



Yamhill County Public Works Department

2060 Lafayette Avenue, McMinnville, Oregon 97128

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YAMHILL COUNTY BOARD OF COMMISSIONERS COVERSHEET

DATE: May 19, 2022
TO: Board of Commissioners
FROM: Mark Lago, Public Works Director
RE: Traffic intersection changes on Bald Peak Road

BACKGROUND:

Public Works hired a transportation engineer to evaluate two intersections on Bald Peak Road, one at Albertson Road and the other at NE Kings Grade. Both intersections have seen an increase in traffic volume since 2015 as the population grows in Yamhill County.

The engineering study focused on how to improve the intersections for safety and traffic flow. The study analysis has led to the possibility of making both intersections a multi-way stop.

The evaluation criteria for stop control are based on materials contained in the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition.

MUTCD Section 2B.07 Multi-Way Stop Applications States:

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

Option D: An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Bald Peak Road at Albertson Road and Bald Peak Road at Kings Grade are similar in their design and operating characteristics. The traffic volumes on the intersection approaches are approximately equal. As such, multi-way stop control would improve

B.O.22-157

traffic operational characteristics of the intersection, meeting the criteria outlined in MUTCD (see attachment for full engineering [ENGR] analysis on both intersections).

Bald Peak Road and Albertson Road intersection:

Public Works has designed a signage plan to make this intersection a 3-way stop. This design includes input from Washington County for the location of signage in their County (see attached Bald Peak and Albertson Signage Plan).

Bald Peak Road and Kings Grade intersection:

Public Works has designed a signage plan to make this intersection a 4-way stop (see attached Bald Peak Road and Kings Grade Signage Plan).

STAFF RECOMMENDATION:

Staff is requesting the Board approve making Bald Peak Road and Albertson Road a 3-way stop intersection, and making Bald Peak Road and Kings Grade a 4-way stop intersection.

FISCAL IMPACT:

Not greater than \$5,000.

ATTACHMENTS:

Bald Peak-Albertson ENGR Analysis – final w/ attachments
Bald Peak-Kings Grade ENGR Analysis – final w/ attachments
Bald Peak and Albertson Signage Plan
Bald Peak and Kings Grade Signage Plan

Accepted by Yamhill County
Board of Commissioners on
5/19/22 by Board Order
22-157

All Way Stop Control

Bald Peak Road / Albertson Road

G. Haffmer
4-03-2022

New Traffic Pattern Ahead signs will be up a min. 30 days. Yamhill County has one PCMS board and will plan on placing along shoulder a week before signage changes.

Washington County Traffic Engineer has directed that a flashing beacon be placed atop Stop Ahead Signs for 30 days. Will provide 1 for Yamhill County.

Temporary New Traffic Pattern Ahead (W23-2)
600' min. from stop sign

Stop Ahead (W3-1)
300' min. from Stop sign per Table 2C-4,
45 mph, Condition B

Stop Sign 30"x30" (R1-1) with
all way plaque (R1-4) & Temp
Beacon (30 days)

Stop Bar - 3 Locations (12" x 10'
Thermoplastic Bars)

Stop Sign 30"x30" (R1-1) with
all way plaque (R1-4) & Temp
Beacon (30 days)

Add All way (R1-4)
plaque to existing

Stop Ahead (W3-1)
300' min. from Stop
sign per Table 2C-4, 45
mph, Condition B

Temporary New Traffic
Pattern Ahead (W23-2)
600' min. from stop sign

Albertson
Road

Bald
Peak
Road



200 ft

All Way Stop Control

Bald Peak / Kings Grade / Holly Hill

G. Haffmer
3-30-2022

Temporary New
Traffic Pattern
Ahead (W23-2)
600' min. from stop
sign

Stop Ahead (W3-1)
300' min. actual est. at
365 from Stop sign per
Table 2C-4, 45 mph,
Condition B

Stop Bar 2 Location make sense?
(12" x 10' Thermoplastic Bars)

Stop Sign 30"x30"
(R1-1)
All way plaque (R1-4)

Add two All way
(R1-4) plaques to
existing

New Traffic Pattern Ahead signs will be up a
min. 30 days.
We have one PCMS board and will plan on
placing along shoulder a week before signage
changes.

Stop Bar 1 Location make sense?
(12" x 10' Thermoplastic Bars)

Stop Ahead (W3-1)
300' from Stop sign
per Table 2C-4, 45
mph, Condition B

New Traffic Pattern
Ahead (W23-2)
600' min. from stop
sign





December 3, 2021

Yamhill County
Attention: Greg Haffner
2060 NE Lafayette Avenue
McMinnville, Oregon 97128

Re: **Bald Peak Road/SW Albertson Road – Yamhill County, Oregon**
All-Way Stop-Control Analysis

C&A Project Number 20211101.00

Dear Mr. Haffner,

This letter presents an all-way stop-control (AWSC) analysis of the Bald Peak Road/SW Albertson Road intersection in Yamhill County. The following items are specifically addressed:

1. Background
2. Evaluation of All-Way Stop-Control (AWSC)
3. Summary

1. BACKGROUND

The Bald Peak Road/SW Albertson Road intersection is located in northern Yamhill County at the border with Washington County. At this location, Albertson Road “T”s into Bald Peak Road on a tangent roadway section between two reversing horizontal curves on Bald Peak Road. Albertson Road is currently the stop-controlled minor roadway and Bald Peak Road is the uncontrolled (free movement) major roadway. The attached figure illustrates the intersection location.

Albertson Road was paved in 2015 and traffic volumes have since significantly increased. As a result, Yamhill County has been receiving an increasing number of public requests to install AWSC.

2. EVALUATION OF ALL-WAY STOP-CONTROL (AWSC)

The purpose of AWSC is to control the right-of-way assignment for all traffic movements. Therefore, AWSC functions best when intersection traffic volumes are high enough that vehicle conflicts are common, and volumes are evenly split between the intersecting roadways. AWSC is also effective at locations where there have been numerous correctable right-angle type crashes or where unusual conditions exist.

It is neither wise nor practical to install AWSC indiscriminately. On roadways with frequent stops, motorists tend to drive at higher speeds to make up for the "lost time", or they may be tempted to disregard STOP signs when there is no apparent "need" to stop. Furthermore, the installation of unwarranted STOP signs on major roadways can create excessive queuing and delays.

The evaluation criteria for stop-control are based on materials contained in the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. The following presents the *MUTCD warrant analysis materials in italics* followed by the evaluation response:

MUTCD Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.*
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.*

Guidance:

- 03 The decision to install multi-way stop control should be based on an engineering study.*

Evaluation Response: The following is the engineering study.

- 04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

Evaluation Response: Installation of a traffic control signal is not being considered at this location. The criterion is not met.

- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*

Evaluation Response: Intersection crash data was obtained from the Oregon Department of Transportation (ODOT) for five years from January 2015 through June 2019 and is attached for reference. There were three recorded crashes, noting only one was 'assigned' to the intersection. This crash involved a westbound left-turning motorist on Albertson who failed to yield the right-of-way and was struck by a southbound motorist on Bald Peak.

Based on crash data, there are fewer than five reported crashes in a 12-month that are susceptible to correction by a multi-way stop installation. The criterion is not met.

C. Minimum volumes:

- 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
- 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
- 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

Evaluation Response: Detailed traffic volume and speed data was provided by Yamhill County and is attached for reference. Based on this data, the 85th percentile approach speed of the major street traffic is approximately 35 MPH; therefore, the 100% warrant thresholds are used. Overall, the data indicates the minimum volume warrant is not met. It is further noted the volume warrant is also not met at the 70% threshold. The criteria are not met.

- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Evaluation Response: None of the identified criteria, B, C.1, or C.2 are satisfied at the 80% threshold. The criterion is not met.

Option:

- 05 Other criteria that may be considered in an engineering study include:*

- A. The need to control left-turn conflicts;*

Evaluation Response: Based on a review of the crash data and the intersection approach volumes, AWSC is not warranted to control left-turn conflicts. The criterion is not met.

- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*

Evaluation Response: Based on a review of the intersection approach volumes and the rural setting with low pedestrian volumes, AWSC is not warranted to control vehicle/pedestrian conflicts. The criterion is not met.

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross-traffic is also required to stop; and*

Evaluation Response: Based on a review of intersection crash data and field sight distance observations, AWSC is not warranted to address sight distance issues. The criterion is not met.

- D. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

Evaluation Response: As identified in the *Support* section of the warrant, multi-way stop control (aka AWSC) is used where traffic volumes on the intersecting roads are approximately equal. Bald Peak Road and Albertson Road are of similar design, operating characteristics, and the volumes on the intersection approaches are approximately equal. As such, multi-way stop control would improve traffic operational characteristics of the intersection. The criterion is met.

3. SUMMARY

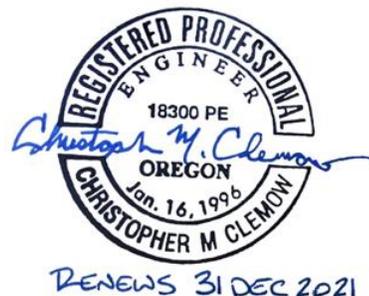
The following conclusions and recommendations are made based on this analysis:

1. Albertson Road “T”s into Bald Peak Road on a tangent roadway section between two reversing horizontal curves on Bald Peak Road. Albertson Road is currently the stop-controlled minor roadway and Bald Peak Road is the uncontrolled (free movement) major roadway.
2. Albertson Road was paved in 2015 and traffic volumes have since significantly increased. As a result, Yamhill County has been receiving an increasing number of public requests to install AWSC.
3. AWSC criteria are not met based on minimum volumes, crash history, vehicle/pedestrian conflicts, or sight distance deficiencies.
4. AWSC is used where traffic volumes on the intersecting roads are approximately equal. Bald Peak Road and Albertson Road are of similar design, operating characteristics, and the volumes on the intersection approaches are approximately equal. As such, multi-way stop control would improve traffic operational characteristics of the intersection. The AWSC criterion is met.
5. Installation of AWSC at the Bald Peak Road/SW Albertson Road intersection is recommended and supported by this analysis.

Sincerely,

Christopher M. Clemow, PE, PTOE
Transportation Engineer

Attachments: Site Plan
Crash Data
Volume and Speed Data





2237 NW Torrey Pines Drive
Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com

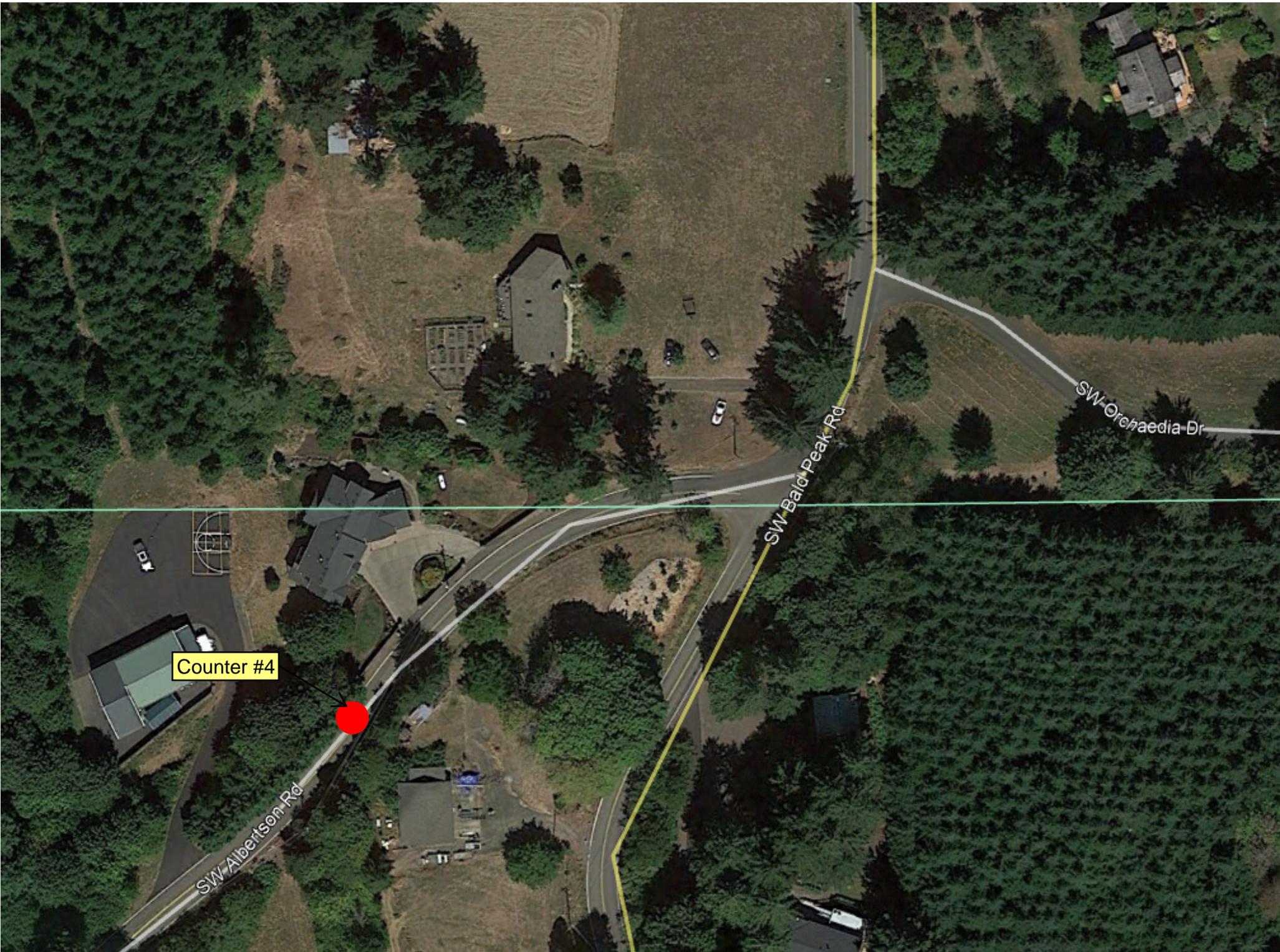
INTERSECTION LOCATION

Bald Peak Road/SW Albertson Road - Yamhill County, Oregon

C&A Project No. 20211101.00

FIGURE

1



Counter #4

SW-Albertson Rd

SW-Bald Peak Rd

SW-Orchaedia Dr

Daily Vehicle Volume Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	0	0	0
06:00 - 06:59	0	0	0
07:00 - 07:59	0	0	0
08:00 - 08:59	0	0	0
09:00 - 09:59	11	22	33
10:00 - 10:59	37	30	67
11:00 - 11:59	22	20	42
12:00 - 12:59	47	27	74
13:00 - 13:59	38	37	75
14:00 - 14:59	37	64	101
15:00 - 15:59	56	76	132
16:00 - 16:59	61	125	186
17:00 - 17:59	59	106	165
18:00 - 18:59	39	60	99
19:00 - 19:59	29	26	55
20:00 - 20:59	14	15	29
21:00 - 21:59	12	11	23
22:00 - 22:59	9	9	18
23:00 - 23:59	2	8	10
Totals	473	636	1109
AM Peak Time	09:57 - 10:56	09:29 - 10:28	10:02 - 11:01
AM Peak Volume	37	36	68
PM Peak Time	15:16 - 16:15	16:26 - 17:25	16:33 - 17:32
PM Peak Volume	67	142	200

Daily Vehicle Volume Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Albertson (S Of 103 in)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	2	0	2
01:00 - 01:59	2	1	3
02:00 - 02:59	0	3	3
03:00 - 03:59	2	2	4
04:00 - 04:59	15	2	17
05:00 - 05:59	45	14	59
06:00 - 06:59	73	32	105
07:00 - 07:59	80	45	125
08:00 - 08:59	58	39	97
09:00 - 09:59	36	26	62
10:00 - 10:59	34	27	61
11:00 - 11:59	31	25	56
12:00 - 12:59	36	38	74
13:00 - 13:59	26	30	56
14:00 - 14:59	50	55	105
15:00 - 15:59	55	80	135
16:00 - 16:59	40	124	164
17:00 - 17:59	60	110	170
18:00 - 18:59	52	52	104
19:00 - 19:59	30	33	63
20:00 - 20:59	19	21	40
21:00 - 21:59	8	8	16
22:00 - 22:59	6	4	10
23:00 - 23:59	3	7	10
Totals	763	778	1541
AM Peak Time	06:11 - 07:10	07:14 - 08:13	06:45 - 07:44
AM Peak Volume	87	49	130
PM Peak Time	17:09 - 18:08	16:22 - 17:21	16:36 - 17:35
PM Peak Volume	67	144	196

Daily Vehicle Volume Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	1	2	3
01:00 - 01:59	0	0	0
02:00 - 02:59	1	1	2
03:00 - 03:59	2	4	6
04:00 - 04:59	14	1	15
05:00 - 05:59	50	19	69
06:00 - 06:59	59	33	92
07:00 - 07:59	89	63	152
08:00 - 08:59	32	22	54
09:00 - 09:59	-	-	-
10:00 - 10:59	-	-	-
11:00 - 11:59	-	-	-
12:00 - 12:59	-	-	-
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
Totals	248	145	393
AM Peak Time	06:39 - 07:38	07:09 - 08:08	07:00 - 07:59
AM Peak Volume	90	64	152
PM Peak Time	N/A	N/A	N/A
PM Peak Volume	0	0	0

Daily Northbound Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	2	4	0	4	0	0	1	0	0	0	0	0	11
10:00 - 10:59	0	4	22	2	9	0	0	0	0	0	0	0	0	37
11:00 - 11:59	0	1	11	0	8	1	0	1	0	0	0	0	0	22
12:00 - 12:59	0	3	27	0	16	1	0	0	0	0	0	0	0	47
13:00 - 13:59	0	0	24	0	11	2	0	1	0	0	0	0	0	38
14:00 - 14:59	0	3	19	3	12	0	0	0	0	0	0	0	0	37
15:00 - 15:59	0	2	33	0	20	0	0	1	0	0	0	0	0	56
16:00 - 16:59	0	3	29	2	27	0	0	0	0	0	0	0	0	61
17:00 - 17:59	0	8	29	0	21	0	0	1	0	0	0	0	0	59
18:00 - 18:59	0	7	21	0	11	0	0	0	0	0	0	0	0	39
19:00 - 19:59	0	2	18	0	9	0	0	0	0	0	0	0	0	29
20:00 - 20:59	0	1	11	0	2	0	0	0	0	0	0	0	0	14
21:00 - 21:59	0	0	8	0	4	0	0	0	0	0	0	0	0	12
22:00 - 22:59	0	2	7	0	0	0	0	0	0	0	0	0	0	9
23:00 - 23:59	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Totals	0	38	265	7	154	4	0	5	0	0	0	0	0	473
Percent of Total	0.0	8.0	56.0	1.5	32.6	0.8	0.0	1.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	10.0	52.9	2.9	30.0	1.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	7.7	56.6	1.2	33.0	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 170

% Trucks: 35.9

AM % Trucks: 37.1

PM % Trucks: 35.7

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	10	0	5	0	0	0	0	0	0	0	0	15
05:00 - 05:59	0	3	26	0	15	0	0	1	0	0	0	0	0	45
06:00 - 06:59	0	6	37	1	27	2	0	0	0	0	0	0	0	73
07:00 - 07:59	0	6	56	0	16	1	0	1	0	0	0	0	0	80
08:00 - 08:59	0	1	43	0	14	0	0	0	0	0	0	0	0	58
09:00 - 09:59	0	0	26	0	9	0	0	1	0	0	0	0	0	36
10:00 - 10:59	0	1	17	1	15	0	0	0	0	0	0	0	0	34
11:00 - 11:59	0	1	17	1	11	0	0	1	0	0	0	0	0	31
12:00 - 12:59	0	0	26	1	8	0	0	1	0	0	0	0	0	36
13:00 - 13:59	0	2	17	0	7	0	0	0	0	0	0	0	0	26
14:00 - 14:59	0	2	30	1	17	0	0	0	0	0	0	0	0	50
15:00 - 15:59	0	3	28	1	22	1	0	0	0	0	0	0	0	55
16:00 - 16:59	0	2	24	1	12	0	0	1	0	0	0	0	0	40
17:00 - 17:59	0	1	36	0	22	1	0	0	0	0	0	0	0	60
18:00 - 18:59	0	4	32	0	15	0	0	1	0	0	0	0	0	52
19:00 - 19:59	0	5	19	0	5	0	0	1	0	0	0	0	0	30
20:00 - 20:59	0	1	9	0	9	0	0	0	0	0	0	0	0	19
21:00 - 21:59	0	1	5	1	1	0	0	0	0	0	0	0	0	8
22:00 - 22:59	0	1	5	0	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Totals	0	41	470	8	231	5	0	8	0	0	0	0	0	763
Percent of Total	0.0	5.4	61.6	1.0	30.3	0.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	4.8	62.7	0.8	29.9	0.8	0.0	1.1	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	6.0	60.5	1.3	30.6	0.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 252

% Trucks: 33.0

AM % Trucks: 32.5

PM % Trucks: 33.5

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	9	0	5	0	0	0	0	0	0	0	0	14
05:00 - 05:59	0	3	29	0	18	0	0	0	0	0	0	0	0	50
06:00 - 06:59	0	3	30	0	26	0	0	0	0	0	0	0	0	59
07:00 - 07:59	0	6	61	0	21	0	1	0	0	0	0	0	0	89
08:00 - 08:59	0	5	17	0	10	0	0	0	0	0	0	0	0	32
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	19	148	0	80	0	1	0	0	0	0	0	0	248
Percent of Total	0.0	7.7	59.7	0.0	32.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	7.7	59.7	0.0	32.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 81

% Trucks: 32.7

AM % Trucks: 32.7

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	13	5	0	3	1	0	0	0	0	0	0	0	22
10:00 - 10:59	0	25	3	0	1	1	0	0	0	0	0	0	0	30
11:00 - 11:59	0	13	4	0	2	1	0	0	0	0	0	0	0	20
12:00 - 12:59	0	22	4	0	1	0	0	0	0	0	0	0	0	27
13:00 - 13:59	0	29	7	0	1	0	0	0	0	0	0	0	0	37
14:00 - 14:59	0	54	7	0	3	0	0	0	0	0	0	0	0	64
15:00 - 15:59	0	53	19	2	2	0	0	0	0	0	0	0	0	76
16:00 - 16:59	0	106	13	1	5	0	0	0	0	0	0	0	0	125
17:00 - 17:59	0	84	15	0	6	1	0	0	0	0	0	0	0	106
18:00 - 18:59	0	53	6	0	1	0	0	0	0	0	0	0	0	60
19:00 - 19:59	0	21	3	0	2	0	0	0	0	0	0	0	0	26
20:00 - 20:59	0	13	1	0	1	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	10	1	0	0	0	0	0	0	0	0	0	0	11
22:00 - 22:59	0	8	0	0	1	0	0	0	0	0	0	0	0	9
23:00 - 23:59	0	5	2	0	1	0	0	0	0	0	0	0	0	8
Totals	0	509	90	3	30	4	0	636						
Percent of Total	0.0	80.0	14.2	0.5	4.7	0.6	0.0	100						
Percent of AM	0.0	70.8	16.7	0.0	8.3	4.2	0.0	100						
Percent of PM	0.0	81.2	13.8	0.5	4.3	0.2	0.0	100						

Truck Summary:

Total Trucks: 37

% Trucks: 5.8

AM % Trucks: 12.5

PM % Trucks: 5.0

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	10	1	0	2	1	0	0	0	0	0	0	0	14
06:00 - 06:59	0	22	9	0	1	0	0	0	0	0	0	0	0	32
07:00 - 07:59	0	37	6	0	2	0	0	0	0	0	0	0	0	45
08:00 - 08:59	0	27	5	2	5	0	0	0	0	0	0	0	0	39
09:00 - 09:59	0	16	6	0	3	1	0	0	0	0	0	0	0	26
10:00 - 10:59	0	24	2	0	1	0	0	0	0	0	0	0	0	27
11:00 - 11:59	0	16	4	0	5	0	0	0	0	0	0	0	0	25
12:00 - 12:59	0	31	6	0	1	0	0	0	0	0	0	0	0	38
13:00 - 13:59	0	22	5	0	3	0	0	0	0	0	0	0	0	30
14:00 - 14:59	1	36	12	0	5	0	0	1	0	0	0	0	0	55
15:00 - 15:59	0	61	16	0	2	0	1	0	0	0	0	0	0	80
16:00 - 16:59	1	98	18	1	5	0	1	0	0	0	0	0	0	124
17:00 - 17:59	0	99	8	0	3	0	0	0	0	0	0	0	0	110
18:00 - 18:59	0	39	12	0	1	0	0	0	0	0	0	0	0	52
19:00 - 19:59	0	26	5	0	2	0	0	0	0	0	0	0	0	33
20:00 - 20:59	0	17	3	0	1	0	0	0	0	0	0	0	0	21
21:00 - 21:59	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:00 - 22:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00 - 23:59	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Totals	2	603	120	3	45	2	2	1	0	0	0	0	0	778
Percent of Total	0.3	77.5	15.4	0.4	5.8	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	73.1	15.3	0.9	9.7	0.9	0.0	100						
Percent of PM	0.4	79.2	15.5	0.2	4.3	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 53

% Trucks: 6.8

AM % Trucks: 11.6

PM % Trucks: 5.0

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00 - 05:59	0	10	2	0	6	1	0	0	0	0	0	0	0	19
06:00 - 06:59	0	24	7	0	1	1	0	0	0	0	0	0	0	33
07:00 - 07:59	0	42	11	2	8	0	0	0	0	0	0	0	0	63
08:00 - 08:59	0	16	2	0	2	1	0	1	0	0	0	0	0	22
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	98	23	2	17	3	0	1	1	0	0	0	0	145
Percent of Total	0.0	67.6	15.9	1.4	11.7	2.1	0.0	0.7	0.7	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	67.6	15.9	1.4	11.7	2.1	0.0	0.7	0.7	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 24

% Trucks: 16.6

AM % Trucks: 16.6

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	15	9	0	7	1	0	1	0	0	0	0	0	33
10:00 - 10:59	0	29	25	2	10	1	0	0	0	0	0	0	0	67
11:00 - 11:59	0	14	15	0	10	2	0	1	0	0	0	0	0	42
12:00 - 12:59	0	25	31	0	17	1	0	0	0	0	0	0	0	74
13:00 - 13:59	0	29	31	0	12	2	0	1	0	0	0	0	0	75
14:00 - 14:59	0	57	26	3	15	0	0	0	0	0	0	0	0	101
15:00 - 15:59	0	55	52	2	22	0	0	1	0	0	0	0	0	132
16:00 - 16:59	0	109	42	3	32	0	0	0	0	0	0	0	0	186
17:00 - 17:59	0	92	44	0	27	1	0	1	0	0	0	0	0	165
18:00 - 18:59	0	60	27	0	12	0	0	0	0	0	0	0	0	99
19:00 - 19:59	0	23	21	0	11	0	0	0	0	0	0	0	0	55
20:00 - 20:59	0	14	12	0	3	0	0	0	0	0	0	0	0	29
21:00 - 21:59	0	10	9	0	4	0	0	0	0	0	0	0	0	23
22:00 - 22:59	0	10	7	0	1	0	0	0	0	0	0	0	0	18
23:00 - 23:59	0	5	4	0	1	0	0	0	0	0	0	0	0	10
Totals	0	547	355	10	184	8	0	5	0	0	0	0	0	1109
Percent of Total	0.0	49.3	32.0	0.9	16.6	0.7	0.0	0.5	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	40.8	34.5	1.4	19.0	2.8	0.0	1.4	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	50.6	31.6	0.8	16.2	0.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 207

% Trucks: 18.7

AM % Trucks: 24.6

PM % Trucks: 17.8

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	2	0	1	0	0	0	0	0	0	0	0	3
02:00 - 02:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	1	10	0	6	0	0	0	0	0	0	0	0	17
05:00 - 05:59	0	13	27	0	17	1	0	1	0	0	0	0	0	59
06:00 - 06:59	0	28	46	1	28	2	0	0	0	0	0	0	0	105
07:00 - 07:59	0	43	62	0	18	1	0	1	0	0	0	0	0	125
08:00 - 08:59	0	28	48	2	19	0	0	0	0	0	0	0	0	97
09:00 - 09:59	0	16	32	0	12	1	0	1	0	0	0	0	0	62
10:00 - 10:59	0	25	19	1	16	0	0	0	0	0	0	0	0	61
11:00 - 11:59	0	17	21	1	16	0	0	1	0	0	0	0	0	56
12:00 - 12:59	0	31	32	1	9	0	0	1	0	0	0	0	0	74
13:00 - 13:59	0	24	22	0	10	0	0	0	0	0	0	0	0	56
14:00 - 14:59	1	38	42	1	22	0	0	1	0	0	0	0	0	105
15:00 - 15:59	0	64	44	1	24	1	1	0	0	0	0	0	0	135
16:00 - 16:59	1	100	42	2	17	0	1	1	0	0	0	0	0	164
17:00 - 17:59	0	100	44	0	25	1	0	0	0	0	0	0	0	170
18:00 - 18:59	0	43	44	0	16	0	0	1	0	0	0	0	0	104
19:00 - 19:59	0	31	24	0	7	0	0	1	0	0	0	0	0	63
20:00 - 20:59	0	18	12	0	10	0	0	0	0	0	0	0	0	40
21:00 - 21:59	0	8	6	1	1	0	0	0	0	0	0	0	0	16
22:00 - 22:59	0	5	5	0	0	0	0	0	0	0	0	0	0	10
23:00 - 23:59	0	6	3	0	1	0	0	0	0	0	0	0	0	10
Totals	2	644	590	11	276	7	2	9	0	0	0	0	0	1541
Percent of Total	0.1	41.8	38.3	0.7	17.9	0.5	0.1	0.6	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	29.6	45.5	0.8	22.6	0.8	0.0	0.7	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.2	49.4	33.8	0.6	15.0	0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 305

% Trucks: 19.8

AM % Trucks: 24.9

PM % Trucks: 16.6

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Total Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:00 - 04:59	0	0	9	0	5	0	0	0	1	0	0	0	0	15
05:00 - 05:59	0	13	31	0	24	1	0	0	0	0	0	0	0	69
06:00 - 06:59	0	27	37	0	27	1	0	0	0	0	0	0	0	92
07:00 - 07:59	0	48	72	2	29	0	1	0	0	0	0	0	0	152
08:00 - 08:59	0	21	19	0	12	1	0	1	0	0	0	0	0	54
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	117	171	2	97	3	1	1	1	0	0	0	0	393
Percent of Total	0.0	29.8	43.5	0.5	24.7	0.8	0.3	0.3	0.3	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	29.8	43.5	0.5	24.7	0.8	0.3	0.3	0.3	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 105

% Trucks: 26.7

AM % Trucks: 26.7

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	1	2	2	5	1	0	0	0	0	0	0	0	0	11
10:00 - 10:59	0	0	0	6	17	8	4	2	0	0	0	0	0	0	0	37
11:00 - 11:59	0	0	1	4	6	7	3	1	0	0	0	0	0	0	0	22
12:00 - 12:59	0	0	2	7	10	18	7	2	1	0	0	0	0	0	0	47
13:00 - 13:59	0	0	0	3	14	14	7	0	0	0	0	0	0	0	0	38
14:00 - 14:59	0	0	0	7	14	9	7	0	0	0	0	0	0	0	0	37
15:00 - 15:59	0	0	0	5	16	18	12	3	2	0	0	0	0	0	0	56
16:00 - 16:59	0	0	0	8	13	22	15	3	0	0	0	0	0	0	0	61
17:00 - 17:59	0	1	1	2	18	22	11	3	1	0	0	0	0	0	0	59
18:00 - 18:59	0	0	1	8	15	11	2	2	0	0	0	0	0	0	0	39
19:00 - 19:59	0	0	1	4	13	7	2	2	0	0	0	0	0	0	0	29
20:00 - 20:59	0	0	1	2	7	3	1	0	0	0	0	0	0	0	0	14
21:00 - 21:59	0	1	1	2	2	5	0	1	0	0	0	0	0	0	0	12
22:00 - 22:59	0	0	0	0	4	2	2	1	0	0	0	0	0	0	0	9
23:00 - 23:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Totals	0	2	9	61	151	152	74	20	4	0	0	0	0	0	0	473
Percent of Total	0.0	0.4	1.9	12.9	31.9	32.1	15.6	4.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	2.9	17.1	35.7	28.6	11.4	4.3	0.0	100						
Percent of PM	0.0	0.5	1.7	12.2	31.3	32.8	16.4	4.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	41.8 MPH
Mean Speed:	35.6 MPH	Percent in Ten Mile Pace:	64.1%	15th Percentile:	29.9 MPH
Median Speed:	35.4 MPH			90th Percentile:	43.4 MPH
Modal Speed:	37.5 MPH			95th Percentile:	45.0 MPH

Daily Northbound Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	1	3	2	2	4	3	0	0	0	0	0	0	15
05:00 - 05:59	0	0	0	1	1	9	21	9	3	1	0	0	0	0	0	45
06:00 - 06:59	0	0	4	5	19	18	21	5	1	0	0	0	0	0	0	73
07:00 - 07:59	0	0	1	8	11	28	24	5	3	0	0	0	0	0	0	80
08:00 - 08:59	0	0	0	3	10	18	23	3	0	1	0	0	0	0	0	58
09:00 - 09:59	0	0	0	3	8	14	6	4	1	0	0	0	0	0	0	36
10:00 - 10:59	0	0	1	2	3	14	11	3	0	0	0	0	0	0	0	34
11:00 - 11:59	0	0	0	4	9	15	2	1	0	0	0	0	0	0	0	31
12:00 - 12:59	0	0	1	2	12	12	7	2	0	0	0	0	0	0	0	36
13:00 - 13:59	0	0	0	3	5	14	3	1	0	0	0	0	0	0	0	26
14:00 - 14:59	0	0	0	5	16	16	11	2	0	0	0	0	0	0	0	50
15:00 - 15:59	0	0	0	5	20	16	12	2	0	0	0	0	0	0	0	55
16:00 - 16:59	0	0	0	2	5	17	12	4	0	0	0	0	0	0	0	40
17:00 - 17:59	0	0	1	1	29	12	12	5	0	0	0	0	0	0	0	60
18:00 - 18:59	0	0	0	2	13	22	12	3	0	0	0	0	0	0	0	52
19:00 - 19:59	0	0	3	7	10	5	3	2	0	0	0	0	0	0	0	30
20:00 - 20:59	0	0	1	4	8	4	2	0	0	0	0	0	0	0	0	19
21:00 - 21:59	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	8
22:00 - 22:59	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
Totals	0	1	14	60	191	241	187	56	11	2	0	0	0	0	0	763
Percent of Total	0.0	0.1	1.8	7.9	25.0	31.6	24.5	7.3	1.4	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.3	1.6	7.1	16.9	31.7	29.6	9.3	2.9	0.5	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	2.1	8.6	33.0	31.4	19.5	5.5	0.0	100						

Standard Deviation:	6.2 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	43.8 MPH
Mean Speed:	37.4 MPH	Percent in Ten Mile Pace:	56.6%	15th Percentile:	31.0 MPH
Median Speed:	37.4 MPH			90th Percentile:	44.8 MPH
Modal Speed:	37.5 MPH			95th Percentile:	47.7 MPH

Daily Northbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	1	3	4	5	1	0	0	0	0	0	0	14
05:00 - 05:59	0	0	0	2	4	18	14	10	1	1	0	0	0	0	0	50
06:00 - 06:59	0	0	1	5	11	18	19	5	0	0	0	0	0	0	0	59
07:00 - 07:59	0	0	2	9	19	30	18	9	2	0	0	0	0	0	0	89
08:00 - 08:59	0	0	0	6	6	7	8	5	0	0	0	0	0	0	0	32
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	4	22	43	76	63	35	4	1	0	0	0	0	0	248
Percent of Total	0.0	0.0	1.6	8.9	17.3	30.6	25.4	14.1	1.6	0.4	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	1.6	8.9	17.3	30.6	25.4	14.1	1.6	0.4	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.6 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	45.3 MPH
Mean Speed:	38.5 MPH	Percent in Ten Mile Pace:	56.0%	15th Percentile:	31.2 MPH
Median Speed:	38.6 MPH			90th Percentile:	47.1 MPH
Modal Speed:	37.5 MPH			95th Percentile:	48.9 MPH

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	2	7	11	2	0	0	0	0	0	0	0	0	0	0	22
10:00 - 10:59	0	0	18	10	2	0	0	0	0	0	0	0	0	0	0	30
11:00 - 11:59	0	1	8	9	2	0	0	0	0	0	0	0	0	0	0	20
12:00 - 12:59	0	0	7	14	6	0	0	0	0	0	0	0	0	0	0	27
13:00 - 13:59	0	0	7	28	2	0	0	0	0	0	0	0	0	0	0	37
14:00 - 14:59	0	1	18	33	12	0	0	0	0	0	0	0	0	0	0	64
15:00 - 15:59	0	1	9	44	19	3	0	0	0	0	0	0	0	0	0	76
16:00 - 16:59	0	1	8	70	42	3	1	0	0	0	0	0	0	0	0	125
17:00 - 17:59	1	2	10	56	36	1	0	0	0	0	0	0	0	0	0	106
18:00 - 18:59	0	0	6	38	14	2	0	0	0	0	0	0	0	0	0	60
19:00 - 19:59	0	0	5	13	8	0	0	0	0	0	0	0	0	0	0	26
20:00 - 20:59	0	1	4	7	3	0	0	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	11
22:00 - 22:59	0	0	3	5	0	1	0	0	0	0	0	0	0	0	0	9
23:00 - 23:59	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	8
Totals	1	9	114	350	150	11	1	0	636							
Percent of Total	0.2	1.4	17.9	55.0	23.6	1.7	0.2	0.0	100							
Percent of AM	0.0	4.2	45.8	41.7	8.3	0.0	100									
Percent of PM	0.2	1.1	14.4	56.7	25.5	2.0	0.2	0.0	100							

Standard Deviation:	4.0 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	32.2 MPH
Mean Speed:	27.8 MPH	Percent in Ten Mile Pace:	78.6%	15th Percentile:	23.7 MPH
Median Speed:	27.8 MPH			90th Percentile:	33.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Southbound Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Albertson (S Of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	1	8	5	0	0	0	0	0	0	0	0	0	0	14
06:00 - 06:59	0	0	2	23	7	0	0	0	0	0	0	0	0	0	0	32
07:00 - 07:59	0	0	7	28	9	1	0	0	0	0	0	0	0	0	0	45
08:00 - 08:59	0	2	13	19	5	0	0	0	0	0	0	0	0	0	0	39
09:00 - 09:59	0	1	6	14	5	0	0	0	0	0	0	0	0	0	0	26
10:00 - 10:59	0	3	5	13	6	0	0	0	0	0	0	0	0	0	0	27
11:00 - 11:59	0	0	8	17	0	0	0	0	0	0	0	0	0	0	0	25
12:00 - 12:59	0	0	11	18	9	0	0	0	0	0	0	0	0	0	0	38
13:00 - 13:59	0	0	9	20	1	0	0	0	0	0	0	0	0	0	0	30
14:00 - 14:59	0	1	16	31	6	1	0	0	0	0	0	0	0	0	0	55
15:00 - 15:59	0	2	12	40	24	2	0	0	0	0	0	0	0	0	0	80
16:00 - 16:59	0	0	13	64	45	2	0	0	0	0	0	0	0	0	0	124
17:00 - 17:59	0	0	10	55	43	2	0	0	0	0	0	0	0	0	0	110
18:00 - 18:59	0	1	10	25	14	2	0	0	0	0	0	0	0	0	0	52
19:00 - 19:59	0	0	5	24	4	0	0	0	0	0	0	0	0	0	0	33
20:00 - 20:59	0	0	6	13	2	0	0	0	0	0	0	0	0	0	0	21
21:00 - 21:59	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	8
22:00 - 22:59	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
23:00 - 23:59	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	7
Totals	0	10	140	425	193	10	0	778								
Percent of Total	0.0	1.3	18.0	54.6	24.8	1.3	0.0	100								
Percent of AM	0.0	2.8	19.9	57.9	19.0	0.5	0.0	100								
Percent of PM	0.0	0.7	17.3	53.4	27.0	1.6	0.0	100								

Standard Deviation:	3.9 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	32.2 MPH
Mean Speed:	27.8 MPH	Percent in Ten Mile Pace:	79.4%	15th Percentile:	23.8 MPH
Median Speed:	27.8 MPH			90th Percentile:	33.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.2 MPH

Daily Southbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	3	11	4	1	0	0	0	0	0	0	0	0	0	19
06:00 - 06:59	0	2	4	24	3	0	0	0	0	0	0	0	0	0	0	33
07:00 - 07:59	0	1	8	37	15	1	0	0	1	0	0	0	0	0	0	63
08:00 - 08:59	0	0	6	13	3	0	0	0	0	0	0	0	0	0	0	22
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	1	4	21	89	27	2	0	0	1	0	0	0	0	0	0	145
Percent of Total	0.7	2.8	14.5	61.4	18.6	1.4	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.7	2.8	14.5	61.4	18.6	1.4	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	4.6 MPH	Ten Mile Pace: 25 to 34 MPH	85th Percentile: 31.4 MPH
Mean Speed:	27.6 MPH	Percent in Ten Mile Pace: 80.0%	15th Percentile: 23.9 MPH
Median Speed:	27.6 MPH		90th Percentile: 32.8 MPH
Modal Speed:	27.5 MPH		95th Percentile: 34.1 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	2	8	13	4	5	1	0	0	0	0	0	0	0	0	33
10:00 - 10:59	0	0	18	16	19	8	4	2	0	0	0	0	0	0	0	67
11:00 - 11:59	0	1	9	13	8	7	3	1	0	0	0	0	0	0	0	42
12:00 - 12:59	0	0	9	21	16	18	7	2	1	0	0	0	0	0	0	74
13:00 - 13:59	0	0	7	31	16	14	7	0	0	0	0	0	0	0	0	75
14:00 - 14:59	0	1	18	40	26	9	7	0	0	0	0	0	0	0	0	101
15:00 - 15:59	0	1	9	49	35	21	12	3	2	0	0	0	0	0	0	132
16:00 - 16:59	0	1	8	78	55	25	16	3	0	0	0	0	0	0	0	186
17:00 - 17:59	1	3	11	58	54	23	11	3	1	0	0	0	0	0	0	165
18:00 - 18:59	0	0	7	46	29	13	2	2	0	0	0	0	0	0	0	99
19:00 - 19:59	0	0	6	17	21	7	2	2	0	0	0	0	0	0	0	55
20:00 - 20:59	0	1	5	9	10	3	1	0	0	0	0	0	0	0	0	29
21:00 - 21:59	0	1	4	9	3	5	0	1	0	0	0	0	0	0	0	23
22:00 - 22:59	0	0	3	5	4	3	2	1	0	0	0	0	0	0	0	18
23:00 - 23:59	0	0	1	6	1	2	0	0	0	0	0	0	0	0	0	10
Totals	1	11	123	411	301	163	75	20	4	0	0	0	0	0	0	1109
Percent of Total	0.1	1.0	11.1	37.1	27.1	14.7	6.8	1.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	2.1	24.6	29.6	21.8	14.1	5.6	2.1	0.0	100						
Percent of PM	0.1	0.8	9.1	38.2	27.9	14.8	6.9	1.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.3 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	37.9 MPH
Mean Speed:	31.1 MPH	Percent in Ten Mile Pace:	64.2%	15th Percentile:	25.4 MPH
Median Speed:	30.1 MPH			90th Percentile:	39.6 MPH
Modal Speed:	27.5 MPH			95th Percentile:	42.9 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3
02:00 - 02:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	0	2	4	2	2	4	3	0	0	0	0	0	0	17
05:00 - 05:59	0	0	1	9	6	9	21	9	3	1	0	0	0	0	0	59
06:00 - 06:59	0	0	6	28	26	18	21	5	1	0	0	0	0	0	0	105
07:00 - 07:59	0	0	8	36	20	29	24	5	3	0	0	0	0	0	0	125
08:00 - 08:59	0	2	13	22	15	18	23	3	0	1	0	0	0	0	0	97
09:00 - 09:59	0	1	6	17	13	14	6	4	1	0	0	0	0	0	0	62
10:00 - 10:59	0	3	6	15	9	14	11	3	0	0	0	0	0	0	0	61
11:00 - 11:59	0	0	8	21	9	15	2	1	0	0	0	0	0	0	0	56
12:00 - 12:59	0	0	12	20	21	12	7	2	0	0	0	0	0	0	0	74
13:00 - 13:59	0	0	9	23	6	14	3	1	0	0	0	0	0	0	0	56
14:00 - 14:59	0	1	16	36	22	17	11	2	0	0	0	0	0	0	0	105
15:00 - 15:59	0	2	12	45	44	18	12	2	0	0	0	0	0	0	0	135
16:00 - 16:59	0	0	13	66	50	19	12	4	0	0	0	0	0	0	0	164
17:00 - 17:59	0	0	11	56	72	14	12	5	0	0	0	0	0	0	0	170
18:00 - 18:59	0	1	10	27	27	24	12	3	0	0	0	0	0	0	0	104
19:00 - 19:59	0	0	8	31	14	5	3	2	0	0	0	0	0	0	0	63
20:00 - 20:59	0	0	7	17	10	4	2	0	0	0	0	0	0	0	0	40
21:00 - 21:59	0	0	1	7	5	2	1	0	0	0	0	0	0	0	0	16
22:00 - 22:59	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	10
23:00 - 23:59	0	0	3	2	4	1	0	0	0	0	0	0	0	0	0	10
Totals	0	11	154	485	384	251	187	56	11	2	0	0	0	0	0	1541
Percent of Total	0.0	0.7	10.0	31.5	24.9	16.3	12.1	3.6	0.7	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	1.2	8.2	25.6	17.7	20.4	18.9	5.9	1.9	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.4	11.1	35.2	29.5	13.7	7.9	2.2	0.0	100						

Standard Deviation:	7.0 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	40.7 MPH
Mean Speed:	32.6 MPH	Percent in Ten Mile Pace:	56.4%	15th Percentile:	25.7 MPH
Median Speed:	31.6 MPH			90th Percentile:	42.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	44.8 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Albertson (S of 103 in)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	1	1	2	1	0	0	1	0	0	0	0	0	0	0	6
04:00 - 04:59	1	0	0	0	1	3	4	5	1	0	0	0	0	0	0	15
05:00 - 05:59	0	0	3	13	8	19	14	10	1	1	0	0	0	0	0	69
06:00 - 06:59	0	2	5	29	14	18	19	5	0	0	0	0	0	0	0	92
07:00 - 07:59	0	1	10	46	34	31	18	9	3	0	0	0	0	0	0	152
08:00 - 08:59	0	0	6	19	9	7	8	5	0	0	0	0	0	0	0	54
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	1	4	25	111	70	78	63	35	5	1	0	0	0	0	0	393
Percent of Total	0.3	1.0	6.4	28.2	17.8	19.8	16.0	8.9	1.3	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.3	1.0	6.4	28.2	17.8	19.8	16.0	8.9	1.3	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	7.9 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	43.5 MPH
Mean Speed:	34.5 MPH	Percent in Ten Mile Pace:	46.1%	15th Percentile:	26.3 MPH
Median Speed:	33.9 MPH			90th Percentile:	45.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	48.0 MPH

Weekly Volumes

Unit ID:

Location: 2021.09.30 - Albertson (S Of 103 in)

Week of 09/28/2021

Start Time	09/28 Tuesday		09/29 Wednesday		09/30 Thursday		10/01 Friday		10/02 Saturday		10/03 Sunday		10/04 Monday		Daily Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
00:00	0	0	2	0	1	2	-	-	-	-	-	-	-	-	1	1
01:00	0	0	2	1	0	0	-	-	-	-	-	-	-	-	1	0
02:00	0	0	0	3	1	1	-	-	-	-	-	-	-	-	0	1
03:00	0	0	2	2	2	4	-	-	-	-	-	-	-	-	1	2
04:00	0	0	15	2	14	1	-	-	-	-	-	-	-	-	10	1
05:00	0	0	45	14	50	19	-	-	-	-	-	-	-	-	32	11
06:00	0	0	73	32	59	33	-	-	-	-	-	-	-	-	44	22
07:00	0	0	80	45	89	63	-	-	-	-	-	-	-	-	56	36
08:00	0	0	58	39	32	22	-	-	-	-	-	-	-	-	30	20
09:00	11	22	36	26	-	-	-	-	-	-	-	-	-	-	24	24
10:00	37	30	34	27	-	-	-	-	-	-	-	-	-	-	36	29
11:00	22	20	31	25	-	-	-	-	-	-	-	-	-	-	27	23
12:00	47	27	36	38	-	-	-	-	-	-	-	-	-	-	42	33
13:00	38	37	26	30	-	-	-	-	-	-	-	-	-	-	32	34
14:00	37	64	50	55	-	-	-	-	-	-	-	-	-	-	44	60
15:00	56	76	55	80	-	-	-	-	-	-	-	-	-	-	56	78
16:00	61	125	40	124	-	-	-	-	-	-	-	-	-	-	51	125
17:00	59	106	60	110	-	-	-	-	-	-	-	-	-	-	60	108
18:00	39	60	52	52	-	-	-	-	-	-	-	-	-	-	46	56
19:00	29	26	30	33	-	-	-	-	-	-	-	-	-	-	30	30
20:00	14	15	19	21	-	-	-	-	-	-	-	-	-	-	17	18
21:00	12	11	8	8	-	-	-	-	-	-	-	-	-	-	10	10
22:00	9	9	6	4	-	-	-	-	-	-	-	-	-	-	8	7
23:00	2	8	3	7	-	-	-	-	-	-	-	-	-	-	3	8
Lane Total	473	636	763	778	248	145	-	-	-	-	-	-	-	-	661	737
Day Total		1109		1541		393		-	-	-	-	-	-	-		1398
AM Peak	09:57	09:29	06:11	07:14	06:39	07:09	-	-	-	-	-	-	-	-	07:00	07:00
AM Count	37	36	87	49	90	64	-	-	-	-	-	-	-	-	56	36
PM Peak	15:16	16:26	17:09	16:22	-	-	-	-	-	-	-	-	-	-	17:00	16:00
PM Count	67	142	67	144	-	-	-	-	-	-	-	-	-	-	60	125

ADT: 1014

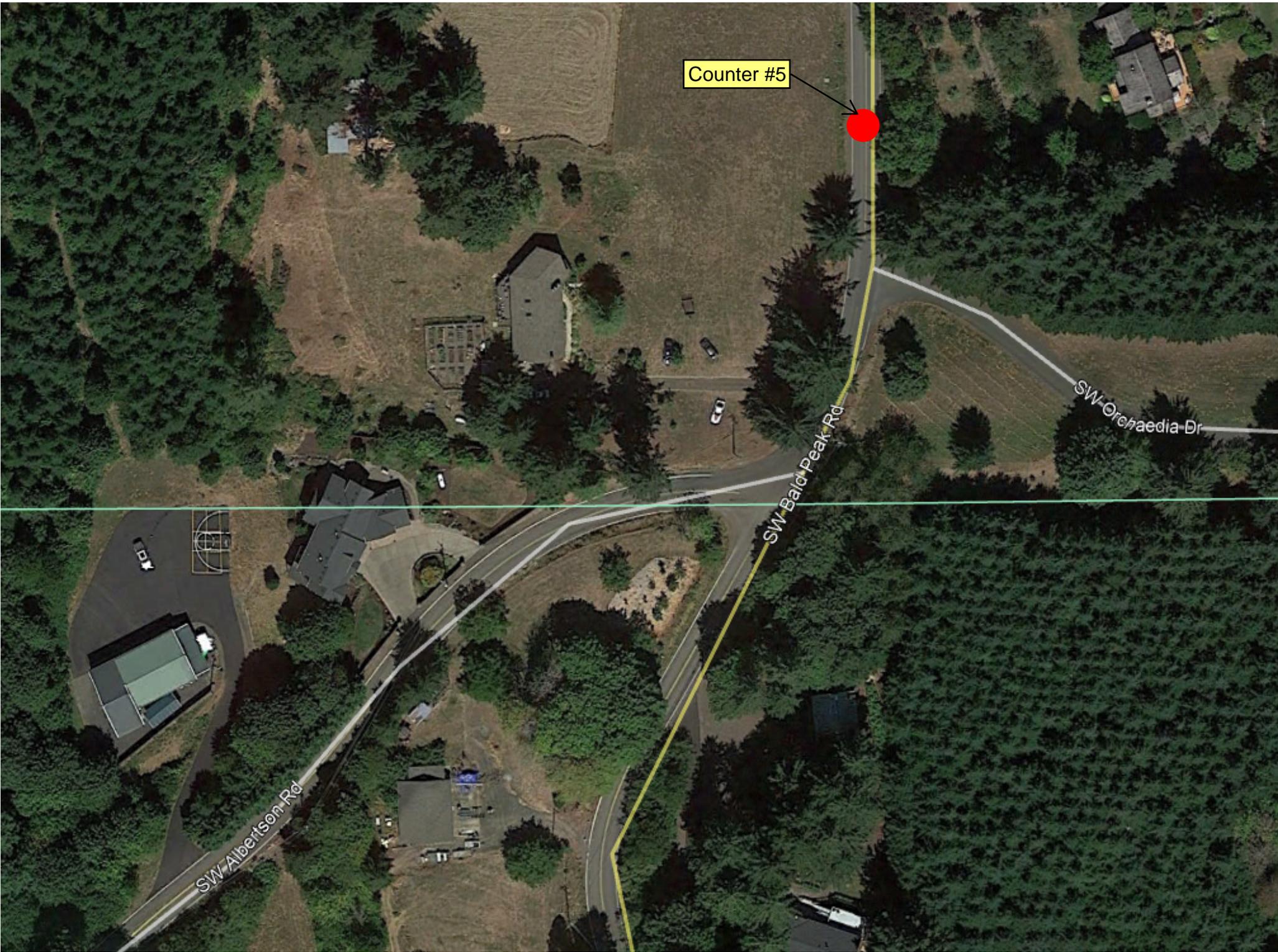
Counter #5



SW Bald Peak Rd

SW Orchaeidia Dr

SW Albertson Rd



Daily Vehicle Volume Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	0	0	0
06:00 - 06:59	0	0	0
07:00 - 07:59	0	0	0
08:00 - 08:59	0	0	0
09:00 - 09:59	0	2	2
10:00 - 10:59	47	41	88
11:00 - 11:59	34	36	70
12:00 - 12:59	63	37	100
13:00 - 13:59	61	52	113
14:00 - 14:59	45	82	127
15:00 - 15:59	82	97	179
16:00 - 16:59	81	145	226
17:00 - 17:59	85	129	214
18:00 - 18:59	50	81	131
19:00 - 19:59	39	41	80
20:00 - 20:59	18	28	46
21:00 - 21:59	14	15	29
22:00 - 22:59	11	11	22
23:00 - 23:59	4	9	13
Totals	634	806	1440
AM Peak Time	10:00 - 10:59	10:03 - 11:02	10:02 - 11:01
AM Peak Volume	47	46	92
PM Peak Time	16:30 - 17:29	16:26 - 17:25	16:26 - 17:25
PM Peak Volume	92	166	254

Daily Vehicle Volume Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	2	3	5
01:00 - 01:59	2	2	4
02:00 - 02:59	5	4	9
03:00 - 03:59	3	5	8
04:00 - 04:59	18	1	19
05:00 - 05:59	47	10	57
06:00 - 06:59	104	36	140
07:00 - 07:59	106	51	157
08:00 - 08:59	76	50	126
09:00 - 09:59	45	40	85
10:00 - 10:59	52	45	97
11:00 - 11:59	59	38	97
12:00 - 12:59	67	59	126
13:00 - 13:59	40	50	90
14:00 - 14:59	62	79	141
15:00 - 15:59	79	110	189
16:00 - 16:59	62	109	171
17:00 - 17:59	80	95	175
18:00 - 18:59	69	41	110
19:00 - 19:59	40	40	80
20:00 - 20:59	21	18	39
21:00 - 21:59	10	6	16
22:00 - 22:59	7	5	12
23:00 - 23:59	7	5	12
Totals	1063	902	1965
AM Peak Time	06:13 - 07:12	06:54 - 07:53	06:12 - 07:11
AM Peak Volume	124	56	169
PM Peak Time	17:08 - 18:07	16:24 - 17:23	16:34 - 17:33
PM Peak Volume	89	132	214

Daily Vehicle Volume Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	3	2	5
01:00 - 01:59	1	0	1
02:00 - 02:59	2	2	4
03:00 - 03:59	3	2	5
04:00 - 04:59	17	2	19
05:00 - 05:59	55	8	63
06:00 - 06:59	83	13	96
07:00 - 07:59	114	34	148
08:00 - 08:59	64	34	98
09:00 - 09:59	-	-	-
10:00 - 10:59	-	-	-
11:00 - 11:59	-	-	-
12:00 - 12:59	-	-	-
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
Totals	342	97	439
AM Peak Time	06:43 - 07:42	07:23 - 08:22	06:48 - 07:47
AM Peak Volume	121	42	152
PM Peak Time	N/A	N/A	N/A
PM Peak Volume	0	0	0

Daily Northbound Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	16	19	1	10	0	0	1	0	0	0	0	0	47
11:00 - 11:59	0	15	7	0	10	1	0	1	0	0	0	0	0	34
12:00 - 12:59	0	25	19	0	17	1	0	1	0	0	0	0	0	63
13:00 - 13:59	0	21	24	0	12	2	0	2	0	0	0	0	0	61
14:00 - 14:59	0	26	10	3	6	0	0	0	0	0	0	0	0	45
15:00 - 15:59	0	32	28	0	22	0	0	0	0	0	0	0	0	82
16:00 - 16:59	0	29	25	3	24	0	0	0	0	0	0	0	0	81
17:00 - 17:59	0	38	27	0	20	0	0	0	0	0	0	0	0	85
18:00 - 18:59	0	23	13	0	14	0	0	0	0	0	0	0	0	50
19:00 - 19:59	0	18	13	0	8	0	0	0	0	0	0	0	0	39
20:00 - 20:59	0	11	4	0	3	0	0	0	0	0	0	0	0	18
21:00 - 21:59	0	5	5	0	4	0	0	0	0	0	0	0	0	14
22:00 - 22:59	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00 - 23:59	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Totals	0	272	195	7	151	4	0	5	0	0	0	0	0	634
Percent of Total	0.0	42.9	30.8	1.1	23.8	0.6	0.0	0.8	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	38.3	32.1	1.2	24.7	1.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	43.6	30.6	1.1	23.7	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 167

% Trucks: 26.3

AM % Trucks: 29.6

PM % Trucks: 25.9

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Northbound Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	1	4	0	0	0	0	0	0	0	0	0	0	5
03:00 - 03:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	5	6	0	7	0	0	0	0	0	0	0	0	18
05:00 - 05:59	0	17	13	0	16	0	0	1	0	0	0	0	0	47
06:00 - 06:59	0	42	30	1	28	3	0	0	0	0	0	0	0	104
07:00 - 07:59	0	51	33	1	19	1	0	1	0	0	0	0	0	106
08:00 - 08:59	0	37	25	0	14	0	0	0	0	0	0	0	0	76
09:00 - 09:59	0	23	14	1	6	0	1	0	0	0	0	0	0	45
10:00 - 10:59	0	20	19	1	12	0	0	0	0	0	0	0	0	52
11:00 - 11:59	0	27	18	0	12	1	0	1	0	0	0	0	0	59
12:00 - 12:59	0	25	26	1	15	0	0	0	0	0	0	0	0	67
13:00 - 13:59	0	20	13	0	7	0	0	0	0	0	0	0	0	40
14:00 - 14:59	0	33	15	1	13	0	0	0	0	0	0	0	0	62
15:00 - 15:59	0	34	20	0	24	1	0	0	0	0	0	0	0	79
16:00 - 16:59	0	23	22	0	15	1	0	1	0	0	0	0	0	62
17:00 - 17:59	0	37	26	0	16	1	0	0	0	0	0	0	0	80
18:00 - 18:59	1	27	20	1	20	0	0	0	0	0	0	0	0	69
19:00 - 19:59	0	20	12	0	8	0	0	0	0	0	0	0	0	40
20:00 - 20:59	0	9	3	0	9	0	0	0	0	0	0	0	0	21
21:00 - 21:59	0	5	4	1	0	0	0	0	0	0	0	0	0	10
22:00 - 22:59	0	3	4	0	0	0	0	0	0	0	0	0	0	7
23:00 - 23:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Totals	1	470	329	8	242	8	1	4	0	0	0	0	0	1063
Percent of Total	0.1	44.2	31.0	0.8	22.8	0.8	0.1	0.4	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	43.9	31.4	0.8	22.2	1.0	0.2	0.6	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.2	44.5	30.5	0.7	23.3	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 263

% Trucks: 24.7

AM % Trucks: 24.7

PM % Trucks: 24.8

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	1	0	1	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	5	6	0	6	0	0	0	0	0	0	0	0	17
05:00 - 05:59	0	25	10	0	19	0	0	1	0	0	0	0	0	55
06:00 - 06:59	0	33	22	1	27	0	0	0	0	0	0	0	0	83
07:00 - 07:59	0	65	25	1	23	0	0	0	0	0	0	0	0	114
08:00 - 08:59	0	34	15	0	15	0	0	0	0	0	0	0	0	64
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	168	80	2	91	0	0	1	0	0	0	0	0	342
Percent of Total	0.0	49.1	23.4	0.6	26.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	49.1	23.4	0.6	26.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 94

% Trucks: 27.5

AM % Trucks: 27.5

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	37	2	0	1	1	0	0	0	0	0	0	0	41
11:00 - 11:59	0	31	2	0	2	1	0	0	0	0	0	0	0	36
12:00 - 12:59	1	32	4	0	0	0	0	0	0	0	0	0	0	37
13:00 - 13:59	0	47	4	0	1	0	0	0	0	0	0	0	0	52
14:00 - 14:59	0	73	3	0	5	0	1	0	0	0	0	0	0	82
15:00 - 15:59	1	84	11	0	1	0	0	0	0	0	0	0	0	97
16:00 - 16:59	0	129	13	0	2	1	0	0	0	0	0	0	0	145
17:00 - 17:59	1	113	14	0	0	1	0	0	0	0	0	0	0	129
18:00 - 18:59	0	80	1	0	0	0	0	0	0	0	0	0	0	81
19:00 - 19:59	0	36	5	0	0	0	0	0	0	0	0	0	0	41
20:00 - 20:59	0	26	2	0	0	0	0	0	0	0	0	0	0	28
21:00 - 21:59	0	15	0	0	0	0	0	0	0	0	0	0	0	15
22:00 - 22:59	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00 - 23:59	1	6	2	0	0	0	0	0	0	0	0	0	0	9
Totals	4	720	65	0	12	4	1	0	0	0	0	0	0	806
Percent of Total	0.5	89.3	8.1	0.0	1.5	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	87.3	6.3	0.0	3.8	2.5	0.0	100						
Percent of PM	0.6	89.5	8.3	0.0	1.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 17

% Trucks: 2.1

AM % Trucks: 6.3

PM % Trucks: 1.7

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00 - 04:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	6	3	0	0	1	0	0	0	0	0	0	0	10
06:00 - 06:59	0	29	6	0	1	0	0	0	0	0	0	0	0	36
07:00 - 07:59	0	46	2	0	3	0	0	0	0	0	0	0	0	51
08:00 - 08:59	0	43	5	0	2	0	0	0	0	0	0	0	0	50
09:00 - 09:59	0	30	9	0	0	1	0	0	0	0	0	0	0	40
10:00 - 10:59	0	42	3	0	0	0	0	0	0	0	0	0	0	45
11:00 - 11:59	0	33	3	0	2	0	0	0	0	0	0	0	0	38
12:00 - 12:59	1	52	6	0	0	0	0	0	0	0	0	0	0	59
13:00 - 13:59	0	43	6	0	1	0	0	0	0	0	0	0	0	50
14:00 - 14:59	0	64	13	0	2	0	0	0	0	0	0	0	0	79
15:00 - 15:59	0	98	10	0	1	0	1	0	0	0	0	0	0	110
16:00 - 16:59	0	99	10	0	0	0	0	0	0	0	0	0	0	109
17:00 - 17:59	1	85	9	0	0	0	0	0	0	0	0	0	0	95
18:00 - 18:59	0	38	3	0	0	0	0	0	0	0	0	0	0	41
19:00 - 19:59	0	36	4	0	0	0	0	0	0	0	0	0	0	40
20:00 - 20:59	0	16	2	0	0	0	0	0	0	0	0	0	0	18
21:00 - 21:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:00 - 22:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Totals	2	787	98	0	12	2	1	0	0	0	0	0	0	902
Percent of Total	0.2	87.3	10.9	0.0	1.3	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	84.9	11.6	0.0	2.8	0.7	0.0	100						
Percent of PM	0.3	88.3	10.5	0.0	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 15

% Trucks: 1.7

AM % Trucks: 3.5

PM % Trucks: 0.8

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	4	3	0	0	1	0	0	0	0	0	0	0	8
06:00 - 06:59	0	10	2	0	0	1	0	0	0	0	0	0	0	13
07:00 - 07:59	0	27	5	0	2	0	0	0	0	0	0	0	0	34
08:00 - 08:59	1	26	6	0	1	0	0	0	0	0	0	0	0	34
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	2	73	17	0	3	2	0	97						
Percent of Total	2.1	75.3	17.5	0.0	3.1	2.1	0.0	100						
Percent of AM	2.1	75.3	17.5	0.0	3.1	2.1	0.0	100						
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 5

% Trucks: 5.2

AM % Trucks: 5.2

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	53	21	1	11	1	0	1	0	0	0	0	0	88
11:00 - 11:59	0	46	9	0	12	2	0	1	0	0	0	0	0	70
12:00 - 12:59	1	57	23	0	17	1	0	1	0	0	0	0	0	100
13:00 - 13:59	0	68	28	0	13	2	0	2	0	0	0	0	0	113
14:00 - 14:59	0	99	13	3	11	0	1	0	0	0	0	0	0	127
15:00 - 15:59	1	116	39	0	23	0	0	0	0	0	0	0	0	179
16:00 - 16:59	0	158	38	3	26	1	0	0	0	0	0	0	0	226
17:00 - 17:59	1	151	41	0	20	1	0	0	0	0	0	0	0	214
18:00 - 18:59	0	103	14	0	14	0	0	0	0	0	0	0	0	131
19:00 - 19:59	0	54	18	0	8	0	0	0	0	0	0	0	0	80
20:00 - 20:59	0	37	6	0	3	0	0	0	0	0	0	0	0	46
21:00 - 21:59	0	20	5	0	4	0	0	0	0	0	0	0	0	29
22:00 - 22:59	0	20	2	0	0	0	0	0	0	0	0	0	0	22
23:00 - 23:59	1	9	2	0	1	0	0	0	0	0	0	0	0	13
Totals	4	992	260	7	163	8	1	5	0	0	0	0	0	1440
Percent of Total	0.3	68.9	18.1	0.5	11.3	0.6	0.1	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	62.5	19.4	0.6	14.4	1.9	0.0	1.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.3	69.7	17.9	0.5	10.9	0.4	0.1	0.2	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 184

% Trucks: 12.8

AM % Trucks: 18.1

PM % Trucks: 12.1

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	1	0	1	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	5	4	0	0	0	0	0	0	0	0	0	0	9
03:00 - 03:59	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00 - 04:59	0	5	7	0	7	0	0	0	0	0	0	0	0	19
05:00 - 05:59	0	23	16	0	16	1	0	1	0	0	0	0	0	57
06:00 - 06:59	0	71	36	1	29	3	0	0	0	0	0	0	0	140
07:00 - 07:59	0	97	35	1	22	1	0	1	0	0	0	0	0	157
08:00 - 08:59	0	80	30	0	16	0	0	0	0	0	0	0	0	126
09:00 - 09:59	0	53	23	1	6	1	1	0	0	0	0	0	0	85
10:00 - 10:59	0	62	22	1	12	0	0	0	0	0	0	0	0	97
11:00 - 11:59	0	60	21	0	14	1	0	1	0	0	0	0	0	97
12:00 - 12:59	1	77	32	1	15	0	0	0	0	0	0	0	0	126
13:00 - 13:59	0	63	19	0	8	0	0	0	0	0	0	0	0	90
14:00 - 14:59	0	97	28	1	15	0	0	0	0	0	0	0	0	141
15:00 - 15:59	0	132	30	0	25	1	1	0	0	0	0	0	0	189
16:00 - 16:59	0	122	32	0	15	1	0	1	0	0	0	0	0	171
17:00 - 17:59	1	122	35	0	16	1	0	0	0	0	0	0	0	175
18:00 - 18:59	1	65	23	1	20	0	0	0	0	0	0	0	0	110
19:00 - 19:59	0	56	16	0	8	0	0	0	0	0	0	0	0	80
20:00 - 20:59	0	25	5	0	9	0	0	0	0	0	0	0	0	39
21:00 - 21:59	0	10	5	1	0	0	0	0	0	0	0	0	0	16
22:00 - 22:59	0	8	4	0	0	0	0	0	0	0	0	0	0	12
23:00 - 23:59	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Totals	3	1257	427	8	254	10	2	4	0	0	0	0	0	1965
Percent of Total	0.2	64.0	21.7	0.4	12.9	0.5	0.1	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	58.5	24.4	0.5	15.3	0.9	0.1	0.4	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.3	67.8	19.9	0.3	11.3	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 278

% Trucks: 14.1

AM % Trucks: 17.2

PM % Trucks: 12.1

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	1	0	1	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00 - 04:59	1	5	7	0	6	0	0	0	0	0	0	0	0	19
05:00 - 05:59	0	29	13	0	19	1	0	1	0	0	0	0	0	63
06:00 - 06:59	0	43	24	1	27	1	0	0	0	0	0	0	0	96
07:00 - 07:59	0	92	30	1	25	0	0	0	0	0	0	0	0	148
08:00 - 08:59	1	60	21	0	16	0	0	0	0	0	0	0	0	98
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	2	241	97	2	94	2	0	1	0	0	0	0	0	439
Percent of Total	0.5	54.9	22.1	0.5	21.4	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.5	54.9	22.1	0.5	21.4	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 99

% Trucks: 22.6

AM % Trucks: 22.6

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	8	22	11	4	2	0	0	0	0	0	0	47
11:00 - 11:59	0	0	1	3	6	11	9	3	1	0	0	0	0	0	0	34
12:00 - 12:59	0	0	0	4	14	23	16	4	2	0	0	0	0	0	0	63
13:00 - 13:59	0	1	0	1	4	26	19	10	0	0	0	0	0	0	0	61
14:00 - 14:59	0	0	2	1	10	17	7	6	2	0	0	0	0	0	0	45
15:00 - 15:59	0	1	3	4	7	25	28	9	1	3	0	0	0	1	0	82
16:00 - 16:59	0	1	1	2	16	23	20	12	5	1	0	0	0	0	0	81
17:00 - 17:59	0	1	0	3	7	32	23	12	5	2	0	0	0	0	0	85
18:00 - 18:59	0	0	1	3	8	19	15	2	1	0	0	0	1	0	0	50
19:00 - 19:59	0	0	1	1	10	10	7	8	1	1	0	0	0	0	0	39
20:00 - 20:59	0	0	0	1	2	8	4	2	1	0	0	0	0	0	0	18
21:00 - 21:59	0	0	0	1	3	5	4	1	0	0	0	0	0	0	0	14
22:00 - 22:59	0	0	0	0	1	4	4	1	1	0	0	0	0	0	0	11
23:00 - 23:59	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
Totals	0	4	9	24	97	226	169	74	22	7	0	0	1	1	0	634
Percent of Total	0.0	0.6	1.4	3.8	15.3	35.6	26.7	11.7	3.5	1.1	0.0	0.0	0.2	0.2	0.0	100
Percent of AM	0.0	0.0	1.2	3.7	17.3	40.7	24.7	8.6	3.7	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.7	1.4	3.8	15.0	34.9	26.9	12.1	3.4	1.3	0.0	0.0	0.2	0.2	0.0	100

Standard Deviation:	6.8 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	45.6 MPH
Mean Speed:	39.4 MPH	Percent in Ten Mile Pace:	62.3%	15th Percentile:	33.0 MPH
Median Speed:	39.0 MPH			90th Percentile:	47.8 MPH
Modal Speed:	37.5 MPH			95th Percentile:	49.9 MPH

Daily Northbound Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	1	0	0	1	2	1	0	0	0	0	0	0	5
03:00 - 03:59	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	0	1	3	5	8	1	0	0	0	0	0	0	18
05:00 - 05:59	0	0	1	0	0	4	19	16	6	1	0	0	0	0	0	47
06:00 - 06:59	0	0	1	2	11	22	31	24	6	5	1	0	0	1	0	104
07:00 - 07:59	0	1	2	1	7	32	43	16	4	0	0	0	0	0	0	106
08:00 - 08:59	0	0	1	0	5	25	23	14	6	2	0	0	0	0	0	76
09:00 - 09:59	0	0	2	5	9	15	6	6	2	0	0	0	0	0	0	45
10:00 - 10:59	0	0	0	6	6	16	17	7	0	0	0	0	0	0	0	52
11:00 - 11:59	0	0	2	3	11	22	11	4	5	0	1	0	0	0	0	59
12:00 - 12:59	0	1	2	3	12	16	23	6	4	0	0	0	0	0	0	67
13:00 - 13:59	0	0	2	2	2	12	14	3	5	0	0	0	0	0	0	40
14:00 - 14:59	0	1	2	2	13	22	15	5	1	1	0	0	0	0	0	62
15:00 - 15:59	0	1	4	2	11	29	17	9	3	2	0	1	0	0	0	79
16:00 - 16:59	0	0	2	2	9	19	16	12	1	1	0	0	0	0	0	62
17:00 - 17:59	0	0	0	3	12	31	20	12	1	1	0	0	0	0	0	80
18:00 - 18:59	0	0	1	2	12	20	20	10	3	1	0	0	0	0	0	69
19:00 - 19:59	0	0	0	0	8	15	10	5	1	1	0	0	0	0	0	40
20:00 - 20:59	0	0	0	1	7	8	3	2	0	0	0	0	0	0	0	21
21:00 - 21:59	0	0	0	1	2	4	1	2	0	0	0	0	0	0	0	10
22:00 - 22:59	0	0	0	1	3	1	2	0	0	0	0	0	0	0	0	7
23:00 - 23:59	0	0	0	1	1	1	2	0	0	2	0	0	0	0	0	7
Totals	0	4	22	39	142	319	301	164	51	17	2	1	0	1	0	1063
Percent of Total	0.0	0.4	2.1	3.7	13.4	30.0	28.3	15.4	4.8	1.6	0.2	0.1	0.0	0.1	0.0	100
Percent of AM	0.0	0.2	1.7	3.7	9.6	27.2	30.4	18.9	6.2	1.5	0.4	0.0	0.0	0.2	0.0	100
Percent of PM	0.0	0.6	2.4	3.7	16.9	32.7	26.3	12.1	3.5	1.7	0.0	0.2	0.0	0.0	0.0	100

Standard Deviation:	7.2 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	47.3 MPH
Mean Speed:	40.2 MPH	Percent in Ten Mile Pace:	58.3%	15th Percentile:	33.3 MPH
Median Speed:	40.1 MPH			90th Percentile:	48.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	51.8 MPH

Daily Northbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
03:00 - 03:59	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	0	0	2	8	7	0	0	0	0	0	0	0	17
05:00 - 05:59	0	0	0	0	1	12	19	19	3	1	0	0	0	0	0	55
06:00 - 06:59	0	0	0	3	7	21	24	20	6	2	0	0	0	0	0	83
07:00 - 07:59	0	0	2	2	17	28	34	24	6	1	0	0	0	0	0	114
08:00 - 08:59	0	0	0	4	8	17	24	9	1	0	1	0	0	0	0	64
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	3	11	34	82	109	81	16	5	1	0	0	0	0	342
Percent of Total	0.0	0.0	0.9	3.2	9.9	24.0	31.9	23.7	4.7	1.5	0.3	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.9	3.2	9.9	24.0	31.9	23.7	4.7	1.5	0.3	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.6 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	48.2 MPH
Mean Speed:	41.6 MPH	Percent in Ten Mile Pace:	55.8%	15th Percentile:	35.2 MPH
Median Speed:	41.9 MPH			90th Percentile:	49.2 MPH
Modal Speed:	42.5 MPH			95th Percentile:	51.4 MPH

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	0	9	25	6	1	0	0	0	0	0	0	0	0	0	41
11:00 - 11:59	0	1	10	20	5	0	0	0	0	0	0	0	0	0	0	36
12:00 - 12:59	0	1	5	18	11	2	0	0	0	0	0	0	0	0	0	37
13:00 - 13:59	0	1	5	28	15	3	0	0	0	0	0	0	0	0	0	52
14:00 - 14:59	0	2	13	42	23	2	0	0	0	0	0	0	0	0	0	82
15:00 - 15:59	0	7	10	37	38	5	0	0	0	0	0	0	0	0	0	97
16:00 - 16:59	1	1	13	78	49	3	0	0	0	0	0	0	0	0	0	145
17:00 - 17:59	0	0	8	66	54	1	0	0	0	0	0	0	0	0	0	129
18:00 - 18:59	0	1	7	42	29	2	0	0	0	0	0	0	0	0	0	81
19:00 - 19:59	0	0	6	23	11	0	0	0	0	0	1	0	0	0	0	41
20:00 - 20:59	0	0	7	15	4	2	0	0	0	0	0	0	0	0	0	28
21:00 - 21:59	0	0	1	7	7	0	0	0	0	0	0	0	0	0	0	15
22:00 - 22:59	0	0	0	8	2	1	0	0	0	0	0	0	0	0	0	11
23:00 - 23:59	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
Totals	1	14	95	413	259	23	0	0	0	0	1	0	0	0	0	806
Percent of Total	0.1	1.7	11.8	51.2	32.1	2.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	1.3	25.3	58.2	13.9	1.3	0.0	100								
Percent of PM	0.1	1.8	10.3	50.5	34.1	3.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	4.3 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.1 MPH
Mean Speed:	28.6 MPH	Percent in Ten Mile Pace:	83.4%	15th Percentile:	25.1 MPH
Median Speed:	28.5 MPH			90th Percentile:	33.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.7 MPH

Daily Southbound Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00 - 04:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	10
06:00 - 06:59	0	0	3	19	14	0	0	0	0	0	0	0	0	0	0	36
07:00 - 07:59	0	0	5	27	16	2	0	1	0	0	0	0	0	0	0	51
08:00 - 08:59	0	1	1	40	7	1	0	0	0	0	0	0	0	0	0	50
09:00 - 09:59	0	0	8	24	8	0	0	0	0	0	0	0	0	0	0	40
10:00 - 10:59	0	0	9	27	7	2	0	0	0	0	0	0	0	0	0	45
11:00 - 11:59	0	1	5	25	7	0	0	0	0	0	0	0	0	0	0	38
12:00 - 12:59	0	2	21	23	13	0	0	0	0	0	0	0	0	0	0	59
13:00 - 13:59	0	0	5	38	7	0	0	0	0	0	0	0	0	0	0	50
14:00 - 14:59	0	1	14	51	13	0	0	0	0	0	0	0	0	0	0	79
15:00 - 15:59	0	3	17	54	35	1	0	0	0	0	0	0	0	0	0	110
16:00 - 16:59	0	3	3	57	43	2	0	0	0	0	0	0	0	1	0	109
17:00 - 17:59	0	3	10	52	30	0	0	0	0	0	0	0	0	0	0	95
18:00 - 18:59	0	0	6	18	15	2	0	0	0	0	0	0	0	0	0	41
19:00 - 19:59	0	0	3	25	11	1	0	0	0	0	0	0	0	0	0	40
20:00 - 20:59	0	0	3	12	3	0	0	0	0	0	0	0	0	0	0	18
21:00 - 21:59	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	6
22:00 - 22:59	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
Totals	0	15	116	513	245	11	0	1	0	0	0	0	0	1	0	902
Percent of Total	0.0	1.7	12.9	56.9	27.2	1.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	100
Percent of AM	0.0	0.7	10.9	61.8	24.6	1.8	0.0	0.4	0.0	100						
Percent of PM	0.0	2.1	13.8	54.6	28.4	1.0	0.0	0.2	0.0	100						

Standard Deviation:	4.2 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	32.5 MPH
Mean Speed:	28.2 MPH	Percent in Ten Mile Pace:	84.0%	15th Percentile:	25.0 MPH
Median Speed:	28.1 MPH			90th Percentile:	33.4 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Southbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	8
06:00 - 06:59	0	1	2	8	2	0	0	0	0	0	0	0	0	0	0	13
07:00 - 07:59	0	1	2	17	14	0	0	0	0	0	0	0	0	0	0	34
08:00 - 08:59	0	0	6	14	12	2	0	0	0	0	0	0	0	0	0	34
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	3	13	42	36	2	0	96								
Percent of Total	0.0	3.1	13.5	43.8	37.5	2.1	0.0	100								
Percent of AM	0.0	3.1	13.5	43.8	37.5	2.1	0.0	100								
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	4.3 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.2 MPH
Mean Speed:	28.6 MPH	Percent in Ten Mile Pace:	81.3%	15th Percentile:	24.2 MPH
Median Speed:	28.8 MPH			90th Percentile:	33.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.5 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	0	9	25	14	23	11	4	2	0	0	0	0	0	0	88
11:00 - 11:59	0	1	11	23	11	11	9	3	1	0	0	0	0	0	0	70
12:00 - 12:59	0	1	5	22	25	25	16	4	2	0	0	0	0	0	0	100
13:00 - 13:59	0	2	5	29	19	29	19	10	0	0	0	0	0	0	0	113
14:00 - 14:59	0	2	15	43	33	19	7	6	2	0	0	0	0	0	0	127
15:00 - 15:59	0	8	13	41	45	30	28	9	1	3	0	0	0	1	0	179
16:00 - 16:59	1	2	14	80	65	26	20	12	5	1	0	0	0	0	0	226
17:00 - 17:59	0	1	8	69	61	33	23	12	5	2	0	0	0	0	0	214
18:00 - 18:59	0	1	8	45	37	21	15	2	1	0	0	0	1	0	0	131
19:00 - 19:59	0	0	7	24	21	10	7	8	1	1	1	0	0	0	0	80
20:00 - 20:59	0	0	7	16	6	10	4	2	1	0	0	0	0	0	0	46
21:00 - 21:59	0	0	1	8	10	5	4	1	0	0	0	0	0	0	0	29
22:00 - 22:59	0	0	0	8	3	5	4	1	1	0	0	0	0	0	0	22
23:00 - 23:59	0	0	0	3	6	2	2	0	0	0	0	0	0	0	0	13
Totals	1	18	104	437	356	249	169	74	22	7	1	0	1	1	0	1440
Percent of Total	0.1	1.3	7.2	30.3	24.7	17.3	11.7	5.1	1.5	0.5	0.1	0.0	0.1	0.1	0.0	100
Percent of AM	0.0	0.6	13.1	30.6	15.6	21.3	12.5	4.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.1	1.3	6.5	30.3	25.9	16.8	11.6	5.2	1.5	0.5	0.1	0.0	0.1	0.1	0.0	100

Standard Deviation:	7.7 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	41.7 MPH
Mean Speed:	33.4 MPH	Percent in Ten Mile Pace:	55.1%	15th Percentile:	26.1 MPH
Median Speed:	32.2 MPH			90th Percentile:	43.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	47.3 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	5	0	0	1	2	1	0	0	0	0	0	0	9
03:00 - 03:59	0	0	0	4	1	1	1	0	1	0	0	0	0	0	0	8
04:00 - 04:59	0	0	0	1	1	3	5	8	1	0	0	0	0	0	0	19
05:00 - 05:59	0	0	1	3	7	4	19	16	6	1	0	0	0	0	0	57
06:00 - 06:59	0	0	4	21	25	22	31	24	6	5	1	0	0	1	0	140
07:00 - 07:59	0	1	7	28	23	34	43	17	4	0	0	0	0	0	0	157
08:00 - 08:59	0	1	2	40	12	26	23	14	6	2	0	0	0	0	0	126
09:00 - 09:59	0	0	10	29	17	15	6	6	2	0	0	0	0	0	0	85
10:00 - 10:59	0	0	9	33	13	18	17	7	0	0	0	0	0	0	0	97
11:00 - 11:59	0	1	7	28	18	22	11	4	5	0	1	0	0	0	0	97
12:00 - 12:59	0	3	23	26	25	16	23	6	4	0	0	0	0	0	0	126
13:00 - 13:59	0	0	7	40	9	12	14	3	5	0	0	0	0	0	0	90
14:00 - 14:59	0	2	16	53	26	22	15	5	1	1	0	0	0	0	0	141
15:00 - 15:59	0	4	21	56	46	30	17	9	3	2	0	1	0	0	0	189
16:00 - 16:59	0	3	5	59	52	21	16	12	1	1	0	0	0	1	0	171
17:00 - 17:59	0	3	10	55	42	31	20	12	1	1	0	0	0	0	0	175
18:00 - 18:59	0	0	7	20	27	22	20	10	3	1	0	0	0	0	0	110
19:00 - 19:59	0	0	3	25	19	16	10	5	1	1	0	0	0	0	0	80
20:00 - 20:59	0	0	3	13	10	8	3	2	0	0	0	0	0	0	0	39
21:00 - 21:59	0	1	1	4	3	4	1	2	0	0	0	0	0	0	0	16
22:00 - 22:59	0	0	1	3	5	1	2	0	0	0	0	0	0	0	0	12
23:00 - 23:59	0	0	1	3	3	1	2	0	0	2	0	0	0	0	0	12
Totals	0	19	138	552	387	330	301	165	51	17	2	1	0	2	0	1965
Percent of Total	0.0	1.0	7.0	28.1	19.7	16.8	15.3	8.4	2.6	0.9	0.1	0.1	0.0	0.1	0.0	100
Percent of AM	0.0	0.4	5.0	24.3	14.9	18.2	19.7	12.3	4.0	1.0	0.2	0.0	0.0	0.1	0.0	100
Percent of PM	0.0	1.4	8.4	30.7	23.0	15.8	12.3	5.7	1.6	0.8	0.0	0.1	0.0	0.1	0.0	100

Standard Deviation:	8.4 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	44.0 MPH
Mean Speed:	34.7 MPH	Percent in Ten Mile Pace:	47.8%	15th Percentile:	26.2 MPH
Median Speed:	33.5 MPH			90th Percentile:	46.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	49.2 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	4
03:00 - 03:59	0	0	2	1	0	1	0	1	0	0	0	0	0	0	0	5
04:00 - 04:59	0	1	0	0	0	2	8	7	0	0	0	0	0	0	0	18
05:00 - 05:59	0	0	0	2	7	12	19	19	3	1	0	0	0	0	0	63
06:00 - 06:59	0	1	2	11	9	21	24	20	6	2	0	0	0	0	0	96
07:00 - 07:59	0	1	4	19	31	28	34	24	6	1	0	0	0	0	0	148
08:00 - 08:59	0	0	6	18	20	19	24	9	1	0	1	0	0	0	0	98
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	3	16	53	70	84	109	81	16	5	1	0	0	0	0	438
Percent of Total	0.0	0.7	3.7	12.1	16.0	19.2	24.9	18.5	3.7	1.1	0.2	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.7	3.7	12.1	16.0	19.2	24.9	18.5	3.7	1.1	0.2	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	8.2 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	47.3 MPH
Mean Speed:	38.7 MPH	Percent in Ten Mile Pace:	44.1%	15th Percentile:	29.4 MPH
Median Speed:	39.6 MPH			90th Percentile:	48.6 MPH
Modal Speed:	42.5 MPH			95th Percentile:	49.9 MPH

Weekly Volumes

Unit ID:

Location: 2021.09.30 - Bald Peak (At County Line)

Week of 09/28/2021

Start Time	09/28 Tuesday		09/29 Wednesday		09/30 Thursday		10/01 Friday		10/02 Saturday		10/03 Sunday		10/04 Monday		Daily Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
00:00	0	0	2	3	3	2	-	-	-	-	-	-	-	-	2	2
01:00	0	0	2	2	1	0	-	-	-	-	-	-	-	-	1	1
02:00	0	0	5	4	2	2	-	-	-	-	-	-	-	-	2	2
03:00	0	0	3	5	3	2	-	-	-	-	-	-	-	-	2	2
04:00	0	0	18	1	17	2	-	-	-	-	-	-	-	-	12	1
05:00	0	0	47	10	55	8	-	-	-	-	-	-	-	-	34	6
06:00	0	0	104	36	83	13	-	-	-	-	-	-	-	-	62	16
07:00	0	0	106	51	114	34	-	-	-	-	-	-	-	-	73	28
08:00	0	0	76	50	64	34	-	-	-	-	-	-	-	-	47	28
09:00	0	2	45	40	-	-	-	-	-	-	-	-	-	-	23	21
10:00	47	41	52	45	-	-	-	-	-	-	-	-	-	-	50	43
11:00	34	36	59	38	-	-	-	-	-	-	-	-	-	-	47	37
12:00	63	37	67	59	-	-	-	-	-	-	-	-	-	-	65	48
13:00	61	52	40	50	-	-	-	-	-	-	-	-	-	-	51	51
14:00	45	82	62	79	-	-	-	-	-	-	-	-	-	-	54	81
15:00	82	97	79	110	-	-	-	-	-	-	-	-	-	-	81	104
16:00	81	145	62	109	-	-	-	-	-	-	-	-	-	-	72	127
17:00	85	129	80	95	-	-	-	-	-	-	-	-	-	-	83	112
18:00	50	81	69	41	-	-	-	-	-	-	-	-	-	-	60	61
19:00	39	41	40	40	-	-	-	-	-	-	-	-	-	-	40	41
20:00	18	28	21	18	-	-	-	-	-	-	-	-	-	-	20	23
21:00	14	15	10	6	-	-	-	-	-	-	-	-	-	-	12	11
22:00	11	11	7	5	-	-	-	-	-	-	-	-	-	-	9	8
23:00	4	9	7	5	-	-	-	-	-	-	-	-	-	-	6	7
Lane Total	634	806	1063	902	342	97	-	-	-	-	-	-	-	-	908	861
Day Total		1440		1965		439		-	-	-	-	-	-	-		1769
AM Peak	10:00	10:03	06:13	06:54	06:43	07:23	-	-	-	-	-	-	-	-	07:00	10:00
AM Count	47	46	124	56	121	42	-	-	-	-	-	-	-	-	73	43
PM Peak	16:30	16:26	17:08	16:24	-	-	-	-	-	-	-	-	-	-	17:00	16:00
PM Count	92	166	89	132	-	-	-	-	-	-	-	-	-	-	83	127



Counter #6



SW-Albertson Rd

SW-Bald Peak Rd

SW-Orchaedia Dr

Daily Vehicle Volume Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	0	0	0
06:00 - 06:59	0	0	0
07:00 - 07:59	0	0	0
08:00 - 08:59	0	0	0
09:00 - 09:59	0	0	0
10:00 - 10:59	19	19	38
11:00 - 11:59	13	15	28
12:00 - 12:59	29	23	52
13:00 - 13:59	22	23	45
14:00 - 14:59	20	33	53
15:00 - 15:59	33	28	61
16:00 - 16:59	39	42	81
17:00 - 17:59	35	37	72
18:00 - 18:59	21	32	53
19:00 - 19:59	14	19	33
20:00 - 20:59	6	18	24
21:00 - 21:59	4	7	11
22:00 - 22:59	2	5	7
23:00 - 23:59	2	2	4
Totals	259	303	562
AM Peak Time	10:05 - 11:04	10:02 - 11:01	10:05 - 11:04
AM Peak Volume	21	22	43
PM Peak Time	16:23 - 17:22	16:14 - 17:13	16:16 - 17:15
PM Peak Volume	49	46	93

Daily Vehicle Volume Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	4	4
01:00 - 01:59	0	1	1
02:00 - 02:59	5	2	7
03:00 - 03:59	1	2	3
04:00 - 04:59	5	2	7
05:00 - 05:59	7	3	10
06:00 - 06:59	31	9	40
07:00 - 07:59	33	15	48
08:00 - 08:59	25	24	49
09:00 - 09:59	15	20	35
10:00 - 10:59	21	25	46
11:00 - 11:59	34	19	53
12:00 - 12:59	42	27	69
13:00 - 13:59	23	30	53
14:00 - 14:59	24	42	66
15:00 - 15:59	40	49	89
16:00 - 16:59	33	31	64
17:00 - 17:59	23	36	59
18:00 - 18:59	25	33	58
19:00 - 19:59	15	23	38
20:00 - 20:59	8	15	23
21:00 - 21:59	3	7	10
22:00 - 22:59	2	6	8
23:00 - 23:59	4	3	7
Totals	419	428	847
AM Peak Time	06:37 - 07:36	09:55 - 10:54	06:37 - 07:36
AM Peak Volume	38	29	55
PM Peak Time	12:00 - 12:59	15:12 - 16:11	15:12 - 16:11
PM Peak Volume	42	52	91

Daily Vehicle Volume Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	3	1	4
01:00 - 01:59	1	1	2
02:00 - 02:59	1	1	2
03:00 - 03:59	1	0	1
04:00 - 04:59	3	1	4
05:00 - 05:59	9	4	13
06:00 - 06:59	29	15	44
07:00 - 07:59	39	24	63
08:00 - 08:59	28	31	59
09:00 - 09:59	8	5	13
10:00 - 10:59	-	-	-
11:00 - 11:59	-	-	-
12:00 - 12:59	-	-	-
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
Totals	122	83	205
AM Peak Time	07:02 - 08:01	07:24 - 08:23	07:33 - 08:32
AM Peak Volume	40	36	75
PM Peak Time	N/A	N/A	N/A
PM Peak Volume	0	0	0

Daily Northbound Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	14	3	0	2	0	0	0	0	0	0	0	0	19
11:00 - 11:59	0	10	1	0	2	0	0	0	0	0	0	0	0	13
12:00 - 12:59	0	22	5	0	1	0	0	1	0	0	0	0	0	29
13:00 - 13:59	0	19	0	0	3	0	0	0	0	0	0	0	0	22
14:00 - 14:59	0	18	1	0	1	0	0	0	0	0	0	0	0	20
15:00 - 15:59	0	24	6	1	2	0	0	0	0	0	0	0	0	33
16:00 - 16:59	0	32	5	1	1	0	0	0	0	0	0	0	0	39
17:00 - 17:59	0	28	4	0	3	0	0	0	0	0	0	0	0	35
18:00 - 18:59	0	15	4	0	2	0	0	0	0	0	0	0	0	21
19:00 - 19:59	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:00 - 20:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00 - 21:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Totals	0	207	32	2	17	0	0	1	0	0	0	0	0	259
Percent of Total	0.0	79.9	12.4	0.8	6.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	75.0	12.5	0.0	12.5	0.0	100							
Percent of PM	0.0	80.6	12.3	0.9	5.7	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 20

% Trucks: 7.7

AM % Trucks: 12.5

PM % Trucks: 7.0

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	2	3	0	0	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	4	1	0	2	0	0	0	0	0	0	0	0	7
06:00 - 06:59	0	26	5	0	0	0	0	0	0	0	0	0	0	31
07:00 - 07:59	0	27	3	0	3	0	0	0	0	0	0	0	0	33
08:00 - 08:59	1	19	3	1	1	0	0	0	0	0	0	0	0	25
09:00 - 09:59	1	8	2	0	3	0	1	0	0	0	0	0	0	15
10:00 - 10:59	0	16	4	0	1	0	0	0	0	0	0	0	0	21
11:00 - 11:59	0	25	6	0	3	0	0	0	0	0	0	0	0	34
12:00 - 12:59	0	35	5	0	2	0	0	0	0	0	0	0	0	42
13:00 - 13:59	0	18	5	0	0	0	0	0	0	0	0	0	0	23
14:00 - 14:59	0	20	2	0	2	0	0	0	0	0	0	0	0	24
15:00 - 15:59	0	32	4	0	4	0	0	0	0	0	0	0	0	40
16:00 - 16:59	0	27	4	1	1	0	0	0	0	0	0	0	0	33
17:00 - 17:59	0	20	1	0	2	0	0	0	0	0	0	0	0	23
18:00 - 18:59	0	17	7	0	1	0	0	0	0	0	0	0	0	25
19:00 - 19:59	0	11	3	0	1	0	0	0	0	0	0	0	0	15
20:00 - 20:59	0	4	1	0	3	0	0	0	0	0	0	0	0	8
21:00 - 21:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	2	326	59	2	29	0	1	0	0	0	0	0	0	419
Percent of Total	0.5	77.8	14.1	0.5	6.9	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	1.1	75.1	15.3	0.6	7.3	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	79.8	13.2	0.4	6.6	0.0	100							

Truck Summary:

Total Trucks: 32

% Trucks: 7.6

AM % Trucks: 8.5

PM % Trucks: 7.0

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	1	1	0	1	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	7	1	0	1	0	0	0	0	0	0	0	0	9
06:00 - 06:59	0	25	1	0	3	0	0	0	0	0	0	0	0	29
07:00 - 07:59	0	30	5	1	3	0	0	0	0	0	0	0	0	39
08:00 - 08:59	0	21	5	0	1	0	1	0	0	0	0	0	0	28
09:00 - 09:59	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	96	15	1	9	0	1	0	0	0	0	0	0	122
Percent of Total	0.0	78.7	12.3	0.8	7.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	78.7	12.3	0.8	7.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 11

% Trucks: 9.0

AM % Trucks: 9.0

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	13	5	0	1	0	0	0	0	0	0	0	0	19
11:00 - 11:59	0	12	2	0	1	0	0	0	0	0	0	0	0	15
12:00 - 12:59	0	18	1	0	4	0	0	0	0	0	0	0	0	23
13:00 - 13:59	0	16	6	0	1	0	0	0	0	0	0	0	0	23
14:00 - 14:59	0	21	6	0	5	0	1	0	0	0	0	0	0	33
15:00 - 15:59	0	25	3	0	0	0	0	0	0	0	0	0	0	28
16:00 - 16:59	0	32	7	0	3	0	0	0	0	0	0	0	0	42
17:00 - 17:59	0	28	7	0	2	0	0	0	0	0	0	0	0	37
18:00 - 18:59	0	27	5	0	0	0	0	0	0	0	0	0	0	32
19:00 - 19:59	0	15	2	0	2	0	0	0	0	0	0	0	0	19
20:00 - 20:59	0	18	0	0	0	0	0	0	0	0	0	0	0	18
21:00 - 21:59	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Totals	0	236	47	0	19	0	1	0	0	0	0	0	0	303
Percent of Total	0.0	77.9	15.5	0.0	6.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	73.5	20.6	0.0	5.9	0.0	100							
Percent of PM	0.0	78.4	14.9	0.0	6.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 20

% Trucks: 6.6

AM % Trucks: 5.9

PM % Trucks: 6.7

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00 - 06:59	0	6	3	0	0	0	0	0	0	0	0	0	0	9
07:00 - 07:59	0	11	3	0	1	0	0	0	0	0	0	0	0	15
08:00 - 08:59	0	22	1	0	1	0	0	0	0	0	0	0	0	24
09:00 - 09:59	0	14	4	0	2	0	0	0	0	0	0	0	0	20
10:00 - 10:59	0	19	5	0	1	0	0	0	0	0	0	0	0	25
11:00 - 11:59	0	14	3	0	2	0	0	0	0	0	0	0	0	19
12:00 - 12:59	0	20	7	0	0	0	0	0	0	0	0	0	0	27
13:00 - 13:59	0	23	7	0	0	0	0	0	0	0	0	0	0	30
14:00 - 14:59	0	33	5	0	3	1	0	0	0	0	0	0	0	42
15:00 - 15:59	0	40	7	0	2	0	0	0	0	0	0	0	0	49
16:00 - 16:59	0	29	2	0	0	0	0	0	0	0	0	0	0	31
17:00 - 17:59	0	24	10	0	2	0	0	0	0	0	0	0	0	36
18:00 - 18:59	1	25	7	0	0	0	0	0	0	0	0	0	0	33
19:00 - 19:59	0	19	4	0	0	0	0	0	0	0	0	0	0	23
20:00 - 20:59	0	11	2	0	2	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Totals	1	338	72	0	16	1	0	428						
Percent of Total	0.2	79.0	16.8	0.0	3.7	0.2	0.0	100						
Percent of AM	0.0	79.4	15.1	0.0	5.6	0.0	100							
Percent of PM	0.3	78.8	17.5	0.0	3.0	0.3	0.0	100						

Truck Summary:

Total Trucks: 17

% Trucks: 4.0

AM % Trucks: 5.6

PM % Trucks: 3.3

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	9	5	0	1	0	0	0	0	0	0	0	0	15
07:00 - 07:59	1	18	2	0	2	0	1	0	0	0	0	0	0	24
08:00 - 08:59	0	24	5	0	2	0	0	0	0	0	0	0	0	31
09:00 - 09:59	1	4	0	0	0	0	0	0	0	0	0	0	0	5
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	2	62	13	0	5	0	1	0	0	0	0	0	0	83
Percent of Total	2.4	74.7	15.7	0.0	6.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	2.4	74.7	15.7	0.0	6.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 6

% Trucks: 7.2

AM % Trucks: 7.2

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	27	8	0	3	0	0	0	0	0	0	0	0	38
11:00 - 11:59	0	22	3	0	3	0	0	0	0	0	0	0	0	28
12:00 - 12:59	0	40	6	0	5	0	0	1	0	0	0	0	0	52
13:00 - 13:59	0	35	6	0	4	0	0	0	0	0	0	0	0	45
14:00 - 14:59	0	39	7	0	6	0	1	0	0	0	0	0	0	53
15:00 - 15:59	0	49	9	1	2	0	0	0	0	0	0	0	0	61
16:00 - 16:59	0	64	12	1	4	0	0	0	0	0	0	0	0	81
17:00 - 17:59	0	56	11	0	5	0	0	0	0	0	0	0	0	72
18:00 - 18:59	0	42	9	0	2	0	0	0	0	0	0	0	0	53
19:00 - 19:59	0	28	3	0	2	0	0	0	0	0	0	0	0	33
20:00 - 20:59	0	24	0	0	0	0	0	0	0	0	0	0	0	24
21:00 - 21:59	0	8	3	0	0	0	0	0	0	0	0	0	0	11
22:00 - 22:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00 - 23:59	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Totals	0	443	79	2	36	0	1	1	0	0	0	0	0	562
Percent of Total	0.0	78.8	14.1	0.4	6.4	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	74.2	16.7	0.0	9.1	0.0	100							
Percent of PM	0.0	79.4	13.7	0.4	6.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 40

% Trucks: 7.1

AM % Trucks: 9.1

PM % Trucks: 6.9

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00 - 03:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	4	3	0	0	0	0	0	0	0	0	0	0	7
05:00 - 05:59	0	7	1	0	2	0	0	0	0	0	0	0	0	10
06:00 - 06:59	0	32	8	0	0	0	0	0	0	0	0	0	0	40
07:00 - 07:59	0	38	6	0	4	0	0	0	0	0	0	0	0	48
08:00 - 08:59	1	41	4	1	2	0	0	0	0	0	0	0	0	49
09:00 - 09:59	1	22	6	0	5	0	1	0	0	0	0	0	0	35
10:00 - 10:59	0	35	9	0	2	0	0	0	0	0	0	0	0	46
11:00 - 11:59	0	39	9	0	5	0	0	0	0	0	0	0	0	53
12:00 - 12:59	0	55	12	0	2	0	0	0	0	0	0	0	0	69
13:00 - 13:59	0	41	12	0	0	0	0	0	0	0	0	0	0	53
14:00 - 14:59	0	53	7	0	5	1	0	0	0	0	0	0	0	66
15:00 - 15:59	0	72	11	0	6	0	0	0	0	0	0	0	0	89
16:00 - 16:59	0	56	6	1	1	0	0	0	0	0	0	0	0	64
17:00 - 17:59	0	44	11	0	4	0	0	0	0	0	0	0	0	59
18:00 - 18:59	1	42	14	0	1	0	0	0	0	0	0	0	0	58
19:00 - 19:59	0	30	7	0	1	0	0	0	0	0	0	0	0	38
20:00 - 20:59	0	15	3	0	5	0	0	0	0	0	0	0	0	23
21:00 - 21:59	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:00 - 22:59	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00 - 23:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Totals	3	664	131	2	45	1	1	0	0	0	0	0	0	847
Percent of Total	0.4	78.4	15.5	0.2	5.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.7	76.9	15.2	0.3	6.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.2	79.2	15.6	0.2	4.6	0.2	0.0	100						

Truck Summary:

Total Trucks: 49

% Trucks: 5.8

AM % Trucks: 7.3

PM % Trucks: 5.0

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	2	1	0	1	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	11	1	0	1	0	0	0	0	0	0	0	0	13
06:00 - 06:59	0	34	6	0	4	0	0	0	0	0	0	0	0	44
07:00 - 07:59	1	48	7	1	5	0	1	0	0	0	0	0	0	63
08:00 - 08:59	0	45	10	0	3	0	1	0	0	0	0	0	0	59
09:00 - 09:59	1	11	1	0	0	0	0	0	0	0	0	0	0	13
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	2	158	28	1	14	0	2	0	0	0	0	0	0	205
Percent of Total	1.0	77.1	13.7	0.5	6.8	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	1.0	77.1	13.7	0.5	6.8	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 17

% Trucks: 8.3

AM % Trucks: 8.3

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	1	3	5	6	4	0	0	0	0	0	0	0	0	0	0	19
11:00 - 11:59	0	2	0	8	3	0	0	0	0	0	0	0	0	0	0	13
12:00 - 12:59	0	2	14	10	3	0	0	0	0	0	0	0	0	0	0	29
13:00 - 13:59	0	1	6	10	5	0	0	0	0	0	0	0	0	0	0	22
14:00 - 14:59	0	2	7	9	1	1	0	0	0	0	0	0	0	0	0	20
15:00 - 15:59	2	1	8	14	8	0	0	0	0	0	0	0	0	0	0	33
16:00 - 16:59	0	6	12	9	9	3	0	0	0	0	0	0	0	0	0	39
17:00 - 17:59	0	3	7	16	7	2	0	0	0	0	0	0	0	0	0	35
18:00 - 18:59	0	3	4	8	6	0	0	0	0	0	0	0	0	0	0	21
19:00 - 19:59	0	0	4	7	2	1	0	0	0	0	0	0	0	0	0	14
20:00 - 20:59	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
21:00 - 21:59	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals	3	23	71	104	49	9	0	259								
Percent of Total	1.2	8.9	27.4	40.2	18.9	3.5	0.0	100								
Percent of AM	3.1	15.6	15.6	43.8	21.9	0.0	100									
Percent of PM	0.9	7.9	29.1	39.6	18.5	4.0	0.0	100								

Standard Deviation:	5.3 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.9 MPH
Mean Speed:	26.3 MPH	Percent in Ten Mile Pace:	67.6%	15th Percentile:	20.9 MPH
Median Speed:	26.5 MPH			90th Percentile:	33.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.5 MPH

Daily Northbound Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	5
03:00 - 03:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	7
06:00 - 06:59	0	1	4	8	13	4	0	1	0	0	0	0	0	0	0	31
07:00 - 07:59	0	1	7	14	10	1	0	0	0	0	0	0	0	0	0	33
08:00 - 08:59	0	2	3	9	9	2	0	0	0	0	0	0	0	0	0	25
09:00 - 09:59	0	0	5	8	0	1	0	0	0	0	0	0	0	0	0	14
10:00 - 10:59	0	1	3	12	5	0	0	0	0	0	0	0	0	0	0	21
11:00 - 11:59	1	3	6	11	10	3	0	0	0	0	0	0	0	0	0	34
12:00 - 12:59	0	1	10	20	10	1	0	0	0	0	0	0	0	0	0	42
13:00 - 13:59	0	3	6	4	9	1	0	0	0	0	0	0	0	0	0	23
14:00 - 14:59	0	3	8	9	4	0	0	0	0	0	0	0	0	0	0	24
15:00 - 15:59	0	5	15	13	5	1	1	0	0	0	0	0	0	0	0	40
16:00 - 16:59	1	5	6	10	10	1	0	0	0	0	0	0	0	0	0	33
17:00 - 17:59	0	3	2	8	9	1	0	0	0	0	0	0	0	0	0	23
18:00 - 18:59	0	1	7	10	7	0	0	0	0	0	0	0	0	0	0	25
19:00 - 19:59	0	1	3	5	4	2	0	0	0	0	0	0	0	0	0	15
20:00 - 20:59	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
21:00 - 21:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:00 - 22:59	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
Totals	2	30	92	151	118	23	1	1	0	418						
Percent of Total	0.5	7.2	22.0	36.1	28.2	5.5	0.2	0.2	0.0	100						
Percent of AM	0.6	4.5	17.0	37.5	31.8	8.0	0.0	0.6	0.0	100						
Percent of PM	0.4	9.1	25.6	35.1	25.6	3.7	0.4	0.0	100							

Standard Deviation:	5.5 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.4 MPH
Mean Speed:	27.6 MPH	Percent in Ten Mile Pace:	64.4%	15th Percentile:	21.6 MPH
Median Speed:	27.8 MPH			90th Percentile:	34.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	35.8 MPH

Daily Northbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	9
06:00 - 06:59	0	3	5	10	10	1	0	0	0	0	0	0	0	0	0	29
07:00 - 07:59	0	8	4	14	12	1	0	0	0	0	0	0	0	0	0	39
08:00 - 08:59	1	2	9	10	6	0	0	0	0	0	0	0	0	0	0	28
09:00 - 09:59	2	1	1	2	1	1	0	0	0	0	0	0	0	0	0	8
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	3	14	21	44	36	4	0	122								
Percent of Total	2.5	11.5	17.2	36.1	29.5	3.3	0.0	100								
Percent of AM	2.5	11.5	17.2	36.1	29.5	3.3	0.0	100								
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.0 MPH	Ten Mile Pace: 25 to 34 MPH	85th Percentile: 32.9 MPH
Mean Speed:	26.9 MPH	Percent in Ten Mile Pace: 65.6%	15th Percentile: 20.2 MPH
Median Speed:	27.6 MPH		90th Percentile: 33.8 MPH
Modal Speed:	27.5 MPH		95th Percentile: 34.6 MPH

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	1	3	4	5	5	0	1	0	0	0	0	0	0	0	0	19
11:00 - 11:59	0	1	1	10	2	1	0	0	0	0	0	0	0	0	0	15
12:00 - 12:59	0	4	5	8	5	0	1	0	0	0	0	0	0	0	0	23
13:00 - 13:59	0	3	2	8	8	2	0	0	0	0	0	0	0	0	0	23
14:00 - 14:59	2	5	4	15	4	3	0	0	0	0	0	0	0	0	0	33
15:00 - 15:59	0	5	4	9	7	3	0	0	0	0	0	0	0	0	0	28
16:00 - 16:59	0	6	6	16	10	3	1	0	0	0	0	0	0	0	0	42
17:00 - 17:59	1	1	2	14	15	3	1	0	0	0	0	0	0	0	0	37
18:00 - 18:59	1	6	2	12	8	3	0	0	0	0	0	0	0	0	0	32
19:00 - 19:59	0	1	3	8	6	1	0	0	0	0	0	0	0	0	0	19
20:00 - 20:59	0	2	2	9	3	1	1	0	0	0	0	0	0	0	0	18
21:00 - 21:59	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals	5	37	36	124	75	21	5	0	303							
Percent of Total	1.7	12.2	11.9	40.9	24.8	6.9	1.7	0.0	100							
Percent of AM	2.9	11.8	14.7	44.1	20.6	2.9	2.9	0.0	100							
Percent of PM	1.5	12.3	11.5	40.5	25.3	7.4	1.5	0.0	100							

Standard Deviation:	6.3 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.7 MPH
Mean Speed:	27.6 MPH	Percent in Ten Mile Pace:	65.7%	15th Percentile:	20.4 MPH
Median Speed:	27.9 MPH			90th Percentile:	34.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	37.5 MPH

Daily Southbound Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
06:00 - 06:59	0	0	1	1	5	2	0	0	0	0	0	0	0	0	0	9
07:00 - 07:59	0	0	1	3	9	2	0	0	0	0	0	0	0	0	0	15
08:00 - 08:59	0	5	1	6	11	0	1	0	0	0	0	0	0	0	0	24
09:00 - 09:59	0	5	3	8	4	0	0	0	0	0	0	0	0	0	0	20
10:00 - 10:59	0	5	4	6	8	2	0	0	0	0	0	0	0	0	0	25
11:00 - 11:59	1	2	2	11	2	1	0	0	0	0	0	0	0	0	0	19
12:00 - 12:59	0	1	3	12	10	1	0	0	0	0	0	0	0	0	0	27
13:00 - 13:59	1	6	1	17	4	1	0	0	0	0	0	0	0	0	0	30
14:00 - 14:59	3	9	3	19	8	0	0	0	0	0	0	0	0	0	0	42
15:00 - 15:59	0	5	6	23	11	4	0	0	0	0	0	0	0	0	0	49
16:00 - 16:59	1	4	0	5	18	3	0	0	0	0	0	0	0	0	0	31
17:00 - 17:59	0	3	4	15	12	2	0	0	0	0	0	0	0	0	0	36
18:00 - 18:59	1	2	2	9	16	3	0	0	0	0	0	0	0	0	0	33
19:00 - 19:59	0	5	1	11	5	1	0	0	0	0	0	0	0	0	0	23
20:00 - 20:59	1	2	0	8	3	1	0	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	1	0	2	4	0	0	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	2	1	0	2	1	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Totals	9	58	39	161	134	26	1	0	428							
Percent of Total	2.1	13.6	9.1	37.6	31.3	6.1	0.2	0.0	100							
Percent of AM	1.6	14.3	11.9	31.7	32.5	7.1	0.8	0.0	100							
Percent of PM	2.3	13.2	7.9	40.1	30.8	5.6	0.0	100								

Standard Deviation:	6.2 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.6 MPH
Mean Speed:	27.5 MPH	Percent in Ten Mile Pace:	68.9%	15th Percentile:	19.7 MPH
Median Speed:	28.3 MPH			90th Percentile:	34.4 MPH
Modal Speed:	27.5 MPH			95th Percentile:	36.0 MPH

Daily Southbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	1	0	7	7	0	0	0	0	0	0	0	0	0	0	15
07:00 - 07:59	2	2	4	8	7	1	0	0	0	0	0	0	0	0	0	24
08:00 - 08:59	0	6	10	4	7	2	2	0	0	0	0	0	0	0	0	31
09:00 - 09:59	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	2	10	18	23	22	5	2	0	82							
Percent of Total	2.4	12.2	22.0	28.0	26.8	6.1	2.4	0.0	100							
Percent of AM	2.4	12.2	22.0	28.0	26.8	6.1	2.4	0.0	100							
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.7 MPH	Ten Mile Pace: 25 to 34 MPH	85th Percentile: 33.7 MPH
Mean Speed:	27.1 MPH	Percent in Ten Mile Pace: 54.9%	15th Percentile: 19.9 MPH
Median Speed:	27.3 MPH		90th Percentile: 34.6 MPH
Modal Speed:	27.5 MPH		95th Percentile: 37.4 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/28/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	2	6	9	11	9	0	1	0	0	0	0	0	0	0	0	38
11:00 - 11:59	0	3	1	18	5	1	0	0	0	0	0	0	0	0	0	28
12:00 - 12:59	0	6	19	18	8	0	1	0	0	0	0	0	0	0	0	52
13:00 - 13:59	0	4	8	18	13	2	0	0	0	0	0	0	0	0	0	45
14:00 - 14:59	2	7	11	24	5	4	0	0	0	0	0	0	0	0	0	53
15:00 - 15:59	2	6	12	23	15	3	0	0	0	0	0	0	0	0	0	61
16:00 - 16:59	0	12	18	25	19	6	1	0	0	0	0	0	0	0	0	81
17:00 - 17:59	1	4	9	30	22	5	1	0	0	0	0	0	0	0	0	72
18:00 - 18:59	1	9	6	20	14	3	0	0	0	0	0	0	0	0	0	53
19:00 - 19:59	0	1	7	15	8	2	0	0	0	0	0	0	0	0	0	33
20:00 - 20:59	0	2	4	11	4	2	1	0	0	0	0	0	0	0	0	24
21:00 - 21:59	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	11
22:00 - 22:59	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	7
23:00 - 23:59	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	8	60	107	228	124	30	5	0	562							
Percent of Total	1.4	10.7	19.0	40.6	22.1	5.3	0.9	0.0	100							
Percent of AM	3.0	13.6	15.2	43.9	21.2	1.5	1.5	0.0	100							
Percent of PM	1.2	10.3	19.6	40.1	22.2	5.8	0.8	0.0	100							

Standard Deviation:	5.9 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.0 MPH
Mean Speed:	27.0 MPH	Percent in Ten Mile Pace:	62.6%	15th Percentile:	20.7 MPH
Median Speed:	27.3 MPH			90th Percentile:	34.1 MPH
Modal Speed:	27.5 MPH			95th Percentile:	36.1 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/29/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	7
03:00 - 03:59	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	7
05:00 - 05:59	1	0	2	1	5	1	0	0	0	0	0	0	0	0	0	10
06:00 - 06:59	0	1	5	9	18	6	0	1	0	0	0	0	0	0	0	40
07:00 - 07:59	0	1	8	17	19	3	0	0	0	0	0	0	0	0	0	48
08:00 - 08:59	0	7	4	15	20	2	1	0	0	0	0	0	0	0	0	49
09:00 - 09:59	0	5	8	16	4	1	0	0	0	0	0	0	0	0	0	34
10:00 - 10:59	0	6	7	18	13	2	0	0	0	0	0	0	0	0	0	46
11:00 - 11:59	2	5	8	22	12	4	0	0	0	0	0	0	0	0	0	53
12:00 - 12:59	0	2	13	32	20	2	0	0	0	0	0	0	0	0	0	69
13:00 - 13:59	1	9	7	21	13	2	0	0	0	0	0	0	0	0	0	53
14:00 - 14:59	3	12	11	28	12	0	0	0	0	0	0	0	0	0	0	66
15:00 - 15:59	0	10	21	36	16	5	1	0	0	0	0	0	0	0	0	89
16:00 - 16:59	2	9	6	15	28	4	0	0	0	0	0	0	0	0	0	64
17:00 - 17:59	0	6	6	23	21	3	0	0	0	0	0	0	0	0	0	59
18:00 - 18:59	1	3	9	19	23	3	0	0	0	0	0	0	0	0	0	58
19:00 - 19:59	0	6	4	16	9	3	0	0	0	0	0	0	0	0	0	38
20:00 - 20:59	1	2	3	13	3	1	0	0	0	0	0	0	0	0	0	23
21:00 - 21:59	0	1	0	3	6	0	0	0	0	0	0	0	0	0	0	10
22:00 - 22:59	0	2	2	0	3	1	0	0	0	0	0	0	0	0	0	8
23:00 - 23:59	0	0	4	0	1	2	0	0	0	0	0	0	0	0	0	7
Totals	11	88	131	312	252	49	2	1	0	846						
Percent of Total	1.3	10.4	15.5	36.9	29.8	5.8	0.2	0.1	0.0	100						
Percent of AM	1.0	8.6	14.9	35.1	32.1	7.6	0.3	0.3	0.0	100						
Percent of PM	1.5	11.4	15.8	37.9	28.5	4.8	0.2	0.0	100							

Standard Deviation:	5.9 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.5 MPH
Mean Speed:	27.6 MPH	Percent in Ten Mile Pace:	66.7%	15th Percentile:	21.0 MPH
Median Speed:	28.1 MPH			90th Percentile:	34.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	35.9 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
01:00 - 01:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	2	4	6	1	0	0	0	0	0	0	0	0	0	13
06:00 - 06:59	0	4	5	17	17	1	0	0	0	0	0	0	0	0	0	44
07:00 - 07:59	2	10	8	22	19	2	0	0	0	0	0	0	0	0	0	63
08:00 - 08:59	1	8	19	14	13	2	2	0	0	0	0	0	0	0	0	59
09:00 - 09:59	2	2	3	3	1	1	0	0	0	0	0	0	0	0	0	12
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	5	24	39	67	58	9	2	0	204							
Percent of Total	2.5	11.8	19.1	32.8	28.4	4.4	1.0	0.0	100							
Percent of AM	2.5	11.8	19.1	32.8	28.4	4.4	1.0	0.0	100							
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.3 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.3 MPH
Mean Speed:	26.9 MPH	Percent in Ten Mile Pace:	61.3%	15th Percentile:	20.1 MPH
Median Speed:	27.5 MPH			90th Percentile:	34.1 MPH
Modal Speed:	27.5 MPH			95th Percentile:	35.2 MPH

Weekly Volumes

Unit ID:

Location: 2021.09.30 - Bald Peak (Btwn 115 and 161)

Week of 09/28/2021

Start Time	09/28 Tuesday		09/29 Wednesday		09/30 Thursday		10/01 Friday		10/02 Saturday		10/03 Sunday		10/04 Monday		Daily Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
00:00	0	0	0	4	3	1	-	-	-	-	-	-	-	-	1	2
01:00	0	0	0	1	1	1	-	-	-	-	-	-	-	-	0	1
02:00	0	0	5	2	1	1	-	-	-	-	-	-	-	-	2	1
03:00	0	0	1	2	1	0	-	-	-	-	-	-	-	-	1	1
04:00	0	0	5	2	3	1	-	-	-	-	-	-	-	-	3	1
05:00	0	0	7	3	9	4	-	-	-	-	-	-	-	-	5	2
06:00	0	0	31	9	29	15	-	-	-	-	-	-	-	-	20	8
07:00	0	0	33	15	39	24	-	-	-	-	-	-	-	-	24	13
08:00	0	0	25	24	28	31	-	-	-	-	-	-	-	-	18	18
09:00	0	0	15	20	8	5	-	-	-	-	-	-	-	-	8	8
10:00	19	19	21	25	-	-	-	-	-	-	-	-	-	-	20	22
11:00	13	15	34	19	-	-	-	-	-	-	-	-	-	-	24	17
12:00	29	23	42	27	-	-	-	-	-	-	-	-	-	-	36	25
13:00	22	23	23	30	-	-	-	-	-	-	-	-	-	-	23	27
14:00	20	33	24	42	-	-	-	-	-	-	-	-	-	-	22	38
15:00	33	28	40	49	-	-	-	-	-	-	-	-	-	-	37	39
16:00	39	42	33	31	-	-	-	-	-	-	-	-	-	-	36	37
17:00	35	37	23	36	-	-	-	-	-	-	-	-	-	-	29	37
18:00	21	32	25	33	-	-	-	-	-	-	-	-	-	-	23	33
19:00	14	19	15	23	-	-	-	-	-	-	-	-	-	-	15	21
20:00	6	18	8	15	-	-	-	-	-	-	-	-	-	-	7	17
21:00	4	7	3	7	-	-	-	-	-	-	-	-	-	-	4	7
22:00	2	5	2	6	-	-	-	-	-	-	-	-	-	-	2	6
23:00	2	2	4	3	-	-	-	-	-	-	-	-	-	-	3	3
Lane Total	259	303	419	428	122	83	-	-	-	-	-	-	-	-	363	384
Day Total		562		847		205		-	-	-	-	-	-	-		747
AM Peak	10:05	10:02	06:37	09:55	07:02	07:24	-	-	-	-	-	-	-	-	07:00	10:00
AM Count	21	22	38	29	40	36	-	-	-	-	-	-	-	-	24	22
PM Peak	16:23	16:14	12:00	15:12	-	-	-	-	-	-	-	-	-	-	15:00	15:00
PM Count	49	46	42	52	-	-	-	-	-	-	-	-	-	-	37	39

YAMHILL COUNTY

YAMHILL COUNTY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNE D ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUI NG OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED ROAD
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHING
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	PARTICIPANT UNINJURED, OVER THE AGE OF 4

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH



December 3, 2021

Yamhill County
Attention: Greg Haffner
2060 NE Lafayette Avenue
McMinnville, Oregon 97128

Re: **Bald Peak Road/NE Kings Grade – Yamhill County, Oregon**
All-Way Stop-Control Analysis

C&A Project Number 20211101.00

Dear Mr. Haffner,

This letter presents an all-way stop-control (AWSC) analysis of the Bald Peak Road/NE Kings Grade intersection in Yamhill County. The following items are specifically addressed:

1. Background
2. Evaluation of All-Way Stop-Control (AWSC)
3. Summary

1. BACKGROUND

The Bald Peak Road/NE Kings Grade intersection is located in northern Yamhill County. At this location, NE Kings Grade (the south leg of the intersection) intersects Bald Peak Road at a skew immediately south of a horizontal curve in Bald Peak Road. SW Holly Hill Road is the north leg of the intersection. Kings Grade and Holly Hill are currently the stop-controlled minor roadways and Bald Peak Road is the uncontrolled (free movement) major roadway. The attached figure illustrates the intersection location.

Because of limited/restricted intersection sight distance concerns, especially for the northbound movement on Kings Grade, Yamhill County has requested an evaluation of AWSC.

2. EVALUATION OF ALL-WAY STOP-CONTROL (AWSC)

The purpose of AWSC is to control the right-of-way assignment for all traffic movements. Therefore, AWSC functions best when intersection traffic volumes are high enough that vehicle conflicts are common, and volumes are evenly split between the intersecting roadways. AWSC is also effective at locations where there have been numerous correctable right-angle type crashes or where unusual conditions exist.

It is neither wise nor practical to install AWSC indiscriminately. On roadways with frequent stops, motorists tend to drive at higher speeds to make up for the "lost time", or they may be tempted to disregard STOP signs when there is no apparent "need" to stop. Furthermore, the installation of unwarranted STOP signs on major roadways can create excessive queuing and delays.

The evaluation criteria for stop-control are based on materials contained in the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. The following presents the *MUTCD warrant analysis materials in italics* followed by the evaluation response:

MUTCD Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.*
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.*

Guidance:

- 03 The decision to install multi-way stop control should be based on an engineering study.*

Evaluation Response: The following is the engineering study.

- 04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.**

Evaluation Response: Installation of a traffic control signal is not being considered at this location. The criterion is not met.

- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*

Evaluation Response: Intersection crash data was obtained from the Oregon Department of Transportation (ODOT) for five years from January 2015 through June 2019 and is attached for reference. There were six recorded crashes in the intersection area, noting three were 'assigned' to the intersection, one was at the intersection but was a backing maneuver (presumably the motorist passed the intersection and was backing up to make a turn), and two were immediately north of the intersection in the horizontal curve – one of which also involved a backing maneuver.

Based on crash data, there are fewer than five reported crashes in a 12-month that are susceptible to correction by a multi-way stop installation. The criterion is not met.

C. Minimum volumes:

- 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
- 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
- 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

Evaluation Response: Detailed traffic volume and speed data was provided by Yamhill County and is attached for reference. Based on this data, the 85th percentile approach speed of the major street traffic exceeds 40 MPH; therefore, the 70% warrant thresholds are used. Overall, the data indicates the minimum volume warrant is not met. The criteria are not met.

- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Evaluation Response: None of the identified criteria, B, C.1, or C.2 are satisfied at the 80% threshold. The criterion is not met.

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;*

Evaluation Response: Based on a review of the crash data and the intersection approach volumes, AWSC is not warranted to control left-turn conflicts. The criterion is not met.

- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*

Evaluation Response: Based on a review of the intersection approach volumes and the rural setting with low pedestrian volumes, AWSC is not warranted to control vehicle/pedestrian conflicts. The criterion is not met.

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross-traffic is also required to stop; and*

Evaluation Response: Based on a review of intersection crash data there is not a documented safety deficiency resulting from inadequate sight distance. However, based on field observations, the intersection sight distance for northbound vehicles on Kings Grade turning left onto Bald Peak Road is restricted due to a horizontal curve and vegetation on the inside of the curve. As such, the installation of AWSC will reduce crash potential and increase safety. The criterion is met.

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

Evaluation Response: As identified in the *Support* section of the warrant, multi-way stop control (aka AWSC) is used where traffic volumes on the intersecting roads are approximately equal. Bald Peak Road and Kings Grade are of similar design, operating characteristics, and the volumes on the intersection approaches are approximately equal. As such, multi-way stop control would improve traffic operational characteristics of the intersection. The criterion is met.

It is further recommended if STOP control is installed on Bald Peak, an advance traffic control sign, STOP AHEAD (MUTCD Sign W3-1) should be installed on the southbound approach because the STOP sign will not be visible for a sufficient distance to permit the road user to respond to the device.

3. SUMMARY

The following conclusions and recommendations are made based on this analysis:

1. NE Kings Grade (the south leg of the intersection) intersects Bald Peak Road at a skew immediately south of a horizontal curve on Bald Peak Road. SW Holly Hill Road is the north leg of the intersection. Kings Grade and Holly Hill are currently the stop-controlled minor roadways and Bald Peak Road is the uncontrolled (free movement) major roadway.
2. Because of limited/restricted intersection sight distance concerns, especially for the northbound movement on Kings Grade, Yamhill County has requested an evaluation of AWSC
3. AWSC criteria are not met based on minimum volumes, crash history, vehicle/pedestrian conflicts

AWSC criterion is met for sight distance deficiencies because the intersection sight distance for northbound vehicles on Kings Grade turning left onto Bald Peak Road is restricted due to a horizontal curve and vegetation on the inside of the curve. As such, the installation of AWSC will reduce crash potential and increase safety.

4. AWSC is used where traffic volumes on the intersecting roads are approximately equal. Bald Peak Road and Kings Grade are of similar design, operating characteristics, and the volumes on the intersection approaches are approximately equal. As such, multi-way stop control would improve traffic operational characteristics of the intersection. The AWSC criterion is met.
5. If STOP control is installed on Bald Peak, an advance traffic control sign, STOP AHEAD (MUTCD Sign W3-1) should be installed on the southbound approach because the STOP sign will not be visible for a sufficient distance to permit the road user to respond to the device.

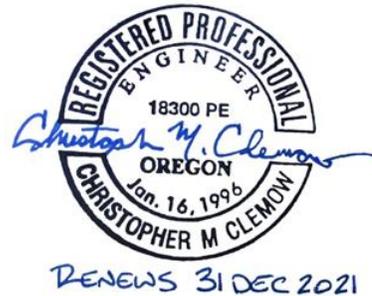
6. Installation of AWSC at the Bald Peak Road/NE Kings Grade intersection is recommended and supported by this analysis.

Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer

Attachments: Site Plan
Crash Data
Volume and Speed Data





2237 NW Torrey Pines Drive
 Bend, Oregon 97703
 541-579-8315
 cclemow@clemow-associates.com

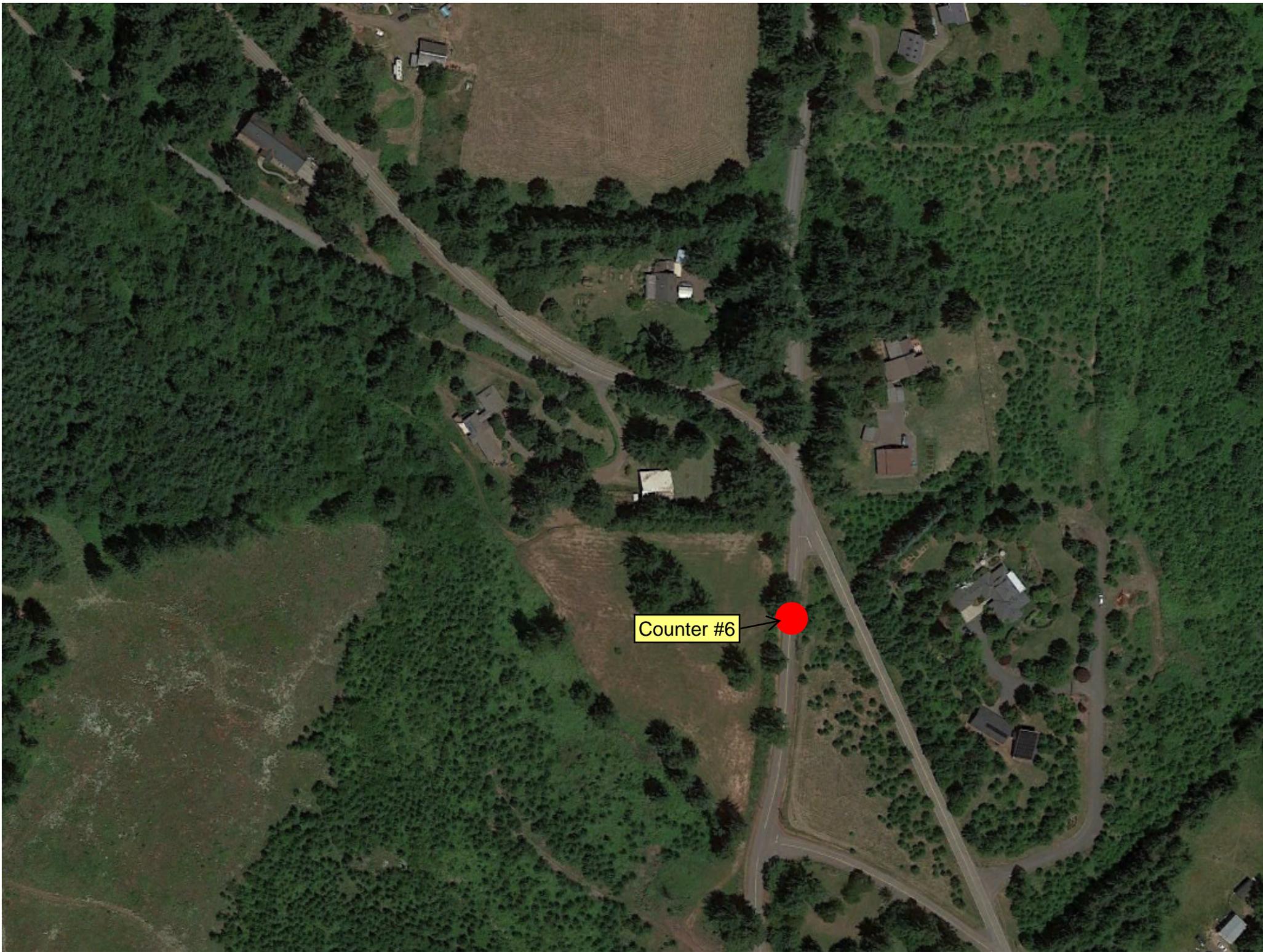
INTERSECTION LOCATION

Bald Peak Road/NE Kings Grade - Yamhill County, Oregon

C&A Project No. 20211101.00

FIGURE

1



Counter #6

Daily Vehicle Volume Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Kings Grade Rd (Btwn 103 & 109)

	Northbound Volume
00:00 - 00:59	-
01:00 - 01:59	-
02:00 - 02:59	-
03:00 - 03:59	-
04:00 - 04:59	-
05:00 - 05:59	-
06:00 - 06:59	-
07:00 - 07:59	-
08:00 - 08:59	-
09:00 - 09:59	0
10:00 - 10:59	1
11:00 - 11:59	7
12:00 - 12:59	20
13:00 - 13:59	9
14:00 - 14:59	24
15:00 - 15:59	23
16:00 - 16:59	29
17:00 - 17:59	19
18:00 - 18:59	17
19:00 - 19:59	15
20:00 - 20:59	5
21:00 - 21:59	8
22:00 - 22:59	8
23:00 - 23:59	1
Totals	186
AM Peak Time	10:53 - 11:52
AM Peak Volume	7
PM Peak Time	16:00 - 16:59
PM Peak Volume	29

Daily Vehicle Volume Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Kings Grade Rd (Btwn 103 & 109)

	Northbound Volume
00:00 - 00:59	0
01:00 - 01:59	2
02:00 - 02:59	0
03:00 - 03:59	1
04:00 - 04:59	2
05:00 - 05:59	3
06:00 - 06:59	18
07:00 - 07:59	13
08:00 - 08:59	19
09:00 - 09:59	14
10:00 - 10:59	20
11:00 - 11:59	15
12:00 - 12:59	14
13:00 - 13:59	15
14:00 - 14:59	25
15:00 - 15:59	26
16:00 - 16:59	37
17:00 - 17:59	19
18:00 - 18:59	18
19:00 - 19:59	19
20:00 - 20:59	7
21:00 - 21:59	5
22:00 - 22:59	5
23:00 - 23:59	1
Totals	298
AM Peak Time	08:24 - 09:23
AM Peak Volume	23
PM Peak Time	16:03 - 17:02
PM Peak Volume	38

Daily Vehicle Volume Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Kings Grade Rd (Btwn 103 & 109)

	Northbound Volume
00:00 - 00:59	3
01:00 - 01:59	0
02:00 - 02:59	0
03:00 - 03:59	0
04:00 - 04:59	1
05:00 - 05:59	2
06:00 - 06:59	6
07:00 - 07:59	11
08:00 - 08:59	20
09:00 - 09:59	26
10:00 - 10:59	23
11:00 - 11:59	21
12:00 - 12:59	21
13:00 - 13:59	17
14:00 - 14:59	38
15:00 - 15:59	26
16:00 - 16:59	25
17:00 - 17:59	24
18:00 - 18:59	17
19:00 - 19:59	15
20:00 - 20:59	4
21:00 - 21:59	8
22:00 - 22:59	3
23:00 - 23:59	3
Totals	314
AM Peak Time	10:36 - 11:35
AM Peak Volume	32
PM Peak Time	13:56 - 14:55
PM Peak Volume	39

Daily Vehicle Volume Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Kings Grade Rd (Btwn 103 & 109)

	Northbound Volume
00:00 - 00:59	0
01:00 - 01:59	2
02:00 - 02:59	1
03:00 - 03:59	2
04:00 - 04:59	2
05:00 - 05:59	0
06:00 - 06:59	0
07:00 - 07:59	5
08:00 - 08:59	4
09:00 - 09:59	12
10:00 - 10:59	13
11:00 - 11:59	24
12:00 - 12:59	11
13:00 - 13:59	24
14:00 - 14:59	11
15:00 - 15:59	22
16:00 - 16:59	18
17:00 - 17:59	13
18:00 - 18:59	11
19:00 - 19:59	13
20:00 - 20:59	6
21:00 - 21:59	6
22:00 - 22:59	3
23:00 - 23:59	0
Totals	203
AM Peak Time	11:00 - 11:59
AM Peak Volume	24
PM Peak Time	13:04 - 14:03
PM Peak Volume	25

Daily Vehicle Volume Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Kings Grade Rd (Btwn 103 & 109)

	Northbound Volume
00:00 - 00:59	2
01:00 - 01:59	0
02:00 - 02:59	0
03:00 - 03:59	0
04:00 - 04:59	2
05:00 - 05:59	3
06:00 - 06:59	12
07:00 - 07:59	19
08:00 - 08:59	25
09:00 - 09:59	17
10:00 - 10:59	19
11:00 - 11:59	25
12:00 - 12:59	12
13:00 - 13:59	15
14:00 - 14:59	15
15:00 - 15:59	20
16:00 - 16:59	21
17:00 - 17:59	18
18:00 - 18:59	21
19:00 - 19:59	13
20:00 - 20:59	9
21:00 - 21:59	1
22:00 - 22:59	1
23:00 - 23:59	2
Totals	272
AM Peak Time	07:42 - 08:41
AM Peak Volume	31
PM Peak Time	18:11 - 19:10
PM Peak Volume	25

Daily Vehicle Volume Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Kings Grade Rd (Btwn 103 & 109)

	Northbound Volume
00:00 - 00:59	0
01:00 - 01:59	1
02:00 - 02:59	0
03:00 - 03:59	0
04:00 - 04:59	2
05:00 - 05:59	2
06:00 - 06:59	10
07:00 - 07:59	17
08:00 - 08:59	0
09:00 - 09:59	1
10:00 - 10:59	-
11:00 - 11:59	-
12:00 - 12:59	-
13:00 - 13:59	-
14:00 - 14:59	-
15:00 - 15:59	-
16:00 - 16:59	-
17:00 - 17:59	-
18:00 - 18:59	-
19:00 - 19:59	-
20:00 - 20:59	-
21:00 - 21:59	-
22:00 - 22:59	-
23:00 - 23:59	-
Totals	33
AM Peak Time	06:48 - 07:47
AM Peak Volume	21
PM Peak Time	N/A
PM Peak Volume	0

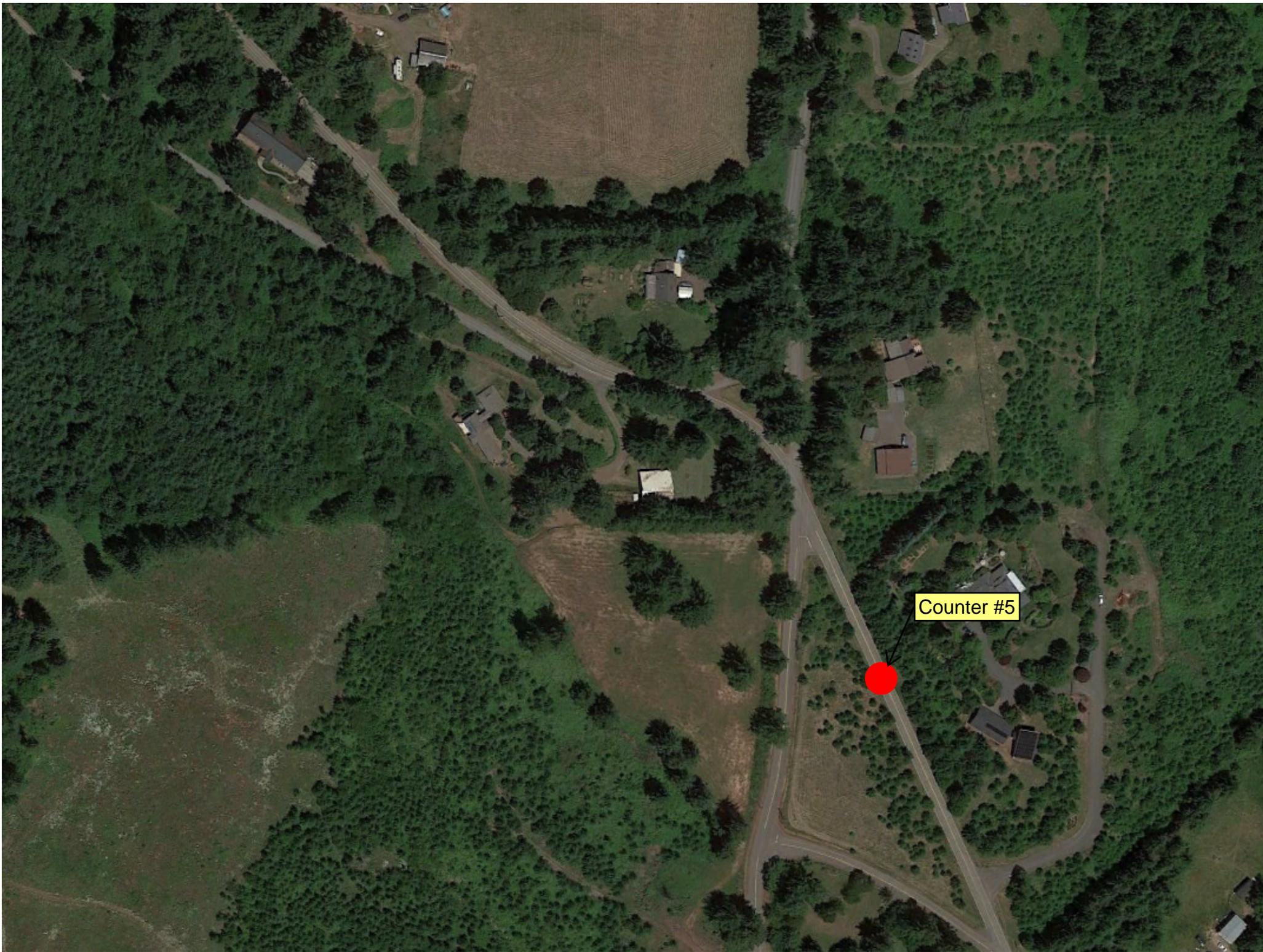
Weekly Volumes

Unit ID:

Location: 2021.10.05 - Kings Grade Rd (Btwn 103 & 109)

Week of 09/30/2021

Start Time	09/30	10/01	10/02	10/03	10/04	10/05	10/06	Average
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	
	NB							
00:00	-	0	3	0	2	0	-	1
01:00	-	2	0	2	0	1	-	1
02:00	-	0	0	1	0	0	-	0
03:00	-	1	0	2	0	0	-	1
04:00	-	2	1	2	2	2	-	2
05:00	-	3	2	0	3	2	-	2
06:00	-	18	6	0	12	10	-	9
07:00	-	13	11	5	19	17	-	13
08:00	-	19	20	4	25	0	-	14
09:00	0	14	26	12	17	1	-	12
10:00	1	20	23	13	19	-	-	15
11:00	7	15	21	24	25	-	-	18
12:00	20	14	21	11	12	-	-	16
13:00	9	15	17	24	15	-	-	16
14:00	24	25	38	11	15	-	-	23
15:00	23	26	26	22	20	-	-	23
16:00	29	37	25	18	21	-	-	26
17:00	19	19	24	13	18	-	-	19
18:00	17	18	17	11	21	-	-	17
19:00	15	19	15	13	13	-	-	15
20:00	5	7	4	6	9	-	-	6
21:00	8	5	8	6	1	-	-	6
22:00	8	5	3	3	1	-	-	4
23:00	1	1	3	0	2	-	-	1
Lane Total	186	298	314	203	272	33	-	260
Day Total	186	298	314	203	272	33	-	260
AM Peak	10:53	08:24	10:36	11:00	07:42	06:48	-	11:00
AM Count	7	23	32	24	31	21	-	18
PM Peak	16:00	16:03	13:56	13:04	18:11	-	-	16:00
PM Count	29	38	39	25	25	-	-	26



Counter #5

Daily Vehicle Volume Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	4	2	6
11:00 - 11:59	4	11	15
12:00 - 12:59	15	23	38
13:00 - 13:59	20	13	33
14:00 - 14:59	21	10	31
15:00 - 15:59	17	11	28
16:00 - 16:59	12	24	36
17:00 - 17:59	15	15	30
18:00 - 18:59	8	11	19
19:00 - 19:59	7	8	15
20:00 - 20:59	11	3	14
21:00 - 21:59	6	1	7
22:00 - 22:59	6	2	8
23:00 - 23:59	1	0	1
Totals	147	134	281
AM Peak Time	10:44 - 11:43	10:30 - 11:29	10:44 - 11:43
AM Peak Volume	6	11	17
PM Peak Time	12:50 - 13:49	15:49 - 16:48	12:18 - 13:17
PM Peak Volume	24	27	45

Daily Vehicle Volume Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	1	1
02:00 - 02:59	1	0	1
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	1	1	2
06:00 - 06:59	5	3	8
07:00 - 07:59	11	10	21
08:00 - 08:59	9	11	20
09:00 - 09:59	6	7	13
10:00 - 10:59	11	13	24
11:00 - 11:59	10	19	29
12:00 - 12:59	11	13	24
13:00 - 13:59	10	27	37
14:00 - 14:59	19	21	40
15:00 - 15:59	19	18	37
16:00 - 16:59	22	24	46
17:00 - 17:59	24	29	53
18:00 - 18:59	20	11	31
19:00 - 19:59	8	10	18
20:00 - 20:59	6	4	10
21:00 - 21:59	8	2	10
22:00 - 22:59	2	5	7
23:00 - 23:59	2	0	2
Totals	207	230	437
AM Peak Time	10:36 - 11:35	10:44 - 11:43	10:36 - 11:35
AM Peak Volume	14	21	33
PM Peak Time	17:03 - 18:02	17:02 - 18:01	17:03 - 18:02
PM Peak Volume	26	32	58

Daily Vehicle Volume Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	0	1	1
06:00 - 06:59	4	2	6
07:00 - 07:59	6	9	15
08:00 - 08:59	5	8	13
09:00 - 09:59	14	15	29
10:00 - 10:59	19	10	29
11:00 - 11:59	22	16	38
12:00 - 12:59	29	23	52
13:00 - 13:59	30	26	56
14:00 - 14:59	35	24	59
15:00 - 15:59	16	26	42
16:00 - 16:59	30	33	63
17:00 - 17:59	23	17	40
18:00 - 18:59	14	23	37
19:00 - 19:59	20	18	38
20:00 - 20:59	3	6	9
21:00 - 21:59	10	5	15
22:00 - 22:59	1	7	8
23:00 - 23:59	5	2	7
Totals	287	272	559
AM Peak Time	10:26 - 11:25	10:54 - 11:53	10:54 - 11:53
AM Peak Volume	26	19	42
PM Peak Time	13:50 - 14:49	15:59 - 16:58	14:08 - 15:07
PM Peak Volume	39	33	64

Daily Vehicle Volume Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	1	2	3
01:00 - 01:59	1	2	3
02:00 - 02:59	2	0	2
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	1	1	2
06:00 - 06:59	3	1	4
07:00 - 07:59	3	6	9
08:00 - 08:59	5	8	13
09:00 - 09:59	12	10	22
10:00 - 10:59	9	20	29
11:00 - 11:59	19	13	32
12:00 - 12:59	24	32	56
13:00 - 13:59	24	22	46
14:00 - 14:59	25	29	54
15:00 - 15:59	27	14	41
16:00 - 16:59	27	27	54
17:00 - 17:59	19	11	30
18:00 - 18:59	11	13	24
19:00 - 19:59	9	6	15
20:00 - 20:59	7	7	14
21:00 - 21:59	2	5	7
22:00 - 22:59	8	4	12
23:00 - 23:59	0	1	1
Totals	239	234	473
AM Peak Time	10:58 - 11:57	09:58 - 10:57	10:36 - 11:35
AM Peak Volume	19	21	39
PM Peak Time	13:40 - 14:39	13:54 - 14:53	13:54 - 14:53
PM Peak Volume	32	33	65

Daily Vehicle Volume Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	3	3
01:00 - 01:59	1	1	2
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	2	4	6
06:00 - 06:59	10	8	18
07:00 - 07:59	17	13	30
08:00 - 08:59	8	15	23
09:00 - 09:59	8	11	19
10:00 - 10:59	22	7	29
11:00 - 11:59	12	13	25
12:00 - 12:59	18	10	28
13:00 - 13:59	15	14	29
14:00 - 14:59	10	12	22
15:00 - 15:59	15	13	28
16:00 - 16:59	23	21	44
17:00 - 17:59	17	22	39
18:00 - 18:59	17	16	33
19:00 - 19:59	7	5	12
20:00 - 20:59	9	5	14
21:00 - 21:59	4	5	9
22:00 - 22:59	3	2	5
23:00 - 23:59	0	0	0
Totals	219	200	419
AM Peak Time	10:06 - 11:05	07:18 - 08:17	07:18 - 08:17
AM Peak Volume	23	18	35
PM Peak Time	15:47 - 16:46	17:04 - 18:03	15:47 - 16:46
PM Peak Volume	26	25	48

Daily Vehicle Volume Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	4	5	9
06:00 - 06:59	15	4	19
07:00 - 07:59	6	13	19
08:00 - 08:59	6	3	9
09:00 - 09:59	-	-	-
10:00 - 10:59	-	-	-
11:00 - 11:59	-	-	-
12:00 - 12:59	-	-	-
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
Totals	31	25	56
AM Peak Time	05:56 - 06:55	07:14 - 08:13	07:15 - 08:14
AM Peak Volume	16	16	27
PM Peak Time	N/A	N/A	N/A
PM Peak Volume	0	0	0

Daily Northbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00 - 11:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:00 - 12:59	0	12	3	0	0	0	0	0	0	0	0	0	0	15
13:00 - 13:59	0	16	3	0	1	0	0	0	0	0	0	0	0	20
14:00 - 14:59	0	16	4	0	1	0	0	0	0	0	0	0	0	21
15:00 - 15:59	0	13	4	0	0	0	0	0	0	0	0	0	0	17
16:00 - 16:59	0	9	1	0	2	0	0	0	0	0	0	0	0	12
17:00 - 17:59	0	13	2	0	0	0	0	0	0	0	0	0	0	15
18:00 - 18:59	0	7	1	0	0	0	0	0	0	0	0	0	0	8
19:00 - 19:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
20:00 - 20:59	0	8	0	0	3	0	0	0	0	0	0	0	0	11
21:00 - 21:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:00 - 22:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	120	20	0	7	0	147							
Percent of Total	0.0	81.6	13.6	0.0	4.8	0.0	100							
Percent of AM	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	80.6	14.4	0.0	5.0	0.0	100							

Truck Summary:

Total Trucks: 7

% Trucks: 4.8

AM % Trucks: 0.0

PM % Trucks: 5.0

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	4	0	0	1	0	0	0	0	0	0	0	0	5
07:00 - 07:59	0	7	3	0	1	0	0	0	0	0	0	0	0	11
08:00 - 08:59	0	8	1	0	0	0	0	0	0	0	0	0	0	9
09:00 - 09:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:00 - 10:59	0	7	3	0	1	0	0	0	0	0	0	0	0	11
11:00 - 11:59	0	7	2	0	1	0	0	0	0	0	0	0	0	10
12:00 - 12:59	0	10	0	0	1	0	0	0	0	0	0	0	0	11
13:00 - 13:59	1	9	0	0	0	0	0	0	0	0	0	0	0	10
14:00 - 14:59	0	17	2	0	0	0	0	0	0	0	0	0	0	19
15:00 - 15:59	1	17	1	0	0	0	0	0	0	0	0	0	0	19
16:00 - 16:59	1	18	1	0	2	0	0	0	0	0	0	0	0	22
17:00 - 17:59	6	18	0	0	0	0	0	0	0	0	0	0	0	24
18:00 - 18:59	3	16	1	0	0	0	0	0	0	0	0	0	0	20
19:00 - 19:59	0	5	3	0	0	0	0	0	0	0	0	0	0	8
20:00 - 20:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:00 - 21:59	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals	12	169	19	0	7	0	207							
Percent of Total	5.8	81.6	9.2	0.0	3.4	0.0	100							
Percent of AM	0.0	75.0	17.9	0.0	7.1	0.0	100							
Percent of PM	7.9	84.1	6.0	0.0	2.0	0.0	100							

Truck Summary:

Total Trucks: 7

% Trucks: 3.4

AM % Trucks: 7.1

PM % Trucks: 2.0

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:00 - 07:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
08:00 - 08:59	0	3	2	0	0	0	0	0	0	0	0	0	0	5
09:00 - 09:59	0	11	3	0	0	0	0	0	0	0	0	0	0	14
10:00 - 10:59	0	18	1	0	0	0	0	0	0	0	0	0	0	19
11:00 - 11:59	0	19	1	0	2	0	0	0	0	0	0	0	0	22
12:00 - 12:59	4	23	2	0	0	0	0	0	0	0	0	0	0	29
13:00 - 13:59	7	21	2	0	0	0	0	0	0	0	0	0	0	30
14:00 - 14:59	2	31	2	0	0	0	0	0	0	0	0	0	0	35
15:00 - 15:59	2	11	3	0	0	0	0	0	0	0	0	0	0	16
16:00 - 16:59	5	23	2	0	0	0	0	0	0	0	0	0	0	30
17:00 - 17:59	2	18	3	0	0	0	0	0	0	0	0	0	0	23
18:00 - 18:59	0	14	0	0	0	0	0	0	0	0	0	0	0	14
19:00 - 19:59	1	18	1	0	0	0	0	0	0	0	0	0	0	20
20:00 - 20:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00 - 21:59	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:00 - 22:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Totals	23	237	25	0	2	0	287							
Percent of Total	8.0	82.6	8.7	0.0	0.7	0.0	100							
Percent of AM	0.0	84.5	12.7	0.0	2.8	0.0	100							
Percent of PM	10.6	81.9	7.4	0.0	100									

Truck Summary:

Total Trucks: 2

% Trucks: 0.7

AM % Trucks: 2.8

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00 - 07:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:00 - 08:59	0	4	1	0	0	0	0	0	0	0	0	0	0	5
09:00 - 09:59	0	12	0	0	0	0	0	0	0	0	0	0	0	12
10:00 - 10:59	1	6	2	0	0	0	0	0	0	0	0	0	0	9
11:00 - 11:59	1	14	3	1	0	0	0	0	0	0	0	0	0	19
12:00 - 12:59	4	18	1	0	1	0	0	0	0	0	0	0	0	24
13:00 - 13:59	1	22	1	0	0	0	0	0	0	0	0	0	0	24
14:00 - 14:59	5	19	1	0	0	0	0	0	0	0	0	0	0	25
15:00 - 15:59	7	20	0	0	0	0	0	0	0	0	0	0	0	27
16:00 - 16:59	5	19	1	0	2	0	0	0	0	0	0	0	0	27
17:00 - 17:59	1	17	1	0	0	0	0	0	0	0	0	0	0	19
18:00 - 18:59	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:00 - 19:59	0	8	1	0	0	0	0	0	0	0	0	0	0	9
20:00 - 20:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
21:00 - 21:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	6	1	0	1	0	0	0	0	0	0	0	0	8
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	25	195	14	1	4	0	239							
Percent of Total	10.5	81.6	5.9	0.4	1.7	0.0	100							
Percent of AM	3.6	83.9	10.7	1.8	0.0	100								
Percent of PM	12.6	80.9	4.4	0.0	2.2	0.0	100							

Truck Summary:

Total Trucks: 5

% Trucks: 2.1

AM % Trucks: 1.8

PM % Trucks: 2.2

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Northbound Classes Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	7	1	1	1	0	0	0	0	0	0	0	0	10
07:00 - 07:59	0	11	3	0	1	0	0	1	0	1	0	0	0	17
08:00 - 08:59	0	6	2	0	0	0	0	0	0	0	0	0	0	8
09:00 - 09:59	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:00 - 10:59	0	18	0	0	4	0	0	0	0	0	0	0	0	22
11:00 - 11:59	0	8	3	0	1	0	0	0	0	0	0	0	0	12
12:00 - 12:59	2	14	2	0	0	0	0	0	0	0	0	0	0	18
13:00 - 13:59	0	12	2	0	1	0	0	0	0	0	0	0	0	15
14:00 - 14:59	0	8	2	0	0	0	0	0	0	0	0	0	0	10
15:00 - 15:59	1	13	1	0	0	0	0	0	0	0	0	0	0	15
16:00 - 16:59	0	20	2	1	0	0	0	0	0	0	0	0	0	23
17:00 - 17:59	0	15	2	0	0	0	0	0	0	0	0	0	0	17
18:00 - 18:59	3	12	1	0	1	0	0	0	0	0	0	0	0	17
19:00 - 19:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00 - 20:59	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:00 - 21:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	6	178	22	2	9	0	0	1	0	1	0	0	0	219
Percent of Total	2.7	81.3	10.0	0.9	4.1	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	100
Percent of AM	0.0	75.3	12.3	1.2	8.6	0.0	0.0	1.2	0.0	1.2	0.0	0.0	0.0	100
Percent of PM	4.3	84.8	8.7	0.7	1.4	0.0	100							

Truck Summary:

Total Trucks: 13

% Trucks: 5.9

AM % Trucks: 12.3

PM % Trucks: 2.2

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	11	2	1	1	0	0	0	0	0	0	0	0	15
07:00 - 07:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
08:00 - 08:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	25	4	1	1	0	31							
Percent of Total	0.0	80.6	12.9	3.2	3.2	0.0	100							
Percent of AM	0.0	80.6	12.9	3.2	3.2	0.0	100							
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 2

% Trucks: 6.5

AM % Trucks: 6.5

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	1	0	1	0	0	0	0	0	0	0	0	2
11:00 - 11:59	0	1	7	0	3	0	0	0	0	0	0	0	0	11
12:00 - 12:59	0	3	11	0	9	0	0	0	0	0	0	0	0	23
13:00 - 13:59	0	2	5	0	6	0	0	0	0	0	0	0	0	13
14:00 - 14:59	0	1	3	0	6	0	0	0	0	0	0	0	0	10
15:00 - 15:59	0	3	5	0	3	0	0	0	0	0	0	0	0	11
16:00 - 16:59	0	4	15	0	5	0	0	0	0	0	0	0	0	24
17:00 - 17:59	0	1	6	0	8	0	0	0	0	0	0	0	0	15
18:00 - 18:59	0	1	7	0	3	0	0	0	0	0	0	0	0	11
19:00 - 19:59	0	2	1	0	5	0	0	0	0	0	0	0	0	8
20:00 - 20:59	0	1	1	0	1	0	0	0	0	0	0	0	0	3
21:00 - 21:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00 - 22:59	0	0	0	0	2	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	19	62	0	53	0	134							
Percent of Total	0.0	14.2	46.3	0.0	39.6	0.0	100							
Percent of AM	0.0	7.7	61.5	0.0	30.8	0.0	100							
Percent of PM	0.0	14.9	44.6	0.0	40.5	0.0	100							

Truck Summary:

Total Trucks: 53

% Trucks: 39.6

AM % Trucks: 30.8

PM % Trucks: 40.5

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	1	1	0	1	0	0	0	0	0	0	0	0	3
07:00 - 07:59	0	0	7	0	3	0	0	0	0	0	0	0	0	10
08:00 - 08:59	0	1	6	0	4	0	0	0	0	0	0	0	0	11
09:00 - 09:59	0	1	4	0	2	0	0	0	0	0	0	0	0	7
10:00 - 10:59	0	3	7	0	3	0	0	0	0	0	0	0	0	13
11:00 - 11:59	0	2	11	1	5	0	0	0	0	0	0	0	0	19
12:00 - 12:59	0	3	6	0	3	0	0	1	0	0	0	0	0	13
13:00 - 13:59	4	1	13	0	8	0	0	1	0	0	0	0	0	27
14:00 - 14:59	0	9	4	0	8	0	0	0	0	0	0	0	0	21
15:00 - 15:59	1	3	7	0	7	0	0	0	0	0	0	0	0	18
16:00 - 16:59	0	3	14	0	7	0	0	0	0	0	0	0	0	24
17:00 - 17:59	1	5	13	0	10	0	0	0	0	0	0	0	0	29
18:00 - 18:59	0	1	7	0	3	0	0	0	0	0	0	0	0	11
19:00 - 19:59	0	2	7	0	1	0	0	0	0	0	0	0	0	10
20:00 - 20:59	0	1	3	0	0	0	0	0	0	0	0	0	0	4
21:00 - 21:59	0	0	1	0	1	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	1	2	0	2	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	6	39	114	1	68	0	0	2	0	0	0	0	0	230
Percent of Total	2.6	17.0	49.6	0.4	29.6	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	15.2	56.1	1.5	27.3	0.0	100							
Percent of PM	3.7	17.7	47.0	0.0	30.5	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 71

% Trucks: 30.9

AM % Trucks: 28.8

PM % Trucks: 31.7

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	1	0	0	1	0	0	0	0	0	0	0	0	2
07:00 - 07:59	0	1	3	0	5	0	0	0	0	0	0	0	0	9
08:00 - 08:59	0	0	5	0	3	0	0	0	0	0	0	0	0	8
09:00 - 09:59	0	1	7	0	7	0	0	0	0	0	0	0	0	15
10:00 - 10:59	0	1	7	0	2	0	0	0	0	0	0	0	0	10
11:00 - 11:59	1	5	7	0	3	0	0	0	0	0	0	0	0	16
12:00 - 12:59	0	6	10	0	6	0	0	1	0	0	0	0	0	23
13:00 - 13:59	0	9	11	0	6	0	0	0	0	0	0	0	0	26
14:00 - 14:59	1	8	8	0	6	0	0	1	0	0	0	0	0	24
15:00 - 15:59	1	6	13	0	5	0	0	1	0	0	0	0	0	26
16:00 - 16:59	3	7	14	0	9	0	0	0	0	0	0	0	0	33
17:00 - 17:59	2	3	7	0	5	0	0	0	0	0	0	0	0	17
18:00 - 18:59	2	4	12	0	5	0	0	0	0	0	0	0	0	23
19:00 - 19:59	0	3	10	0	5	0	0	0	0	0	0	0	0	18
20:00 - 20:59	0	0	5	0	1	0	0	0	0	0	0	0	0	6
21:00 - 21:59	0	0	4	0	1	0	0	0	0	0	0	0	0	5
22:00 - 22:59	0	2	4	0	1	0	0	0	0	0	0	0	0	7
23:00 - 23:59	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Totals	10	57	129	0	73	0	0	3	0	0	0	0	0	272
Percent of Total	3.7	21.0	47.4	0.0	26.8	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	1.6	14.5	48.4	0.0	35.5	0.0	100							
Percent of PM	4.3	22.9	47.1	0.0	24.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 76

% Trucks: 27.9

AM % Trucks: 35.5

PM % Trucks: 25.7

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00 - 07:59	0	0	6	0	0	0	0	0	0	0	0	0	0	6
08:00 - 08:59	0	0	3	0	5	0	0	0	0	0	0	0	0	8
09:00 - 09:59	0	1	6	0	3	0	0	0	0	0	0	0	0	10
10:00 - 10:59	0	6	9	0	5	0	0	0	0	0	0	0	0	20
11:00 - 11:59	1	2	7	0	3	0	0	0	0	0	0	0	0	13
12:00 - 12:59	2	9	9	0	12	0	0	0	0	0	0	0	0	32
13:00 - 13:59	0	3	12	0	7	0	0	0	0	0	0	0	0	22
14:00 - 14:59	3	7	16	0	3	0	0	0	0	0	0	0	0	29
15:00 - 15:59	1	3	8	0	2	0	0	0	0	0	0	0	0	14
16:00 - 16:59	4	9	12	0	2	0	0	0	0	0	0	0	0	27
17:00 - 17:59	1	0	4	0	6	0	0	0	0	0	0	0	0	11
18:00 - 18:59	0	5	6	0	2	0	0	0	0	0	0	0	0	13
19:00 - 19:59	0	1	4	0	1	0	0	0	0	0	0	0	0	6
20:00 - 20:59	0	1	4	0	2	0	0	0	0	0	0	0	0	7
21:00 - 21:59	0	1	4	0	0	0	0	0	0	0	0	0	0	5
22:00 - 22:59	0	2	1	0	1	0	0	0	0	0	0	0	0	4
23:00 - 23:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Totals	12	51	115	0	56	0	234							
Percent of Total	5.1	21.8	49.1	0.0	23.9	0.0	100							
Percent of AM	1.6	15.9	55.6	0.0	27.0	0.0	100							
Percent of PM	6.4	24.0	46.8	0.0	22.8	0.0	100							

Truck Summary:

Total Trucks: 56

% Trucks: 23.9

AM % Trucks: 27.0

PM % Trucks: 22.8

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	1	0	2	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	3	0	1	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	1	3	0	4	0	0	0	0	0	0	0	0	8
07:00 - 07:59	0	0	7	1	5	0	0	0	0	0	0	0	0	13
08:00 - 08:59	0	1	6	0	6	1	0	1	0	0	0	0	0	15
09:00 - 09:59	0	4	5	0	2	0	0	0	0	0	0	0	0	11
10:00 - 10:59	0	2	3	0	2	0	0	0	0	0	0	0	0	7
11:00 - 11:59	0	0	9	0	4	0	0	0	0	0	0	0	0	13
12:00 - 12:59	0	1	3	0	4	0	0	1	0	1	0	0	0	10
13:00 - 13:59	0	3	4	0	6	0	0	1	0	0	0	0	0	14
14:00 - 14:59	0	2	7	0	2	0	0	1	0	0	0	0	0	12
15:00 - 15:59	0	1	8	0	3	0	0	1	0	0	0	0	0	13
16:00 - 16:59	1	1	12	0	7	0	0	0	0	0	0	0	0	21
17:00 - 17:59	0	1	8	0	13	0	0	0	0	0	0	0	0	22
18:00 - 18:59	0	3	7	0	6	0	0	0	0	0	0	0	0	16
19:00 - 19:59	1	1	3	0	0	0	0	0	0	0	0	0	0	5
20:00 - 20:59	0	0	4	0	1	0	0	0	0	0	0	0	0	5
21:00 - 21:59	0	0	4	0	1	0	0	0	0	0	0	0	0	5
22:00 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	24	97	1	69	1	0	5	0	1	0	0	0	200
Percent of Total	1.0	12.0	48.5	0.5	34.5	0.5	0.0	2.5	0.0	0.5	0.0	0.0	0.0	100
Percent of AM	0.0	12.0	49.3	1.3	34.7	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	1.6	12.0	48.0	0.0	34.4	0.0	0.0	3.2	0.0	0.8	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 77

% Trucks: 38.5

AM % Trucks: 38.7

PM % Trucks: 38.4

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	1	4	0	0	0	0	0	0	0	0	0	0	5
06:00 - 06:59	0	1	2	0	1	0	0	0	0	0	0	0	0	4
07:00 - 07:59	0	0	4	1	8	0	0	0	0	0	0	0	0	13
08:00 - 08:59	0	1	2	0	0	0	0	0	0	0	0	0	0	3
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	3	12	1	9	0	25							
Percent of Total	0.0	12.0	48.0	4.0	36.0	0.0	100							
Percent of AM	0.0	12.0	48.0	4.0	36.0	0.0	100							
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 10

% Trucks: 40.0

AM % Trucks: 40.0

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Total Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	4	1	0	1	0	0	0	0	0	0	0	0	6
11:00 - 11:59	0	5	7	0	3	0	0	0	0	0	0	0	0	15
12:00 - 12:59	0	15	14	0	9	0	0	0	0	0	0	0	0	38
13:00 - 13:59	0	18	8	0	7	0	0	0	0	0	0	0	0	33
14:00 - 14:59	0	17	7	0	7	0	0	0	0	0	0	0	0	31
15:00 - 15:59	0	16	9	0	3	0	0	0	0	0	0	0	0	28
16:00 - 16:59	0	13	16	0	7	0	0	0	0	0	0	0	0	36
17:00 - 17:59	0	14	8	0	8	0	0	0	0	0	0	0	0	30
18:00 - 18:59	0	8	8	0	3	0	0	0	0	0	0	0	0	19
19:00 - 19:59	0	8	2	0	5	0	0	0	0	0	0	0	0	15
20:00 - 20:59	0	9	1	0	4	0	0	0	0	0	0	0	0	14
21:00 - 21:59	0	5	1	0	1	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	6	0	0	2	0	0	0	0	0	0	0	0	8
23:00 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	139	82	0	60	0	281							
Percent of Total	0.0	49.5	29.2	0.0	21.4	0.0	100							
Percent of AM	0.0	42.9	38.1	0.0	19.0	0.0	100							
Percent of PM	0.0	50.0	28.5	0.0	21.5	0.0	100							

Truck Summary:

Total Trucks: 60

% Trucks: 21.4

AM % Trucks: 19.0

PM % Trucks: 21.5

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Total Classes Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	5	1	0	2	0	0	0	0	0	0	0	0	8
07:00 - 07:59	0	7	10	0	4	0	0	0	0	0	0	0	0	21
08:00 - 08:59	0	9	7	0	4	0	0	0	0	0	0	0	0	20
09:00 - 09:59	0	7	4	0	2	0	0	0	0	0	0	0	0	13
10:00 - 10:59	0	10	10	0	4	0	0	0	0	0	0	0	0	24
11:00 - 11:59	0	9	13	1	6	0	0	0	0	0	0	0	0	29
12:00 - 12:59	0	13	6	0	4	0	0	1	0	0	0	0	0	24
13:00 - 13:59	5	10	13	0	8	0	0	1	0	0	0	0	0	37
14:00 - 14:59	0	26	6	0	8	0	0	0	0	0	0	0	0	40
15:00 - 15:59	2	20	8	0	7	0	0	0	0	0	0	0	0	37
16:00 - 16:59	1	21	15	0	9	0	0	0	0	0	0	0	0	46
17:00 - 17:59	7	23	13	0	10	0	0	0	0	0	0	0	0	53
18:00 - 18:59	3	17	8	0	3	0	0	0	0	0	0	0	0	31
19:00 - 19:59	0	7	10	0	1	0	0	0	0	0	0	0	0	18
20:00 - 20:59	0	6	4	0	0	0	0	0	0	0	0	0	0	10
21:00 - 21:59	0	8	1	0	1	0	0	0	0	0	0	0	0	10
22:00 - 22:59	0	3	2	0	2	0	0	0	0	0	0	0	0	7
23:00 - 23:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals	18	208	133	1	75	0	0	2	0	0	0	0	0	437
Percent of Total	4.1	47.6	30.4	0.2	17.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	42.6	38.5	0.8	18.0	0.0	100							
Percent of PM	5.7	49.5	27.3	0.0	16.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 78

% Trucks: 17.8

AM % Trucks: 18.9

PM % Trucks: 17.5

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	4	1	0	1	0	0	0	0	0	0	0	0	6
07:00 - 07:59	0	6	4	0	5	0	0	0	0	0	0	0	0	15
08:00 - 08:59	0	3	7	0	3	0	0	0	0	0	0	0	0	13
09:00 - 09:59	0	12	10	0	7	0	0	0	0	0	0	0	0	29
10:00 - 10:59	0	19	8	0	2	0	0	0	0	0	0	0	0	29
11:00 - 11:59	1	24	8	0	5	0	0	0	0	0	0	0	0	38
12:00 - 12:59	4	29	12	0	6	0	0	1	0	0	0	0	0	52
13:00 - 13:59	7	30	13	0	6	0	0	0	0	0	0	0	0	56
14:00 - 14:59	3	39	10	0	6	0	0	1	0	0	0	0	0	59
15:00 - 15:59	3	17	16	0	5	0	0	1	0	0	0	0	0	42
16:00 - 16:59	8	30	16	0	9	0	0	0	0	0	0	0	0	63
17:00 - 17:59	4	21	10	0	5	0	0	0	0	0	0	0	0	40
18:00 - 18:59	2	18	12	0	5	0	0	0	0	0	0	0	0	37
19:00 - 19:59	1	21	11	0	5	0	0	0	0	0	0	0	0	38
20:00 - 20:59	0	3	5	0	1	0	0	0	0	0	0	0	0	9
21:00 - 21:59	0	9	5	0	1	0	0	0	0	0	0	0	0	15
22:00 - 22:59	0	3	4	0	1	0	0	0	0	0	0	0	0	8
23:00 - 23:59	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Totals	33	294	154	0	75	0	0	3	0	0	0	0	0	559
Percent of Total	5.9	52.6	27.5	0.0	13.4	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.8	51.9	29.3	0.0	18.0	0.0	100							
Percent of PM	7.5	52.8	27.0	0.0	12.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 78

% Trucks: 14.0

AM % Trucks: 18.0

PM % Trucks: 12.7

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	1	1	0	1	0	0	0	0	0	0	0	0	3
02:00 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
07:00 - 07:59	0	3	6	0	0	0	0	0	0	0	0	0	0	9
08:00 - 08:59	0	4	4	0	5	0	0	0	0	0	0	0	0	13
09:00 - 09:59	0	13	6	0	3	0	0	0	0	0	0	0	0	22
10:00 - 10:59	1	12	11	0	5	0	0	0	0	0	0	0	0	29
11:00 - 11:59	2	16	10	1	3	0	0	0	0	0	0	0	0	32
12:00 - 12:59	6	27	10	0	13	0	0	0	0	0	0	0	0	56
13:00 - 13:59	1	25	13	0	7	0	0	0	0	0	0	0	0	46
14:00 - 14:59	8	26	17	0	3	0	0	0	0	0	0	0	0	54
15:00 - 15:59	8	23	8	0	2	0	0	0	0	0	0	0	0	41
16:00 - 16:59	9	28	13	0	4	0	0	0	0	0	0	0	0	54
17:00 - 17:59	2	17	5	0	6	0	0	0	0	0	0	0	0	30
18:00 - 18:59	0	15	7	0	2	0	0	0	0	0	0	0	0	24
19:00 - 19:59	0	9	5	0	1	0	0	0	0	0	0	0	0	15
20:00 - 20:59	0	8	4	0	2	0	0	0	0	0	0	0	0	14
21:00 - 21:59	0	3	4	0	0	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	8	2	0	2	0	0	0	0	0	0	0	0	12
23:00 - 23:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Totals	37	246	129	1	60	0	473							
Percent of Total	7.8	52.0	27.3	0.2	12.7	0.0	100							
Percent of AM	2.5	47.9	34.5	0.8	14.3	0.0	100							
Percent of PM	9.6	53.4	24.9	0.0	12.1	0.0	100							

Truck Summary:

Total Trucks: 61

% Trucks: 12.9

AM % Trucks: 15.1

PM % Trucks: 12.1

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	1	0	2	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	2	3	0	1	0	0	0	0	0	0	0	0	6
06:00 - 06:59	0	8	4	1	5	0	0	0	0	0	0	0	0	18
07:00 - 07:59	0	11	10	1	6	0	0	1	0	1	0	0	0	30
08:00 - 08:59	0	7	8	0	6	1	0	1	0	0	0	0	0	23
09:00 - 09:59	0	11	6	0	2	0	0	0	0	0	0	0	0	19
10:00 - 10:59	0	20	3	0	6	0	0	0	0	0	0	0	0	29
11:00 - 11:59	0	8	12	0	5	0	0	0	0	0	0	0	0	25
12:00 - 12:59	2	15	5	0	4	0	0	1	0	1	0	0	0	28
13:00 - 13:59	0	15	6	0	7	0	0	1	0	0	0	0	0	29
14:00 - 14:59	0	10	9	0	2	0	0	1	0	0	0	0	0	22
15:00 - 15:59	1	14	9	0	3	0	0	1	0	0	0	0	0	28
16:00 - 16:59	1	21	14	1	7	0	0	0	0	0	0	0	0	44
17:00 - 17:59	0	16	10	0	13	0	0	0	0	0	0	0	0	39
18:00 - 18:59	3	15	8	0	7	0	0	0	0	0	0	0	0	33
19:00 - 19:59	1	8	3	0	0	0	0	0	0	0	0	0	0	12
20:00 - 20:59	0	9	4	0	1	0	0	0	0	0	0	0	0	14
21:00 - 21:59	0	4	4	0	1	0	0	0	0	0	0	0	0	9
22:00 - 22:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	8	202	119	3	78	1	0	6	0	2	0	0	0	419
Percent of Total	1.9	48.2	28.4	0.7	18.6	0.2	0.0	1.4	0.0	0.5	0.0	0.0	0.0	100
Percent of AM	0.0	44.9	30.1	1.3	21.2	0.6	0.0	1.3	0.0	0.6	0.0	0.0	0.0	100
Percent of PM	3.0	50.2	27.4	0.4	17.1	0.0	0.0	1.5	0.0	0.4	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 90

% Trucks: 21.5

AM % Trucks: 25.0

PM % Trucks: 19.4

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	5	4	0	0	0	0	0	0	0	0	0	0	9
06:00 - 06:59	0	12	4	1	2	0	0	0	0	0	0	0	0	19
07:00 - 07:59	0	5	5	1	8	0	0	0	0	0	0	0	0	19
08:00 - 08:59	0	6	3	0	0	0	0	0	0	0	0	0	0	9
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	28	16	2	10	0	56							
Percent of Total	0.0	50.0	28.6	3.6	17.9	0.0	100							
Percent of AM	0.0	50.0	28.6	3.6	17.9	0.0	100							
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 12

% Trucks: 21.4

AM % Trucks: 21.4

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
11:00 - 11:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
12:00 - 12:59	0	0	0	2	7	5	1	0	0	0	0	0	0	0	0	15
13:00 - 13:59	0	0	1	1	8	10	0	0	0	0	0	0	0	0	0	20
14:00 - 14:59	0	0	0	4	9	7	1	0	0	0	0	0	0	0	0	21
15:00 - 15:59	0	0	2	1	4	7	2	1	0	0	0	0	0	0	0	17
16:00 - 16:59	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	12
17:00 - 17:59	0	0	1	2	4	7	1	0	0	0	0	0	0	0	0	15
18:00 - 18:59	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8
19:00 - 19:59	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7
20:00 - 20:59	0	0	1	2	3	4	1	0	0	0	0	0	0	0	0	11
21:00 - 21:59	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	6
22:00 - 22:59	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	0	5	17	54	56	14	1	0	147						
Percent of Total	0.0	0.0	3.4	11.6	36.7	38.1	9.5	0.7	0.0	100						
Percent of AM	0.0	0.0	0.0	25.0	12.5	50.0	12.5	0.0	100							
Percent of PM	0.0	0.0	3.6	10.8	38.1	37.4	9.4	0.7	0.0	100						

Standard Deviation:	5.0 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.3 MPH
Mean Speed:	34.5 MPH	Percent in Ten Mile Pace:	74.8%	15th Percentile:	30.0 MPH
Median Speed:	34.7 MPH			90th Percentile:	39.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	42.6 MPH

Daily Northbound Speeds (MPH)

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	5
07:00 - 07:59	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	11
08:00 - 08:59	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0	9
09:00 - 09:59	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
10:00 - 10:59	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	11
11:00 - 11:59	0	0	0	2	2	5	1	0	0	0	0	0	0	0	0	10
12:00 - 12:59	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	11
13:00 - 13:59	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	10
14:00 - 14:59	0	0	0	2	2	12	2	0	1	0	0	0	0	0	0	19
15:00 - 15:59	0	0	0	4	8	5	1	1	0	0	0	0	0	0	0	19
16:00 - 16:59	0	0	3	1	8	9	0	1	0	0	0	0	0	0	0	22
17:00 - 17:59	0	0	0	0	8	9	6	1	0	0	0	0	0	0	0	24
18:00 - 18:59	0	0	1	1	3	8	5	2	0	0	0	0	0	0	0	20
19:00 - 19:59	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	8
20:00 - 20:59	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6
21:00 - 21:59	0	0	0	0	1	3	1	3	0	0	0	0	0	0	0	8
22:00 - 22:59	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Totals	0	0	5	16	64	85	27	9	1	0	0	0	0	0	0	207
Percent of Total	0.0	0.0	2.4	7.7	30.9	41.1	13.0	4.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	8.9	32.1	48.2	8.9	1.8	0.0	100						
Percent of PM	0.0	0.0	3.3	7.3	30.5	38.4	14.6	5.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	41.0 MPH
Mean Speed:	36.0 MPH	Percent in Ten Mile Pace:	72.0%	15th Percentile:	30.7 MPH
Median Speed:	36.1 MPH			90th Percentile:	42.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.8 MPH

Daily Northbound Speeds (MPH)

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4
07:00 - 07:59	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6
08:00 - 08:59	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
09:00 - 09:59	0	0	0	4	5	5	0	0	0	0	0	0	0	0	0	14
10:00 - 10:59	0	0	0	3	7	7	2	0	0	0	0	0	0	0	0	19
11:00 - 11:59	0	0	0	2	5	11	3	1	0	0	0	0	0	0	0	22
12:00 - 12:59	0	0	2	2	8	13	4	0	0	0	0	0	0	0	0	29
13:00 - 13:59	0	0	1	2	12	6	5	3	0	1	0	0	0	0	0	30
14:00 - 14:59	0	0	0	4	10	15	3	3	0	0	0	0	0	0	0	35
15:00 - 15:59	0	0	0	5	3	7	1	0	0	0	0	0	0	0	0	16
16:00 - 16:59	1	0	0	5	11	12	1	0	0	0	0	0	0	0	0	30
17:00 - 17:59	0	0	0	3	9	10	1	0	0	0	0	0	0	0	0	23
18:00 - 18:59	0	0	0	1	3	6	1	0	3	0	0	0	0	0	0	14
19:00 - 19:59	1	0	0	1	7	8	3	0	0	0	0	0	0	0	0	20
20:00 - 20:59	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
21:00 - 21:59	0	0	0	0	2	4	2	2	0	0	0	0	0	0	0	10
22:00 - 22:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	0	0	1	0	2	1	0	1	0	0	0	0	0	0	5
Totals	2	0	3	37	89	111	28	11	5	1	0	0	0	0	0	287
Percent of Total	0.7	0.0	1.0	12.9	31.0	38.7	9.8	3.8	1.7	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	18.3	32.4	38.0	7.0	2.8	1.4	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.9	0.0	1.4	11.1	30.6	38.9	10.6	4.2	1.9	0.5	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.2 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	40.3 MPH
Mean Speed:	35.5 MPH	Percent in Ten Mile Pace:	69.7%	15th Percentile:	30.0 MPH
Median Speed:	35.5 MPH			90th Percentile:	42.8 MPH
Modal Speed:	37.5 MPH			95th Percentile:	46.0 MPH

Daily Northbound Speeds (MPH)

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
07:00 - 07:59	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
08:00 - 08:59	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
09:00 - 09:59	0	0	0	1	3	4	3	1	0	0	0	0	0	0	0	12
10:00 - 10:59	0	0	0	0	2	2	3	2	0	0	0	0	0	0	0	9
11:00 - 11:59	0	1	1	0	2	15	0	0	0	0	0	0	0	0	0	19
12:00 - 12:59	0	0	0	2	9	8	5	0	0	0	0	0	0	0	0	24
13:00 - 13:59	0	0	0	3	12	5	4	0	0	0	0	0	0	0	0	24
14:00 - 14:59	0	0	0	2	9	10	4	0	0	0	0	0	0	0	0	25
15:00 - 15:59	0	0	0	4	6	13	4	0	0	0	0	0	0	0	0	27
16:00 - 16:59	0	0	0	2	8	11	5	1	0	0	0	0	0	0	0	27
17:00 - 17:59	0	0	1	0	7	7	3	1	0	0	0	0	0	0	0	19
18:00 - 18:59	0	0	0	2	3	2	3	1	0	0	0	0	0	0	0	11
19:00 - 19:59	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	9
20:00 - 20:59	0	0	0	1	2	1	3	0	0	0	0	0	0	0	0	7
21:00 - 21:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	0	0	1	0	3	3	1	0	0	0	0	0	0	0	8
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	1	2	21	70	91	46	8	0	239						
Percent of Total	0.0	0.4	0.8	8.8	29.3	38.1	19.2	3.3	0.0	100						
Percent of AM	0.0	1.8	1.8	5.4	19.6	48.2	16.1	7.1	0.0	100						
Percent of PM	0.0	0.0	0.5	9.8	32.2	35.0	20.2	2.2	0.0	100						

Standard Deviation:	5.3 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	41.9 MPH
Mean Speed:	36.2 MPH	Percent in Ten Mile Pace:	67.4%	15th Percentile:	30.8 MPH
Median Speed:	36.4 MPH			90th Percentile:	43.2 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.5 MPH

Daily Northbound Speeds (MPH)

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	2	0	5	3	0	0	0	0	0	0	0	0	10
07:00 - 07:59	0	0	1	1	5	6	4	0	0	0	0	0	0	0	0	17
08:00 - 08:59	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	8
09:00 - 09:59	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	8
10:00 - 10:59	0	0	0	3	8	8	2	1	0	0	0	0	0	0	0	22
11:00 - 11:59	0	0	1	2	2	7	0	0	0	0	0	0	0	0	0	12
12:00 - 12:59	0	0	0	1	6	6	5	0	0	0	0	0	0	0	0	18
13:00 - 13:59	0	0	1	2	5	6	1	0	0	0	0	0	0	0	0	15
14:00 - 14:59	0	0	0	4	2	3	1	0	0	0	0	0	0	0	0	10
15:00 - 15:59	0	0	0	2	4	5	3	1	0	0	0	0	0	0	0	15
16:00 - 16:59	0	0	0	1	5	11	5	0	1	0	0	0	0	0	0	23
17:00 - 17:59	0	0	0	0	5	7	3	2	0	0	0	0	0	0	0	17
18:00 - 18:59	0	0	0	1	3	8	4	1	0	0	0	0	0	0	0	17
19:00 - 19:59	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	7
20:00 - 20:59	0	0	0	0	3	5	0	1	0	0	0	0	0	0	0	9
21:00 - 21:59	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
22:00 - 22:59	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	3	21	60	88	37	9	1	0	0	0	0	0	0	219
Percent of Total	0.0	0.0	1.4	9.6	27.4	40.2	16.9	4.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	2.5	11.1	29.6	39.5	14.8	2.5	0.0	100						
Percent of PM	0.0	0.0	0.7	8.7	26.1	40.6	18.1	5.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	41.8 MPH
Mean Speed:	36.3 MPH	Percent in Ten Mile Pace:	67.6%	15th Percentile:	30.7 MPH
Median Speed:	36.4 MPH			90th Percentile:	43.3 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.8 MPH

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	0	2	2	5	4	1	1	0	0	0	0	0	0	15
07:00 - 07:59	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6
08:00 - 08:59	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	0	2	9	12	6	1	1	0	0	0	0	0	0	31
Percent of Total	0.0	0.0	0.0	6.5	29.0	38.7	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	6.5	29.0	38.7	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	42.4 MPH
Mean Speed:	37.1 MPH	Percent in Ten Mile Pace:	67.7%	15th Percentile:	31.2 MPH
Median Speed:	36.7 MPH			90th Percentile:	43.7 MPH
Modal Speed:	37.5 MPH			95th Percentile:	44.8 MPH

Daily Southbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
11:00 - 11:59	0	0	0	0	0	2	2	1	2	1	3	0	0	0	0	11
12:00 - 12:59	0	0	0	0	0	2	4	2	6	5	3	1	0	0	0	23
13:00 - 13:59	0	0	0	0	1	0	1	3	1	2	4	0	0	1	0	13
14:00 - 14:59	0	0	0	0	0	0	1	5	1	1	2	0	0	0	0	10
15:00 - 15:59	0	0	0	0	1	0	2	3	1	3	1	0	0	0	0	11
16:00 - 16:59	0	0	0	0	0	2	6	6	4	4	2	0	0	0	0	24
17:00 - 17:59	0	0	0	0	0	0	1	1	3	5	1	4	0	0	0	15
18:00 - 18:59	0	0	0	0	0	0	3	3	3	0	1	1	0	0	0	11
19:00 - 19:59	0	0	1	0	0	0	2	0	3	1	1	0	0	0	0	8
20:00 - 20:59	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	3
21:00 - 21:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:00 - 22:59	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	1	0	2	7	24	25	24	25	18	7	0	1	0	134
Percent of Total	0.0	0.0	0.7	0.0	1.5	5.2	17.9	18.7	17.9	18.7	13.4	5.2	0.0	0.7	0.0	100
Percent of AM	0.0	0.0	0.0	0.0	0.0	15.4	15.4	15.4	15.4	15.4	23.1	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.8	0.0	1.7	4.1	18.2	19.0	18.2	19.0	12.4	5.8	0.0	0.8	0.0	100

Standard Deviation:	9.1 MPH	Ten Mile Pace:	40 to 49 MPH	85th Percentile:	61.5 MPH
Mean Speed:	51.7 MPH	Percent in Ten Mile Pace:	36.6%	15th Percentile:	42.0 MPH
Median Speed:	51.6 MPH			90th Percentile:	63.4 MPH
Modal Speed:	47.5 MPH			95th Percentile:	65.6 MPH

Daily Southbound Speeds (MPH)

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:00 - 06:59	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
07:00 - 07:59	0	0	0	0	0	0	1	3	2	3	1	0	0	0	0	10
08:00 - 08:59	0	0	0	0	0	0	2	4	0	2	3	0	0	0	0	11
09:00 - 09:59	0	0	0	0	0	2	0	1	2	2	0	0	0	0	0	7
10:00 - 10:59	0	0	0	0	1	1	2	2	3	0	3	1	0	0	0	13
11:00 - 11:59	0	0	0	0	1	0	4	7	2	1	3	1	0	0	0	19
12:00 - 12:59	0	0	0	0	1	1	4	0	2	1	4	0	0	0	0	13
13:00 - 13:59	0	0	0	0	0	1	1	3	11	9	0	1	1	0	0	27
14:00 - 14:59	0	0	0	0	0	3	1	5	4	3	3	2	0	0	0	21
15:00 - 15:59	0	0	0	1	0	0	1	3	3	4	3	1	0	1	1	18
16:00 - 16:59	0	0	0	0	0	0	2	5	9	4	2	2	0	0	0	24
17:00 - 17:59	0	0	0	0	0	0	0	5	9	7	3	2	2	0	1	29
18:00 - 18:59	0	0	0	0	1	2	2	0	2	4	0	0	0	0	0	11
19:00 - 19:59	0	0	0	0	1	0	1	3	3	1	0	0	1	0	0	10
20:00 - 20:59	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	4
21:00 - 21:59	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
22:00 - 22:59	1	0	0	0	0	0	0	2	1	1	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	0	0	1	5	11	22	47	55	44	25	10	5	1	3	230
Percent of Total	0.4	0.0	0.0	0.4	2.2	4.8	9.6	20.4	23.9	19.1	10.9	4.3	2.2	0.4	1.3	100
Percent of AM	0.0	0.0	0.0	0.0	3.0	6.1	15.2	27.3	16.7	12.1	15.2	3.0	0.0	0.0	1.5	100
Percent of PM	0.6	0.0	0.0	0.6	1.8	4.3	7.3	17.7	26.8	22.0	9.1	4.9	3.0	0.6	1.2	100

Standard Deviation:	10.1 MPH	Ten Mile Pace:	45 to 54 MPH	85th Percentile:	61.8 MPH
Mean Speed:	52.8 MPH	Percent in Ten Mile Pace:	44.3%	15th Percentile:	43.6 MPH
Median Speed:	52.5 MPH			90th Percentile:	64.1 MPH
Modal Speed:	52.5 MPH			95th Percentile:	68.5 MPH

Daily Southbound Speeds (MPH)

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:00 - 06:59	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:00 - 07:59	0	0	0	0	1	1	1	3	0	1	1	1	0	0	0	9
08:00 - 08:59	0	0	0	0	1	0	1	2	0	1	3	0	0	0	0	8
09:00 - 09:59	0	0	0	0	0	1	1	1	2	4	4	0	0	1	1	15
10:00 - 10:59	0	0	0	0	0	1	2	2	1	1	3	0	0	0	0	10
11:00 - 11:59	0	0	0	0	1	1	3	1	7	2	1	0	0	0	0	16
12:00 - 12:59	0	0	0	0	1	1	3	4	3	3	6	2	0	0	0	23
13:00 - 13:59	0	0	0	0	0	2	4	5	5	6	1	0	1	0	2	26
14:00 - 14:59	0	0	0	0	1	3	4	3	5	2	5	0	0	1	0	24
15:00 - 15:59	0	0	0	0	2	1	1	4	2	9	4	2	1	0	0	26
16:00 - 16:59	0	0	0	0	3	0	4	4	7	3	8	4	0	0	0	33
17:00 - 17:59	0	0	0	0	0	0	4	1	6	1	2	2	0	0	1	17
18:00 - 18:59	0	0	0	0	0	0	1	6	5	5	3	2	0	0	1	23
19:00 - 19:59	0	0	0	0	0	1	1	5	5	3	1	1	1	0	0	18
20:00 - 20:59	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	6
21:00 - 21:59	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	5
22:00 - 22:59	0	1	0	0	1	1	0	0	2	0	2	0	0	0	0	7
23:00 - 23:59	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Totals	0	1	0	0	11	13	31	44	55	46	46	15	3	2	5	272
Percent of Total	0.0	0.4	0.0	0.0	4.0	4.8	11.4	16.2	20.2	16.9	16.9	5.5	1.1	0.7	1.8	100
Percent of AM	0.0	0.0	0.0	0.0	4.8	6.5	12.9	16.1	17.7	14.5	21.0	3.2	0.0	1.6	1.6	100
Percent of PM	0.0	0.5	0.0	0.0	3.8	4.3	11.0	16.2	21.0	17.6	15.7	6.2	1.4	0.5	1.9	100

Standard Deviation:	10.8 MPH	Ten Mile Pace:	50 to 59 MPH	85th Percentile:	63.2 MPH
Mean Speed:	53.3 MPH	Percent in Ten Mile Pace:	37.1%	15th Percentile:	42.5 MPH
Median Speed:	53.2 MPH			90th Percentile:	64.7 MPH
Modal Speed:	52.5 MPH			95th Percentile:	68.6 MPH

Daily Southbound Speeds (MPH)

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
06:00 - 06:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 - 07:59	0	0	0	0	0	0	0	2	1	2	0	0	0	1	0	6
08:00 - 08:59	0	0	0	0	1	0	0	2	1	0	1	1	0	1	1	8
09:00 - 09:59	0	0	0	0	0	1	1	3	3	1	1	0	0	0	0	10
10:00 - 10:59	0	0	0	0	1	1	4	3	4	3	3	1	0	0	0	20
11:00 - 11:59	0	0	0	0	0	0	1	3	1	3	2	3	0	0	0	13
12:00 - 12:59	0	0	0	0	1	0	5	7	7	6	4	1	1	0	0	32
13:00 - 13:59	0	0	0	0	1	0	2	7	6	1	3	0	1	0	1	22
14:00 - 14:59	0	0	0	0	1	0	2	4	8	4	5	0	3	2	0	29
15:00 - 15:59	0	0	0	0	0	0	3	2	2	4	0	3	0	0	0	14
16:00 - 16:59	0	0	0	0	1	1	3	8	7	5	0	1	0	1	0	27
17:00 - 17:59	0	0	0	0	0	1	3	1	3	2	0	1	0	0	0	11
18:00 - 18:59	0	0	0	0	0	0	3	0	5	3	0	1	0	0	1	13
19:00 - 19:59	0	0	0	0	1	0	1	1	1	1	1	0	0	0	0	6
20:00 - 20:59	0	0	0	0	0	0	0	2	2	0	1	0	0	1	1	7
21:00 - 21:59	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	5
22:00 - 22:59	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	4
23:00 - 23:59	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Totals	0	1	0	0	8	6	29	47	54	37	23	12	6	6	5	234
Percent of Total	0.0	0.4	0.0	0.0	3.4	2.6	12.4	20.1	23.1	15.8	9.8	5.1	2.6	2.6	2.1	100
Percent of AM	0.0	0.0	0.0	0.0	4.8	6.3	9.5	22.2	17.5	14.3	11.1	7.9	1.6	3.2	1.6	100
Percent of PM	0.0	0.6	0.0	0.0	2.9	1.2	13.5	19.3	25.1	16.4	9.4	4.1	2.9	2.3	2.3	100

Standard Deviation:	11.2 MPH	Ten Mile Pace:	45 to 54 MPH	85th Percentile:	63.6 MPH
Mean Speed:	53.5 MPH	Percent in Ten Mile Pace:	43.2%	15th Percentile:	43.4 MPH
Median Speed:	52.4 MPH			90th Percentile:	67.1 MPH
Modal Speed:	52.5 MPH			95th Percentile:	74.0 MPH

Daily Southbound Speeds (MPH)

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3
01:00 - 01:59	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	4
06:00 - 06:59	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	8
07:00 - 07:59	0	0	0	0	0	1	0	3	2	4	1	2	0	0	0	13
08:00 - 08:59	0	0	0	0	0	1	1	3	1	4	4	1	0	0	0	15
09:00 - 09:59	0	0	0	0	0	1	3	1	4	0	0	1	0	1	0	11
10:00 - 10:59	0	0	0	0	1	0	2	0	1	1	2	0	0	0	0	7
11:00 - 11:59	0	0	0	0	0	0	2	3	5	0	2	1	0	0	0	13
12:00 - 12:59	0	0	0	0	0	2	1	4	2	1	0	0	0	0	0	10
13:00 - 13:59	0	0	0	0	0	1	4	1	4	2	0	0	1	1	0	14
14:00 - 14:59	0	0	0	0	0	0	1	1	5	1	2	1	0	0	1	12
15:00 - 15:59	0	0	0	0	0	0	2	5	1	4	1	0	0	0	0	13
16:00 - 16:59	0	0	0	0	0	3	1	3	3	8	0	3	0	0	0	21
17:00 - 17:59	0	0	0	0	0	0	3	0	3	8	4	3	1	0	0	22
18:00 - 18:59	0	0	0	0	0	0	2	3	7	1	2	0	0	1	0	16
19:00 - 19:59	0	0	0	0	0	0	1	1	0	0	0	1	0	1	1	5
20:00 - 20:59	0	0	0	0	0	0	1	1	0	0	1	1	0	1	0	5
21:00 - 21:59	0	0	0	0	0	0	0	1	0	3	0	0	0	0	1	5
22:00 - 22:59	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	1	9	26	34	44	40	20	14	3	5	4	200
Percent of Total	0.0	0.0	0.0	0.0	0.5	4.5	13.0	17.0	22.0	20.0	10.0	7.0	1.5	2.5	2.0	100
Percent of AM	0.0	0.0	0.0	0.0	1.3	4.0	12.0	17.3	25.3	16.0	13.3	6.7	1.3	1.3	1.3	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	4.8	13.6	16.8	20.0	22.4	8.0	7.2	1.6	3.2	2.4	100

Standard Deviation:	10.5 MPH	Ten Mile Pace:	50 to 59 MPH	85th Percentile:	63.9 MPH
Mean Speed:	54.3 MPH	Percent in Ten Mile Pace:	42.0%	15th Percentile:	43.8 MPH
Median Speed:	53.4 MPH			90th Percentile:	67.0 MPH
Modal Speed:	52.5 MPH			95th Percentile:	72.5 MPH

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	1	0	2	1	0	0	1	0	0	5
06:00 - 06:59	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	4
07:00 - 07:59	0	0	0	0	0	1	1	4	2	5	0	0	0	0	0	13
08:00 - 08:59	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	0	0	0	2	3	4	5	8	0	2	1	0	0	25
Percent of Total	0.0	0.0	0.0	0.0	0.0	8.0	12.0	16.0	20.0	32.0	0.0	8.0	4.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	0.0	0.0	8.0	12.0	16.0	20.0	32.0	0.0	8.0	4.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100						

Standard Deviation:	8.8 MPH	Ten Mile Pace:	50 to 59 MPH	85th Percentile:	59.2 MPH
Mean Speed:	52.8 MPH	Percent in Ten Mile Pace:	52.0%	15th Percentile:	42.1 MPH
Median Speed:	53.0 MPH			90th Percentile:	65.0 MPH
Modal Speed:	57.5 MPH			95th Percentile:	68.1 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	1	1	2	0	1	0	1	0	0	0	0	0	6
11:00 - 11:59	0	0	0	1	0	4	3	1	2	1	3	0	0	0	0	15
12:00 - 12:59	0	0	0	2	7	7	5	2	6	5	3	1	0	0	0	38
13:00 - 13:59	0	0	1	1	9	10	1	3	1	2	4	0	0	1	0	33
14:00 - 14:59	0	0	0	4	9	7	2	5	1	1	2	0	0	0	0	31
15:00 - 15:59	0	0	2	1	5	7	4	4	1	3	1	0	0	0	0	28
16:00 - 16:59	0	0	0	2	5	7	6	6	4	4	2	0	0	0	0	36
17:00 - 17:59	0	0	1	2	4	7	2	1	3	5	1	4	0	0	0	30
18:00 - 18:59	0	0	0	0	4	3	4	3	3	0	1	1	0	0	0	19
19:00 - 19:59	0	0	1	0	1	3	5	0	3	1	1	0	0	0	0	15
20:00 - 20:59	0	0	1	2	3	4	2	0	0	1	0	1	0	0	0	14
21:00 - 21:59	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	0	0	0	3	1	3	0	0	1	0	0	0	0	0	8
23:00 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	0	6	17	56	63	38	26	24	25	18	7	0	1	0	281
Percent of Total	0.0	0.0	2.1	6.0	19.9	22.4	13.5	9.3	8.5	8.9	6.4	2.5	0.0	0.4	0.0	100
Percent of AM	0.0	0.0	0.0	9.5	4.8	28.6	14.3	9.5	9.5	9.5	14.3	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	2.3	5.8	21.2	21.9	13.5	9.2	8.5	8.8	5.8	2.7	0.0	0.4	0.0	100

Standard Deviation:	11.2 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	56.7 MPH
Mean Speed:	42.7 MPH	Percent in Ten Mile Pace:	42.3%	15th Percentile:	31.7 MPH
Median Speed:	39.8 MPH			90th Percentile:	59.5 MPH
Modal Speed:	37.5 MPH			95th Percentile:	63.2 MPH

Daily Total Speeds (MPH)

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
06:00 - 06:59	0	0	0	1	1	2	1	2	1	0	0	0	0	0	0	8
07:00 - 07:59	0	0	0	0	3	8	1	3	2	3	1	0	0	0	0	21
08:00 - 08:59	0	0	0	1	4	2	4	4	0	2	3	0	0	0	0	20
09:00 - 09:59	0	0	0	0	2	5	1	1	2	2	0	0	0	0	0	13
10:00 - 10:59	0	0	0	0	6	6	3	2	3	0	3	1	0	0	0	24
11:00 - 11:59	0	0	0	2	3	5	5	7	2	1	3	1	0	0	0	29
12:00 - 12:59	0	0	0	1	5	5	6	0	2	1	4	0	0	0	0	24
13:00 - 13:59	0	0	0	1	5	4	2	3	11	9	0	1	1	0	0	37
14:00 - 14:59	0	0	0	2	2	15	3	5	5	3	3	2	0	0	0	40
15:00 - 15:59	0	0	0	5	8	5	2	4	3	4	3	1	0	1	1	37
16:00 - 16:59	0	0	3	1	8	9	2	6	9	4	2	2	0	0	0	46
17:00 - 17:59	0	0	0	0	8	9	6	6	9	7	3	2	2	0	1	53
18:00 - 18:59	0	0	1	1	4	10	7	2	2	4	0	0	0	0	0	31
19:00 - 19:59	0	0	1	1	6	1	1	3	3	1	0	0	1	0	0	18
20:00 - 20:59	0	0	0	0	1	2	3	2	0	1	0	0	1	0	0	10
21:00 - 21:59	0	0	0	0	1	3	1	4	0	1	0	0	0	0	0	10
22:00 - 22:59	1	0	0	0	0	1	1	2	1	1	0	0	0	0	0	7
23:00 - 23:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Totals	1	0	5	17	69	96	49	56	56	44	25	10	5	1	3	437
Percent of Total	0.2	0.0	1.1	3.9	15.8	22.0	11.2	12.8	12.8	10.1	5.7	2.3	1.1	0.2	0.7	100
Percent of AM	0.0	0.0	0.0	4.1	16.4	25.4	12.3	15.6	9.0	6.6	8.2	1.6	0.0	0.0	0.8	100
Percent of PM	0.3	0.0	1.6	3.8	15.6	20.6	10.8	11.7	14.3	11.4	4.8	2.5	1.6	0.3	0.6	100

Standard Deviation:	11.8 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	57.5 MPH
Mean Speed:	44.8 MPH	Percent in Ten Mile Pace:	37.8%	15th Percentile:	33.0 MPH
Median Speed:	43.1 MPH			90th Percentile:	60.0 MPH
Modal Speed:	37.5 MPH			95th Percentile:	64.3 MPH

Daily Total Speeds (MPH)

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:00 - 06:59	0	0	0	0	2	1	0	1	1	0	1	0	0	0	0	6
07:00 - 07:59	0	0	0	0	4	4	1	3	0	1	1	1	0	0	0	15
08:00 - 08:59	0	0	0	4	2	0	1	2	0	1	3	0	0	0	0	13
09:00 - 09:59	0	0	0	4	5	6	1	1	2	4	4	0	0	1	1	29
10:00 - 10:59	0	0	0	3	7	8	4	2	1	1	3	0	0	0	0	29
11:00 - 11:59	0	0	0	2	6	12	6	2	7	2	1	0	0	0	0	38
12:00 - 12:59	0	0	2	2	9	14	7	4	3	3	6	2	0	0	0	52
13:00 - 13:59	0	0	1	2	12	8	9	8	5	7	1	0	1	0	2	56
14:00 - 14:59	0	0	0	4	11	18	7	6	5	2	5	0	0	1	0	59
15:00 - 15:59	0	0	0	5	5	8	2	4	2	9	4	2	1	0	0	42
16:00 - 16:59	1	0	0	5	14	12	5	4	7	3	8	4	0	0	0	63
17:00 - 17:59	0	0	0	3	9	10	5	1	6	1	2	2	0	0	1	40
18:00 - 18:59	0	0	0	1	3	6	2	6	8	5	3	2	0	0	1	37
19:00 - 19:59	1	0	0	1	7	9	4	5	5	3	1	1	1	0	0	38
20:00 - 20:59	0	0	0	0	0	1	1	2	2	3	0	0	0	0	0	9
21:00 - 21:59	0	0	0	0	2	4	3	3	0	2	1	0	0	0	0	15
22:00 - 22:59	0	1	0	0	2	1	0	0	2	0	2	0	0	0	0	8
23:00 - 23:59	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	7
Totals	2	1	3	37	100	124	59	55	60	47	46	15	3	2	5	559
Percent of Total	0.4	0.2	0.5	6.6	17.9	22.2	10.6	9.8	10.7	8.4	8.2	2.7	0.5	0.4	0.9	100
Percent of AM	0.0	0.0	0.0	9.8	19.5	23.3	9.8	9.0	9.0	6.8	9.8	1.5	0.0	0.8	0.8	100
Percent of PM	0.5	0.2	0.7	5.6	17.4	21.8	10.8	10.1	11.3	8.9	7.7	3.1	0.7	0.2	0.9	100

Standard Deviation:	12.5 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	58.6 MPH
Mean Speed:	44.2 MPH	Percent in Ten Mile Pace:	40.1%	15th Percentile:	32.0 MPH
Median Speed:	41.0 MPH			90th Percentile:	61.6 MPH
Modal Speed:	37.5 MPH			95th Percentile:	64.6 MPH

Daily Total Speeds (MPH)

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
02:00 - 02:59	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
06:00 - 06:59	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
07:00 - 07:59	0	0	0	0	1	2	0	2	1	2	0	0	0	1	0	9
08:00 - 08:59	0	0	0	1	3	2	0	2	1	0	1	1	0	1	1	13
09:00 - 09:59	0	0	0	1	3	5	4	4	3	1	1	0	0	0	0	22
10:00 - 10:59	0	0	0	0	3	3	7	5	4	3	3	1	0	0	0	29
11:00 - 11:59	0	1	1	0	2	15	1	3	1	3	2	3	0	0	0	32
12:00 - 12:59	0	0	0	2	10	8	10	7	7	6	4	1	1	0	0	56
13:00 - 13:59	0	0	0	3	13	5	6	7	6	1	3	0	1	0	1	46
14:00 - 14:59	0	0	0	2	10	10	6	4	8	4	5	0	3	2	0	54
15:00 - 15:59	0	0	0	4	6	13	7	2	2	4	0	3	0	0	0	41
16:00 - 16:59	0	0	0	2	9	12	8	9	7	5	0	1	0	1	0	54
17:00 - 17:59	0	0	1	0	7	8	6	2	3	2	0	1	0	0	0	30
18:00 - 18:59	0	0	0	2	3	2	6	1	5	3	0	1	0	0	1	24
19:00 - 19:59	0	0	0	0	4	3	4	1	1	1	1	0	0	0	0	15
20:00 - 20:59	0	0	0	1	2	1	3	2	2	0	1	0	0	1	1	14
21:00 - 21:59	0	0	0	1	0	1	0	1	1	2	1	0	0	0	0	7
22:00 - 22:59	0	1	0	1	0	3	4	1	0	0	1	0	0	0	1	12
23:00 - 23:59	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Totals	0	2	2	21	78	97	75	55	54	37	23	12	6	6	5	473
Percent of Total	0.0	0.4	0.4	4.4	16.5	20.5	15.9	11.6	11.4	7.8	4.9	2.5	1.3	1.3	1.1	100
Percent of AM	0.0	0.8	0.8	2.5	11.8	26.1	12.6	15.1	9.2	7.6	5.9	4.2	0.8	1.7	0.8	100
Percent of PM	0.0	0.3	0.3	5.1	18.1	18.6	16.9	10.5	12.1	7.9	4.5	2.0	1.4	1.1	1.1	100

Standard Deviation:	12.3 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	57.4 MPH
Mean Speed:	44.8 MPH	Percent in Ten Mile Pace:	37.0%	15th Percentile:	32.9 MPH
Median Speed:	42.4 MPH			90th Percentile:	60.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	67.0 MPH

Daily Total Speeds (MPH)

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3
01:00 - 01:59	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	1	0	1	1	2	0	0	0	0	0	1	6
06:00 - 06:59	0	0	0	2	0	5	3	3	4	1	0	0	0	0	0	18
07:00 - 07:59	0	0	1	1	5	7	4	3	2	4	1	2	0	0	0	30
08:00 - 08:59	0	0	0	0	5	3	2	3	1	4	4	1	0	0	0	23
09:00 - 09:59	0	0	0	1	3	4	4	1	4	0	0	1	0	1	0	19
10:00 - 10:59	0	0	0	3	9	8	4	1	1	1	2	0	0	0	0	29
11:00 - 11:59	0	0	1	2	2	7	2	3	5	0	2	1	0	0	0	25
12:00 - 12:59	0	0	0	1	6	8	6	4	2	1	0	0	0	0	0	28
13:00 - 13:59	0	0	1	2	5	7	5	1	4	2	0	0	1	1	0	29
14:00 - 14:59	0	0	0	4	2	3	2	1	5	1	2	1	0	0	1	22
15:00 - 15:59	0	0	0	2	4	5	5	6	1	4	1	0	0	0	0	28
16:00 - 16:59	0	0	0	1	5	14	6	3	4	8	0	3	0	0	0	44
17:00 - 17:59	0	0	0	0	5	7	6	2	3	8	4	3	1	0	0	39
18:00 - 18:59	0	0	0	1	3	8	6	4	7	1	2	0	0	1	0	33
19:00 - 19:59	0	0	0	1	2	4	1	1	0	0	0	1	0	1	1	12
20:00 - 20:59	0	0	0	0	3	5	1	2	0	0	1	1	0	1	0	14
21:00 - 21:59	0	0	0	0	1	1	1	2	0	3	0	0	0	0	1	9
22:00 - 22:59	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	3	21	61	97	63	43	45	40	20	14	3	5	4	419
Percent of Total	0.0	0.0	0.7	5.0	14.6	23.2	15.0	10.3	10.7	9.5	4.8	3.3	0.7	1.2	1.0	100
Percent of AM	0.0	0.0	1.3	5.8	16.0	22.4	13.5	9.6	12.2	7.7	6.4	3.2	0.6	0.6	0.6	100
Percent of PM	0.0	0.0	0.4	4.6	13.7	23.6	16.0	10.6	9.9	10.6	3.8	3.4	0.8	1.5	1.1	100

Standard Deviation:	12.2 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	57.8 MPH
Mean Speed:	44.9 MPH	Percent in Ten Mile Pace:	38.2%	15th Percentile:	33.1 MPH
Median Speed:	42.1 MPH			90th Percentile:	60.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	66.6 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	2	1	2	0	2	1	0	0	1	0	0	9
06:00 - 06:59	0	0	0	2	2	5	5	1	2	1	0	1	0	0	0	19
07:00 - 07:59	0	0	0	0	3	3	2	4	2	5	0	0	0	0	0	19
08:00 - 08:59	0	0	0	0	2	5	0	0	0	1	0	1	0	0	0	9
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	0	2	9	14	9	5	6	8	0	2	1	0	0	56
Percent of Total	0.0	0.0	0.0	3.6	16.1	25.0	16.1	8.9	10.7	14.3	0.0	3.6	1.8	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	3.6	16.1	25.0	16.1	8.9	10.7	14.3	0.0	3.6	1.8	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	10.6 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	56.3 MPH
Mean Speed:	44.2 MPH	Percent in Ten Mile Pace:	41.1%	15th Percentile:	33.3 MPH
Median Speed:	41.4 MPH			90th Percentile:	58.1 MPH
Modal Speed:	37.5 MPH			95th Percentile:	64.3 MPH

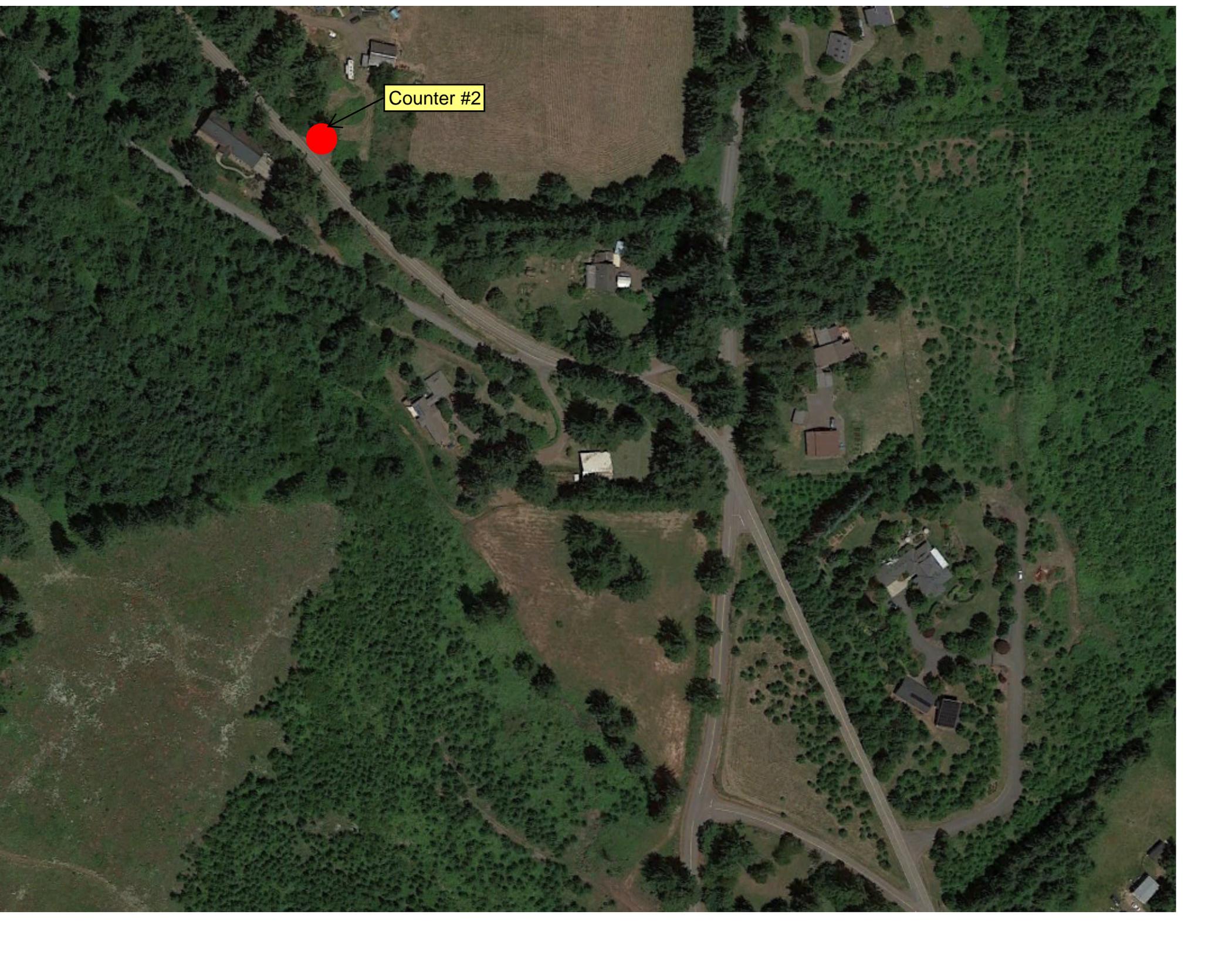
Weekly Volumes

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (Btwn 108 & 107)

Week of 09/30/2021

Start Time	09/30 Thursday		10/01 Friday		10/02 Saturday		10/03 Sunday		10/04 Monday		10/05 Tuesday		10/06 Wednesday		Daily Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
00:00	-	-	1	1	1	1	1	2	0	3	0	0	-	-	1	1
01:00	-	-	0	1	0	0	1	2	1	1	0	0	-	-	0	1
02:00	-	-	1	0	0	0	2	0	0	0	0	0	-	-	1	0
03:00	-	-	0	0	0	0	0	0	0	0	0	0	-	-	0	0
04:00	-	-	1	0	0	0	0	0	1	0	0	0	-	-	0	0
05:00	-	-	1	1	0	1	1	1	2	4	4	5	-	-	2	2
06:00	-	-	5	3	4	2	3	1	10	8	15	4	-	-	7	4
07:00	-	-	11	10	6	9	3	6	17	13	6	13	-	-	9	10
08:00	-	-	9	11	5	8	5	8	8	15	6	3	-	-	7	9
09:00	0	0	6	7	14	15	12	10	8	11	-	-	-	-	8	9
10:00	4	2	11	13	19	10	9	20	22	7	-	-	-	-	13	10
11:00	4	11	10	19	22	16	19	13	12	13	-	-	-	-	13	14
12:00	15	23	11	13	29	23	24	32	18	10	-	-	-	-	19	20
13:00	20	13	10	27	30	26	24	22	15	14	-	-	-	-	20	20
14:00	21	10	19	21	35	24	25	29	10	12	-	-	-	-	22	19
15:00	17	11	19	18	16	26	27	14	15	13	-	-	-	-	19	16
16:00	12	24	22	24	30	33	27	27	23	21	-	-	-	-	23	26
17:00	15	15	24	29	23	17	19	11	17	22	-	-	-	-	20	19
18:00	8	11	20	11	14	23	11	13	17	16	-	-	-	-	14	15
19:00	7	8	8	10	20	18	9	6	7	5	-	-	-	-	10	9
20:00	11	3	6	4	3	6	7	7	9	5	-	-	-	-	7	5
21:00	6	1	8	2	10	5	2	5	4	5	-	-	-	-	6	4
22:00	6	2	2	5	1	7	8	4	3	2	-	-	-	-	4	4
23:00	1	0	2	0	5	2	0	1	0	0	-	-	-	-	2	1
Lane Total	147	134	207	230	287	272	239	234	219	200	31	25	-	-	227	218
Day Total		281		437		559		473		419		56		-		445
AM Peak	10:44	10:30	10:36	10:44	10:26	10:54	10:58	09:58	10:06	07:18	05:56	07:14	-	-	10:00	11:00
AM Count	6	11	14	21	26	19	19	21	23	18	16	16	-	-	13	14
PM Peak	12:50	15:49	17:03	17:02	13:50	15:59	13:40	13:54	15:47	17:04	-	-	-	-	16:00	16:00
PM Count	24	27	26	32	39	33	32	33	26	25	-	-	-	-	23	26



Counter #2

Daily Vehicle Volume Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	2	0	2
10:00 - 10:59	13	11	24
11:00 - 11:59	6	18	24
12:00 - 12:59	23	24	47
13:00 - 13:59	23	17	40
14:00 - 14:59	24	26	50
15:00 - 15:59	19	19	38
16:00 - 16:59	12	34	46
17:00 - 17:59	12	29	41
18:00 - 18:59	15	18	33
19:00 - 19:59	14	11	25
20:00 - 20:59	8	4	12
21:00 - 21:59	9	4	13
22:00 - 22:59	12	5	17
23:00 - 23:59	2	2	4
Totals	194	222	416
AM Peak Time	09:54 - 10:53	10:53 - 11:52	10:22 - 11:21
AM Peak Volume	15	20	27
PM Peak Time	12:19 - 13:18	15:41 - 16:40	13:54 - 14:53
PM Peak Volume	28	35	55

Daily Vehicle Volume Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	1	1
02:00 - 02:59	1	0	1
03:00 - 03:59	1	1	2
04:00 - 04:59	3	0	3
05:00 - 05:59	4	2	6
06:00 - 06:59	14	10	24
07:00 - 07:59	15	16	31
08:00 - 08:59	13	15	28
09:00 - 09:59	15	12	27
10:00 - 10:59	15	16	31
11:00 - 11:59	10	23	33
12:00 - 12:59	16	18	34
13:00 - 13:59	15	25	40
14:00 - 14:59	22	31	53
15:00 - 15:59	26	27	53
16:00 - 16:59	27	41	68
17:00 - 17:59	29	36	65
18:00 - 18:59	23	18	41
19:00 - 19:59	14	13	27
20:00 - 20:59	7	10	17
21:00 - 21:59	9	4	13
22:00 - 22:59	5	11	16
23:00 - 23:59	3	1	4
Totals	288	332	620
AM Peak Time	06:39 - 07:38	10:50 - 11:49	10:38 - 11:37
AM Peak Volume	18	25	38
PM Peak Time	15:41 - 16:40	15:51 - 16:50	15:43 - 16:42
PM Peak Volume	31	42	71

Daily Vehicle Volume Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	3	2	5
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	1	1
04:00 - 04:59	1	0	1
05:00 - 05:59	0	2	2
06:00 - 06:59	10	6	16
07:00 - 07:59	7	11	18
08:00 - 08:59	10	18	28
09:00 - 09:59	18	24	42
10:00 - 10:59	20	22	42
11:00 - 11:59	29	25	54
12:00 - 12:59	31	34	65
13:00 - 13:59	26	40	66
14:00 - 14:59	43	34	77
15:00 - 15:59	29	32	61
16:00 - 16:59	32	37	69
17:00 - 17:59	30	22	52
18:00 - 18:59	19	24	43
19:00 - 19:59	28	22	50
20:00 - 20:59	4	11	15
21:00 - 21:59	10	9	19
22:00 - 22:59	3	9	12
23:00 - 23:59	7	4	11
Totals	360	389	749
AM Peak Time	10:47 - 11:46	10:45 - 11:44	10:45 - 11:44
AM Peak Volume	33	32	64
PM Peak Time	14:06 - 15:05	13:06 - 14:05	14:06 - 15:05
PM Peak Volume	45	43	82

Daily Vehicle Volume Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	2	1	3
01:00 - 01:59	2	2	4
02:00 - 02:59	2	1	3
03:00 - 03:59	2	0	2
04:00 - 04:59	2	0	2
05:00 - 05:59	2	2	4
06:00 - 06:59	5	1	6
07:00 - 07:59	6	8	14
08:00 - 08:59	6	9	15
09:00 - 09:59	16	15	31
10:00 - 10:59	11	23	34
11:00 - 11:59	26	25	51
12:00 - 12:59	25	33	58
13:00 - 13:59	26	25	51
14:00 - 14:59	22	29	51
15:00 - 15:59	30	20	50
16:00 - 16:59	30	26	56
17:00 - 17:59	24	13	37
18:00 - 18:59	14	20	34
19:00 - 19:59	12	11	23
20:00 - 20:59	9	10	19
21:00 - 21:59	6	7	13
22:00 - 22:59	8	5	13
23:00 - 23:59	0	2	2
Totals	288	288	576
AM Peak Time	11:00 - 11:59	10:57 - 11:56	11:00 - 11:59
AM Peak Volume	26	25	51
PM Peak Time	16:04 - 17:03	14:22 - 15:21	14:30 - 15:29
PM Peak Volume	33	36	66

Daily Vehicle Volume Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	2	3	5
01:00 - 01:59	1	1	2
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	2	0	2
05:00 - 05:59	6	2	8
06:00 - 06:59	16	11	27
07:00 - 07:59	20	23	43
08:00 - 08:59	17	18	35
09:00 - 09:59	14	18	32
10:00 - 10:59	24	13	37
11:00 - 11:59	16	25	41
12:00 - 12:59	22	13	35
13:00 - 13:59	19	18	37
14:00 - 14:59	13	17	30
15:00 - 15:59	19	22	41
16:00 - 16:59	24	29	53
17:00 - 17:59	22	35	57
18:00 - 18:59	19	24	43
19:00 - 19:59	12	9	21
20:00 - 20:59	9	6	15
21:00 - 21:59	4	4	8
22:00 - 22:59	4	2	6
23:00 - 23:59	0	0	0
Totals	285	293	578
AM Peak Time	07:21 - 08:20	07:08 - 08:07	07:08 - 08:07
AM Peak Volume	26	28	52
PM Peak Time	15:41 - 16:40	16:28 - 17:27	15:41 - 16:40
PM Peak Volume	27	37	59

Daily Vehicle Volume Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	2	3
05:00 - 05:59	4	4	8
06:00 - 06:59	21	6	27
07:00 - 07:59	2	4	6
08:00 - 08:59	-	-	-
09:00 - 09:59	-	-	-
10:00 - 10:59	-	-	-
11:00 - 11:59	-	-	-
12:00 - 12:59	-	-	-
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
Totals	28	16	44
AM Peak Time	05:57 - 06:56	06:23 - 07:22	05:57 - 06:56
AM Peak Volume	22	9	29
PM Peak Time	N/A	N/A	N/A
PM Peak Volume	0	0	0

Daily Northbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	10	2	0	0	1	0	0	0	0	0	0	0	13
11:00 - 11:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:00 - 12:59	0	17	4	0	0	1	1	0	0	0	0	0	0	23
13:00 - 13:59	0	18	5	0	0	0	0	0	0	0	0	0	0	23
14:00 - 14:59	0	18	2	0	4	0	0	0	0	0	0	0	0	24
15:00 - 15:59	0	15	4	0	0	0	0	0	0	0	0	0	0	19
16:00 - 16:59	0	10	1	1	0	0	0	0	0	0	0	0	0	12
17:00 - 17:59	0	8	3	0	1	0	0	0	0	0	0	0	0	12
18:00 - 18:59	0	10	3	0	2	0	0	0	0	0	0	0	0	15
19:00 - 19:59	0	10	4	0	0	0	0	0	0	0	0	0	0	14
20:00 - 20:59	0	5	0	3	0	0	0	0	0	0	0	0	0	8
21:00 - 21:59	0	5	2	1	1	0	0	0	0	0	0	0	0	9
22:00 - 22:59	0	10	2	0	0	0	0	0	0	0	0	0	0	12
23:00 - 23:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals	0	146	32	5	8	2	1	0	0	0	0	0	0	194
Percent of Total	0.0	75.3	16.5	2.6	4.1	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	85.7	9.5	0.0	0.0	4.8	0.0	100						
Percent of PM	0.0	74.0	17.3	2.9	4.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 16

% Trucks: 8.2

AM % Trucks: 4.8

PM % Trucks: 8.7

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	13	0	1	0	0	0	0	0	0	0	0	0	14
07:00 - 07:59	0	8	5	1	1	0	0	0	0	0	0	0	0	15
08:00 - 08:59	0	9	4	0	0	0	0	0	0	0	0	0	0	13
09:00 - 09:59	0	11	3	0	1	0	0	0	0	0	0	0	0	15
10:00 - 10:59	0	7	4	0	2	0	2	0	0	0	0	0	0	15
11:00 - 11:59	0	6	3	0	1	0	0	0	0	0	0	0	0	10
12:00 - 12:59	0	14	0	1	1	0	0	0	0	0	0	0	0	16
13:00 - 13:59	1	13	1	0	0	0	0	0	0	0	0	0	0	15
14:00 - 14:59	0	18	4	0	0	0	0	0	0	0	0	0	0	22
15:00 - 15:59	1	20	5	0	0	0	0	0	0	0	0	0	0	26
16:00 - 16:59	0	21	3	1	2	0	0	0	0	0	0	0	0	27
17:00 - 17:59	3	22	4	0	0	0	0	0	0	0	0	0	0	29
18:00 - 18:59	1	20	1	0	1	0	0	0	0	0	0	0	0	23
19:00 - 19:59	0	8	6	0	0	0	0	0	0	0	0	0	0	14
20:00 - 20:59	0	6	0	0	1	0	0	0	0	0	0	0	0	7
21:00 - 21:59	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:00 - 22:59	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Totals	6	219	46	4	11	0	2	0	0	0	0	0	0	288
Percent of Total	2.1	76.0	16.0	1.4	3.8	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	67.4	21.7	2.2	6.5	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.1	80.1	13.3	1.0	2.6	0.0	100							

Truck Summary:

Total Trucks: 17

% Trucks: 5.9

AM % Trucks: 10.9

PM % Trucks: 3.6

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	6	4	0	0	0	0	0	0	0	0	0	0	10
07:00 - 07:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
08:00 - 08:59	0	7	3	0	0	0	0	0	0	0	0	0	0	10
09:00 - 09:59	0	10	6	0	2	0	0	0	0	0	0	0	0	18
10:00 - 10:59	0	15	5	0	0	0	0	0	0	0	0	0	0	20
11:00 - 11:59	0	23	3	0	3	0	0	0	0	0	0	0	0	29
12:00 - 12:59	2	25	3	0	1	0	0	0	0	0	0	0	0	31
13:00 - 13:59	3	18	4	0	1	0	0	0	0	0	0	0	0	26
14:00 - 14:59	0	37	6	0	0	0	0	0	0	0	0	0	0	43
15:00 - 15:59	1	22	3	0	3	0	0	0	0	0	0	0	0	29
16:00 - 16:59	2	24	6	0	0	0	0	0	0	0	0	0	0	32
17:00 - 17:59	0	25	4	0	0	0	0	1	0	0	0	0	0	30
18:00 - 18:59	0	19	0	0	0	0	0	0	0	0	0	0	0	19
19:00 - 19:59	0	23	4	0	1	0	0	0	0	0	0	0	0	28
20:00 - 20:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
21:00 - 21:59	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:00 - 22:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00 - 23:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Totals	8	284	56	0	11	0	0	1	0	0	0	0	0	360
Percent of Total	2.2	78.9	15.6	0.0	3.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	72.4	22.4	0.0	5.1	0.0	100							
Percent of PM	3.1	81.3	13.0	0.0	2.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 12

% Trucks: 3.3

AM % Trucks: 5.1

PM % Trucks: 2.7

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
07:00 - 07:59	0	4	2	0	0	0	0	0	0	0	0	0	0	6
08:00 - 08:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
09:00 - 09:59	0	12	3	0	1	0	0	0	0	0	0	0	0	16
10:00 - 10:59	0	7	4	0	0	0	0	0	0	0	0	0	0	11
11:00 - 11:59	6	15	5	0	0	0	0	0	0	0	0	0	0	26
12:00 - 12:59	3	20	2	0	0	0	0	0	0	0	0	0	0	25
13:00 - 13:59	0	22	2	0	2	0	0	0	0	0	0	0	0	26
14:00 - 14:59	2	19	1	0	0	0	0	0	0	0	0	0	0	22
15:00 - 15:59	3	27	0	0	0	0	0	0	0	0	0	0	0	30
16:00 - 16:59	3	23	2	0	2	0	0	0	0	0	0	0	0	30
17:00 - 17:59	0	23	1	0	0	0	0	0	0	0	0	0	0	24
18:00 - 18:59	0	11	3	0	0	0	0	0	0	0	0	0	0	14
19:00 - 19:59	0	10	1	0	0	0	0	1	0	0	0	0	0	12
20:00 - 20:59	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:00 - 21:59	0	5	0	0	1	0	0	0	0	0	0	0	0	6
22:00 - 22:59	0	5	1	0	2	0	0	0	0	0	0	0	0	8
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	17	234	28	0	8	0	0	1	0	0	0	0	0	288
Percent of Total	5.9	81.3	9.7	0.0	2.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	7.3	73.2	18.3	0.0	1.2	0.0	100							
Percent of PM	5.3	84.5	6.3	0.0	3.4	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 9

% Trucks: 3.1

AM % Trucks: 1.2

PM % Trucks: 3.9

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	4	1	0	1	0	0	0	0	0	0	0	0	6
06:00 - 06:59	0	11	2	1	2	0	0	0	0	0	0	0	0	16
07:00 - 07:59	0	12	4	1	1	0	0	1	0	1	0	0	0	20
08:00 - 08:59	0	10	4	0	1	1	0	1	0	0	0	0	0	17
09:00 - 09:59	0	10	3	0	1	0	0	0	0	0	0	0	0	14
10:00 - 10:59	0	19	2	1	2	0	0	0	0	0	0	0	0	24
11:00 - 11:59	0	10	3	0	3	0	0	0	0	0	0	0	0	16
12:00 - 12:59	0	17	3	0	2	0	0	0	0	0	0	0	0	22
13:00 - 13:59	0	11	4	0	2	1	0	1	0	0	0	0	0	19
14:00 - 14:59	0	9	3	0	1	0	0	0	0	0	0	0	0	13
15:00 - 15:59	1	11	6	0	1	0	0	0	0	0	0	0	0	19
16:00 - 16:59	0	19	4	1	0	0	0	0	0	0	0	0	0	24
17:00 - 17:59	0	17	1	0	2	1	0	1	0	0	0	0	0	22
18:00 - 18:59	0	15	2	0	2	0	0	0	0	0	0	0	0	19
19:00 - 19:59	0	9	3	0	0	0	0	0	0	0	0	0	0	12
20:00 - 20:59	0	6	3	0	0	0	0	0	0	0	0	0	0	9
21:00 - 21:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	201	50	4	21	3	0	4	0	1	0	0	0	285
Percent of Total	0.4	70.5	17.5	1.4	7.4	1.1	0.0	1.4	0.0	0.4	0.0	0.0	0.0	100
Percent of AM	0.0	67.8	16.9	2.5	9.3	0.8	0.0	1.7	0.0	0.8	0.0	0.0	0.0	100
Percent of PM	0.6	72.5	18.0	0.6	6.0	1.2	0.0	1.2	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 33

% Trucks: 11.6

AM % Trucks: 15.3

PM % Trucks: 9.0

Classification Scheme: FHWA (ID: 1)

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

Daily Northbound Classes Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	15	4	1	1	0	0	0	0	0	0	0	0	21
07:00 - 07:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	21	5	1	1	0	28							
Percent of Total	0.0	75.0	17.9	3.6	3.6	0.0	100							
Percent of AM	0.0	75.0	17.9	3.6	3.6	0.0	100							
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 2

% Trucks: 7.1

AM % Trucks: 7.1

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	7	3	0	1	0	0	0	0	0	0	0	0	11
11:00 - 11:59	0	14	3	0	0	1	0	0	0	0	0	0	0	18
12:00 - 12:59	0	20	3	0	1	0	0	0	0	0	0	0	0	24
13:00 - 13:59	0	12	3	0	1	1	0	0	0	0	0	0	0	17
14:00 - 14:59	0	18	4	0	2	1	0	0	1	0	0	0	0	26
15:00 - 15:59	0	13	4	1	1	0	0	0	0	0	0	0	0	19
16:00 - 16:59	0	25	7	0	2	0	0	0	0	0	0	0	0	34
17:00 - 17:59	0	21	6	0	2	0	0	0	0	0	0	0	0	29
18:00 - 18:59	0	15	3	0	0	0	0	0	0	0	0	0	0	18
19:00 - 19:59	0	6	5	0	0	0	0	0	0	0	0	0	0	11
20:00 - 20:59	0	3	0	0	1	0	0	0	0	0	0	0	0	4
21:00 - 21:59	0	2	1	0	1	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals	0	162	43	1	12	3	0	0	1	0	0	0	0	222
Percent of Total	0.0	73.0	19.4	0.5	5.4	1.4	0.0	0.0	0.5	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	72.4	20.7	0.0	3.4	3.4	0.0	100						
Percent of PM	0.0	73.1	19.2	0.5	5.7	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 17

% Trucks: 7.7

AM % Trucks: 6.9

PM % Trucks: 7.8

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	9	1	0	0	0	0	0	0	0	0	0	0	10
07:00 - 07:59	0	13	1	0	2	0	0	0	0	0	0	0	0	16
08:00 - 08:59	0	11	3	0	1	0	0	0	0	0	0	0	0	15
09:00 - 09:59	0	10	1	0	1	0	0	0	0	0	0	0	0	12
10:00 - 10:59	0	11	3	0	1	1	0	0	0	0	0	0	0	16
11:00 - 11:59	0	16	4	1	1	1	0	0	0	0	0	0	0	23
12:00 - 12:59	0	13	4	0	1	0	0	0	0	0	0	0	0	18
13:00 - 13:59	0	16	9	0	0	0	0	0	0	0	0	0	0	25
14:00 - 14:59	0	24	5	0	2	0	0	0	0	0	0	0	0	31
15:00 - 15:59	0	19	3	1	4	0	0	0	0	0	0	0	0	27
16:00 - 16:59	0	36	4	0	1	0	0	0	0	0	0	0	0	41
17:00 - 17:59	0	25	8	0	3	0	0	0	0	0	0	0	0	36
18:00 - 18:59	0	16	2	0	0	0	0	0	0	0	0	0	0	18
19:00 - 19:59	0	11	2	0	0	0	0	0	0	0	0	0	0	13
20:00 - 20:59	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:00 - 21:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:00 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	258	53	2	17	2	0	332						
Percent of Total	0.0	77.7	16.0	0.6	5.1	0.6	0.0	100						
Percent of AM	0.0	77.3	13.4	1.0	6.2	2.1	0.0	100						
Percent of PM	0.0	77.9	17.0	0.4	4.7	0.0	100							

Truck Summary:

Total Trucks: 21

% Trucks: 6.3

AM % Trucks: 9.3

PM % Trucks: 5.1

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	4	2	0	0	0	0	0	0	0	0	0	0	6
07:00 - 07:59	0	8	3	0	0	0	0	0	0	0	0	0	0	11
08:00 - 08:59	0	14	3	1	0	0	0	0	0	0	0	0	0	18
09:00 - 09:59	0	16	6	0	1	1	0	0	0	0	0	0	0	24
10:00 - 10:59	0	15	4	0	3	0	0	0	0	0	0	0	0	22
11:00 - 11:59	0	19	5	0	1	0	0	0	0	0	0	0	0	25
12:00 - 12:59	1	26	6	0	0	0	0	0	0	1	0	0	0	34
13:00 - 13:59	0	35	3	0	2	0	0	0	0	0	0	0	0	40
14:00 - 14:59	1	26	5	0	2	0	0	0	0	0	0	0	0	34
15:00 - 15:59	0	25	6	0	1	0	0	0	0	0	0	0	0	32
16:00 - 16:59	0	31	6	0	0	0	0	0	0	0	0	0	0	37
17:00 - 17:59	0	19	3	0	0	0	0	0	0	0	0	0	0	22
18:00 - 18:59	0	22	2	0	0	0	0	0	0	0	0	0	0	24
19:00 - 19:59	0	19	3	0	0	0	0	0	0	0	0	0	0	22
20:00 - 20:59	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:00 - 21:59	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:00 - 22:59	0	8	0	0	1	0	0	0	0	0	0	0	0	9
23:00 - 23:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	2	314	59	1	11	1	0	0	0	1	0	0	0	389
Percent of Total	0.5	80.7	15.2	0.3	2.8	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	100
Percent of AM	0.0	72.1	21.6	0.9	4.5	0.9	0.0	100						
Percent of PM	0.7	84.2	12.6	0.0	2.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 14

% Trucks: 3.6

AM % Trucks: 6.3

PM % Trucks: 2.5

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00 - 07:59	0	7	1	0	0	0	0	0	0	0	0	0	0	8
08:00 - 08:59	0	6	1	0	2	0	0	0	0	0	0	0	0	9
09:00 - 09:59	0	12	2	0	1	0	0	0	0	0	0	0	0	15
10:00 - 10:59	0	21	1	0	1	0	0	0	0	0	0	0	0	23
11:00 - 11:59	0	19	4	0	2	0	0	0	0	0	0	0	0	25
12:00 - 12:59	0	26	7	0	0	0	0	0	0	0	0	0	0	33
13:00 - 13:59	0	19	4	0	2	0	0	0	0	0	0	0	0	25
14:00 - 14:59	0	27	1	0	1	0	0	0	0	0	0	0	0	29
15:00 - 15:59	0	19	1	0	0	0	0	0	0	0	0	0	0	20
16:00 - 16:59	0	23	2	0	1	0	0	0	0	0	0	0	0	26
17:00 - 17:59	0	8	3	0	2	0	0	0	0	0	0	0	0	13
18:00 - 18:59	0	18	1	0	1	0	0	0	0	0	0	0	0	20
19:00 - 19:59	0	10	1	0	0	0	0	0	0	0	0	0	0	11
20:00 - 20:59	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:00 - 21:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Totals	0	244	31	0	13	0	288							
Percent of Total	0.0	84.7	10.8	0.0	4.5	0.0	100							
Percent of AM	0.0	81.6	11.5	0.0	6.9	0.0	100							
Percent of PM	0.0	86.1	10.4	0.0	3.5	0.0	100							

Truck Summary:

Total Trucks: 13

% Trucks: 4.5

AM % Trucks: 6.9

PM % Trucks: 3.5

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	1	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	7	4	0	0	0	0	0	0	0	0	0	0	11
07:00 - 07:59	0	15	3	0	3	1	0	0	0	1	0	0	0	23
08:00 - 08:59	0	13	4	0	0	1	0	0	0	0	0	0	0	18
09:00 - 09:59	0	16	1	0	1	0	0	0	0	0	0	0	0	18
10:00 - 10:59	0	11	2	0	0	0	0	0	0	0	0	0	0	13
11:00 - 11:59	0	20	3	0	2	0	0	0	0	0	0	0	0	25
12:00 - 12:59	0	6	1	0	4	0	0	1	0	1	0	0	0	13
13:00 - 13:59	0	9	6	0	2	1	0	0	0	0	0	0	0	18
14:00 - 14:59	0	12	2	0	3	0	0	0	0	0	0	0	0	17
15:00 - 15:59	0	16	6	0	0	0	0	0	0	0	0	0	0	22
16:00 - 16:59	0	20	7	0	2	0	0	0	0	0	0	0	0	29
17:00 - 17:59	0	25	7	0	3	0	0	0	0	0	0	0	0	35
18:00 - 18:59	0	21	3	0	0	0	0	0	0	0	0	0	0	24
19:00 - 19:59	0	7	1	0	1	0	0	0	0	0	0	0	0	9
20:00 - 20:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00 - 21:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	214	51	0	22	3	0	1	0	2	0	0	0	293
Percent of Total	0.0	73.0	17.4	0.0	7.5	1.0	0.0	0.3	0.0	0.7	0.0	0.0	0.0	100
Percent of AM	0.0	76.3	14.9	0.0	6.1	1.8	0.0	0.0	0.0	0.9	0.0	0.0	0.0	100
Percent of PM	0.0	70.9	19.0	0.0	8.4	0.6	0.0	0.6	0.0	0.6	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 28

% Trucks: 9.6

AM % Trucks: 8.8

PM % Trucks: 10.1

Classification Scheme: FHWA (ID: 1)

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

Daily Southbound Classes Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	2	2	0	1	1	0	0	0	0	0	0	0	6
07:00 - 07:59	0	3	0	0	0	1	0	0	0	0	0	0	0	4
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	11	2	0	1	2	0	16						
Percent of Total	0.0	68.8	12.5	0.0	6.3	12.5	0.0	100						
Percent of AM	0.0	68.8	12.5	0.0	6.3	12.5	0.0	100						
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 3

% Trucks: 18.8

AM % Trucks: 18.8

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	17	5	0	1	1	0	0	0	0	0	0	0	24
11:00 - 11:59	0	20	3	0	0	1	0	0	0	0	0	0	0	24
12:00 - 12:59	0	37	7	0	1	1	1	0	0	0	0	0	0	47
13:00 - 13:59	0	30	8	0	1	1	0	0	0	0	0	0	0	40
14:00 - 14:59	0	36	6	0	6	1	0	0	1	0	0	0	0	50
15:00 - 15:59	0	28	8	1	1	0	0	0	0	0	0	0	0	38
16:00 - 16:59	0	35	8	1	2	0	0	0	0	0	0	0	0	46
17:00 - 17:59	0	29	9	0	3	0	0	0	0	0	0	0	0	41
18:00 - 18:59	0	25	6	0	2	0	0	0	0	0	0	0	0	33
19:00 - 19:59	0	16	9	0	0	0	0	0	0	0	0	0	0	25
20:00 - 20:59	0	8	0	3	1	0	0	0	0	0	0	0	0	12
21:00 - 21:59	0	7	3	1	2	0	0	0	0	0	0	0	0	13
22:00 - 22:59	0	14	3	0	0	0	0	0	0	0	0	0	0	17
23:00 - 23:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	0	308	75	6	20	5	1	0	1	0	0	0	0	416
Percent of Total	0.0	74.0	18.0	1.4	4.8	1.2	0.2	0.0	0.2	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	78.0	16.0	0.0	2.0	4.0	0.0	100						
Percent of PM	0.0	73.5	18.3	1.6	5.2	0.8	0.3	0.0	0.3	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 33

% Trucks: 7.9

AM % Trucks: 6.0

PM % Trucks: 8.2

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
06:00 - 06:59	0	22	1	1	0	0	0	0	0	0	0	0	0	24
07:00 - 07:59	0	21	6	1	3	0	0	0	0	0	0	0	0	31
08:00 - 08:59	0	20	7	0	1	0	0	0	0	0	0	0	0	28
09:00 - 09:59	0	21	4	0	2	0	0	0	0	0	0	0	0	27
10:00 - 10:59	0	18	7	0	3	1	2	0	0	0	0	0	0	31
11:00 - 11:59	0	22	7	1	2	1	0	0	0	0	0	0	0	33
12:00 - 12:59	0	27	4	1	2	0	0	0	0	0	0	0	0	34
13:00 - 13:59	1	29	10	0	0	0	0	0	0	0	0	0	0	40
14:00 - 14:59	0	42	9	0	2	0	0	0	0	0	0	0	0	53
15:00 - 15:59	1	39	8	1	4	0	0	0	0	0	0	0	0	53
16:00 - 16:59	0	57	7	1	3	0	0	0	0	0	0	0	0	68
17:00 - 17:59	3	47	12	0	3	0	0	0	0	0	0	0	0	65
18:00 - 18:59	1	36	3	0	1	0	0	0	0	0	0	0	0	41
19:00 - 19:59	0	19	8	0	0	0	0	0	0	0	0	0	0	27
20:00 - 20:59	0	16	0	0	1	0	0	0	0	0	0	0	0	17
21:00 - 21:59	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:00 - 22:59	0	13	3	0	0	0	0	0	0	0	0	0	0	16
23:00 - 23:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Totals	6	477	99	6	28	2	2	0	0	0	0	0	0	620
Percent of Total	1.0	76.9	16.0	1.0	4.5	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	72.5	17.5	1.6	6.3	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	1.4	78.9	15.3	0.7	3.7	0.0	100							

Truck Summary:

Total Trucks: 38

% Trucks: 6.1

AM % Trucks: 10.1

PM % Trucks: 4.4

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Total Classes Report

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	10	6	0	0	0	0	0	0	0	0	0	0	16
07:00 - 07:59	0	14	4	0	0	0	0	0	0	0	0	0	0	18
08:00 - 08:59	0	21	6	1	0	0	0	0	0	0	0	0	0	28
09:00 - 09:59	0	26	12	0	3	1	0	0	0	0	0	0	0	42
10:00 - 10:59	0	30	9	0	3	0	0	0	0	0	0	0	0	42
11:00 - 11:59	0	42	8	0	4	0	0	0	0	0	0	0	0	54
12:00 - 12:59	3	51	9	0	1	0	0	0	0	1	0	0	0	65
13:00 - 13:59	3	53	7	0	3	0	0	0	0	0	0	0	0	66
14:00 - 14:59	1	63	11	0	2	0	0	0	0	0	0	0	0	77
15:00 - 15:59	1	47	9	0	4	0	0	0	0	0	0	0	0	61
16:00 - 16:59	2	55	12	0	0	0	0	0	0	0	0	0	0	69
17:00 - 17:59	0	44	7	0	0	0	0	1	0	0	0	0	0	52
18:00 - 18:59	0	41	2	0	0	0	0	0	0	0	0	0	0	43
19:00 - 19:59	0	42	7	0	1	0	0	0	0	0	0	0	0	50
20:00 - 20:59	0	13	2	0	0	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:00 - 22:59	0	10	1	0	1	0	0	0	0	0	0	0	0	12
23:00 - 23:59	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Totals	10	598	115	1	22	1	0	1	0	1	0	0	0	749
Percent of Total	1.3	79.8	15.4	0.1	2.9	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	100
Percent of AM	0.0	72.2	22.0	0.5	4.8	0.5	0.0	100						
Percent of PM	1.9	82.8	12.8	0.0	2.2	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 26

% Trucks: 3.5

AM % Trucks: 5.7

PM % Trucks: 2.6

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
07:00 - 07:59	0	11	3	0	0	0	0	0	0	0	0	0	0	14
08:00 - 08:59	0	11	2	0	2	0	0	0	0	0	0	0	0	15
09:00 - 09:59	0	24	5	0	2	0	0	0	0	0	0	0	0	31
10:00 - 10:59	0	28	5	0	1	0	0	0	0	0	0	0	0	34
11:00 - 11:59	6	34	9	0	2	0	0	0	0	0	0	0	0	51
12:00 - 12:59	3	46	9	0	0	0	0	0	0	0	0	0	0	58
13:00 - 13:59	0	41	6	0	4	0	0	0	0	0	0	0	0	51
14:00 - 14:59	2	46	2	0	1	0	0	0	0	0	0	0	0	51
15:00 - 15:59	3	46	1	0	0	0	0	0	0	0	0	0	0	50
16:00 - 16:59	3	46	4	0	3	0	0	0	0	0	0	0	0	56
17:00 - 17:59	0	31	4	0	2	0	0	0	0	0	0	0	0	37
18:00 - 18:59	0	29	4	0	1	0	0	0	0	0	0	0	0	34
19:00 - 19:59	0	20	2	0	0	0	0	1	0	0	0	0	0	23
20:00 - 20:59	0	19	0	0	0	0	0	0	0	0	0	0	0	19
21:00 - 21:59	0	12	0	0	1	0	0	0	0	0	0	0	0	13
22:00 - 22:59	0	10	1	0	2	0	0	0	0	0	0	0	0	13
23:00 - 23:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Totals	17	478	59	0	21	0	0	1	0	0	0	0	0	576
Percent of Total	3.0	83.0	10.2	0.0	3.6	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	3.6	77.5	14.8	0.0	4.1	0.0	100							
Percent of PM	2.7	85.3	8.4	0.0	3.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 22

% Trucks: 3.8

AM % Trucks: 4.1

PM % Trucks: 3.7

Classification Scheme: FHWA (ID: 1)

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

Daily Total Classes Report

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	4	0	0	1	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	6	1	0	1	0	0	0	0	0	0	0	0	8
06:00 - 06:59	0	18	6	1	2	0	0	0	0	0	0	0	0	27
07:00 - 07:59	0	27	7	1	4	1	0	1	0	2	0	0	0	43
08:00 - 08:59	0	23	8	0	1	2	0	1	0	0	0	0	0	35
09:00 - 09:59	0	26	4	0	2	0	0	0	0	0	0	0	0	32
10:00 - 10:59	0	30	4	1	2	0	0	0	0	0	0	0	0	37
11:00 - 11:59	0	30	6	0	5	0	0	0	0	0	0	0	0	41
12:00 - 12:59	0	23	4	0	6	0	0	1	0	1	0	0	0	35
13:00 - 13:59	0	20	10	0	4	2	0	1	0	0	0	0	0	37
14:00 - 14:59	0	21	5	0	4	0	0	0	0	0	0	0	0	30
15:00 - 15:59	1	27	12	0	1	0	0	0	0	0	0	0	0	41
16:00 - 16:59	0	39	11	1	2	0	0	0	0	0	0	0	0	53
17:00 - 17:59	0	42	8	0	5	1	0	1	0	0	0	0	0	57
18:00 - 18:59	0	36	5	0	2	0	0	0	0	0	0	0	0	43
19:00 - 19:59	0	16	4	0	1	0	0	0	0	0	0	0	0	21
20:00 - 20:59	0	12	3	0	0	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	6	2	0	0	0	0	0	0	0	0	0	0	8
22:00 - 22:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	415	101	4	43	6	0	5	0	3	0	0	0	578
Percent of Total	0.2	71.8	17.5	0.7	7.4	1.0	0.0	0.9	0.0	0.5	0.0	0.0	0.0	100
Percent of AM	0.0	72.0	15.9	1.3	7.8	1.3	0.0	0.9	0.0	0.9	0.0	0.0	0.0	100
Percent of PM	0.3	71.7	18.5	0.3	7.2	0.9	0.0	0.9	0.0	0.3	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 61

% Trucks: 10.6

AM % Trucks: 12.1

PM % Trucks: 9.5

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Total Classes Report

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	8	0	0	0	0	0	0	0	0	0	0	0	8
06:00 - 06:59	0	17	6	1	2	1	0	0	0	0	0	0	0	27
07:00 - 07:59	0	5	0	0	0	1	0	0	0	0	0	0	0	6
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	32	7	1	2	2	0	44						
Percent of Total	0.0	72.7	15.9	2.3	4.5	4.5	0.0	100						
Percent of AM	0.0	72.7	15.9	2.3	4.5	4.5	0.0	100						
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Truck Summary:

Total Trucks: 5

% Trucks: 11.4

AM % Trucks: 11.4

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

- #1 Motorcycles - 2 Axles
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit - 2 Axles, 6 Tires

- #6 Single Unit Truck - 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit - 4 Axles or Less
- #9 Double Unit - 5 Axles
- #10 Double Unit - 6 Axles or More

- #11 Multi-Unit - 5 Axles or Less
- #12 Multi-Unit - 6 Axles
- #13 Multi-Unit - 7 Axles or More

Daily Northbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	0	1	2	4	6	0	0	0	0	0	0	0	0	0	13
11:00 - 11:59	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6
12:00 - 12:59	0	1	0	2	8	6	4	2	0	0	0	0	0	0	0	23
13:00 - 13:59	0	0	1	3	7	5	6	1	0	0	0	0	0	0	0	23
14:00 - 14:59	0	0	2	2	6	9	5	0	0	0	0	0	0	0	0	24
15:00 - 15:59	0	0	0	2	4	7	4	2	0	0	0	0	0	0	0	19
16:00 - 16:59	0	0	2	1	2	5	1	1	0	0	0	0	0	0	0	12
17:00 - 17:59	0	0	1	0	1	8	1	1	0	0	0	0	0	0	0	12
18:00 - 18:59	0	0	0	4	5	1	3	0	2	0	0	0	0	0	0	15
19:00 - 19:59	0	0	0	1	1	3	4	4	1	0	0	0	0	0	0	14
20:00 - 20:59	0	0	3	0	1	3	0	1	0	0	0	0	0	0	0	8
21:00 - 21:59	0	0	1	1	2	4	1	0	0	0	0	0	0	0	0	9
22:00 - 22:59	0	0	1	0	4	2	4	0	1	0	0	0	0	0	0	12
23:00 - 23:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Totals	0	1	12	19	48	63	34	13	4	0	0	0	0	0	0	194
Percent of Total	0.0	0.5	6.2	9.8	24.7	32.5	17.5	6.7	2.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	4.8	9.5	33.3	42.9	4.8	4.8	0.0	100						
Percent of PM	0.0	0.6	6.4	9.8	23.7	31.2	19.1	6.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	43.1 MPH
Mean Speed:	36.1 MPH	Percent in Ten Mile Pace:	57.2%	15th Percentile:	29.1 MPH
Median Speed:	36.3 MPH			90th Percentile:	44.6 MPH
Modal Speed:	37.5 MPH			95th Percentile:	47.6 MPH

Daily Northbound Speeds (MPH)

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	0	3	1	3	4	2	1	0	0	0	0	0	0	14
07:00 - 07:59	0	0	0	1	4	6	3	1	0	0	0	0	0	0	0	15
08:00 - 08:59	0	0	0	1	2	4	4	2	0	0	0	0	0	0	0	13
09:00 - 09:59	0	0	0	2	2	6	4	1	0	0	0	0	0	0	0	15
10:00 - 10:59	0	1	0	1	1	5	5	1	1	0	0	0	0	0	0	15
11:00 - 11:59	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	10
12:00 - 12:59	1	0	1	2	3	6	2	1	0	0	0	0	0	0	0	16
13:00 - 13:59	0	0	1	1	5	5	2	1	0	0	0	0	0	0	0	15
14:00 - 14:59	0	0	0	0	5	7	8	1	0	1	0	0	0	0	0	22
15:00 - 15:59	0	0	0	2	5	8	7	4	0	0	0	0	0	0	0	26
16:00 - 16:59	0	0	1	3	2	10	8	2	0	1	0	0	0	0	0	27
17:00 - 17:59	0	0	1	2	1	12	7	4	1	1	0	0	0	0	0	29
18:00 - 18:59	0	0	0	0	2	8	7	1	4	1	0	0	0	0	0	23
19:00 - 19:59	0	0	0	2	4	5	3	0	0	0	0	0	0	0	0	14
20:00 - 20:59	0	0	0	1	1	1	1	3	0	0	0	0	0	0	0	7
21:00 - 21:59	0	0	0	0	0	3	3	1	2	0	0	0	0	0	0	9
22:00 - 22:59	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Totals	1	1	4	24	40	103	76	26	9	4	0	0	0	0	0	288
Percent of Total	0.3	0.3	1.4	8.3	13.9	35.8	26.4	9.0	3.1	1.4	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	1.1	0.0	10.9	10.9	39.1	28.3	7.6	2.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.5	0.0	2.0	7.1	15.3	34.2	25.5	9.7	3.6	2.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.7 MPH
Mean Speed:	38.6 MPH	Percent in Ten Mile Pace:	62.2%	15th Percentile:	31.6 MPH
Median Speed:	38.6 MPH			90th Percentile:	46.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	49.6 MPH

Daily Northbound Speeds (MPH)

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	1	0	4	2	2	1	0	0	0	0	0	0	0	10
07:00 - 07:59	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7
08:00 - 08:59	0	1	1	0	2	4	1	1	0	0	0	0	0	0	0	10
09:00 - 09:59	1	0	0	0	3	7	6	1	0	0	0	0	0	0	0	18
10:00 - 10:59	0	0	0	1	6	10	1	1	0	1	0	0	0	0	0	20
11:00 - 11:59	0	0	0	2	10	13	3	0	1	0	0	0	0	0	0	29
12:00 - 12:59	0	0	0	3	7	14	6	1	0	0	0	0	0	0	0	31
13:00 - 13:59	0	0	2	3	6	11	3	0	0	1	0	0	0	0	0	26
14:00 - 14:59	0	0	1	3	9	14	10	5	1	0	0	0	0	0	0	43
15:00 - 15:59	0	1	0	3	11	7	4	3	0	0	0	0	0	0	0	29
16:00 - 16:59	1	0	1	2	6	13	9	0	0	0	0	0	0	0	0	32
17:00 - 17:59	0	0	0	0	10	13	6	1	0	0	0	0	0	0	0	30
18:00 - 18:59	0	0	0	1	2	5	5	1	2	1	2	0	0	0	0	19
19:00 - 19:59	0	0	0	0	13	11	4	0	0	0	0	0	0	0	0	28
20:00 - 20:59	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	4
21:00 - 21:59	0	0	0	2	0	4	1	3	0	0	0	0	0	0	0	10
22:00 - 22:59	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
23:00 - 23:59	0	0	0	1	1	2	1	1	0	0	0	1	0	0	0	7
Totals	2	2	6	22	94	139	64	19	5	4	2	1	0	0	0	360
Percent of Total	0.6	0.6	1.7	6.1	26.1	38.6	17.8	5.3	1.4	1.1	0.6	0.3	0.0	0.0	0.0	100
Percent of AM	1.0	1.0	2.0	4.1	26.5	44.9	13.3	4.1	1.0	2.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.4	0.4	1.5	6.9	26.0	36.3	19.5	5.7	1.5	0.8	0.8	0.4	0.0	0.0	0.0	100

Standard Deviation:	6.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	43.2 MPH
Mean Speed:	37.1 MPH	Percent in Ten Mile Pace:	64.7%	15th Percentile:	31.1 MPH
Median Speed:	36.9 MPH			90th Percentile:	44.6 MPH
Modal Speed:	37.5 MPH			95th Percentile:	48.3 MPH

Daily Northbound Speeds (MPH)

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	5
07:00 - 07:59	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6
08:00 - 08:59	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	6
09:00 - 09:59	0	0	0	0	6	7	1	1	1	0	0	0	0	0	0	16
10:00 - 10:59	0	0	0	0	2	4	2	2	1	0	0	0	0	0	0	11
11:00 - 11:59	0	0	1	0	4	10	11	0	0	0	0	0	0	0	0	26
12:00 - 12:59	0	0	0	4	3	10	5	3	0	0	0	0	0	0	0	25
13:00 - 13:59	0	0	1	0	10	7	6	0	2	0	0	0	0	0	0	26
14:00 - 14:59	0	0	0	3	6	8	3	1	1	0	0	0	0	0	0	22
15:00 - 15:59	0	0	1	3	8	10	6	2	0	0	0	0	0	0	0	30
16:00 - 16:59	0	0	0	3	9	11	4	2	1	0	0	0	0	0	0	30
17:00 - 17:59	0	0	0	1	7	9	5	2	0	0	0	0	0	0	0	24
18:00 - 18:59	0	0	0	1	5	3	2	2	1	0	0	0	0	0	0	14
19:00 - 19:59	0	0	0	1	3	4	3	1	0	0	0	0	0	0	0	12
20:00 - 20:59	0	0	0	1	2	2	3	1	0	0	0	0	0	0	0	9
21:00 - 21:59	0	0	0	1	0	3	1	0	0	1	0	0	0	0	0	6
22:00 - 22:59	0	0	0	1	1	1	1	2	2	0	0	0	0	0	0	8
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	4	22	76	95	60	21	9	1	0	0	0	0	0	288
Percent of Total	0.0	0.0	1.4	7.6	26.4	33.0	20.8	7.3	3.1	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	2.4	3.7	26.8	32.9	25.6	6.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	1.0	9.2	26.2	33.0	18.9	7.8	3.4	0.5	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	43.9 MPH
Mean Speed:	37.5 MPH	Percent in Ten Mile Pace:	59.4%	15th Percentile:	31.1 MPH
Median Speed:	37.2 MPH			90th Percentile:	45.4 MPH
Modal Speed:	37.5 MPH			95th Percentile:	48.8 MPH

Daily Northbound Speeds (MPH)

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	6
06:00 - 06:59	0	0	1	2	2	4	7	0	0	0	0	0	0	0	0	16
07:00 - 07:59	0	0	2	3	3	6	4	1	0	1	0	0	0	0	0	20
08:00 - 08:59	0	0	0	2	4	8	1	1	1	0	0	0	0	0	0	17
09:00 - 09:59	0	0	1	3	6	4	0	0	0	0	0	0	0	0	0	14
10:00 - 10:59	0	0	0	2	7	11	1	3	0	0	0	0	0	0	0	24
11:00 - 11:59	1	1	1	0	2	8	3	0	0	0	0	0	0	0	0	16
12:00 - 12:59	0	0	1	1	8	5	6	1	0	0	0	0	0	0	0	22
13:00 - 13:59	0	0	0	6	5	4	2	2	0	0	0	0	0	0	0	19
14:00 - 14:59	0	0	0	3	2	5	3	0	0	0	0	0	0	0	0	13
15:00 - 15:59	0	0	0	3	5	7	1	2	1	0	0	0	0	0	0	19
16:00 - 16:59	0	0	0	3	7	3	10	0	0	1	0	0	0	0	0	24
17:00 - 17:59	0	0	0	2	5	10	3	0	1	1	0	0	0	0	0	22
18:00 - 18:59	0	0	0	2	2	7	6	2	0	0	0	0	0	0	0	19
19:00 - 19:59	0	0	0	2	4	3	1	1	1	0	0	0	0	0	0	12
20:00 - 20:59	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	9
21:00 - 21:59	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	4
22:00 - 22:59	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	1	6	35	66	94	57	15	7	3	0	0	0	0	0	285
Percent of Total	0.4	0.4	2.1	12.3	23.2	33.0	20.0	5.3	2.5	1.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.8	0.8	4.2	10.2	22.0	36.4	18.6	4.2	1.7	0.8	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.6	13.8	24.0	30.5	21.0	6.0	3.0	1.2	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	7.0 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	43.4 MPH
Mean Speed:	36.7 MPH	Percent in Ten Mile Pace:	56.1%	15th Percentile:	29.9 MPH
Median Speed:	36.8 MPH			90th Percentile:	44.6 MPH
Modal Speed:	37.5 MPH			95th Percentile:	48.4 MPH

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	1	2	2	7	6	2	0	1	0	0	0	0	0	21
07:00 - 07:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	1	2	4	10	7	3	0	1	0	0	0	0	0	28
Percent of Total	0.0	0.0	3.6	7.1	14.3	35.7	25.0	10.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	3.6	7.1	14.3	35.7	25.0	10.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	7.1 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.5 MPH
Mean Speed:	38.5 MPH	Percent in Ten Mile Pace:	60.7%	15th Percentile:	30.9 MPH
Median Speed:	38.3 MPH			90th Percentile:	46.2 MPH
Modal Speed:	37.5 MPH			95th Percentile:	48.5 MPH

Daily Southbound Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	1	2	4	2	2	0	0	0	0	0	0	0	11
11:00 - 11:59	0	0	1	2	3	4	6	2	0	0	0	0	0	0	0	18
12:00 - 12:59	0	0	0	1	5	7	9	2	0	0	0	0	0	0	0	24
13:00 - 13:59	0	1	0	3	1	6	4	2	0	0	0	0	0	0	0	17
14:00 - 14:59	0	0	0	6	1	8	7	3	0	1	0	0	0	0	0	26
15:00 - 15:59	0	0	0	1	4	8	5	1	0	0	0	0	0	0	0	19
16:00 - 16:59	1	1	1	1	8	10	7	4	1	0	0	0	0	0	0	34
17:00 - 17:59	0	1	0	1	5	8	10	4	0	0	0	0	0	0	0	29
18:00 - 18:59	0	0	0	2	1	5	7	2	1	0	0	0	0	0	0	18
19:00 - 19:59	0	0	0	0	1	3	7	0	0	0	0	0	0	0	0	11
20:00 - 20:59	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	4
21:00 - 21:59	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Totals	1	3	3	19	33	68	69	23	2	1	0	0	0	0	0	222
Percent of Total	0.5	1.4	1.4	8.6	14.9	30.6	31.1	10.4	0.9	0.5	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	3.4	10.3	17.2	27.6	27.6	13.8	0.0	100						
Percent of PM	0.5	1.6	1.0	8.3	14.5	31.1	31.6	9.8	1.0	0.5	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.4 MPH
Mean Speed:	38.1 MPH	Percent in Ten Mile Pace:	61.7%	15th Percentile:	31.0 MPH
Median Speed:	38.8 MPH			90th Percentile:	45.7 MPH
Modal Speed:	42.5 MPH			95th Percentile:	48.1 MPH

Daily Southbound Speeds (MPH)

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	10
07:00 - 07:59	0	0	0	0	2	5	6	2	1	0	0	0	0	0	0	16
08:00 - 08:59	0	0	0	0	3	5	2	4	1	0	0	0	0	0	0	15
09:00 - 09:59	0	0	0	1	1	4	2	2	1	1	0	0	0	0	0	12
10:00 - 10:59	0	0	0	2	1	7	3	1	2	0	0	0	0	0	0	16
11:00 - 11:59	0	0	0	2	6	4	8	3	0	0	0	0	0	0	0	23
12:00 - 12:59	0	0	0	0	5	2	9	1	0	1	0	0	0	0	0	18
13:00 - 13:59	0	0	0	1	0	11	5	5	3	0	0	0	0	0	0	25
14:00 - 14:59	0	0	0	0	1	13	13	2	1	0	1	0	0	0	0	31
15:00 - 15:59	0	2	0	0	1	10	6	5	2	0	1	0	0	0	0	27
16:00 - 16:59	0	0	1	4	2	17	11	6	0	0	0	0	0	0	0	41
17:00 - 17:59	0	1	1	0	3	12	15	4	0	0	0	0	0	0	0	36
18:00 - 18:59	0	0	0	3	2	2	6	3	1	0	1	0	0	0	0	18
19:00 - 19:59	0	0	0	0	1	4	7	0	1	0	0	0	0	0	0	13
20:00 - 20:59	0	0	0	1	0	5	2	2	0	0	0	0	0	0	0	10
21:00 - 21:59	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
22:00 - 22:59	0	0	0	1	0	4	2	2	0	2	0	0	0	0	0	11
23:00 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	3	2	17	33	111	103	42	14	4	3	0	0	0	0	332
Percent of Total	0.0	0.9	0.6	5.1	9.9	33.4	31.0	12.7	4.2	1.2	0.9	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	6.2	17.5	29.9	26.8	12.4	6.2	1.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	1.3	0.9	4.7	6.8	34.9	32.8	12.8	3.4	1.3	1.3	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	46.5 MPH
Mean Speed:	40.1 MPH	Percent in Ten Mile Pace:	64.5%	15th Percentile:	34.1 MPH
Median Speed:	40.0 MPH			90th Percentile:	48.5 MPH
Modal Speed:	37.5 MPH			95th Percentile:	51.4 MPH

Daily Southbound Speeds (MPH)

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6
07:00 - 07:59	0	0	0	1	1	3	2	4	0	0	0	0	0	0	0	11
08:00 - 08:59	0	0	0	1	3	2	6	5	1	0	0	0	0	0	0	18
09:00 - 09:59	0	0	0	1	3	5	6	6	3	0	0	0	0	0	0	24
10:00 - 10:59	0	0	0	2	5	9	5	1	0	0	0	0	0	0	0	22
11:00 - 11:59	0	0	0	1	2	13	8	1	0	0	0	0	0	0	0	25
12:00 - 12:59	0	0	0	1	5	11	8	9	0	0	0	0	0	0	0	34
13:00 - 13:59	0	1	0	0	6	14	13	3	1	1	1	0	0	0	0	40
14:00 - 14:59	0	0	1	4	6	8	11	3	0	1	0	0	0	0	0	34
15:00 - 15:59	0	0	0	1	4	10	13	1	2	1	0	0	0	0	0	32
16:00 - 16:59	0	0	2	0	3	12	11	7	2	0	0	0	0	0	0	37
17:00 - 17:59	0	0	0	1	8	7	4	1	1	0	0	0	0	0	0	22
18:00 - 18:59	0	0	0	0	4	5	8	4	2	1	0	0	0	0	0	24
19:00 - 19:59	0	0	0	1	2	9	9	0	1	0	0	0	0	0	0	22
20:00 - 20:59	0	0	0	1	2	3	3	1	1	0	0	0	0	0	0	11
21:00 - 21:59	0	0	0	0	0	6	2	0	1	0	0	0	0	0	0	9
22:00 - 22:59	1	0	0	0	1	2	4	1	0	0	0	0	0	0	0	9
23:00 - 23:59	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
Totals	1	1	3	15	56	124	119	50	15	4	1	0	0	0	0	389
Percent of Total	0.3	0.3	0.8	3.9	14.4	31.9	30.6	12.9	3.9	1.0	0.3	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	5.4	13.5	32.4	27.0	18.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.4	0.4	1.1	3.2	14.7	31.7	32.0	10.8	4.0	1.4	0.4	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.6 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	46.1 MPH
Mean Speed:	39.8 MPH	Percent in Ten Mile Pace:	62.5%	15th Percentile:	33.4 MPH
Median Speed:	39.8 MPH			90th Percentile:	48.1 MPH
Modal Speed:	37.5 MPH			95th Percentile:	50.0 MPH

Daily Southbound Speeds (MPH)

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00 - 07:59	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	8
08:00 - 08:59	0	0	0	0	2	1	0	4	2	0	0	0	0	0	0	9
09:00 - 09:59	0	0	1	0	3	5	6	0	0	0	0	0	0	0	0	15
10:00 - 10:59	0	0	0	0	3	9	7	3	1	0	0	0	0	0	0	23
11:00 - 11:59	0	0	0	3	4	7	8	2	0	1	0	0	0	0	0	25
12:00 - 12:59	0	0	1	2	4	17	6	2	1	0	0	0	0	0	0	33
13:00 - 13:59	0	0	1	1	3	9	5	3	3	0	0	0	0	0	0	25
14:00 - 14:59	0	0	0	1	6	12	7	3	0	0	0	0	0	0	0	29
15:00 - 15:59	0	0	0	0	2	8	7	1	0	2	0	0	0	0	0	20
16:00 - 16:59	1	0	0	2	3	12	6	1	0	1	0	0	0	0	0	26
17:00 - 17:59	0	0	0	0	1	7	3	1	1	0	0	0	0	0	0	13
18:00 - 18:59	0	0	0	1	3	7	6	2	1	0	0	0	0	0	0	20
19:00 - 19:59	0	0	0	1	1	3	6	0	0	0	0	0	0	0	0	11
20:00 - 20:59	0	0	0	1	2	2	3	1	1	0	0	0	0	0	0	10
21:00 - 21:59	0	0	0	2	1	1	2	0	1	0	0	0	0	0	0	7
22:00 - 22:59	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Totals	1	0	3	15	42	107	77	27	12	4	0	0	0	0	0	288
Percent of Total	0.3	0.0	1.0	5.2	14.6	37.2	26.7	9.4	4.2	1.4	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	1.1	4.6	16.1	29.9	28.7	13.8	4.6	1.1	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.5	0.0	1.0	5.5	13.9	40.3	25.9	7.5	4.0	1.5	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.6 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	45.0 MPH
Mean Speed:	39.2 MPH	Percent in Ten Mile Pace:	63.9%	15th Percentile:	32.8 MPH
Median Speed:	38.9 MPH			90th Percentile:	47.5 MPH
Modal Speed:	37.5 MPH			95th Percentile:	50.5 MPH

Daily Southbound Speeds (MPH)

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
06:00 - 06:59	0	0	0	0	2	2	6	0	1	0	0	0	0	0	0	11
07:00 - 07:59	0	0	2	0	3	5	6	6	1	0	0	0	0	0	0	23
08:00 - 08:59	0	0	0	1	3	4	3	4	2	1	0	0	0	0	0	18
09:00 - 09:59	1	0	0	2	2	6	3	3	1	0	0	0	0	0	0	18
10:00 - 10:59	0	0	1	0	3	5	4	0	0	0	0	0	0	0	0	13
11:00 - 11:59	0	1	0	0	2	11	8	3	0	0	0	0	0	0	0	25
12:00 - 12:59	0	0	1	1	4	4	2	1	0	0	0	0	0	0	0	13
13:00 - 13:59	0	1	0	5	3	3	5	1	0	0	0	0	0	0	0	18
14:00 - 14:59	0	1	0	1	2	5	4	3	1	0	0	0	0	0	0	17
15:00 - 15:59	0	1	0	0	4	11	4	2	0	0	0	0	0	0	0	22
16:00 - 16:59	0	1	1	0	2	8	8	9	0	0	0	0	0	0	0	29
17:00 - 17:59	0	0	1	0	3	8	15	7	1	0	0	0	0	0	0	35
18:00 - 18:59	0	0	0	1	1	9	7	4	2	0	0	0	0	0	0	24
19:00 - 19:59	0	1	0	1	2	0	4	0	0	0	1	0	0	0	0	9
20:00 - 20:59	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6
21:00 - 21:59	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	4
22:00 - 22:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	6	6	13	38	85	84	47	11	1	1	0	0	0	0	293
Percent of Total	0.3	2.0	2.0	4.4	13.0	29.0	28.7	16.0	3.8	0.3	0.3	0.0	0.0	0.0	0.0	100
Percent of AM	0.9	0.9	2.6	3.5	13.2	30.7	28.1	14.0	5.3	0.9	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	2.8	1.7	5.0	12.8	27.9	29.1	17.3	2.8	0.0	0.6	0.0	0.0	0.0	0.0	100

Standard Deviation:	7.5 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	46.7 MPH
Mean Speed:	39.3 MPH	Percent in Ten Mile Pace:	57.7%	15th Percentile:	32.3 MPH
Median Speed:	39.8 MPH			90th Percentile:	48.2 MPH
Modal Speed:	37.5 MPH			95th Percentile:	49.8 MPH

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
06:00 - 06:59	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6
07:00 - 07:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	0	2	1	6	6	1	0	16						
Percent of Total	0.0	0.0	0.0	12.5	6.3	37.5	37.5	6.3	0.0	100						
Percent of AM	0.0	0.0	0.0	12.5	6.3	37.5	37.5	6.3	0.0	100						
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.5 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	43.4 MPH
Mean Speed:	38.4 MPH	Percent in Ten Mile Pace:	75.0%	15th Percentile:	29.5 MPH
Median Speed:	38.8 MPH			90th Percentile:	44.1 MPH
Modal Speed:	37.5 MPH			95th Percentile:	43.5 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 09/30/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00 - 01:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00 - 02:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00 - 03:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00 - 04:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00 - 05:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00 - 06:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 07:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	0	1	3	6	10	2	2	0	0	0	0	0	0	0	24
11:00 - 11:59	0	0	1	2	5	6	7	3	0	0	0	0	0	0	0	24
12:00 - 12:59	0	1	0	3	13	13	13	4	0	0	0	0	0	0	0	47
13:00 - 13:59	0	1	1	6	8	11	10	3	0	0	0	0	0	0	0	40
14:00 - 14:59	0	0	2	8	7	17	12	3	0	1	0	0	0	0	0	50
15:00 - 15:59	0	0	0	3	8	15	9	3	0	0	0	0	0	0	0	38
16:00 - 16:59	1	1	3	2	10	15	8	5	1	0	0	0	0	0	0	46
17:00 - 17:59	0	1	1	1	6	16	11	5	0	0	0	0	0	0	0	41
18:00 - 18:59	0	0	0	6	6	6	10	2	3	0	0	0	0	0	0	33
19:00 - 19:59	0	0	0	1	2	6	11	4	1	0	0	0	0	0	0	25
20:00 - 20:59	0	0	4	0	1	4	2	1	0	0	0	0	0	0	0	12
21:00 - 21:59	0	0	1	2	3	6	1	0	0	0	0	0	0	0	0	13
22:00 - 22:59	0	0	1	0	4	4	6	1	1	0	0	0	0	0	0	17
23:00 - 23:59	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
Totals	1	4	15	38	81	131	103	36	6	1	0	0	0	0	0	416
Percent of Total	0.2	1.0	3.6	9.1	19.5	31.5	24.8	8.7	1.4	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	4.0	10.0	24.0	34.0	18.0	10.0	0.0	100						
Percent of PM	0.3	1.1	3.6	9.0	18.9	31.1	25.7	8.5	1.6	0.3	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	7.0 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.0 MPH
Mean Speed:	37.2 MPH	Percent in Ten Mile Pace:	56.3%	15th Percentile:	30.2 MPH
Median Speed:	37.6 MPH			90th Percentile:	45.1 MPH
Modal Speed:	37.5 MPH			95th Percentile:	48.0 MPH

Daily Total Speeds (MPH)

Study Date: Friday, 10/01/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0	6
06:00 - 06:59	0	0	0	3	3	6	9	2	1	0	0	0	0	0	0	24
07:00 - 07:59	0	0	0	1	6	11	9	3	1	0	0	0	0	0	0	31
08:00 - 08:59	0	0	0	1	5	9	6	6	1	0	0	0	0	0	0	28
09:00 - 09:59	0	0	0	3	3	10	6	3	1	1	0	0	0	0	0	27
10:00 - 10:59	0	1	0	3	2	12	8	2	3	0	0	0	0	0	0	31
11:00 - 11:59	0	0	0	2	6	10	12	3	0	0	0	0	0	0	0	33
12:00 - 12:59	1	0	1	2	8	8	11	2	0	1	0	0	0	0	0	34
13:00 - 13:59	0	0	1	2	5	16	7	6	3	0	0	0	0	0	0	40
14:00 - 14:59	0	0	0	0	6	20	21	3	1	1	1	0	0	0	0	53
15:00 - 15:59	0	2	0	2	6	18	13	9	2	0	1	0	0	0	0	53
16:00 - 16:59	0	0	2	7	4	27	19	8	0	1	0	0	0	0	0	68
17:00 - 17:59	0	1	2	2	4	24	22	8	1	1	0	0	0	0	0	65
18:00 - 18:59	0	0	0	3	4	10	13	4	5	1	1	0	0	0	0	41
19:00 - 19:59	0	0	0	2	5	9	10	0	1	0	0	0	0	0	0	27
20:00 - 20:59	0	0	0	2	1	6	3	5	0	0	0	0	0	0	0	17
21:00 - 21:59	0	0	0	0	1	5	4	1	2	0	0	0	0	0	0	13
22:00 - 22:59	0	0	0	2	1	5	3	3	0	2	0	0	0	0	0	16
23:00 - 23:59	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
Totals	1	4	6	41	73	214	179	68	23	8	3	0	0	0	0	620
Percent of Total	0.2	0.6	1.0	6.6	11.8	34.5	28.9	11.0	3.7	1.3	0.5	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.5	0.0	8.5	14.3	34.4	27.5	10.1	4.2	0.5	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.2	0.7	1.4	5.8	10.7	34.6	29.5	11.4	3.5	1.6	0.7	0.0	0.0	0.0	0.0	100

Standard Deviation:	7.0 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	45.6 MPH
Mean Speed:	39.4 MPH	Percent in Ten Mile Pace:	63.4%	15th Percentile:	32.8 MPH
Median Speed:	39.3 MPH			90th Percentile:	47.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	50.5 MPH

Daily Total Speeds (MPH)

Study Date: Saturday, 10/02/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	1	0	3	0	0	0	1	0	0	0	0	0	5
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
06:00 - 06:59	0	0	1	0	5	4	5	1	0	0	0	0	0	0	0	16
07:00 - 07:59	0	0	0	1	1	10	2	4	0	0	0	0	0	0	0	18
08:00 - 08:59	0	1	1	1	5	6	7	6	1	0	0	0	0	0	0	28
09:00 - 09:59	1	0	0	1	6	12	12	7	3	0	0	0	0	0	0	42
10:00 - 10:59	0	0	0	3	11	19	6	2	0	1	0	0	0	0	0	42
11:00 - 11:59	0	0	0	3	12	26	11	1	1	0	0	0	0	0	0	54
12:00 - 12:59	0	0	0	4	12	25	14	10	0	0	0	0	0	0	0	65
13:00 - 13:59	0	1	2	3	12	25	16	3	1	2	1	0	0	0	0	66
14:00 - 14:59	0	0	2	7	15	22	21	8	1	1	0	0	0	0	0	77
15:00 - 15:59	0	1	0	4	15	17	17	4	2	1	0	0	0	0	0	61
16:00 - 16:59	1	0	3	2	9	25	20	7	2	0	0	0	0	0	0	69
17:00 - 17:59	0	0	0	1	18	20	10	2	1	0	0	0	0	0	0	52
18:00 - 18:59	0	0	0	1	6	10	13	5	4	2	2	0	0	0	0	43
19:00 - 19:59	0	0	0	1	15	20	13	0	1	0	0	0	0	0	0	50
20:00 - 20:59	0	0	0	1	4	3	4	1	2	0	0	0	0	0	0	15
21:00 - 21:59	0	0	0	2	0	10	3	3	1	0	0	0	0	0	0	19
22:00 - 22:59	1	0	0	0	2	3	5	1	0	0	0	0	0	0	0	12
23:00 - 23:59	0	0	0	1	1	3	4	1	0	0	0	1	0	0	0	11
Totals	3	3	9	37	150	263	183	69	20	8	3	1	0	0	0	749
Percent of Total	0.4	0.4	1.2	4.9	20.0	35.1	24.4	9.2	2.7	1.1	0.4	0.1	0.0	0.0	0.0	100
Percent of AM	0.5	0.5	1.0	4.8	19.6	38.3	20.6	11.5	2.4	1.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.4	0.4	1.3	5.0	20.2	33.9	25.9	8.3	2.8	1.1	0.6	0.2	0.0	0.0	0.0	100

Standard Deviation:	6.9 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.7 MPH
Mean Speed:	38.5 MPH	Percent in Ten Mile Pace:	59.5%	15th Percentile:	32.0 MPH
Median Speed:	38.3 MPH			90th Percentile:	46.9 MPH
Modal Speed:	37.5 MPH			95th Percentile:	49.6 MPH

Daily Total Speeds (MPH)

Study Date: Sunday, 10/03/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
03:00 - 03:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	4
06:00 - 06:59	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	6
07:00 - 07:59	0	0	0	1	3	5	3	2	0	0	0	0	0	0	0	14
08:00 - 08:59	0	0	0	0	6	2	1	4	2	0	0	0	0	0	0	15
09:00 - 09:59	0	0	1	0	9	12	7	1	1	0	0	0	0	0	0	31
10:00 - 10:59	0	0	0	0	5	13	9	5	2	0	0	0	0	0	0	34
11:00 - 11:59	0	0	1	3	8	17	19	2	0	1	0	0	0	0	0	51
12:00 - 12:59	0	0	1	6	7	27	11	5	1	0	0	0	0	0	0	58
13:00 - 13:59	0	0	2	1	13	16	11	3	5	0	0	0	0	0	0	51
14:00 - 14:59	0	0	0	4	12	20	10	4	1	0	0	0	0	0	0	51
15:00 - 15:59	0	0	1	3	10	18	13	3	0	2	0	0	0	0	0	50
16:00 - 16:59	1	0	0	5	12	23	10	3	1	1	0	0	0	0	0	56
17:00 - 17:59	0	0	0	1	8	16	8	3	1	0	0	0	0	0	0	37
18:00 - 18:59	0	0	0	2	8	10	8	4	2	0	0	0	0	0	0	34
19:00 - 19:59	0	0	0	2	4	7	9	1	0	0	0	0	0	0	0	23
20:00 - 20:59	0	0	0	2	4	4	6	2	1	0	0	0	0	0	0	19
21:00 - 21:59	0	0	0	3	1	4	3	0	1	1	0	0	0	0	0	13
22:00 - 22:59	0	0	0	1	3	2	2	3	2	0	0	0	0	0	0	13
23:00 - 23:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Totals	1	0	7	37	118	202	137	48	21	5	0	0	0	0	0	576
Percent of Total	0.2	0.0	1.2	6.4	20.5	35.1	23.8	8.3	3.6	0.9	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	1.8	4.1	21.3	31.4	27.2	10.1	3.6	0.6	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.2	0.0	1.0	7.4	20.1	36.6	22.4	7.6	3.7	1.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.6 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.5 MPH
Mean Speed:	38.3 MPH	Percent in Ten Mile Pace:	58.9%	15th Percentile:	31.7 MPH
Median Speed:	38.1 MPH			90th Percentile:	46.7 MPH
Modal Speed:	37.5 MPH			95th Percentile:	49.7 MPH

Daily Total Speeds (MPH)

Study Date: Monday, 10/04/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	0	1	1	1	3	0	2	0	0	0	0	0	0	8
06:00 - 06:59	0	0	1	2	4	6	13	0	1	0	0	0	0	0	0	27
07:00 - 07:59	0	0	4	3	6	11	10	7	1	1	0	0	0	0	0	43
08:00 - 08:59	0	0	0	3	7	12	4	5	3	1	0	0	0	0	0	35
09:00 - 09:59	1	0	1	5	8	10	3	3	1	0	0	0	0	0	0	32
10:00 - 10:59	0	0	1	2	10	16	5	3	0	0	0	0	0	0	0	37
11:00 - 11:59	1	2	1	0	4	19	11	3	0	0	0	0	0	0	0	41
12:00 - 12:59	0	0	2	2	12	9	8	2	0	0	0	0	0	0	0	35
13:00 - 13:59	0	1	0	11	8	7	7	3	0	0	0	0	0	0	0	37
14:00 - 14:59	0	1	0	4	4	10	7	3	1	0	0	0	0	0	0	30
15:00 - 15:59	0	1	0	3	9	18	5	4	1	0	0	0	0	0	0	41
16:00 - 16:59	0	1	1	3	9	11	18	9	0	1	0	0	0	0	0	53
17:00 - 17:59	0	0	1	2	8	18	18	7	2	1	0	0	0	0	0	57
18:00 - 18:59	0	0	0	3	3	16	13	6	2	0	0	0	0	0	0	43
19:00 - 19:59	0	1	0	3	6	3	5	1	1	0	1	0	0	0	0	21
20:00 - 20:59	0	0	0	0	1	7	4	2	1	0	0	0	0	0	0	15
21:00 - 21:59	0	0	0	1	2	1	1	2	1	0	0	0	0	0	0	8
22:00 - 22:59	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	6
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	7	12	48	104	179	141	62	18	4	1	0	0	0	0	578
Percent of Total	0.3	1.2	2.1	8.3	18.0	31.0	24.4	10.7	3.1	0.7	0.2	0.0	0.0	0.0	0.0	100
Percent of AM	0.9	0.9	3.4	6.9	17.7	33.6	23.3	9.1	3.4	0.9	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	1.4	1.2	9.2	18.2	29.2	25.1	11.8	2.9	0.6	0.3	0.0	0.0	0.0	0.0	100

Standard Deviation:	7.4 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.9 MPH
Mean Speed:	38.1 MPH	Percent in Ten Mile Pace:	55.4%	15th Percentile:	30.8 MPH
Median Speed:	38.2 MPH			90th Percentile:	47.2 MPH
Modal Speed:	37.5 MPH			95th Percentile:	49.5 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 10/05/2021

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	8
06:00 - 06:59	0	0	1	3	3	10	7	2	0	1	0	0	0	0	0	27
07:00 - 07:59	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6
08:00 - 08:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00 - 09:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 - 10:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 - 11:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 - 12:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00 - 13:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00 - 14:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00 - 15:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 16:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00 - 17:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 - 18:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00 - 19:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00 - 20:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00 - 21:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00 - 22:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00 - 23:59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	0	0	1	4	5	16	13	4	0	1	0	0	0	0	0	44
Percent of Total	0.0	0.0	2.3	9.1	11.4	36.4	29.5	9.1	0.0	2.3	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	2.3	9.1	11.4	36.4	29.5	9.1	0.0	2.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.6 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	44.2 MPH
Mean Speed:	38.5 MPH	Percent in Ten Mile Pace:	65.9%	15th Percentile:	31.1 MPH
Median Speed:	38.6 MPH			90th Percentile:	45.1 MPH
Modal Speed:	37.5 MPH			95th Percentile:	47.9 MPH

Weekly Volumes

Unit ID:

Location: 2021.10.05 - Bald Peak Rd (NW of 114)

Week of 09/30/2021

Start Time	09/30 Thursday		10/01 Friday		10/02 Saturday		10/03 Sunday		10/04 Monday		10/05 Tuesday		10/06 Wednesday		Daily Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
00:00	-	-	1	1	3	2	2	1	2	3	0	0	-	-	2	1
01:00	-	-	0	1	0	0	2	2	1	1	0	0	-	-	1	1
02:00	-	-	1	0	0	0	2	1	0	0	0	0	-	-	1	0
03:00	-	-	1	1	0	1	2	0	0	0	0	0	-	-	1	0
04:00	-	-	3	0	1	0	2	0	2	0	1	2	-	-	2	0
05:00	-	-	4	2	0	2	2	2	6	2	4	4	-	-	3	2
06:00	-	-	14	10	10	6	5	1	16	11	21	6	-	-	13	7
07:00	-	-	15	16	7	11	6	8	20	23	2	4	-	-	10	12
08:00	-	-	13	15	10	18	6	9	17	18	-	-	-	-	12	15
09:00	2	0	15	12	18	24	16	15	14	18	-	-	-	-	13	14
10:00	13	11	15	16	20	22	11	23	24	13	-	-	-	-	17	17
11:00	6	18	10	23	29	25	26	25	16	25	-	-	-	-	17	23
12:00	23	24	16	18	31	34	25	33	22	13	-	-	-	-	23	24
13:00	23	17	15	25	26	40	26	25	19	18	-	-	-	-	22	25
14:00	24	26	22	31	43	34	22	29	13	17	-	-	-	-	25	27
15:00	19	19	26	27	29	32	30	20	19	22	-	-	-	-	25	24
16:00	12	34	27	41	32	37	30	26	24	29	-	-	-	-	25	33
17:00	12	29	29	36	30	22	24	13	22	35	-	-	-	-	23	27
18:00	15	18	23	18	19	24	14	20	19	24	-	-	-	-	18	21
19:00	14	11	14	13	28	22	12	11	12	9	-	-	-	-	16	13
20:00	8	4	7	10	4	11	9	10	9	6	-	-	-	-	7	8
21:00	9	4	9	4	10	9	6	7	4	4	-	-	-	-	8	6
22:00	12	5	5	11	3	9	8	5	4	2	-	-	-	-	6	6
23:00	2	2	3	1	7	4	0	2	0	0	-	-	-	-	2	2
Lane Total	194	222	288	332	360	389	288	288	285	293	28	16	-	-	292	308
Day Total		416		620		749		576		578		44		-		600
AM Peak	09:54	10:53	06:39	10:50	10:47	10:45	11:00	10:57	07:21	07:08	05:57	06:23	-	-	10:00	11:00
AM Count	15	20	18	25	33	32	26	25	26	28	22	9	-	-	17	23
PM Peak	12:19	15:41	15:41	15:51	14:06	13:06	16:04	14:22	15:41	16:28	-	-	-	-	14:00	16:00
PM Count	28	35	31	42	45	43	33	36	27	37	-	-	-	-	25	33

YAMHILL COUNTY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUIT OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED ROAD
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHING
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	PARTICIPANT UNINJURED, OVER THE AGE OF 4

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH