

Appendix A:
Traffic Count Data



Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Hisey Ave Northbound | | | | Hisey Ave Southbound | | | | Int. Total |
|--|--------------------|-----------|----------|------------|--------------------|-----------|-----------|------------|----------------------|----------|----------|------------|----------------------|----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 89 | 1 | 92 | 5 | 29 | 10 | 44 | 1 | 1 | 6 | 8 | 43 | 8 | 0 | 51 | 195 |
| 07:45 AM | 3 | 85 | 2 | 90 | 6 | 29 | 22 | 57 | 1 | 3 | 8 | 12 | 45 | 6 | 1 | 52 | 211 |
| 08:00 AM | 2 | 69 | 5 | 76 | 12 | 27 | 19 | 58 | 1 | 4 | 6 | 11 | 26 | 7 | 0 | 33 | 178 |
| 08:15 AM | 1 | 59 | 1 | 61 | 8 | 32 | 19 | 59 | 2 | 3 | 4 | 9 | 25 | 5 | 0 | 30 | 159 |
| Total Volume | 8 | 302 | 9 | 319 | 31 | 117 | 70 | 218 | 5 | 11 | 24 | 40 | 139 | 26 | 1 | 166 | 743 |
| % App. Total | 2.5 | 94.7 | 2.8 | | 14.2 | 53.7 | 32.1 | | 12.5 | 27.5 | 60 | | 83.7 | 15.7 | 0.6 | | |
| PHF | .667 | .848 | .450 | .867 | .646 | .914 | .795 | .924 | .625 | .688 | .750 | .833 | .772 | .813 | .250 | .798 | .880 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | | | | | |
|--------------|----------|-----------|----------|-----------|-----------|-----------|-----------|------------|-----------|----------|-----------|-----------|-----------|----------|----------|-----------|------------|
| 04:45 PM | 0 | 43 | 5 | 48 | 7 | 94 | 30 | 131 | 2 | 9 | 10 | 21 | 23 | 2 | 2 | 27 | 227 |
| 05:00 PM | 0 | 37 | 2 | 39 | 18 | 88 | 37 | 143 | 10 | 8 | 16 | 34 | 30 | 2 | 1 | 33 | 249 |
| 05:15 PM | 0 | 59 | 0 | 59 | 7 | 82 | 32 | 121 | 1 | 5 | 12 | 18 | 22 | 1 | 1 | 24 | 222 |
| 05:30 PM | 1 | 45 | 0 | 46 | 7 | 66 | 30 | 103 | 3 | 3 | 6 | 12 | 27 | 4 | 3 | 34 | 195 |
| Total Volume | 1 | 184 | 7 | 192 | 39 | 330 | 129 | 498 | 16 | 25 | 44 | 85 | 102 | 9 | 7 | 118 | 893 |
| % App. Total | 0.5 | 95.8 | 3.6 | | 7.8 | 66.3 | 25.9 | | 18.8 | 29.4 | 51.8 | | 86.4 | 7.6 | 5.9 | | |
| PHF | .250 | .780 | .350 | .814 | .542 | .878 | .872 | .871 | .400 | .694 | .688 | .625 | .850 | .563 | .583 | .868 | .897 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Hisey Ave Northbound | | | | Hisey Ave Southbound | | | | Int. Total | |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|------------|----|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | | |
| 06:45 AM | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 5 |
| 07:15 AM | 1 | 2 | 1 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 9 |
| 07:30 AM | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| Total Volume | 1 | 6 | 1 | 8 | 1 | 9 | 1 | 11 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 5 | 25 |
| % App. Total | 12.5 | 75 | 12.5 | | 9.1 | 81.8 | 9.1 | | 0 | 100 | 0 | | 100 | 0 | 0 | | | |
| PHF | .250 | .500 | .250 | .500 | .250 | .563 | .250 | .688 | .000 | .250 | .000 | .250 | .417 | .000 | .000 | .417 | .694 | |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 12 |
| 03:15 PM | 0 | 1 | 0 | 1 | 0 | 9 | 2 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 14 |
| 03:30 PM | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:45 PM | 0 | 2 | 0 | 2 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total Volume | 0 | 9 | 0 | 9 | 0 | 27 | 2 | 29 | 1 | 1 | 0 | 2 | 3 | 0 | 1 | 4 | 44 |
| % App. Total | 0 | 100 | 0 | | 0 | 93.1 | 6.9 | | 50 | 50 | 0 | | 75 | 0 | 25 | | |
| PHF | .000 | .375 | .000 | .375 | .000 | .750 | .250 | .659 | .250 | .250 | .000 | .500 | .250 | .000 | .250 | .333 | .786 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Hisey Ave Northbound | | | | Hisey Ave Southbound | | | | Int. Total |
|--|--------------------|-----------|----------|------------|--------------------|-----------|-----------|------------|----------------------|----------|----------|------------|----------------------|----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 92 | 1 | 95 | 5 | 31 | 10 | 46 | 1 | 1 | 6 | 8 | 44 | 8 | 0 | 52 | 201 |
| 07:45 AM | 3 | 87 | 2 | 92 | 6 | 31 | 22 | 59 | 1 | 3 | 8 | 12 | 45 | 6 | 1 | 52 | 215 |
| 08:00 AM | 2 | 70 | 5 | 77 | 12 | 27 | 19 | 58 | 1 | 4 | 6 | 11 | 26 | 7 | 0 | 33 | 179 |
| 08:15 AM | 1 | 63 | 1 | 65 | 8 | 32 | 19 | 59 | 2 | 3 | 5 | 10 | 26 | 5 | 0 | 31 | 165 |
| Total Volume | 8 | 312 | 9 | 329 | 31 | 121 | 70 | 222 | 5 | 11 | 25 | 41 | 141 | 26 | 1 | 168 | 760 |
| % App. Total | 2.4 | 94.8 | 2.7 | | 14 | 54.5 | 31.5 | | 12.2 | 26.8 | 61 | | 83.9 | 15.5 | 0.6 | | |
| PHF | .667 | .848 | .450 | .866 | .646 | .945 | .795 | .941 | .625 | .688 | .781 | .854 | .783 | .813 | .250 | .808 | .884 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | | | | | |
|--------------|----------|-----------|----------|-----------|-----------|-----------|-----------|------------|-----------|----------|-----------|-----------|-----------|----------|----------|-----------|------------|
| 04:45 PM | 0 | 48 | 5 | 53 | 7 | 94 | 30 | 131 | 2 | 9 | 10 | 21 | 23 | 2 | 2 | 27 | 232 |
| 05:00 PM | 0 | 43 | 2 | 45 | 19 | 89 | 37 | 145 | 10 | 8 | 16 | 34 | 30 | 2 | 1 | 33 | 257 |
| 05:15 PM | 0 | 61 | 0 | 61 | 7 | 82 | 32 | 121 | 1 | 5 | 12 | 18 | 22 | 1 | 1 | 24 | 224 |
| 05:30 PM | 1 | 48 | 0 | 49 | 7 | 68 | 30 | 105 | 3 | 3 | 6 | 12 | 27 | 4 | 3 | 34 | 200 |
| Total Volume | 1 | 200 | 7 | 208 | 40 | 333 | 129 | 502 | 16 | 25 | 44 | 85 | 102 | 9 | 7 | 118 | 913 |
| % App. Total | 0.5 | 96.2 | 3.4 | | 8 | 66.3 | 25.7 | | 18.8 | 29.4 | 51.8 | | 86.4 | 7.6 | 5.9 | | |
| PHF | .250 | .820 | .350 | .852 | .526 | .886 | .872 | .866 | .400 | .694 | .688 | .625 | .850 | .563 | .583 | .868 | .888 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Henry Ford Dr Northbound | | | | Woodstock Commons Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 56 | 14 | 70 | 66 | 38 | 6 | 110 | 11 | 2 | 39 | 52 | 4 | 0 | 1 | 5 | 237 |
| 11:15 AM | 0 | 49 | 16 | 65 | 71 | 53 | 5 | 129 | 18 | 0 | 58 | 76 | 3 | 1 | 4 | 8 | 278 |
| 11:30 AM | 4 | 51 | 23 | 78 | 90 | 51 | 3 | 144 | 17 | 1 | 63 | 81 | 2 | 1 | 1 | 4 | 307 |
| 11:45 AM | 0 | 62 | 13 | 75 | 60 | 60 | 0 | 120 | 13 | 2 | 60 | 75 | 9 | 0 | 0 | 9 | 279 |
| Total Volume | 4 | 218 | 66 | 288 | 287 | 202 | 14 | 503 | 59 | 5 | 220 | 284 | 18 | 2 | 6 | 26 | 1101 |
| % App. Total | 1.4 | 75.7 | 22.9 | | 57.1 | 40.2 | 2.8 | | 20.8 | 1.8 | 77.5 | | 69.2 | 7.7 | 23.1 | | |
| PHF | .250 | .879 | .717 | .923 | .797 | .842 | .583 | .873 | .819 | .625 | .873 | .877 | .500 | .500 | .375 | .722 | .897 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:45 PM | 3 | 55 | 17 | 75 | 64 | 102 | 10 | 176 | 30 | 0 | 56 | 86 | 3 | 3 | 2 | 8 | 345 |
| 05:00 PM | 0 | 62 | 19 | 81 | 70 | 133 | 4 | 207 | 19 | 0 | 57 | 76 | 6 | 2 | 2 | 10 | 374 |
| 05:15 PM | 0 | 75 | 26 | 101 | 61 | 84 | 4 | 149 | 29 | 0 | 53 | 82 | 2 | 1 | 2 | 5 | 337 |
| 05:30 PM | 0 | 74 | 16 | 90 | 59 | 75 | 6 | 140 | 28 | 1 | 51 | 80 | 6 | 0 | 2 | 8 | 318 |
| Total Volume | 3 | 266 | 78 | 347 | 254 | 394 | 24 | 672 | 106 | 1 | 217 | 324 | 17 | 6 | 8 | 31 | 1374 |
| % App. Total | 0.9 | 76.7 | 22.5 | | 37.8 | 58.6 | 3.6 | | 32.7 | 0.3 | 67 | | 54.8 | 19.4 | 25.8 | | |
| PHF | .250 | .887 | .750 | .859 | .907 | .741 | .600 | .812 | .883 | .250 | .952 | .942 | .708 | .500 | 1.00 | .775 | .918 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Henry Ford Dr Northbound | | | | Woodstock Commons Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 4 | 0 | 4 | 1 | 2 | 0 | 3 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 14 |
| 07:45 AM | 0 | 2 | 0 | 2 | 1 | 2 | 0 | 3 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 9 |
| 08:00 AM | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 12 |
| 08:15 AM | 0 | 6 | 1 | 7 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 0 | 14 | 1 | 15 | 7 | 5 | 0 | 12 | 0 | 0 | 21 | 21 | 0 | 0 | 0 | 0 | 48 |
| % App. Total | 0 | 93.3 | 6.7 | | 58.3 | 41.7 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| PHF | .000 | .583 | .250 | .536 | .583 | .625 | .000 | 1.00 | .000 | .000 | .750 | .750 | .000 | .000 | .000 | .000 | .857 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 03:00 PM | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 13 |
| 03:15 PM | 0 | 1 | 0 | 1 | 4 | 11 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 17 |
| 03:30 PM | 0 | 5 | 1 | 6 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:45 PM | 0 | 1 | 0 | 1 | 2 | 6 | 0 | 8 | 1 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 17 |
| Total Volume | 0 | 9 | 1 | 10 | 11 | 25 | 0 | 36 | 1 | 1 | 11 | 13 | 1 | 1 | 0 | 2 | 61 |
| % App. Total | 0 | 90 | 10 | | 30.6 | 69.4 | 0 | | 7.7 | 7.7 | 84.6 | | 50 | 50 | 0 | | |
| PHF | .000 | .450 | .250 | .417 | .688 | .568 | .000 | .600 | .250 | .250 | .393 | .406 | .250 | .250 | .000 | .500 | .897 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Henry Ford Dr Northbound | | | | Woodstock Commons Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 58 | 14 | 72 | 68 | 39 | 6 | 113 | 12 | 2 | 44 | 58 | 4 | 0 | 1 | 5 | 248 |
| 11:15 AM | 0 | 51 | 16 | 67 | 73 | 55 | 5 | 133 | 18 | 0 | 61 | 79 | 3 | 1 | 4 | 8 | 287 |
| 11:30 AM | 4 | 53 | 23 | 80 | 91 | 52 | 3 | 146 | 17 | 1 | 65 | 83 | 2 | 1 | 1 | 4 | 313 |
| 11:45 AM | 0 | 63 | 13 | 76 | 60 | 60 | 0 | 120 | 13 | 2 | 63 | 78 | 9 | 0 | 0 | 9 | 283 |
| Total Volume | 4 | 225 | 66 | 295 | 292 | 206 | 14 | 512 | 60 | 5 | 233 | 298 | 18 | 2 | 6 | 26 | 1131 |
| % App. Total | 1.4 | 76.3 | 22.4 | | 57 | 40.2 | 2.7 | | 20.1 | 1.7 | 78.2 | | 69.2 | 7.7 | 23.1 | | |
| PHF | .250 | .893 | .717 | .922 | .802 | .858 | .583 | .877 | .833 | .625 | .896 | .898 | .500 | .500 | .375 | .722 | .903 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:45 PM | 3 | 60 | 17 | 80 | 67 | 103 | 10 | 180 | 30 | 0 | 58 | 88 | 3 | 3 | 2 | 8 | 356 |
| 05:00 PM | 0 | 66 | 19 | 85 | 71 | 134 | 4 | 209 | 19 | 0 | 60 | 79 | 6 | 2 | 2 | 10 | 383 |
| 05:15 PM | 0 | 79 | 26 | 105 | 63 | 84 | 4 | 151 | 29 | 0 | 55 | 84 | 2 | 1 | 2 | 5 | 345 |
| 05:30 PM | 0 | 77 | 16 | 93 | 60 | 77 | 6 | 143 | 28 | 1 | 52 | 81 | 6 | 0 | 2 | 8 | 325 |
| Total Volume | 3 | 282 | 78 | 363 | 261 | 398 | 24 | 683 | 106 | 1 | 225 | 332 | 17 | 6 | 8 | 31 | 1409 |
| % App. Total | 0.8 | 77.7 | 21.5 | | 38.2 | 58.3 | 3.5 | | 31.9 | 0.3 | 67.8 | | 54.8 | 19.4 | 25.8 | | |
| PHF | .250 | .892 | .750 | .864 | .919 | .743 | .600 | .817 | .883 | .250 | .938 | .943 | .708 | .500 | 1.00 | .775 | .920 |

Peggy Malone & Associates

904-992-8072

| Start Time | Rt 42 Eastbound | | | | Rt 42 Westbound | | | I-81 SB On Northbound | | | | I-81 SB Off Southbound | | | | Int. Total |
|--|-----------------|------|-------|------------|-----------------|------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 12:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | |
| 11:15 AM | 0 | 96 | 21 | 117 | 28 | 99 | 127 | 0 | 0 | 0 | 0 | 29 | 0 | 30 | 59 | 303 |
| 11:30 AM | 0 | 110 | 14 | 124 | 27 | 112 | 139 | 0 | 0 | 0 | 0 | 28 | 0 | 20 | 48 | 311 |
| 11:45 AM | 0 | 121 | 16 | 137 | 28 | 96 | 124 | 0 | 0 | 0 | 0 | 15 | 0 | 25 | 40 | 301 |
| 12:00 PM | 0 | 114 | 21 | 135 | 27 | 108 | 135 | 0 | 0 | 0 | 0 | 31 | 0 | 28 | 59 | 329 |
| Total Volume | 0 | 441 | 72 | 513 | 110 | 415 | 525 | 0 | 0 | 0 | 0 | 103 | 0 | 103 | 206 | 1244 |
| % App. Total | 0 | 86 | 14 | | 21 | 79 | | 0 | 0 | 0 | | 50 | 0 | 50 | | |
| PHF | .000 | .911 | .857 | .936 | .982 | .926 | .944 | .000 | .000 | .000 | .000 | .831 | .000 | .858 | .873 | .945 |

Peak Hour Analysis From 12:15 PM to 05:45 PM - Peak 1 of 1

| | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 122 | 26 | 148 | 41 | 111 | 152 | 0 | 0 | 0 | 0 | 50 | 0 | 38 | 88 | 388 |
| 04:45 PM | 0 | 110 | 13 | 123 | 38 | 130 | 168 | 0 | 0 | 0 | 0 | 30 | 0 | 46 | 76 | 367 |
| 05:00 PM | 0 | 110 | 21 | 131 | 25 | 159 | 184 | 0 | 0 | 0 | 0 | 56 | 0 | 52 | 108 | 423 |
| 05:15 PM | 0 | 120 | 21 | 141 | 28 | 117 | 145 | 0 | 0 | 0 | 0 | 35 | 0 | 42 | 77 | 363 |
| Total Volume | 0 | 462 | 81 | 543 | 132 | 517 | 649 | 0 | 0 | 0 | 0 | 171 | 0 | 178 | 349 | 1541 |
| % App. Total | 0 | 85.1 | 14.9 | | 20.3 | 79.7 | | 0 | 0 | 0 | | 49 | 0 | 51 | | |
| PHF | .000 | .947 | .779 | .917 | .805 | .813 | .882 | .000 | .000 | .000 | .000 | .763 | .000 | .856 | .808 | .911 |

Peggy Malone & Associates

904-992-8072

| Start Time | Rt 42 Eastbound | | | | Rt 42 Westbound | | | I-81 SB On Northbound | | | | I-81 SB Off Southbound | | | | Int. Total |
|--|-----------------|------|-------|------------|-----------------|------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 12:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:30 AM | | | | | | | | | | | | | | | | |
| 10:30 AM | 0 | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 10 | 14 |
| 10:45 AM | 0 | 2 | 2 | 4 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 9 | 18 |
| 11:00 AM | 0 | 7 | 3 | 10 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19 |
| 11:15 AM | 0 | 5 | 0 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 7 | 15 |
| Total Volume | 0 | 15 | 5 | 20 | 11 | 8 | 19 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 27 | 66 |
| % App. Total | 0 | 75 | 25 | | 57.9 | 42.1 | | 0 | 0 | 0 | | 55.6 | 0 | 44.4 | | |
| PHF | .000 | .536 | .417 | .500 | .458 | .667 | .594 | .000 | .000 | .000 | .000 | .625 | .000 | .500 | .675 | .868 |

Peak Hour Analysis From 12:15 PM to 05:45 PM - Peak 1 of 1

| | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | |
| 02:45 PM | 0 | 4 | 1 | 5 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 8 | 19 |
| 03:00 PM | 0 | 6 | 1 | 7 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 20 |
| 03:15 PM | 0 | 1 | 1 | 2 | 1 | 10 | 11 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 11 | 24 |
| 03:30 PM | 0 | 2 | 4 | 6 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 18 |
| Total Volume | 0 | 13 | 7 | 20 | 10 | 21 | 31 | 0 | 0 | 0 | 0 | 12 | 0 | 18 | 30 | 81 |
| % App. Total | 0 | 65 | 35 | | 32.3 | 67.7 | | 0 | 0 | 0 | | 40 | 0 | 60 | | |
| PHF | .000 | .542 | .438 | .714 | .625 | .525 | .705 | .000 | .000 | .000 | .000 | .600 | .000 | .643 | .682 | .844 |

Peggy Malone & Associates

904-992-8072

| Start Time | Rt 42 Eastbound | | | | Rt 42 Westbound | | | I-81 SB On Northbound | | | | I-81 SB Off Southbound | | | | Int. Total |
|--|-----------------|------|-------|------------|-----------------|------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 12:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | |
| 11:15 AM | 0 | 101 | 21 | 122 | 28 | 102 | 130 | 0 | 0 | 0 | 0 | 34 | 0 | 32 | 66 | 318 |
| 11:30 AM | 0 | 112 | 16 | 128 | 30 | 112 | 142 | 0 | 0 | 0 | 0 | 28 | 0 | 23 | 51 | 321 |
| 11:45 AM | 0 | 123 | 19 | 142 | 31 | 96 | 127 | 0 | 0 | 0 | 0 | 15 | 0 | 26 | 41 | 310 |
| 12:00 PM | 0 | 117 | 22 | 139 | 27 | 110 | 137 | 0 | 0 | 0 | 0 | 35 | 0 | 29 | 64 | 340 |
| Total Volume | 0 | 453 | 78 | 531 | 116 | 420 | 536 | 0 | 0 | 0 | 0 | 112 | 0 | 110 | 222 | 1289 |
| % App. Total | 0 | 85.3 | 14.7 | | 21.6 | 78.4 | | 0 | 0 | 0 | | 50.5 | 0 | 49.5 | | |
| PHF | .000 | .921 | .886 | .935 | .935 | .938 | .944 | .000 | .000 | .000 | .000 | .800 | .000 | .859 | .841 | .948 |

Peak Hour Analysis From 12:15 PM to 05:45 PM - Peak 1 of 1

| | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 123 | 27 | 150 | 43 | 112 | 155 | 0 | 0 | 0 | 0 | 51 | 0 | 38 | 89 | 394 |
| 04:45 PM | 0 | 112 | 17 | 129 | 39 | 132 | 171 | 0 | 0 | 0 | 0 | 30 | 0 | 48 | 78 | 378 |
| 05:00 PM | 0 | 116 | 23 | 139 | 25 | 160 | 185 | 0 | 0 | 0 | 0 | 59 | 0 | 52 | 111 | 435 |
| 05:15 PM | 0 | 124 | 23 | 147 | 28 | 119 | 147 | 0 | 0 | 0 | 0 | 35 | 0 | 44 | 79 | 373 |
| Total Volume | 0 | 475 | 90 | 565 | 135 | 523 | 658 | 0 | 0 | 0 | 0 | 175 | 0 | 182 | 357 | 1580 |
| % App. Total | 0 | 84.1 | 15.9 | | 20.5 | 79.5 | | 0 | 0 | 0 | | 49 | 0 | 51 | | |
| PHF | .000 | .958 | .833 | .942 | .785 | .817 | .889 | .000 | .000 | .000 | .000 | .742 | .000 | .875 | .804 | .908 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | I-81 NB Off Ramp Northbound | | | | I-81 NB On Ramp Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|-----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 42 | 89 | 0 | 131 | 0 | 60 | 56 | 116 | 9 | 0 | 43 | 52 | 0 | 0 | 0 | 0 | 299 |
| 07:30 AM | 32 | 121 | 0 | 153 | 0 | 70 | 49 | 119 | 8 | 0 | 61 | 69 | 0 | 0 | 0 | 0 | 341 |
| 07:45 AM | 20 | 137 | 0 | 157 | 0 | 85 | 44 | 129 | 9 | 0 | 63 | 72 | 0 | 0 | 0 | 0 | 358 |
| 08:00 AM | 24 | 89 | 0 | 113 | 0 | 87 | 41 | 128 | 17 | 0 | 51 | 68 | 0 | 0 | 0 | 0 | 309 |
| Total Volume | 118 | 436 | 0 | 554 | 0 | 302 | 190 | 492 | 43 | 0 | 218 | 261 | 0 | 0 | 0 | 0 | 1307 |
| % App. Total | 21.3 | 78.7 | 0 | | 0 | 61.4 | 38.6 | | 16.5 | 0 | 83.5 | | 0 | 0 | 0 | | |
| PHF | .702 | .796 | .000 | .882 | .000 | .868 | .848 | .953 | .632 | .000 | .865 | .906 | .000 | .000 | .000 | .000 | .913 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:30 PM | 18 | 154 | 0 | 172 | 0 | 137 | 36 | 173 | 13 | 0 | 36 | 49 | 0 | 0 | 0 | 0 | 394 |
| 04:45 PM | 17 | 123 | 0 | 140 | 0 | 156 | 32 | 188 | 17 | 0 | 40 | 57 | 0 | 0 | 0 | 0 | 385 |
| 05:00 PM | 23 | 143 | 0 | 166 | 0 | 168 | 40 | 208 | 13 | 0 | 39 | 52 | 0 | 0 | 0 | 0 | 426 |
| 05:15 PM | 19 | 136 | 0 | 155 | 0 | 126 | 41 | 167 | 19 | 0 | 41 | 60 | 0 | 0 | 0 | 0 | 382 |
| Total Volume | 77 | 556 | 0 | 633 | 0 | 587 | 149 | 736 | 62 | 0 | 156 | 218 | 0 | 0 | 0 | 0 | 1587 |
| % App. Total | 12.2 | 87.8 | 0 | | 0 | 79.8 | 20.2 | | 28.4 | 0 | 71.6 | | 0 | 0 | 0 | | |
| PHF | .837 | .903 | .000 | .920 | .000 | .874 | .909 | .885 | .816 | .000 | .951 | .908 | .000 | .000 | .000 | .000 | .931 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | I-81 NB Off Ramp Northbound | | | | I-81 NB On Ramp Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|-----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 5 | 3 | 0 | 8 | 0 | 3 | 6 | 9 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 19 |
| 07:30 AM | 2 | 10 | 0 | 12 | 0 | 2 | 3 | 5 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 21 |
| 07:45 AM | 1 | 1 | 0 | 2 | 0 | 4 | 6 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 08:00 AM | 5 | 4 | 0 | 9 | 0 | 3 | 2 | 5 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 18 |
| Total Volume | 13 | 18 | 0 | 31 | 0 | 12 | 17 | 29 | 5 | 0 | 6 | 11 | 0 | 0 | 0 | 0 | 71 |
| % App. Total | 41.9 | 58.1 | 0 | | 0 | 41.4 | 58.6 | | 45.5 | 0 | 54.5 | | 0 | 0 | 0 | | |
| PHF | .650 | .450 | .000 | .646 | .000 | .750 | .708 | .725 | .417 | .000 | .500 | .688 | .000 | .000 | .000 | .000 | .845 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:45 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 02:45 PM | 2 | 7 | 0 | 9 | 0 | 4 | 2 | 6 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 20 |
| 03:00 PM | 3 | 4 | 0 | 7 | 0 | 3 | 2 | 5 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 15 |
| 03:15 PM | 0 | 5 | 0 | 5 | 0 | 7 | 3 | 10 | 4 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 21 |
| 03:30 PM | 1 | 3 | 0 | 4 | 0 | 5 | 2 | 7 | 2 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 15 |
| Total Volume | 6 | 19 | 0 | 25 | 0 | 19 | 9 | 28 | 10 | 1 | 7 | 18 | 0 | 0 | 0 | 0 | 71 |
| % App. Total | 24 | 76 | 0 | | 0 | 67.9 | 32.1 | | 55.6 | 5.6 | 38.9 | | 0 | 0 | 0 | | |
| PHF | .500 | .679 | .000 | .694 | .000 | .679 | .750 | .700 | .625 | .250 | .583 | .750 | .000 | .000 | .000 | .000 | .845 |

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(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | I-81 NB Off Ramp Northbound | | | | I-81 NB On Ramp Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|-----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 47 | 92 | 0 | 139 | 0 | 63 | 62 | 125 | 10 | 0 | 44 | 54 | 0 | 0 | 0 | 0 | 318 |
| 07:30 AM | 34 | 131 | 0 | 165 | 0 | 72 | 52 | 124 | 11 | 0 | 62 | 73 | 0 | 0 | 0 | 0 | 362 |
| 07:45 AM | 21 | 138 | 0 | 159 | 0 | 89 | 50 | 139 | 9 | 0 | 64 | 73 | 0 | 0 | 0 | 0 | 371 |
| 08:00 AM | 29 | 93 | 0 | 122 | 0 | 90 | 43 | 133 | 18 | 0 | 54 | 72 | 0 | 0 | 0 | 0 | 327 |
| Total Volume | 131 | 454 | 0 | 585 | 0 | 314 | 207 | 521 | 48 | 0 | 224 | 272 | 0 | 0 | 0 | 0 | 1378 |
| % App. Total | 22.4 | 77.6 | 0 | | 0 | 60.3 | 39.7 | | 17.6 | 0 | 82.4 | | 0 | 0 | 0 | | |
| PHF | .697 | .822 | .000 | .886 | .000 | .872 | .835 | .937 | .667 | .000 | .875 | .932 | .000 | .000 | .000 | .000 | .929 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:30 PM | 19 | 155 | 0 | 174 | 0 | 140 | 37 | 177 | 13 | 0 | 37 | 50 | 0 | 0 | 0 | 0 | 401 |
| 04:45 PM | 19 | 123 | 0 | 142 | 0 | 157 | 33 | 190 | 19 | 0 | 40 | 59 | 0 | 0 | 0 | 0 | 391 |
| 05:00 PM | 29 | 146 | 0 | 175 | 0 | 169 | 41 | 210 | 13 | 0 | 40 | 53 | 0 | 0 | 0 | 0 | 438 |
| 05:15 PM | 20 | 139 | 0 | 159 | 0 | 126 | 42 | 168 | 21 | 0 | 41 | 62 | 0 | 0 | 0 | 0 | 389 |
| Total Volume | 87 | 563 | 0 | 650 | 0 | 592 | 153 | 745 | 66 | 0 | 158 | 224 | 0 | 0 | 0 | 0 | 1619 |
| % App. Total | 13.4 | 86.6 | 0 | | 0 | 79.5 | 20.5 | | 29.5 | 0 | 70.5 | | 0 | 0 | 0 | | |
| PHF | .750 | .908 | .000 | .929 | .000 | .876 | .911 | .887 | .786 | .000 | .963 | .903 | .000 | .000 | .000 | .000 | .924 |

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(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Motel Dr Northbound | | | | Motel Dr Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|---------------------|------|-------|------------|---------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 17 | 138 | 19 | 174 | 2 | 101 | 1 | 104 | 5 | 0 | 3 | 8 | 0 | 0 | 19 | 19 | 305 |
| 07:45 AM | 7 | 158 | 25 | 190 | 1 | 114 | 3 | 118 | 8 | 0 | 5 | 13 | 0 | 0 | 13 | 13 | 334 |
| 08:00 AM | 5 | 122 | 7 | 134 | 1 | 114 | 1 | 116 | 11 | 1 | 5 | 17 | 1 | 0 | 7 | 8 | 275 |
| 08:15 AM | 8 | 123 | 5 | 136 | 4 | 105 | 4 | 113 | 6 | 1 | 5 | 12 | 0 | 1 | 6 | 7 | 268 |
| Total Volume | 37 | 541 | 56 | 634 | 8 | 434 | 9 | 451 | 30 | 2 | 18 | 50 | 1 | 1 | 45 | 47 | 1182 |
| % App. Total | 5.8 | 85.3 | 8.8 | | 1.8 | 96.2 | 2 | | 60 | 4 | 36 | | 2.1 | 2.1 | 95.7 | | |
| PHF | .544 | .856 | .560 | .834 | .500 | .952 | .563 | .956 | .682 | .500 | .900 | .735 | .250 | .250 | .592 | .618 | .885 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:30 PM | 10 | 162 | 6 | 178 | 1 | 157 | 4 | 162 | 4 | 0 | 4 | 8 | 2 | 1 | 14 | 17 | 365 |
| 04:45 PM | 7 | 134 | 8 | 149 | 1 | 165 | 2 | 168 | 5 | 0 | 3 | 8 | 0 | 0 | 9 | 9 | 334 |
| 05:00 PM | 13 | 164 | 5 | 182 | 3 | 188 | 0 | 191 | 3 | 1 | 2 | 6 | 2 | 2 | 10 | 14 | 393 |
| 05:15 PM | 12 | 155 | 5 | 172 | 3 | 153 | 0 | 156 | 2 | 0 | 3 | 5 | 1 | 0 | 7 | 8 | 341 |
| Total Volume | 42 | 615 | 24 | 681 | 8 | 663 | 6 | 677 | 14 | 1 | 12 | 27 | 5 | 3 | 40 | 48 | 1433 |
| % App. Total | 6.2 | 90.3 | 3.5 | | 1.2 | 97.9 | 0.9 | | 51.9 | 3.7 | 44.4 | | 10.4 | 6.2 | 83.3 | | |
| PHF | .808 | .938 | .750 | .935 | .667 | .882 | .375 | .886 | .700 | .250 | .750 | .844 | .625 | .375 | .714 | .706 | .912 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Motel Dr Northbound | | | | Motel Dr Southbound | | | | Int. Total | |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|---------------------|------|-------|------------|---------------------|------|-------|------------|------------|----|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 0 | 4 | 0 | 4 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:45 AM | 0 | 10 | 0 | 10 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:00 AM | 1 | 4 | 0 | 5 | 1 | 4 | 1 | 6 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 14 |
| 09:15 AM | 0 | 8 | 0 | 8 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 3 | 17 |
| Total Volume | 1 | 26 | 0 | 27 | 2 | 22 | 1 | 25 | 4 | 0 | 0 | 4 | 2 | 0 | 2 | 4 | 4 | 60 |
| % App. Total | 3.7 | 96.3 | 0 | | 8 | 88 | 4 | | 100 | 0 | 0 | | 50 | 0 | 50 | | | |
| PHF | .250 | .650 | .000 | .675 | .500 | .786 | .250 | .781 | .500 | .000 | .000 | .500 | .500 | .000 | .250 | .333 | .882 | |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:45 PM

| | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 02:45 PM | 0 | 10 | 0 | 10 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 18 |
| 03:00 PM | 1 | 2 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 8 |
| 03:15 PM | 1 | 4 | 0 | 5 | 0 | 11 | 1 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 19 |
| 03:30 PM | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 2 | 19 | 0 | 21 | 0 | 26 | 1 | 27 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 5 | 54 |
| % App. Total | 9.5 | 90.5 | 0 | | 0 | 96.3 | 3.7 | | 100 | 0 | 0 | | 0 | 0 | 100 | | | |
| PHF | .500 | .475 | .000 | .525 | .000 | .591 | .250 | .563 | .250 | .000 | .000 | .250 | .000 | .000 | .417 | .417 | .711 | |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Motel Dr Northbound | | | | Motel Dr Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|---------------------|------|-------|------------|---------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 17 | 149 | 20 | 186 | 2 | 105 | 2 | 109 | 7 | 0 | 3 | 10 | 0 | 0 | 19 | 19 | 324 |
| 07:45 AM | 7 | 158 | 26 | 191 | 1 | 124 | 3 | 128 | 8 | 0 | 5 | 13 | 0 | 0 | 13 | 13 | 345 |
| 08:00 AM | 6 | 128 | 7 | 141 | 1 | 118 | 1 | 120 | 11 | 1 | 5 | 17 | 1 | 0 | 8 | 9 | 287 |
| 08:15 AM | 8 | 129 | 5 | 142 | 4 | 113 | 4 | 121 | 6 | 1 | 5 | 12 | 0 | 1 | 6 | 7 | 282 |
| Total Volume | 38 | 564 | 58 | 660 | 8 | 460 | 10 | 478 | 32 | 2 | 18 | 52 | 1 | 1 | 46 | 48 | 1238 |
| % App. Total | 5.8 | 85.5 | 8.8 | | 1.7 | 96.2 | 2.1 | | 61.5 | 3.8 | 34.6 | | 2.1 | 2.1 | 95.8 | | |
| PHF | .559 | .892 | .558 | .864 | .500 | .927 | .625 | .934 | .727 | .500 | .900 | .765 | .250 | .250 | .605 | .632 | .897 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:30 PM | 10 | 166 | 6 | 182 | 1 | 159 | 4 | 164 | 4 | 0 | 4 | 8 | 2 | 1 | 14 | 17 | 371 |
| 04:45 PM | 7 | 135 | 9 | 151 | 1 | 167 | 2 | 170 | 5 | 0 | 3 | 8 | 0 | 0 | 9 | 9 | 338 |
| 05:00 PM | 13 | 165 | 7 | 185 | 3 | 190 | 0 | 193 | 3 | 1 | 2 | 6 | 2 | 2 | 10 | 14 | 398 |
| 05:15 PM | 12 | 158 | 5 | 175 | 3 | 153 | 0 | 156 | 2 | 0 | 3 | 5 | 1 | 0 | 7 | 8 | 344 |
| Total Volume | 42 | 624 | 27 | 693 | 8 | 669 | 6 | 683 | 14 | 1 | 12 | 27 | 5 | 3 | 40 | 48 | 1451 |
| % App. Total | 6.1 | 90 | 3.9 | | 1.2 | 98 | 0.9 | | 51.9 | 3.7 | 44.4 | | 10.4 | 6.2 | 83.3 | | |
| PHF | .808 | .940 | .750 | .936 | .667 | .880 | .375 | .885 | .700 | .250 | .750 | .844 | .625 | .375 | .714 | .706 | .911 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Ox Rd Northbound | | | | Ox Rd Southbound | | | | Int. Total |
|--|--------------------|------------|-----------|------------|--------------------|------------|----------|------------|------------------|----------|----------|------------|------------------|----------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 18 | 83 | 9 | 110 | 6 | 102 | 3 | 111 | 15 | 5 | 6 | 26 | 3 | 5 | 13 | 21 | 268 |
| 11:15 AM | 15 | 87 | 11 | 113 | 6 | 106 | 0 | 112 | 28 | 9 | 1 | 38 | 1 | 8 | 19 | 28 | 291 |
| 11:30 AM | 18 | 112 | 14 | 144 | 3 | 123 | 2 | 128 | 14 | 5 | 2 | 21 | 3 | 8 | 24 | 35 | 328 |
| 11:45 AM | 14 | 113 | 16 | 143 | 8 | 123 | 1 | 132 | 6 | 8 | 7 | 21 | 9 | 4 | 22 | 35 | 331 |
| Total Volume | 65 | 395 | 50 | 510 | 23 | 454 | 6 | 483 | 63 | 27 | 16 | 106 | 16 | 25 | 78 | 119 | 1218 |
| % App. Total | 12.7 | 77.5 | 9.8 | | 4.8 | 94 | 1.2 | | 59.4 | 25.5 | 15.1 | | 13.4 | 21 | 65.5 | | |
| PHF | .903 | .874 | .781 | .885 | .719 | .923 | .500 | .915 | .563 | .750 | .571 | .697 | .444 | .781 | .813 | .850 | .920 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

| | | | | | | | | | | | | | | | | | |
|--------------|-----------|------------|-----------|------------|-----------|------------|----------|------------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|------------|
| 04:30 PM | 34 | 120 | 13 | 167 | 8 | 114 | 3 | 125 | 26 | 12 | 7 | 45 | 9 | 10 | 24 | 43 | 380 |
| 04:45 PM | 18 | 106 | 15 | 139 | 11 | 129 | 2 | 142 | 21 | 11 | 6 | 38 | 12 | 10 | 22 | 44 | 363 |
| 05:00 PM | 27 | 110 | 26 | 163 | 10 | 127 | 4 | 141 | 27 | 12 | 8 | 47 | 11 | 8 | 37 | 56 | 407 |
| 05:15 PM | 22 | 124 | 13 | 159 | 7 | 111 | 3 | 121 | 22 | 19 | 6 | 47 | 7 | 4 | 27 | 38 | 365 |
| Total Volume | 101 | 460 | 67 | 628 | 36 | 481 | 12 | 529 | 96 | 54 | 27 | 177 | 39 | 32 | 110 | 181 | 1515 |
| % App. Total | 16.1 | 73.2 | 10.7 | | 6.8 | 90.9 | 2.3 | | 54.2 | 30.5 | 15.3 | | 21.5 | 17.7 | 60.8 | | |
| PHF | .743 | .927 | .644 | .940 | .818 | .932 | .750 | .931 | .889 | .711 | .844 | .941 | .813 | .800 | .743 | .808 | .931 |

Peggy Malone & Associates

(888) 247-8602

| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Ox Rd Northbound | | | | Ox Rd Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|------------------|------|-------|------------|------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | |
| 08:30 AM | 0 | 4 | 0 | 4 | 1 | 3 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 12 |
| 08:45 AM | 1 | 11 | 0 | 12 | 0 | 4 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 09:00 AM | 0 | 5 | 0 | 5 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:15 AM | 0 | 7 | 0 | 7 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 14 |
| Total Volume | 1 | 27 | 0 | 28 | 1 | 19 | 1 | 21 | 3 | 0 | 0 | 3 | 0 | 1 | 2 | 3 | 55 |
| % App. Total | 3.6 | 96.4 | 0 | | 4.8 | 90.5 | 4.8 | | 100 | 0 | 0 | | 0 | 33.3 | 66.7 | | |
| PHF | .250 | .614 | .000 | .583 | .250 | .792 | .250 | .875 | .375 | .000 | .000 | .375 | .000 | .250 | .250 | .375 | .764 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:45 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 02:45 PM | 2 | 7 | 0 | 9 | 1 | 3 | 0 | 4 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 16 |
| 03:00 PM | 0 | 3 | 0 | 3 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:15 PM | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 7 | 4 | 17 | 28 | 0 | 0 | 1 | 1 | 38 |
| 03:30 PM | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 12 |
| Total Volume | 2 | 19 | 0 | 21 | 1 | 16 | 2 | 19 | 11 | 4 | 18 | 33 | 0 | 0 | 2 | 2 | 75 |
| % App. Total | 9.5 | 90.5 | 0 | | 5.3 | 84.2 | 10.5 | | 33.3 | 12.1 | 54.5 | | 0 | 0 | 100 | | |
| PHF | .250 | .679 | .000 | .583 | .250 | .800 | .250 | .792 | .393 | .250 | .265 | .295 | .000 | .000 | .500 | .500 | .493 |

Peggy Malone & Associates

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| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Ox Rd Northbound | | | | Ox Rd Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|------------------|------|-------|------------|------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 9 | 111 | 17 | 137 | 5 | 66 | 1 | 72 | 28 | 11 | 10 | 49 | 25 | 17 | 19 | 61 | 319 |
| 07:45 AM | 22 | 134 | 12 | 168 | 0 | 71 | 1 | 72 | 29 | 16 | 6 | 51 | 24 | 30 | 22 | 76 | 367 |
| 08:00 AM | 11 | 105 | 17 | 133 | 1 | 71 | 1 | 73 | 43 | 17 | 8 | 68 | 14 | 12 | 14 | 40 | 314 |
| 08:15 AM | 13 | 111 | 9 | 133 | 3 | 73 | 2 | 78 | 27 | 4 | 2 | 33 | 2 | 8 | 14 | 24 | 268 |
| Total Volume | 55 | 461 | 55 | 571 | 9 | 281 | 5 | 295 | 127 | 48 | 26 | 201 | 65 | 67 | 69 | 201 | 1268 |
| % App. Total | 9.6 | 80.7 | 9.6 | | 3.1 | 95.3 | 1.7 | | 63.2 | 23.9 | 12.9 | | 32.3 | 33.3 | 34.3 | | |
| PHF | .625 | .860 | .809 | .850 | .450 | .962 | .625 | .946 | .738 | .706 | .650 | .739 | .650 | .558 | .784 | .661 | .864 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:30 PM | 35 | 124 | 13 | 172 | 8 | 115 | 3 | 126 | 26 | 12 | 7 | 45 | 10 | 10 | 25 | 45 | 388 |
| 04:45 PM | 18 | 107 | 15 | 140 | 11 | 130 | 2 | 143 | 21 | 11 | 6 | 38 | 12 | 10 | 23 | 45 | 366 |
| 05:00 PM | 27 | 111 | 26 | 164 | 10 | 131 | 4 | 145 | 27 | 12 | 8 | 47 | 11 | 8 | 37 | 56 | 412 |
| 05:15 PM | 22 | 126 | 13 | 161 | 7 | 111 | 3 | 121 | 22 | 19 | 6 | 47 | 7 | 4 | 27 | 38 | 367 |
| Total Volume | 102 | 468 | 67 | 637 | 36 | 487 | 12 | 535 | 96 | 54 | 27 | 177 | 40 | 32 | 112 | 184 | 1533 |
| % App. Total | 16 | 73.5 | 10.5 | | 6.7 | 91 | 2.2 | | 54.2 | 30.5 | 15.3 | | 21.7 | 17.4 | 60.9 | | |
| PHF | .729 | .929 | .644 | .926 | .818 | .929 | .750 | .922 | .889 | .711 | .844 | .941 | .833 | .800 | .757 | .821 | .930 |

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| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Susan Ave Northbound | | | | Susan Ave Southbound | | | | Int. Total |
|--|--------------------|------------|-----------|------------|--------------------|-----------|-------|------------|----------------------|------|-----------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 1 | 79 | 37 | 117 | 29 | 71 | 1 | 101 | 1 | 0 | 8 | 9 | 0 | 2 | 2 | 4 | 231 |
| 07:30 AM | 1 | 81 | 51 | 133 | 43 | 64 | 0 | 107 | 0 | 0 | 35 | 35 | 0 | 1 | 4 | 5 | 280 |
| 07:45 AM | 0 | 108 | 55 | 163 | 54 | 63 | 0 | 117 | 1 | 1 | 67 | 69 | 0 | 1 | 1 | 2 | 351 |
| 08:00 AM | 1 | 96 | 30 | 127 | 42 | 73 | 0 | 115 | 0 | 0 | 76 | 76 | 0 | 0 | 0 | 0 | 318 |
| Total Volume | 3 | 364 | 173 | 540 | 168 | 271 | 1 | 440 | 2 | 1 | 186 | 189 | 0 | 4 | 7 | 11 | 1180 |
| % App. Total | 0.6 | 67.4 | 32 | | 38.2 | 61.6 | 0.2 | | 1.1 | 0.5 | 98.4 | | 0 | 36.4 | 63.6 | | |
| PHF | .750 | .843 | .786 | .828 | .778 | .928 | .250 | .940 | .500 | .250 | .612 | .622 | .000 | .500 | .438 | .550 | .840 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

| | | | | | | | | | | | | | | | | | |
|--------------|----------|------------|-----------|------------|-----------|------------|----------|------------|------|------|-----------|-----------|------|------|------|------|------------|
| 04:15 PM | 1 | 109 | 6 | 116 | 16 | 122 | 3 | 141 | 0 | 0 | 22 | 22 | 0 | 0 | 2 | 2 | 281 |
| 04:30 PM | 1 | 118 | 16 | 135 | 15 | 140 | 4 | 159 | 0 | 0 | 27 | 27 | 0 | 0 | 1 | 1 | 322 |
| 04:45 PM | 1 | 122 | 9 | 132 | 23 | 136 | 3 | 162 | 0 | 0 | 6 | 6 | 0 | 0 | 1 | 1 | 301 |
| 05:00 PM | 2 | 124 | 6 | 132 | 15 | 133 | 5 | 153 | 0 | 0 | 21 | 21 | 0 | 0 | 0 | 0 | 306 |
| Total Volume | 5 | 473 | 37 | 515 | 69 | 531 | 15 | 615 | 0 | 0 | 76 | 76 | 0 | 0 | 4 | 4 | 1210 |
| % App. Total | 1 | 91.8 | 7.2 | | 11.2 | 86.3 | 2.4 | | 0 | 0 | 100 | | 0 | 0 | 100 | | |
| PHF | .625 | .954 | .578 | .954 | .750 | .948 | .750 | .949 | .000 | .000 | .704 | .704 | .000 | .000 | .500 | .500 | .939 |

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| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Susan Ave Northbound | | | | Susan Ave Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 4 | 0 | 4 | 1 | 4 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 07:15 AM | 0 | 3 | 0 | 3 | 3 | 3 | 0 | 6 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 13 |
| 07:30 AM | 0 | 4 | 7 | 11 | 13 | 3 | 0 | 16 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 28 |
| 07:45 AM | 0 | 2 | 1 | 3 | 3 | 5 | 0 | 8 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 17 |
| Total Volume | 0 | 13 | 8 | 21 | 20 | 15 | 0 | 35 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 68 |
| % App. Total | 0 | 61.9 | 38.1 | | 57.1 | 42.9 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| PHF | .000 | .813 | .286 | .477 | .385 | .750 | .000 | .547 | .000 | .000 | .500 | .500 | .000 | .000 | .000 | .000 | .607 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:30 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 02:30 PM | 0 | 4 | 0 | 4 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:45 PM | 0 | 7 | 0 | 7 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:00 PM | 0 | 2 | 0 | 2 | 0 | 6 | 0 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| 03:15 PM | 0 | 24 | 0 | 24 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Total Volume | 0 | 37 | 0 | 37 | 3 | 18 | 0 | 21 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 60 |
| % App. Total | 0 | 100 | 0 | | 14.3 | 85.7 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| PHF | .000 | .385 | .000 | .385 | .750 | .750 | .000 | .875 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .517 |

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| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Susan Ave Northbound | | | | Susan Ave Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|----------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 1 | 82 | 37 | 120 | 32 | 74 | 1 | 107 | 1 | 0 | 12 | 13 | 0 | 2 | 2 | 4 | 244 |
| 07:30 AM | 1 | 85 | 58 | 144 | 56 | 67 | 0 | 123 | 0 | 0 | 36 | 36 | 0 | 1 | 4 | 5 | 308 |
| 07:45 AM | 0 | 110 | 56 | 166 | 57 | 68 | 0 | 125 | 1 | 1 | 73 | 75 | 0 | 1 | 1 | 2 | 368 |
| 08:00 AM | 1 | 101 | 30 | 132 | 43 | 76 | 0 | 119 | 0 | 0 | 76 | 76 | 0 | 0 | 0 | 0 | 327 |
| Total Volume | 3 | 378 | 181 | 562 | 188 | 285 | 1 | 474 | 2 | 1 | 197 | 200 | 0 | 4 | 7 | 11 | 1247 |
| % App. Total | 0.5 | 67.3 | 32.2 | | 39.7 | 60.1 | 0.2 | | 1 | 0.5 | 98.5 | | 0 | 36.4 | 63.6 | | |
| PHF | .750 | .859 | .780 | .846 | .825 | .938 | .250 | .948 | .500 | .250 | .648 | .658 | .000 | .500 | .438 | .550 | .847 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 03:15 PM | 2 | 140 | 4 | 146 | 11 | 117 | 5 | 133 | 0 | 0 | 82 | 82 | 0 | 0 | 2 | 2 | 363 |
| 03:30 PM | 1 | 146 | 5 | 152 | 8 | 130 | 4 | 142 | 1 | 1 | 21 | 23 | 0 | 0 | 0 | 0 | 317 |
| 03:45 PM | 0 | 122 | 4 | 126 | 6 | 134 | 3 | 143 | 0 | 1 | 12 | 13 | 1 | 0 | 0 | 1 | 283 |
| 04:00 PM | 0 | 123 | 5 | 128 | 16 | 136 | 4 | 156 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 299 |
| Total Volume | 3 | 531 | 18 | 552 | 41 | 517 | 16 | 574 | 1 | 2 | 130 | 133 | 1 | 0 | 2 | 3 | 1262 |
| % App. Total | 0.5 | 96.2 | 3.3 | | 7.1 | 90.1 | 2.8 | | 0.8 | 1.5 | 97.7 | | 33.3 | 0 | 66.7 | | |
| PHF | .375 | .909 | .900 | .908 | .641 | .950 | .800 | .920 | .250 | .500 | .396 | .405 | .250 | .000 | .250 | .375 | .869 |

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| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Main St Northbound | | | | Main St Southbound | | | | Int. Total |
|--|--------------------|-----------|-----------|------------|--------------------|-----------|-----------|------------|--------------------|-----------|-----------|------------|--------------------|-----------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 41 | 22 | 17 | 80 | 11 | 25 | 9 | 45 | 20 | 38 | 7 | 65 | 4 | 40 | 65 | 109 | 299 |
| 11:15 AM | 33 | 33 | 16 | 82 | 13 | 19 | 8 | 40 | 33 | 37 | 12 | 82 | 15 | 34 | 60 | 109 | 313 |
| 11:30 AM | 54 | 40 | 20 | 114 | 10 | 37 | 11 | 58 | 23 | 42 | 13 | 78 | 10 | 41 | 69 | 120 | 370 |
| 11:45 AM | 51 | 47 | 19 | 117 | 11 | 33 | 13 | 57 | 26 | 42 | 15 | 83 | 16 | 51 | 66 | 133 | 390 |
| Total Volume | 179 | 142 | 72 | 393 | 45 | 114 | 41 | 200 | 102 | 159 | 47 | 308 | 45 | 166 | 260 | 471 | 1372 |
| % App. Total | 45.5 | 36.1 | 18.3 | | 22.5 | 57 | 20.5 | | 33.1 | 51.6 | 15.3 | | 9.6 | 35.2 | 55.2 | | |
| PHF | .829 | .755 | .900 | .840 | .865 | .770 | .788 | .862 | .773 | .946 | .783 | .928 | .703 | .814 | .942 | .885 | .879 |

| | | | | | | | | | | | | | | | | | |
|--|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|------------|
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 40 | 38 | 32 | 110 | 21 | 35 | 12 | 68 | 31 | 41 | 14 | 86 | 11 | 54 | 68 | 133 | 397 |
| 04:30 PM | 54 | 44 | 40 | 138 | 28 | 50 | 19 | 97 | 33 | 48 | 11 | 92 | 13 | 67 | 65 | 145 | 472 |
| 04:45 PM | 38 | 41 | 26 | 105 | 18 | 45 | 10 | 73 | 36 | 46 | 12 | 94 | 12 | 59 | 67 | 138 | 410 |
| 05:00 PM | 56 | 39 | 32 | 127 | 19 | 41 | 12 | 72 | 47 | 54 | 10 | 111 | 15 | 46 | 60 | 121 | 431 |
| Total Volume | 188 | 162 | 130 | 480 | 86 | 171 | 53 | 310 | 147 | 189 | 47 | 383 | 51 | 226 | 260 | 537 | 1710 |
| % App. Total | 39.2 | 33.8 | 27.1 | | 27.7 | 55.2 | 17.1 | | 38.4 | 49.3 | 12.3 | | 9.5 | 42.1 | 48.4 | | |
| PHF | .839 | .920 | .813 | .870 | .768 | .855 | .697 | .799 | .782 | .875 | .839 | .863 | .850 | .843 | .956 | .926 | .906 |

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| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Main St Northbound | | | | Main St Southbound | | | | Int. Total |
|--|--------------------|------|-------|------------|--------------------|------|-------|------------|--------------------|------|-------|------------|--------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 2 | 2 | 2 | 6 | 2 | 3 | 0 | 5 | 1 | 2 | 1 | 4 | 0 | 1 | 1 | 2 | 17 |
| 07:30 AM | 1 | 0 | 4 | 5 | 1 | 2 | 0 | 3 | 7 | 3 | 0 | 10 | 1 | 2 | 7 | 10 | 28 |
| 07:45 AM | 1 | 3 | 3 | 7 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 3 | 14 |
| 08:00 AM | 2 | 0 | 2 | 4 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 2 | 2 | 4 | 13 |
| Total Volume | 6 | 5 | 11 | 22 | 4 | 8 | 0 | 12 | 11 | 7 | 1 | 19 | 1 | 5 | 13 | 19 | 72 |
| % App. Total | 27.3 | 22.7 | 50 | | 33.3 | 66.7 | 0 | | 57.9 | 36.8 | 5.3 | | 5.3 | 26.3 | 68.4 | | |
| PHF | .750 | .417 | .688 | .786 | .500 | .667 | .000 | .600 | .393 | .583 | .250 | .475 | .250 | .625 | .464 | .475 | .643 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:30 PM

| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 02:30 PM | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 7 | 0 | 3 | 2 | 5 | 17 |
| 02:45 PM | 4 | 0 | 1 | 5 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 11 |
| 03:00 PM | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 5 | 0 | 2 | 0 | 2 | 11 |
| 03:15 PM | 8 | 7 | 9 | 24 | 1 | 1 | 0 | 2 | 3 | 3 | 1 | 7 | 1 | 1 | 1 | 3 | 36 |
| Total Volume | 14 | 11 | 13 | 38 | 2 | 3 | 0 | 5 | 7 | 10 | 4 | 21 | 1 | 7 | 3 | 11 | 75 |
| % App. Total | 36.8 | 28.9 | 34.2 | | 40 | 60 | 0 | | 33.3 | 47.6 | 19 | | 9.1 | 63.6 | 27.3 | | |
| PHF | .438 | .393 | .361 | .396 | .500 | .375 | .000 | .417 | .583 | .625 | 1.00 | .750 | .250 | .583 | .375 | .550 | .521 |

Peggy Malone & Associates

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| Start Time | Route 42 Eastbound | | | | Route 42 Westbound | | | | Main St Northbound | | | | Main St Southbound | | | | Int. Total |
|--|--------------------|-----------|-----------|------------|--------------------|-----------|-----------|------------|--------------------|-----------|-----------|------------|--------------------|-----------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 41 | 24 | 18 | 83 | 12 | 26 | 9 | 47 | 22 | 39 | 7 | 68 | 5 | 44 | 67 | 116 | 314 |
| 11:15 AM | 36 | 35 | 19 | 90 | 13 | 19 | 8 | 40 | 34 | 40 | 13 | 87 | 15 | 34 | 61 | 110 | 327 |
| 11:30 AM | 54 | 40 | 20 | 114 | 10 | 38 | 11 | 59 | 27 | 44 | 15 | 86 | 11 | 42 | 72 | 125 | 384 |
| 11:45 AM | 54 | 48 | 21 | 123 | 11 | 34 | 14 | 59 | 26 | 42 | 16 | 84 | 17 | 52 | 66 | 135 | 401 |
| Total Volume | 185 | 147 | 78 | 410 | 46 | 117 | 42 | 205 | 109 | 165 | 51 | 325 | 48 | 172 | 266 | 486 | 1426 |
| % App. Total | 45.1 | 35.9 | 19 | | 22.4 | 57.1 | 20.5 | | 33.5 | 50.8 | 15.7 | | 9.9 | 35.4 | 54.7 | | |
| PHF | .856 | .766 | .929 | .833 | .885 | .770 | .750 | .869 | .801 | .938 | .797 | .934 | .706 | .827 | .924 | .900 | .889 |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

| | | | | | | | | | | | | | | | | | |
|--------------|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|------------|
| 03:15 PM | 78 | 65 | 47 | 190 | 17 | 28 | 9 | 54 | 36 | 46 | 22 | 104 | 25 | 41 | 50 | 116 | 464 |
| 03:30 PM | 70 | 44 | 31 | 145 | 23 | 35 | 15 | 73 | 33 | 52 | 18 | 103 | 8 | 54 | 71 | 133 | 454 |
| 03:45 PM | 68 | 30 | 22 | 120 | 22 | 37 | 11 | 70 | 34 | 46 | 20 | 100 | 15 | 50 | 59 | 124 | 414 |
| 04:00 PM | 55 | 38 | 24 | 117 | 18 | 46 | 16 | 80 | 38 | 55 | 14 | 107 | 12 | 44 | 65 | 121 | 425 |
| Total Volume | 271 | 177 | 124 | 572 | 80 | 146 | 51 | 277 | 141 | 199 | 74 | 414 | 60 | 189 | 245 | 494 | 1757 |
| % App. Total | 47.4 | 30.9 | 21.7 | | 28.9 | 52.7 | 18.4 | | 34.1 | 48.1 | 17.9 | | 12.1 | 38.3 | 49.6 | | |
| PHF | .869 | .681 | .660 | .753 | .870 | .793 | .797 | .866 | .928 | .905 | .841 | .967 | .600 | .875 | .863 | .929 | .947 |

Appendix B:
Public Comment Summary



ROUTE 42 CORRIDOR IMPROVEMENT STUDY - TOWN OF WOODSTOCK

A Public Information Meeting was held on March 1, 2018 to present the existing conditions and needs of the Route 42 study corridor at the Woodstock Town Hall. The public meeting served as a means to collect information to both validate the identified needs and define a public vision for the corridor, with potential improvement considerations through a Visual Preference Survey. The following is a summary of the collected public comments from the Public Information Meeting.

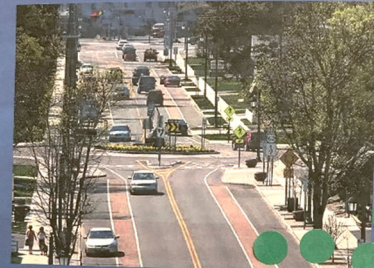
Identified Public Needs of the Corridor:

- Extend the current widening (right turn lane) of Rt 42 at Woodstock Commons Drive westward to Hisey Ave
- Evaluate improvements at the Henry Ford Dr and Wal-Mart entrance intersection, including the consideration of a second entrance.
- Improved signage at the interstate ramps.
- Bike and pedestrian (shared use path) needs along the entire study corridor.
- More and more people are avoiding Rt 42 between Motel Dr and US 11 due to traffic conditions by utilizing Fairground Rd.
- Improve signage on eastbound Rt 42 to indicate which lanes to utilize to access US 11.
- Drivers utilize commercial parking lots along the corridor as a cut-through.
- The supporting parallel roadway network to Rt 42 needs improvement to enhance access.
- Tour bus parking along the corridor to access the various restaurants creates problematic pedestrian crossings.
- Pedestrian crossing concerns at the US 11 and Rt 42 intersection.

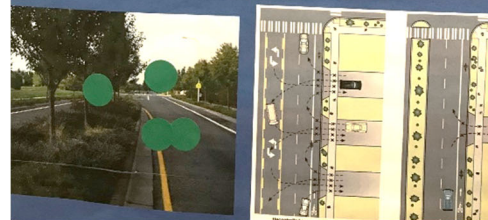
Results of Visual Preference Survey:

- The concept of reducing left turns by utilizing a raised median along Rt 42 was supported.
- Utilizing raised medians to improve pedestrian crossings was supported.
- Utilizing roundabouts to reduce intersection conflict points and maintain property access with raised medians was supported.
- The concept of a Shared Use Path received more support than on-road bike lanes for bicycle / pedestrian accommodations.

Utilize Roundabouts to Reduce Conflict Points and Accommodate U-Turn Movements



Reduce Left Turn Movements with Medians



Bicycle Facilities



Other Considerations



Woodstock, VA - Official X Bruce Hornsby Radi X Sherandoah Web LogIS X On Thursday, 3/1, there X

Secure | https://www.facebook.com/permalink.php?story_fbid=1267762333367263&id=201011663375674&comment_id=1269212749888888¬if_id=15197820060...

Angela Home

SMART SCALE

WOODSTOCK Virginia

1,910 people reached

Like Comment Share

Lynn Bolen, Patty Dellinger and 10 others

10 Shares

Write a comment...

Erik Thorpe I cannot make the meeting, however an 81 exit at spring st or north st would be helpful. A bridge over 42 at Ox rd would also allow all traffic including school traffic to continue movement. Rear access from the restaurants is great in the interim but if we expect and want any growth in the future we need a long term plan.

Like Reply Message · 3h

Write a reply...

Beecher Bowers Shut off direct access to r142 from the fast food restaurants. Enter/Exit for the restaurants only from access roads. Solves most of it right there.

Like Reply Message · 1d

Town of Woodstock, Virginia Thank you for your input! We will make this part of the comment record.

Like Reply · Commented on by Angela K. Clem [?] · 23h

Jim Sherry That's right, all access from rear of business! One traffic light at motel drive or ox road

Like Reply Message · 1d

Town of Woodstock, Virginia Thank you for your input! We will make this part of the comment record as well.

Like Reply · Commented on by Angela K. Clem [?] · 23h

Denny Rinker Exactly right need beecher bowers

Like Reply Message · 1d

People You May Know

Jonathan Ryan 8 mutual friends Add Friend

Lemuel Hancock 18 mutual friends Add Friend

Friend Requests

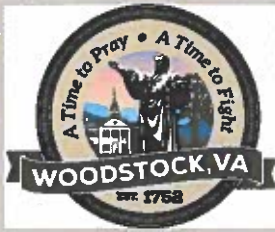
Della Harper Richard Confirm Friend

English (US) · Español · Português (Brasil) · Français (France) · Deutsch

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Chat (Off)

Show all



PUBLIC INPUT MEETING

Town of Woodstock

Route 42, West Reservoir Road Corridor

Thursday, March 1, 2018, 7-8 PM

Town Municipal Office

135 North Main Street, Woodstock, VA 22664



COMMENT SHEET

Please note that all comments are subject to public disclosure.

Name (Optional):

Address:

1. What do you like about the Route 42 corridor in its current condition within the Town of Woodstock?

Better than it was

2. What DON'T you like about the Route 42 corridor in its current condition within the Town of Woodstock?

In + out traffic to + from businesses on "hamburger lane"

3. What changes, if any, do you believe are needed on the Route 42 corridor within the Town of Woodstock?

- synchronized of course*
- 1) Access road behind each row of businesses
 - 2) Another traffic signal @ metal drive + CTS
 - 3) Right in / Right out of ALL businesses - to go left, you must take the access road to a signal - at businesses on north side + wanting to go east to Rt. 11 east, some thing, go to access road + then to signal
 - 4) Roundabouts work very well once drivers get use to them
- (going west)*

Please leave this comment sheet at the designated location or mail your comments within 3 weeks (postmarked by March 23, 2018) to the addressee on the reverse side.



PUBLIC INPUT MEETING
Town of Woodstock
Route 42, West Reservoir Road Corridor



Thursday, March 1, 2018, 7-8 PM
Town Municipal Office
135 North Main Street, Woodstock, VA 22664

COMMENT SHEET

Please note that all comments are subject to public disclosure.

Name (Optional): Gina Stetter * private citizen
* * central campus employee
* School Board (superintendent) representative

Address: 2580 Stultz Gap Woodstock.
540-333-1980

1. What do you like about the Route 42 corridor in its current condition within the Town of Woodstock?

* Motel Rd - Warren Rd as alternative.
* Love being able to go OX to Warren into the back of McDonald's

2. What DON'T you like about the Route 42 corridor in its current condition within the Town of Woodstock?

* bus loads (tourists / kids) - pedestrians crossing on 42
* left hand turns out of businesses

* underground utilities near I-81 to improve aesthetics.
Improvement

3. What changes, if any, do you believe are needed on the Route 42 corridor within the Town of Woodstock?

* wide sidewalks w/ buffer space
includes off road bike space
* medians (pedestrian refuge site)
w/ limited access points
* development of rear access roads
(Warren Dr + Motel/Fairground? on North side)
* tie in w/ crosswalks
* raised crosswalks like in Mt Jackson

applicable
* aesthetics
* safety (vehicles + students)
* tourism

Please leave this comment sheet at the designated location or mail your comments within 3 weeks (postmarked by March 23, 2018) to the addressee on the reverse side.

* need to improve entrance experience to ppl coming up into state ~~there~~ draw them down 42 to Rt 11 so they can see...

Fold Line

Postal Service
will not
deliver without
a stamp

Town of Woodstock
135 North Main Street
Woodstock, VA 22664

* Connect adjacent developments - BK connects (along back)
through to 7-11. Helpful to have that on other
side: ex. Wendy - Pizza Hut - McDonald's -

Fold Line

* Improve timing of light at top of south bound
exit ramp (by Cook's), Around 7:30 am - only 4-5
cars can get through at a time.

* Improve traffic flow westbound 42 in ~~late~~ afternoons -
traffic can back up from Ox Road back down to Rt 11

Appendix C:

2018 Route 42 SMART SCALE Applications and Score Cards





SMART SCALE

Funding the Right
Transportation Projects
in Virginia



Office of
INTERMODAL
Planning and Investment

PROJECT SCORECARD

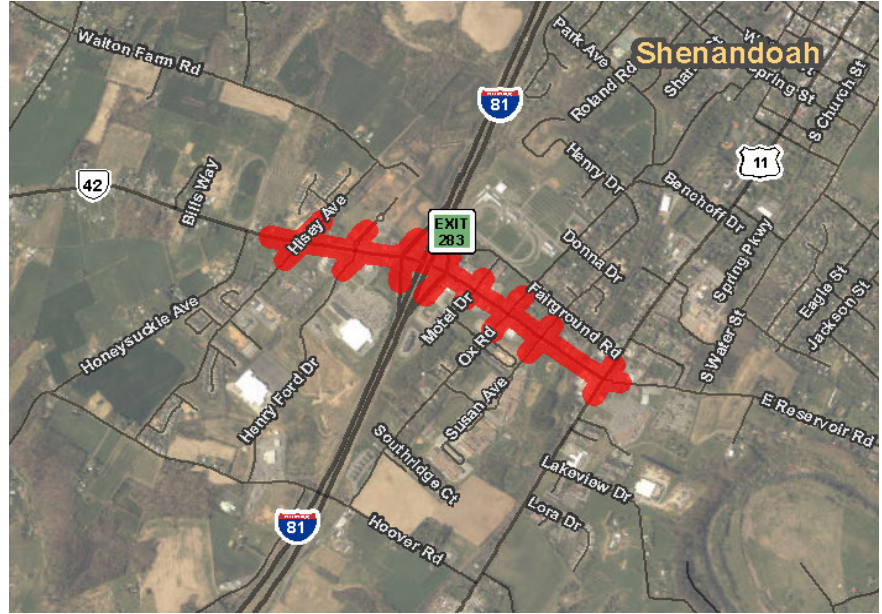
For more information on how to read a scorecard, click here.

Route 42 Corridor Improvements

Project Id: 4714

The Town of Woodstock seeks funding for corridor safety and access management improvements. The corridor is subject to increased traffic with performance deficiencies and is identified as having a high potential for safety improvement (psi).

- Submitting Entity: Woodstock Town
- Preliminary Engineering: Not Started
- Right of Way: Not Started
- Construction: Not Started
- Eligible Fund Program: District Grant
- VTRANS Need: Safety
(click here for details)



| | | |
|---------------------------------------|--|---|
| <h1>2.4</h1> <p>SMART SCALE SCORE</p> | <h2>#175</h2> <p>OF 433 STATEWIDE</p> | <p>SMART SCALE Requested Funds..... \$15,102,827</p> |
| | <h2>#36</h2> <p>OF 70 DISTRICTWIDE</p> | <p>Total Project Cost..... \$15,102,827</p> <p>Project Benefit..... 3.6</p> <p>Project Benefit / Total Cost..... 2.4</p> |

| SMART SCALE Area Type D | | | | | | | | | | | | | | |
|--|---|--------------------------------|---------------------------------------|--|----------------------------|--|---|--|-------------------------------------|--|----------------------------------|--|--|--|
| Factor | Congestion Mitigation | | Safety | | Accessibility | | | Economic Development | | | Environment | | Land Use | |
| | Increase in Peak Period Person Throughput | Reduction in Peak Period Delay | Reduction in Fatal and Injury Crashes | Reduction in Fatal and Injury Crash Rate | Increase in Access to Jobs | Increase in Access to Jobs for Disadvantaged Populations | Increase in Access to Multimodal Travel Choices | Square Feet of Commercial/Industrial Development Supported | Tons of Goods Impacted | Improvement to Travel Time Reliability | Potential to Improve Air Quality | Other Factor Values Scaled by Potential Acreage Impacted | Support of Transportation-Efficient Land Use | Increase Transportation-Efficient Land Use |
| Measure Value | 20.4 persons | 0.5 person hrs. | 60.5 EPDO | 1,091.0 EPDO / 100M VMT | 7.3 jobs per resident | 8.8 jobs per resident | 61.3 adjusted users | 202,054.4 thousand adj sq. ft. | 12,444.1 thousand adj daily tons | 15,254,649.9 adj. buffer time index | 81.7 adjusted points | 2.5 scaled points | access * pop/emp density.h | access * pop/emp density change. |
| Normalized Measure Value (0-100) | 0.1 | 0.0 | 17.4 | 2.3 | 0.1 | 0.2 | 0.2 | 1.0 | 0.3 | 0.3 | 0.6 | 7.6 | | |
| Measure Weight (% of Factor) | 0.5 | 0.5 | 0.5 | 0.5 | 0.6 | 0.2 | 0.2 | 0.6 | 0.2 | 0.2 | 0.5 | 0.5 | | |
| Factor Value | 0.0 | | 9.8 | | 0.2 | | | 0.7 | | | 4.1 | | | |
| Factor Weight (% of Project Score) | 10% | | 30% | | 15% | | | 35% | | | 10% | | N/A | |
| Weighted Factor Value | 0.0 | | 2.9 | | 0.0 | | | 0.3 | | | 0.4 | | | |
| Project Benefit | 3.6 | | | | | | | | | | | | | |
| SMART SCALE Cost | \$15,102,827 | | | | | | | | | | | | | |
| SMART SCALE Score (Project Benefit per \$10M SMART SCALE Cost) | 2.4 | | | | | | | | | | | | | |



SMART SCALE

Funding the Right
Transportation Projects
in Virginia



Office of
INTERMODAL
Planning and Investment

PROJECT SCORECARD

For more information on how to read a scorecard, click here.

Route 42 Corridor Improvements - East

Project Id: 3817

The Town of Woodstock seeks funding for corridor safety and access management improvements. The corridor is subject to increased traffic with performance deficiencies and is identified as having a high potential for safety improvement (psi).

- Submitting Entity: Woodstock Town
- Preliminary Engineering: Not Started
- Right of Way: Not Started
- Construction: Not Started
- Eligible Fund Program: District Grant
- VTRANS Need: Safety
(click here for details)

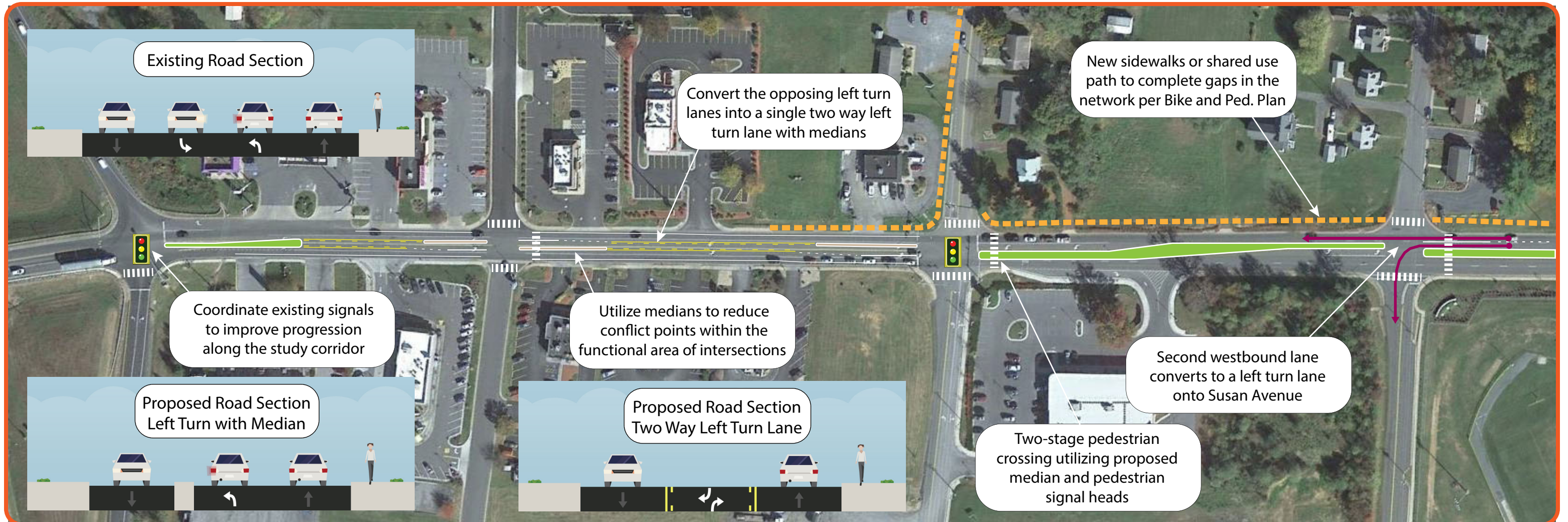


| | | |
|---|--|---|
| <h1>3.0</h1> <p>SMART SCALE SCORE</p> | <h2>#151</h2> <p>OF 433 STATEWIDE</p> | <p>SMART SCALE Requested Funds..... \$10,232,265</p> |
| | <h2>#33</h2> <p>OF 70 DISTRICTWIDE</p> | <p>Total Project Cost..... \$10,232,265</p> <p>Project Benefit..... 3.1</p> <p>Project Benefit / Total Cost..... 3.0</p> |

| SMART SCALE Area Type D | | | | | | | | | | | | | | |
|--|---|--------------------------------|---------------------------------------|--|----------------------------|--|---|--|------------------------------------|--|----------------------------------|--|--|--|
| Factor | Congestion Mitigation | | Safety | | Accessibility | | | Economic Development | | | Environment | | Land Use | |
| | Increase in Peak Period Person Throughput | Reduction in Peak Period Delay | Reduction in Fatal and Injury Crashes | Reduction in Fatal and Injury Crash Rate | Increase in Access to Jobs | Increase in Access to Jobs for Disadvantaged Populations | Increase in Access to Multimodal Travel Choices | Square Feet of Commercial/Industrial Development Supported | Tons of Goods Impacted | Improvement to Travel Time Reliability | Potential to Improve Air Quality | Other Factor Values Scaled by Potential Acreage Impacted | Support of Transportation-Efficient Land Use | Increase Transportation-Efficient Land Use |
| Measure Value | 16.2 persons | 0.4 person hrs. | 49.3 EPDO | 1,165.3 EPDO / 100M VMT | 6.6 jobs per resident | 7.2 jobs per resident | 48.6 adjusted users | 164,374.0 thousand adj sq. ft. | 6,922.1 thousand adj daily tons | 33,698,266.2 adj. buffer time index | 64.8 adjusted points | 2.0 scaled points | access * pop/emp density.h | access * pop/emp density change. |
| Normalized Measure Value (0-100) | 0.1 | 0.0 | 14.1 | 2.4 | 0.1 | 0.1 | 0.2 | 0.8 | 0.1 | 0.8 | 0.5 | 6.1 | | |
| Measure Weight (% of Factor) | 0.5 | 0.5 | 0.5 | 0.5 | 0.6 | 0.2 | 0.2 | 0.6 | 0.2 | 0.2 | 0.5 | 0.5 | | |
| Factor Value | 0.0 | | 8.3 | | 0.1 | | | 0.7 | | | 3.3 | | | |
| Factor Weight (% of Project Score) | 10% | | 30% | | 15% | | | 35% | | | 10% | | N/A | |
| Weighted Factor Value | 0.0 | | 2.5 | | 0.0 | | | 0.2 | | | 0.3 | | | |
| Project Benefit | 3.1 | | | | | | | | | | | | | |
| SMART SCALE Cost | \$10,232,265 | | | | | | | | | | | | | |
| SMART SCALE Score (Project Benefit per \$10M SMART SCALE Cost) | 3.0 | | | | | | | | | | | | | |

Appendix D:

Intersection Improvement Concepts (not advanced to recommendations)



Improvement Concept Description:

This concept converts the two parallel left turn lanes on Route 42 to a two way left turn lane with strategically placed medians to improve access management, focusing on the functional areas of the intersections. Property accessibility is generally maintained with this concept. The through lanes benefit from additional width with a marked shoulder space. This additional space will improve pedestrian comfort levels on the existing sidewalks. The new medians will be variable in width, but will allow opportunities to provide moderate aesthetic improvement and two-stage pedestrian crossings.

Route 42 / Ox Road Intersection Needs:

- High crash frequency location (#2 PSI)
- Peak hour delay / progression / queuing issues
- Existing sidewalks lack pedestrian comfort / crossings

Benefits of Signal Coordination

| | Travel Time (s) | Speed | Level of Service |
|---------------|-----------------|-------|------------------|
| WB (No Build) | 289.3 | 12.2 | E |
| WB (Coord) | 194.4 | 18.1 | C |
| EB (No Build) | 371.8 | 10.4 | E |
| EB (Coord) | 249.3 | 15.5 | D |

Improvement Concept Benefits:

| Safety | CMF | 5-Year Crashes | Expected Reduction |
|--|------|----------------|--------------------|
| Center Median / Access Management Improvements | 0.80 | 51 | 2.0 per year |

Completes gaps in existing sidewalk network based on Bike and Pedestrian Plan recommendations. Medians allow for two-stage pedestrian crossings, while shoulder space improves comfort level of existing sidewalks. Provides minimal opportunities for "gateway" enhancements. Improves travel time.

Planning Level Cost Estimate:

| | | |
|---------------|--------------------|------------------|
| PE: | \$250,000 | 12 months |
| RW: | \$500,000 | 12 months |
| CN: | \$2,000,000 | 18 months |
| Total: | \$2,750,000 | 42 months |

Notes: Estimate is 2019 dollars. Anticipates minimal R/W and utility impacts (non-motorized facilities only).

Route 42 / Hisey Ave. Intersection Needs:

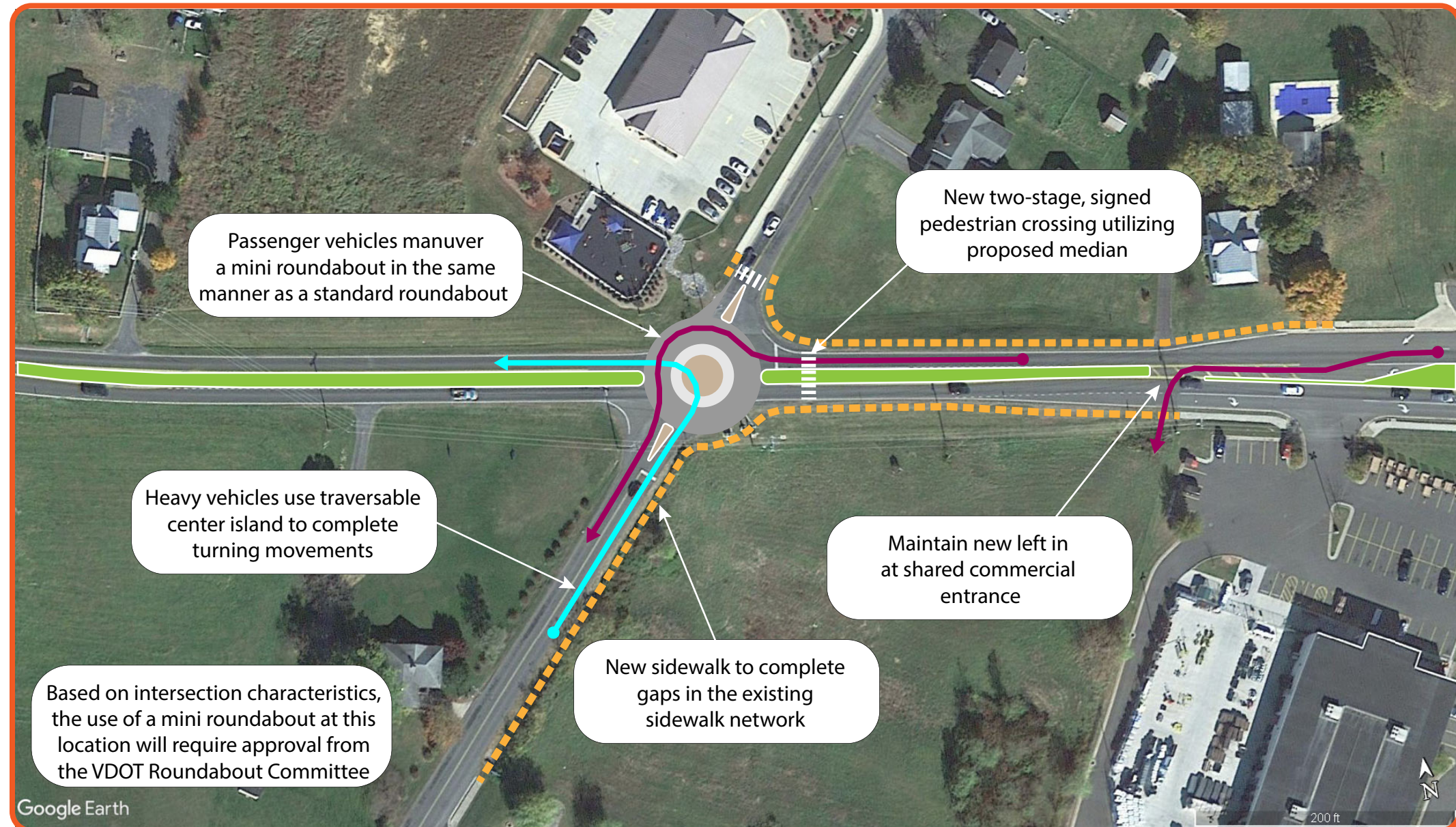
- Fatal crash location (no PSI)
- Town gateway / entrance
- Lack of pedestrian crossing facilities

VJuST Analysis Results:

| Type | Max V/C | Ped. Benefit | Conflict Points |
|---------------------|---------|--------------|-----------------|
| Conventional Signal | 0.48 | | 48 |
| Mini Roundabout | 0.66 | | 8 |
| Roundabout | 0.49 | | 8 |
| Two-Way Stop | 0.63 | - | 48 |

Improvement Concept Description:

Based on the VJuST analysis results, there are no congestion related issues at the Hisey Avenue intersection and there is minimal difference in intersection operations in comparing improvement types. While the intersection is not a priority safety location based on recent crash history, a roundabout would eliminate 75% of the intersection conflict points. Furthermore, a single lane, mini roundabout with a traversable island to accommodate heavy vehicle movements would reduce project cost by minimizing R/W and utility impacts. A roundabout would also allow the existing left turn lanes on Route 42 to be converted to medians to provide aesthetic, gateway opportunities and further enhance corridor safety. The medians could also be utilized to improve pedestrian crossings.



Improvement Concept Benefits:

| Safety | CMF | Crashes (5-year) | Expected Reduction |
|-----------------|------|------------------|--------------------|
| Mini Roundabout | 0.40 | 9 | 1.1 per year |
| Center Median | 0.80 | 8 | 0.3 per year |

Completes gaps in existing sidewalk network based on Bike and Pedestrian Plan recommendations. Median allows for two-stage pedestrian crossings, enhancing non-motorized accessibility and safety.

Provides opportunities for "gateway" enhancements.

Planning Level Cost Estimate:

| | | |
|---------------|--------------------|------------------|
| PE: | \$200,000 | 18 months |
| RW: | \$500,000 | 12 months |
| CN: | \$2,000,000 | 18 months |
| Total: | \$2,700,000 | 48 months |

Notes:
Estimate is 2019 dollars. Anticipates minimal R/W and utility impacts.

Route 42 / Ox Road Intersection Needs:

- High crash frequency location (#2 PSI)
- Peak hour delay / progression / queuing issues
- Lack of pedestrian crossing facilities

VJuST Analysis Results:

| Type | Max V/C | Ped. Benefit | Conflict Points |
|---------------------|---------|--------------|-----------------|
| Conventional Signal | 0.62 | | 48 |
| Partial Bowtie | 0.60 | + | 24 |
| Continuous Green-T | 0.56 | - | 16 |
| Roundabout | 0.68 | | 8 |

Planning Level Cost Estimate:

| | | |
|--------|--|-----------|
| PE: | \$200,000 | 18 months |
| RW: | \$200,000 | 6 months |
| CN: | \$1,500,000 | 12 months |
| Total: | \$1,900,000 | 36 months |
| Notes: | Estimate is 2019 dollars. Anticipates minimal R/W and utility impacts. | |

Improvement Concept Benefits:

| Safety | CMF | Crashes (5-year) | Expected Reduction |
|----------------|------|------------------|--------------------|
| Partial Bowtie | 0.65 | 20 | 1.4 per year |
| Center Median | 0.80 | 29 | 1.2 per year |

- Improves signal operations (delay / queuing) by reducing the number of signal phases (more green time).
- Provides pedestrian crossings to connect the existing sidewalk network, including 2-stage crossings.
- Provides significant opportunities for "gateway" enhancements with wide Route 42 medians.

Improvement Concept Description:

The implementation of a partial bowtie intersection would remove lefts from the Route 42 mainline, reducing signal phases and allowing more green time for through movements. The left turns would be accommodated through side street U-turns at new mini roundabouts or vehicular re-routing on the parallel street network. The concept of removing left turns from Route 42 would provide a significant width to accommodate landscaped medians, which would also allow for two-stage pedestrian crossings. New non-motorized facilities (sidewalk or shared use path) in accordance with the town's Bike and Pedestrian Plan would fill in gaps in the existing sidewalk network. For access to the County Fairgrounds during events, the additional routing length by utilizing Motel Drive, Warren Drive, and Ox Road to the south of Route 42 may prevent excessive queuing on the mainline and impacts to the interchange. Wayfind signage would be required to properly identify fairground access.



Route 42 / Ox Road Intersection Needs:

- High crash frequency location (#2 PSI)
- Peak hour delay / progression / queuing issues
- Lack of pedestrian crossing facilities

VJuST Analysis Results:

| Type | Max V/C | Ped. Benefit | Conflict Points |
|---------------------|---------|--------------|-----------------|
| Conventional Signal | 0.62 | | 48 |
| Partial Bowtie | 0.60 | + | 28 |
| Continuous Green-T | 0.56 | - | 16 |
| Roundabout | 0.68 | | 8 |

Improvement Concept Description:

Based on the reported benefits of the Continuous Green-T intersection in the VJuST analysis, a concept was considered that utilized back to back unsignalized Continuous T intersections along Route 42 at Ox Road and Motel Drive. At the Motel Drive intersection, left turns from and to Route 42 would be maintained on the southbound approach, with the lefts on the northbound approach being preserved at Ox Road. While the individual intersections would operate well from an operations and safety standpoint, this concept was not advanced due to the following concerns:

- Channelization for the improvement would make pedestrian crossings more difficult.
- Merging conflicts between lefts onto Route 42 and commercial entrances.
- Median widths could not support landscaping.



Improvement Concept Benefits:

| Safety | CMF | 5-Year Crashes | Expected Reduction |
|---------------|------|----------------|--------------------|
| Continuous T | 0.65 | 30 | 2.1 per year |
| Center Median | 0.80 | 36 | 1.4 per year |

Completes gaps in existing sidewalk network based on Bike and Pedestrian Plan recommendations. Medians allow for two-stage pedestrian crossings (could be problematic with left turn channelization).

Provides minimal opportunities for "gateway" enhancements.

Planning Level Cost Estimate:

| | | |
|---------------|--------------------|------------------|
| PE: | \$250,000 | 18 months |
| RW: | \$200,000 | 12 months |
| CN: | \$2,000,000 | 18 months |
| Total: | \$2,450,000 | 48 months |

Notes:
Estimate is 2019 dollars. Anticipates minimal R/W and utility impacts (non-motorized facilities only).

Appendix E:
Origin and Destination
Analysis Exhibits

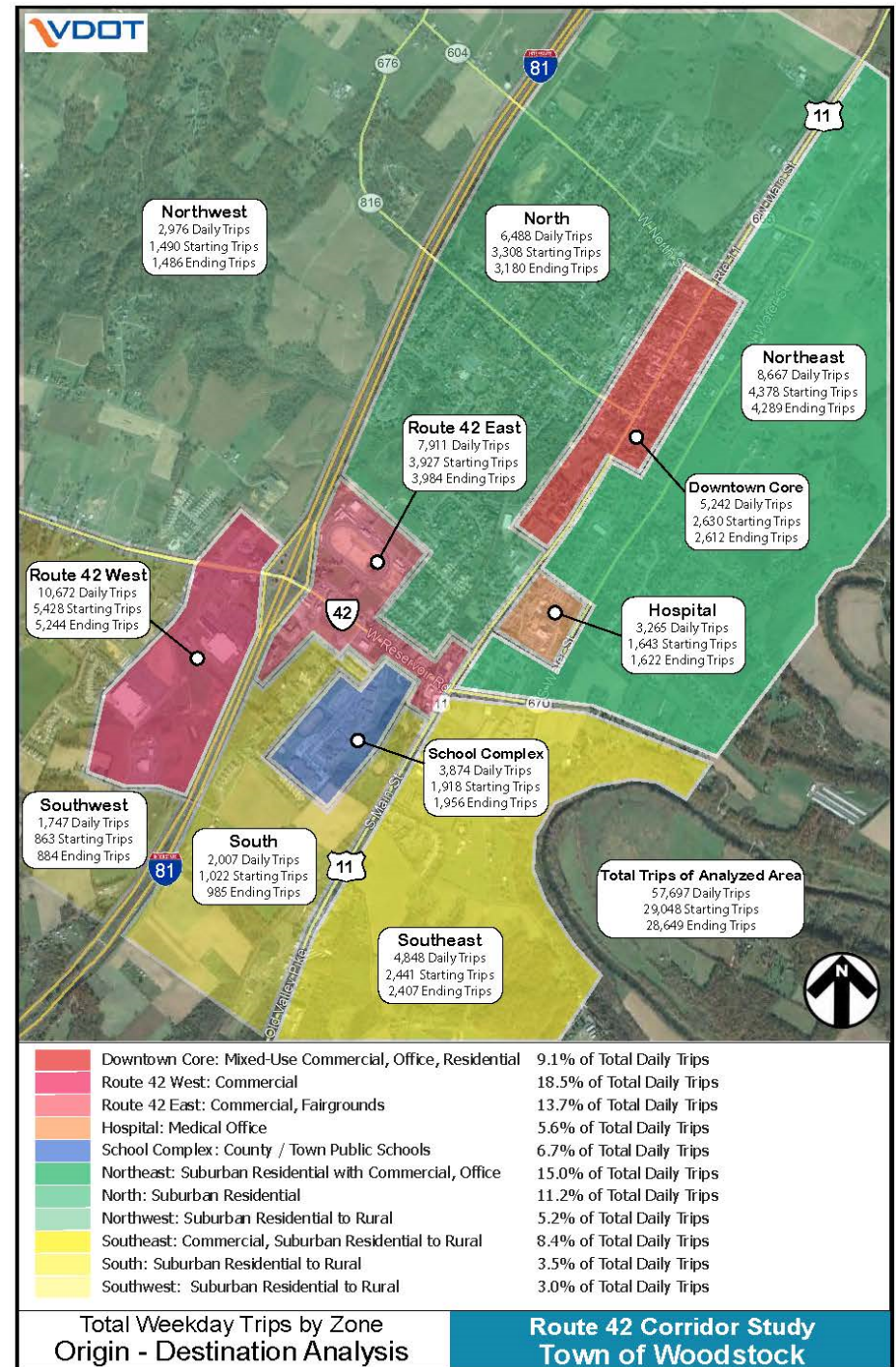




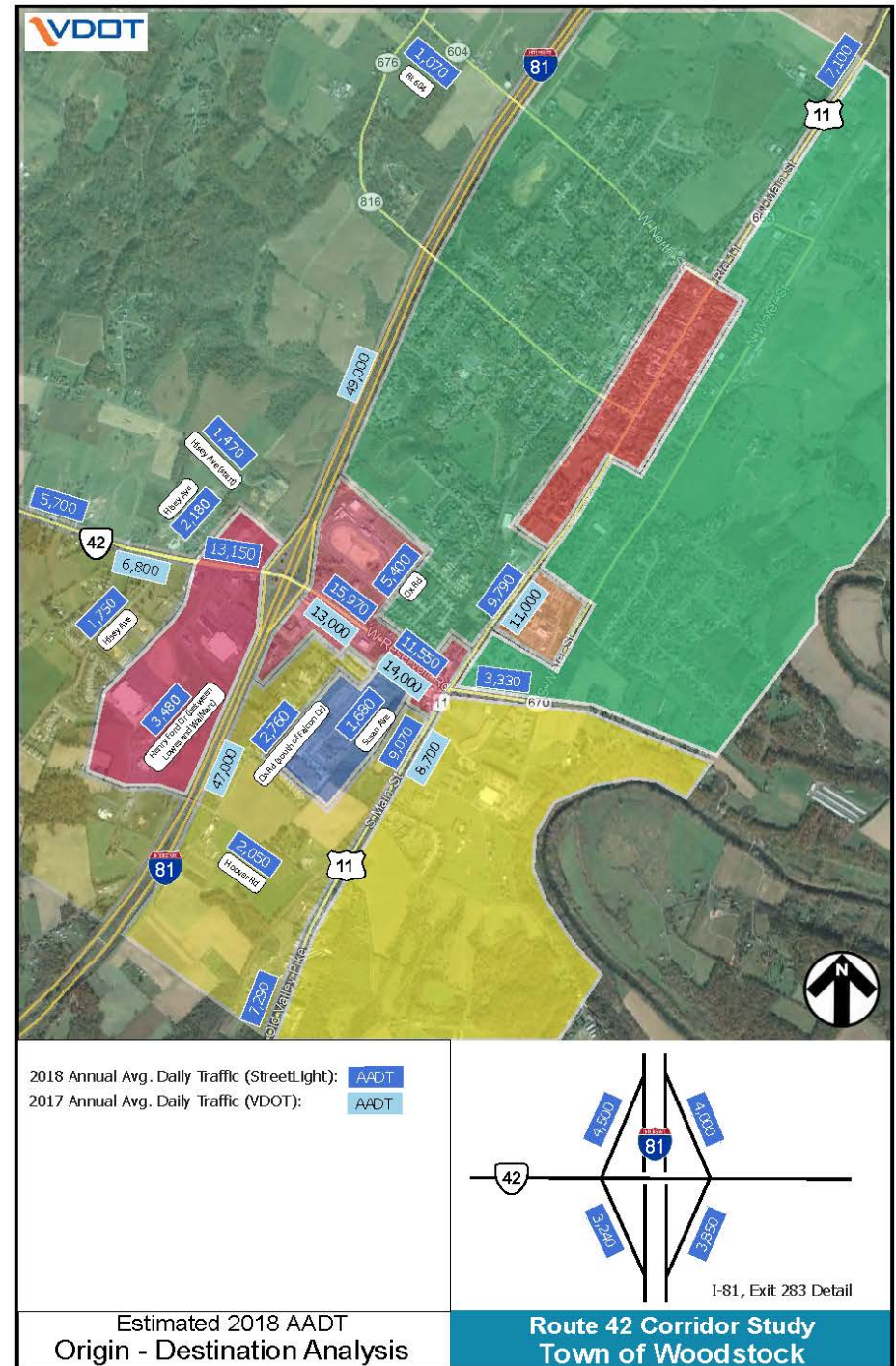
Woodstock Origin / Destination Analysis

- StreetLight Tool utilizes location based services to analyze trip origins and destinations
- Sample sizes are used to project traffic volume estimates
- Analysis utilized to forecast anticipated traffic volumes on a new Northwest Connector link
- Analysis also provides travel trends and observations for the town

- Analysis zones were created based on geography and land use types
- Daily Trips beginning and ending in each zone were estimated
- Commercial uses along Route 42 account for 32.2% of all trips within analysis area
- Henry Ford Drive corridor zone (Wal-Mart) generates the most daily trips (18.5% of the total)
- Downtown core generates 9.1% of all trips within analysis area

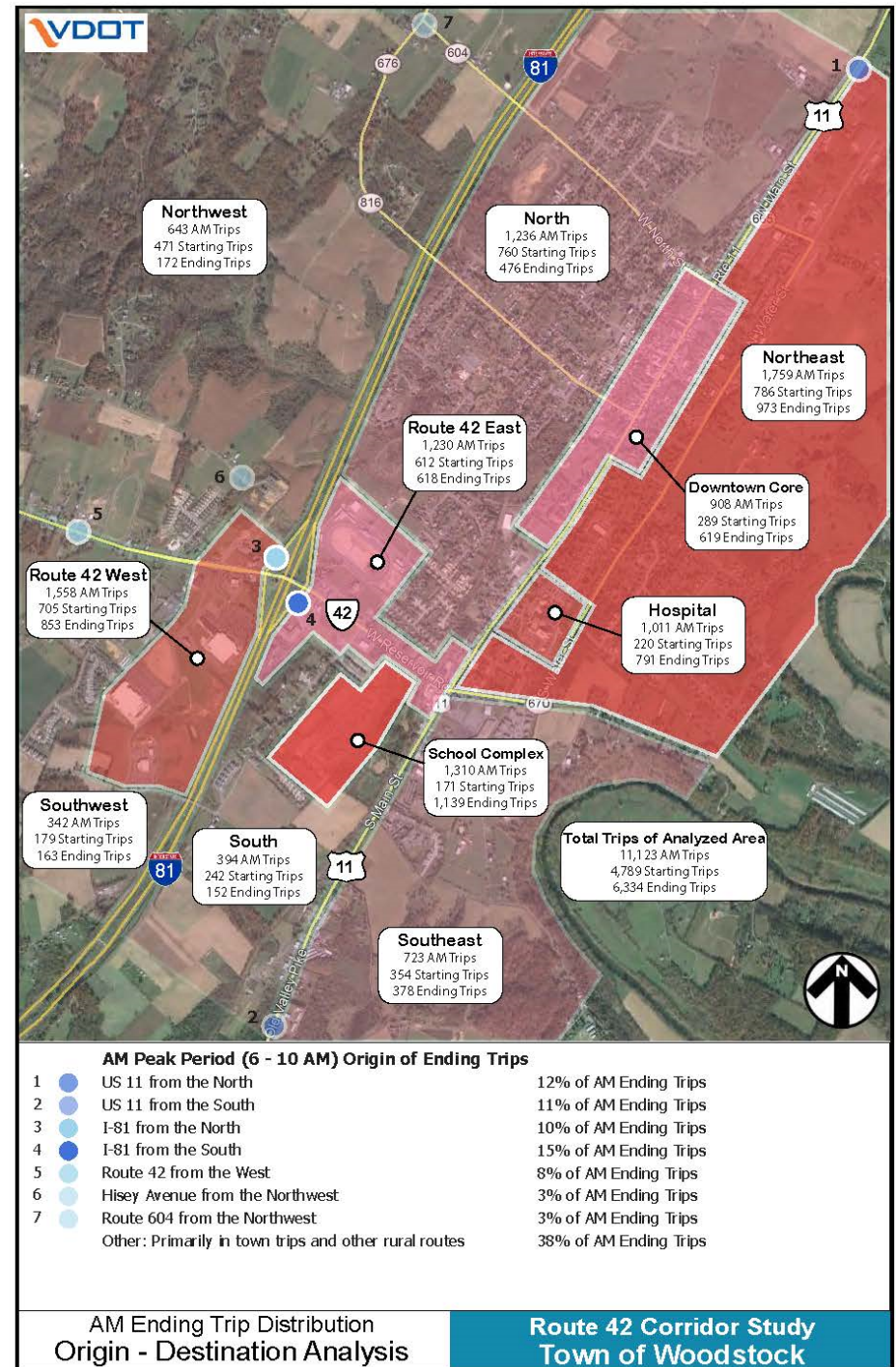


- StreetLight data utilized to estimate average daily traffic on the town road network
- Estimates were comparable to data from annual VDOT count program
- Some discrepancies between data along Route 42 between I-81 and US 11
- 5,000 ADT on Ox Road



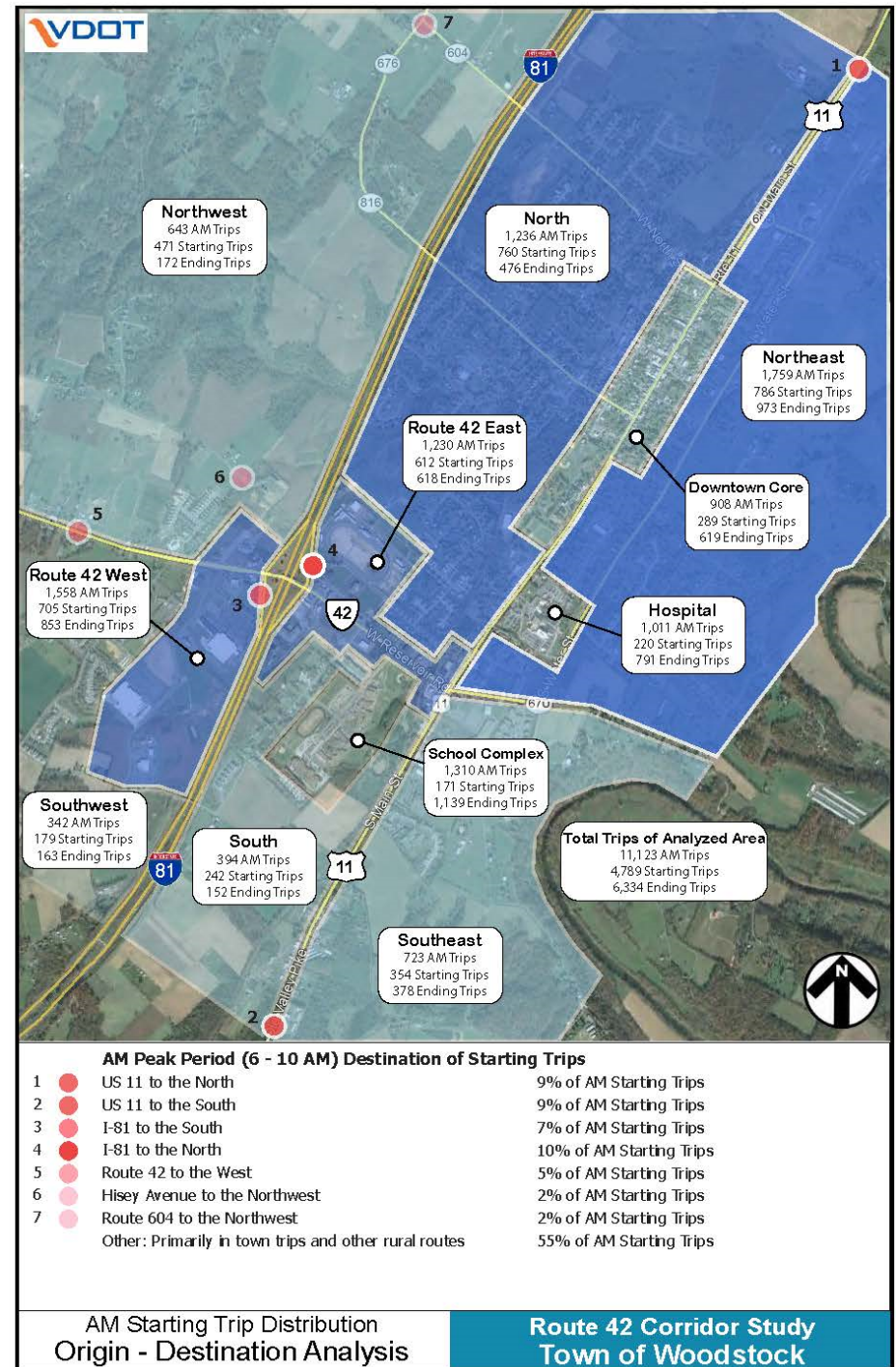


- Visualization of AM inbound trips (6 am – 10 am)
- 25% originate from I-81 (15% NB)
- 23% originate from US-11 (12% SB)
- School Complex, County Administration Complex, and Hospital are the most significant AM destinations
- 57% of all AM trips are ending trips
- Approximately 30 – 35% of all AM ending trips originate within town



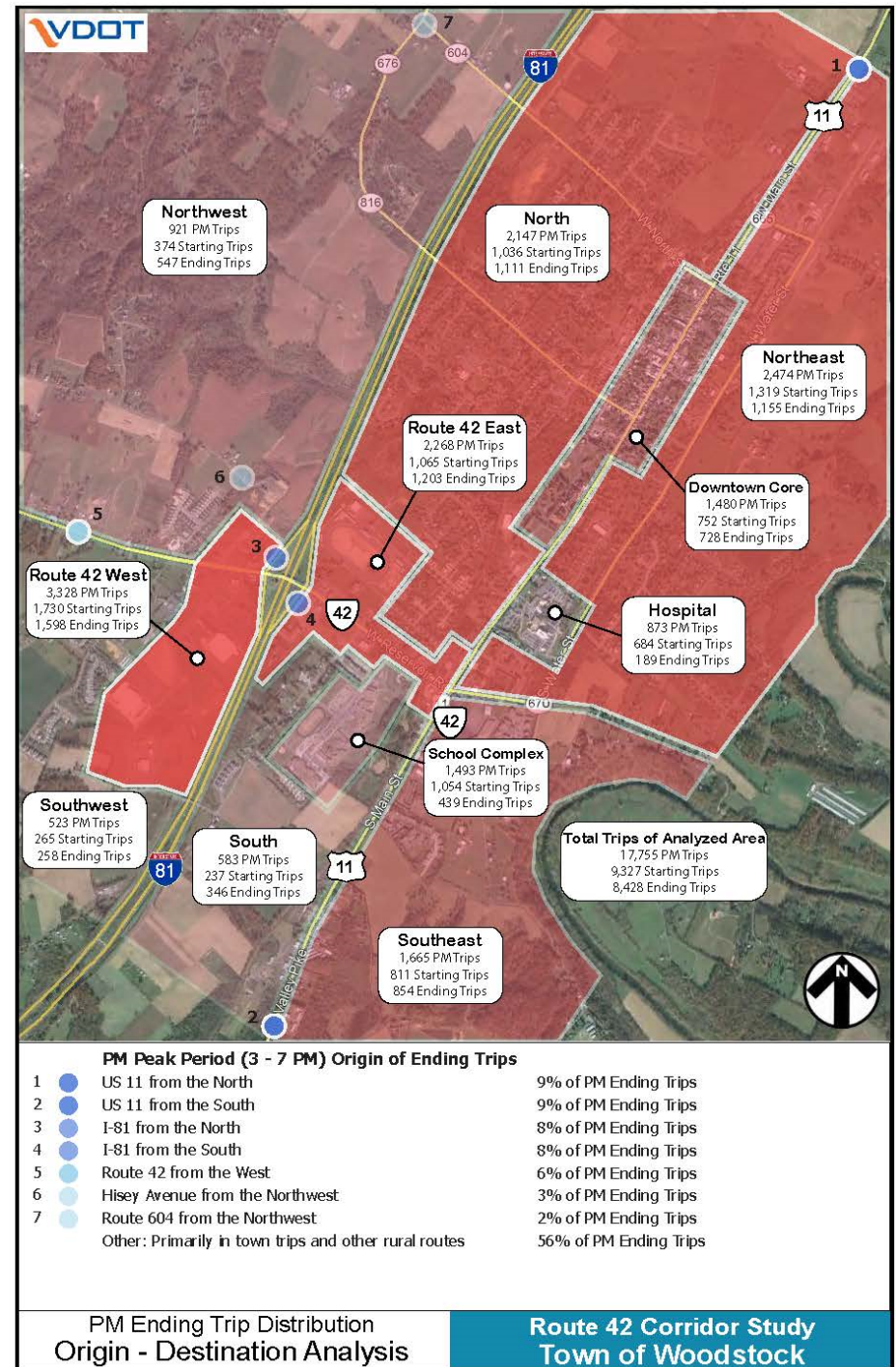


- Visualization of AM outbound trips (6 am – 10 am)
- 17% to I-81 (10% NB)
- 18% to US-11 (even NB / SB split)
- Residential areas east and west of the downtown core generate the most AM trips
- 43% of all AM trips are starting trips
- Approximately 50% of all AM starting trips originate within town



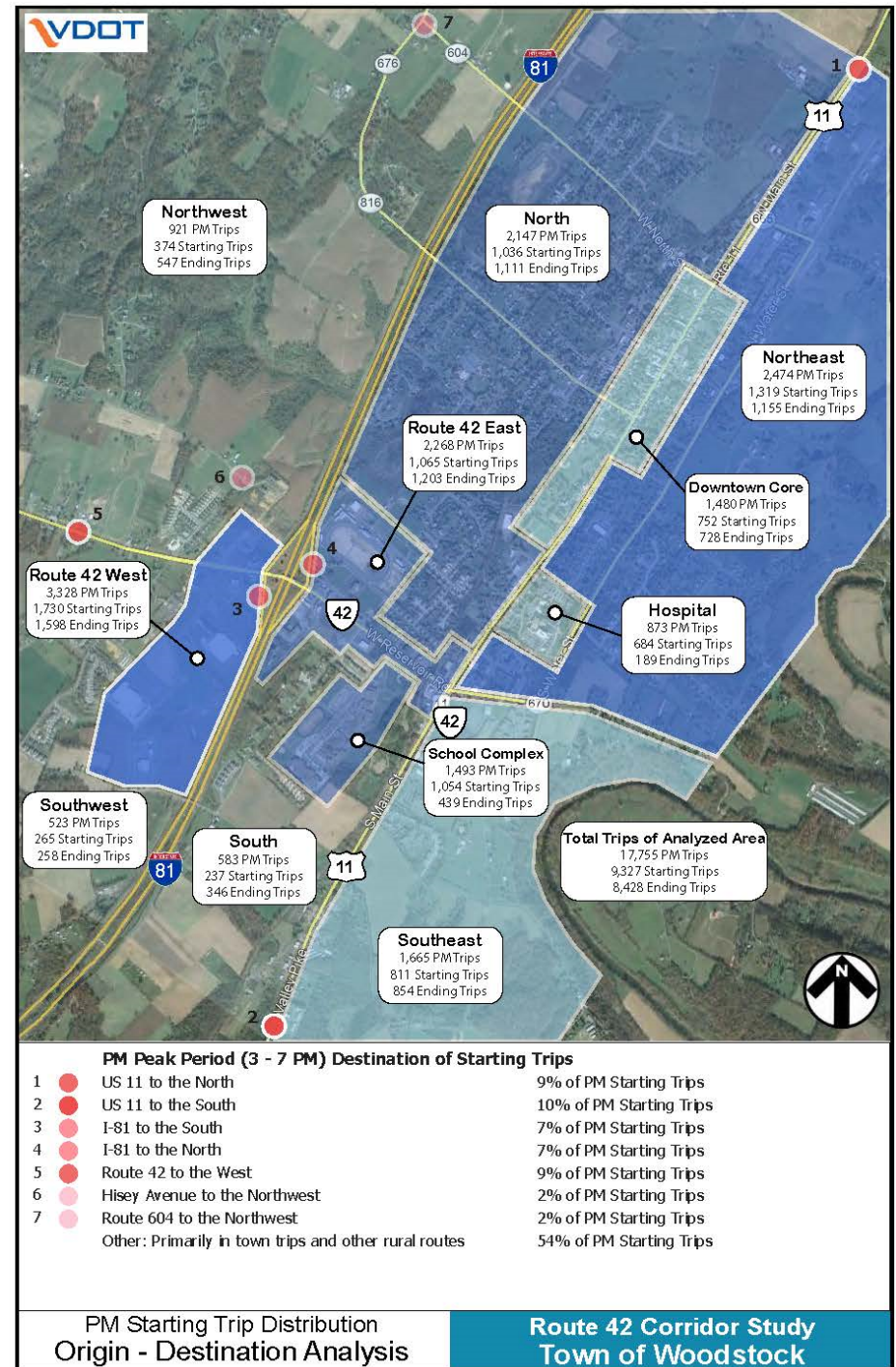


- Visualization of PM inbound trips (3 pm – 7 pm)
- 16% originate from I-81 (even NB / SB split)
- 18% originate from US-11 (even NB / SB split)
- Henry Ford Drive corridor is the most significant destination
- 47% of all PM trips are ending trips
- Approximately 55% of all PM ending trips originate within town





- Visualization of PM outbound trips (3 pm – 7 pm)
- 14% to I-81 (even NB / SB split)
- 19% to US-11 (10% SB)
- Henry Ford Drive corridor and County Administration Complex generate the most PM trips
- 53% of all PM trips are starting trips
- Approximately 52% of all PM starting trips originate within town



- Based on Origin / Destination Analysis, a new Northwest Connector could anticipate 1,200 – 1,450 Daily Trips on opening day
- Diversion to the new roadway would become more attractive as new development / destinations follow
- Congestion and safety benefit to Route 42 with traffic diversion
- Diversion accounts for 40-50% of forecasted growth along Route 42 in the 2040 design year

