN EXT)	400	2023
GREENVILLE	567	L- 365	L- 3179 (GLENWOOD LN EXT) TO S- 360 (CRESTFIELD RD), L- 3172	650	2023
GREENVILLE	569	S- 173	SC 253 (MOUNTAIN VIEW RD) TO S- 262 (JACKSON GROVE RD)	2400	2023
GREENVILLE	570	S- 173	S- 1967 (ENOREE RD) TO US 25 (N POINSETT HWY)	7400	2023
GREENVILLE	571	S- 173	S- 262 (JACKSON GROVE RD) TO S- 1967 (ENOREE RD)	6900	2023
GREENVILLE	572	S- 1100	S- 272 (W GEORGIA RD) TO S- 566 (OLD STAGE RD)	1400	2023
GREENVILLE	573	S- 262	S- 173 (TIGERVILLE RD) TO SC 253 (SANDY FLAT RD)	2900	2023
GREENVILLE	574	S- 262	SC 253 (SANDY FLAT RD) TO SC 290 (LOCUST HILL RD)	2600	2023
GREENVILLE	575	S- 33	S- 68 (DUNKLIN BRIDGE RD) TO US 25 (AUGUSTA RD)	325	2023
GREENVILLE	577	S- 40	SC 288 (PUMPKINTOWN RD) TO County Line - PICKENS	650	2023
GREENVILLE	579	S- 47	US 123 (N ACADEMY ST) TO L- 1507 (MONTGOMERY AVE)	500	2023
GREENVILLE	581	S- 48	S- 566 (OLD STAGE RD) TO S- 655 (TANNER RD)	4900	2023
GREENVILLE	582	S- 48	S- 655 (TANNER RD) TO SC 14 (14 HWY)	6400	2023
GREENVILLE	583	S- 51	S- 52 (HOLIDAY DAM RD) TO County Line - ANDERSON	500	2023
GREENVILLE	585	S- 62	US 276 (POINSETT HWY) TO SC 183 (PETE HOLLIS BLVD)	6500	2023
GREENVILLE	587	S- 67	S- 52 (HOLLAND FORD RD) TO County Line - ANDERSON	850	2023
GREENVILLE	589	S- 69	S- 68 (DUNKLIN BRIDGE RD) TO US 76 (76 RAMP)	225	2023
GREENVILLE	591	S- 70	L- 1137 (ECHELON RD) TO S- 331 (ANTIOCH CHURCH RD)	1950	2023
GREENVILLE	593	S- 81	SC 101 (W POINSETT ST), L- 4183 TO SC 14 (S MAIN ST)	3200	2023
GREENVILLE	595	S- 82	US 25 (AUGUSTA RD) TO SC 247 (COOLEY BRIDGE RD)	350	2023
GREENVILLE	597	S- 85	US 25 (WHITE HORSE RD) TO County Line - PICKENS	2200	2023
GREENVILLE	599	S- 86	S- 20 (LOIS AVE) TO US 25 (WHITE HORSE RD)	2600	2023
GREENVILLE	601	S- 88	S- 132 (OLD HUNTS BRIDGE RD) TO S- 199 (OLD WHITE HORSE RD)	500	2023
GREENVILLE	602	S- 88	S- 199 (OLD WHITE HORSE RD) TO US 25 (N 25 HWY BYP)	3100	2023
GREENVILLE	603	S- 89	SC 186 (DACUSVILLE RD) TO S- 102 (KEELER MILL RD)	1000	2023
GREENVILLE	604	S- 88	US 25 (N 25 HWY BYP) TO US 276 (POINSETT HWY)	3500	2023
GREENVILLE	605	S- 92	SC 253 (MOUNTAIN VIEW RD) TO S- 546 (MILFORD CHURCH RD), L- 546, L- 6521	2600	2023
GREENVILLE	607	L- 95	SC 296 (S BENNETTS BRIDGE RD) TO SC 146 (WOODRUFF RD)	7100	2023
GREENVILLE	608	S- 95	S- 164 (BATESVILLE RD) TO SC 296 (S BENNETTS BRIDGE RD)	5700	2023
GREENVILLE	609	S- 96	County Line - SPARTANBURG TO S- 172 (N HOWELL RD)	4100	2023
GREENVILLE	611	S- 101	US 276 (GEER HWY) TO S- 271 (MARKED BEECH RD)	150	2023
GREENVILLE	613	S- 102	US 276 (GEER HWY) TO S- 88 (OLD MCELHANEY RD)	1500	2023
GREENVILLE	614	S- 102	S- 88 (OLD MCELHANEY RD) TO S- 199 (OLD WHITE HORSE RD)	1300	2023
GREENVILLE	615	S- 106	US 25 (AUGUSTA RD) TO SC 20 (PIEDMONT HWY)	3100	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

13 of 19
3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	617	L- 6414	L- 6388 (TWIN LAKE RD) TO US 29 CO2 (WADE HAMPTON BLVD), L- 7398	1800	2023
GREENVILLE	618	L- 109	S- 38 (E MAIN ST) TO US 29 (WADE HAMPTON BLVD)	800	2023
GREENVILLE	619	S- 109	US 29 (WADE HAMPTON BLVD) TO SC 101 (N HWY 101)	3500	2023
GREENVILLE	620	L- 6414	S- 21 (RUTHERFORD RD), L- 5346 TO L- 6388 (TWIN LAKE RD)	3100	2023
GREENVILLE	621	S- 113	S- 277 (JORDAN RD) TO S- 92 (GROCE MEADOW RD)	3900	2023
GREENVILLE	622	L- 113	S- 92 (GROCE MEADOW RD) TO SC 253 (MOUNTAIN VIEW RD)	2300	2023
GREENVILLE	623	S- 116	SC 11 (11 HWY) TO L- 180 (BELUE CEMETERY RD)	275	2023
GREENVILLE	624	S- 116	L- 180 (BELUE CEMETERY RD) TO S- 341 (BELUE MILL RD)	300	2023
GREENVILLE	625	S- 117	S- 912 (OLD SC 11) TO SC 414 (414 HWY)	1000	2023
GREENVILLE	627	S- 119	US 25 (N 25 HWY) TO US 276 (GEER HWY)	500	2023
GREENVILLE	629	S- 121	S- 969 (OLD HWY 25) TO S- 912 (OLD SC 11), L- 6636	125	2023
GREENVILLE	631	S- 124	S- 101 (MOODY BRIDGE RD) TO County Line - PICKENS	100	2023
GREENVILLE	633	L- 326	I- 85 (INTERSTATE 85) TO L- 183 (VERDAE BLVD)	7100	2023
GREENVILLE	635	S- 129	SC 11 (11 HWY) TO S- 117 (N TIGERVILLE RD)	500	2023
GREENVILLE	637	S- 132	S- 424 (RUTLEDGE LAKE RD) TO County Line - PICKENS	750	2023
GREENVILLE	638	S- 132	S- 199 (OLD WHITE HORSE RD) TO S- 424 (RUTLEDGE LAKE RD)	1200	2023
GREENVILLE	639	S- 135	SC 14 (N 14 HWY) TO SC 101 (N HWY 101)	3100	2023
GREENVILLE	641	S- 137	S- 96 (E GAP CREEK RD) TO SC 14 (N 14 HWY)	2800	2023
GREENVILLE	643	S- 1046	L- 5656 (OWENS LN) TO I- 185 (INTERSTATE 185)	5100	2023
GREENVILLE	645	S- 145	SC 146 (WOODRUFF RD) TO SC 417 (LEE VAUGHN RD), S- 571	10300	2023
GREENVILLE	647	S- 154	S- 55 (FAIRVIEW RD) TO US 25 (AUGUSTA RD), L- 728	2100	2023
GREENVILLE	649	S- 156	SC 253 (SANDY FLAT RD) TO SC 290 (LOCUST HILL RD)	1850	2023
GREENVILLE	651	S- 159	SC 8 (8 HWY) TO US 25 (AUGUSTA RD)	2200	2023
GREENVILLE	653	S- 160	SC 14 (N MAIN ST) TO SC 417 (E GEORGIA RD)	5000	2023
GREENVILLE	655	S- 162	S- 160 (HOWARD DR) TO SC 14 (N MAIN ST)	8100	2023
GREENVILLE	657	S- 171	SC 101 (N HWY 101) TO S- 109 (FAIRVIEW RD)	5500	2023
GREENVILLE	659	S- 176	US 276 (GEER HWY) TO S- 124 (TALLEY BRIDGE RD)	25	2023
GREENVILLE	661	S- 188	S- 13 (OLD BUNCOMBE RD) TO US 276 (POINSETT HWY)	1950	2023
GREENVILLE	662	S- 188	US 276 (POINSETT HWY) TO L- 1367 (CENTRAL CT)	500	2023
GREENVILLE	665	S- 218	I- 85 (INTERSTATE 85) TO S- 107 (MAULDIN RD)	4100	2023
GREENVILLE	667	S- 220	SC 417 (E CURTIS ST) TO S- 545 (JONESVILLE RD), L- 1849	4500	2023
GREENVILLE	669	S- 223	L- 9397 (GROVE RESERVE PKWY) TO S- 83 (OLD GROVE RD)	75	2023
GREENVILLE	671	S- 224	S- 221 (CONESTEE RD), L- 1007 TO S- 50 (FORK SHOALS RD)	2600	2023
GREENVILLE	673	S- 226	SC 20 (PIEDMONT HWY) TO US 25 (WHITE HORSE RD)	2800	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

14 of 19
3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	674	L- 260	S- 646 (MARUE DR) TO S- 5 (ALLEN ST)	2400	2023
GREENVILLE	675	S- 260	SC 20 (GROVE RD) TO S- 646 (MARUE DR)	9300	2023
GREENVILLE	676	S- 260	S- 5 (ALLEN ST) TO S- 645 (HUTCHINS ST)	1900	2023
GREENVILLE	677	S- 261	S- 38 (E MAIN ST) TO SC 290 (LOCUST HILL RD)	6000	2023
GREENVILLE	678	L- 311	L- 183 (VERDAE BLVD) TO SC 146 (WOODRUFF RD)	3600	2023
GREENVILLE	679	S- 271	SC 288 (PUMPKINTOWN RD) TO S- 101 (MOODY BRIDGE RD)	275	2023
GREENVILLE	681	S- 278	SC 14 (N 14 HWY) TO County Line - SPARTANBURG	2800	2023
GREENVILLE	683	S- 305	S- 136 (S BUNCOMBE RD), L- 4 TO SC 14 (S 14 HWY)	1500	2023
GREENVILLE	684	L- 305	SC 14 (S 14 HWY) TO S- 658 (POPLAR DR EXT)	1100	2023
GREENVILLE	685	S- 311	SC 146 (WOODRUFF RD) TO S- 509 (CONGAREE RD)	8500	2023
GREENVILLE	686	S- 311	S- 509 (CONGAREE RD) TO S- 492 (PELHAM RD)	15300	2023
GREENVILLE	687	S- 312	S- 94 (HAMMETT BRIDGE RD) TO S- 164 (S BATESVILLE RD)	21000	2023
GREENVILLE	689	S- 312 CON	S- 94 (OLD SPARTANBURG RD) TO L- 4425 (CANEBRAKE DR)	6000	2023
GREENVILLE	690	S- 315	S- 145 (SCUFFLETOWN RD) TO County Line - LAURENS	1100	2023
GREENVILLE	691	S- 313	S- 347 (HUDSON RD) TO S- 312 (S BATESVILLE RD), L- 8396	4500	2023
GREENVILLE	692	S- 1025	S- 492 (PELHAM RD) TO S- 312 (S BATESVILLE RD), L- 5232	15800	2023
GREENVILLE	693	S- 316	S- 1046 (NEELY FERRY RD) TO S- 52 (OLD PELZER RD)	1950	2023
GREENVILLE	694	S- 1973	S- 1025 (THE PARKWAY) TO S- 164 (GIBBS SHOALS RD)	2100	2023
GREENVILLE	695	S- 322	S- 321 (N PARKER RD), S- 323 TO S- 13 (OLD BUNCOMBE RD)	325	2023
GREENVILLE	697	S- 326	S- 325 (FORRESTER DR) TO I- 85 (INTERSTATE 85)	7100	2023
GREENVILLE	699	S- 327	S- 85 (OLD EASLEY BRIDGE RD) TO SC 81 (ANDERSON RD)	700	2023
GREENVILLE	701	S- 329	S- 330 (S FAIRFIELD RD), L- 885 TO SC 291 (AUGUSTA RD)	800	2023
GREENVILLE	703	S- 332	S- 566 (OLD STAGE RD) TO SC 417 (NE MAIN ST)	600	2023
GREENVILLE	705	S- 341	S- 116 (BELUE MILL RD) TO County Line - SPARTANBURG	1050	2023
GREENVILLE	707	S- 360	US 25 (WHITE HORSE RD) TO S- 201 (AUGUSTA RD)	3700	2023
GREENVILLE	709	S- 374	SC 253 (W BLUE RIDGE DR) TO S- 86 (PENDLETON RD)	900	2023
GREENVILLE	711	S- 385	S- 94 (E NORTH ST) TO S- 304 (EDWARDS RD), L- 304	2500	2023
GREENVILLE	713	S- 402	S- 5 (GREEN AVE) TO US 29 (MILLS AVE)	3600	2023
GREENVILLE	714	L- 7	S- 435 (RIDGE RD), L- 6415 TO US 276 (LAURENS RD)	13400	2023
GREENVILLE	715	S- 447	S- 492 (PELHAM RD) TO S- 94 (OLD SPARTANBURG RD)	9100	2023
GREENVILLE	716	L- 438	L- 5938 (HARRIS ST) TO US 29 (S CHURCH ST)	12600	2023
GREENVILLE	717	S- 454	SC 418 (418 HWY) TO S- 154 (MCKELVEY RD)	550	2023
GREENVILLE	718	S- 438	US 29 (S CHURCH ST) TO S- 14 (MCDANIEL AVE)	1500	2023
GREENVILLE	719	S- 455	S- 68 (DUNKLIN BRIDGE RD) TO S- 154 (MCKELVEY RD)	1000	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

15 of 19
3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	721	S- 456	S- 68 (DUNKLIN BRIDGE RD) TO US 25 (AUGUSTA RD)	400	2023
GREENVILLE	723	S- 462	S- 132 (OLD HUNTS BRIDGE RD) TO SC 183 (FARRS BRIDGE RD)	400	2023
GREENVILLE	725	S- 467	S- 133 (DUNCAN RD), L- 3644 TO S- 87 (SULPHUR SPRINGS RD)	2500	2023
GREENVILLE	727	S- 473	S- 474 (W MARION RD) TO S- 105 (W BRAMLETT RD)	1500	2023
GREENVILLE	729	S- 474	US 25 (WHITE HORSE RD) TO SC 183 (CEDAR LANE RD)	3400	2023
GREENVILLE	731	S- 475	US 123 (EASLEY BRIDGE RD) TO SC 81 (ANDERSON RD)	4100	2023
GREENVILLE	733	S- 476	US 123 (EASLEY BRIDGE RD) TO S- 601 (GOODRICH ST)	2200	2023
GREENVILLE	735	S- 486	S- 273 (EDWARDS RD) TO S- 166 (BRUSHY CREEK RD)	2300	2023
GREENVILLE	737	S- 490	S- 475 (ANDREWS ST) TO L- 1653 (SHORT MINUS ST), L- 6940	3900	2023
GREENVILLE	738	S- 490	L- 1653 (SHORT MINUS ST), L- 6940 TO SC 81 (ANDERSON ST)	5200	2023
GREENVILLE	739	S- 491	S- 3 (N MAIN ST) TO S- 21 (RUTHERFORD RD)	650	2023
GREENVILLE	740	S- 490	SC 81 (ANDERSON ST) TO SC 20 (AUGUSTA ST)	7400	2023
GREENVILLE	741	L- 286	SC 20 (AUGUSTA ST), L- 6934 TO US 29 (S CHURCH ST), L- 5922	3400	2023
GREENVILLE	743	S- 507	SC 183 (CEDAR LANE RD) TO SC 253 (W BLUE RIDGE DR)	1450	2023
GREENVILLE	745	S- 534	US 276 (S MAIN ST) TO S- 107 (E BUTLER RD)	5100	2023
GREENVILLE	747	S- 541	S- 52 (EASTVIEW RD) TO S- 272 (W GEORGIA RD)	1150	2023
GREENVILLE	749	S- 543	I- 385 (INTERSTATE 385) TO County Line - LAURENS	4100	2023
GREENVILLE	751	S- 545	S- 572 (STOKES RD) TO S- 220 (JONESVILLE RD), L- 1849	4800	2023
GREENVILLE	753	S- 546	S- 92 (GROCE MEADOW RD), L- 6521 TO SC 101 (N HWY 101)	5400	2023
GREENVILLE	755	S- 547	L- 4640 (COUNTRY SQUIRE CT) TO S- 183 (ROPER MOUNTAIN RD), L- 10481	11600	2023
GREENVILLE	756	S- 553	L- 558 (WOODS CROSSING RD), L- 3453 TO DEAD END	6800	2023
GREENVILLE	757	S- 557	SC 291 (N PLEASANTBURG DR) TO S- 94 (E NORTH ST)	3400	2023
GREENVILLE	758	S- 558	US 276 (LAURENS RD) TO S- 557 (KEITH DR)	3700	2023
GREENVILLE	759	S- 562	S- 279 (REID SCHOOL RD) TO S- 156 (E DARBY RD)	1450	2023
GREENVILLE	761	S- 563	L- 1882 (FALLOUT SHELTER RD) TO US 25 (N 25 HWY), L- 5272	1150	2023
GREENVILLE	763	S- 564	S- 548 (ROPER MOUNTAIN RD) TO S- 492 (PELHAM RD), L- 4388	6900	2023
GREENVILLE	765	S- 565	S- 459 (OLD HUNDRED RD) TO S- 154 (MCKELVEY RD)	200	2023
GREENVILLE	766	S- 565	S- 154 (MCKELVEY RD) TO S- 68 (DUNKLIN BRIDGE RD)	600	2023
GREENVILLE	767	S- 566	S- 48 (GREER DR) TO R- 8898 3E1 (Exit 30), S- 1155	1600	2023
GREENVILLE	768	S- 566	R- 8898 3E1 (Exit 30), S- 1155 TO SC 417 (NE MAIN ST)	2400	2023
GREENVILLE	769	S- 569	SC 253 (MOUNTAIN VIEW RD) TO SC 101 (N HWY 101)	1250	2023
GREENVILLE	770	S- 571	SC 417 (LEE VAUGHN RD), S- 145 TO L- 2779 (CLEAR SPRINGS RD)	4300	2023
GREENVILLE	771	S- 571	L- 2779 (CLEAR SPRINGS RD) TO S- 191 (JONES MILL RD)	5800	2023
GREENVILLE	773	S- 572	SC 14 (14 HWY) TO S- 545 (JONESVILLE RD)	6000	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

16 of 19
3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	775	S- 580	S- 564 (GARLINGTON RD) TO S- 492 (PELHAM RD)	3200	2023
GREENVILLE	777	S- 593	US 25 (WHITE HORSE RD) TO S- 104 (W PARKER RD)	400	2023
GREENVILLE	779	S- 599	SC 291 (N PLEASANTBURG DR) TO DEAD END	500	2023
GREENVILLE	781	S- 601	SC 81 (ANDERSON RD), S- 645 TO S- 476 (3RD AVE)	1000	2023
GREENVILLE	783	S- 629	S- 20 (WOODSIDE AVE) TO L- 3400 (WILLARD ST)	650	2023
GREENVILLE	785	S- 645	S- 816 (SMITH ST) TO SC 81 (ANDERSON RD), S- 601	2300	2023
GREENVILLE	787	S- 646	US 29 (MILLS AVE) TO S- 5 (ALLEN ST)	3000	2023
GREENVILLE	789	S- 651	SC 418 (418 HWY) TO S- 543 (FAIRVIEW ST EXT)	1850	2023
GREENVILLE	791	S- 654	S- 548 (ROPER MOUNTAIN RD) TO SC 146 (WOODRUFF RD)	1850	2023
GREENVILLE	793	S- 664	S- 94 (W PARK AVE), L- 10859 TO L- 10 (S MAIN ST)	4200	2023
GREENVILLE	794	S- 667	L- 6177 (SWINDON CIR) TO S- 347 (HUDSON RD)	4100	2023
GREENVILLE	795	S- 681	US 276 (POINSETT HWY) TO SC 253 (W BLUE RIDGE DR), S- 87	1150	2023
GREENVILLE	797	S- 741	S- 85 (OLD EASLEY BRIDGE RD) TO US 123 (NEW EASLEY HWY)	400	2023
GREENVILLE	799	S- 808	S- 809 (WALLACE ST) TO S- 596 (HALE ST)	150	2023
GREENVILLE	801	S- 880	SC 14 (N 14 HWY) TO County Line - SPARTANBURG	2700	2023
GREENVILLE	803	S- 897	S- 48 (BETHEL RD) TO S- 107 (E BUTLER RD)	3700	2023
GREENVILLE	805	S- 941	I- 385 (INTERSTATE 385) TO S- 564 (MILLER RD)	7700	2023
GREENVILLE	807	S- 958	S- 1094 (GRANDVIEW DR) TO S- 1046 (NEELY FERRY RD)	3400	2023
GREENVILLE	808	S- 1094	S- 55 (FAIRVIEW RD) TO S- 272 (W GEORGIA RD), S- 587	6800	2023
GREENVILLE	809	S- 969	US 25 (N 25 HWY) TO State Line - NORTH CAROLINA	225	2023
GREENVILLE	810	S- 1095	S- 587 (BLAKELY RD) TO S- 1046 (NEELY FERRY RD)	325	2023
GREENVILLE	811	S- 1297	SC 124 (PENDLETON ST) TO S- 1293 (JENKINS ST), L- 1293	950	2023
GREENVILLE	812	S- 1016	S- 435 (RIDGE RD), L- 13 TO US 276 (LAURENS RD)	10500	2023
GREENVILLE	813	S- 1077	S- 147 (W WASHINGTON ST), L- 147 TO S- 75 (E WASHINGTON ST), L- 75	8200	2023
GREENVILLE	815	S- 1967	S- 22 (STATE PARK RD) TO S- 173 (TIGERVILLE RD)	1650	2023
GREENVILLE	816	S- 1099	S- 669 (SOUTH ST) TO S- 272 (W GEORGIA RD)	3700	2023
GREENVILLE	817	S- 7	SC 291 (AUGUSTA RD) TO S- 50 (FORK SHOALS RD)	1750	2023
GREENVILLE	819	S- 17	S- 969 (OLD HWY 25) TO State Line - NORTH CAROLINA	200	2023
GREENVILLE	821	S- 18	US 25 (AUGUSTA RD), SC 291 TO S- 27 (DONALDSON RD)	7200	2023
GREENVILLE	822	L- 89	US 276 (E STONE AVE) TO US 29 (N CHURCH ST)	1500	2023
GREENVILLE	823	US 29 CO2	US 276 (E STONE AVE) TO US 29 (N CHURCH ST)	7500	2023
GREENVILLE	824	L- 6409	US 123 (S ACADEMY ST) TO L- 10 (S MAIN ST)	2300	2023
GREENVILLE	827	US 385 SPR	I- 385 (INTERSTATE 385) TO US 29 (N CHURCH ST)	44100	2023
GREENVILLE	829	S- 201	SC 291 (AUGUSTA RD) TO I- 85 (INTERSTATE 85)	10800	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	831	S- 201	I- 85 (INTERSTATE 85) TO S- 149 (W FARIS RD)	20500	2023
GREENVILLE	833	S- 201	S- 149 (W FARIS RD) TO SC 20 (GROVE RD)	26600	2023
GREENVILLE	835	S- 200	SC 183 (PETE HOLLIS BLVD) TO US 276 (RUTHERFORD ST)	17400	2023
GREENVILLE	836	L- 441	US 25 (N 25 HWY BYP) TO L- 9395 (MILLERS POND WAY)	950	2023
GREENVILLE	837	S- 731	S- 435 (RIDGE RD) TO GATED	1050	2023
GREENVILLE	838	L- 969	S- 22 (STATE PARK RD) TO S- 344 (STATE PARK RD)	500	2023
GREENVILLE	841	L- 486	S- 166 (E LEE RD) TO S- 273 (EDWARDS RD)	1250	2023
GREENVILLE	843	L- 489	S- 166 (BRUSHY CREEK RD) TO S- 38 (W MAIN ST)	6300	2023
GREENVILLE	845	L- 511	S- 492 (PELHAM RD) TO S- 183 (ROPER MOUNTAIN RD)	3300	2023
GREENVILLE	847	L- 326	L- 183 (VERDAE BLVD) TO SC 146 (WOODRUFF RD)	1900	2023
GREENVILLE	849	S- 548	S- 164 (BATESVILLE RD) TO S- 95 (ANDERSON RIDGE RD)	4700	2023
GREENVILLE	851	L- 816	L- 7374 (MEADOWLARK LN) TO S- 571 (SCUFFLETOWN RD)	125	2023
GREENVILLE	853	L- 885	S- 426 (DIXIE CIR) TO S- 329 (S FAIRFIELD RD)	325	2023
GREENVILLE	855	L- 512	S- 183 (ROPER MOUNTAIN RD) TO S- 580 (MUDDY FORD RD)	3100	2023
GREENVILLE	857	L- 611	S- 33 (W RIDGEWAY RD) TO S- 69 (LATIMER MILL RD)	75	2023
GREENVILLE	859	L- 728	SC 247 (COOLEY BRIDGE RD) TO US 25 (AUGUSTA RD), S- 154	275	2023
GREENVILLE	861	L- 882	SC 14 (N 14 HWY) TO SC 11 (11 HWY)	600	2023
GREENVILLE	863	S- 1046	S- 958 (CAPEWOOD RD) TO L- 2711 (STENHOUSE RD)	3300	2023
GREENVILLE	865	L- 1206	L- 1186 (COOPER ST) TO US 123 (EASLEY BRIDGE RD)	450	2023
GREENVILLE	867	L- 1969	S- 38 (E MAIN ST), L- 1861 TO S- 136 (S BUNCOMBE RD), S- 882	2100	2023
GREENVILLE	869	L- 1970	S- 920 (OLD RUTHERFORD RD) TO S- 261 (ST MARK RD)	1600	2023
GREENVILLE	871	L- 2604	US 29 (WADE HAMPTON BLVD), L- 3739 TO L- 2602 (BOTANY RD)	900	2023
GREENVILLE	873	L- 2673	US 25 (AUGUSTA RD), SC 86 TO S- 541 (W GEORGIA RD)	4400	2023
GREENVILLE	875	L- 2711	S- 272 (W GEORGIA RD) TO S- 1046 (NEELY FERRY RD)	8500	2023
GREENVILLE	877	L- 2765	S- 262 (JACKSON GROVE RD) TO SC 290 (LOCUST HILL RD)	1100	2023
GREENVILLE	881	L- 2944	US 29 (WADE HAMPTON BLVD), S- 166 TO S- 273 (EDWARDS RD)	2700	2023
GREENVILLE	883	L- 3007	S- 486 (IKES RD) TO S- 166 (BRUSHY CREEK RD)	600	2023
GREENVILLE	885	L- 3453	SC 146 (WOODRUFF RD) TO S- 553 (WOODS CROSSING RD), L- 558	6500	2023
GREENVILLE	887	L- 3714	S- 273 (HAYWOOD RD), L- 3450 TO S- 311 (ROCKY SLOPE RD), L- 4642	4200	2023
GREENVILLE	889	L- 3812	S- 94 (E NORTH ST) TO S- 347 (HUDSON RD)	700	2023
GREENVILLE	891	L- 5284	S- 3 (N MAIN ST) TO L- 6414 (MOHAWK DR)	1150	2023
GREENVILLE	893	L- 5436	S- 94 (E NORTH ST), L- 5395 TO L- 5455 (LOWNDES HILL RD)	550	2023
GREENVILLE	895	L- 5456	S- 599 (LOWNDES HILL RD) TO S- 510 (WOODS LAKE RD)	850	2023
GREENVILLE	899	L- 5757	L- 5760 (HAVILAND AVE) TO S- 75 (E WASHINGTON ST)	1850	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

18 of 19
3/20/2024 8:09 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	901	L- 5760	US 276 (LAURENS RD) TO L- 5757 (CLEVEIRVINE AVE)	1400	2023
GREENVILLE	903	L- 5761	L- 5760 (HAVILAND AVE) TO L- 5778 (ACKLEY RD EXT)	1200	2023
GREENVILLE	905	L- 5780	L- 5782 (MCCULLOUGH ST) TO L- 5783 (GREENACRE RD)	375	2023
GREENVILLE	907	L- 5781	L- 6039 (HALL ST) TO L- 5783 (GREENACRE RD)	1150	2023
GREENVILLE	909	L- 5791	L- 5779 (WEBSTER RD) TO L- 5790 (ALLENDAL LN)	275	2023
GREENVILLE	911	L- 5972	S- 30 (POTOMAC AVE), L- 9188 TO L- 5984 (OLD AUGUSTA RD)	225	2023
GREENVILLE	913	L- 5980	L- 5978 (LONG HILL ST) TO L- 5984 (OLD AUGUSTA RD)	1300	2023
GREENVILLE	915	L- 6090	S- 5 (GREEN AVE), L- 1378 TO SC 81 (ANDERSON ST)	1750	2023
GREENVILLE	917	L- 6145	SC 124 (PENDLETON ST) TO S- 490 (DUNBAR ST)	700	2023
GREENVILLE	919	L- 6295	County Line - SPARTANBURG TO S- 658 (POPLAR DR)	2600	2023
GREENVILLE	921	L- 10	SC 124 (PENDLETON ST) TO SC 20 (AUGUSTA ST), S- 664	2100	2023
GREENVILLE	922	L- 10	SC 20 (AUGUSTA ST), S- 664 TO L- 6073 (E BROAD ST), L- 7340	5200	2023
GREENVILLE	923	L- 6392	S- 21 (RUTHERFORD RD) TO L- 10874 (OLD MOUNTAIN CREEK RD)	1500	2023
GREENVILLE	925	L- 183	L- 311 (ROCKY SLOPE RD) TO US 276 (LAURENS RD)	15400	2023
GREENVILLE	927	L- 183	SC 146 (WOODRUFF RD) TO L- 311 (ROCKY SLOPE RD)	16200	2023
GREENVILLE	928	L- 12	SC 81 (ANDERSON ST), SC 124, L- 6418 TO L- 10 (S MAIN ST)	3000	2023
GREENVILLE	929	S- 961	SC 418 (GULLIVER ST) TO County Line - LAURENS	550	2023
GREENVILLE	930	S- 298	US 29 (W WADE HAMPTON BLVD) TO SC 101 (N BUNCOMBE RD)	2100	2023
GREENVILLE	931	L- 9397	S- 83 (OLD GROVE RD) TO US 25 (AUGUSTA RD)	3700	2023
GREENVILLE	1202	S- 96	S- 172 (N HOWELL RD) TO SC 14 (N 14 HWY)	4400	2023
GREENVILLE	2287	I- 85	SC 153 (HIGHWAY 153) (ANDERSON) TO I- 185 (INTERSTATE 185)	108200	2023
GREENVILLE	2289	I- 85	I- 185 (INTERSTATE 185) TO SC 20 (PIEDMONT HWY)	87200	2023
GREENVILLE	2290	I- 85	SC 20 (PIEDMONT HWY) TO US 25 (WHITE HORSE RD)	80000	2023
GREENVILLE	2291	I- 85	US 25 (WHITE HORSE RD) TO S- 201 (AUGUSTA RD)	108500	2023
GREENVILLE	2293	I- 85	S- 201 (AUGUSTA RD) TO S- 107 (MAULDIN RD)	86400	2023
GREENVILLE	2295	I- 85	S- 107 (MAULDIN RD) TO US 276 (LAURENS RD)	118000	2023
GREENVILLE	2297	I- 85	US 276 (LAURENS RD) TO SC 146 (WOODRUFF RD)	113800	2023
GREENVILLE	2299	I- 85	SC 146 (WOODRUFF RD) TO I- 385 (NO NAME)	70900	2023
GREENVILLE	2301	I- 85	I- 385 (NO NAME) TO S- 492 (PELHAM RD)	140900	2023
GREENVILLE	2303	I- 85	S- 492 (PELHAM RD) TO SC 14 (S HIGHWAY 14) (SPARTANBURG)	120200	2023
GREENVILLE	2427	I- 185	US 276 (276 HWY), R- 8918 202, L- 3230 TO S- 146 (FORK SHOALS RD)	9300	2023
GREENVILLE	2429	I- 185	S- 146 (FORK SHOALS RD) TO US 25 (AUGUSTA RD)	8300	2023
GREENVILLE	2431	I- 185	US 25 (AUGUSTA RD) TO SC 20 (PIEDMONT HWY)	8100	2023
GREENVILLE	2433	I- 185	SC 20 (PIEDMONT HWY) TO SC 153 (153 HWY)	7700	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)



Average Daily Traffic For GREENVILLE County

County	Station	Route	Route Location	Est. AADT	AADT Year
GREENVILLE	2435	I- 185	SC 153 (153 HWY) TO I- 85 (INTERSTATE 85)	2900	2023
GREENVILLE	2437	I- 185	I- 85 (INTERSTATE 85) TO US 25 (WHITE HORSE RD)	25300	2023
GREENVILLE	2439	I- 185	US 25 (WHITE HORSE RD) TO R- 7404 2O1 (Ramp to I-185)	14500	2023
GREENVILLE	2440	I- 185	R- 7404 2O1 (Ramp to I-185) TO US 29 (INTERSTATE 185), S- 260	19600	2023
GREENVILLE	2455	I- 385	SC 14 (S MAIN ST) TO SC 418 (MCCARTER RD) (GREENVILLE) *	46000	2023
GREENVILLE	2457	I- 385	SC 418 (MCCARTER RD) TO S- 543 (FAIRVIEW ST)	48900	2023
GREENVILLE	2459	I- 385	S- 543 (FAIRVIEW ST) TO S- 453 (HARRISON BRIDGE RD)	55700	2023
GREENVILLE	2461	I- 385	S- 453 (HARRISON BRIDGE RD) TO S- 55 (FAIRVIEW RD)	60900	2023
GREENVILLE	2463	I- 385	S- 55 (FAIRVIEW RD) TO S- 272 (W GEORGIA RD)	75700	2023
GREENVILLE	2465	I- 385	S- 272 (W GEORGIA RD) TO US 276 (276 HWY)	87000	2023
GREENVILLE	2467	I- 385	US 276 (276 HWY) TO SC 417 (NE MAIN ST)	79300	2023
GREENVILLE	2468	I- 385	SC 417 (NE MAIN ST) TO S- 941 (BRIDGES RD)	87600	2023
GREENVILLE	2471	I- 385	S- 941 (BRIDGES RD) TO S- 107 (E BUTLER RD)	91700	2023
GREENVILLE	2473	I- 385	S- 107 (E BUTLER RD) TO SC 146 (WOODRUFF RD)	104700	2023
GREENVILLE	2475	I- 385	SC 146 (WOODRUFF RD) TO I- 85 (NO NAME)	50600	2023
GREENVILLE	2477	I- 385	I- 85 (NO NAME) TO S- 183 (ROPER MOUNTAIN RD)	115600	2023
GREENVILLE	2479	I- 385	S- 183 (ROPER MOUNTAIN RD) TO S- 273 (HAYWOOD RD)	107000	2023
GREENVILLE	2481	I- 385	S- 273 (HAYWOOD RD) TO SC 291 (N PLEASANTBURG DR)	99400	2023
GREENVILLE	2483	I- 385	SC 291 (N PLEASANTBURG DR) TO US 276 (LAURENS RD)	71600	2023
GREENVILLE	2485	I- 385	US 276 (LAURENS RD) TO US 385 SPR (E NORTH ST)	53700	2023

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

(Note: * next to termini indicates a representative station in another county)