

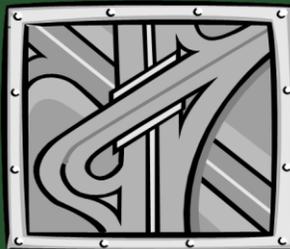
John Smith Road Landfill Expansion

Traffic Study

Prepared For

San Benito County
Community Development Department

June 20, 2022



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Executive Summary

Background and Study Scope

John Smith Road Landfill, located at 2650 John Smith Road in San Benito County, is proposing to expand its current facility from 95.16 acres to 483.65 acres of land adjacent to its current site. The landfill currently has a permit to receive a maximum of 600 vehicles per day. The proposed expansion will not increase the maximum currently permitted number of vehicles per day but will increase the average daily traffic associated with the landfill and allow the landfill to extend its operation for another 50 years.

The purpose of this traffic study is to assess the potential impact and accessibility of various proposed haul routes, vehicle miles traveled (VMT), truck impact on pavements, and vehicle queues on John Smith Road, and whether or not the proposed queuing lane and gate operation would be able to accommodate the potential vehicle queues with the expansion.

Study Findings

Project Trip Generation

The landfill currently generates 255 vehicles on average weekdays and 469 on Saturdays (peak days). With the expansion, the number of vehicles would increase to 364 and 578 on average days and Saturdays respectively, and would not exceed the permitted 600 vehicles per day.

Haul Route Analysis

The study evaluates the accessibility of four haul routes to John Smith Road; 1) the current haul route via Shore Road and Fairview Road; 2) the proposed haul route via McCloskey Road and Fairview Road for inbound and Fairview Road and Shore Road for outbound; 3) Alternative 1 haul route via State Route SR 25, South Fairview Road for inbound and North Fairview Road and Shore Road for outbound (SR 25/Fairview); and 4) Alternative 2 haul route via SR 25 and Best Road (SR 25/Best Road).

The results of the evaluation indicated that all four haul routes would have similar travel distances and travel times. However, truck traffic on the current haul route, the proposed haul route, and the Alternative 1 haul route would have a potential impact at the Fairview Road and John Smith Road intersection. The intersection currently does not have an exclusive left-turn lane in the southbound direction to accommodate left-turn landfill-bound traffic (affecting the current and proposed haul routes); while the northbound right-turn lane is at a sharp angle that precludes landfill-bound trucks to turn right onto John Smith Road (affecting the Alternative 1 haul route). San Benito County had studied options to realign the Fairview Road and John Smith Road intersection to better accommodate landfill traffic, however, the re-alignment is not currently included in the County's 5-

year Capital Improvement Program. The SR 25/Best Road route does not use the Fairview/John Smith Road intersection and therefore avoids these impacts. Additionally, the SR/25 Best Road route would have the least potential impact on local traffic circulation and safety because of the limited proposed development projects along the route.

Vehicle Miles Travelled (VMT) Analysis

The proposed John Smith Road Landfill expansion would generate fewer new automobile trips than the 110 one-way-trip thresholds, compared to existing conditions, and therefore it can be assumed that VMT would be less than significant.

Truck Impact on Pavement Analysis

Truck impact on road pavement analyses on haul route segments indicated that the additional trucks resulting from the expansion will have an impact on roadway pavement. The Traffic Index (TI), which is used for pavement integrity design will increase, meaning that pavement thicknesses will need to be strengthened to accommodate the additional landfill truck traffic (Best Road was recently paved and has a TI = 8.0). The current John Smith Road pavement design can accommodate the added landfill haul trucks without increasing the TI.

Vehicle Queuing Analysis

The landfill currently has one check-in point and a 900 feet long queuing lane measuring from the check-in point to the edge of John Smith Road. Assuming conservatively a 30-foot long storage need for each vehicle with a trailer, the current queuing lane could accommodate 30 vehicles waiting in line ahead of the check-in point. Field observation on a Saturday indicated there were no vehicles spilled over to John Smith Road; however, the County noted that queuing issues have occurred on the annual free Disposal Day and weekend special event days. With the proposed expansion, the number of entering vehicles would increase from 44 to 54, (23%) with an anticipated vehicle queue length of 1,620 feet. The proposed expansion would add another check-in point and another queuing lane for a total of 1,750 feet of storage. This combined queuing distance can accommodate the proposed number of vehicles entering the landfill.

Access Driveway Design and Operation Analysis

The site plan shows that the new entrance will be located about 600 feet to the west of the current access driveway. Based on the 55-mph current vehicle speed and assuming a 0% grade for analysis purposes, the new driveway needs to have a sight distance of 550 feet in both directions. The County recommends a minimum sight distance of 550 feet. Some vegetation trimming may be necessary to achieve this sight distance.

The new access driveway shows two inbound lanes and one outbound lane. It is recommended the project sponsor install a stop sign for the landfill exit lane; additionally, the design should maintain the left-turn lane per previous County Engineering staff requirements on John Smith Road to provide for left-turn access to the site.

1. Introduction

1.1 Project Description

John Smith Road Landfill, a sanitary and waste landfill located at 2650 John Smith Road in San Benito County is proposing to expand its current facility from 95.16 acres to 483.65 acres of land adjacent to its current site. The landfill currently has a permit to generate a maximum of 600 vehicles per day. The proposed expansion will not result in additional vehicles but will extend the landfill operation for another 50 years. The landfill opens 8 am to 4 pm Monday through Friday, and 9 am to 3 pm on Saturdays and Sundays. The landfill currently has 16 employees and will add 2 employees with the expansion. The proposed expansion would relocate the current access road to the west by about 600 feet, and also would add another check-in gate and scale to improve check-in time and potential vehicle queuing and wait time at the scale. Figure 1 shows the location of the John Smith Road Landfill and Figure 2 shows the proposed expansion site plan.

Access to the landfill includes John Smith Road, in conjunction with Fairview Road, Best Road, McCloskey Road, and Shore Road. Regional access to the landfill is provided via State Route 25 and State Route 156.

According to the landfill operator, the landfill has been receiving commercial waste materials from out-of-county, in-county, and residential wastes from within San Benito County. Commercial waste from out-of-county and in-county waste is transported to the landfill via transport trucks, while residential waste from within the county generally would be transported via pick-up trucks, SUVs, vans, station wagons, and other passenger vehicles. According to the County, the landfill has stopped receiving out-of-county commercial waste as of March 31, 2022.

Based on the data obtained from the project description, the landfill currently generates 255 vehicles on average days and 469 on Saturdays, including “special event days” in 2020, inclusive of employee and visitor vehicles. “Special Event Days” are on those Saturdays that occur approximately 20 times a year, when the landfill receives specific types of waste from county residents, as well as an annual free disposal day for all types of wastes.

1.2 Study Purpose and Scope

This study is prepared to support the traffic section in the CEQA Environmental Impact Report for the John Smith Road Landfill Expansion Project. With the implementation of SB 743 in July 2020, CEQA no longer considers roadway capacity, delays, and traffic LOS (Level-of-Service) to determine development impacts. Instead, it measures development impact based on Vehicle Miles Traveled (VMT), and potential safety issues resulting from road geometric design. Because of that, this study focuses on evaluating “Project” site traffic generation, VMT, and identifying potential haul-route segment design features that might create hazardous conditions for waste transport trucks. Additionally, the study also evaluates transport truck impact on key haul-route pavement and site access gate vehicle queues at the landfill entrance gate and whether or not the vehicle queues would extend to John Smith Road, blocking traffic.

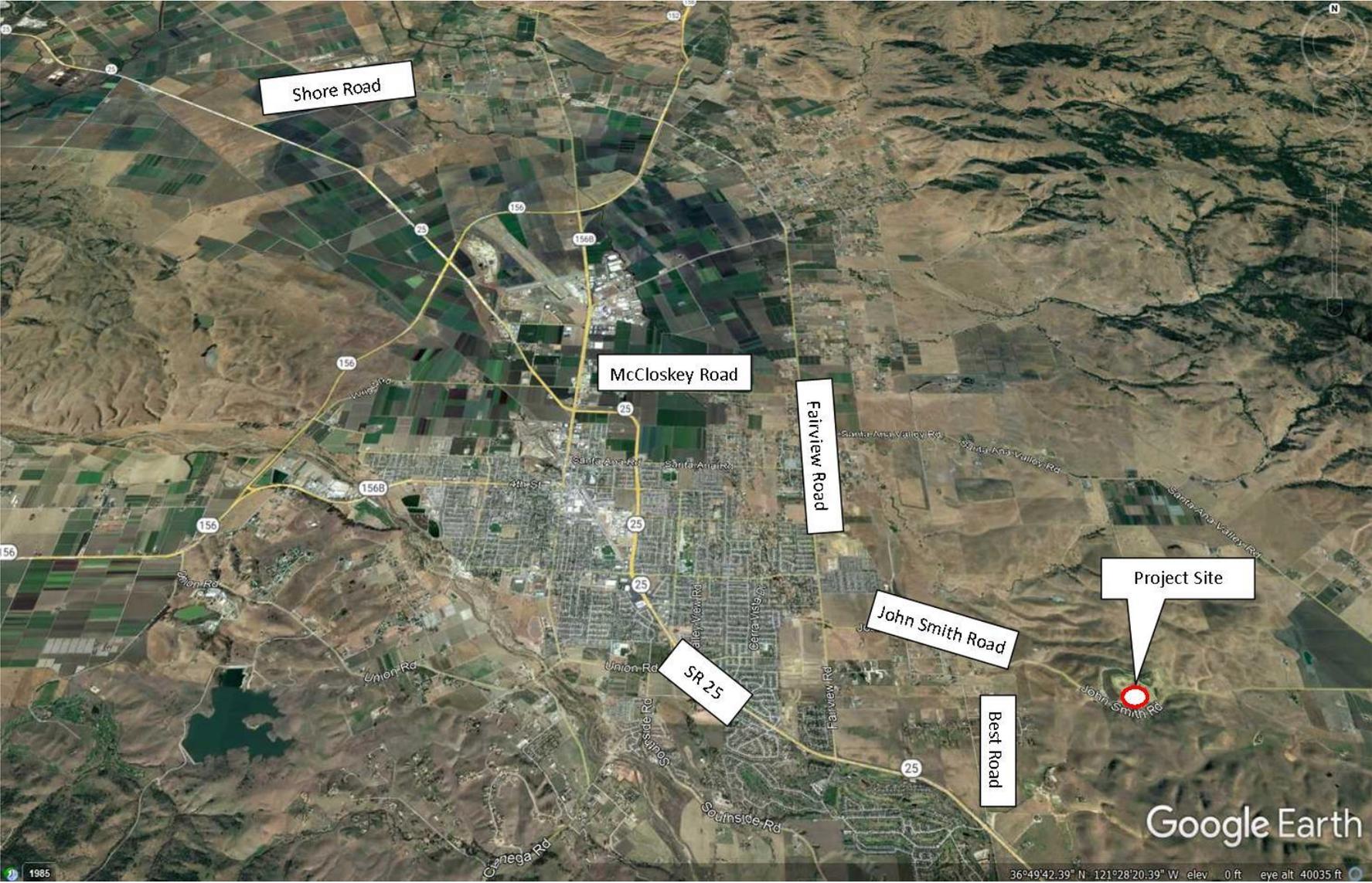


Figure 1 Project Site Location
John Smith Road Landfill Traffic Study- PHA Transportation Consultants

2. Study Area Access

2.1 Road Network and Access

The project site is located at 2650 John Smith Road, about 2 miles east of Fairview Road. The City limits of Hollister are generally located along the centerline of Fairview Road. The vicinity of the site is primarily rural agricultural (grazing) land in the unincorporated area of San Benito County. The street network providing access to the landfill includes John Smith Road, Fairview Road, Shore Road, Wright Road-McCloskey Road, and State Route 25. A brief description of these streets is as follows:

John Smith Road

John Smith Road is a two-lane county road running in an east-west orientation, connecting Fairview Road and Santa Ana Valley Road. It has no shoulder on either side and is a major collector roadway that serves agricultural/rural-residential traffic as well as traffic to and from the Landfill. John Smith Road is approximately five miles in length and the land use along the road is mostly unimproved vacant land east of Best Road. It carries about 714 vehicles a day with a critical speed (85th percentile) of 50 mph near the landfill. The daily traffic volume east of Fairview Road is about 1,071 with a critical vehicle speed of near 60 mph. All landfill-generated traffic would use John Smith Road to access the Landfill. A two-lane major collector road such as John Smith Road generally would have the capacity to carry about 6,000 vehicles daily at an acceptable level of service.

John Smith Road, between Fairview Road and the Landfill, was re-paved in 2016. Consequently, the pavement condition index (PCI) for this segment is currently rated as 83.

The pavement condition index provides a numerical rating between 0 and 100 and is utilized to indicate the general condition of roadway pavement. The index rating is based on the distress observed on the surface of the pavement which also indicates the structural integrity of the pavement section. PCI rating ranges between 71-100 indicate that a roadway is in very good condition (i.e. 71) to excellent condition (i.e. 100), while ratings between 0-30 indicate a pavement condition that has failed or will soon fail and require reconstruction.

Fairview Road

Fairview Road is a north-south arterial road that is located on the eastern edge of the City of Hollister. It has one travel lane in each direction with limited shoulders at selected sections and additional turn lanes at major intersections. Fairview Road currently carries about 8,835 vehicles south of Hillcrest Road with an 85th percentile speed of 57 mph. The average daily volume south of John Smith Road is about 3,880 with an 85th percentile vehicle speed of about 55 mph on an average weekday according to traffic count data collected in March 2022. The land use along the road is a mixture of open grassland, residential, and industrial. Most landfill-generated commercial haul truck traffic currently uses North Fairview Road in conjunction with John Smith

Road to access the landfill site. Fairview Road is a major arterial road and should have the capacity to carry about 12,500 to 15,000 vehicles daily at an acceptable level of service.

Segments, but not the entirety, of Fairview Road have been reconstructed during the past few years. The older roadway segments have PCI ratings as low as 12 while the recently reconstructed segments have a rating of 100.

Wright Road-McCloskey Road

Wright Road-McCloskey Road is a two-lane road that runs east-west between State Route 25 to the west and Fairview Road to the east. The Wright Road segment extends east from State Route 25 to San Felipe Road, at which point it transitions to McCloskey Road. The land use along the road is a mixture of open grassland, agricultural, industrial, and residential. A March 2022 traffic count indicated McCloskey Road carries about 2,370 vehicles a day on average weekdays with an 85th percentile speed of 57 mph. There is no posted speed limit on McCloskey Road, but the prima facie speed limit under state law is 40 mph. Trucks do not currently use McCloskey Road to access the landfill but the road is being considered as the future truck haul route with the expansion. McCloskey Road is a collector road and should have the capacity to carry approximately 6,000 vehicles daily at an acceptable level of service.

Both Wright Road and McCloskey Road within the proposed project limits are older roadway segments and have PCI ratings that range from 9 to 19. These roadways will require pavement reconstruction soon. The current condition of these roadways is insufficient to handle heavy-duty trucks regularly. The County has plans for the reconstruction of this portion of roadway in approximately 2026. It is recommended that the road be reconstructed before it is regularly utilized for heavy-duty trucks for the expansion project.

Best Road

Best Road is a two-lane north-south road connecting SR 25 and John Smith Road. The land use along the southern segment of the road is mostly rural open grassland, while the northern segment has a small residential community of large homes. The road is narrow with approximately 20 feet wide pavement with intermittent unpaved shoulders on the east side. There is no posted speed limit except a 40-mph speed advisory sign ahead of the curve toward John Smith Road. The prima facie speed limit for the remainder of John Smith Road under state law is 40 mph. According to a traffic count in March 2022, Best Road carries about 381 vehicles per day on an average weekday with an 85th percentile recorded vehicle speed of 50 mph. Best Road is currently being considered as one of the potential alternate access routes with the proposed expansion of the landfill. A two-lane local road such as Best Road generally would have the capacity to carry 1,500 vehicles daily at an acceptable level of service. According to County data, Best Road was recently paved based on a TI = 8.0 with a pavement design life of 20 years. The PCI for Best Road is 100.

Shore Road

Shore Road is a two-lane east-west county road connecting SR 25 in the west and Fairview Road in the east. Most out-of-county landfill-generated commercial truck traffic currently uses Shore Road from SR 25 to North Fairview Road to reach John Smith Road to access the landfill site. The land use along most of the road segment is agriculture and grassland but also has some residences, industrial, and commercial uses near the eastern end toward Fairview Road. Shore Road currently carries 5,658 vehicles a day on an average weekday with an 85th percentile speed of 63 mph. There are no posted speed limit signs on Shore Road, but the prima facie speed limit under state law is 55 mph. Shore Road is a major arterial road and should have the ability to carry approximately 12,500 and 15,000 vehicles daily at an acceptable level of service. Shore Road is a combination of newer and older roadway segments and has PCI ratings that range from 23 to 52. The older roadway segments will require pavement reconstruction in the near future.

SR 25

State Route 25 (SR 25) is a two-lane highway that carries regional traffic between Gilroy and Hollister. It begins at its junction with Highway 101 in Gilroy and extends southward through Hollister and the southern part of San Benito County. Currently, many waste transport trucks use SR 25 in conjunction with Shore Road, Fairview Road, and John Smith Road to access the landfill. SR 25 has a posted speed limit of 55 mph. A 2020 Caltrans traffic count indicated that SR 25 carries about 29,500 vehicles south of SR 156.

Table 1 summarizes the current traffic volumes, capacities, and travel speed of the current and possible future access road segments leading to the John Smith Road landfill. As indicated all of these roads are currently operating well under their estimated capacities.

SR 25 is maintained by the State of California and the PCI for this highway has not been provided by the Caltrans.

Table 1 Current Traffic Volumes and Speeds John Smith Road Landfill Traffic Study – San Benito County			
	Environmental Capacities (VPD)	Current Daily Volumes	Speed (mph) 85 th Percentile/Speed Limits
John Smith Road-E. of Fairview Rd.	6,000	1071	60/50
John Smith Road-W. of Landfill	6,000	714	52/50
Fairview Road – N. of McCloskey Rd.	12,500-15,000	6980	63/55
Fairview Road – S. of Hillcrest Rd.	12,500-15,000	8835	53/55
Fairview Road –N. of SR 25	12,500-15,000	3882	61/55
McCloskey Road	6,000	2370	58/40
Best Road	1,500	381	59/40
Shore Road (East of San Felipe Rd.)	12,500-15,000	5658	65/55
SR 25	N.A.	29500	N.A./55
Traffic volume and speed data were collected in the field by IDAX Traffic Solution in March 2022			

2.2 Transit Service

San Benito County Express Transit System, run by the Council of San Benito County Governments operates several fixed-route buses in Hollister and San Benito County. Additionally, County Express also provides Dial-a-Ride and Paratransit services to area residents. The proposed landfill expansion is not expected to affect the transit operations in the area.

2.3 Bicycle and Pedestrian Facilities

The project site is not served directly by any bicycle facilities. The closest bike facilities include Class II bike lanes on Fairview Road between Sunnyslope Road and Hillcrest Road. Class II bike lanes are planned to be installed on the remaining portions of Fairview Road (San Benito County 2015). John Smith Road and much of Fairview Road are without sidewalks or bike lanes. Field observation showed several recreational bicyclists riding on John Smith Road. Landfill users and employees, however, are not expected to bike or walk to the landfill.

3. Traffic Generation and Waste Source

As discussed previously, this study is prepared as a part of the Environmental Impact Report on the proposed Landfill Expansion Project. With the implementation of SB 743, CEQA no longer requires traffic operational Level of Service (LOS) analysis as it no longer considers traffic LOS as a measure of significant impact. As such, this traffic analysis focuses on the evaluation of commercial haul routes in terms of travel time, traffic collisions, vehicle miles traveled (VMT), access gate vehicle queuing, pavement impacts, and potential roadway conditions that may result in traffic safety concerns.

3.1 “Project” Vehicle Generation Analysis

John Smith Road Landfill is permitted to receive 600 vehicles a day. The landfill is open 7 days a week. On Mondays through Fridays, the landfill accepts solid waste and debris from in-county trucks, out-of-county trucks, and San Benito County residents (self-haulers). On Saturdays and Sundays, the landfill opens to San Benito County local residential self-haulers and also receives a small number of in-county and out-of-county commercial trucks (before March 31, 2022). The 2020 incoming vehicle record indicates the landfill received a total of 255 vehicles on average weekdays from out-of-county waste haul trucks, in-county waste trucks, and local residential self-haul vehicles; and 469 vehicles on Saturdays and special event days (peak days), which occur 20 times a year. Table 2 shows a summary of the vehicles generated on average days and Saturdays (which include special event days) and the projected maximum number of vehicles with the proposed expansion. Table 3 shows the historical records of vehicles entering the site between 2016 and 2020.

Table 2 Current and Projected Vehicle Generation			
John Smith Road Landfill Traffic Study – San Benito County			
Daily Permitted Vehicles	Current 2020	W/ Expansion 50-year	Change Vehicles (%)
	600	600	0 (0%)
Average Days (weekdays)			
Daily in-county commercial trucks	31	37	+6 (20%)
Daily out-of-county commercial trucks	36	95	+59 (164%)
Daily in-county residential self-haul vehicles	188	222	+34 (18%)
Total	255	354	+99 (43%)
Saturday Days/Special Event Days (20 times a year on Saturdays and Sundays only)			
Daily in-county commercial trucks	9	11	+2 (22%)
Daily out-of-county commercial trucks	27	34	+7 (26%)
Daily In-county residential self-haul vehicles	433	533	+100 (23%)
Total	469	578	+109 (23%)
Source: John Smith Road Landfill Design Basis Report-Lawrence Associates. The above data includes employee vehicles. According to the landfill gate record, vehicle volumes are highest on regular Saturdays, not the special event days.			

Table 3 Historic Vehicle Generation						
John Smith Road Landfill Traffic Study – San Benito County						
	2016	2017	2018	2019	2020	W/ Expansion
Daily Permitted Vehicles	600	600	600	600	600	600
Average Days	199	222	216	240	238	364
Saturdays/Special Event Days	350	499	383	297	454	578
Source: John Smith Road Landfill Project Description, 2020 data, and projected expansion data include employee vehicles. Special events days occur 20 times yearly.						

As shown in the above Tables 2 and 3, with the proposed expansion the estimated number of vehicles entering the landfill would be 364 and 578 for average days and Saturdays (including special event days) respectively, and would not exceed the permitted 600 vehicles daily limit.

The landfill receives waste materials and debris from three sources: out-of-county commercial, in-county commercial, and local in-county residential (self-haul). The out-of-county commercial is solid waste transported from various jurisdictions mostly from Northern California. The in-county commercial vehicles are primarily Recology trucks originating in Gilroy that pick up solid waste and debris along their routes within the county, mostly in Hollister, and then transport them to the landfill. The in-county self-haul are residential solid waste materials and debris dropped off by residents from within the county, mostly in Hollister.

Out-of-County Commercial (Trucks)

Approximately 36 out-of-county trucks currently use SR 25 Shore Road, Fairview Road, and John Smith Road to access the landfill and use the same route to depart. As discussed earlier, the landfill has stopped receiving out-of-county commercial waste as of March 31, 2022.

In-County Commercial (Trucks)

In-county commercial trucks do not have a fixed haul route. According to the County, solid waste and debris trucks that originate from the Recology facility in Gilroy travel through various parts of the county, mostly through neighborhoods in Hollister to pick up waste and debris and then drop them off at the landfill. The only roads that the in-county commercial trucks must use regularly are John Smith Road and possibly a section of SR 25 between Gilroy and Hollister.

In-County Self Hauls (Pickups, SUVs, Vans, and Passenger Vehicles)

In-County Residential Self-Haul is solid waste and debris transported by residents from their homes to the landfill. As with in-county commercial, self-hauls do not have a fixed route. The only road the in-county self-haul must consistently use to drop off the waste and debris at the landfill is John Smith Road.

Figure 3 shows the out-of-county commercial haul route and the presumed haul routes for in-county commercial and in-county residential haul routes.

3.2 Out-of-County Haul-Route and Safety Review

Current and proposed haul routes for out-of-county trucks were reviewed to identify road layout and geometric designs, traffic controls, and collision history. In-county and residential self-hauls are not evaluated as they do not have designated haul routes. Below is a brief discussion of each of the haul routes. Collision history can provide information about any existing safety issues on a road.

Current Haul Route

The current haul route (Figure 3) consists of Shore Road, Fairview Road, and John Smith Road. It begins at the SR 25 and Shore Road intersection and ends at the landfill. The entire route measures 30 miles long with one travel lane in each direction plus additional turn lanes at major intersections. A section of Fairview Road between Hillcrest Road and Sunnyslope Road has two southbound lanes. Traffic at intersections at SR 156, McCloskey Road, Santa Ana Road, and Sunnyslope Road are controlled by traffic signals, while other side streets along the route are controlled either by stop signs or no signs. Road shoulders along its length are mostly unpaved and limited at some segments. Travel lanes are generally the standard 12-foot lane along Shore Road and Fairview Road but with no bike lanes or sidewalks. There are intermittent shoulders; some are paved while others are not. Travel lanes along John Smith Road are about 10 feet wide with limited and intermittent unpaved shoulders. The posted speed limit on Fairview Road is 55 mph. There is no posted speed limit sign on Shore Road or John Smith Road, but the prima facie speed limit under state law is 55 mph. The recorded vehicle speeds along the route are generally above 55 mph. Sight distance along the route generally is adequate. There are 97 reported collisions along the entire route between 2016 and 2020, or 19.4 on average annually.

A major traffic operational problem for this route is that the Fairview intersection at John Smith Road does not have a left-turn lane in the southbound direction to accommodate left-turning landfill-bound trucks. This can result in landfill-bound haul trucks blocking southbound traffic on Fairview Road as they wait for a gap in the traffic to make the left turn onto John Smith Road.

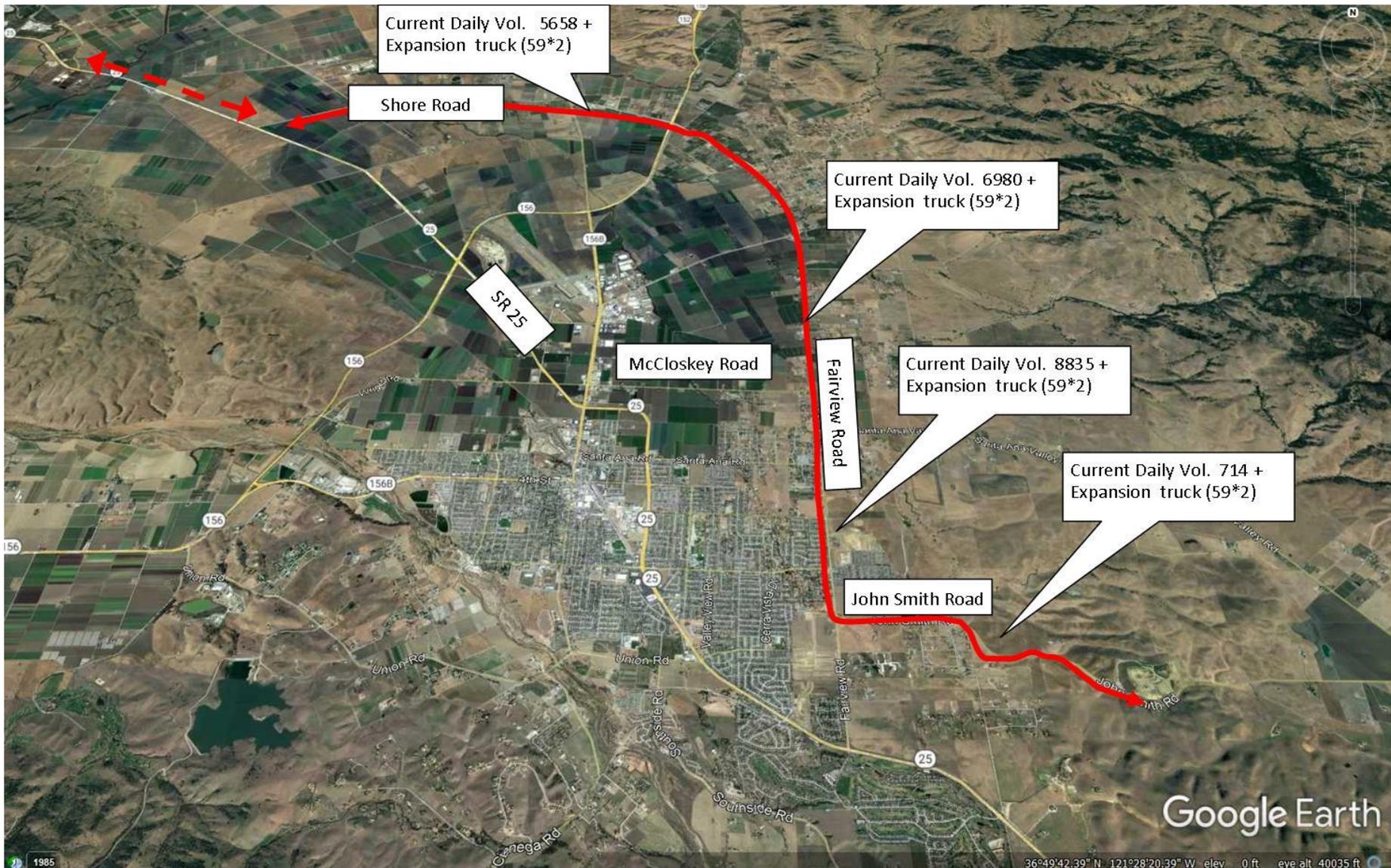


Figure 3 Existing Haul Route and Expansion Added Trucks (source: John Smith Road landfill Design Basis Report-Lawrence Associates)
John Smith Road Landfill Expansion Traffic Study - PHA Transportation Consultants

Proposed Haul Route (via McCloskey Road in and Shore Road Out)

The proposed haul route is about 28 miles long between the SR 25 and Shore Road intersection and the landfill and consists of SR 25 to Wright Road to McCloskey Road to Fairview Road to John Smith Road inbound; and John Smith Road to Fairview Road to Shore Road to SR 25 outbound (see Figure 4). SR 25 is a state highway with one travel lane in each direction and paved shoulders plus turn lanes at major intersections. Traffic at the intersection with SR 156 is controlled by a traffic signal while traffic at other intersections is controlled by stop signs on side streets. A section of SR 25 near the intersection with SR 156 is widened and has two travel lanes in each direction. The posted speed is 55 mph. Wright-McCloskey Road has one travel lane in each direction with unpaved shoulders but no bike lanes or sidewalks. Traffic is controlled by traffic signals at the intersections of SR 156 and Fairview Road, while side streets are controlled by stop signs or no signs at all. There is no posted speed limit along the segment but the recorded speed is above 55 mph and the prima facie speed limit under state law is 40 mph. Sight distance is generally good as there are no curves along this segment. The remainder of the route consists of Fairview Road and John Smith Road as discussed in the current haul route. There were 121 reported collisions along this route between 2016 and 2020, representing an average of 24.2 collisions annually.

With the proposed haul route, out-of-county trucks would approach the landfill via SR 25 turn left at Wright-McCloskey Road, then turn right at Fairview Road, and finally turn left at John Smith Road to enter the landfill. When departing, trucks would travel westbound on John Smith Road, turn right at Fairview Road and continue north to Shore Road and turn right at SR 25.

There are two potential problems with this route. First, the McCloskey Road approach to Fairview Road does not have an exclusive right-turn lane to accommodate the right-turning landfill-bound trucks. An exclusive right-turn lane to accommodate right-turning landfill-bound trucks is recommended. Additionally, haul trucks may not be able to negotiate the right turn due to the presence of the traffic signal poles and the utility pole at the corner. Second, the southbound Fairview Road approach to John Smith Road does not have a left-turn lane for left-turning landfill trucks, which could result in traffic blockage on Fairview Road as described for the current haul route. This will become an issue as more approved and cumulative development projects occur and add traffic to Fairview Road. A left-turn lane for trucks traveling southbound Fairview Road approach to John Smith Road is recommended.

Alternative 1 Haul-Route (via SR25/South Fairview Road)

This route begins at the SR 25 and Shore Road intersection and ends at John Smith Road Landfill (see Figure 5). It is made up of SR 25, a short segment of South Fairview Road, and John Smith Road. The segment of SR 25 has one travel lane in each direction plus turn lanes at major intersections. Paved shoulders are provided on both sides of the road. The intersection at Fairview Road is controlled by 4-way-stop signs with overhead stop signal heads at the SR 25 approaches. This route is about 30 miles long round trip (15 miles each way) and takes about 20 minutes of travel time in each direction.

With this haul route, out-of-county trucks would travel on SR 25 to South Fairview Road and then turn right at John Smith Road to enter the landfill. To depart, trucks would exit from John Smith Road and then turn right onto Fairview Road, Shore Road, and SR 25. This haul route would carry the same number of trucks as the proposed haul route but would split the traffic load two-way between the inbound and outbound routes. There were 274 reported traffic collisions between 2016 and 2020 along the inbound and outbound routes representing an average of 54.8 collisions annually.

A major problem with this route is that the northbound right-turn at the intersection of Fairview Road and John Smith Road is at a sharp angle that is difficult, if not impossible, for the larger landfill trucks to make the turn. The County previously had plans to relocate the intersection further north to align with St. Benedict Road to provide a four-way intersection with a traffic light; however, this project is no longer on the County's Capital Improvement Project list, which indicates that there are no plans to implement this project at this time. If the Board of Supervisors selected this Alternative, it would also need to direct staff to add the realignment project into the County's CIP. Until the realignment project was complete, an interim route would need to be identified, which could be the proposed route or Alternative 2, or the applicant could elect to construct the project with potential reimbursement.

Alternative 2 Haul-Route (via SR25/Best Road)

This route consists of trucks traveling farther south on SR 25 to Best Road, and then to John Smith Road (see Figure 6). The section of SR 25 has one travel lane in each direction. Alternative 2 is similar to Alternative 1 except that trucks would travel from SR 25 to Best Road, bypassing South Fairview Road, and then turn right to John Smith Road to enter the landfill. To depart, trucks would use the same route in reverse order. The length of this route measures 28 miles (14 miles each way) between SR 25 and Shore Road intersection and the landfill and has an estimated 51 minutes of travel time measured in both directions.

SR 25 has paved shoulders and a 55-mph posted speed limit. The intersection at Best Road is controlled by two-way stop signs at Best Road and South Ridgemark Drive. John Smith Road makes up the remainder of this route. Best Road has one travel lane in each direction measuring about 10 feet wide, which is about the same width as John Smith Road. It has a limited semi-paved shoulder on the east side of the road and a mostly grassy shoulder on the other side. There are no issues with turning capacity or geometries, and no need for any additional turn lanes. There is no posted speed limit sign on Best Road and the recorded speed is about 55 mph. The prima facie speed limit under state law on Best Road is 55 mph. The route has had 175 reported collisions between 2016 and 2020, representing an average of 35 collisions annually. Only one collision was reported on Best Road during the same five years because the remainder occurred in SR 25. Traffic at the Best Road and John Smith Road intersection is controlled by a stop sign at the Best Road approach.

3.3 Haul-Route Impact on Cumulative and Future Development

The existing route and the proposed Wright-McCloskey route each have substantial amounts of future residential development potential at 1.5 dwelling units (“du”)/acre (Wright-McCloskey) and higher (Fairview Road), compared to the Best Road route, which has a maximum residential allowed residential development density of 1 du/2.5 acre. Therefore future land development potential and activities would be affected by haul truck traffic. On the other hand, the Alternative 2 haul route (SR 25/Best Road) mostly stays along SR 25 and would have less impact on local development potentials and activities, except on Best Road which measures about 1.4 miles long and has the least traffic currently compared to other haul routes under consideration. Wright-McCloskey and Best Road each have about 50% Agricultural Rangeland designated uses abutting one side of the roads. According to data obtained from the County and field observation, there are several proposed and approved development projects along the Fairview Road corridor, and some of them are already under construction. Once these projects are completed and occupied, traffic along the Fairview Road corridor could increase substantially. This could result in increased congestion and the potential for traffic conflicts with project haul trucks.

The SR/25 Best Road route is along SR 25 except for about 2.75 miles along Best Road and John Smith Road. The existing and proposed routes both have substantial haul road distances along with County Road elements. Alternative 1, SR 25/South Fairview, has a greater haul distance percentage along SR 25 than the existing and proposed routes but is infeasible due to the sharp-angle intersection. The previous plan to realign the intersection may not happen after all according to County staff. If the Board of Supervisors selected this Alternative, it would also need to direct staff to add the realignment project into the County’s CIP. Until the realignment project was complete, an interim route would need to be identified, which could be the proposed route or Alternative 2, or the applicant could elect to construct the project with potential reimbursement.

3.4 Haul Route Truck Traffic Safety

According to the Statewide Integrated Traffic Records System (SWITRS), there were 1,466 reported collisions in San Benito County between 2016 and 2020. During the same period, there were 101 truck crashes reported, accounting for about 7% of all crashes in the county. SWITRS is a traffic collision database that collects and processes data gathered from a collision scene.

3.5 Haul Route Truck Travel on SR 25 vs. County Roads

The San Benito County 2035 General Plan Circulation Element Policy C-5.5 encourages the use of state and federal highways by inter-and intra-regional truck traffic. The intent is to reduce future impacts on County roads, including pavement deterioration, noise, and air quality impacts. Table 4, below describes the respective distances of the various haul route options, on SR 25 and County roads. As shown, there is a significant variation in the distance traveled on

County Roads. Alternative 2 – the SR 25/Best Road route achieves the least travel distance (4 miles/14%) on County Roads. In addition, Best Road and John Smith Road have both received recent pavement improvements.

Table 4 Distance Travelled on State Route 25 vs. County Roads			
John Smith Road Landfill Traffic Study – San Benito County			
Route	Total Distance	Distance on SR 25	Distance on County Roads
Current: Shore Road, Fairview Rd., John Smith Road	30.0	0.0	30 miles (100%)
Proposed: SR 25, Wright-McCloskey Rds, Fairview Rd., John Smith Rd.	28.0	6.0	22 miles (78%)
Alt. 1: SR 25/S. Fairview Rd. John Smith Rd.	29.0	14.0	15 miles (52%)
Alt. 2: SR 25, Best Rd., John Smith Rd.	28	24.0	4 miles (14%)
Route measured from SR 25/Shore Road Intersection to JSR Landfill in both directions			

3.6 Haul Route Comparisons Summary

Figures 4, 5, and 6 show the proposed and alternative haul routes; Table 4 compares haul routes in terms of design characteristics and potential traffic-related issues. Figure 7 shows the previously planned realigned intersection of Fairview Road and John Smith Road (which is no longer in the County's CIP). Figure 8 shows haul route traffic collisions by road segments.

The current haul route and the proposed haul route via Wright-McCloskey Road would both have the ability to accommodate trucks traveling to and from the landfill. However, the traffic signal poles and utility poles at the southwest corner of the Fairview and McCloskey Road intersection would need to be relocated to provide for haul trucks to turn right. Further, the lack of a left-turn lane at the southbound approach of Fairview Road and John Smith Road intersection to accommodate landfill trucks may become a problem as more approved and cumulative development projects occur along Fairview Road, generating more traffic. Similarly, the sharp right-turn angle in the northbound direction of Fairview Road at John Smith Road essentially eliminates the Alternative 1 haul route from Fairview to the north unless the Board of Supervisors adds that project back in the CIP.

Additionally, as described above, future residential development potential, with associated traffic increases, would be lowest along the Best Road SR 25 route (Alternative 2). Alternative 2 also has the shortest distance on County roads and is therefore superior to the other routes in

terms of compliance with County Policy C-5.5, discussed above. Based on these factors, the Alternative 2 haul route (SR 25/Best Road) would have the least impact on current and future local traffic circulation and safety.

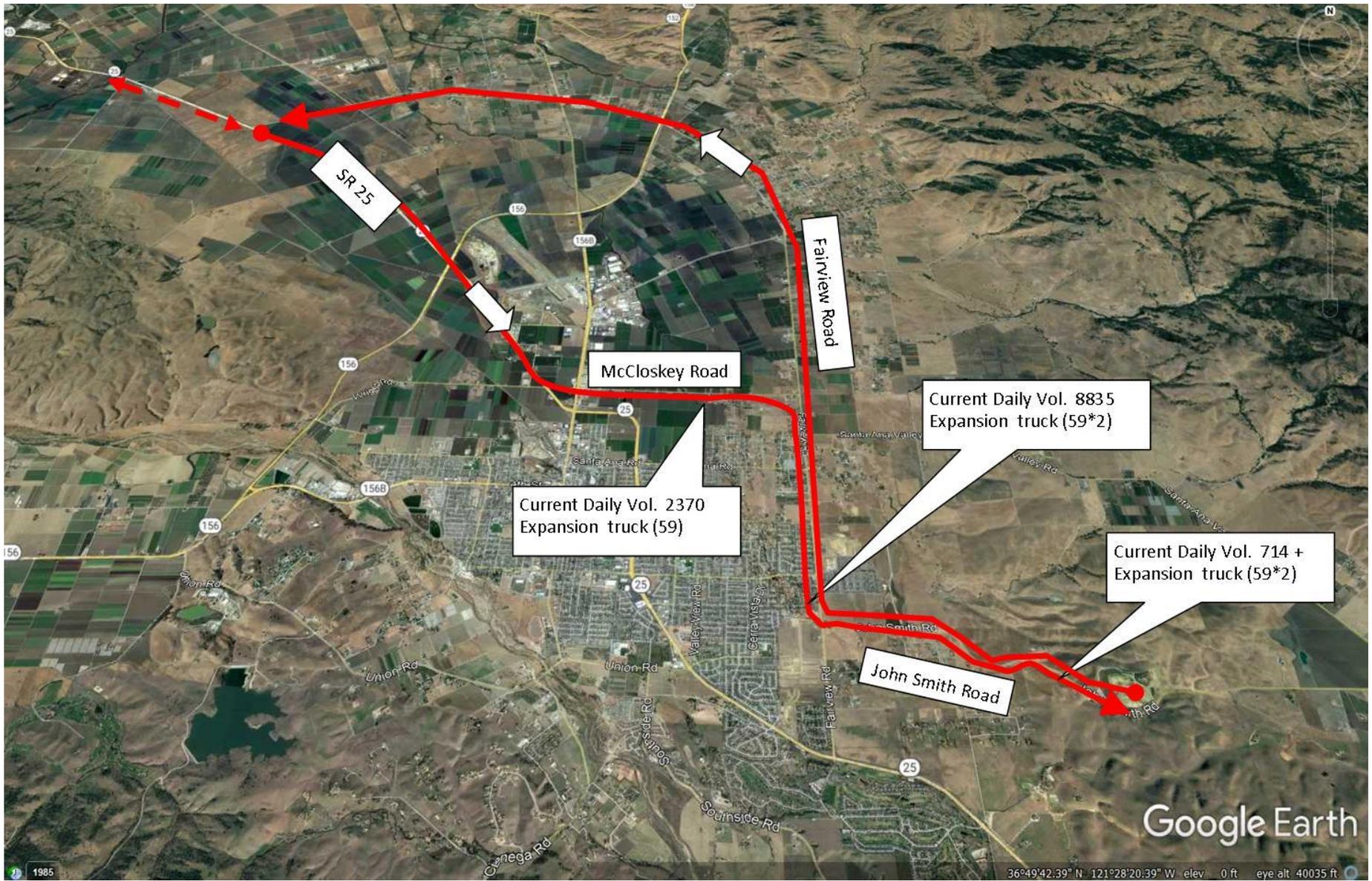


Figure 4 Proposed Haul Route (source: John Smith Road Landfill Design Basis Report-Lawrence Associates)
John Smith Road Landfill Traffic Study- PHA Transportation Consultants

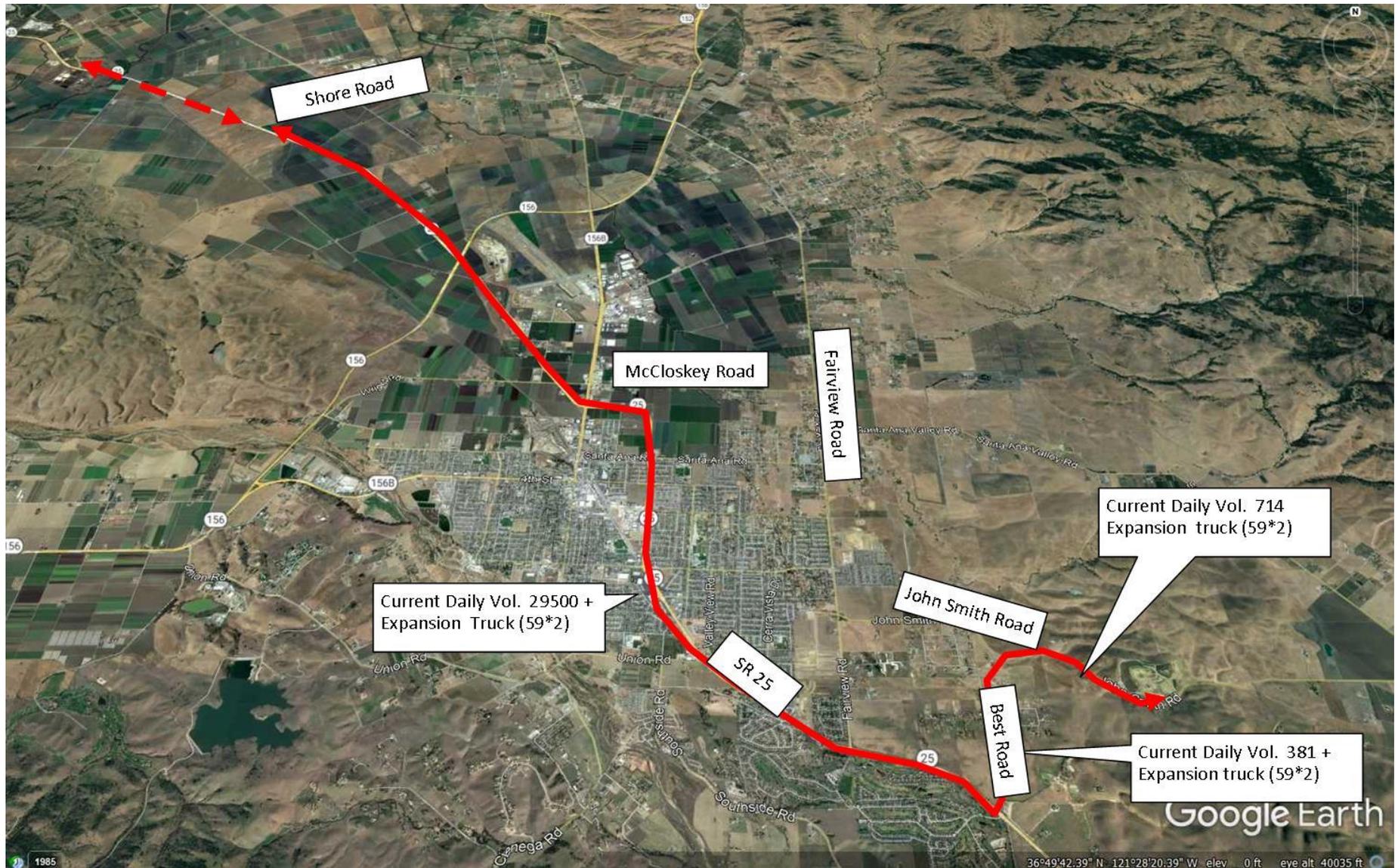


Figure 6 Proposed Alt.2 Haul Route (source: John Smith Road Landfill Design Basis Report-Lawrence Associates)
John Smith Road Landfill Expansion Traffic Study



Figure 7 Previously Proposed John Smith Road Realignment (source: Lawrence & Associates 2021)
John Smith Road Landfill Traffic Study- PHA Transportation Consultants

Table 5 Haul-Route Design Characteristics and Traffic Safety
 John Smith Road Landfill Expansion Traffic Study

Haul Routes	Travel Lanes	Paved Shoulder	Bike Lanes	Observed Speed (mph)	Travel Directions	Travel Time (min)	Pavement Condition	Traffic Collisions 2016-2020	Potential Haul-Route Operational Hazards and Collisions
Current (see Figure 3)									
Out-of-County Trucks Route length- 30 miles (State Route: 0 miles County Road: 30 miles)	2	On SR 25 Segment only	No	>50	Both	41.2	Varies- Generally Fair to Poor	97	Lack of SB left-turn Lane at Fairview Rd. and John Smith Rd. intersection.
Proposed (see Figure 4)									
Out-of-County Trucks Route length- 28 mi. (State Route: 6 miles County Road: 22 miles)	2	On SR 25 Segment only	No	>50	Inbound Outbound (Split)	20.2 19.4	Varies- Generally Good to Poor	121	Lack of WB right-turn lane at the intersection of McCloskey/Fairview; Traffic signal and utility poles in the way at the SW corner of the intersection. Lack of SB left-turn Lane at Fairview Rd and John Smith Rd. intersection.
Alternate 1 (see Figure 5)									
Out-of-County Trucks Route length- 29 miles. (State Route: 14 miles County Road: 15 miles)	2	On SR 25 Segment only	No	>50	Inbound Outbound (Split)	20.0 20.0	Inbound is Very good Outbound is Fair to Poor	273	Sharp angle at NB right-turn from S. Fairview Rd. to John Smith Rd.
Alternate 2 (see Figure 6)									
Out-of-County Trucks Route length- 28 miles. (State Route: 24 miles County Road: 4 miles)	2	On SR 25 Segment only	No	>50	Both	50.1	Very Good	175	Narrow travel lanes < 12 feet wide, the same as John Smith Rd.
In-county trucks and Residential self-haul vehicles are not evaluated here as they do not have designated haul routes. Distance=Measured in both directions (round trip) for inbound and outbound. Travel time: Measured in minutes over 5 runs on a weekday in both directions from Google Maps. Each run includes a range of high and low travel times. Travel times are recorded from 8 am to 4 pm at 2-hour intervals. Collision: Total collisions of 5 years between 2016 and 2020 were obtained from the TIMS (Transportation Injuries Mapping System) website at UC Berkeley with data provided by CHP/SWITRS. Route lengths include inbound and outbound. The total reported traffic collisions for San Benito County were 14,66 between 2016 and 2020.									

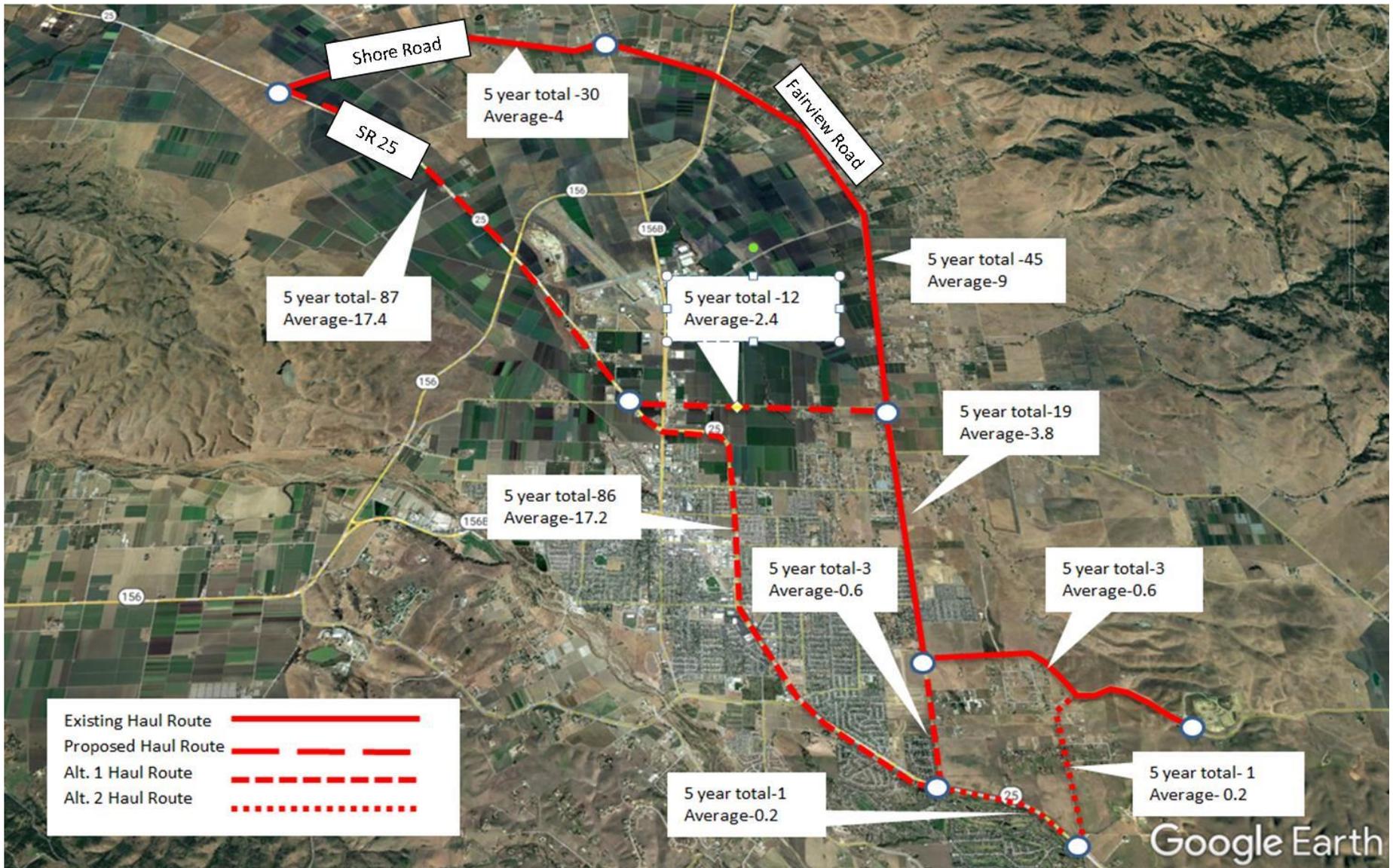


Figure 8 Haul Route Traffic Collisions by Road Segments (Collisions by year are attached in the appendices)
 John Smith Road Landfill Traffic Study- PHA Transportation Consultants

3.7 JSR Landfill VMT Analysis

The implementation of SB 743 requires land development projects to evaluate Vehicle Miles Travelled (VMT) instead of the delay and level-of-Service at streets and intersections. The December 2018 “Technical Advisory on Evaluating Transportation Impacts in CEQA” issued by the Governor’s Office of Planning and Research, suggests that some projects may be screened out from VMT impacts or analysis as their impacts may generally be assumed to cause less than significant VMT impacts. One of these screening criteria is small projects that generate less than 110 ADT trips.

The proposed expansion would increase the current weekday automobile and light truck counts from 188 to 222 by 2050. This represents 34 vehicles or 68 Average Daily Traffic (“ADT”). The expansion also would add two employees or 4 daily one-way trips. As a result, the expansion would add a total of 72 ADT automobile trips, which is under the 110 automobile ADT screening threshold that OPR identified as appropriate for VMT.

The expansion also would add 6 in-county commercial haul trucks and 59 out-of-county commercial haul trucks daily on weekdays. However, CEQA does not require trucks to be included in the VMT analysis. As noted in the Office of Planning and Research's (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA states "For this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks (SUVs and pick-up trucks).

3.8 Pavement Impact Analysis

The landfill expansion is expected to add 59 trucks to the previous 36 trucks daily along the haul route. These are 5-axle trucks weighing 80,000 pounds and measuring between 53 and 55 feet long. Because of this, a pavement strength analysis was conducted to identify the potential impact of the added trucks on the road pavement along the haul route.

The pavement analysis focuses on the Traffic Index (TI), which is a measurement of the expected impact to the street pavement caused by the heavy trucks and other large vehicles. The index is calculated based on percentages of various types of heavy vehicles, such as buses, and trucks of various axles. Higher truck composition and percentages yield a higher TI and would require a higher pavement strength design.

The TI for road segments along the proposed haul routes were calculated for the “before” and “after” the proposed expansion to identify expected changes. The assumption is that the impact is not significant if the calculated TI remains unchanged for the before and after conditions.

The landfill received 36 out-of-county commercial trucks until March 31, 2022, when out-of-county importation was ceased. The proposed expansion will add 59 out-of-county trucks. In-county trucks and residential self-hauls were not included in the analysis as in-county trucks generally pick up waste and debris from various neighborhoods and do not have designated routes except that they all would have to use John Smith Road. In-county commercial would add fewer than 10 trucks with the proposed expansion. Residential self-haulers are mostly pickups, vans, and small trucks that are not considered in the Traffic Index (TI) calculation formula.

Table 5 summarizes the analysis results. As indicated, the proposed expansion would have a measurable impact on most study segments along the proposed haul route and alternative haul routes. This means the pavement on the selected haul route needs to be strengthened to accommodate the added trucks.

The pavement of Best Road and John Smith Road both appear in good condition. The Best Road pavement appears new with new lane-line markings. In 2016 and 2019, John Smith Road was re-paved to have a TI = 8.0 with a pavement design life of 20 years. In 2022, Best Road was reconstructed with a new pavement section also based on a TI = 8.0 with a pavement design life of 20 years.

Table 6 Traffic Index (TI) Analysis John Smith Road Landfill Expansion Traffic Study							
Proposed and Alternative Haul-Routes		March 2022 Traffic			W/Expansion		
Street	Segment	Daily Volumes ¹	Number of Trucks ²	Traffic Index	Added Trucks		Traffic Index
					In County ⁴	Out of County ⁵	
Proposed Haul- Route							
McCloskey Rd.	San Felipe Rd.-Fairview Rd.	2370/1236	255	8.5	0	59	9.5
N. Fairview Rd.	McCloskey Rd.- South of Hillcrest Rd	8835/4582	707	9.5	0	59	10.5
John Smith Rd.	Fairview Rd.-Best Rd.	1071/550	179	8.5	6	59	9.5
John Smith Rd.	Best Rd.-JSR Landfill	714/361	109	8.5	6	59	9.5
Alt.1 Haul-Route ³							
S. Fairview Rd.	SR 25-John Smith Rd.	3882/1999	484	9.0	0	59	10.0
John Smith Rd.	Fairview Rd.-Best Rd.	1071/550	179	8.5	6	59	9.5
John Smith Rd.	Best Rd.-JSR Landfill	714/361	109	8.5	6	59	9.5
N. Fairview Rd.	John Smith Rd.-South of Hillcrest Rd.	8835/4582	707	9.5	0	59	10.5
Alt.2 Haul-Route							
Best Rd.	SR 25-John Smith Rd.	381/198	46	6.5	0	59	9.0
John Smith Rd.	Best Rd.-JSR Landfill	714/361	109	8.5	6	59	9.5
<p>¹ Daily volume in both directions/heavy directions only.</p> <p>² Number of trucks, heavy direction only and includes only buses and trucks with 2 axles, 6 tires, and trucks with up to 7 or more axles needed for TI calculation</p> <p>³ Alt.1 Haul-route has separate routes for inbound and outbound trucks.</p> <p>⁴ In-county commercial trucks are assumed 3-axle. In-county trucks do not have a designated route but they will eventually enter the site via John Smith Road.</p> <p>⁵ Out-of-county commercial trucks are assumed 5-axle in the TI analysis.</p> <p>The above TI Analyses are based on a 20- year service life.</p> <p>IDAX Data Solutions conducted traffic surveys in March 2022 during mid-week days and provided the traffic data.</p>							

3.9 Vehicle Queuing Analysis

The landfill currently receives 255 vehicles daily on average days and 469 vehicles on Saturdays and special event days that occur also on Saturdays (special event days occur 20 times yearly on Saturdays only but generate fewer vehicles compared to normal Saturdays). With the proposed expansion, the daily vehicle count would gradually build up to 364 and 578 vehicles, respectively, for average days and Saturdays over the next 50 years.

The landfill currently has one access gate for checking in and weighing incoming vehicles. The queuing lane between the check-in point and John Smith Road measures about 850-900 feet long. The average incoming vehicle count for January to March 2022 was about 247 vehicles on average days and 297 on weekends (including special event days), while the maximum was 421 vehicles occurring on Saturday, January 29 (a special event day). According to the landfill operator, the normal processing time (check-in) for each incoming vehicle is between 1 and 3 minutes. The County reports that queuing onto John Smith Road has occurred on the annual free Disposal Day and weekend special-event days, as well as other times on weekends (Loupe, pers. com.). The daily incoming vehicle records for 2021, and January, February, and March 2022 are attached in the appendices.

According to field observations conducted on Saturday morning April 23, 2022, landfill customers began arriving shortly after 8 am. There were about 20 vehicles (mostly pickup trucks with trailers) waiting in the queuing lane before the check-in gate opened at 9 am. The vehicle queue extended to the end of the queuing lane plus two vehicles waiting in the left-turn lane on John Smith Road. Once the check-in point opened, the queues began to dissipate. Over the five-hour observation period between 8 am and 1 pm, no vehicle queues extended beyond the queuing lane onto John Smith Road, except the two vehicles before the gate opened. Figure 9 shows the vehicle queue length. As observed, the queue rarely exceeded the 650 feet mark, which is the end of the raised median just east of the gate fence. (Links to the survey videotapes are included in the appendices.)

With the proposed expansion, daily incoming vehicles would gradually increase by 23% to 578; the landfill also would add another check-in gate and would have 2 internal queuing lanes, each 850 feet long, for a total of 1,700 feet in length. Assuming the same incoming vehicle arrival, queuing patterns, and vehicle mix after the expansion, the projected vehicle queues would likely be about 1,000 feet long with one check-in point. With two check-in points, the vehicle queue could be cut in half, to 500 feet. Table 6 shows the current and the projected vehicle queues after the expansion are fully realized. From a more conservative angle, assuming a uniform 35-foot space for each vehicle and 54 vehicles waiting ahead of the check-in point before it opens, the queue length would be 1,890 feet long. This scenario is not likely based on the field observation of the vehicle queuing patterns and behavior.

<p align="center">Table 7 Queuing Lane Analysis John Smith Road Landfill Expansion Traffic Study</p>					
Field Observation (Saturday) (4/23/2022)	Observed Current Incoming Vehicles	Observed Vehicle Queues Length (feet)	Projected Incoming Vehicle (+23%) (w/expansion)	Projected Queue Length (feet) Based on Observation	Projected Queue Length (feet) Based on 35'/Vehicle
08:00-09:00	22	850± ¹	30	850+210'	1050
09:00-10:00	32	650±	40	650+280'	1400
10:00-11:00	44	650±	54	650+350'	1890
11:00-12:00	41	650±	50	650+315'	1750
12:00-13:00	44	650±	54	650+350'	1890
13:00-14:00	37 ²	650±	46	650+315'	1890
14:00-15:00	40 ²	650±	49	650+315'	1890

¹ Waiting vehicles were stationary and not parked close together ² Based on landfill count data
 Projected vehicle queue length:
 40 [(projected incoming vehicles- 32(observed incoming vehicles))*40'(30' vehicle+10'headway)
 35': Estimated length of average pickup trucks + trailers. About 60% of vehicles entering the site were pickup trucks with trailers



Figure 9 Landfill Access Gate -looking east
 John Smith Road Landfill Traffic Study- PHA Transportation Consultants

Additional queuing analyses conducted using a computer model indicated that with the current condition, at an average of 2-minute check-in time, the queue on the average would be 12 vehicles and the average wait time would be 22 minutes for each vehicle, assuming between 30 and 40 hourly incoming vehicles. With a 1-minute check-in time (to assume two checkpoints working simultaneously), the queue would be about 6 vehicles, assuming about 40 hourly incoming vehicles. The new two-check-in and two queuing lanes with 850 feet each can adequately handle the projected vehicle queues. (The computer model analysis is attached in the appendices.)

3.10 Site Access Driveway Operations

The current project site plan shows two inbound lanes and one outbound lane at the access driveway (see Figure 10). No improvements (i.e. left turn lane) are proposed for John Smith Road at the new driveway intersection. The site plan shows that the new driveway would be located about 600 feet to the west of the current access driveway. Based on the 55-mph current vehicle speed on John Smith Road, the driveway should have a sight distance of 350 feet in both directions under the dry pavement conditions, and 550 feet under the wet pavement conditions and assuming a 0% grade. The County recommends a minimum sight distance of 550 feet. (Loupe, pers. com). Some vegetation trimming may be necessary to achieve this sight distance.

John Smith Road is narrow, has no shoulders, and has potential sight distance problems. While traffic on John Smith Road may not justify a left-turn lane now, this could change when more developments occur along John Smith Road in the future. Based on field observations at the current access driveway in the morning, the queuing lane was full of vehicles waiting to get in before the gate was open. As a result, there were several landfilled bound vehicles sitting and waiting at the left-turn lane. Without a left-turn lane, traffic sitting on John Smith Road waiting to enter the landfill before its opening time could block eastbound traffic.

Therefore, it is recommended, at a minimum, that the applicant shall construct a left-turn lane at the proposed new access on John Smith Road to provide for left-turn access to the site. Additionally, the applicant shall install a stop sign for the landfill exit lane onto John Smith Road.

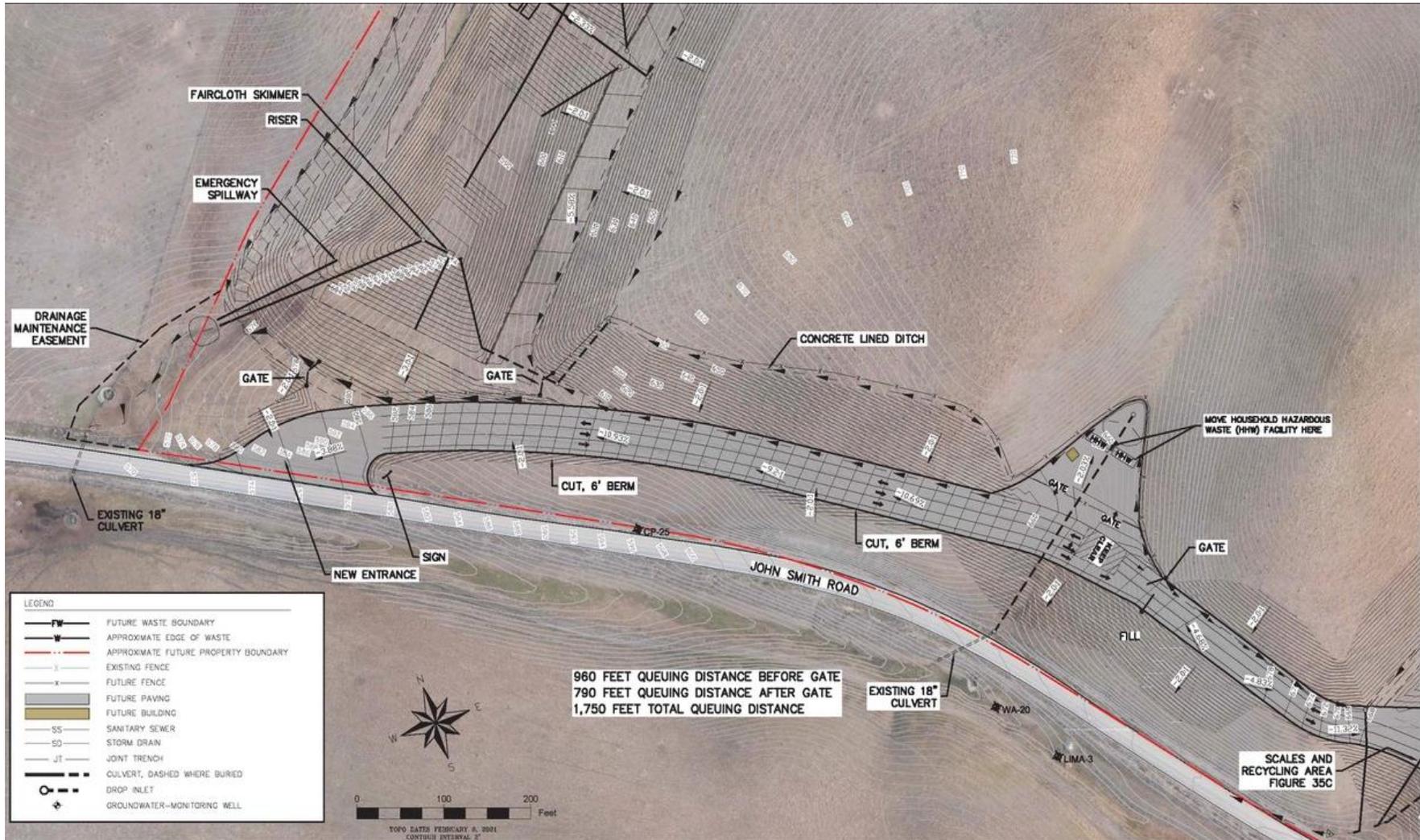


Figure 10 Proposed John Smith Road Landfill Entrance (source: Lawrence & Associates 2021)
 John Smith Road Landfill Traffic Study- PHA Transportation Consultants

4. Summary of Impacts and Mitigations

The above analysis examined the potential landfill expansion impact in terms of vehicle traffic generation, current and proposed haul-route operation, impact on VMT, road pavement, access driveway operation, and access gate vehicle queues. Below is a brief discussion of these potential impacts and recommended mitigation measures.

4.1 Impact Summary

Vehicle Traffic Impact

The landfill currently generates 255 vehicles daily on average days. The proposed expansion would increase the number of vehicles to 364 over the next 50 years. On weekend peak days and special event days, the number of vehicles would increase from 469 to 578 and will not exceed the 600 vehicles daily permitted. Current traffic volumes on all potential access roads to the landfill are well below their designed capacities and would accommodate the added traffic at acceptable levels of service. However, with the lack of a southbound left-turn lane at the intersection of Fairview Road and John Smith Road, landfill-bound trucks waiting to turn left to John Smith Road could block through traffic traveling south. Also, as previously described, trucks traveling northbound on Fairview Road towards the intersection cannot negotiate the sharp-angle turn on John Smith Road. As such, it is recommended that landfill haul trucks avoid using haul routes that must pass through this intersection.

Haul Route Impact

The current haul route via Shore Road, Fairview Road, and John Smith Road and the other three proposed haul routes under consideration measure between 28 and 30-miles in length (round trip from the SR 25 and Shore Road intersection to the landfill). In terms of travel time, the current haul route, the proposed haul route and the Alternative 1 haul route all have a similar travel time of about 40 minutes (round trip), while the Alternative 2 haul route has an estimated 50-minute travel time (round trip). In short, these haul routes are comparable in terms of distance and travel time.

In terms of collision experience, the current haul route has a total of 97 reported collisions between 2016 and 2020, or 19.4 collisions annually on average. The proposed haul route via Wright-McCloskey Road has 120 reported collisions over the same five-year period with an average of 24 annually. The Alternative 1 haul route has the highest reported collisions of 273 cases over 5 years, or 54.6 annually. This is because Alternative 1 includes two routes, one inbound and one outbound. The Alternative 2 haul route has a total of 175 reported collisions, or 35 annually. Alternate 2 also has the highest daily traffic volumes of the four haul routes as much of its length is along SR 25 which is a state route providing regional access and carrying a much higher daily traffic volume.

With the current haul route via Shore Road and Fairview Road and the proposed haul route via Wright-McCloskey Road, haul trucks and self-haul vehicles traveling to the landfill would have to make a left turn from southbound Fairview Road to travel east on John Smith Road, where a left-turn lane is not available. The left-turning trucks could block the southbound through traffic on Fairview Road, especially as planned and future development continues to occur along Fairview Road. Additionally, the proposed haul route via Wright-McCloskey Road, and Fairview Road would have difficulties navigating through the right-turn from McCloskey Road to Fairview Road because of the signal and utility poles at the southwest corner of the intersection, unless the signal poles and utility poles are relocated.

Similarly, with the Alternative 1 route truck drivers would have to drive north on Fairview Road from SR 25 and then turn right onto John Smith Road to travel to the landfill. However, the sharp right-turn angle at the Fairview Road and John Smith Road intersection makes the right-turn maneuver highly difficult for trucks. The County has a plan to realign the Fairview Road and John Smith Road intersection, but it is not known when or whether the realignment will occur, as there are environmental and cost issues involved with that project.

The current haul route, proposed haul route, and the Alternative 1 haul routes all must pass through one or more segments of Fairview Road and, as a result, would impact local traffic circulation along Fairview Road. Because of the above, the Alternative 2 haul route via SR 25 and Best Road appears to have the fewest traffic-related impacts because it only passes through a segment of road with minimal traffic and development activities and would therefore have the least impact. The only negative aspect of this haul route is that Best Road is narrow, but it is the same width as John Smith Road (both are about 20 feet wide) and both provide sufficient width for haul trucks.

Impact on VMT (Vehicle Miles Travel)

The proposed John Smith Road Landfill expansion is a “Small Project” as it would generate fewer automobile trips than the 110 new one-way-trip thresholds and therefore is assumed not to have a significant impact on VMT.

Truck Impact on Pavement

The added trucks would have an impact on haul route pavements and most of them would need to be upgraded. The current pavement design on the John Smith Road segment, however, would be able to accommodate the added trucks based on the TI analysis. According to County data, Best Road was recently paved based on a TI = 8.0 with a pavement design life of 20 years.

It is recommended the project proponent work with the County Public Works Department to identify any upgrades that would be needed if Best Road is to be used as the haul route for out-of-county trucks.

Vehicle Queuing Impact

A vehicle queuing analysis conducted for both current conditions and the proposed expansion indicated the current queuing lane has adequate capacity to accommodate the current demand. The double queuing lanes with two check-in points would be able to handle the vehicle queuing needs with the proposed expansion, with no queuing extending onto John Smith Road.

4.2 Recommendations

Below is a summary of recommendations identified in this report for the potential haul routes:

Proposed Wright-McCloskey Road Haul Route:

- Repave Wright-McCloskey Road and pay the project's fair share to repave other road segments along the haul route to be determined by the County.
- Provide an eastbound right-turn lane at the McCloskey/Fairview Road intersection; Relocate the utility poles at the southwest corner and traffic signal poles.
- Add a southbound left-turn lane at the Fairview Road/John Smith Road intersection.

Alternative 1 Haul Route:

- Participate and pay the project's fair share to relocate and modify the Fairview Road and John Smith Road intersection further north as County proposed.
- Pay the project's fair share for repaving road segments along the haul route on Fairview Road and John Smith Road as determined by the County.

Alternative 2 Haul Route:

- Best Road and John Smith Road have been recently paved and are in good condition. However, haul trucks will have a long-term impact on the road segments' pavement. As such, the project should pay its fair-share to repave these two road segments in the future.

Driveway Access

The project site plan shows that the new driveway entrance would be located at about 600 feet to the west of the current access driveway, and will have two inbound lanes and one outbound lane. Additionally:

- Install a stop sign to control traffic exiting from the landfill.
- Maintain a left-turn lane a100 feet long on John Smith Road at the site Entrance.

- Provide a minimum 550 feet long sight distance in both directions of the driveway at John Smith Road.

John Smith Road Landfill Expansion Traffic Study

Technical Appendices

PHA Transportation Consultants

June 2022

Traffic Counts

Vehicle Classification Report Summary



Location: Fairview Rd, BTW San Felipe Road and SR 156

Count Direction: Eastbound / Westbound

Date Range: 3/9/2022 to 3/9/2022

Site Code: 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Eastbound	00	00000	0000	0	0000	00	0	0	00	0	00	0	0	00000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Westbound	0	00000	0000	0	0000	00	0	0	00	00	0	0	00	00000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Total	00	00000	00000	0	0000	00	0	00	0000	00	00	0	00	00000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000

FHWA Vehicle Classification	
Class 00 Motorcycles	Class 00 Four or More Axle Single Trailer Trucks
Class 00 Passenger Cars	Class 00 Single Axle Single Trailer Trucks
Class 00 Other Tractor/Agricultural Tractor Single Unit Trucks	Class 00 Single or More Axle Single Trailer Trucks
Class 00 Buses	Class 00 Single or More Axle Multi Trailer Trucks
Class 00 Tractor/Agricultural Single Unit Trucks	Class 00 Single Axle Multi Trailer Trucks
Class 00 Tractor/Agricultural Single Unit Trucks	Class 00 Single or More Axle Multi Trailer Trucks
Class 00 Four or More Axle Single Unit Trucks	

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01



Wednesday, March 9, 2022
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	29
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	28
0000 AM	0	00	00	0	00	0	0	0	00	0	0	0	0	97
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	81
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	56
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	104
0000 AM	0	00	00	0	00	0	0	0	00	0	0	0	0	123
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	141
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	189
0000 PM	0	000	00	0	00	0	0	0	00	0	0	0	0	224
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	306
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	354
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	360
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	259
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	133
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	77
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	47
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	29
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	20
Total	10	1,671	549	2	347	11	0	9	78	2	11	4	3	2,697
Percent	0.4%	62.0%	20.4%	0.1%	12.9%	0.4%	0.0%	0.3%	2.9%	0.1%	0.4%	0.1%	0.1%	

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01



Wednesday, March 9, 2022
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	30
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	181
0000 AM	0	000	000	0	00	00	0	0	0	0	0	0	0	453
0000 AM	0	000	000	0	00	00	0	0	0	0	0	0	0	477
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	277
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	202
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	175
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	134
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	149
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	114
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	127
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	115
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	115
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	119
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	89
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	53
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	58
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	24
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	9	1,515	720	2	535	72	0	8	45	29	4	2	20	2,961
Percent	0.3%	51.2%	24.3%	0.1%	18.1%	2.4%	0.0%	0.3%	1.5%	1.0%	0.1%	0.1%	0.7%	

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	29
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	28
0000 AM	0	00	00	0	00	0	0	0	00	0	0	0	0	97
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	81
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	56
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	104
0000 AM	0	00	00	0	00	0	0	0	00	0	0	0	0	123
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	141
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	189
0000 PM	0	000	00	0	00	0	0	0	00	0	0	0	0	224
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	306
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	354
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	360
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	259
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	133
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	77
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	47
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	29
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	20
Total	10	1,671	549	2	347	11	0	9	78	2	11	4	3	2,697
Percent	0.4%	62.0%	20.4%	0.1%	12.9%	0.4%	0.0%	0.3%	2.9%	0.1%	0.4%	0.1%	0.1%	

Not a consideration on data site hours of data

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01



**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	29
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	28
0000 AM	0	00	00	0	00	0	0	0	00	0	0	0	0	97
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	81
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	56
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	104
0000 AM	0	00	00	0	00	0	0	0	00	0	0	0	0	123
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	141
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	189
0000 PM	0	000	00	0	00	0	0	0	00	0	0	0	0	224
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	306
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	354
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	360
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	259
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	133
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	77
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	47
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	29
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	20
Total	10	1,671	549	2	347	11	0	9	78	2	11	4	3	2,697
Percent	0.4%	62.0%	20.4%	0.1%	12.9%	0.4%	0.0%	0.3%	2.9%	0.1%	0.4%	0.1%	0.1%	

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01



3-Day (Tuesday - Thursday) Average
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	30
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	181
0000 AM	0	000	000	0	00	00	0	0	0	0	0	0	0	453
0000 AM	0	000	000	0	00	00	0	0	0	0	0	0	0	477
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	277
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	202
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	175
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	134
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	149
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	114
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	127
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	115
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	115
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	119
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	89
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	53
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	58
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	24
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	9	1,515	720	2	535	72	0	8	45	29	4	2	20	2,961
Percent	0.3%	51.2%	24.3%	0.1%	18.1%	2.4%	0.0%	0.3%	1.5%	1.0%	0.1%	0.1%	0.7%	

Vehicle Speed Report Summary

Location: Fairview Rd, BTW San Felipe Road and SR 156
Count Direction: Eastbound / Westbound
Date Range: 3/9/2022 to 3/9/2022
Site Code: 01

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
Study Total																		
Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Study Percentile Speed Summary	Total Study Speed Statistics
Eastbound	Eastbound
50th Percentile (Median) 0.000 p	Mean (Average) Speed 0.000 p
85th Percentile 0.000 p	85th Percentile 0.000 p
95th Percentile 0.000 p	Percent in Pass 0.000 p
Westbound	Westbound
50th Percentile (Median) 0.000 p	Mean (Average) Speed 0.000 p
85th Percentile 0.000 p	85th Percentile 0.000 p
95th Percentile 0.000 p	Percent in Pass 0.000 p

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01

Wednesday, March 9, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
60:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
65:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189
70:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224
75:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306
80:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	354
85:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360
90:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259
95:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	0	0	6	8	27	47	29	54	209	583	781	663	222	51	12	3	2	2,697
Percent	0.0%	0.0%	0.2%	0.3%	1.0%	1.7%	1.1%	2.0%	7.7%	21.6%	29.0%	24.6%	8.2%	1.9%	0.4%	0.1%	0.1%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	50th	50th p	Mean	Average Speed	50th	50th p
85th Percentile		85th	85th p	85th	85th Percentile	85th	85th p
95th Percentile		95th	95th p	Percent in Pass		95th	95th p

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01

Wednesday, March 9, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	277
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	2	7	7	25	45	76	207	569	803	614	383	125	48	34	16	2,961
Percent	0.0%	0.0%	0.1%	0.2%	0.2%	0.8%	1.5%	2.6%	7.0%	19.2%	27.1%	20.7%	12.9%	4.2%	1.6%	1.1%	0.5%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	50th	50th p	Mean	Average	Speed	50th
90th Percentile		90th	90th p	90th	Percentile		90th
95th Percentile		95th	95th p	Percent in	Pass		95th

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
13:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81
14:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
16:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
17:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
18:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189
19:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224
20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306
21:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	354
22:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360
23:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	0	0	6	8	27	47	29	54	209	583	781	663	222	51	12	3	2	2,697
Percent	0.0%	0.0%	0.2%	0.3%	1.0%	1.7%	1.1%	2.0%	7.7%	21.6%	29.0%	24.6%	8.2%	1.9%	0.4%	0.1%	0.1%	

Not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30 pph	Mean Average Speed	30 pph
85th Percentile	35 pph	85th Percentile	35 pph
95th Percentile	40 pph	Percent in Pass	35 pph

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 01

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	277
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	2	7	7	25	45	76	207	569	803	614	383	125	48	34	16	2,961
Percent	0.0%	0.0%	0.1%	0.2%	0.2%	0.8%	1.5%	2.6%	7.0%	19.2%	27.1%	20.7%	12.9%	4.2%	1.6%	1.1%	0.5%	

Not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile Median	30 p	Mean Average Speed	30 p
85th Percentile	45 p	50th Percentile	30 p
95th Percentile	50 p	Percent in Pass	30 p

Location: Fairview Rd, BTW San Felipe Road and SR 156
 Date Range: 3/9/2022 - 3/15/2022
 Site Code: 01

Time	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Mid-Week Average					
	3/9/2022			3/10/2022			3/11/2022			3/12/2022			3/13/2022			3/14/2022			3/15/2022								
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
0000 AM	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00
0000 AM	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00
0000 AM	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00
0000 AM	0	00	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00
0000 AM	00	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	000	000
0000 AM	00	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	000	000
0000 AM	00	477	505	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	477	505	
0000 AM	00	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	000	000
0000 AM	00	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	000	000
0000 AM	00	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	000	000
0000 AM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 AM	123	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	123	000	000
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	000	127	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	127	000
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	000	000	473	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	473
0000 PM	360	00	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	360	00	000
0000 PM	000	00	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	00	000
0000 PM	000	00	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	00	000
0000 PM	00	00	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	00	000
0000 PM	00	00	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	00	00
0000 PM	00	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	0	00
Total	00000	00000	00000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	00000	00000	00000
Prcont	000	000	0	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	000	000	0
AM Pa0	00000	00000	00000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	00000	00000	00000
0ol0	000	000	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	000	000	000
PM Pa0	00000	00000	00000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	00000	00000	00000
0ol0	000	000	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	000	000	000

Midweek average includes data for Tuesday and Thursday

Vehicle Classification Report Summary



Location: Fairview Rd, North of Lone Tree Rd

Count Direction: Northbound / Southbound

Date Range: 3/15/2022 to 3/15/2022

Site Code: 02

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FHWA Vehicle Classification	
Class 0 Motor Vehicles	Class 0 Four or More Axle Single Trailer Trucks
Class 0 Passenger Cars	Class 0 Single Axle Single Trailer Trucks
Class 0 Other Two Axle Four Tire Single Unit Trucks	Class 0 Single or More Axle Single Trailer Trucks
Class 0 Buses	Class 0 Single or More Axle Multi Trailer Trucks
Class 0 Two Axle Single Tire Single Unit Trucks	Class 0 Single Axle Multi Trailer Trucks
Class 0 Three Axle Single Unit Trucks	Class 0 Single or More Axle Multi Trailer Trucks
Class 0 Four or More Axle Single Unit Trucks	

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02



Tuesday, March 15, 2022
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	66
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	160
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	220
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	409
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	238
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	138
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	159
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	157
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	186
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	188
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	254
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	301
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	235
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	209
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	125
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	120
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	90
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	43
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	6	2,016	847	7	435	8	0	4	35	3	2	0	3	3,366
Percent	0.2%	59.9%	25.2%	0.2%	12.9%	0.2%	0.0%	0.1%	1.0%	0.1%	0.1%	0.0%	0.1%	

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02



Tuesday, March 15, 2022
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	41
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	130
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	234
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	275
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	143
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	146
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	147
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	159
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	196
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	284
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	380
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	452
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	371
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	285
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	142
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	90
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	52
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	27
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	13	2,067	889	5	601	8	0	6	24	1	0	0	0	3,614
Percent	0.4%	57.2%	24.6%	0.1%	16.6%	0.2%	0.0%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	66
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	160
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	220
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	409
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	238
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	138
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	159
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	157
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	186
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	188
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	254
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	301
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	235
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	209
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	125
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	120
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	90
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	43
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	6	2,016	847	7	435	8	0	4	35	3	2	0	3	3,366
Percent	0.2%	59.9%	25.2%	0.2%	12.9%	0.2%	0.0%	0.1%	1.0%	0.1%	0.1%	0.0%	0.1%	

Not a representative condition on days it is hours of data

Location: Fairview Rd, North of Lone Tree Rd
Date Range: 3/15/2022 to 3/15/2022
Site Code: 02

Total Study Average Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	41
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	130
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	234
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	275
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	143
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	146
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	147
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	159
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	196
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	284
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	380
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	452
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	371
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	285
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	142
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	90
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	52
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	13	2,067	889	5	601	8	0	6	24	1	0	0	0	3,614
Percent	0.4%	57.2%	24.6%	0.1%	16.6%	0.2%	0.0%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	

Not a consideration on data it's hours of data

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02



3-Day (Tuesday - Thursday) Average
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	66
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	160
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	220
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	409
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	238
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	138
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	159
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	157
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	186
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	188
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	254
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	301
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	235
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	209
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	125
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	120
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	90
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	43
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	6	2,016	847	7	435	8	0	4	35	3	2	0	3	3,366
Percent	0.2%	59.9%	25.2%	0.2%	12.9%	0.2%	0.0%	0.1%	1.0%	0.1%	0.1%	0.0%	0.1%	

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02



3-Day (Tuesday - Thursday) Average
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	00	0	0	00	0	0	0	0	0	0	0	0	41
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	130
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	234
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	275
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	143
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	146
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	147
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	159
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	196
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	284
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	380
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	452
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	371
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	285
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	142
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	90
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	52
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
Total	13	2,067	889	5	601	8	0	6	24	1	0	0	0	3,614
Percent	0.4%	57.2%	24.6%	0.1%	16.6%	0.2%	0.0%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Fairview Rd, North of Lone Tree Rd
Count Direction: Northbound / Southbound
Date Range: 3/15/2022 to 3/15/2022
Site Code: 02

	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	
Study Total																	
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Study Percentile Speed Summary	Total Study Speed Statistics
Northbound	Northbound
50th Percentile Median 0 p	Mean Average Speed 0 p
85th Percentile 0 p	85th Percentile 0 p
95th Percentile 0 p	Percent in Pass 0
Southbound	Southbound
50th Percentile Median 0 p	Mean Average Speed 0 p
85th Percentile 0 p	85th Percentile 0 p
95th Percentile 0 p	Percent in Pass 0

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02

Tuesday, March 15, 2022
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	409
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157
60:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186
65:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188
70:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254
75:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301
80:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235
85:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209
90:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
95:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	1	2	24	75	71	100	177	430	849	873	504	182	51	19	6	2	3,366
Percent	0.0%	0.0%	0.1%	0.7%	2.2%	2.1%	3.0%	5.3%	12.8%	25.2%	25.9%	15.0%	5.4%	1.5%	0.6%	0.2%	0.1%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	50th	50th p	Mean	43.0	43.0	43.0 p
90th Percentile		90th	90th p	90th Percentile	75.0	75.0	75.0 p
95th Percentile		95th	95th p	Percent in Pass	100	100	100 p

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02

Tuesday, March 15, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380
20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	452
25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371
30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285
35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	0	3	5	15	51	87	127	100	241	681	1,139	786	278	68	21	10	2	3,614
Percent	0.0%	0.1%	0.1%	0.4%	1.4%	2.4%	3.5%	2.8%	6.7%	18.8%	31.5%	21.7%	7.7%	1.9%	0.6%	0.3%	0.1%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile	Median	pph	Mean	Arrival Speed	pph
85th Percentile		pph	85th Percentile		pph
95th Percentile		pph	Percent in Pass		pph

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	409
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	1	2	24	75	71	100	177	430	849	873	504	182	51	19	6	2	3,366
Percent	0.0%	0.0%	0.1%	0.7%	2.2%	2.1%	3.0%	5.3%	12.8%	25.2%	25.9%	15.0%	5.4%	1.5%	0.6%	0.2%	0.1%	

not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30 p	Mean Average Speed	30 p
85th Percentile	30 p	85th Percentile	30 p
95th Percentile	30 p	Percent in Pass	30 p

Location: Fairview Rd, North of Lone Tree Rd
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 02

**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	452
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	0	3	5	15	51	87	127	100	241	681	1,139	786	278	68	21	10	2	3,614
Percent	0.0%	0.1%	0.1%	0.4%	1.4%	2.4%	3.5%	2.8%	6.7%	18.8%	31.5%	21.7%	7.7%	1.9%	0.6%	0.3%	0.1%	

Not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	50th p	Mean Average Speed	50th p
85th Percentile	85th p	85th Percentile	85th p
95th Percentile	95th p	Percent in Pass	95th p

Vehicle Classification Report Summary



Location: Fairview Rd, S/O Hillcrest Rd

Count Direction: Northbound / Southbound

Date Range: 3/9/2022 to 3/9/2022

Site Code: 03

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	00	00000	00000	00	000	00	0	0	00	0	0	0	0	00000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Southbound	00	00000	00000	0	000	00	0	00	00	00	0	0	00	00000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Total	00	00000	00000	00	00000	00	0	00	00	00	0	0	00	00000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000

FHWA Vehicle Classification	
Class 00 Motorcycles	Class 00 Four or More Axle Single Trailer Trucks
Class 00 Passenger Cars	Class 00 Single Axle Single Trailer Trucks
Class 00 Other Tractor/Agricultural Tractor Single Unit Trucks	Class 00 Single or More Axle Single Trailer Trucks
Class 00 Buses	Class 00 Single or More Axle Multi Trailer Trucks
Class 00 Tractor/Agricultural Tractor Single Unit Trucks	Class 00 Single Axle Multi Trailer Trucks
Class 00 Tractor/Agricultural Single Unit Trucks	Class 00 Single or More Axle Multi Trailer Trucks
Class 00 Four or More Axle Single Unit Trucks	

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03



Wednesday, March 9, 2022
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	18
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	88
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	179
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	227
0000 AM	0	000	000	0	00	0	0	0	0	0	0	0	0	443
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	410
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	229
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	185
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	246
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	240
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	232
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	278
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	407
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	332
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	237
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	176
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	136
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	85
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	53
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	16	2,554	1,036	16	547	22	0	9	38	3	5	1	6	4,253
Percent	0.4%	60.1%	24.4%	0.4%	12.9%	0.5%	0.0%	0.2%	0.9%	0.1%	0.1%	0.0%	0.1%	

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03



Wednesday, March 9, 2022
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	38
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	151
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	291
0000 AM	0	000	000	0	00	0	0	0	0	0	0	0	0	403
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	145
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	223
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	207
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	265
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	334
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	357
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	435
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	445
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	479
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	292
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	187
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	140
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	79
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	43
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	21
Total	23	2,750	1,102	8	576	53	0	18	23	13	2	0	14	4,582
Percent	0.5%	60.0%	24.1%	0.2%	12.6%	1.2%	0.0%	0.4%	0.5%	0.3%	0.0%	0.0%	0.3%	

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	18
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	88
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	179
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	227
0000 AM	0	000	000	0	00	0	0	0	0	0	0	0	0	443
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	410
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	229
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	185
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	246
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	240
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	232
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	278
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	407
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	332
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	237
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	176
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	136
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	85
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	53
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	16	2,554	1,036	16	547	22	0	9	38	3	5	1	6	4,253
Percent	0.4%	60.1%	24.4%	0.4%	12.9%	0.5%	0.0%	0.2%	0.9%	0.1%	0.1%	0.0%	0.1%	

Not a representative condition on days with hours of data

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03



**Total Study Average
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	38
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	151
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	291
0000 AM	0	000	000	0	00	0	0	0	0	0	0	0	0	403
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	145
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	223
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	207
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	265
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	334
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	357
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	435
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	445
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	479
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	292
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	187
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	140
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	79
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	43
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	21
Total	23	2,750	1,102	8	576	53	0	18	23	13	2	0	14	4,582
Percent	0.5%	60.0%	24.1%	0.2%	12.6%	1.2%	0.0%	0.4%	0.5%	0.3%	0.0%	0.0%	0.3%	

Not a representative on consideration of data site hours of data

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03



3-Day (Tuesday - Thursday) Average
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	18
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	88
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	179
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	227
0000 AM	0	000	000	0	00	0	0	0	0	0	0	0	0	443
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	410
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	229
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	185
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	246
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	240
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	232
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	278
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	407
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	332
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	237
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	176
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	136
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	85
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	53
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	27
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	16	2,554	1,036	16	547	22	0	9	38	3	5	1	6	4,253
Percent	0.4%	60.1%	24.4%	0.4%	12.9%	0.5%	0.0%	0.2%	0.9%	0.1%	0.1%	0.0%	0.1%	

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03



3-Day (Tuesday - Thursday) Average
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	38
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	151
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	291
0000 AM	0	000	000	0	00	0	0	0	0	0	0	0	0	403
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	145
0000 AM	0	000	00	0	00	0	0	0	0	0	0	0	0	223
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	207
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	265
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	334
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	357
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	435
0000 PM	0	000	000	0	00	0	0	0	0	0	0	0	0	445
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	479
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	292
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	187
0000 PM	0	000	00	0	00	0	0	0	0	0	0	0	0	140
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	79
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	43
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	21
Total	23	2,750	1,102	8	576	53	0	18	23	13	2	0	14	4,582
Percent	0.5%	60.0%	24.1%	0.2%	12.6%	1.2%	0.0%	0.4%	0.5%	0.3%	0.0%	0.0%	0.3%	

Vehicle Speed Report Summary

Location: Fairview Rd, S/O Hillcrest Rd
Count Direction: Northbound / Southbound
Date Range: 3/9/2022 to 3/9/2022
Site Code: 03

	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	
Study Total																	
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Study Percentile Speed Summary	Total Study Speed Statistics
Northbound	Northbound
50th Percentile (Median) 0.00 p	Mean Average Speed 0.00 p
85th Percentile 0.00 p	85th Percentile 0.00 p
95th Percentile 0.00 p	Percent in Pass 0.00 p
Southbound	Southbound
50th Percentile (Median) 0.00 p	Mean Average Speed 0.00 p
85th Percentile 0.00 p	85th Percentile 0.00 p
95th Percentile 0.00 p	Percent in Pass 0.00 p

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03

Wednesday, March 9, 2022
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	443
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	410
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240
01:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232
01:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	407
01:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332
01:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176
01:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136
01:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
01:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
01:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	1	1	2	3	12	114	543	1,177	1,233	781	277	75	26	2	6	0	4,253
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	2.7%	12.8%	27.7%	29.0%	18.4%	6.5%	1.8%	0.6%	0.0%	0.1%	0.0%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	75th	90th	Mean	Standard Deviation	95th	99th
50th Percentile		75th	90th	95th Percentile	99th Percentile	95th	99th
50th Percentile		75th	90th	Percent in Range			

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03

Wednesday, March 9, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	403
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207
60:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265
65:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334
70:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	357
75:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	435
80:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	445
85:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	479
90:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292
95:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Total	0	4	0	2	8	42	165	581	1,186	1,550	785	197	44	10	6	1	1	4,582
Percent	0.0%	0.1%	0.0%	0.0%	0.2%	0.9%	3.6%	12.7%	25.9%	33.8%	17.1%	4.3%	1.0%	0.2%	0.1%	0.0%	0.0%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	50th	50th	Mean	Arrival Speed	50th	50th
90th Percentile		90th	90th	90th	Percentile	90th	90th
95th Percentile		95th	95th	Percentile	Percentile	95th	95th

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	443
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	410
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	407
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	1	1	2	3	12	114	543	1,177	1,233	781	277	75	26	2	6	0	4,253
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	2.7%	12.8%	27.7%	29.0%	18.4%	6.5%	1.8%	0.6%	0.0%	0.1%	0.0%	

not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	35.00 mph	Mean Average Speed	35.00 mph
85th Percentile	45.00 mph	50th Percentile	35.00 mph
95th Percentile	55.00 mph	Percent in Pass	0.00

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 03

**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	403
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	357
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	435
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	445
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	479
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Total	0	4	0	2	8	42	165	581	1,186	1,550	785	197	44	10	6	1	1	4,582
Percent	0.0%	0.1%	0.0%	0.0%	0.2%	0.9%	3.6%	12.7%	25.9%	33.8%	17.1%	4.3%	1.0%	0.2%	0.1%	0.0%	0.0%	

Not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	pph	Mean Average Speed	pph
85th Percentile	pph	85th Percentile	pph
95th Percentile	pph	Percent in Pass	pph

Location: Fairview Rd, S/O Hillcrest Rd
 Date Range: 3/9/2022 - 3/15/2022
 Site Code: 03

Time	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Mid-Week Average					
	3/9/2022			3/10/2022			3/11/2022			3/12/2022			3/13/2022			3/14/2022			3/15/2022								
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
0000 AM	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00
0000 AM	0	00	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00
0000 AM	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00
0000 AM	00	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00
0000 AM	00	00	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	000
0000 AM	000	00	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	000
0000 AM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	000
0000 AM	443	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	443	000	000
0000 AM	000	403	813	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	403	813
0000 AM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 AM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 AM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	407	000	842	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	407	000	842
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	000	479	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	479	000
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	000	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	000	000	000
0000 PM	00	000	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	000	000
0000 PM	00	00	000	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	00	00	000
0000 PM	0	00	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	0	00	0	00	000
Total	00000	00000	00000	0	0	0000	0	0	0000	0	0	0000	0	0	0000	0	0	0000	0	0	0000	0	0	0000	00000	00000	00000
Prnt	000	000	0	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	000	000	0
AM Pa	00000	00000	00000	0	0	00000	0	0	00000	0	0	00000	0	0	00000	0	0	00000	0	0	00000	0	0	00000	00000	00000	00000
ol	000	000	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	000	000	000
PM Pa	00000	00000	00000	0	0	00000	0	0	00000	0	0	00000	0	0	00000	0	0	00000	0	0	00000	0	0	00000	00000	00000	00000
ol	000	000	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	0	0	000	000	000	000

Midweek average includes data for Tuesday and Thursday

Location: Fairview Rd, 2000' N/O SR-25
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 04



Wednesday, March 9, 2022
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	25
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	61
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	207
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	144
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	102
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	101
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	108
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	151
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	174
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	168
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	132
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	110
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	67
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	45
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	40
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	10	852	653	4	447	2	0	3	21	2	5	0	0	1,999
Percent	0.5%	42.6%	32.7%	0.2%	22.4%	0.1%	0.0%	0.2%	1.1%	0.1%	0.3%	0.0%	0.0%	

Location: Fairview Rd, 2000' N/O SR-25
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 04



Wednesday, March 9, 2022
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	00	0	0	0	0	0	0	0	0	21
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	64
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	115
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	107
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	85
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	104
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	96
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	105
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	138
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	126
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	182
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	184
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	183
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	125
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	93
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	71
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	42
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	4	673	730	2	446	2	0	3	17	2	3	0	1	1,883
Percent	0.2%	35.7%	38.8%	0.1%	23.7%	0.1%	0.0%	0.2%	0.9%	0.1%	0.2%	0.0%	0.1%	

Location: Fairview Rd, 2000' N/O SR-25
Date Range: 3/9/2022 to 3/9/2022
Site Code: 04

**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	25
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	61
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	207
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	144
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	102
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	101
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	108
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	151
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	174
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	168
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	132
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	110
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	67
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	45
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	40
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	10	852	653	4	447	2	0	3	21	2	5	0	0	1,999
Percent	0.5%	42.6%	32.7%	0.2%	22.4%	0.1%	0.0%	0.2%	1.1%	0.1%	0.3%	0.0%	0.0%	

Not a representative of data on days of the week

Location: Fairview Rd, 2000' N/O SR-25
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 04



3-Day (Tuesday - Thursday) Average
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	25
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	61
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	207
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	144
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	102
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	101
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	108
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	109
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	151
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	174
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	168
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	132
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	110
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	67
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	45
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	40
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	10	852	653	4	447	2	0	3	21	2	5	0	0	1,999
Percent	0.5%	42.6%	32.7%	0.2%	22.4%	0.1%	0.0%	0.2%	1.1%	0.1%	0.3%	0.0%	0.0%	

Location: Fairview Rd, 2000' N/O SR-25
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 04



3-Day (Tuesday - Thursday) Average
 Southbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	4	673	730	2	446	2	0	3	17	2	3	0	1	1,883	
Percent	0.2%	35.7%	38.8%	0.1%	23.7%	0.1%	0.0%	0.2%	0.9%	0.1%	0.2%	0.0%	0.1%		

Vehicle Speed Report Summary

Location: Fairview Rd, 2000' N/O SR-25
Count Direction: Northbound / Southbound
Date Range: 3/9/2022 to 3/9/2022
Site Code: 04

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
Study Total																		
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Study Percentile Speed Summary	Total Study Speed Statistics
Northbound	Northbound
50th Percentile Median 0 p	Mean Average Speed 0 p
85th Percentile 0 p	85th Percentile 0 p
95th Percentile 0 p	Percent in Pass 0
Southbound	Southbound
50th Percentile Median 0 p	Mean Average Speed 0 p
85th Percentile 0 p	85th Percentile 0 p
95th Percentile 0 p	Percent in Pass 0

Location: Fairview Rd, 2000' N/O SR-25
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 04

Wednesday, March 9, 2022
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	1	1	2	0	1	6	38	155	332	531	505	274	105	34	8	4	2	1,999
Percent	0.1%	0.1%	0.1%	0.0%	0.1%	0.3%	1.9%	7.8%	16.6%	26.6%	25.3%	13.7%	5.3%	1.7%	0.4%	0.2%	0.1%	

Daily Percentile Speed Summary				Speed Statistics			
01st Percentile	Median	99th Percentile	pp	Mean Average Speed	pp		
05th Percentile		95th Percentile	pp	5th Percentile	pp		
10th Percentile		90th Percentile	pp	Percent in Pass	pp		

Location: Fairview Rd, 2000' N/O SR-25
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 04

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	1	1	2	0	1	6	38	155	332	531	505	274	105	34	8	4	2	1,999
Percent	0.1%	0.1%	0.1%	0.0%	0.1%	0.3%	1.9%	7.8%	16.6%	26.6%	25.3%	13.7%	5.3%	1.7%	0.4%	0.2%	0.1%	

Not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
1st Percentile	Median	Mean	Standard Deviation
5th Percentile		5th Percentile	95th Percentile
95th Percentile		Percent in Pass	

Location: Fairview Rd, 2000' N/O SR-25
 Date Range: 3/9/2022 - 3/15/2022
 Site Code: 04

Time	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Mid-Week Average		
	3/9/2022			3/10/2022			3/11/2022			3/12/2022			3/13/2022			3/14/2022			3/15/2022					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	00	0	00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	0	00
0000 AM	00	00	00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	00	00
0000 AM	000	00	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	00	000
0000 AM	207	115	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	115	322
0000 AM	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000
0000 AM	000	00	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	00	000
0000 AM	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000
0000 AM	000	00	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	00	000
0000 PM	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000
0000 PM	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000
0000 PM	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000
0000 PM	174	000	356	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	000	356
0000 PM	000	184	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	184	000
0000 PM	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000
0000 PM	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000
0000 PM	00	00	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	00	000
0000 PM	00	00	00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	00	00
0000 PM	00	00	00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	00	00
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00
Total	00000	00000	00000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00000	00000	00000
Prnt	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	0
AM Pa	00000	00000	00000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00000	00000	00000
ol	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000
PM Pa	00000	00000	00000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00000	00000	00000
ol	000	000	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000	000	000

Midweek average includes data not on Tuesday and Thursday

Vehicle Classification Report Summary



Location: McCloskey Rd, 1700' W/O Fairview Rd

Count Direction: Eastbound / Westbound

Date Range: 3/9/2022 to 3/9/2022

Site Code: 05

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Eastbound	0	000	000	0	000	00	0	0	0	0	0	0	0	0000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Westbound	0	000	000	00	000	00	0	0	0	0	0	0	0	0000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Total	00	00000	000	00	000	00	0	0	00	0	0	0	0	00000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000

FHWA Vehicle Classification	
Class 00 Motor0000s	Class 000our or 0000r A00 Sin000Trail0r Tru00s
Class 00 Pass0n00r Cars	Class 00000A00 Sin000Trail0r Tru00s
Class 00 Ot00r T00oA00000our0Tir0 Sin000 nit 00000s	Class 000Si0or Mor0 A00 Sin000Trail0r Tru00s
Class 000us0s	Class 000000 or 0000r A00 Multi0Trail0r Tru00s
Class 00 T00oA000Si00Tir00Sin0000nit Tru00s	Class 000Si0A00 Multi0Trail0r Tru00s
Class 00 T0r000A00 Sin0000nit Tru00s	Class 000S000n or Mor0 A00 Multi0Trail0r Tru00s
Class 000our or Mor0 A00 Sin0000nit Tru00s	

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05



Wednesday, March 9, 2022
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	49
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	85
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	89
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	79
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	62
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	67
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	80
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	95
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	94
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	115
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	138
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	105
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	48
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	36
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	31
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	21
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	5	656	320	8	206	27	0	2	6	4	1	0	1	1,236
Percent	0.4%	53.1%	25.9%	0.6%	16.7%	2.2%	0.0%	0.2%	0.5%	0.3%	0.1%	0.0%	0.1%	

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05



Wednesday, March 9, 2022
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	31
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	55
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	122
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	118
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	81
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	69
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	78
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	64
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	76
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	74
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	91
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	86
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	54
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	54
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	6	662	284	10	146	15	0	2	7	1	1	0	0	1,134
Percent	0.5%	58.4%	25.0%	0.9%	12.9%	1.3%	0.0%	0.2%	0.6%	0.1%	0.1%	0.0%	0.0%	

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	49
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	85
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	89
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	79
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	62
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	67
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	80
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	95
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	94
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	115
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	138
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	105
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	48
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	36
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	31
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	21
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	5	656	320	8	206	27	0	2	6	4	1	0	1	1,236
Percent	0.4%	53.1%	25.9%	0.6%	16.7%	2.2%	0.0%	0.2%	0.5%	0.3%	0.1%	0.0%	0.1%	

Not a representative condition on days it is hours of data

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	31
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	55
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	122
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	118
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	81
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	69
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	78
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	64
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	76
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	74
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	91
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	86
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	54
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	54
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	6	662	284	10	146	15	0	2	7	1	1	0	0	1,134
Percent	0.5%	58.4%	25.0%	0.9%	12.9%	1.3%	0.0%	0.2%	0.6%	0.1%	0.1%	0.0%	0.0%	

Not a road on consideration data site hours of data

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05



3-Day (Tuesday - Thursday) Average
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	49
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	85
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	89
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	79
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	62
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	67
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	80
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	95
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	94
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	115
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	138
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	105
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	48
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	36
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	31
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	21
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	5	656	320	8	206	27	0	2	6	4	1	0	1	1,236
Percent	0.4%	53.1%	25.9%	0.6%	16.7%	2.2%	0.0%	0.2%	0.5%	0.3%	0.1%	0.0%	0.1%	

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05



3-Day (Tuesday - Thursday) Average
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	31
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	55
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	122
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	118
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	81
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	69
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	78
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	64
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	76
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	74
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	91
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	86
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	54
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	54
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	6	662	284	10	146	15	0	2	7	1	1	0	0	1,134
Percent	0.5%	58.4%	25.0%	0.9%	12.9%	1.3%	0.0%	0.2%	0.6%	0.1%	0.1%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: McCloskey Rd, 1700' W/O Fairview Rd
Count Direction: Eastbound / Westbound
Date Range: 3/9/2022 to 3/9/2022
Site Code: 05

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
Study Total																		
Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Study Percentile Speed Summary	Total Study Speed Statistics
Eastbound	Eastbound
50th Percentile (Median) 0.00%	Mean (Average) Speed 0.00%
85th Percentile 0.00%	85th Percentile 0.00%
95th Percentile 0.00%	Percent in Pass 0.00%
Westbound	Westbound
50th Percentile (Median) 0.00%	Mean (Average) Speed 0.00%
85th Percentile 0.00%	85th Percentile 0.00%
95th Percentile 0.00%	Percent in Pass 0.00%

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05

Wednesday, March 9, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
60:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
65:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
70:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
75:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
80:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138
85:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
90:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
95:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	1	3	11	12	42	131	301	358	240	92	27	11	4	0	3	1,236
Percent	0.0%	0.0%	0.1%	0.2%	0.9%	1.0%	3.4%	10.6%	24.4%	29.0%	19.4%	7.4%	2.2%	0.9%	0.3%	0.0%	0.2%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	50th	50th p	Mean	Standard Deviation	50th	50th p
90th Percentile		90th	90th p	90th Percentile	90th Percentile	90th	90th p
95th Percentile		95th	95th p	Percent in Pass	Percent in Pass	Percent	Percent

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05

Wednesday, March 9, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	1	9	51	131	322	333	194	67	17	5	2	0	0	1,134
Percent	0.0%	0.0%	0.0%	0.2%	0.1%	0.8%	4.5%	11.6%	28.4%	29.4%	17.1%	5.9%	1.5%	0.4%	0.2%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile	Median	pph	Mean	Arrival Speed	pph
90th Percentile		pph	90th Percentile		pph
95th Percentile		pph	Percent in Pass		pph

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	1	3	11	12	42	131	301	358	240	92	27	11	4	0	3	1,236
Percent	0.0%	0.0%	0.1%	0.2%	0.9%	1.0%	3.4%	10.6%	24.4%	29.0%	19.4%	7.4%	2.2%	0.9%	0.3%	0.0%	0.2%	

not available on days it is not possible to collect data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30 pph	Mean Average Speed	30 pph
85th Percentile	35 pph	85th Percentile	35 pph
95th Percentile	40 pph	Percent in Pass	35 pph

Location: McCloskey Rd, 1700' W/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 05

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	1	9	51	131	322	333	194	67	17	5	2	0	0	1,134
Percent	0.0%	0.0%	0.0%	0.2%	0.1%	0.8%	4.5%	11.6%	28.4%	29.4%	17.1%	5.9%	1.5%	0.4%	0.2%	0.0%	0.0%	

not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30.00 mph	Mean Average Speed	30.00 mph
85th Percentile	40.00 mph	85th Percentile	40.00 mph
95th Percentile	50.00 mph	Percent in Pass	0.00

Vehicle Classification Report Summary



Location: John Smith Rd, 1500' E/O Fairview Rd
Count Direction: Eastbound / Westbound
Date Range: 3/9/2022 to 3/9/2022
Site Code: 06

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Eastbound	0	000	000	00	000	0	0	0	00	0	0	0	0	000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Westbound	0	000	000	00	00	00	0	0	00	0	0	0	0	000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Total	0	000	000	00	000	00	0	0	00	0	0	0	0	00000
Percent	0000	00000	00000	0000	00000	0000	0000	0000	0000	0000	0000	0000	0000	00000

FHWA Vehicle Classification	
Class 00 Motorcycles	Class 0000 Four or More Axle Single Trailer Trucks
Class 00 Passenger Cars	Class 000000 Axle Single Trailer Trucks
Class 00 Other Tractor/Agricultural Tractor Single Unit Trucks	Class 0000 Single or More Axle Single Trailer Trucks
Class 00 Buses	Class 000000 or 0000 or Axle Multi Trailer Trucks
Class 00 Tractor/Agricultural Single Unit Trucks	Class 0000 Single Axle Multi Trailer Trucks
Class 00 Tractor/Agricultural Single Unit Trucks	Class 0000 Single or More Axle Multi Trailer Trucks
Class 0000 Four or More Axle Single Unit Trucks	

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06



Wednesday, March 9, 2022
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	31
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	35
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	31
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	43
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	49
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	44
13:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	35
14:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	38
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	59
16:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	34
17:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	31
18:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	26
19:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19
20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
21:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
22:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	163	178	13	131	9	0	1	24	1	0	0	0	521
Percent	0.2%	31.3%	34.2%	2.5%	25.1%	1.7%	0.0%	0.2%	4.6%	0.2%	0.0%	0.0%	0.0%	

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06



Wednesday, March 9, 2022
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	37
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	48
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	34
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	51
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	49
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	37
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	37
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	40
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	47
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	38
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	217	196	13	79	16	0	1	26	0	0	0	0	550
Percent	0.4%	39.5%	35.6%	2.4%	14.4%	2.9%	0.0%	0.2%	4.7%	0.0%	0.0%	0.0%	0.0%	

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	31
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	35
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	31
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	43
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	49
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	44
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	38
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	59
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	34
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	31
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	26
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	163	178	13	131	9	0	1	24	1	0	0	0	521
Percent	0.2%	31.3%	34.2%	2.5%	25.1%	1.7%	0.0%	0.2%	4.6%	0.2%	0.0%	0.0%	0.0%	

Not a representative on consideration of data it is hours of data

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	37
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	48
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	34
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	51
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	49
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	37
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	37
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	40
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	47
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	38
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	217	196	13	79	16	0	1	26	0	0	0	0	550
Percent	0.4%	39.5%	35.6%	2.4%	14.4%	2.9%	0.0%	0.2%	4.7%	0.0%	0.0%	0.0%	0.0%	

Not a representative on consideration of data site hours of data

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06



3-Day (Tuesday - Thursday) Average
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	00	0	0	00	0	0	0	0	0	0	0	0	31
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	35
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	31
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	43
0000 AM	0	0	00	0	00	0	0	0	0	0	0	0	0	49
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	44
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	0	00	0	00	0	0	0	0	0	0	0	0	38
0000 PM	0	00	00	0	00	0	0	0	0	0	0	0	0	59
0000 PM	0	00	0	0	00	0	0	0	0	0	0	0	0	34
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	31
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	26
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	19
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	163	178	13	131	9	0	1	24	1	0	0	0	521
Percent	0.2%	31.3%	34.2%	2.5%	25.1%	1.7%	0.0%	0.2%	4.6%	0.2%	0.0%	0.0%	0.0%	

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06



3-Day (Tuesday - Thursday) Average
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	37
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	48
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	34
0000 AM	0	00	00	0	00	0	0	0	0	0	0	0	0	51
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	49
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	37
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	37
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	40
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	47
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	38
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	217	196	13	79	16	0	1	26	0	0	0	0	550
Percent	0.4%	39.5%	35.6%	2.4%	14.4%	2.9%	0.0%	0.2%	4.7%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: John Smith Rd, 1500' E/O Fairview Rd
 Count Direction: Eastbound / Westbound
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06

	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	
Study Total																	
Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Study Percentile Speed Summary	Total Study Speed Statistics
Eastbound	Eastbound
50th Percentile (Median) 0.00 p	Mean Average Speed 0.00 p
85th Percentile 0.00 p	85th Percentile 0.00 p
95th Percentile 0.00 p	Percent in Pass 0.00 p
Westbound	Westbound
50th Percentile (Median) 0.00 p	Mean Average Speed 0.00 p
85th Percentile 0.00 p	85th Percentile 0.00 p
95th Percentile 0.00 p	Percent in Pass 0.00 p

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06

Wednesday, March 9, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
01:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
01:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59
01:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
01:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
01:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
01:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	2	4	1	4	48	69	114	111	91	47	21	5	2	0	2	521
Percent	0.0%	0.0%	0.4%	0.8%	0.2%	0.8%	9.2%	13.2%	21.9%	21.3%	17.5%	9.0%	4.0%	1.0%	0.4%	0.0%	0.4%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	75th	90th	Mean	Standard Deviation	90th	95th
10th	Percentile	Percentile	Percentile	Percentile	Percentile	Percentile	Percentile
Percentile	Percentile	Percentile	Percentile	Percentile	Percentile	Percentile	Percentile

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06

Wednesday, March 9, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	1	1	16	49	107	156	111	69	26	6	3	2	1	550	
Percent	0.0%	0.0%	0.4%	0.0%	0.2%	0.2%	2.9%	8.9%	19.5%	28.4%	20.2%	12.5%	4.7%	1.1%	0.5%	0.4%	0.2%		

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile	Median	pph	Mean	Adjusted Speed	pph
85th Percentile		pph	85th Percentile		pph
95th Percentile		pph	Percent in Pass		pph

Location: John Smith Rd, 1500' E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 06

**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
01:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
01:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59
01:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
01:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
01:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
01:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	2	4	1	4	48	69	114	111	91	47	21	5	2	0	2	521
Percent	0.0%	0.0%	0.4%	0.8%	0.2%	0.8%	9.2%	13.2%	21.9%	21.3%	17.5%	9.0%	4.0%	1.0%	0.4%	0.0%	0.4%	

not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	31 pph	Mean Average Speed	31 pph
85th Percentile	43 pph	85th Percentile	43 pph
95th Percentile	49 pph	Percent in Pass	49 pph

Vehicle Classification Report Summary



Location: John Smith Rd, 2 Miles E/O Fairview Rd
Count Direction: Eastbound / Westbound
Date Range: 3/9/2022 to 3/9/2022
Site Code: 07

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

FHWA Vehicle Classification	
Class 0 Motorcycles	Class 0 Four or More Axle Single Trailer Trucks
Class 0 Passenger Cars	Class 0 Single Axle Single Trailer Trucks
Class 0 Other Two Axle Four Tire Single Unit Trucks	Class 0 Single or More Axle Single Trailer Trucks
Class 0 Buses	Class 0 Single or More Axle Multi Trailer Trucks
Class 0 Two Axle Single Tire Single Unit Trucks	Class 0 Single Axle Multi Trailer Trucks
Class 0 Three Axle Single Unit Trucks	Class 0 Single or More Axle Multi Trailer Trucks
Class 0 Four or More Axle Single Unit Trucks	

Location: John Smith Rd, 2 Miles E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 07



Wednesday, March 9, 2022
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	22
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	30
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	23
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	35
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	46
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	32
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	33
0000 PM	0	0	00	0	00	0	0	0	0	0	0	0	0	35
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	38
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	19
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	83	158	13	60	12	0	1	23	0	0	0	0	353
Percent	0.8%	23.5%	44.8%	3.7%	17.0%	3.4%	0.0%	0.3%	6.5%	0.0%	0.0%	0.0%	0.0%	

Location: John Smith Rd, 2 Miles E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 07



Wednesday, March 9, 2022
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	30
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	26
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	37
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	36
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	42
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	28
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	41
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	20
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	89	161	13	51	19	0	0	24	0	0	0	1	361
Percent	0.8%	24.7%	44.6%	3.6%	14.1%	5.3%	0.0%	0.0%	6.6%	0.0%	0.0%	0.0%	0.3%	

Location: John Smith Rd, 2 Miles E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 07



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	22
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	30
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	23
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	35
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	46
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	32
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	33
0000 PM	0	0	00	0	00	0	0	0	0	0	0	0	0	35
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	38
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	19
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	83	158	13	60	12	0	1	23	0	0	0	0	353
Percent	0.8%	23.5%	44.8%	3.7%	17.0%	3.4%	0.0%	0.3%	6.5%	0.0%	0.0%	0.0%	0.0%	

Not a representative on consideration of data it is hours of data

Location: John Smith Rd, 2 Miles E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 07



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	30
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	26
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	37
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	36
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	42
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	28
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	41
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	20
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	89	161	13	51	19	0	0	24	0	0	0	1	361
Percent	0.8%	24.7%	44.6%	3.6%	14.1%	5.3%	0.0%	0.0%	6.6%	0.0%	0.0%	0.0%	0.3%	

Not a consideration on data it's hours of data

Location: John Smith Rd, 2 Miles E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 07



3-Day (Tuesday - Thursday) Average
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	22
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	30
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	23
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	35
0000 AM	0	00	00	0	0	0	0	0	0	0	0	0	0	46
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	32
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	33
0000 PM	0	0	00	0	00	0	0	0	0	0	0	0	0	35
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	38
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	19
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	83	158	13	60	12	0	1	23	0	0	0	0	353
Percent	0.8%	23.5%	44.8%	3.7%	17.0%	3.4%	0.0%	0.3%	6.5%	0.0%	0.0%	0.0%	0.0%	

Location: John Smith Rd, 2 Miles E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 07



3-Day (Tuesday - Thursday) Average
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	30
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	26
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	37
0000 AM	0	0	00	0	0	0	0	0	0	0	0	0	0	36
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	42
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	35
0000 PM	0	0	00	0	0	0	0	0	0	0	0	0	0	28
0000 PM	0	00	00	0	0	0	0	0	0	0	0	0	0	41
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	20
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	89	161	13	51	19	0	0	24	0	0	0	1	361
Percent	0.8%	24.7%	44.6%	3.6%	14.1%	5.3%	0.0%	0.0%	6.6%	0.0%	0.0%	0.0%	0.3%	

Vehicle Speed Report Summary

Location: John Smith Rd, 2 Miles E/O Fairview Rd
Count Direction: Eastbound / Westbound
Date Range: 3/9/2022 to 3/9/2022
Site Code: 07

	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	
Study Total																	
Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Study Percentile Speed Summary	Total Study Speed Statistics
Eastbound	Eastbound
50th Percentile (Median) 0.00% @ 0 p	Mean (Average) Speed 0.00% @ 0 p
85th Percentile 0.00% @ 0 p	85th Percentile 0.00% @ 0 p
95th Percentile 0.00% @ 0 p	Percent in Pass 0.00%
Westbound	Westbound
50th Percentile (Median) 0.00% @ 0 p	Mean (Average) Speed 0.00% @ 0 p
85th Percentile 0.00% @ 0 p	85th Percentile 0.00% @ 0 p
95th Percentile 0.00% @ 0 p	Percent in Pass 0.00%

Location: John Smith Rd, 2 Miles E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 07

Wednesday, March 9, 2022
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
60:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
65:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
70:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
75:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
80:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
85:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
90:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
95:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	4	15	32	81	73	66	41	22	10	7	0	0	0	0	353
Percent	0.0%	0.6%	0.0%	1.1%	4.2%	9.1%	22.9%	20.7%	18.7%	11.6%	6.2%	2.8%	2.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	50th	50th p	Mean	Average Speed	50th	50th p
90th Percentile		90th	90th p	90th Percentile		90th	90th p
95th Percentile		95th	95th p	Percent in Pass		95th	95th p

Location: John Smith Rd, 2 Miles E/O Fairview Rd
 Date Range: 3/9/2022 to 3/9/2022
 Site Code: 07

Wednesday, March 9, 2022
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
95:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
95:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	10	66	92	57	45	28	32	17	8	3	1	0	0	0	361
Percent	0.0%	0.3%	0.3%	2.8%	18.3%	25.5%	15.8%	12.5%	7.8%	8.9%	4.7%	2.2%	0.8%	0.3%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary				Speed Statistics			
0th Percentile	Median	90th Percentile	95th Percentile	Mean Average Speed	Standard Deviation	90th Percentile	95th Percentile
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

Vehicle Classification Report Summary



Location: Best Rd, 2500' North of SR-25
Count Direction: Northbound / Southbound
Date Range: 3/15/2022 to 3/15/2022
Site Code: 08

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

FHWA Vehicle Classification	
Class 0 Motorcycles	Class 0 Four or More Axle Single Trailer Trucks
Class 0 Passenger Cars	Class 0 Single Axle Single Trailer Trucks
Class 0 Other Two Axle Four Tire Single Unit Trucks	Class 0 Single or More Axle Single Trailer Trucks
Class 0 Buses	Class 0 Single or More Axle Multi Trailer Trucks
Class 0 Two Axle Single Tire Single Unit Trucks	Class 0 Single Axle Multi Trailer Trucks
Class 0 Three Axle Single Unit Trucks	Class 0 Single or More Axle Multi Trailer Trucks
Class 0 Four or More Axle Single Unit Trucks	

Location: Best Rd, 2500' North of SR-25
Date Range: 3/15/2022 to 3/15/2022
Site Code: 08



Tuesday, March 15, 2022
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	25
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	18
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	92	57	1	41	3	0	0	1	0	0	0	0	198
Percent	1.5%	46.5%	28.8%	0.5%	20.7%	1.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

Location: Best Rd, 2500' North of SR-25
Date Range: 3/15/2022 to 3/15/2022
Site Code: 08



Tuesday, March 15, 2022
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	20
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	20
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	80	56	1	42	0	0	0	1	0	0	0	0	183
Percent	1.6%	43.7%	30.6%	0.5%	23.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

Location: Best Rd, 2500' North of SR-25
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 08



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	25
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	18
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	92	57	1	41	3	0	0	1	0	0	0	0	198
Percent	1.5%	46.5%	28.8%	0.5%	20.7%	1.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

Not a representative of data on days it is hours of data

Location: Best Rd, 2500' North of SR-25
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 08



**Total Study Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	20
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	20
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	80	56	1	42	0	0	0	1	0	0	0	0	183
Percent	1.6%	43.7%	30.6%	0.5%	23.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

Not a representative of data on days it is hours of data

Location: Best Rd, 2500' North of SR-25
Date Range: 3/15/2022 to 3/15/2022
Site Code: 08



**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	22
0000 PM	0	00	0	0	0	0	0	0	0	0	0	0	0	25
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	18
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	92	57	1	41	3	0	0	1	0	0	0	0	198
Percent	1.5%	46.5%	28.8%	0.5%	20.7%	1.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

Location: Best Rd, 2500' North of SR-25
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 08



3-Day (Tuesday - Thursday) Average
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 AM	0	00	0	0	0	0	0	0	0	0	0	0	0	20
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	20
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0000 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	80	56	1	42	0	0	0	1	0	0	0	0	183
Percent	1.6%	43.7%	30.6%	0.5%	23.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Best Rd, 2500' North of SR-25
Count Direction: Northbound / Southbound
Date Range: 3/15/2022 to 3/15/2022
Site Code: 08

	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	
Study Total																	
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Study Percentile Speed Summary	Total Study Speed Statistics
Northbound	Northbound
50th Percentile Median 0 p	Mean Average Speed 0 p
85th Percentile 0 p	85th Percentile 0 p
95th Percentile 0 p	Percent in Pass 0
Southbound	Southbound
50th Percentile Median 0 p	Mean Average Speed 0 p
85th Percentile 0 p	85th Percentile 0 p
95th Percentile 0 p	Percent in Pass 0

Location: Best Rd, 2500' North of SR-25
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 08

Tuesday, March 15, 2022
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
60:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
65:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
70:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
75:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
80:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
85:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
90:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
95:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	2	1	1	11	25	49	51	29	20	5	1	0	0	0	198
Percent	0.0%	0.5%	1.0%	1.0%	0.5%	0.5%	5.6%	12.6%	24.7%	25.8%	14.6%	10.1%	2.5%	0.5%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary				Speed Statistics			
1st Percentile	Median	90th Percentile	95th Percentile	Mean Average Speed	Standard Deviation	1st Percentile	95th Percentile
0	10	20	25	10	10	0	25
0	10	20	25	10	10	0	25
0	10	20	25	10	10	0	25

Location: Best Rd, 2500' North of SR-25
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 08

Tuesday, March 15, 2022
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
60:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
65:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
70:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
75:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
80:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
85:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
90:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
95:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	1	0	2	20	20	35	49	29	10	8	4	1	0	0	183
Percent	0.0%	1.1%	1.1%	0.5%	0.0%	1.1%	10.9%	10.9%	19.1%	26.8%	15.8%	5.5%	4.4%	2.2%	0.5%	0.0%	0.0%	

Daily Percentile Speed Summary				Speed Statistics			
50th Percentile	Median	90th Percentile	95th Percentile	Mean	Standard Deviation	Minimum	Maximum
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

Location: Best Rd, 2500' North of SR-25
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 08

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	2	1	1	11	25	49	51	29	20	5	1	0	0	0	198
Percent	0.0%	0.5%	1.0%	1.0%	0.5%	0.5%	5.6%	12.6%	24.7%	25.8%	14.6%	10.1%	2.5%	0.5%	0.0%	0.0%	0.0%	

Not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30.00 mph	Mean Average Speed	30.00 mph
85th Percentile	45.00 mph	50th Percentile	30.00 mph
95th Percentile	55.00 mph	Percent in Pass	0.00

Location: Best Rd, 2500' North of SR-25
 Date Range: 3/15/2022 to 3/15/2022
 Site Code: 08

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
00:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
00:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
00:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
01:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	1	0	2	20	20	35	49	29	10	8	4	1	0	0	183
Percent	0.0%	1.1%	1.1%	0.5%	0.0%	1.1%	10.9%	10.9%	19.1%	26.8%	15.8%	5.5%	4.4%	2.2%	0.5%	0.0%	0.0%	

Not available on days with no data

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	35 mph	Mean Average Speed	35 mph
85th Percentile	45 mph	85th Percentile	45 mph
95th Percentile	50 mph	Percent in Pass	50 mph

Landfill Gate Vehicle Count

OH SMITH ROAD LANDFILL

VEHICLE ANALYSIS REPORT

Mar 2000

Date	Residential Vehicles	Commercial Vehicles	Total
01/01	1000	100	1100
01/02	1000	100	1100
01/03	1000	100	1100
01/04	1000	100	1100
01/05	1000	100	1100
01/06	1000	100	1100
01/07	1000	100	1100
01/08	1000	100	1100
01/09	1000	100	1100
01/10	1000	100	1100
01/11	1000	100	1100
01/12	1000	100	1100
01/13	1000	100	1100
01/14	1000	100	1100
01/15	1000	100	1100
01/16	1000	100	1100
01/17	1000	100	1100
01/18	1000	100	1100
01/19	1000	100	1100
01/20	1000	100	1100
01/21	1000	100	1100
01/22	1000	100	1100
01/23	1000	100	1100
01/24	1000	100	1100
01/25	1000	100	1100
01/26	1000	100	1100
01/27	1000	100	1100
01/28	1000	100	1100
01/29	1000	100	1100
01/30	1000	100	1100
01/31	1000	100	1100
02/01	1000	100	1100
02/02	1000	100	1100
02/03	1000	100	1100
02/04	1000	100	1100
02/05	1000	100	1100
02/06	1000	100	1100
02/07	1000	100	1100
02/08	1000	100	1100
02/09	1000	100	1100
02/10	1000	100	1100
02/11	1000	100	1100
02/12	1000	100	1100
02/13	1000	100	1100
02/14	1000	100	1100
02/15	1000	100	1100
02/16	1000	100	1100
02/17	1000	100	1100
02/18	1000	100	1100
02/19	1000	100	1100
02/20	1000	100	1100
02/21	1000	100	1100
02/22	1000	100	1100
02/23	1000	100	1100
02/24	1000	100	1100
02/25	1000	100	1100
02/26	1000	100	1100
02/27	1000	100	1100
02/28	1000	100	1100
02/29	1000	100	1100
03/01	1000	100	1100
03/02	1000	100	1100
03/03	1000	100	1100
03/04	1000	100	1100
03/05	1000	100	1100
03/06	1000	100	1100
03/07	1000	100	1100
03/08	1000	100	1100
03/09	1000	100	1100
03/10	1000	100	1100
03/11	1000	100	1100
03/12	1000	100	1100
03/13	1000	100	1100
03/14	1000	100	1100
03/15	1000	100	1100
03/16	1000	100	1100
03/17	1000	100	1100
03/18	1000	100	1100
03/19	1000	100	1100
03/20	1000	100	1100
03/21	1000	100	1100
03/22	1000	100	1100
03/23	1000	100	1100
03/24	1000	100	1100
03/25	1000	100	1100
03/26	1000	100	1100
03/27	1000	100	1100
03/28	1000	100	1100
03/29	1000	100	1100
03/30	1000	100	1100
03/31	1000	100	1100
Total	5,630	2,201	7,831
Average	182	71	253

OH SMITH ROAD LANDFILL
 WHEEL AND TIRE ANALYSIS REPORT
 March

Date	Residential Vehicles	Buried Tons
03/01	000	000000
03/02	000	000000
03/03	000	000000
03/04	000	000000
03/05	000	000000
03/06	000	000000
03/07	000	000000
03/08	000	000000
03/09	000	000000
03/10	000	000000
03/11	000	000000
03/12	000	000000
03/13	000	000000
03/14	000	000000
03/15	000	000000
03/16	000	000000
03/17	000	000000
03/18	000	000000
03/19	000	000000
03/20	000	000000
03/21	000	000000
03/22	000	000000
03/23	000	000000
03/24	000	000000
03/25	000	000000
03/26	000	000000
03/27	000	000000
03/28	000	000000
03/29	000	000000
03/30	000	000000
03/31	000	000000
Total	6,639	23,811
Average	214	768

OH SMITH ROAD LANDFILL
 VEHICLE ANALYSIS REPORT
 01/01/00

Date	Residential Vehicles	Commercial Vehicles	Total
01/01/00	000	00	000
01/02/00	000	000	000
01/03/00	000	00	000
01/04/00	00	0	00
01/05/00	000	00	000
01/06/00	000	00	000
01/07/00	000	00	000
01/08/00	000	000	000
01/09/00	000	000	000
01/10/00	000	00	000
01/11/00	000	00	000
01/12/00	000	00	000
01/13/00	000	00	000
01/14/00	000	00	000
01/15/00	000	00	000
01/16/00	000	00	000
01/17/00	000	00	000
01/18/00	000	00	000
01/19/00	000	00	000
01/20/00	000	00	000
01/21/00	000	00	000
01/22/00	000	00	000
01/23/00	000	00	000
01/24/00	000	00	000
01/25/00	000	00	000
01/26/00	000	00	000
01/27/00	000	00	000
01/28/00	000	00	000
01/29/00	000	00	000
01/30/00	000	00	000
01/31/00	000	00	000
Total	6,360	2,128	8,488
Average	205	69	274

OH SMITH ROAD LANDFILL

VEHICLE ANALYSIS REPORT

August 2000

Date	Residential Vehicles	Commercial Vehicles	Total
8/1	100	10	110
8/2	100	10	110
8/3	100	10	110
8/4	100	10	110
8/5	100	10	110
8/6	100	10	110
8/7	100	10	110
8/8	100	10	110
8/9	100	10	110
8/10	100	10	110
8/11	100	10	110
8/12	100	10	110
8/13	100	10	110
8/14	100	10	110
8/15	100	10	110
8/16	100	10	110
8/17	100	10	110
8/18	100	10	110
8/19	100	10	110
8/20	100	10	110
8/21	100	10	110
8/22	100	10	110
8/23	100	10	110
8/24	100	10	110
8/25	100	10	110
8/26	100	10	110
8/27	100	10	110
8/28	100	10	110
8/29	100	10	110
8/30	100	10	110
8/31	100	10	110
Total	5,999	2,126	8,125
Average	194	69	262

OH SMITH ROAD LANDFILL

VEHICLE ANALYSIS REPORT

October 2000

Date	Residential Vehicles	Commercial Vehicles	Total
10/1	000	00	000
10/2	000	00	000
10/3	000	00	000
10/4	000	00	000
10/5	000	00	000
10/6	000	00	000
10/7	000	00	000
10/8	000	00	000
10/9	000	00	000
10/10	000	0	000
10/11	000	00	000
10/12	000	00	000
10/13	000	00	000
10/14	000	00	000
10/15	000	00	000
10/16	000	00	000
10/17	000	00	000
10/18	000	00	000
10/19	000	00	000
10/20	000	000	000
10/21	000	000	000
10/22	000	000	000
10/23	000	00	000
10/24	000	00	000
10/25	00	00	000
10/26	000	00	000
10/27	000	00	000
10/28	000	00	000
10/29	000	00	000
10/30	000	00	000
10/31	000	0	000
Total	6,597	2,118	8,715
Average	213	68	281

OH SMITH ROAD LANDFILL

VEHICLE ANALYSIS REPORT

October 2000

Date	Residential Vehicles	Commercial Vehicles	Total
11/1	100	10	110
11/2	100	10	110
11/3	100	100	200
11/4	100	10	110
11/5	100	10	110
11/6	100	10	110
11/7	100	10	110
11/8	100	100	200
11/9	10	10	20
11/10	100	10	110
11/11	100	10	110
11/12	100	10	110
11/13	100	10	110
11/14	100	10	110
11/15	100	10	110
11/16	100	10	110
11/17	100	10	110
11/18	100	10	110
11/19	100	10	110
11/20	100	10	110
11/21	100	10	110
11/22	100	10	110
11/23	100	10	110
11/24	100	10	110
11/25	Closed		
11/26	100	10	110
11/27	100	10	110
11/28	100	10	110
11/29	100	10	110
11/30	100	10	110
Total	5,854	1,908	7,762
Average	195	64	259

OH SMITH ROAD LANDFILL

VEHICLE ANALYSIS REPORT

DATED 01/01/00

Date	Residential Vehicles	Commercial Vehicles	Total
12/1	000	00	000
12/2	000	00	000
12/3	000	00	000
12/4	000	00	000
12/5	000	0	000
12/6	000	00	000
12/7	000	00	000
12/8	000	00	000
12/9	000	00	000
12/10	000	00	000
12/11	000	00	000
12/12	000	00	000
12/13	00	00	000
12/14	00	00	00
12/15	000	00	000
12/16	00	00	000
12/17	000	00	000
12/18	000	00	000
12/19	000	00	000
12/20	000	00	000
12/21	000	00	000
12/22	00	00	000
12/23	00	00	00
12/24	00	00	00
12/25	Closed		0
12/26	00	0	00
12/27	000	00	000
12/28	000	00	000
12/29	000	00	000
12/30	000	00	000
12/31	000	00	000
Total	4,846	1,705	6,551
Average	156	55	211

JOHN SMITH ROAD LANDFILL
 VEHICLE ANALYSIS REPORT

JANUARY 2022

Date	Residential Vehicles	Commercial Vehicles	Total
1/1	Closed	New Years	
1/2	146	17	163
1/3	331	67	398
1/4	160	85	245
1/5	181	67	248
1/6	162	57	219
1/7	150	63	213
1/8	275	46	321
1/9	242	12	254
1/10	177	69	246
1/11	168	87	255
1/12	163	75	238
1/13	162	84	246
1/14	190	70	260
1/15	287	43	330
1/16	178	19	197
1/17	219	78	297
1/18	199	72	271
1/19	160	78	238
1/20	165	69	234
1/21	193	77	270
1/22	324	27	351
1/23	215	7	222
1/24	188	78	266
1/25	195	75	270
1/26	152	76	228
1/27	145	73	218
1/28	212	78	290
1/29	403	18	421
1/30	326	10	336
1/31	204	67	271
Total	6272	1744	8016
Average	202	56	259

Normal Saturdays

HHW days

JOHN SMITH ROAD LANDFILL
VEHICLE ANALYSIS REPORT

March 2022

Date	Residential Vehicles	Commercial Vehicles	Total
3/1	139	74	213
3/2	155	58	213
3/3	154	69	223
3/4	129	67	196
3/5	220	15	235
3/6	219	5	224
3/7	212	74	286
3/8	177	64	241
3/9	156	55	211
3/10	131	48	179
3/11	168	47	215
3/12	290	14	304
3/13	240	4	244
3/14	219	51	270
3/15	207	51	258
3/16	170	59	229
3/17	166	58	224
3/18	186	50	236
3/19	249	10	259
3/20	207	6	213
3/21	207	53	260
3/22	172	52	224
3/23	174	50	224
3/24	170	50	220
3/25	175	59	234
3/26	292	12	304
3/27	356	1	357
3/28	131	40	171
3/29	158	47	205
3/30	166	52	218
3/31			0
Total	5,795	1,295	7,090
Average	187	42	229

JOHN SMITH ROAD LANDFILL
VEHICLE ANALYSIS REPORT

February 2022

Date	Residential Vehicles	Commercial Vehicles	Total
2/1	146	72	218
2/2	153	81	234
2/3	182	75	257
2/4	186	74	260
2/5	281	14	295
2/6	236	6	242
2/7	191	68	259
2/8	184	65	249
2/9	144	64	208
2/10	125	70	195
2/11	197	87	284
2/12	293	18	311
2/13	192	11	203
2/14	196	59	255
2/15	162	59	221
2/16	151	71	222
2/17	152	49	201
2/18	203	62	265
2/19	269	10	279
2/20	265	10	275
2/21	280	54	334
2/22	116	64	180
2/23	155	76	231
2/24	170	83	253
2/25	200	63	263
2/26	279	20	299
2/27	227	56	283
2/28	246	70	316
Total Average	5,581 199	1,511 54	7,092 253



HHW Drop-Off Event Info & Dates

- Third Saturday of every month
- 9am – 12pm (noon)
- Maximum 15 gallons or 125 pounds per load
- Residents only (not businesses); proof of residency required

January 15, 2022

February 19, 2022

March 19, 2022

April 16, 2022

May 21, 2022

June 18, 2022

July 16, 2022

August 20, 2022

September 17, 2022

October 15, 2022

November 19, 2022

December 17, 2022



Haul Route Traffic Collisions

**Haul Route Traffic Collision Data Summary
2016-2020**

A. Existing Haul-Route								
Out-of-County trucks -in/out	CA25	Shore Rd	McCloskey Rd	Fairview Rd	S. Fairview Rd	Best Rd	John Smith Rd	Total
2020	1	4	N.A.	10	N.A.	N.A.	0	15
2019	1	7	N.A.	16	N.A.	N.A.	1	24
2018	2	7	N.A.	9	N.A.	N.A.	1	18
2017	1	6	N.A.	11	N.A.	N.A.	1	18
2016	1	6	N.A.	12	N.A.	N.A.	0	19
B. EIR Proposed Haul-Route								
Out County trucks in/out	CA25	Shore Rd	McCloskey Rd	Fairview Rd	S. Fairview Rd	Best Rd	John Smith Rd	Total
2020	13	N.A.	3	3	N.A.	N.A.	0	19
2019	22	N.A.	4	6	N.A.	N.A.	1	32
2018	21	N.A.	4	5	N.A.	N.A.	1	30
2017	15	N.A.	2	1	N.A.	N.A.	1	18
2016	16	N.A.	6	5	N.A.	N.A.	0	27
Alt 1 Out-of-County Haul-Route (in)	CA 25	Shore Rd	McCloskey Rd	Fairview Rd	S. Fairview Rd	Best Rd	John Smith Rd	
2020	24	N.A.	N.A.	N.A.	0	N.A.	0	24
2019	34	N.A.	N.A.	N.A.	0	N.A.	1	35
2018	33	N.A.	N.A.	N.A.	1	N.A.	1	35
2017	31	N.A.	N.A.	N.A.	2	N.A.	1	34
2016	38	N.A.	N.A.	N.A.	0	N.A.	0	38

Alt 1 Out-of-County Haul Route(out)	CA 25	Shore Rd	McCloskey Rd	Fairview Rd	S. Fairview Rd	Best Rd	John Smith Rd	
2020	1	4	N.A.	10	N.A.	N.A.	0	14
2019	1	7	N.A.	16	N.A.	N.A.	1	24
2018	1	7	N.A.	9	N.A.	N.A.	1	17
2017	1	6	N.A.	11	N.A.	N.A.	1	18
2016	1	6	N.A.	12	N.A.	N.A.	0	18
Alt 2 Out-of County Haul-Route in/out	CA25	Shore Rd	McCloskey Rd	Fairview Rd	S. Fairview Rd	Best Rd	John Smith Rd	Total
2020	24	N.A.	N.A.	N.A.	N.A.	0	0	24
2019	40	N.A.	N.A.	N.A.	N.A.	1	1	42
2018	34	N.A.	N.A.	N.A.	N.A.	0	1	35
2017	34	N.A.	N.A.	N.A.	N.A.	0	1	35
2016	38	N.A.	N.A.	N.A.	N.A.	0	0	38
Collision data obtained from TIMS (UC Berkeley Transportation Injuries Mapping System) that maps collision reports from CHP. Collisions occurred at intersections are reported for both streets (meaning one collision for each street).								

Haul Route Travel Time

Haul Route Travel Time Analysis

		1 run		2 run		3 run		4 run		5 run		AVG	Total
Existing		low	high										
Out of County Trucks	In	18	24	20	24	20	24	20	26	18	24	21.8	41.2
	Out	16	24	16	22	16	22	16	24	16	22	19.4	
In County Trucks	In	16	22	18	22	18	22	18	24	18	24	20.2	39.6
	Out	16	24	16	22	16	22	16	24	16	22	19.4	
Proposed	In	16	22	18	22	18	22	18	24	18	24	20.2	39.6
Out of County Trucks	Out	16	24	16	22	16	22	16	24	16	22	19.4	
In County Trucks	In	16	22	18	22	18	22	18	24	18	24	20.2	39.6
	Out	16	24	16	22	16	22	16	24	16	22	19.4	
Alt 1	In	16	22	18	22	18	22	18	24	18	24	20.2	39.6
Out of County Trucks	Out	16	24	16	22	16	22	16	24	16	22	19.4	
In County	In	16	22	18	22	18	22	18	24	18	24	20.2	39.6
	Out	16	24	16	22	16	22	16	24	16	22	19.4	
Alt 2													
Out of County Trucks	In	18	28	20	28	20	30	20	30	20	35	24.9	50.1
	Out	18	30	20	30	20	35	18	35	18	28	25.2	
In County	In	16	22	18	22	18	22	18	22	16	22	19.6	39
	Out	16	24	16	22	16	22	16	24	16	22	19.4	

Travel time analyses results are based on Google travel time estimates. 1st run being 8 am and 5th run at 4 pm on a weekday in February 2020.

Traffic Index (TI)

Calculations

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name Best Rd-Current
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 183 Direction NB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	22.95%	42
3-axle	1.64%	3
4-axle		0
5-axle	0.55%	1

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	6				5
Two-Lane Road	6	6			5
Three-Lane Road	5	6	6		5
Four-Lane Road	5	5	6	6	5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	6.5				5
Two-Lane Road	6.5	6.5			5
Three-Lane Road	5.5	6.5	6.5		5
Four-Lane Road	5.5	5.5	6.5	6.5	5

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	7				5
Two-Lane Road	7	7			5
Three-Lane Road	6	7	7		5
Four-Lane Road	6	6	7	7	5

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	7.5				5
Two-Lane Road	7.5	7.5			5
Three-Lane Road	6	7	7		5
Four-Lane Road	6	6	7	7	5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	42	44	30360
3-axle	1840	3	3	5520
4-axle	2940	0	0	0
5-axle	6890	1	1	6890
Totals			48	42770

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	42	46	63480
3-axle	3680	3	3	11040
4-axle	5880	0	0	0
5-axle	13780	1	1	13780
Totals			50	88300

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	42	48	99360
3-axle	5520	3	3	16560
4-axle	8820	0	0	0
5-axle	20670	1	1	20670
Totals			52	136590

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	42	51	140760
3-axle	7360	3	4	29440
4-axle	11760	0	0	0
5-axle	27560	1	1	27560
Totals			56	197760

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name Best Rd-Expansion
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 183 Direction NB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	22.95%	42
3-axle	4.92%	9
4-axle		0
5-axle	32.79%	60

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8				5
Two-Lane Road	8	8			5
Three-Lane Road	7	8	8		5
Four-Lane Road	7	7	8	8	5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9				5.5
Two-Lane Road	9	9			5.5
Three-Lane Road	7.5	9	9		5.5
Four-Lane Road	7.5	7.5	9	9	5.5

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	8	9.5	9.5		6
Four-Lane Road	8	8	9.5	9.5	6

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10				6
Two-Lane Road	10	10			6
Three-Lane Road	8	9.5	9.5		6
Four-Lane Road	8	8	9.5	9.5	6

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	42	44	30360
3-axle	1840	9	9	16560
4-axle	2940	0	0	0
5-axle	6890	60	62	427180
Totals			115	474100

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	42	46	63480
3-axle	3680	9	10	36800
4-axle	5880	0	0	0
5-axle	13780	60	66	909480
Totals			122	1009760

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	42	48	99360
3-axle	5520	9	10	55200
4-axle	8820	0	0	0
5-axle	20670	60	69	1426230
Totals			127	1580790

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	42	51	140760
3-axle	7360	9	11	80960
4-axle	11760	0	0	0
5-axle	27560	60	72	1984320
Totals			134	2206040

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name John Smith Rd-E of Fairview Rd Current
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 521 Direction EB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	27.64%	144
3-axle	1.73%	9
4-axle	0.19%	1
5-axle	4.80%	25

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8				5
Two-Lane Road	8	8			5
Three-Lane Road	6.5	7.5	7.5		5
Four-Lane Road	6.5	6.5	7.5	7.5	5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8.5				5.5
Two-Lane Road	8.5	8.5			5.5
Three-Lane Road	7	8.5	8.5		5
Four-Lane Road	7	7	8.5	8.5	5

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9				5.5
Two-Lane Road	9	9			5.5
Three-Lane Road	7.5	9	9		5.5
Four-Lane Road	7.5	7.5	9	9	5.5

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	7.5	9	9		5.5
Four-Lane Road	7.5	7.5	9	9	5.5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	144	150	103500
3-axle	1840	9	9	16560
4-axle	2940	1	1	2940
5-axle	6890	25	26	179140
Totals			186	302140

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	144	157	216660
3-axle	3680	9	10	36800
4-axle	5880	1	1	5880
5-axle	13780	25	27	372060
Totals			195	631400

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	144	166	343620
3-axle	5520	9	10	55200
4-axle	8820	1	1	8820
5-axle	20670	25	29	599430
Totals			206	1007070

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	144	174	480240
3-axle	7360	9	11	80960
4-axle	11760	1	1	11760
5-axle	27560	25	30	826800
Totals			216	1399760

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name John Smith Rd-E of Fairview Rd Expansion
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 521 Direction EB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	27.64%	144
3-axle	2.88%	15
4-axle	0.19%	1
5-axle	16.12%	84

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8.5				5.5
Two-Lane Road	8.5	8.5			5.5
Three-Lane Road	7	8.5	8.5		5.5
Four-Lane Road	7	7	8.5	8.5	5.5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	8	9	9		6
Four-Lane Road	8	8	9	9	6

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10				6.5
Two-Lane Road	10	10			6.5
Three-Lane Road	8.5	10	10		6
Four-Lane Road	8.5	8.5	10	10	6

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10.5				6.5
Two-Lane Road	10.5	10.5			6.5
Three-Lane Road	8.5	10	10		6.5
Four-Lane Road	8.5	8.5	10	10	6.5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	144	150	103500
3-axle	1840	15	16	29440
4-axle	2940	1	1	2940
5-axle	6890	84	87	599430
Totals			254	735310

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	144	157	216660
3-axle	3680	15	16	58880
4-axle	5880	1	1	5880
5-axle	13780	84	92	1267760
Totals			266	1549180

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	144	166	343620
3-axle	5520	15	17	93840
4-axle	8820	1	1	8820
5-axle	20670	84	97	2004990
Totals			281	2451270

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	144	174	480240
3-axle	7360	15	18	132480
4-axle	11760	1	1	11760
5-axle	27560	84	101	2783560
Totals			294	3408040

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name John Smith Rd- W of Landfill - Current
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 353 Direction EB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	20.68%	73
3-axle	3.40%	12
4-axle	0.28%	1
5-axle	6.52%	23

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	7.5				5
Two-Lane Road	7.5	7.5			5
Three-Lane Road	6.5	7.5	7.5		5
Four-Lane Road	6.5	6.5	7.5	7.5	5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8.5				5
Two-Lane Road	8.5	8.5			5
Three-Lane Road	7	8	8		5
Four-Lane Road	7	7	8	8	5

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9				5.5
Two-Lane Road	9	9			5.5
Three-Lane Road	7	8.5	8.5		5.5
Four-Lane Road	7	7	8.5	8.5	5.5

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9				5.5
Two-Lane Road	9	9			5.5
Three-Lane Road	7.5	9	9		5.5
Four-Lane Road	7.5	7.5	9	9	5.5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	73	76	52440
3-axle	1840	12	12	22080
4-axle	2940	1	1	2940
5-axle	6890	23	24	165360
Totals			113	242820

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	73	80	110400
3-axle	3680	12	13	47840
4-axle	5880	1	1	5880
5-axle	13780	23	25	344500
Totals			119	508620

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	73	84	173880
3-axle	5520	12	14	77280
4-axle	8820	1	1	8820
5-axle	20670	23	26	537420
Totals			125	797400

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	73	88	242880
3-axle	7360	12	14	103040
4-axle	11760	1	1	11760
5-axle	27560	23	28	771680
Totals			131	1129360

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name John Smith Rd- W of Landfill - Expansion
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 353 Direction EB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	20.68%	73
3-axle	5.10%	18
4-axle	0.28%	1
5-axle	23.23%	82

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8.5				5.5
Two-Lane Road	8.5	8.5			5.5
Three-Lane Road	7	8.5	8.5		5.5
Four-Lane Road	7	7	8.5	8.5	5.5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	8	9	9		5.5
Four-Lane Road	8	8	9	9	5.5

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10				6
Two-Lane Road	10	10			6
Three-Lane Road	8	9.5	9.5		6
Four-Lane Road	8	8	9.5	9.5	6

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10.5				6.5
Two-Lane Road	10.5	10.5			6.5
Three-Lane Road	8.5	10	10		6.5
Four-Lane Road	8.5	8.5	10	10	6.5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	73	76	52440
3-axle	1840	18	19	34960
4-axle	2940	1	1	2940
5-axle	6890	82	85	585650
Totals			181	675990

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	73	80	110400
3-axle	3680	18	20	73600
4-axle	5880	1	1	5880
5-axle	13780	82	90	1240200
Totals			191	1430080

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	73	84	173880
3-axle	5520	18	21	115920
4-axle	8820	1	1	8820
5-axle	20670	82	94	1942980
Totals			200	2241600

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	73	88	242880
3-axle	7360	18	22	161920
4-axle	11760	1	1	11760
5-axle	27560	82	99	2728440
Totals			210	3145000

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name McCloskey Rd-W of Fairview Rd Current
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 1,236 Direction EB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	17.31%	214
3-axle	2.18%	27
4-axle	0.16%	2
5-axle	0.97%	12

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8				5
Two-Lane Road	8	8			5
Three-Lane Road	6.5	7.5	7.5		5
Four-Lane Road	6.5	6.5	7.5	7.5	5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8.5				5.5
Two-Lane Road	8.5	8.5			5.5
Three-Lane Road	7	8.5	8.5		5
Four-Lane Road	7	7	8.5	8.5	5

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9				5.5
Two-Lane Road	9	9			5.5
Three-Lane Road	7.5	9	9		5.5
Four-Lane Road	7.5	7.5	9	9	5.5

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	7.5	9	9		5.5
Four-Lane Road	7.5	7.5	9	9	5.5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	214	223	153870
3-axle	1840	27	28	51520
4-axle	2940	2	2	5880
5-axle	6890	12	12	82680
Totals			265	293950

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	214	234	322920
3-axle	3680	27	30	110400
4-axle	5880	2	2	11760
5-axle	13780	12	13	179140
Totals			279	624220

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	214	246	509220
3-axle	5520	27	31	171120
4-axle	8820	2	2	17640
5-axle	20670	12	14	289380
Totals			293	987360

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	214	259	714840
3-axle	7360	27	33	242880
4-axle	11760	2	2	23520
5-axle	27560	12	14	385840
Totals			308	1367080

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name McCloskey Rd-W of Fairview Rd Expansion
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 1,236 Direction EB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	17.31%	214
3-axle	2.18%	27
4-axle	0.16%	2
5-axle	5.74%	71

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8.5				5.5
Two-Lane Road	8.5	8.5			5.5
Three-Lane Road	7	8.5	8.5		5.5
Four-Lane Road	7	7	8.5	8.5	5.5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	8	9	9		6
Four-Lane Road	8	8	9	9	6

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10				6.5
Two-Lane Road	10	10			6.5
Three-Lane Road	8	9.5	9.5		6
Four-Lane Road	8	8	9.5	9.5	6

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10.5				6.5
Two-Lane Road	10.5	10.5			6.5
Three-Lane Road	8.5	10	10		6.5
Four-Lane Road	8.5	8.5	10	10	6.5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	214	223	153870
3-axle	1840	27	28	51520
4-axle	2940	2	2	5880
5-axle	6890	71	74	509860
Totals			327	721130

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	214	234	322920
3-axle	3680	27	30	110400
4-axle	5880	2	2	11760
5-axle	13780	71	78	1074840
Totals			344	1519920

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	214	246	509220
3-axle	5520	27	31	171120
4-axle	8820	2	2	17640
5-axle	20670	71	82	1694940
Totals			361	2392920

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	214	259	714840
3-axle	7360	27	33	242880
4-axle	11760	2	2	23520
5-axle	27560	71	86	2370160
Totals			380	3351400

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name N Fairview Rd S of McCloskey Rd- Current
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 4,253 Direction NB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	13.24%	563
3-axle	0.52%	22
4-axle	0.21%	9
5-axle	1.25%	53

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9				5.5
Two-Lane Road	9	9			5.5
Three-Lane Road	7.5	8.5	8.5		5.5
Four-Lane Road	7.5	7.5	8.5	8.5	5.5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	8	9.5	9.5		6
Four-Lane Road	8	8	9.5	9.5	6

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10				6.5
Two-Lane Road	10	10			6.5
Three-Lane Road	8.5	10	10		6
Four-Lane Road	8.5	8.5	10	10	6

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10.5				6.5
Two-Lane Road	10.5	10.5			6.5
Three-Lane Road	9	10.5	10.5		6.5
Four-Lane Road	9	9	10.5	10.5	6.5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	563	586	404340
3-axle	1840	22	23	42320
4-axle	2940	9	9	26460
5-axle	6890	53	55	378950
Totals			673	852070

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	563	616	850080
3-axle	3680	22	24	88320
4-axle	5880	9	10	58800
5-axle	13780	53	58	799240
Totals			708	1796440

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	563	647	1339290
3-axle	5520	22	25	138000
4-axle	8820	9	10	88200
5-axle	20670	53	61	1260870
Totals			743	2826360

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	563	680	1876800
3-axle	7360	22	27	198720
4-axle	11760	9	11	129360
5-axle	27560	53	64	1763840
Totals			782	3968720

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name N Fairview Rd S of McCloskey Rd- Expansion
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 4,253 Direction NB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	13.24%	563
3-axle	0.52%	22
4-axle	0.21%	9
5-axle	2.63%	112

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	7.5	9	9		5.5
Four-Lane Road	7.5	7.5	9	9	5.5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10				6.5
Two-Lane Road	10	10			6.5
Three-Lane Road	8.5	10	10		6
Four-Lane Road	8.5	8.5	10	10	6

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10.5				6.5
Two-Lane Road	10.5	10.5			6.5
Three-Lane Road	9	10.5	10.5		6.5
Four-Lane Road	9	9	10.5	10.5	6.5

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	11				7
Two-Lane Road	11	11			7
Three-Lane Road	9	11	11		7
Four-Lane Road	9	9	11	11	7

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	563	586	404340
3-axle	1840	22	23	42320
4-axle	2940	9	9	26460
5-axle	6890	112	117	806130
Totals			735	1279250

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	563	616	850080
3-axle	3680	22	24	88320
4-axle	5880	9	10	58800
5-axle	13780	112	122	1681160
Totals			772	2678360

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	563	647	1339290
3-axle	5520	22	25	138000
4-axle	8820	9	10	88200
5-axle	20670	112	129	2666430
Totals			811	4231920

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	563	680	1876800
3-axle	7360	22	27	198720
4-axle	11760	9	11	129360
5-axle	27560	112	135	3720600
Totals			853	5925480

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name S Fairview Rd N of SR 25- Current
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 1,999 Direction NB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	22.56%	451
3-axle	0.10%	2
4-axle	0.15%	3
5-axle	1.40%	28

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	8.5				5
Two-Lane Road	8.5	8.5			5
Three-Lane Road	7	8	8		5
Four-Lane Road	7	7	8	8	5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9				5.5
Two-Lane Road	9	9			5.5
Three-Lane Road	7.5	9	9		5.5
Four-Lane Road	7.5	7.5	9	9	5.5

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9.5				6
Two-Lane Road	9.5	9.5			6
Three-Lane Road	8	9.5	9.5		6
Four-Lane Road	8	8	9.5	9.5	6

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10				6.5
Two-Lane Road	10	10			6.5
Three-Lane Road	8.5	10	10		6
Four-Lane Road	8.5	8.5	10	10	6

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	451	469	323610
3-axle	1840	2	2	3680
4-axle	2940	3	3	8820
5-axle	6890	28	29	199810
Totals			503	535920

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	451	493	680340
3-axle	3680	2	2	7360
4-axle	5880	3	3	17640
5-axle	13780	28	31	427180
Totals			529	1132520

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	451	518	1072260
3-axle	5520	2	2	11040
4-axle	8820	3	3	26460
5-axle	20670	28	32	661440
Totals			555	1771200

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	451	545	1504200
3-axle	7360	2	2	14720
4-axle	11760	3	4	47040
5-axle	27560	28	34	937040
Totals			585	2503000

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Traffic Index Calculation based on Caltrans Highway Design Manual

Street Name S Fairview Rd N of SR 25- Expansion
 Data Collection Year 2022
 Annual Traffic Growth Rate 1.00%
 Annual Average Daily Traffic in one direction 1,999 Direction NB

Annual Average Daily Truck Traffic (AADTT) in the subject direction

Truck Type	Percentage	AADTT (One Direction)
2-axle	22.56%	451
3-axle	0.10%	2
4-axle	0.15%	3
5-axle	4.35%	87

Traffic Indices for 10 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	9				5.5
Two-Lane Road	9	9			5.5
Three-Lane Road	7.5	8.5	8.5		5.5
Four-Lane Road	7.5	7.5	8.5	8.5	5.5

Traffic Indices for 20 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10				6
Two-Lane Road	10	10			6
Three-Lane Road	8	9.5	9.5		6
Four-Lane Road	8	8	9.5	9.5	6

Traffic Indices for 30 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	10.5				6.5
Two-Lane Road	10.5	10.5			6.5
Three-Lane Road	8.5	10	10		6.5
Four-Lane Road	8.5	8.5	10	10	6.5

Traffic Indices for 40 years of service life

# of Lanes in one direction	Lane 1	Lane 2	Lane 3	Lane 4	Shoulder
One-Lane Road	11				7
Two-Lane Road	11	11			7
Three-Lane Road	9	10.5	10.5		6.5
Four-Lane Road	9	9	10.5	10.5	6.5

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	690	451	469	323610
3-axle	1840	2	2	3680
4-axle	2940	3	3	8820
5-axle	6890	87	91	626990
Totals			565	963100

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	1380	451	493	680340
3-axle	3680	2	2	7360
4-axle	5880	3	3	17640
5-axle	13780	87	95	1309100
Totals			593	2014440

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2070	451	518	1072260
3-axle	5520	2	2	11040
4-axle	8820	3	3	26460
5-axle	20670	87	100	2067000
Totals			623	3176760

ESAL Calculation

Truck Type	ESAL Constants	AADTT 1 direction	Expanded AADTT	Total ESAL
2-axle	2760	451	545	1504200
3-axle	7360	2	2	14720
4-axle	11760	3	4	47040
5-axle	27560	87	105	2893800
Totals			656	4459760

Use these minimum TI if no other information are available

Traffic Index by Street Classification

Street Classification	Traffic Index
Minor Local	6.0
Local	6.5
Minor Collector	7.5
Major Collector	8.0
Industrial	8.0
Major Industrial	8.5
Arterial (4 or 6 lane)	8.5

Traffic Index for residential Streets

No. of Residential Units Served	Traffic Index
0-24	4.5
25-40	5.0
41-90	5.5
91-180	6.0
181-300	6.5
301-500	7.0
501-700	7.5
701-900	8.0

Computerized Queuing Analysis

Truck Number	Random Arrival	Gate Free At	Single Driver Wait time	Queue Size	Queue Length Ft, 30'/car
1	0:02:15	0:04:15	0:00:00	0	0
2	0:03:35	0:06:15	0:00:40	1	30
3	0:03:52	0:08:15	0:02:23	2	60
4	0:05:26	0:10:15	0:02:49	2	60
5	0:08:08	0:12:15	0:02:07	2	60
6	0:09:29	0:14:15	0:02:46	2	60
7	0:11:57	0:16:15	0:02:18	2	60
8	0:13:09	0:18:15	0:03:06	2	60
9	0:14:48	0:20:15	0:03:27	2	60
10	0:16:59	0:22:15	0:03:16	2	60
11	0:17:28	0:24:15	0:04:47	3	90
12	0:18:59	0:26:15	0:05:16	3	90
13	0:19:23	0:28:15	0:06:52	4	120
14	0:21:52	0:30:15	0:06:23	4	120
15	0:22:46	0:32:15	0:07:29	4	120
16	0:23:20	0:34:15	0:08:55	5	150
17	0:24:36	0:36:15	0:09:39	5	150
18	0:25:54	0:38:15	0:10:21	6	180
19	0:26:09	0:40:15	0:12:06	7	210
20	0:26:11	0:42:15	0:14:04	8	240
21	0:26:34	0:44:15	0:15:41	8	240
22	0:27:12	0:46:15	0:17:03	9	270
23	0:29:34	0:48:15	0:16:41	9	270
24	0:31:13	0:50:15	0:17:02	9	270
25	0:32:06	0:52:15	0:18:09	10	300
26	0:39:23	0:54:15	0:12:52	7	210
27	0:40:27	0:56:15	0:13:48	7	210
28	0:41:33	0:58:15	0:14:42	8	240
29	0:42:40	1:00:15	0:15:35	8	240
30	0:44:14	1:02:15	0:16:01	9	270
31	0:47:12	1:04:15	0:15:03	8	240
32	0:48:06	1:06:15	0:16:09	9	270
33	0:49:24	1:08:15	0:16:51	9	270
34	0:51:02	1:10:15	0:17:13	9	270
35	0:55:50	1:12:15	0:14:25	8	240
36	0:56:19	1:14:15	0:15:56	8	240
37	0:58:17	1:16:15	0:15:58	8	240
38	0:58:30	1:18:15	0:17:45	9	270
39	0:59:04	1:20:15	0:19:11	10	300
40	0:59:30	1:22:15	0:20:45	11	330
41	1:00:20	1:24:15	0:21:55	11	330
42	1:01:47	1:26:15	0:22:28	12	360
43	1:02:50	1:28:15	0:23:25	12	360
44	1:05:11	1:30:15	0:23:04	12	360
45	1:05:32	1:32:15	0:24:43	13	390
46	1:06:28	1:34:15	0:25:47	13	390
47	1:11:10	1:36:15	0:23:05	12	360
48	1:11:35	1:38:15	0:24:40	13	390
49	1:13:41	1:40:15	0:24:34	13	390
50	1:14:08	1:42:15	0:26:07	14	420
51	1:16:16	1:44:15	0:25:59	13	390
52	1:17:23	1:46:15	0:26:52	14	420
53	1:20:34	1:48:15	0:25:41	13	390

54	1:21:23	1:50:15	0:26:52	14	420
55	1:22:53	1:52:15	0:27:22	14	420
56	1:24:36	1:54:15	0:27:39	14	420
57	1:26:58	1:56:15	0:27:17	14	420
58	1:28:29	1:58:15	0:27:46	14	420
59	1:28:53	2:00:15	0:29:22	15	450
60	1:30:26	2:02:15	0:29:49	15	450
61	1:30:45	2:04:15	0:31:30	16	480
62	1:31:28	2:06:15	0:32:47	17	510
63	1:32:34	2:08:15	0:33:41	17	510
64	1:33:11	2:10:15	0:35:04	18	540
65	1:33:33	2:12:15	0:36:42	19	570
66	1:34:41	2:14:15	0:37:34	19	570
67	1:34:49	2:16:15	0:39:26	20	600
68	1:38:59	2:18:15	0:37:16	19	570
69	1:40:07	2:20:15	0:38:08	20	600
70	1:47:21	2:22:15	0:32:54	17	510
71	1:48:08	2:24:15	0:34:07	18	540
72	1:50:13	2:26:15	0:34:02	18	540
73	1:55:26	2:28:15	0:30:49	16	480
74	1:56:50	2:30:15	0:31:25	16	480
75	1:57:25	2:32:15	0:32:50	17	510
76	2:03:00	2:34:15	0:29:15	15	450
77	2:03:40	2:36:15	0:30:35	16	480
78	2:05:23	2:38:15	0:30:52	16	480
79	2:06:35	2:40:15	0:31:40	16	480
80	2:06:36	2:42:15	0:33:39	17	510
81	2:09:34	2:44:15	0:32:41	17	510
82	2:12:12	2:46:15	0:32:03	17	510
83	2:16:53	2:48:15	0:29:22	15	450
84	2:17:45	2:50:15	0:30:30	16	480
85	2:19:57	2:52:15	0:30:18	16	480
86	2:20:13	2:54:15	0:32:02	17	510
87	2:26:35	2:56:15	0:27:40	14	420
88	2:28:35	2:58:15	0:27:40	14	420
89	2:29:49	3:00:15	0:28:26	15	450
90	2:33:40	3:02:15	0:26:35	14	420
91	2:34:34	3:04:15	0:27:41	14	420
92	2:35:21	3:06:15	0:28:54	15	450
93	2:38:11	3:08:15	0:28:04	15	450
94	2:39:25	3:10:15	0:28:50	15	450
95	2:42:32	3:12:15	0:27:43	14	420
96	2:43:42	3:14:15	0:28:33	15	450
97	2:44:02	3:16:15	0:30:13	16	480
98	2:47:20	3:18:15	0:28:55	15	450
99	2:48:46	3:20:15	0:29:29	15	450
100	2:50:04	3:22:15	0:30:11	16	480
101	2:51:42	3:24:15	0:30:33	16	480
102	2:52:41	3:26:15	0:31:34	16	480
103	2:53:33	3:28:15	0:32:42	17	510
104	2:54:28	3:30:15	0:33:47	17	510
105	2:54:43	3:32:15	0:35:32	18	540
106	3:04:04	3:34:15	0:28:11	15	450
107	3:08:51	3:36:15	0:25:24	13	390
108	3:08:55	3:38:15	0:27:20	14	420

109	3:12:04	3:40:15	0:26:11	14	420
110	3:15:03	3:42:15	0:25:12	13	390
111	3:15:54	3:44:15	0:26:21	14	420
112	3:18:48	3:46:15	0:25:27	13	390
113	3:20:44	3:48:15	0:25:31	13	390
114	3:21:27	3:50:15	0:26:48	14	420
115	3:23:33	3:52:15	0:26:42	14	420
116	3:24:30	3:54:15	0:27:45	14	420
117	3:28:56	3:56:15	0:25:19	13	390
118	3:36:32	3:58:15	0:19:43	10	300
119	3:37:30	4:00:15	0:20:45	11	330
120	3:41:16	4:02:15	0:18:59	10	300
121	3:41:27	4:04:15	0:20:48	11	330
122	3:41:58	4:06:15	0:22:17	12	360
123	3:42:04	4:08:15	0:24:11	13	390
124	3:42:57	4:10:15	0:25:18	13	390
125	3:44:21	4:12:15	0:25:54	13	390
126	3:50:56	4:14:15	0:21:19	11	330
127	3:50:57	4:16:15	0:23:18	12	360
128	3:55:53	4:18:15	0:20:22	11	330
129	3:58:11	4:20:15	0:20:04	11	330
130	3:58:26	4:22:15	0:21:49	11	330

Average Wait Time **Average q**
0:22:53 **11.94615385**

85th Wait Time **85th % Q**
0.021966435 **16**

Links to Vehicle Queue Observation Video

<https://1drv.ms/v/s!Apb3tFm1eI8WgT6sKFiwIDsCyUUh?e=ycmVIY>

(Looking east at the entrance)

<https://1drv.ms/v/s!Apb3tFm1eI8WgTvHXzHHMfirtUux?e=ttxmAn>

(Looking west at John Smith Road)