

ROUTE 11 ALIGNMENT STUDY AT NATURAL BRIDGE

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Route 11 Alignment Study at Natural Bridge

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1. Introduction

The Natural Bridge is a 215-foot tall limestone gorge carved out by Cedar Creek in Rockbridge County, Virginia. The structure, once owned by Thomas Jefferson, is registered as a National Historic Landmark and is vital to the area's economy as a tourist attraction for visitors from around the world. The Natural Bridge geological formation came under the management of the Virginia Department of Conservation and Recreation (DCR) in 2016; DCR manages the park and its assets including the Natural Bridge geological formation. The Virginia Department of Transportation (VDOT) and DCR are partnering as DCR's master plan efforts for the Natural Bridge State Park move forward.

Route 11 travels over the Natural Bridge geological formation and VDOT is responsible for the maintenance of the Route 11 road surface and roadbed. At this location, Route 11 is not considered by modern standards to be on a bridge. Instead Route 11 sits on a geological formation made of limestone; this type of rock material is common throughout the Shenandoah Valley and results in karst features like sinkholes and caves.

1.1 Project Information

Route 11 is a primary road used for local and through traffic as well as a detour alternative for I-81 traffic when incidents close all northbound and/or southbound lanes in this area. Route 11 travels through Natural Bridge State Park and a portion of it lies on the Natural Bridge geological formation. VDOT and DCR are committed to preserving the formation for current and future generations.

VDOT is conducting this feasibility study for re-aligning Route 11 (Lee Highway) off the Natural Bridge formation in Rockbridge County.

1.2 Study Area

The study area is shown in Figure 1 and includes a 5.5-mile segment of Route 11 between Interstate 81 Exit 175 (Natural Bridge) and Exit 180 (Fancy Hill). Potential alternative alignments for Route 11 will be investigated in this area that will remove traffic from the geological structure.

1.3 Public Involvement Process

This study was guided by a series of stakeholder meetings and workshops that were conducted to solicit comments on alignment locations, fatal flaws, and potential changes to preliminary alignments. These meetings and workshops were attended by the core stakeholder working group while a citizen information meeting was held to inform the public of the results of the study and to engage citizen stakeholders to receive their input and ideas.

1.3.1 Stakeholder Working Group

The public involvement process began with the January 24th, 2018 project kick-off/scoping meeting and subsequent discussion with the Virginia Department of Conservation and Recreation (DCR). The master planning process for the Natural Bridge State Park is underway and it was necessary to closely coordinate the Route 11 re-alignment study with the master planning effort. The remainder of the core stakeholder working group consisted of staff-level representatives from each of the organizations listed in Table 1. This group met at key milestones throughout the study to review progress and results.



Figure 1: Study Area

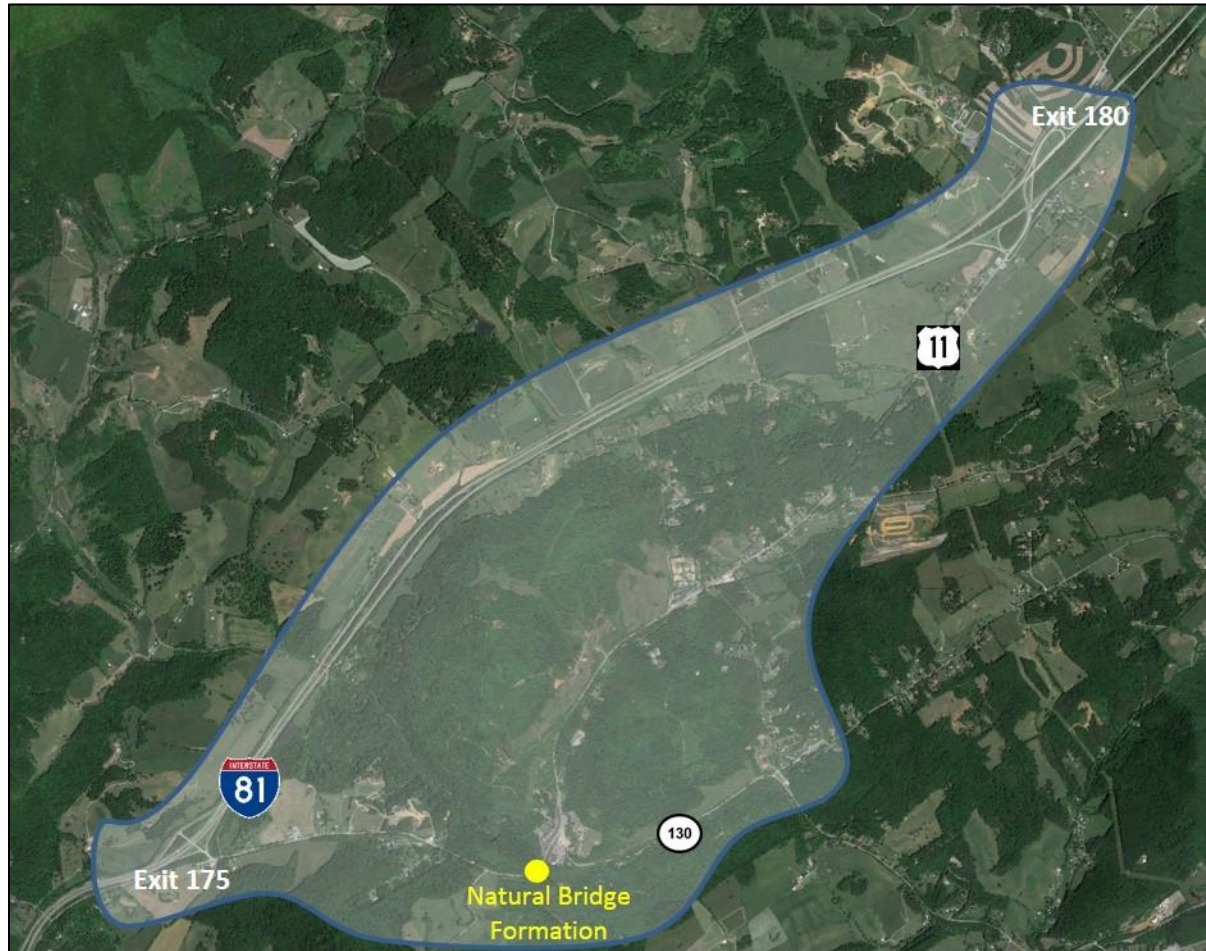




Table 1: Core Stakeholder Working Group

Department of Historic Resources	Rockbridge County
Friends of Natural Bridge State Park	Rockbridge Regional Tourism
Monacan Indian Nation	Virginia Conservation Legacy Fund
National Park Service	Virginia Department of Conservation and Recreation
Natural Bridge Advisory Committee	
Natural Bridge Fire and Rescue	Virginia Outdoors Foundation
Natural Bridge Hotel and Conference Center	

On March 26, 2018, a kick-off meeting was conducted with the core stakeholder working group at the Natural Bridge Historic Hotel and Conference Center. As part of this meeting, stakeholders were given large format plots of the study area and asked to place stickers at possible alignment locations, areas that should be avoided, and fatal flaw items. The organizations were also requested to complete an online survey prior to the meeting to assist in gathering feedback for the re-alignment study. As part of the survey, stakeholders were asked to rank the categories shown in Table 2 by importance to each organization as it relates to the re-alignment study.



Picture 1: Kick-off Meeting

The rankings for each category were converted to scores for later use during the alternative alignment evaluation process. The ranking results and converted scores are shown in Table 4 in Section 4.1.

Table 2: Online Survey Categories

Environmental Impacts	Natural resource area impacts, stream impacts, cultural resource impacts, and protected species impacts
Community Impacts	Travel times to local homes and businesses, local road impacts
Right-of-Way Impacts	Residential and commercial private property impacts, impacts to utilities/easements, and possible interference with future I-81 improvements
Safety and Travel Time	I-81 incident management, safety and EMS response, and congestion
State Park Context	Park experience, operations, and security



On May 22, 2018, a second stakeholder working group meeting was held to discuss the crash history in the study area, environmental constraints, and the preliminary alternative alignments that were developed based on comments from the previous meeting. Again, stakeholders were given large format plots of the study area and preliminary alternative alignments and were asked to place stickers on the plots at items of concern.



Picture 2: Second Stakeholder Working Group Meeting

A third stakeholder working group meeting was held on August 28, 2018 to discuss the preliminary alternative alignment refinement and evaluation process as well as present the preferred alternative alignments for Route 11. This meeting was also conducted at the Natural Bridge Hotel and Conference Center.

1.3.2 Public Outreach

A citizen information meeting was held on October 30, 2018 at the Natural Bridge Hotel and Conference Center to present the findings of the study and the preferred alternative alignments. The meeting was attended by approximately 30 citizens and these members of the public were invited to provide comments on the preferred alignments. The sign-in sheet and responses to these comments as well as the comments themselves, are included in Appendix E.

2. Background Data

2.1 Geological Investigation

Prior to summer 2017 the Natural Bridge geological formation was not formally inspected by VDOT. In the late 1990s VDOT participated in a limited geological review that was conducted due to a tourist fatality resulting from a rock fall event. This geological review was commissioned by the owner of Natural Bridge at that time.

To assist DCR with its master planning work, VDOT engineers and geologists began a series of non-destructive geological tests to examine if the Natural Bridge structure is safe. These tests were completed in January 2018 and recommended that vehicular traffic eventually be removed from the Natural Bridge (see Figure 2).

Below is a listing of each test, type of data collected and data purpose. This material was reviewed by an advisory board whose members are independent of DCR and VDOT. At the conclusion of all testing, the final report was produced in spring 2018. The executive summary of the report is shown in Figure 2. A summary of the entire report as presented by VDOT in April 2018 is located in Appendix B.



- **Ground Penetrating Radar (GPR)**

Data Type: Electromagnetic waves in the radio spectrum and microwave spectrum. Air-Coupled Radar and Ground-Coupled Radar

- **Terrestrial Light Detection and Ranging (LiDAR)**

Data Type: 3D laser surveying (high resolution 3D digital models from the ground below the rock arch)

- **Unmanned Aerial System Surveys**

Data Type: Digital Photogrammetry (high resolution photographs). Photography from unmanned aerial vehicles (UAV).

- **Electrical Resistivity**

Data Type: 2D imaging of rock formation subsurface

- **Seismic Reflection or Refraction**

Data Type: Refraction seismology (or seismic reflection) is a method of non-destructive exploration geophysics that uses the principles of seismology to estimate the properties of the Earth's subsurface from refracted seismic waves. A hammer device was used to strike the ground and measure seismic response.



Picture 3: Computer Generated Image of Natural Bridge from Geological Investigation

- **GigaPan**

Data Type: GigaPan uses very high-quality digital images to investigate the surface of the rock.

- **Vibration monitoring, geophones, or other monitoring tools**

Data Type: Geophones are small seismic sensors that were placed in a pattern across the ground at various locations or on the geological formation itself. Geophones convert ground motion into analog electrical signals displayed as wavy lines (ground vibrations).



Figure 2: Geological Study Executive Summary

EXECUTIVE SUMMARY

1. VDOT and DCR contracted with Radford University to complete an engineering geologic investigation of Natural Bridge.
2. The 90-foot long bedrock formation crosses Cedar Creek Gorge approximately 190 feet above the creek bed and carries U.S. Route 11.
3. It is the only known highway alignment resting on a naturally-occurring bedrock formation of this nature. Analyses of our data suggest that the rock formation continues to be safe for vehicular travel.
4. However, geological structures, typical of this geological setting, have been revealed including: unfavorable joint sets; fracture planes; internal voids; water seepage; and sensitive rock masses susceptible to falling to the trail below.
5. Vibrations from traffic, and other human influences, such as stormwater concentration, will continue to aggravate natural processes of erosion, weathering, and gravity.
6. Due to the engineering geological condition of the rock formation, building a manmade bridge over Natural Bridge is not recommended as it would redistribute existing loads.
7. It is recommended that vehicular traffic be eventually removed from Natural Bridge. The two Departments have begun the planning process to find alternative alignments for U.S. Route 11 while maintaining its functionality.

2.2 Crash History

Crash data was collected for the years 2011 through 2017 for the roadways included in the study area. This data is presented in Figure 3 and shows that there have been approximately 50 crashes on Route 11 within the study area over the seven-year period, most are clustered around the interchanges with I-81 and the non-standard intersection at Route 11 and Route 130. During this time frame, there was one fatal crash on Route 11, approximately 0.25 miles north of the intersection of Route 11 and Route 130.

2.3 Environmental Constraints

An environmental assessment of the preliminary alternative alignments was conducted using existing GIS databases for natural resources, recreational resources, cultural resources, protected species, flood plains, and parcel boundaries. As shown in Figure 4, the study area includes large areas of land protected by the Virginia Outdoors Foundation, sinkholes, wetlands, historic sites, and endangered or threatened species. A detailed environmental assessment of the preferred alternative alignments is discussed in Section 4.2.2.

2.4 Geological Constraints

Geological constraints within the study area are shown graphically in Figure 5 based on available data. The figure shows an extensive karst structure, the Buck Hill Karst Belt, running parallel to I-81, approximately one mile south of the interstate. The Natural Bridge Conservation Site encompasses land containing one or more biologically significant resources and the Natural Bridge Slopes Conservation Site is a wooden limestone valley supporting significant occurrences of two caliphylid forest communities.



These constraints, as well as the Natural Bridge Caverns are localized to the area around the intersection of Route 11 and Route 130. It is important to note that the geological constraints shown in Figure 5 are based on data available and it is possible that additional geological constraints are in the study area; these will be identified later in the overall project process and are not part of this feasibility study.

2.5 Survey

Publicly available USGS topography includes ten-foot contours and this data was used to layout each 300-foot-wide corridor during the development of the preliminary alternatives. Prior to the selection of the preferred alternative alignments, VDOT conducted a more detailed survey that included topography data at five-foot intervals. This more detailed data was used to refine the preliminary alternatives.

2.6 Traffic Data

Traffic counts within the study area were collected at the locations listed below and are presented in Figure 6 for the typical weekday AM and PM peak hours. The traffic counts on roadways within the study area are relatively low and the volumes and travel patterns did not influence the alternative alignment selection process. Future traffic volumes were developed from these traffic counts and are discussed in Section 4.2.1. The raw traffic counts are presented in Appendix A.

- The I-81 northbound ramps at Exit 175
- The I-81 southbound ramps at Exit 175
- US 11 and Route 130
- US 11 and Route 760
- Route 609
- Route 690
- Route 686

2.7 Site Visit

A field review was conducted in May 2018 to review roadway and intersection configurations; identify unique roadway features; and observe traffic operations for the preliminary alternatives. Specific items that were reviewed include the I-81 overpass at Cedar Creek Road (Route 692) and the Route 690 bridge over I-81.



Picture 5: Route 690 Overpass

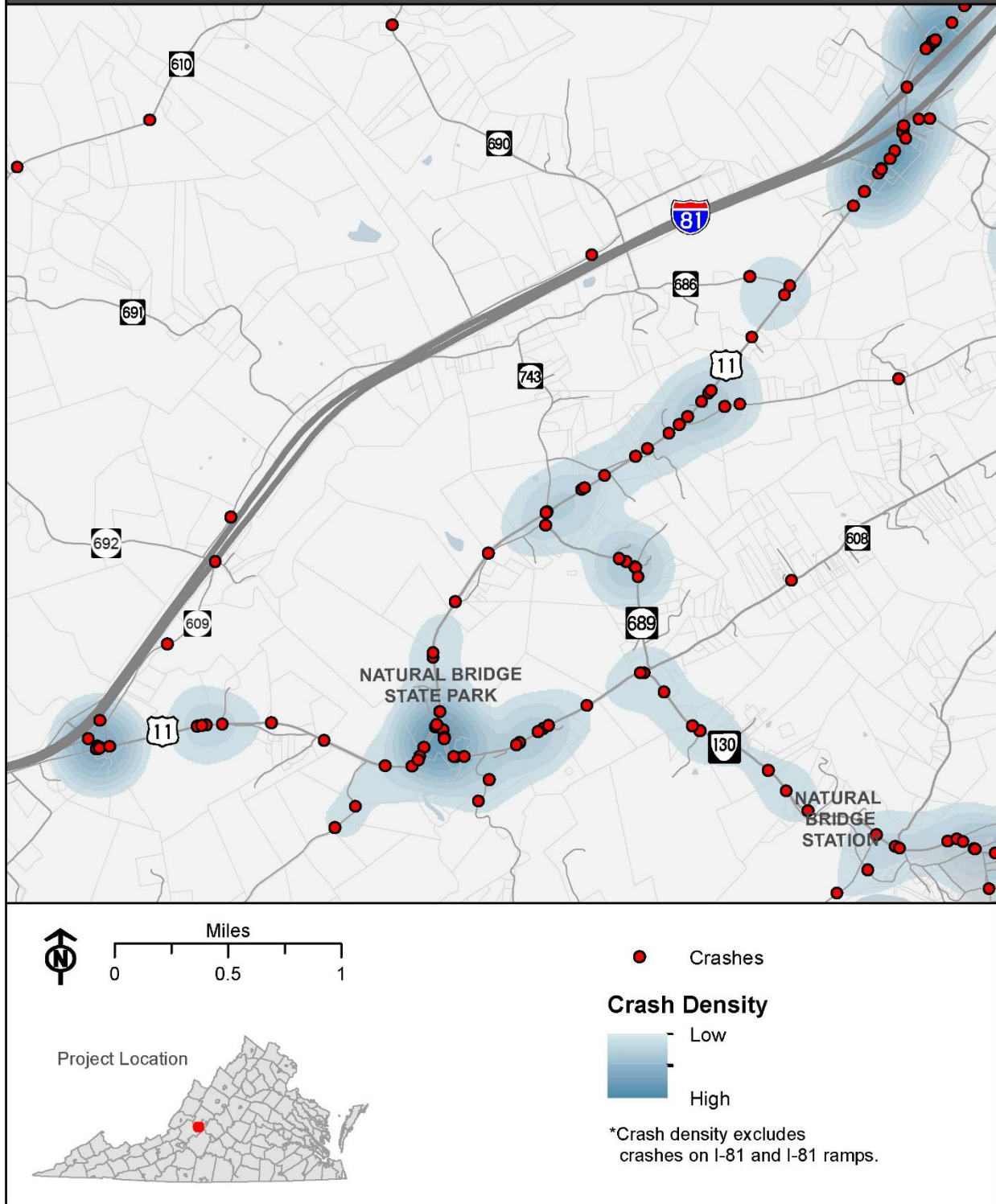


Picture 4: Intersection of Route 692/Route 609



Route 11 Alignment Study at Natural Bridge

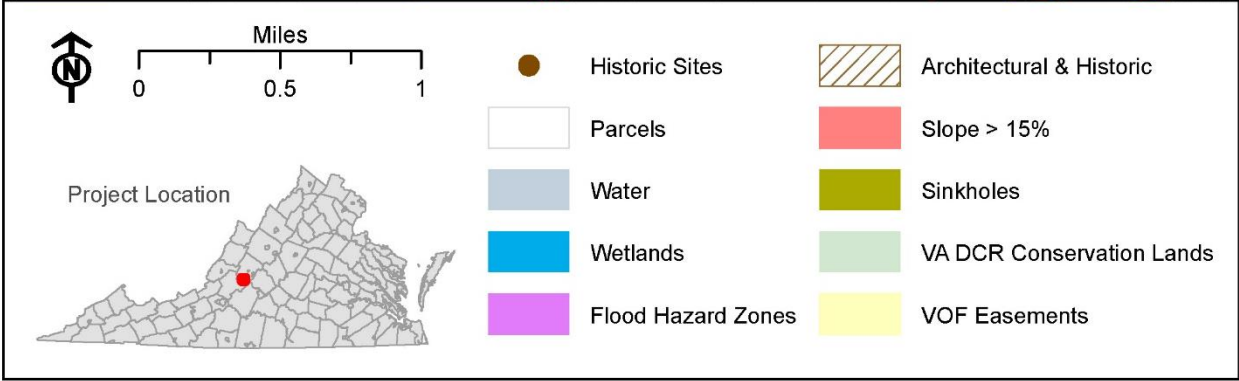
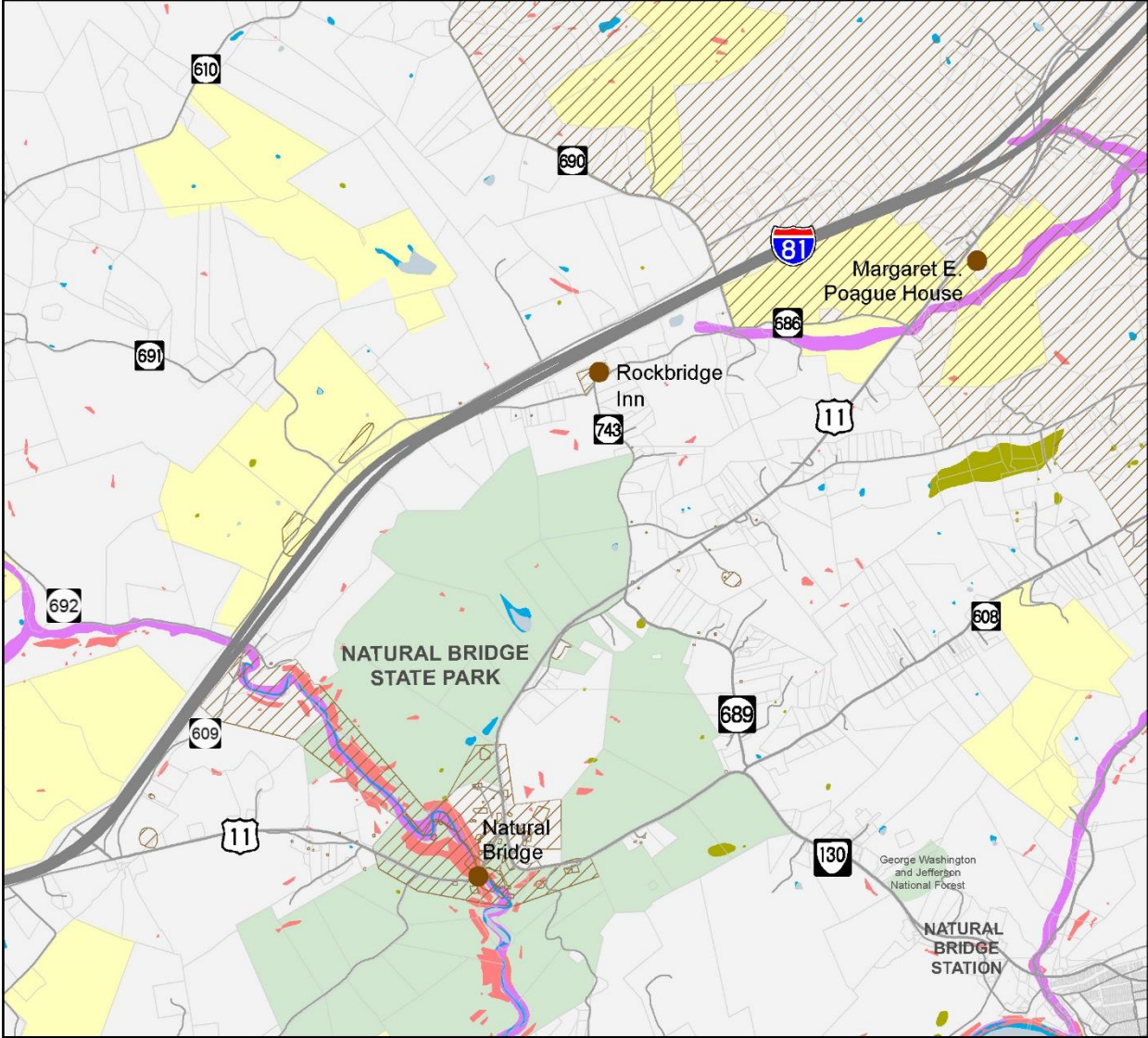
Figure 3: Crashes (2011-2017)





Route 11 Alignment Study at Natural Bridge

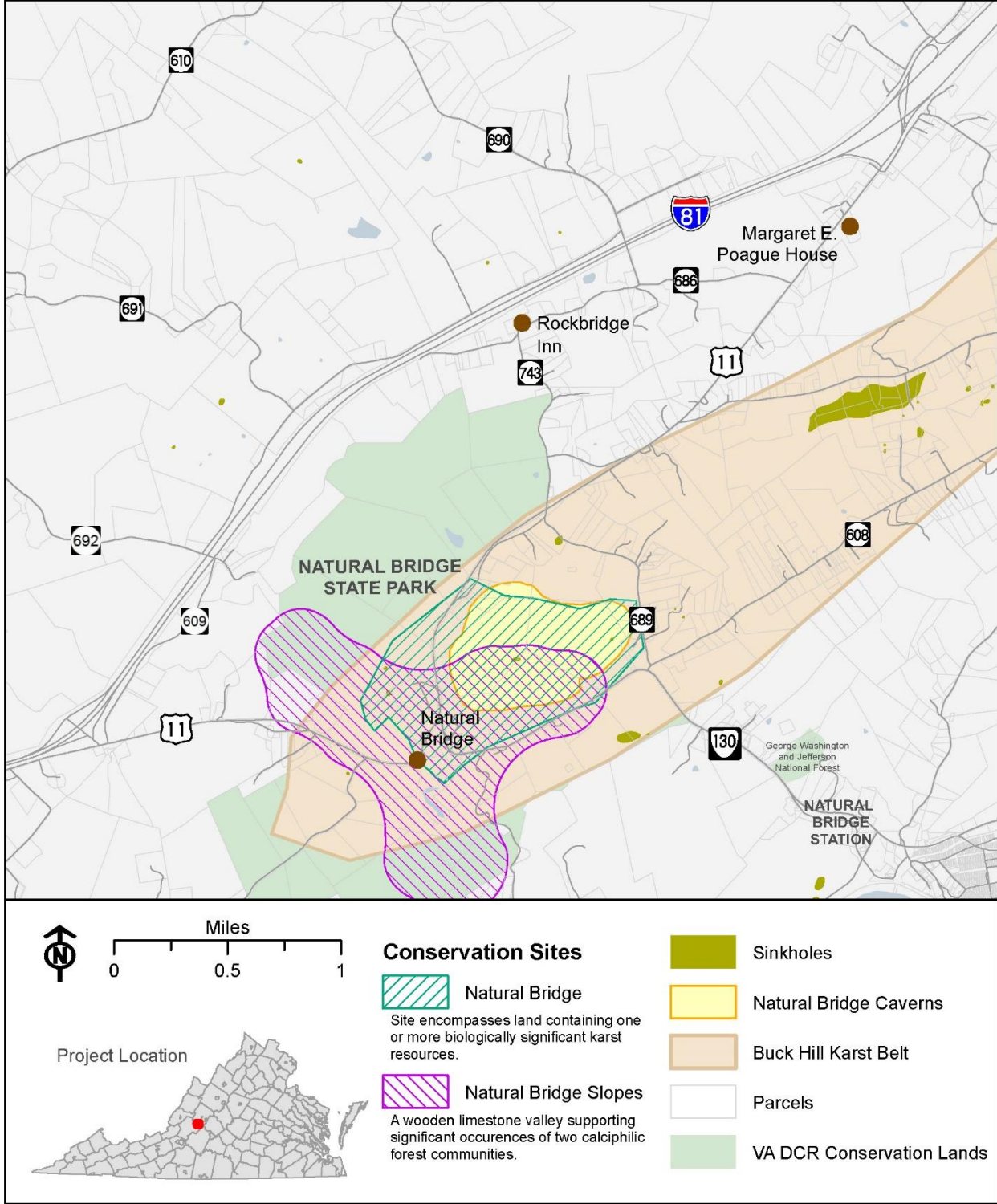
Figure 4: Environmental Constraints





Route 11 Alignment Study at Natural Bridge

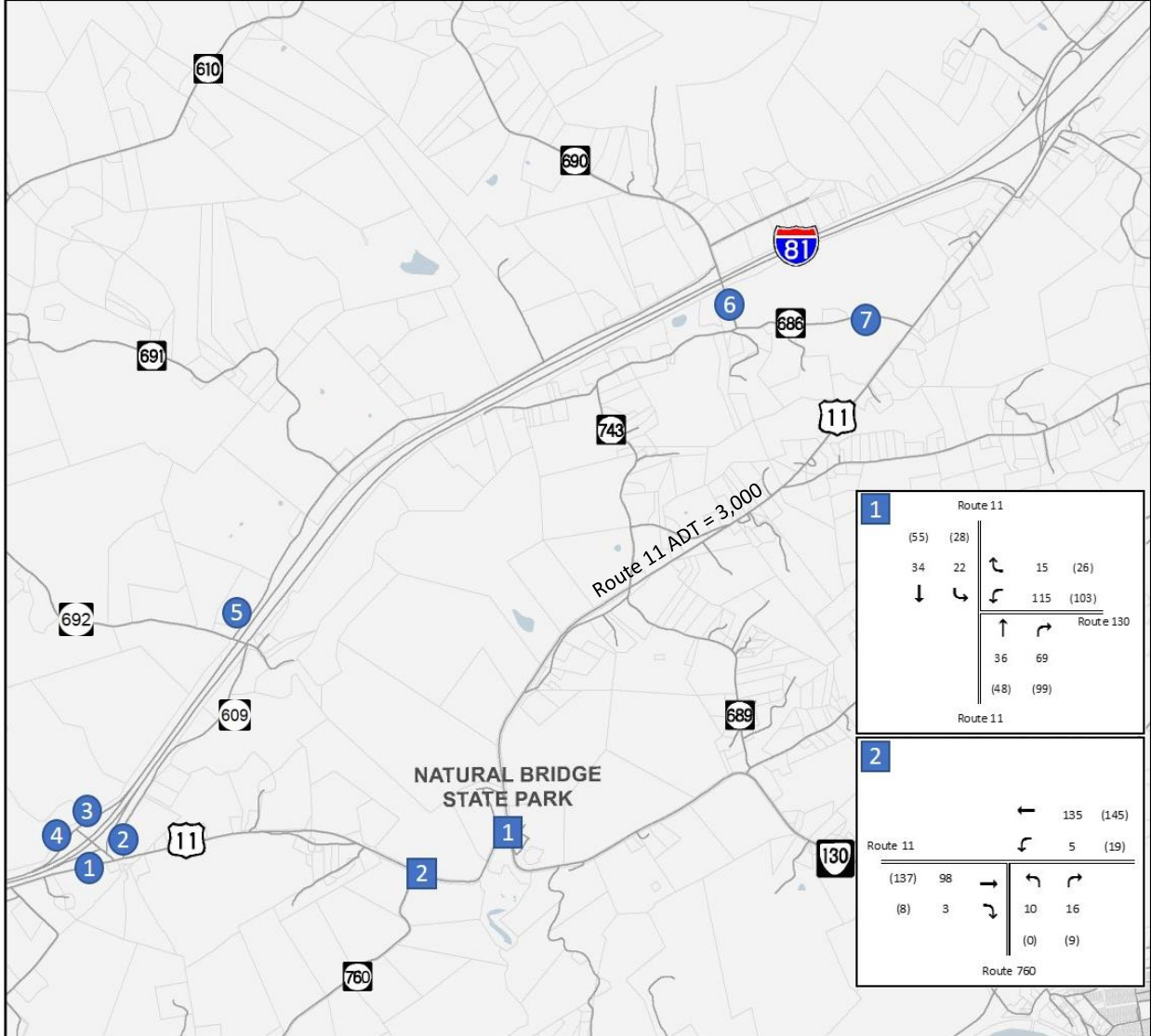
Figure 5: Geological Constraints





Route 11 Alignment Study at Natural Bridge

Figure 6: 2018 Peak Hour Traffic Volumes



Legend

- 1 Roadway Segment
- 1 Intersection
- XXX AM Peak Hour Volume
- (XXX) PM Peak Hour Volume

Roadway Segment Peak Hour Volumes

#	Location	AM	PM
1	I-81 Northbound off-ramp to Route 11	35	(53)
2	I-81 Northbound on-ramp from Route 11	27	(18)
3	I-81 Southbound off-ramp to Route 11	6	(27)
4	I-81 Southbound on-ramp from Route 11	9	(14)
5	Route 609, North of Route 692	28	(36)
6	Route 690, South of I-81 Overpass	9	(21)
7	Route 686, West of Route 11	40	(43)

3. Preliminary Alternative Alignment Development

3.1 Stakeholder Working Group Poll

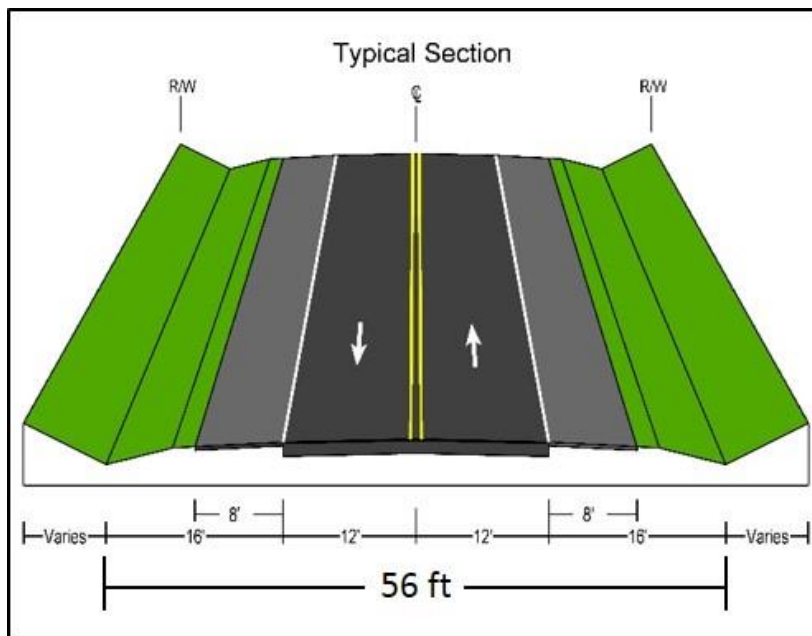
As discussed in Section 1.3.1, organizations part of the stakeholder working group were asked to complete an online survey prior to the kick-off meeting to rank categories by importance to each organization as it relates to the re-alignment study. The results of the online survey were referenced during the development of the preliminary alignments and the rankings were converted to scores for later use during the alternative alignment evaluation process.

3.2 Options for Preliminary Alignments

As a starting point for the preliminary alternatives development, guidelines for preliminary alignment options were provided to the stakeholder working group and are listed below.

- Parallel to I-81, between Exit 175 and Exit 180
 - Possibly using existing ROW on either side
- New roadway and bridge to bypass existing Natural Bridge structure
 - Either side of existing structure
 - Minimize visual impacts and property impacts
- Some alternative alignments may require improvements to existing roadways
- The typical section of the new roadway, as shown in Figure 7, will have an overall width of approximately 56 feet and will include two 12-foot lanes and eight-foot paved shoulders.

Figure 7: Proposed Route 11 Re-alignment Typical Section





3.2.1 Study Area Roadways

There are several roadways within the study area that have potential to serve as an alternative alignment for Route 11.

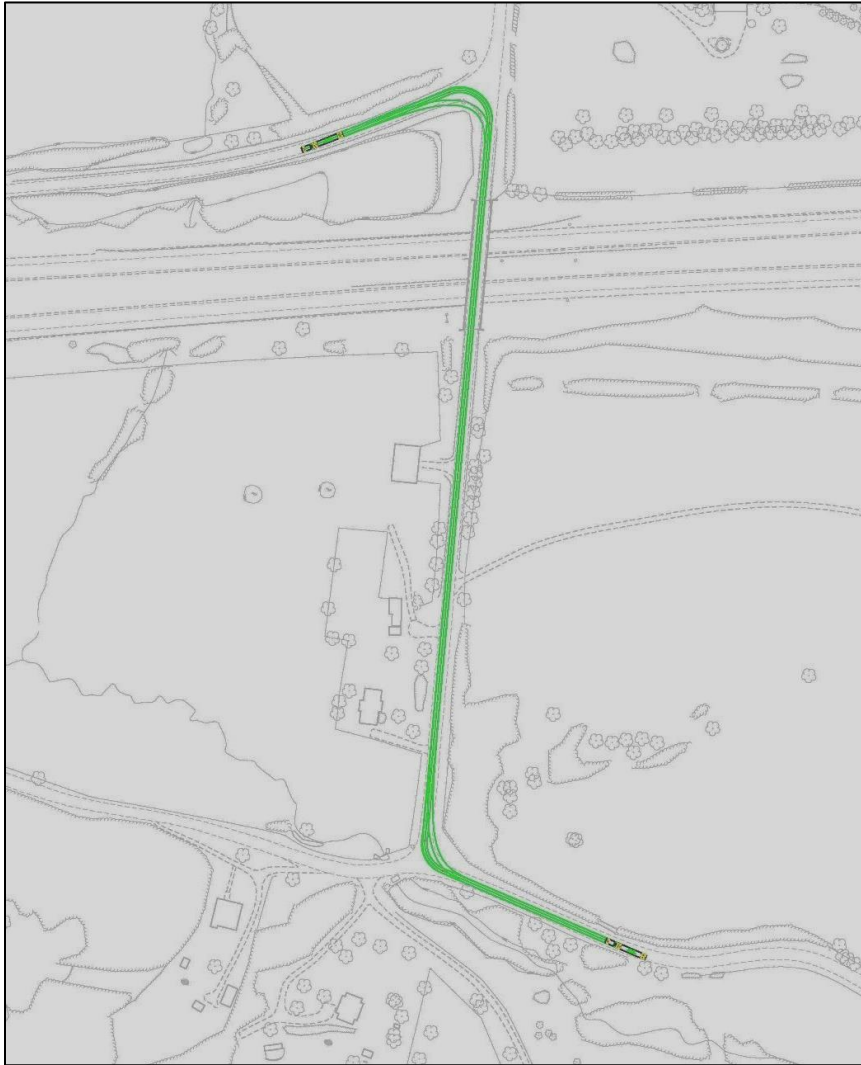
Route 609 (Red Mill Road) is a two-lane facility that runs parallel to I-81 on the south side of the interstate from Exit 175 to Cedar Creek where it crosses under I-81 to the north side of the interstate and continues approximately 2.5 miles toward Exit 180, terminating at the intersection with Route 690. Route 609 is extremely narrow with unmarked lane widths ranging from eight to nine feet and there are several residential properties along the route. The turning radii was investigated for the portion of Route 609 that crosses I-81 to determine if the route was feasible for tractor trailers that could be detoured from an incident on I-81. Figure 8 shows the turning radii for two tractor trailers, one in each direction. As shown in the figure, the roadway width is insufficient for two-way travel by tractor trailers. The turning radii was also investigated for the portion of Route 690 that crosses I-81, connecting Route 609 and Route 686. Figure 9 shows the roadway and bridge are just barely wide enough for one tractor trailer.

Figure 8: Route 609 Underpass Turning Radii





Figure 9: Route 690 Overpass Turning Radii



Route 686 (Herring Hall Road) is a two-lane roadway that runs parallel to I-81 on the south side of the interstate before veering south to intersect with Route 11 approximately one mile south of Exit 180. Similar to Route 609, Route 686 is extremely narrow with unmarked lane widths ranging from eight to nine feet. In addition to the adjacent residential properties along the corridor, the Rockbridge Inn historical property is located on this route, at the intersection with Route 743.

Route 689 (Buck Hill Road) is a two-lane roadway, approximately one mile long, that connects Route 130 and Route 11 east of the existing Natural Bridge structure. This facility has lane widths of approximately ten feet and includes several below standard horizontal and vertical curves. There are several residential properties adjacent to Route 689, particularly on the southern end.



3.3 Preliminary Alternatives and Refinement

Based on the previously discussed constraints and evaluations, ten possible preliminary alignments were developed as presented in Figure 10. Profiles for the preliminary alignments are shown in Appendix C. These possible alignments were shown to the stakeholder working group at the second stakeholder meeting for comments and feedback. The comments were used to develop five final preliminary alternative alignment corridors that would be evaluated to determine the two preferred alternatives:

- The yellow alternative (Alternative 7) was eliminated because the tri-level crossing shown in Figure 11 with Cedar Creek, Route 609, and I-81 rendered this option infeasible.
- The light green alternative (Alternative 3B) was eliminated due to the major impacts this alignment would have on the cave network and other karst formations.
- The light blue Buck Hill Alternative was eliminated because of the impacts to the residential community along Buck Hill Road.
- The teal alternative (Alternative 9), which is just east and parallel to the Buck Hill Alternative, was eliminated because of potential impacts to the Natural Bridge Caverns.
- The Red and Black alternatives (Alternative 1 and Alternative 2) were combined into a separate alternative closer to I-81 because the original Red and Black alternative alignments were in too close of proximity to the Natural Bridge formation and the Monacan Village, which would negatively impact park visitor experience.



Route 11 Alignment Study at Natural Bridge

Figure 10: Draft Preliminary Alternatives

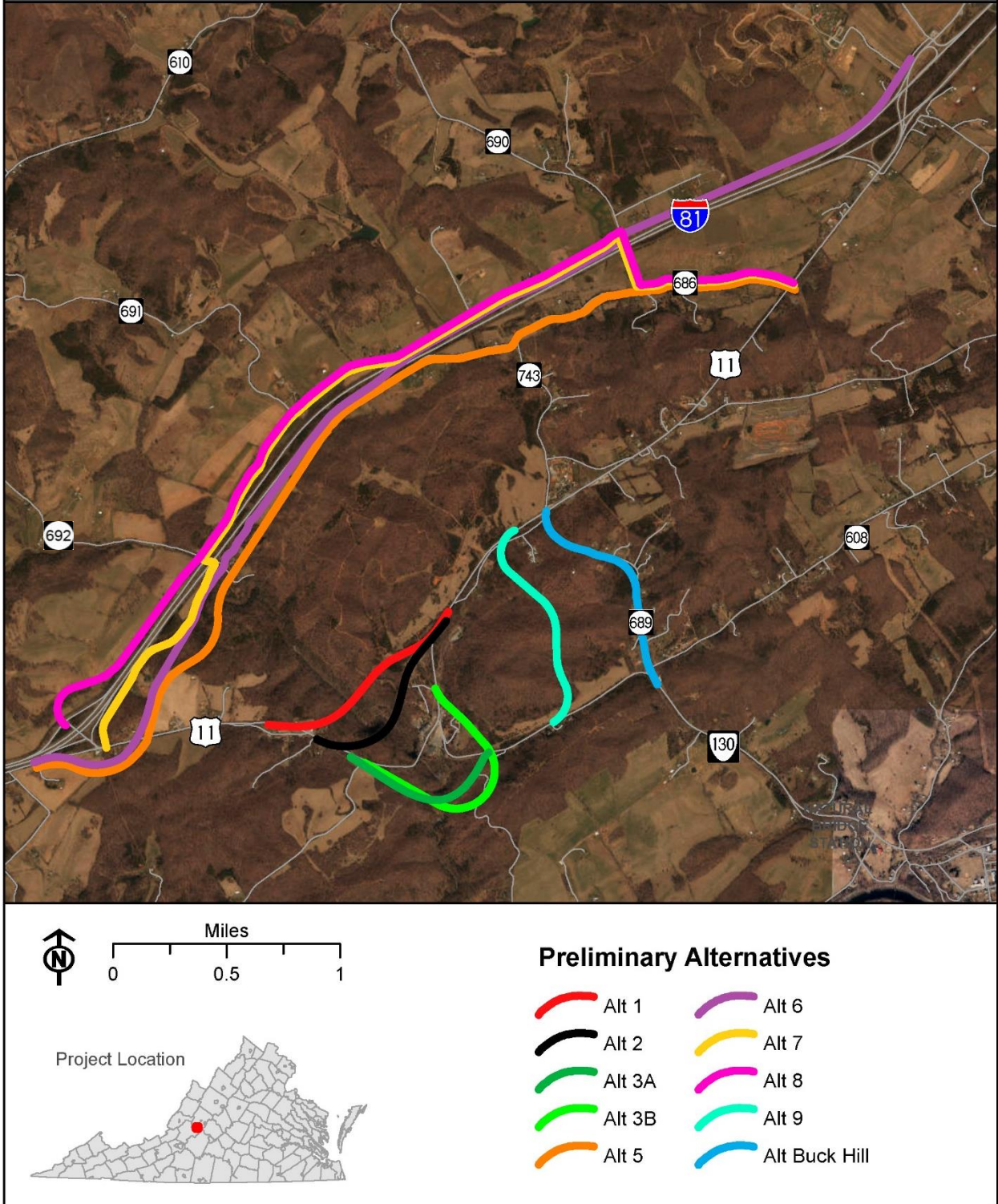




Figure 11: Yellow Alternative Tri-Level Crossing



The remaining five preliminary alignment corridors are presented in Figure 12 and discussed below. The figure shows each alignment as a 300-foot wide corridor which is typical for a feasibility study such as this. Although the typical section of the new road will only be approximately 56 feet, the 300-foot wide corridor allows for refinements later in the overall project process to avoid or minimize impacts.

The **Blue Alternative** is located approximately one mile to the north of the existing Natural Bridge structure. This alternative connects to existing Route 11 near the I-81 interchange (Exit 175) to the west and is approximately 1.7 miles long. After bypassing the Natural Bridge, the Blue alternative ties into existing Route 11 approximately 0.8 miles east of the existing bridge.

The **Red Alternative** is the shortest of all the preliminary alignments and is the only alternative that is located south of the existing Route 11. The alternative is approximately 0.78 miles long and ties into the existing Route 11 just west of Route 760 and at the intersection of Route 608/Route 11.

The **Orange Alternative** ties into existing Route 11 just south of the I-81 interchange (Exit 175) and runs along the south side of I-81 for approximately 4.4 miles. At the northern end, this alternative runs along Route 686 before tying into existing Route 11 at the intersection with Route 686.

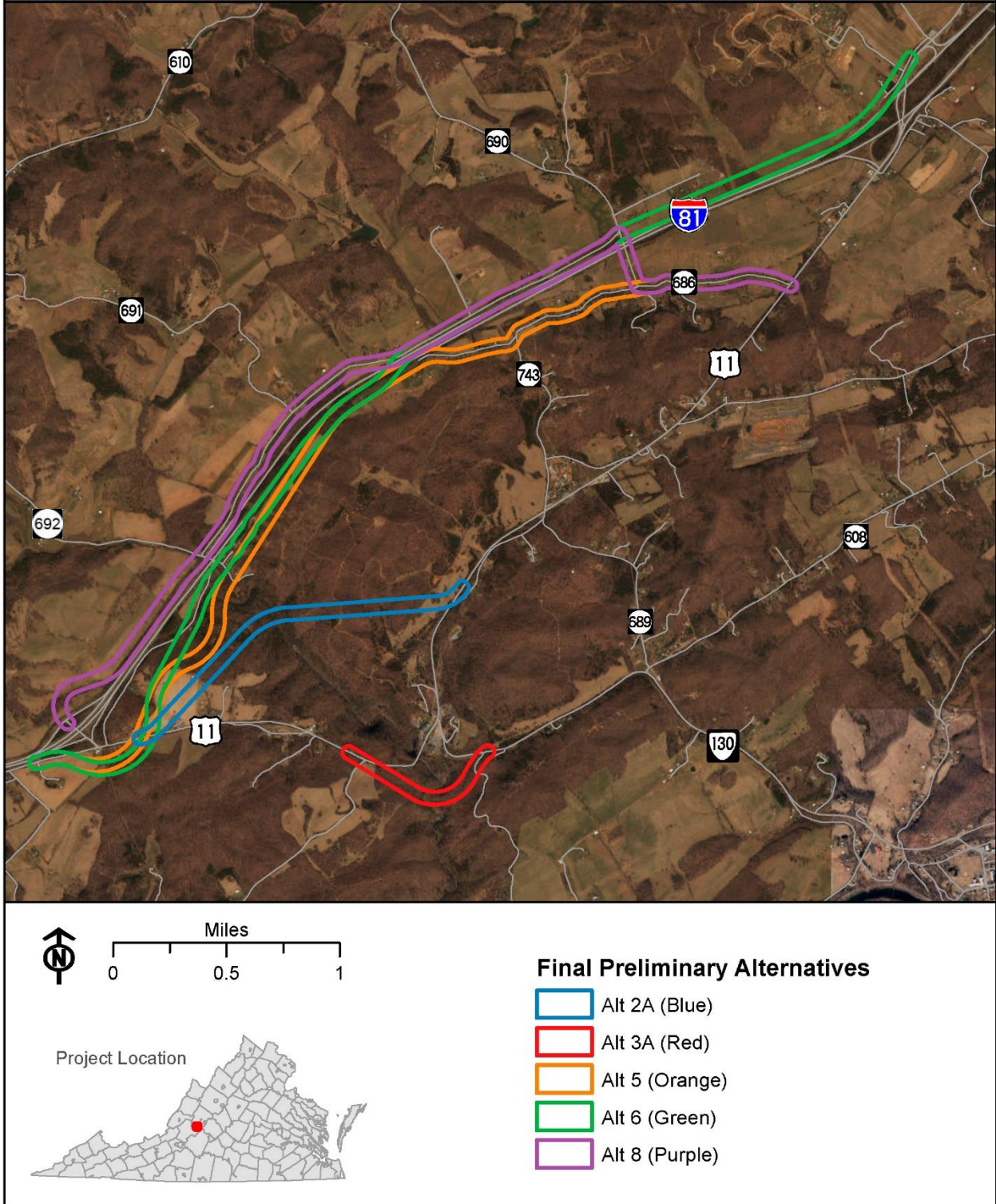
The **Green Alternative** ties into existing Route 11 just south of the I-81 interchange (Exit 175) and runs along the south side of I-81 for approximately 2.5 miles. This alternative would require a bridge to cross I-81 before continuing on the north side of I-81 for approximately 2.6 miles and tying into existing Route 11 just north of the I-81 interchange (Exit 180).

The **Purple Alternative** ties into existing Route 11 just west of the I-81 interchange (Exit 175) and runs parallel to I-81 along existing Route 691 (Red Mill Road). This alternative remains on the Route 691 alignment until crossing I-81 at the Route 690 overpass. The remaining portion of this alternative is along existing Routes 690 and 686 before tying into existing Route 11 at the intersection with Route 686. This alternative is approximately 4.3 miles long.



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Figure 12: Final Preliminary Alternatives





3.3.1 Planning Level Cost Estimates

Planning level cost estimates (in 2018 dollars) for the five preliminary alternative alignments were developed using the VDOT TMPD Planning Level spreadsheet tool and are presented in Table 3 . The low and high costs shown in the table are output from the spreadsheet tool based on the VDOT District project location. More detailed cost estimates for the preferred alternatives are discussed in Section 4.2.3.

Table 3: Preliminary Alternative Alignment Cost Estimates

Alternative Alignment	Low	High
Blue Alternative	\$26,000,000	\$42,000,000
Red Alternative	\$14,000,000	\$23,000,000
Orange Alternative	\$34,000,000	\$52,000,000
Green Alternative	\$56,000,000	\$88,000,000
Purple Alternative	\$34,000,000	\$52,000,000



4. Preferred Alternative Alignment Selection

The purpose of this study is to evaluate alternative alignments for Route 11 and select two preferred alternatives to be carried forward in the overall project process. This section documents the evaluation of the preliminary alternatives that was used to select the two preferred alternatives to relocate Route 11 off the Natural Bridge.

4.1 Preliminary Alternative Evaluation

The five preliminary alternative alignment corridors were evaluated based on the stakeholder working group poll results using a scoring process similar to the VDOT Smart Scale Program. The evaluation process presented at the citizen information meeting is shown in Appendix D. The following steps were used to develop the total score for each alternative as presented in Table 4:

1. The total score for each category (based on votes from the stakeholders) was converted to a percentage of the total score for all categories (150).
2. The alternatives were ranked one to five (one being best, five being worst) based on the criteria for each category. For example, the Blue Alternative impacts two residential properties while the Red Alternative does not impact any properties. Therefore, the Red Alternative receives a higher ranking because it has less negative impacts than the Blue Alternative for the Right-of-Way category.
3. For each category, the rank of each Alternative was converted to a normalized score. A rank of one equates to a normalized score of 100. A rank of two equates to a normalized score of 75. A rank of three equates to a normalized score of 50. A rank of four equates to a normalized score of 25. And a rank of five equates to a normalized score of zero.
4. The normalized score was multiplied by the percentage (from step 1) to develop a weighted score for each alternative in each category.
5. The weighted scores for each category were summed to calculate the total points for each alternative alignment.

Table 4: Preliminary Alternative Evaluation

	R/W Impacts			Environmental Impacts			State Park Context			Safety and Travel Time			Community Impacts			
Ranking Points from Stakeholder Survey																
	30			34			27			28			31			
Percent of total possible points (150)																
	20%			23%			18%			19%			21%			
	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Total Points
Blue Alternative	2	75	15	1	100	23	4	25	5	2	75	14	2	75	16	73
Red Alternative	1	100	20	2	75	17	5	0	0	1	100	19	1	100	21	77
Orange Alternative	5	0	0	4	25	6	3	50	9	3	50	9	3	50	10	34
Green Alternative	4	25	5	3	50	11	1	100	18	5	0	0	5	0	0	34
Purple Alternative	3	50	10	5	0	0	2	75	14	4	25	5	4	25	5	34



As shown in the evaluation table, the Red and Blue Alternatives total points are more than double the total points of the other preliminary alternatives. These alignments will be carried forward in this study as the preferred alternative alignments.

4.2 Preferred Alternative Alignments

The Red Alternative Alignment and Blue Alternative Alignment, shown in Figure 13, are the preferred alternatives to relocate Route 11 off the Natural Bridge geological structure. This section of the report will provide details of the environmental impacts and construction cost estimates for the preferred alternatives.

4.2.1 Preferred Alternative Alignment Operations and Safety

The 2018 AM and PM peak hour traffic volumes shown in Figure 6 were increased by a non-compounded annual growth factor of two percent to develop conservative 2040 peak hour traffic volume estimates. Figure 14 presents the forecasted traffic volumes for 2040 without the re-alignment (No-Build) of Route 11. The configurations of the intersections at the tie-in points of the preferred alternatives will be designed later in the overall project process so an operational analysis was not conducted for these locations. However, as seen in the figure, traffic volumes are expected to remain relatively low within the study area and there are not expected to be any negative impacts to traffic operations resulting from construction of either preferred alternative.

Once either of the Preferred Alternatives are constructed, public traffic on the existing Route 11 Natural Bridge formation will be eliminated, greatly reducing the number of vehicle conflicts at the intersection of Route 130 and Route 11. Because of the non-standard design of this intersection, reducing the vehicle conflicts will most certainly reduce the number of crashes, increasing safety at this location.

4.2.2 Preferred Alternative Alignment Environmental Impact Assessment

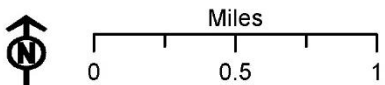
A high-level environmental evaluation was conducted using existing local, state, and federal GIS databases. Data available in this format are as follows:

- Wetlands, streams, and other waters of the U.S.
- Protected species and habitat (state and federal)
- Publicly-owned parks, recreation areas, and wildlife and waterfowl refuges (local, state, and federal)
- Conservation lands such as those protected by easements with the Virginia Outdoors Foundation (VOF) and public lands improved with grants provided through the Land and Water Conservation Fund (LWCF)
- Properties listed on or eligible for listing on the National Register of Historic Places (NRHP)
- Properties listed as National Natural Landmarks (NL), National Historic Landmarks (NHL), and Virginia Historic Landmarks (VHL)
- Floodplains
- Geological constraints (karst features, caves, sinkholes, steep slopes)
- Privately-owned and publicly-owned properties



Route 11 Alignment Study at Natural Bridge

Figure 13: Preferred Alternatives

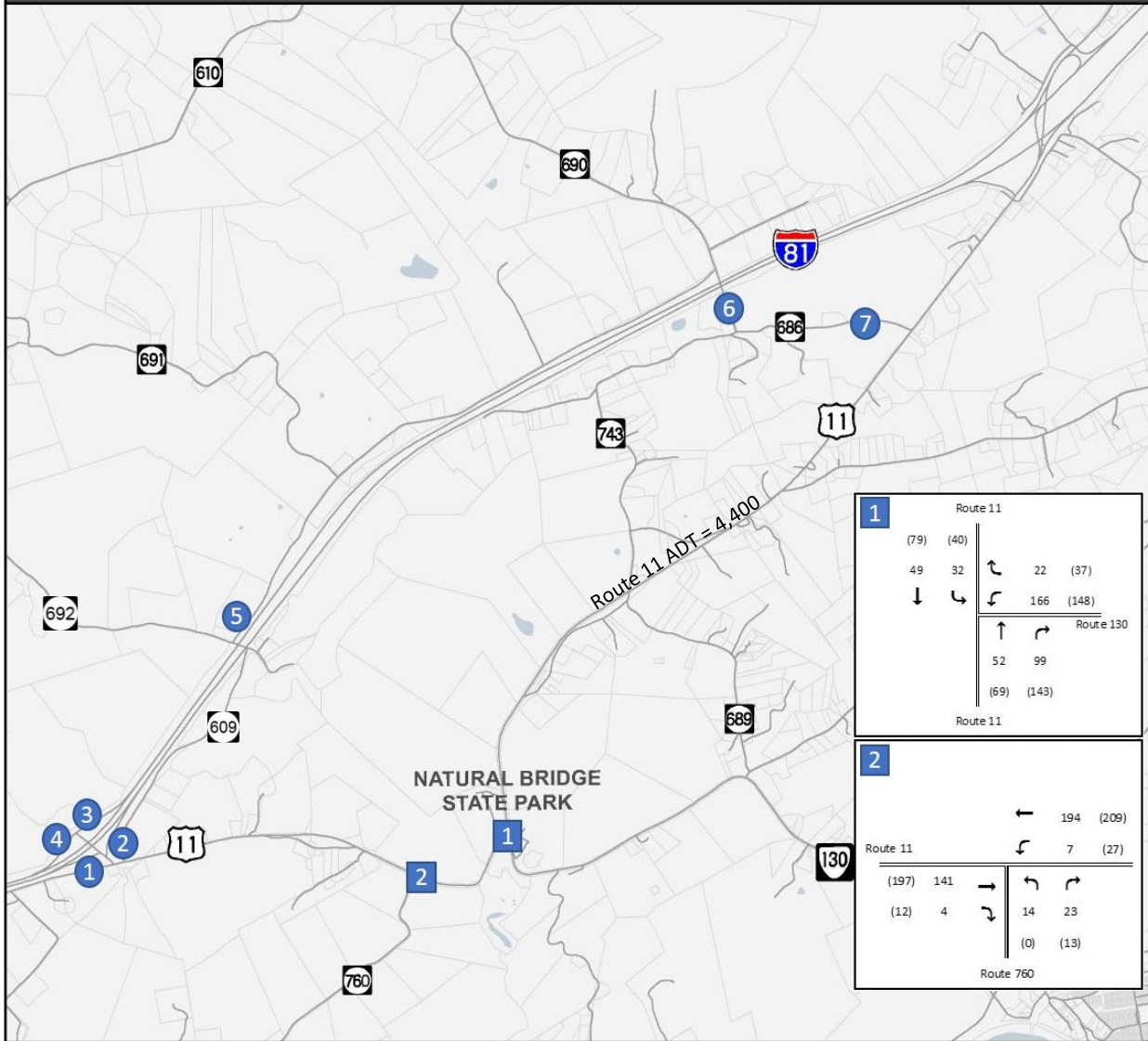


- Preferred Alternatives**
- Blue Alt
 - Red Alt



Route 11 Alignment Study at Natural Bridge

Figure 14: 2040 No-Build Peak Hour Traffic Volumes

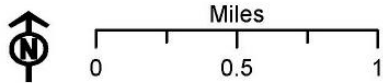


1

Route 11				Route 130	
(79)	(40)	↶	22	(37)	
49	32	↷	166	(148)	
↓	↵	↶	52	99	
		↷	(69)	(143)	
Route 11				Route 130	

2

Route 11				Route 760	
		↶	194	(209)	
		↷	7	(27)	
(197)	141	↶	14	23	
(12)	4	↷	(0)	(13)	
Route 11				Route 760	



Project Location



Legend

- 1 Roadway Segment
- 1 Intersection
- XXX AM Peak Hour Volume
- (XXX) PM Peak Hour Volume

Roadway Segment Peak Hour Volumes

#	Location	AM	PM
1	I-81 Northbound off-ramp to Route 11	50	(76)
2	I-81 Northbound on-ramp from Route 11	39	(26)
3	I-81 Southbound off-ramp to Route 11	9	(39)
4	I-81 Southbound on-ramp from Route 11	13	(20)
5	Route 609, North of Route 692	40	(52)
6	Route 690, South of I-81 Overpass	13	(30)
7	Route 686, West of Route 11	58	(62)



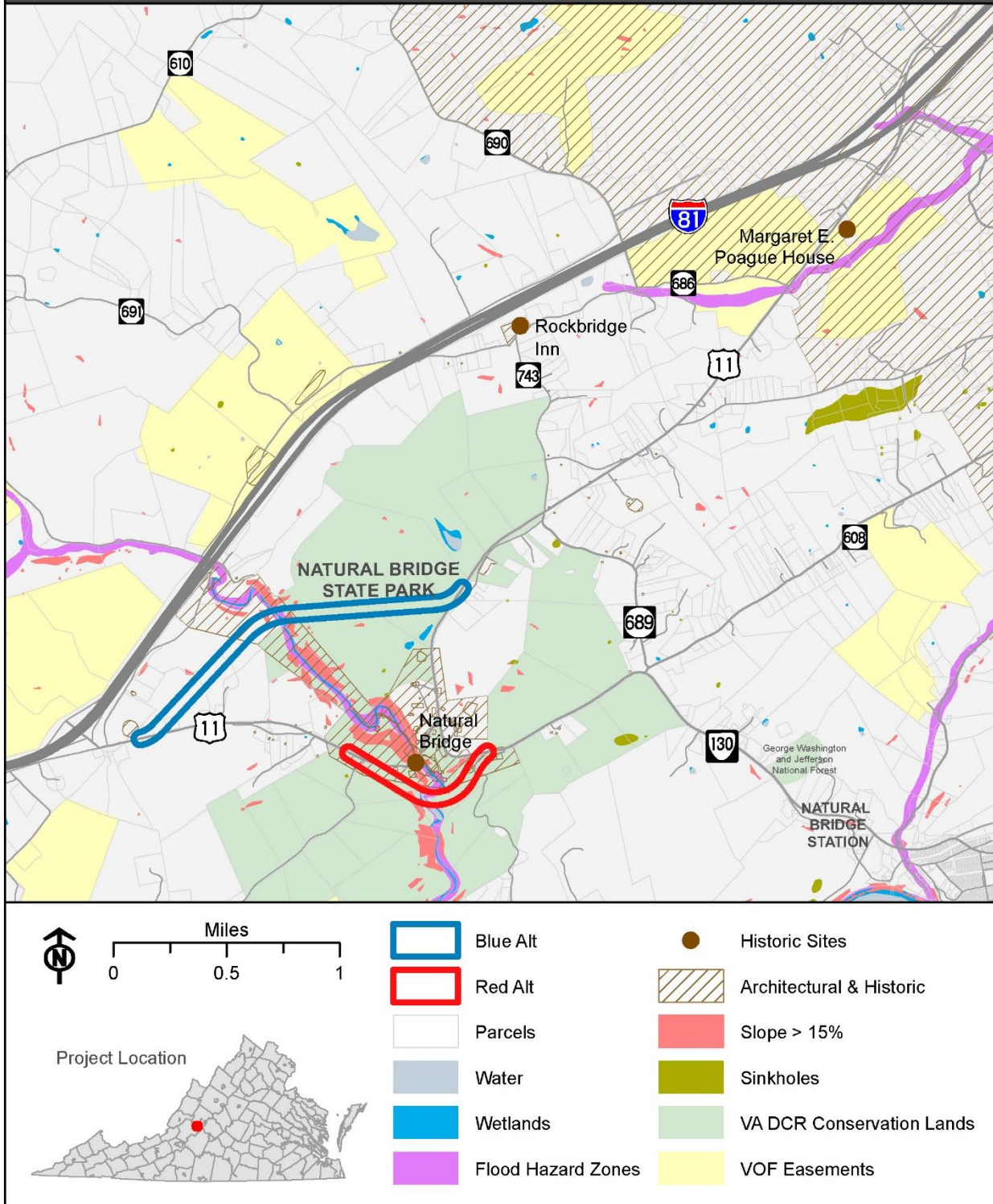
Figure 15 and Figure 16 provide a general overview of the area’s environmental and geological constraints, respectively, as well as those features within the two preferred corridor alternatives. As shown on these figures, the Red and Blue alternative alignments have a 300-foot wide corridor (150 feet on either side of the alignment centerline). The purpose of considering 300-foot wide alignment alternative corridors is to allow flexibility in future design efforts. The proposed typical section calls for two 12-foot lanes with 8-foot paved shoulders and a total width of 56 feet. Depending on factors such as grade, slope, drainage, and landscaping, the actual right-of-way footprint could be much greater. A 300-foot wide corridor provides future roadway designers the ability to fine-tune an alignment within that corridor to further avoid and minimize impacts to the natural and human environment.

Table 5 provides a summary of the environmental and geological constraints within the 300-foot wide corridors of the two Preferred Alignment Alternatives. In part, findings presented in Table 5 are based on the length (linear feet) of the resource within the corridor, not the area. Reporting the areas of resources present would be misleading because: the ultimate alignment and right-of-way footprint will be much less than 300’ and because the constraints were examined at a generic level (online databases vs. on-site studies).



Route 11 Alignment Study at Natural Bridge

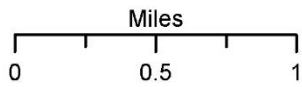
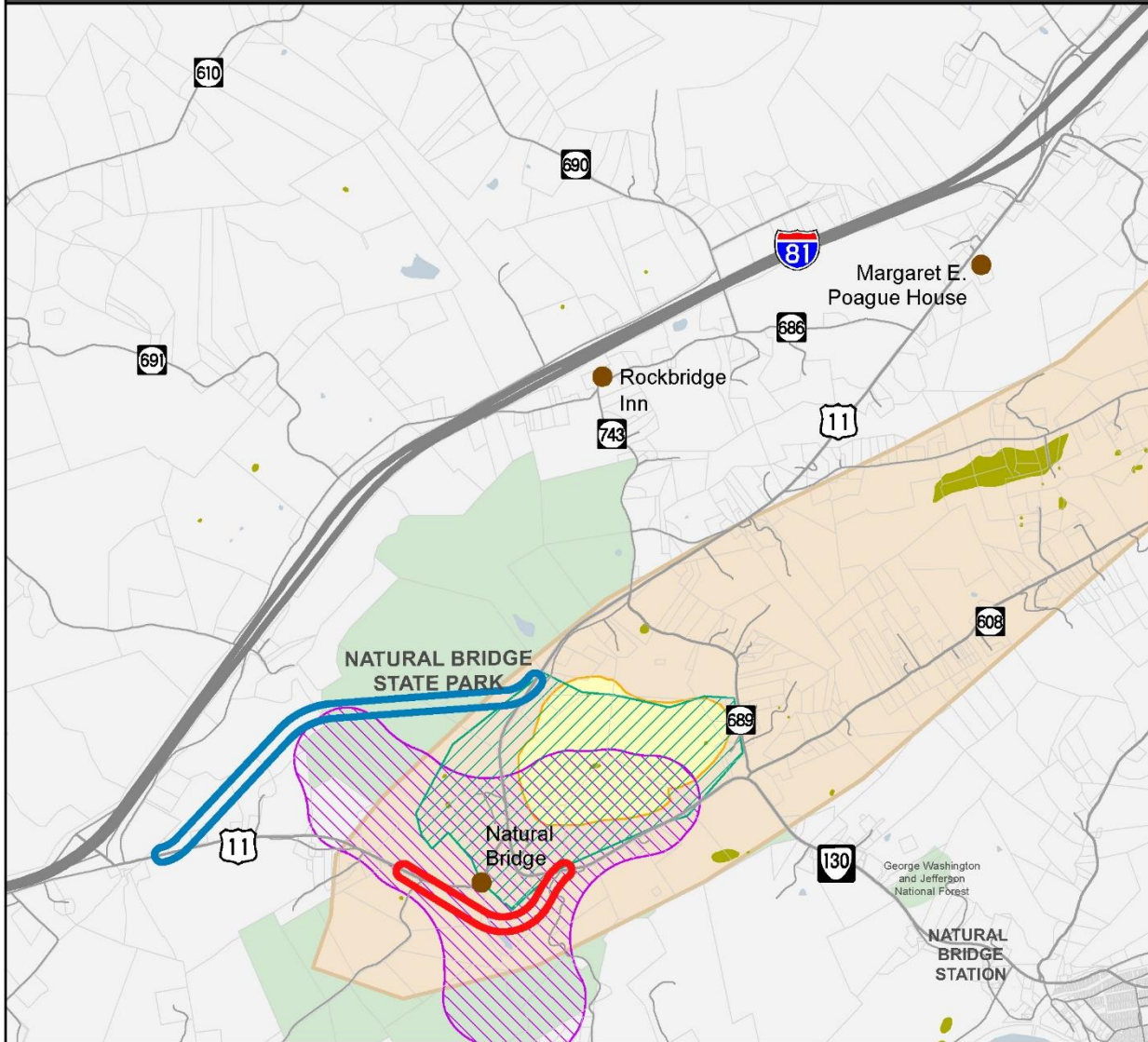
Figure 15: Preferred Alternatives and Environmental Constraints





Route 11 Alignment Study at Natural Bridge

Figure 16: Preferred Alternatives and Geological Constraints



Project Location



 Blue Alt Red Alt

Conservation Sites

- Natural Bridge
Site encompasses land containing one or more biologically significant karst resources.
- Natural Bridge Slopes
A wooden limestone valley supporting significant occurrences of two calciphilic forest communities.

- Sinkholes
- Natural Bridge Caverns
- Buck Hill Karst Belt
- Parcels
- VA DCR Conservation Lands



Table 5: Preferred Alternatives – Environmental and Geological Constraints

Resource	Preferred Alternative Alignments Within 300' Wide Corridor	
	Blue Alternative	Red Alternative
Length	5,658 l.f.	2,742 l.f.
Natural Bridge Historic District <i>Listed on NRHP & VLR</i>	1,412 l.f.	2,337 l.f.
Historic Properties	No Individually Listed Sites or Contributing Elements to Natural Bridge Historic District	No Individually Listed Sites or Contributing Elements to Natural Bridge Historic District
Streams Crossings & Stream Width	1 Crossing: Cedar Creek is 50 feet wide	1 Crossing: Cedar Creek is 54 feet wide
Wetlands	None Known	None Known
Flood Hazard Zones	120 l.f.	128 l.f.
Steep Slopes > 15%	270 l.f.	846 l.f.
Protected Species: Potential for Occurrence <i>Where: FE = Federal Endangered SE = State Endangered ST = State Threatened</i>	<ul style="list-style-type: none"> James Spiny mussel (FE, SE) <i>Parvaspina collina</i> Little Brown Bat (SE) <i>Myotis lucifugus</i> Tri-Colored Bat (SE) <i>Perimyotis subflavus</i> Atlantic Pigtoe (ST) <i>Fusconaia masoni</i> 	<ul style="list-style-type: none"> James Spiny mussel (FE, SE) <i>Parvaspina collina</i> Little Brown Bat (SE) <i>Myotis lucifugus</i> Tri-Colored Bat (SE) <i>Perimyotis subflavus</i> Atlantic Pigtoe (ST) <i>Fusconaia masoni</i>
Natural Bridge State Park	4,212 l.f.	2,327 l.f.
Park Trail Crossings	2 Crossings of Monacan Trail	No Trail Crossings
Section 4(f) Resources	<ul style="list-style-type: none"> Natural Bridge Historic District Natural Bridge State Park 	<ul style="list-style-type: none"> Natural Bridge Historic District Natural Bridge State Park
Private Property (Parcels)	7 Privately-owned Parcels	0 Privately-owned Parcels
Conservation Sites <i>National Natural Landmarks</i>	<ul style="list-style-type: none"> Natural Bridge Caverns, NL 710 l.f. Natural Bridge Slopes, NL 890 l.f. 	<ul style="list-style-type: none"> Natural Bridge Caverns, NL 710 l.f. Natural Bridge Slopes, NL 890 l.f.
Buck Hill Karst Belt	None	2,742 l.f.
Sinkholes	None	None
Cave Entrances	1	1



Potential areas of mitigation may include, but are not limited to, those items presented in Table 6. Costs are rough estimates based on available information and are subject to change. The estimates are meant solely for comparison of the Preferred Alignment Alternatives and should not be used as the basis for funding allocations.

Table 6: Environmental and Geological Mitigation Costs

POTENTIAL MITIGATION OPTION	Potential Mitigation Costs* of Preferred Alternative Alignments	
	Blue Alternative	Red Alternative
Context Sensitive Design: Parkway-like ROW setting through State Park	\$200,000 to \$300,000	\$200,000 to \$300,000
State Park Entrance "Gateway"	\$25,000 to \$50,000 One entrance and exit through park	\$25,000 to \$50,000 One entrance and exit through park
Relocation of Monacan Trail within Park	\$10,000 to \$20,000 2 Relocated Sections of Trail	Not Applicable
Relocation of Picnic Area within Park	Not Applicable	\$20,000
Protected Species Conservation and Habitat Restoration	\$250,000 Aquatic Resources \$800,000 Forest Restoration	\$250,000 Aquatic Resources \$500,000 Forest Restoration
Wetland Credits	Potentially Not Applicable/Not Present	Potentially Not Applicable/Not Present
Stream Credits	Potentially Not Applicable - Bridged	Potentially Not Applicable - Bridged

**Costs are rough estimates based on available information and are subject to change. The estimates are meant solely for comparison of the Preferred Alignment Alternatives and should not be used as the basis for funding allocations.*

4.2.3 Refined Planning Level Cost Estimates

Construction cost estimates were developed using 2018 dollars for the two preferred alternative alignments using the VDOT Project Cost Estimating System (PCES) spreadsheet tool. These estimates are subject to change and will be revisited in the location study portion of the overall project development process. The refined cost estimates are shown in Table 7 and the detailed PCES worksheets are included in Appendix F.

Table 7: Preferred Alternative Refined Cost Estimates

Alternative Alignment	Low	High
Blue Alternative	\$30,080,000	\$36,100,000
Red Alternative	\$21,350,000	\$25,620,000



5. Next Steps

This study, resulting in the selection of two preferred alternative alignments to carry forward, is the first step in the overall project development process to re-align Route 11 off the Natural Bridge Geological Formation. The next step will be to secure funding to complete a detailed location study which includes the development of a NEPA document and a robust public involvement process. A current estimate for a location study of this nature is approximately two million dollars. The overall project process also involves preliminary engineering, design and right-of-way acquisition, and construction; a typical project of this scale has an overall project timeline of six to ten years.



Route 11 Alignment Study at Natural Bridge

Appendices

Appendix A: Traffic Counts

Appendix B: Geotechnical Study Summary

Appendix C: Draft Preliminary Alternative Alignment Profiles

Appendix D: Preliminary Alternative Alignment Evaluation Process

Appendix E: Citizen Information Meeting Attendees, Comments, and Responses

Appendix F: VDOT Project Cost Estimating System (PCES) Worksheet



Appendix A: Traffic Counts

Station #: Site 1
 Site ID: 000000009385
 Location: I-81 NB Off to US 11
 Direction: NORTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.62834, -79.57343

TIME																Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
05:15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	1	0	0	0	2	0	0	0	0	0	0	9
06:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
06:45	0	12	1	0	0	0	0	0	2	0	0	0	0	0	0	15
07:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	35	6	0	0	0	0	0	2	0	0	0	0	0	0	43
07:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
07:45	0	5	5	0	1	0	0	0	1	0	0	0	0	0	0	12
08:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	23	9	0	1	0	0	1	1	0	0	0	0	0	0	35
08:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
08:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45	0	3	3	0	0	0	0	0	1	0	0	0	0	0	0	7
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Station #: Site 1
 Site ID: 000000009385
 Location: I-81 NB Off to US 11
 Direction: NORTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.62834, -79.57343

TIME																Total
Hour Total	0	14	7	0	0	0	0	0	1	0	0	0	0	0	0	22
09:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
09:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	16	7	0	1	0	0	0	0	0	0	0	0	0	0	24
10:15	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
10:30	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
10:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	18	2	0	0	0	0	1	1	0	0	0	0	0	0	22
11:15	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
11:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
12:00	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	16	6	0	0	1	0	0	2	0	0	0	0	0	0	25
12:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
12:30	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
12:45	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
13:00	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
Hour Total	0	14	6	0	3	0	0	0	2	0	0	0	0	0	0	25
13:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
13:30	0	1	4	0	0	0	0	0	1	0	0	0	0	0	0	6
13:45	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
14:00	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	8	0	1	1	0	0	2	0	0	0	0	0	0	23
14:15	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
14:30	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10
14:45	0	9	4	0	0	1	0	0	0	0	0	0	0	0	0	14
15:00	0	6	1	0	0	0	0	0	2	0	0	0	0	0	0	9
Hour Total	0	27	7	0	0	1	0	1	3	0	0	0	0	0	0	39
15:15	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
15:30	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
15:45	0	6	5	1	1	0	0	0	0	0	0	0	0	0	0	13
16:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	24	9	1	1	0	0	0	2	0	0	0	0	0	0	37
16:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
16:30	0	11	1	0	0	1	0	0	0	0	0	0	0	0	0	13
16:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
17:00	0	8	5	0	0	0	0	1	1	0	0	0	0	0	0	15
Hour Total	0	27	12	0	0	1	0	1	1	0	0	0	0	0	0	42

Station #: Site 1
 Site ID: 000000009385
 Location: I-81 NB Off to US 11
 Direction: NORTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.62834, -79.57343

TIME																Total
17:15	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
17:30	0	11	3	0	0	1	0	0	0	0	0	0	0	0	0	15
17:45	0	11	2	0	0	0	0	0	2	0	0	0	0	0	0	15
18:00	0	8	2	0	0	0	0	0	0	0	1	0	0	0	0	11
Hour Total	0	43	13	0	0	1	0	0	2	0	1	0	0	0	0	60
18:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
18:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
18:45	0	7	1	0	1	0	0	0	1	0	0	0	0	0	0	10
19:00	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
Hour Total	0	26	7	0	1	0	0	0	2	0	0	0	0	0	0	36
19:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
20:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
20:30	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
20:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	4	0	1	0	0	0	1	0	0	0	0	0	0	17
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Hour Total	0	4	1	0	0	0	0	0	2	0	0	0	0	0	0	7
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	12
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	0	358	119	1	13	5	0	4	28	0	1	0	0	0	0	529
PERCENTS	0.0%	67.7%	22.5%	0.2%	2.5%	1.0%	0.0%	0.8%	5.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	90.1%															
Trucks & Buses	9.8%															
AM Times	06:30	07:30	01:15			11:15	06:45		04:30							06:30
AM Peaks	36	10	1			1	1		2							44
PM Times	17:00	16:45	15:00	12:15	14:00	13:45		14:45	17:15						17:00	
PM Peaks	43	17	1	3	2	1		4	1						64	
GRAND TOTAL	0	358	119	1	13	5	0	4	28	0	1	0	0	0	0	529
PERCENTS	0.0%	67.7%	22.5%	0.2%	2.5%	1.0%	0.0%	0.8%	5.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

Station #: Site 2
 Site ID: 000000009390
 Location: I-81 NB On from US 11
 Direction: NORTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.63072, -79.57014

TIME																Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	1	0	1	0	0	1	1	0	0	0	0	0	0	10
06:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	1	2	0	0	0	0	0	2	0	0	0	0	0	0	5
Hour Total	0	10	2	0	0	0	0	0	3	0	0	0	0	0	0	15
07:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45	0	7	3	0	1	0	0	0	1	0	0	0	0	0	0	12
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	16	9	0	1	0	0	0	1	0	0	0	0	0	0	27
08:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5

Station #: Site 2
 Site ID: 00000009390
 Location: I-81 NB On from US 11
 Direction: NORTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.63072, -79.57014

TIME																Total
Hour Total	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
09:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
09:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
09:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12	
10:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	4	
10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	5	2	0	0	0	0	2	0	0	0	0	0	0	9	
11:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
11:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
11:45	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	
12:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	
Hour Total	0	8	4	0	0	0	0	3	0	0	0	0	0	0	15	
12:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
12:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
12:45	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3	
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	7	6	0	0	0	0	1	0	0	0	0	0	0	14	
13:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
13:30	0	2	2	0	0	0	0	1	0	0	0	0	0	0	5	
13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
14:00	0	3	0	0	1	0	0	4	0	0	0	0	0	0	8	
Hour Total	0	9	3	0	1	0	0	5	0	0	0	0	0	0	18	
14:15	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5	
14:30	0	1	3	0	0	0	0	2	0	0	0	0	0	0	6	
14:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
15:00	0	1	4	0	0	0	0	2	0	0	0	0	0	0	7	
Hour Total	0	8	9	0	0	0	0	5	0	0	0	0	0	0	22	
15:15	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3	
15:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
15:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	9	2	0	0	0	0	1	0	0	0	0	0	0	12	
16:15	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	
16:30	0	2	2	0	0	0	0	1	0	0	0	0	0	0	5	
16:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	
Hour Total	0	9	3	0	0	0	0	3	0	0	0	0	0	0	15	

Station #: Site 2
 Site ID: 000000009390
 Location: I-81 NB On from US 11
 Direction: NORTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.63072, -79.57014

TIME																Total
17:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
17:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
17:45	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
18:00	0	6	2	0	0	0	0	0	1	0	1	0	0	0	10	
Hour Total	0	11	8	0	0	1	0	0	1	0	1	0	0	0	22	
18:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	
18:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
19:00	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5	
Hour Total	0	8	6	0	0	0	0	0	1	0	0	0	0	0	15	
19:15	0	0	2	0	1	0	0	0	1	0	0	0	0	0	4	
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
19:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	2	4	0	1	0	0	0	1	0	0	0	0	0	8	
20:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Hour Total	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3	
22:15	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
23:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	
Hour Total	0	4	1	0	0	0	0	0	3	0	0	0	0	0	8	
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
DAY TOTAL	0	137	70	0	7	1	0	1	34	0	1	0	0	0	251	
PERCENTS	0.0%	54.6%	27.9%	0.0%	2.8%	0.4%	0.0%	0.4%	13.6%	0.0%	0.3%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	82.4%															
Trucks & Buses	17.5%															
AM Times	07:15	07:00	01:15			04:30			06:15	07:00						
AM Peaks	16	10	1			1			3	28						
PM Times	18:00	14:15	13:15		17:00	13:45		17:15	14:00							
PM Peaks	12	9	1		1	7		1	23							
GRAND TOTAL	0	137	70	0	7	1	0	1	34	0	1	0	0	0	251	
PERCENTS	0.0%	54.6%	27.9%	0.0%	2.8%	0.4%	0.0%	0.4%	13.6%	0.0%	0.3%	0.0%	0.0%	0.0%	100%	

Station #: Site 3
 Site ID: 00000009363
 Location: I-81 SB Off to US 11
 Direction: SOUTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.63155, -79.57027

TIME																Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hour Total	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
04:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
Hour Total	0	2	1	0	0	0	0	0	5	0	2	0	0	0	0	10
05:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
05:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	2	0	0	1	0	0	0	3	0	0	0	0	0	0	6
06:15	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	5
06:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	1	3	0	0	0	0	0	0	0	1	0	0	0	0	5
Hour Total	0	7	7	0	0	0	0	0	0	0	3	0	0	0	0	17
07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	3
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	2	0	0	1	0	0	1	0	0	2	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:30	0	0	2	0	0	0	0	1	2	0	0	1	0	0	0	6
08:45	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
09:00	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3

Station #: Site 3
 Site ID: 000000009363
 Location: I-81 SB Off to US 11
 Direction: SOUTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.63155, -79.57027

TIME															Total	
Hour Total	0	3	3	0	0	0	0	2	6	0	0	1	0	0	0	15
09:15	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
09:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
09:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	1	3	0	0	0	0	0	0	10
10:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
11:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	4	0	0	0	0	0	1	0	0	0	0	0	0	9
11:15	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
11:45	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	4
12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	2	1	0	0	0	0	0	4	0	4	1	0	0	0	12
12:15	0	1	2	0	1	0	0	0	1	0	1	1	0	0	0	7
12:30	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	4
12:45	0	3	1	0	0	0	0	2	0	0	1	0	0	0	0	7
13:00	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
Hour Total	0	6	3	0	1	0	1	2	2	0	5	1	0	0	0	21
13:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:30	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	6	0	1	0	0	0	2	0	0	0	0	0	0	13
14:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
14:45	0	5	1	0	0	0	0	0	0	0	1	0	0	0	0	7
15:00	0	2	1	0	0	0	0	0	0	0	1	1	0	0	0	5
Hour Total	0	10	5	0	0	0	0	0	0	0	2	1	0	0	0	18
15:15	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3
15:30	0	1	1	0	0	0	0	0	0	0	2	1	0	0	0	5
15:45	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	4
16:00	0	7	2	0	1	0	0	0	1	0	0	0	0	0	0	11
Hour Total	0	11	4	0	1	0	0	0	2	0	4	1	0	0	0	23
16:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
16:45	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
17:00	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
Hour Total	0	16	7	0	0	0	0	1	1	0	0	0	0	0	0	25

Station #: Site 3
 Site ID: 000000009363
 Location: I-81 SB Off to US 11
 Direction: SOUTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.63155, -79.57027

TIME																Total	
17:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
17:30	0	3	1	0	0	0	0	0	1	0	1	0	0	0	0	6	
17:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	13	4	0	0	0	0	0	1	0	1	0	0	0	0	19	
18:15	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	5	
18:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
19:00	0	2	5	0	4	1	0	0	1	0	0	0	0	0	0	13	
Hour Total	0	4	8	0	4	1	0	1	2	1	0	0	0	0	0	21	
19:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5	
19:30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	7	3	0	0	0	0	0	2	0	0	0	0	0	0	12	
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
21:15	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
21:45	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	
22:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
Hour Total	0	5	0	0	0	0	0	1	0	0	2	0	0	0	0	8	
22:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
22:45	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	3	
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	3	1	0	0	0	0	1	0	0	0	1	0	0	0	6	
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
24:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	
Hour Total	0	2	0	0	0	0	0	1	1	0	1	0	0	0	0	5	
DAY TOTAL	0	110	60	0	10	1	1	11	38	1	28	7	0	0	0	267	
PERCENTS	0.0%	41.2%	22.5%	0.0%	3.8%	0.4%	0.4%	4.2%	14.2%	0.3%	10.4%	2.6%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	63.6%													Trucks & Buses		36.3%	
AM Times	06:15	06:15	03:00		08:00		08:15	11:15		03:15	06:15						
AM Peaks	7	7	1		2		6	4		1	17						
PM Times	16:30	16:00	18:15		18:15	12:15	12:15	18:45	17:30	12:15	14:45	16:00					
PM Peaks	18	8	4		1	1	2	4	1	5	2	28					
GRAND TOTAL	0	60	10		1		38		28		0						
PERCENTS	0.0%	41.2%	22.5%	0.0%	3.8%	0.4%	0.4%	4.2%	14.2%	0.3%	10.4%	2.6%	0.0%	0.0%	0.0%	100%	

Station #: Site 4
 Site ID: 000000009394
 Location: I-81 SB On from US 11
 Direction: SOUTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 36.62812, -79.57519

TIME																Total
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	4	0	0	0	0	0	1	0	0	0	0	0	0	6
13:30	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	8	9	0	0	0	0	0	3	0	0	0	0	0	0	20
14:15	0	5	3	0	0	0	0	0	3	0	1	0	0	0	0	12
14:30	0	5	2	0	0	0	0	0	0	0	3	0	0	0	0	10
14:45	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	20	7	0	0	0	0	0	5	0	4	0	0	0	0	36
15:15	0	6	5	0	0	0	0	1	0	0	1	0	0	0	0	13
15:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
15:45	0	7	2	0	0	0	0	1	1	0	0	0	0	0	0	11
16:00	0	5	3	0	0	0	0	0	2	0	1	0	0	0	0	11
Hour Total	0	29	13	0	0	0	0	2	3	0	2	0	0	0	0	49
16:15	0	5	3	0	0	0	0	0	2	0	1	0	0	0	0	11
16:30	0	9	2	0	0	0	0	1	1	0	1	0	0	0	0	14
16:45	0	6	3	0	0	0	0	0	0	0	1	0	0	0	0	10
17:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	23	12	0	1	0	0	1	3	0	3	0	0	0	0	43
17:15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
17:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
17:45	0	6	2	0	1	0	0	0	0	0	1	0	0	0	0	10
18:00	0	3	1	0	1	1	0	1	0	0	0	1	0	0	0	8
Hour Total	0	23	12	0	2	1	0	1	0	0	1	1	0	0	0	41
18:15	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
18:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	3	3	0	0	0	0	1	0	0	0	0	0	0	0	7
Hour Total	0	17	8	0	0	0	0	1	1	0	0	0	0	0	0	27
19:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19:30	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	4
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	5	0	0	1	0	0	2	0	0	1	0	0	0	0	9
20:15	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
20:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
20:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	3	0	0	0	0	0	2	0	0	0	0	0	0	11

Station #: Site 4
 Site ID: 000000009394
 Location: I-81 SB On from US 11
 Direction: SOUTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 36.62812, -79.57519

TIME																Total
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Hour Total	0	4	0	0	0	0	0	0	1	2	0	0	0	0	0	7
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
22:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	1	0	0	0	0	0	0	3	0	0	1	0	0	0	5
23:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	10	1	0	0	0	0	1	1	0	0	0	0	0	0	13
DAY TOTAL	0	147	65	0	4	1	0	9	23	0	11	2	0	0	0	262
PERCENTS	0.0%	56.2%	24.9%	0.0%	1.6%	0.4%	0.0%	3.4%	8.7%	0.0%	4.1%	0.7%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	80.9%												Trucks & Buses	19.0%		

AM Times
 AM Peaks

PM Times	15:00	16:45	17:00	17:15	15:00	14:00	13:45	17:15	15:15
PM Peaks	31	16	2	1	2	6	4	1	49

Station #: Site 4
 Site ID: 00000009394
 Location: I-81 SB On from US 11
 Direction: SOUTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 36.62812, -79.57519

TIME																Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	1	0	2	0	0	0	0	5
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	6
04:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	3
Hour Total	0	5	0	0	0	0	0	0	3	0	2	1	0	0	0	11
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	4	0	0	1	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	11	4	0	1	0	0	0	2	0	0	0	0	0	0	18
06:15	0	4	3	0	0	0	0	0	0	0	1	0	0	0	0	8
06:30	0	8	4	0	1	0	0	0	0	0	0	1	0	0	0	14
06:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	5	6	0	0	0	0	0	2	0	1	0	0	0	0	14
Hour Total	0	23	14	0	1	0	0	0	2	0	2	1	0	0	0	43
07:15	0	14	4	0	0	0	0	0	1	0	0	0	0	0	0	19
07:30	0	19	0	0	0	0	0	0	0	0	1	0	0	0	0	20
07:45	0	15	6	0	0	0	0	0	2	0	0	0	0	0	0	23
08:00	0	10	4	0	0	0	0	0	0	0	1	0	0	0	0	15
Hour Total	0	58	14	0	0	0	0	0	3	0	2	0	0	0	0	77
08:15	0	7	2	0	0	0	0	0	2	0	0	0	0	0	0	11
08:30	0	7	2	0	0	1	0	0	2	0	0	0	0	0	0	12
08:45	0	5	2	0	0	0	0	1	3	0	0	1	0	0	0	12
09:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7

Station #: Site 4
 Site ID: 000000009394
 Location: I-81 SB On from US 11
 Direction: SOUTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 36.62812, -79.57519

TIME																Total
Hour Total	0	25	7	0	0	1	0	1	7	0	0	1	0	0	0	42
09:15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
09:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	3
09:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
10:00	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
Hour Total	0	9	3	0	0	0	0	2	3	0	0	0	0	0	0	17
10:15	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	4
10:30	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	6
10:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	4
Hour Total	0	8	2	0	2	0	1	0	4	0	0	0	0	0	0	17
11:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	2	2	0	0	0	0	1	1	0	1	0	0	0	0	7
11:45	0	6	1	0	0	0	0	0	3	0	3	0	0	0	0	13
12:00	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	4
Hour Total	0	14	4	0	0	0	0	1	4	0	5	0	0	0	0	28
12:15	0	1	3	0	0	0	0	0	1	0	1	1	0	0	0	7
12:30	0	9	4	0	0	0	0	0	1	0	1	0	0	0	0	15
12:45	0	4	2	0	1	0	0	0	0	0	1	0	0	0	0	8
13:00	0	7	1	0	0	1	0	0	0	0	2	0	0	0	0	11
Hour Total	0	21	10	0	1	1	0	0	2	0	5	1	0	0	0	41
13:15	0	7	1	0	1	0	0	2	1	0	0	0	0	0	0	12
13:30	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	4	0	1	0	0	2	2	0	0	0	0	0	0	21
14:15	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
14:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:45	0	5	1	0	1	0	1	0	0	0	1	0	0	0	0	9
15:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	19	3	0	1	0	1	0	1	0	1	0	0	0	0	26
15:15	0	6	3	0	0	0	0	0	0	0	1	1	0	0	0	11
15:30	0	9	4	0	1	0	0	0	1	0	0	0	0	0	0	15
15:45	1	5	1	0	1	0	0	0	0	0	4	1	0	0	0	13
16:00	0	4	3	0	0	0	0	1	2	0	0	0	0	0	0	10
Hour Total	1	24	11	0	2	0	0	1	3	0	5	2	0	0	0	49
16:15	1	5	1	0	1	0	0	0	0	0	0	0	0	0	0	8
16:30	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
16:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
17:00	0	8	4	0	1	0	0	2	1	0	0	0	0	0	0	16
Hour Total	1	24	9	0	3	0	0	2	1	0	0	0	0	0	0	40

Station #: Site 4
 Site ID: 000000009394
 Location: I-81 SB On from US 11
 Direction: SOUTH
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 36.62812, -79.57519

TIME																Total

17:15	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
17:30	0	5	0	0	0	0	0	0	1	0	1	0	0	0	0	7
17:45	0	7	2	0	0	0	0	1	1	0	0	0	0	0	0	11
18:00	0	5	2	0	0	0	0	1	1	0	0	0	0	0	0	9
Hour Total	0	27	8	0	1	0	0	2	3	0	1	0	0	0	0	42

18:15	0	18	7	0	2	0	0	0	6	1	1	0	0	0	0	35
18:30	0	48	14	0	1	0	0	5	15	4	3	2	0	0	0	92
18:45	0	54	19	0	1	0	1	0	24	0	1	2	0	0	0	102
19:00	0	41	6	0	1	0	0	3	11	1	1	0	1	0	0	65
Hour Total	0	161	46	0	5	0	1	8	56	6	6	4	1	0	0	294

19:15	0	28	13	0	1	0	0	0	10	0	0	0	0	0	0	52
19:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
19:45	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	35	16	0	1	0	0	0	11	0	0	0	0	0	0	63

20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2

21:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
21:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
21:45	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	1	0	0	0	0	0	2	0	2	0	0	0	0	9

22:15	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
22:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	1	0	0	2	0	0	0	1	0	0	0	5

23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Hour Total	0	10	2	0	0	0	0	2	0	0	1	0	0	0	0	15

DAY TOTAL	2	497	161	0	21	2	3	23	114	6	34	11	1	0	0	875
PERCENTS	0.3%	56.9%	18.5%	0.0%	2.5%	0.2%	0.3%	2.6%	13.0%	0.6%	3.8%	1.2%	0.1%	0.0%	0.0%	100%
Passenger Vehicles	75.4%															
Trucks & Buses	24.5%															
AM Times	07:15	07:00												07:15		
AM Peaks	58	16	05:45	07:45	09:30	08:45	08:00	11:15					03:45	07:15		
			2	1	1	2	7	5					1	77		
PM Times	15:30	18:30	18:30	18:15	12:15	14:00	18:15	18:30	18:15	18:15	18:00	18:15	18:30			
PM Peaks	2	171	52	5	1	1	8	60	6	6	4	1	311			
=====																
GRAND TOTAL	2	226	0	25	3	3	32	137	6	45	13	1	0	0	0	1137
PERCENTS	0.2%	56.7%	19.9%	0.0%	2.2%	0.3%	0.3%	2.9%	12.0%	0.5%	3.9%	1.1%	0.0%	0.0%	0.0%	100%

Station #: Site 5
 Site ID: 00000009369
 Location: Rt 609, N of Rt 692
 Direction: EAST
 Lane: 1

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8
08:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: EAST
 Lane: 1

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
09:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
09:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	6
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
14:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: EAST
 Lane: 1

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total
17:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	8
18:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
18:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
19:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAY TOTAL	1	48	34	0	2	1	0	0	0	0	0	0	0	0	0	86
PERCENTS	1.2%	55.9%	39.5%	0.0%	2.3%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.5%															
Trucks & Buses	3.4%															
AM Times	07:30	06:30														07:00
AM Peaks	8	4	06:30	08:30												9
			1	1												
PM Times	17:15	18:15	17:45	12:15												17:45
PM Peaks	1	9	6	1												14

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: EAST
 Lane: 1

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	8
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: EAST
 Lane: 1

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total
Hour Total	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
09:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: EAST
 Lane: 1

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total	
17:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DAY TOTAL	1	36	27	0	1	1	0	0	0	0	0	0	0	0	0	66	
PERCENTS	1.6%	54.5%	40.9%	0.0%	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	97.9%																
Trucks & Buses	3.0%																
AM Times	08:30	07:00														07:00	
AM Peaks	5	5	06:30	07:45												9	
PM Times	12:15	17:15	13:45														13:45
PM Peaks	1	6	6													8	
GRAND TOTAL	2	84	61	0	3	2	0	0	0	0	0	0	0	0	0	152	
PERCENTS	1.4%	55.3%	40.1%	0.0%	1.9%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	

Station #: Site 5
 Site ID: 00000009369
 Location: Rt 609, N of Rt 692
 Direction: WEST
 Lane: 2

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	6
08:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: WEST
 Lane: 2

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	8
11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
15:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
16:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
16:30	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	7	0	2	0	0	0	0	0	0	0	0	0	0	14

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: WEST
 Lane: 2

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total	

17:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Hour Total	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11	

18:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	
18:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	
18:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12	

19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	

20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
21:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	

22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	

23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

DAY TOTAL	0	51	36	0	3	0	2	0	0	0	0	0	0	0	0	92	
PERCENTS	0.0%	55.5%	39.2%	0.0%	3.2%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	94.5%																
Trucks & Buses	5.4%																
AM Times	10:15	07:45	06:30	10:00													10:15
AM Peaks	4	3	1	2													8
PM Times	18:00	15:45	15:45													15:45	
PM Peaks	11	8	2													17	

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: WEST
 Lane: 2

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	6
08:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
08:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: WEST
 Lane: 2

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total
Hour Total	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
09:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	4	0	1	0	0	0	0	0	0	0	0	0	0	9

Station #: Site 5
 Site ID: 000000009369
 Location: Rt 609, N of Rt 692
 Direction: WEST
 Lane: 2

File: 692.prn
 City: 18-002 TO Max
 County: 37.65110, -79.55345

TIME																Total

17:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8

18:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6

19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3

22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAY TOTAL	0	43	26	0	3	0	0	1	0	0	0	0	0	0	0	73
PERCENTS	0.0%	59.0%	35.6%	0.0%	4.1%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	94.5%															
Trucks & Buses	5.4%															
AM Times	08:15	06:45	06:30		07:45											06:45
AM Peaks	5	4	1		1											8
PM Times	16:30	17:45	12:15													16:30
PM Peaks	6	5	1													10
=====																
GRAND TOTAL	0	94	62	0	6	0	2	1	0	0	0	0	0	0	0	165
PERCENTS	0.0%	57.0%	37.6%	0.0%	3.6%	0.0%	1.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Station #: Site 6
 Site ID: 00000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: NORTH
 Lane: 1

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
08:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2

Station #: Site 6
 Site ID: 000000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: NORTH
 Lane: 1

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total
Hour Total	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
10:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	4	8	0	0	0	2	0	0	0	0	0	0	0	0	14
11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
12:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	5	8	0	1	0	0	0	0	0	0	0	0	0	0	14
12:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
12:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	4	0	0	1	0	0	0	0	0	0	0	0	0	11
13:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
13:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	8	5	0	0	0	0	0	0	0	0	0	0	0	0	14
14:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
14:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	5	0	1	0	0	0	0	0	0	0	0	0	0	18
15:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:30	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
15:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
16:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	16	6	0	1	0	0	0	0	0	0	0	0	0	0	23
16:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
16:30	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
16:45	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	21	9	0	1	0	0	0	0	0	0	0	0	0	0	32

Station #: Site 6
 Site ID: 000000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: NORTH
 Lane: 1

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total

17:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
17:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	19	9	0	0	0	0	0	0	0	0	0	0	0	0	28

18:15	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8
18:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	9	0	0	0	0	0	0	0	0	0	0	0	0	21

19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
19:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11

20:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9

21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5

22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2

23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2

DAY TOTAL	3	135	85	0	5	1	2	0	0	0	0	0	0	0	0	231
PERCENTS	1.3%	58.5%	36.8%	0.0%	2.2%	0.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.5%															
Trucks & Buses	3.4%															
AM Times	08:45	11:00	10:15	05:45		10:00									10:15	
AM Peaks	1	6	8	1	2											14
PM Times	12:45	16:15	17:00	14:45		12:15									16:15	
PM Peaks	1	21	12	2	1											32

Station #: Site 6
 Site ID: 000000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: NORTH
 Lane: 1

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3
08:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Station #: Site 6
 Site ID: 000000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: NORTH
 Lane: 1

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total
Hour Total	0	4	3	0	0	0	0	1	1	0	0	0	0	0	0	9
09:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
11:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
12:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
13:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
15:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
16:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
16:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
16:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
16:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
17:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	19	8	0	1	0	0	0	0	0	0	0	0	0	0	28

Station #: Site 6
 Site ID: 000000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: NORTH
 Lane: 1

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total

17:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
17:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20

18:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
18:30	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	8
18:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	9	7	0	0	0	0	0	0	0	0	0	0	0	0	17

19:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
19:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
19:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	18

20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11

21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4

22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAY TOTAL	1	128	67	0	3	0	0	1	1	0	0	0	0	0	0	201
PERCENTS	0.5%	63.7%	33.4%	0.0%	1.5%	0.0%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	97.5%															
Trucks & Buses	2.4%															
AM Times	11:00	07:00	06:00		07:45		07:45									11:15
AM Peaks	9	6	1		1		1									14
PM Times	17:45	16:30	17:45	15:30												16:15
PM Peaks	1	21	10	2												28
=====																
GRAND TOTAL	4	263	152	0	8	1	2	1	1	0	0	0	0	0	0	432
PERCENTS	1.0%	60.9%	35.2%	0.0%	1.9%	0.2%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Station #: Site 6
 Site ID: 00000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: SOUTH
 Lane: 2

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10
07:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7
07:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	13	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19
08:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
08:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	5

Station #: Site 6
 Site ID: 00000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: SOUTH
 Lane: 2

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total
Hour Total	0	8	3	0	3	0	0	0	0	0	0	0	0	0	0	14
09:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
10:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5	
Hour Total	0	5	3	0	0	1	0	0	0	0	0	0	0	0	9	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
10:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10	
11:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5	
12:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	2	6	0	1	0	0	0	0	0	0	0	0	0	9	
12:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
12:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9	
13:15	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3	
13:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	4	2	0	1	1	0	0	0	0	0	0	0	0	8	
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
14:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
15:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9	
15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
15:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
15:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4	
16:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
16:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
16:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
17:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	1	8	0	0	0	0	0	0	0	0	0	0	0	9	

Station #: Site 6
 Site ID: 000000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: SOUTH
 Lane: 2

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total
17:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4	
Hour Total	0	0	6	0	1	0	0	0	0	0	0	0	0	0	7	
18:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
18:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
18:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
19:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13	
19:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

DAY TOTAL	0	75	62	0	9	2	0	0	0	0	0	0	0	0	0	148
PERCENTS	0.0%	50.7%	41.9%	0.0%	6.1%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	92.5%															
Trucks & Buses	7.4%															

AM Times	07:30	10:00	08:15	08:30												07:30
AM Peaks	14	7	3	1												21
PM Times	18:15	16:15	12:30	12:30												18:00
PM Peaks	8	8	2	1												14

Station #: Site 6
 Site ID: 00000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: SOUTH
 Lane: 2

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	10
08:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	18	5	0	1	0	0	0	0	0	0	0	0	0	0	0	24
08:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station #: Site 6
 Site ID: 000000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: SOUTH
 Lane: 2

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total
Hour Total	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
09:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
09:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
10:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8	
10:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
10:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	
10:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12	
11:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
11:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
12:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8	
12:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
12:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
12:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8	
13:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	
13:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
14:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10	
14:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	
14:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
14:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	5	3	0	0	0	0	0	1	0	0	0	0	0	9	
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
16:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
16:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hour Total	0	3	4	1	0	0	0	0	0	0	0	0	0	0	8	

Station #: Site 6
 Site ID: 000000009388
 Location: Rt 690, S of I-81 Overpass
 Direction: SOUTH
 Lane: 2

File: Overpass.prn
 City: 18-002 to Max
 County: 37.66018, -79.52834

TIME																Total
17:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
18:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAY TOTAL	0	86	53	1	2	0	0	1	1	0	0	0	0	0	0	144
PERCENTS	0.0%	59.8%	36.9%	0.7%	1.4%	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.5%															
Trucks & Buses	3.4%															
AM Times	07:15	09:45														07:15
AM Peaks	18	8														24
PM Times	12:45	13:15	15:30	12:30												12:45
PM Peaks	7	5	1	1												11
GRAND TOTAL	0	161	115	1	11	2	0	1	1	0	0	0	0	0	0	292
PERCENTS	0.0%	55.2%	39.4%	0.4%	3.8%	0.6%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: EAST
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	15
07:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33
08:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	7

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: EAST
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME															Total	
Hour Total	0	12	9	0	3	0	0	0	0	0	0	0	0	0	0	24
09:15	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
09:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	8	6	0	0	1	0	0	0	0	0	0	0	0	0	15
10:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	16
11:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
12:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13
12:15	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
12:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
12:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
13:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	7	0	1	1	0	0	0	0	0	0	0	0	0	18
13:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
13:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	8
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
15:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5
15:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	11
16:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	6	1	0	0	0	0	0	0	0	0	0	0	0	12

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: EAST
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total

17:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
17:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4	

Hour Total	0	5	6	0	1	0	0	0	0	0	0	0	0	0	12	

18:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	

Hour Total	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10	

19:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	

20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	

Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	

21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	

22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	

23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

DAY TOTAL	0	125	85	1	6	3	0	0	0	0	0	0	0	0	220	
PERCENTS	0.0%	56.9%	38.7%	0.4%	2.7%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	95.4%															
	Trucks & Buses 4.5%															

AM Times	07:30	06:30												07:15		
AM Peaks	27	11	08:15	08:30												33
			3	1												

PM Times	14:30	14:45	15:45	12:15	12:15											12:15
PM Peaks	11	8	1	1	1											18

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: EAST
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12
07:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13
08:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	27	10	0	1	0	0	0	0	0	0	0	0	0	0	0	38
08:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:30	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
08:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: EAST
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total
Hour Total	0	14	4	0	0	1	0	0	0	0	0	0	0	0	0	19
09:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
10:15	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
10:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
11:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
13:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
13:30	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3
13:45	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	9	0	0	0	0	1	0	0	0	0	0	0	0	15
14:15	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
14:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
14:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	7	0	0	0	0	0	1	0	0	0	0	0	0	17
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
16:15	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
16:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	6	1	0	0	0	0	0	0	0	0	0	0	0	14

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: EAST
 Lane: 1

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total		
17:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
17:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3		
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10		
18:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6		
18:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3		
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
19:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
Hour Total	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	12		
19:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hour Total	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3		
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
DAY TOTAL	0	120	76	1	2	1	0	1	1	0	0	0	0	0	0	202		
PERCENTS	0.0%	59.5%	37.7%	0.5%	1.0%	0.5%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%		
Passenger Vehicles	97.0%																	
Trucks & Buses	2.9%																	
AM Times	07:15	07:15	07:00		07:45											07:15		
AM Peaks	27	10	1	1											38			
PM Times	14:30	13:00	15:30							12:45	13:30							14:15
PM Peaks	10	11	1							1	1							17
GRAND TOTAL	0	245	161	2	8	4	0	1	1	0	0	0	0	0	0	422		
PERCENTS	0.0%	58.1%	38.2%	0.5%	1.9%	0.9%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%		

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: WEST
 Lane: 2

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
08:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: WEST
 Lane: 2

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total
Hour Total	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	7
09:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	2	0	0	0	1	0	0	0	0	0	0	0	0	7
10:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	3	1	0	0	0	2	0	0	0	0	0	0	0	0	6
11:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	8	0	0	0	2	0	0	0	0	0	0	0	0	15
11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	3	6	0	1	0	0	0	0	0	0	0	0	0	0	10
12:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
12:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	3	0	0	1	0	0	0	0	0	0	0	0	0	10
13:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
13:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
14:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
14:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
14:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
15:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	14	6	0	1	0	0	0	0	0	0	0	0	0	0	21
15:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
15:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
15:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
16:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
16:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
16:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
16:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: WEST
 Lane: 2

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total

17:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
17:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
17:45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	19	10	0	0	0	0	0	0	0	0	0	0	0	0	29

18:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
18:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
18:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	9	0	0	0	0	0	0	0	0	0	0	0	0	23

19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
19:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13

20:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8

21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6

22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2

23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

DAY TOTAL	0	136	82	0	3	1	3	0	0	0	0	0	0	0	0	225
PERCENTS	0.0%	60.5%	36.5%	0.0%	1.3%	0.4%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.8%															
Trucks & Buses	3.1%															
AM Times	10:45	10:15	08:15		10:00											10:15
AM Peaks	6	8	1		2											15
PM Times	15:45	17:00	14:00		12:15											17:00
PM Peaks	21	12	1		1											30

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: WEST
 Lane: 2

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
08:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: WEST
 Lane: 2

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total
Hour Total	1	1	2	0	0	1	0	1	0	0	0	0	0	0	0	6
09:15	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
09:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
09:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	6	0	1	0	0	0	0	0	0	0	0	0	0	11
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
12:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
12:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	7	0	0	0	0	0	0	0	0	0	0	0	0	16
13:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
13:30	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
13:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	11
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
15:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
16:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
16:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
16:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
16:45	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
17:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	20	10	0	0	0	0	0	0	0	0	0	0	0	0	30

Station #: Site 7
 Site ID: 000000003563
 Location: Rt 686, W of US 11
 Direction: WEST
 Lane: 2

File: 11.prn
 City: 18-002 TO Max
 County: 37.65892, -79.51752

TIME																Total

17:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
17:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9	
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	

Hour Total	0	14	8	0	0	0	0	0	0	0	0	0	0	0	22	

18:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	
18:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8	
18:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6	
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	

Hour Total	0	15	7	0	1	0	0	0	0	0	0	0	0	0	23	

19:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
19:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
19:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	

Hour Total	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13	

20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	

Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	

21:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
21:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
21:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	

Hour Total	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13	

22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	

23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

DAY TOTAL	1	128	75	0	2	1	0	1	0	0	0	0	0	0	208	
PERCENTS	0.5%	61.6%	36.1%	0.0%	1.0%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	98.0%															
Trucks & Buses	1.9%															

AM Times	07:45	11:15	08:45	08:30		08:15	07:45								11:15	
AM Peaks	1	10	6	1		1	1								16	

PM Times	16:15		16:30	18:00								16:30				
PM Peaks	20		11	1								31				
=====																
GRAND TOTAL	1	157		5		3		0			0		0		433	
PERCENTS	0.3%	61.0%	36.3%	0.0%	1.2%	0.4%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	

Peggy Malone & Associates

(800) 247-8602

File Name : A-US 11 and Route 130 AM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Car

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total						
	Thru	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Hard Left	Peds	App. Total							
07:00 AM	4	0	2	0	0	6	0	1	15	0	0	16	1	8	0	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
07:15 AM	1	0	0	0	0	1	0	1	25	0	0	26	0	6	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
07:30 AM	4	0	2	0	0	6	0	1	17	0	0	18	0	11	0	4	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
07:45 AM	5	0	4	0	0	9	0	2	17	0	0	19	0	8	0	4	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
Total	14	0	8	0	0	22	0	5	74	0	0	79	1	33	0	19	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154
08:00 AM	3	0	4	0	0	7	0	2	9	0	0	11	0	9	0	7	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
08:15 AM	2	1	4	0	0	7	0	0	12	2	0	14	0	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
08:30 AM	5	0	0	0	0	5	0	0	7	1	0	8	1	8	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
08:45 AM	7	1	3	0	0	11	0	3	8	0	0	11	1	5	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
Total	17	2	11	0	0	30	0	5	36	3	0	44	2	29	0	15	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
Grand Total	31	2	19	0	0	52	0	10	110	3	0	123	3	62	0	34	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274
Apprch %	59.6	3.8	36.5	0	0		0	8.1	89.4	2.4	0		3	62.6	0	34.3	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	11.3	0.7	6.9	0	0	19	0	3.6	40.1	1.1	0	44.9	1.1	22.6	0	12.4	0	36.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total						
	Thru	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Hard Left	Peds	App. Total							
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 07:00 AM																																					
07:00 AM	4	0	2	0	0	6	0	1	15	0	0	16	1	8	0	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
07:15 AM	1	0	0	0	0	1	0	1	25	0	0	26	0	6	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
07:30 AM	4	0	2	0	0	6	0	1	17	0	0	18	0	11	0	4	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
07:45 AM	5	0	4	0	0	9	0	2	17	0	0	19	0	8	0	4	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
Total Volume	14	0	8	0	0	22	0	5	74	0	0	79	1	33	0	19	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154
% App. Total	63.6	0	36.4	0	0		0	6.3	93.7	0	0		1.9	62.3	0	35.8	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.700	.000	.500	.000	.000	.611	.000	.625	.740	.000	.760	.250	.750	.000	.792	.883	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.963			

Peggy Malone & Associates

(800) 247-8602

File Name : A-US 11 and Route 130 AM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Truck

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total
	Thru	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Hard Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	1	0	0	1	0	2	1	0	0	3	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	2	0	2	0	0	4	0	2	1	0	0	3	0	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	13	
08:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	1	0	0	2	0	3	4	0	0	7	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	12	
Grand Total	3	0	3	0	0	6	0	5	5	0	0	10	0	7	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	25
Apprch %	50	0	50	0	0		0	50	50	0	0		0	77.8	0	22.2	0		0	0	0	0	0	0	0	0	0	0	0	0	
Total %	12	0	12	0	0	24	0	20	20	0	0	40	0	28	0	8	0	36	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total
	Thru	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Thru	App. Total	Hard Right	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Hard Left	App. Total						
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:30 AM																															
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	1	0	1	0	2	1	0	3	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	0	2	0	3	0	2	4	0	6	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
% App. Total	33.3	0	66.7	0		0	33.3	66.7	0		0	66.7	0	33.3		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PHF	.250	.000	.500	.000	.750	.000	.250	.333	.000	.500	.000	.333	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	

Peggy Malone & Associates

(800) 247-8602

File Name : A-US 11 and Route 130 AM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Combined

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total		
	Thru	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Hard Left	Peds	App. Total			
07:00 AM	4	0	2	0	0	6	0	1	15	0	0	16	1	9	0	5	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
07:15 AM	2	0	1	0	0	3	0	1	25	0	0	26	0	6	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
07:30 AM	5	0	2	0	0	7	0	1	17	0	0	18	0	14	0	4	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
07:45 AM	5	0	5	0	0	10	0	4	18	0	0	22	0	9	0	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Total	16	0	10	0	0	26	0	7	75	0	0	82	1	38	0	20	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167
08:00 AM	3	0	5	0	0	8	0	2	9	0	0	11	0	9	0	8	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
08:15 AM	2	1	4	0	0	7	0	0	15	2	0	17	0	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
08:30 AM	5	0	0	0	0	5	0	1	8	1	0	10	1	10	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
08:45 AM	8	1	3	0	0	12	0	5	8	0	0	13	1	5	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Total	18	2	12	0	0	32	0	8	40	3	0	51	2	31	0	16	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
Grand Total	34	2	22	0	0	58	0	15	115	3	0	133	3	69	0	36	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299
Apprch %	58.6	3.4	37.9	0	0		0	11.3	86.5	2.3	0		2.8	63.9	0	33.3	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	11.4	0.7	7.4	0	0	19.4	0	5	38.5	1	0	44.5	1	23.1	0	12	0	36.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total		
	Thru	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Hard Left	Peds	App. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																	
Peak Hour for Entire Intersection Begins at 07:00 AM																																	
07:00 AM	4	0	2	0	0	6	0	1	15	0	0	16	1	9	0	5	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
07:15 AM	2	0	1	0	0	3	0	1	25	0	0	26	0	6	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
07:30 AM	5	0	2	0	0	7	0	1	17	0	0	18	0	14	0	4	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
07:45 AM	5	0	5	0	0	10	0	4	18	0	0	22	0	9	0	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Total Volume	16	0	10	0	0	26	0	7	75	0	0	82	1	38	0	20	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167
% App. Total	61.5	0	38.5	0	0		0	8.5	91.5	0	0		1.7	64.4	0	33.9	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.800	.000	.500	.000	.650		.000	.438	.750	.000	.788		.250	.679	.000	.833	.819		.000	.000	.000	.000	.000	.000		.000	.000	.000	.000	.000	.000		.908

Peggy Malone & Associates

(800) 247-8602

File Name : A-US 11 and Route 130 PM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Car

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total
	Thru	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Hard Left	Peds	App. Total	
04:00 PM	4	0	5	0	0	9	0	4	7	1	0	12	0	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	31	
04:15 PM	9	0	6	0	0	15	0	2	10	0	0	12	0	12	0	9	0	21	0	0	0	0	0	0	0	0	0	0	0	48	
04:30 PM	5	0	0	0	0	5	0	2	16	0	0	18	1	10	0	6	0	17	0	0	0	0	0	0	0	0	0	0	0	40	
04:45 PM	13	0	5	0	0	18	0	6	17	0	0	23	0	14	0	5	0	19	0	0	0	0	0	0	0	0	1	0	0	61	
Total	31	0	16	0	0	47	0	14	50	1	0	65	1	43	0	23	0	67	0	0	0	0	0	0	0	0	1	0	1	180	
05:00 PM	3	1	1	0	0	5	0	3	15	0	0	18	0	19	0	9	0	28	0	0	0	0	0	0	0	0	0	0	0	51	
05:15 PM	6	0	1	0	0	7	1	1	12	0	0	14	0	12	0	3	0	15	0	0	0	0	0	0	0	0	1	0	1	37	
05:30 PM	3	0	4	0	0	7	0	2	9	0	0	11	0	13	0	7	0	20	1	0	0	0	0	1	0	0	0	0	0	39	
05:45 PM	12	0	3	0	0	15	0	2	10	0	0	12	1	11	0	4	0	16	0	0	0	0	0	0	0	0	0	0	0	43	
Total	24	1	9	0	0	34	1	8	46	0	0	55	1	55	0	23	0	79	1	0	0	0	0	1	0	0	0	1	0	1	170
Grand Total	55	1	25	0	0	81	1	22	96	1	0	120	2	98	0	46	0	146	1	0	0	0	0	1	0	0	1	1	0	2	350
Apprch %	67.9	1.2	30.9	0	0		0.8	18.3	80	0.8	0		1.4	67.1	0	31.5	0		100	0	0	0	0		0	0	50	50	0		
Total %	15.7	0.3	7.1	0	0	23.1	0.3	6.3	27.4	0.3	0	34.3	0.6	28	0	13.1	0	41.7	0.3	0	0	0	0	0.3	0	0	0.3	0.3	0	0.6	

Start Time	US 11 Southbound					Route 130 Westbound					US 11 Northbound					Bell Tower Lane Southwestbound					Parking Lot Northwestbound					Int. Total				
	Thru	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Thru	App. Total	Hard Right	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Hard Left	App. Total					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 04:15 PM																														
04:15 PM	9	0	6	0	15	0	2	10	0	12	0	12	0	9	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
04:30 PM	5	0	0	0	5	0	2	16	0	18	1	10	0	6	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
04:45 PM	13	0	5	0	18	0	6	17	0	23	0	14	0	5	19	0	0	0	0	0	0	0	0	0	0	1	0	1	61	
05:00 PM	3	1	1	0	5	0	3	15	0	18	0	19	0	9	28	0	0	0	0	0	0	0	0	0	0	0	0	0	51	
Total Volume	30	1	12	0	43	0	13	58	0	71	1	55	0	29	85	0	0	0	0	0	0	0	0	0	0	1	0	1	200	
% App. Total	69.8	2.3	27.9	0		0	18.3	81.7	0		1.2	64.7	0	34.1		0	0	0	0	0	0	0	0	0	0	0	100	0		
PHF	.577	.250	.500	.000	.597	.000	.542	.853	.000	.772	.250	.724	.000	.806	.759	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.820

Peggy Malone & Associates

(800) 247-8602

File Name : A-US 11 and Route 130 PM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Truck

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total
	Thru	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Hard Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	1	0	0	1	0	2	1	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6	
04:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	3	0	0	3	0	3	3	0	0	6	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 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	0
Total	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	0	3	0	0	3	0	4	7	0	0	11	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	17	
Apprch %	0	0	100	0	0		0	36.4	63.6	0	0		0	33.3	0	66.7	0		0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	17.6	0	0	17.6	0	23.5	41.2	0	0	64.7	0	5.9	0	11.8	0	17.6	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	US 11 Southbound					Route 130 Westbound					US 11 Northbound					Bell Tower Lane Southwestbound					Parking Lot Northwestbound					Int. Total				
	Thru	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Thru	App. Total	Hard Right	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Hard Left	App. Total					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 04:00 PM																														
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	3	0	3	0	3	3	0	6	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
% App. Total	0	0	100	0		0	50	50	0		0	0	0	100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.750	.000	.750	.000	.375	.750	.000	.500	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.458	

Peggy Malone & Associates

(800) 247-8602

File Name : A-US 11 and Route 130 PM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Combined

Start Time	US 11 Southbound						Route 130 Westbound						US 11 Northbound						Bell Tower Lane Southwestbound						Parking Lot Northwestbound						Int. Total						
	Thru	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Left	Hard Left	Peds	App. Total	Hard Right	Right	Bear Right	Hard Left	Peds	App. Total							
04:00 PM	4	0	5	0	0	9	0	4	8	1	0	13	0	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
04:15 PM	9	0	7	0	0	16	0	3	11	0	0	14	0	12	0	9	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
04:30 PM	5	0	1	0	0	6	0	4	17	0	0	21	1	10	0	8	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
04:45 PM	13	0	6	0	0	19	0	6	17	0	0	23	0	14	0	5	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	62
Total	31	0	19	0	0	50	0	17	53	1	0	71	1	43	0	25	0	69	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	191
05:00 PM	3	1	1	0	0	5	0	3	16	0	0	19	0	19	0	9	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
05:15 PM	6	0	1	0	0	7	1	2	13	0	0	16	0	13	0	3	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	40
05:30 PM	3	0	4	0	0	7	0	2	11	0	0	13	0	13	0	7	0	20	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	41
05:45 PM	12	0	3	0	0	15	0	2	10	0	0	12	1	11	0	4	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
Total	24	1	9	0	0	34	1	9	50	0	0	60	1	56	0	23	0	80	1	0	0	0	0	1	0	0	0	1	0	1	176						
Grand Total	55	1	28	0	0	84	1	26	103	1	0	131	2	99	0	48	0	149	1	0	0	0	0	1	0	0	1	1	0	2	367						
Apprch %	65.5	1.2	33.3	0	0		0.8	19.8	78.6	0.8	0		1.3	66.4	0	32.2	0		100	0	0	0	0		0	0	50	50	0								
Total %	15	0.3	7.6	0	0	22.9	0.3	7.1	28.1	0.3	0	35.7	0.5	27	0	13.1	0	40.6	0.3	0	0	0	0	0.3	0	0	0.3	0.3	0	0.5							

Start Time	US 11 Southbound					Route 130 Westbound					US 11 Northbound					Bell Tower Lane Southwestbound					Parking Lot Northwestbound					Int. Total					
	Thru	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Thru	App. Total	Hard Right	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Hard Left	App. Total						
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:15 PM																															
04:15 PM	9	0	7	0	16	0	3	11	0	14	0	12	0	9	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
04:30 PM	5	0	1	0	6	0	4	17	0	21	1	10	0	8	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
04:45 PM	13	0	6	0	19	0	6	17	0	23	0	14	0	5	19	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	62
05:00 PM	3	1	1	0	5	0	3	16	0	19	0	19	0	9	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
Total Volume	30	1	15	0	46	0	16	61	0	77	1	55	0	31	87	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	211
% App. Total	65.2	2.2	32.6	0		0	20.8	79.2	0		1.1	63.2	0	35.6		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.577	.250	.536	.000	.605	.000	.667	.897	.000	.837	.250	.724	.000	.861	.777	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000	.851	

Peggy Malone & Associates

(800) 247-8602

File Name : B-US 11 and Route 760 AM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Car

Start Time	US 11 Westbound				Route 760 Northbound				US 11 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	18	0	0	18	2	0	0	2	0	12	0	12	32
07:15 AM	26	0	0	26	2	3	0	5	0	10	0	10	41
07:30 AM	19	0	0	19	1	2	0	3	0	14	0	14	36
07:45 AM	19	1	0	20	2	0	0	2	1	12	0	13	35
Total	82	1	0	83	7	5	0	12	1	48	0	49	144
08:00 AM	11	1	0	12	1	0	0	1	0	15	0	15	28
08:15 AM	13	1	0	14	3	0	0	3	0	9	0	9	26
08:30 AM	11	0	0	11	2	2	0	4	1	9	0	10	25
08:45 AM	10	2	2	14	2	3	0	5	0	9	0	9	28
Total	45	4	2	51	8	5	0	13	1	42	0	43	107
Grand Total	127	5	2	134	15	10	0	25	2	90	0	92	251
Apprch %	94.8	3.7	1.5		60	40	0		2.2	97.8	0		
Total %	50.6	2	0.8	53.4	6	4	0	10	0.8	35.9	0	36.7	

Start Time	US 11 Westbound			Route 760 Northbound			US 11 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	18	0	18	2	0	2	0	12	12	32
07:15 AM	26	0	26	2	3	5	0	10	10	41
07:30 AM	19	0	19	1	2	3	0	14	14	36
07:45 AM	19	1	20	2	0	2	1	12	13	35
Total Volume	82	1	83	7	5	12	1	48	49	144
% App. Total	98.8	1.2		58.3	41.7		2	98		
PHF	.788	.250	.798	.875	.417	.600	.250	.857	.875	.878

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(800) 247-8602

File Name : B-US 11 and Route 760 AM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Truck

Start Time	US 11 Westbound				Route 760 Northbound				US 11 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	1	0	0	1	1	1	0	2	4
07:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Total	3	0	0	3	1	0	0	1	1	5	0	6	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	0	0	0	0	0	3	0	3	8
Grand Total	8	0	0	8	1	0	0	1	1	8	0	9	18
Apprch %	100	0	0		100	0	0		11.1	88.9	0		
Total %	44.4	0	0	44.4	5.6	0	0	5.6	5.6	44.4	0	50	

Start Time	US 11 Westbound			Route 760 Northbound			US 11 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	0	1	0	0	0	0	3	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	0	3	0	0	0	0	0	0	3
08:30 AM	1	0	1	0	0	0	0	3	3	4
Total Volume	5	0	5	0	0	0	0	6	6	11
% App. Total	100	0		0	0		0	100		
PHF	.417	.000	.417	.000	.000	.000	.000	.500	.500	.688

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File Name : B-US 11 and Route 760 AM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Combined

Start Time	US 11 Westbound				Route 760 Northbound				US 11 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	18	0	0	18	2	0	0	2	0	12	0	12	32
07:15 AM	27	0	0	27	3	3	0	6	1	11	0	12	45
07:30 AM	20	0	0	20	1	2	0	3	0	15	0	15	38
07:45 AM	20	1	0	21	2	0	0	2	1	15	0	16	39
Total	85	1	0	86	8	5	0	13	2	53	0	55	154
08:00 AM	11	1	0	12	1	0	0	1	0	15	0	15	28
08:15 AM	16	1	0	17	3	0	0	3	0	9	0	9	29
08:30 AM	12	0	0	12	2	2	0	4	1	12	0	13	29
08:45 AM	11	2	2	15	2	3	0	5	0	9	0	9	29
Total	50	4	2	56	8	5	0	13	1	45	0	46	115
Grand Total	135	5	2	142	16	10	0	26	3	98	0	101	269
Apprch %	95.1	3.5	1.4		61.5	38.5	0		3	97	0		
Total %	50.2	1.9	0.7	52.8	5.9	3.7	0	9.7	1.1	36.4	0	37.5	

Start Time	US 11 Westbound			Route 760 Northbound			US 11 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	18	0	18	2	0	2	0	12	12	32
07:15 AM	27	0	27	3	3	6	1	11	12	45
07:30 AM	20	0	20	1	2	3	0	15	15	38
07:45 AM	20	1	21	2	0	2	1	15	16	39
Total Volume	85	1	86	8	5	13	2	53	55	154
% App. Total	98.8	1.2		61.5	38.5		3.6	96.4		
PHF	.787	.250	.796	.667	.417	.542	.500	.883	.859	.856

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File Name : B-US 11 and Route 760 PM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Car

Start Time	US 11 Westbound				Route 760 Northbound				US 11 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	11	1	0	12	0	0	0	0	0	10	0	10	22
04:15 PM	16	2	0	18	1	0	0	1	1	22	0	23	42
04:30 PM	19	3	0	22	1	0	0	1	0	13	0	13	36
04:45 PM	27	4	0	31	0	0	0	0	1	20	0	21	52
Total	73	10	0	83	2	0	0	2	2	65	0	67	152
05:00 PM	18	0	0	18	2	0	0	2	2	25	0	27	47
05:15 PM	18	2	0	20	2	0	0	2	1	16	0	17	39
05:30 PM	12	0	0	12	0	0	0	0	2	15	0	17	29
05:45 PM	15	7	0	22	2	0	0	2	0	13	0	13	37
Total	63	9	0	72	6	0	0	6	5	69	0	74	152
Grand Total	136	19	0	155	8	0	0	8	7	134	0	141	304
Apprch %	87.7	12.3	0		100	0	0		5	95	0		
Total %	44.7	6.2	0	51	2.6	0	0	2.6	2.3	44.1	0	46.4	

Start Time	US 11 Westbound			Route 760 Northbound			US 11 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	16	2	18	1	0	1	1	22	23	42
04:30 PM	19	3	22	1	0	1	0	13	13	36
04:45 PM	27	4	31	0	0	0	1	20	21	52
05:00 PM	18	0	18	2	0	2	2	25	27	47
Total Volume	80	9	89	4	0	4	4	80	84	177
% App. Total	89.9	10.1		100	0		4.8	95.2		
PHF	.741	.563	.718	.500	.000	.500	.500	.800	.778	.851

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File Name : B-US 11 and Route 760 PM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Truck

Start Time	US 11 Westbound				Route 760 Northbound				US 11 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	1	0	0	1	1	0	0	1	1	1	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	5	1	0	0	1	1	2	0	3	9
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	1	0	1	5
Grand Total	9	0	0	9	1	0	0	1	1	3	0	4	14
Apprch %	100	0	0		100	0	0		25	75	0		
Total %	64.3	0	0	64.3	7.1	0	0	7.1	7.1	21.4	0	28.6	

Start Time	US 11 Westbound			Route 760 Northbound			US 11 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	0	2	0	0	0	0	0	0	2
04:15 PM	2	0	2	0	0	0	0	1	1	3
04:30 PM	1	0	1	1	0	1	1	1	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	5	0	5	1	0	1	1	2	3	9
% App. Total	100	0		100	0		33.3	66.7		
PHF	.625	.000	.625	.250	.000	.250	.250	.500	.375	.563

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File Name : B-US 11 and Route 760 PM
 Site Code :
 Start Date : 1/23/2018
 Page No : 1

Groups Printed- Combined

Start Time	US 11 Westbound				Route 760 Northbound				US 11 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	13	1	0	14	0	0	0	0	0	10	0	10	24
04:15 PM	18	2	0	20	1	0	0	1	1	23	0	24	45
04:30 PM	20	3	0	23	2	0	0	2	1	14	0	15	40
04:45 PM	27	4	0	31	0	0	0	0	1	20	0	21	52
Total	78	10	0	88	3	0	0	3	3	67	0	70	161
05:00 PM	19	0	0	19	2	0	0	2	2	25	0	27	48
05:15 PM	19	2	0	21	2	0	0	2	1	17	0	18	41
05:30 PM	14	0	0	14	0	0	0	0	2	15	0	17	31
05:45 PM	15	7	0	22	2	0	0	2	0	13	0	13	37
Total	67	9	0	76	6	0	0	6	5	70	0	75	157
Grand Total	145	19	0	164	9	0	0	9	8	137	0	145	318
Apprch %	88.4	11.6	0		100	0	0		5.5	94.5	0		
Total %	45.6	6	0	51.6	2.8	0	0	2.8	2.5	43.1	0	45.6	

Start Time	US 11 Westbound			Route 760 Northbound			US 11 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	18	2	20	1	0	1	1	23	24	45
04:30 PM	20	3	23	2	0	2	1	14	15	40
04:45 PM	27	4	31	0	0	0	1	20	21	52
05:00 PM	19	0	19	2	0	2	2	25	27	48
Total Volume	84	9	93	5	0	5	5	82	87	185
% App. Total	90.3	9.7		100	0		5.7	94.3		
PHF	.778	.563	.750	.625	.000	.625	.625	.820	.806	.889



Appendix B: Geotechnical Study Summary

FINAL REPORT

NATURAL BRIDGE GEOLOGICAL INVESTIGATION

April 11, 2018



Virginia Department of Conservation and Recreation



EXECUTIVE SUMMARY

1. VDOT and DCR contracted with Radford University to complete an engineering geologic investigation of Natural Bridge.
2. The 90-foot long bedrock formation crosses Cedar Creek Gorge approximately 190 feet above the creek bed and carries U.S. Route 11.
3. It is the only known highway alignment resting on a naturally-occurring bedrock formation of this nature. Analyses of our data suggest that the rock formation continues to be safe for vehicular travel.
4. However, geological structures, typical of this geological setting, have been revealed including: unfavorable joint sets; fracture planes; internal voids; water seepage; and sensitive rock masses susceptible to falling to the trail below.
5. Vibrations from traffic, and other human influences, such as stormwater concentration, will continue to aggravate natural processes of erosion, weathering, and gravity.
6. Due to the engineering geological condition of the rock formation, building a manmade bridge over Natural Bridge is not recommended as it would redistribute existing loads.
7. It is recommended that vehicular traffic be eventually removed from Natural Bridge. The two Departments have begun the planning process to find alternative alignments for U.S. Route 11 while maintaining its functionality.

1

THREE COMPONENTS TO THIS GEOLOGIC STUDY

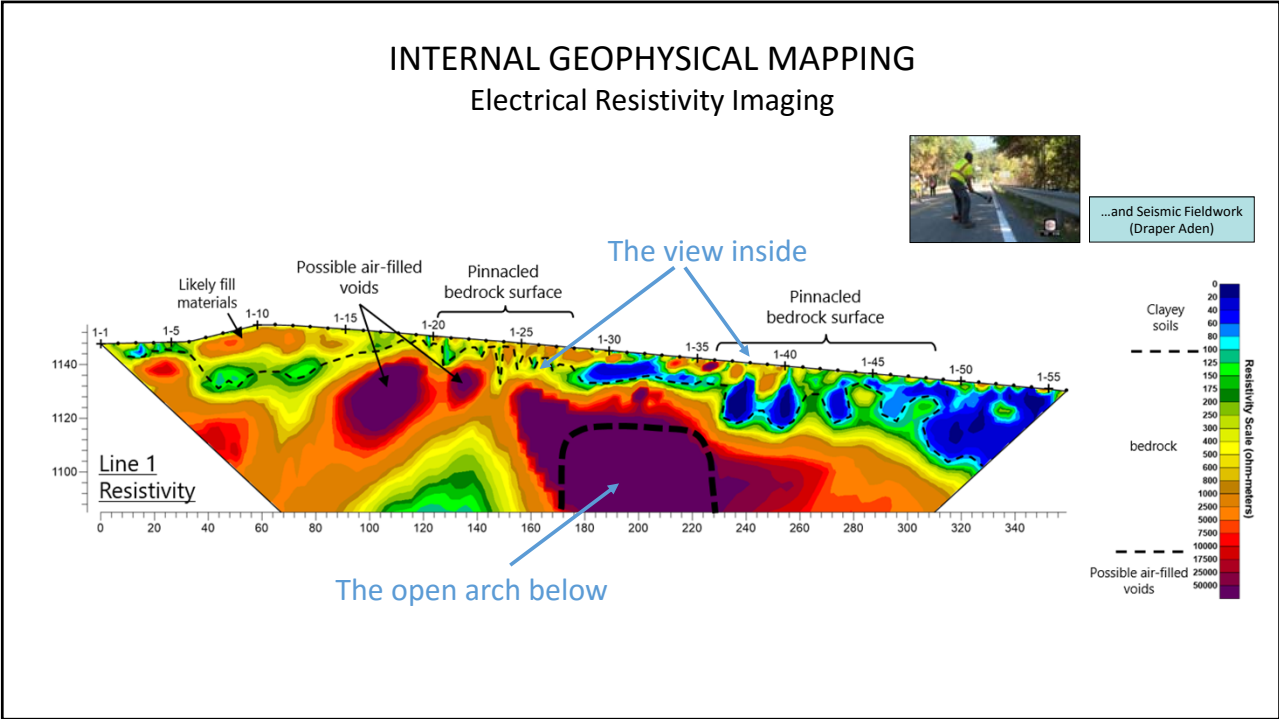
1. Internal Geophysical Testing ([the view inside](#))
2. External Mapping ([geologic mapping & 3D modeling](#))
3. Vibration Monitoring ([impact on sensitive areas](#))

Eleven different methodologies and technologies were employed

METHODOLOGIES

1. Electrical Resistivity Imaging *
2. Seismic Refraction
3. Multichannel Analysis of Surface Waves (MASW)
4. Ground Penetrating Radar
5. Unmanned Aerial Systems (UAS) Photography and Videography *
6. Unmanned Aerial Systems Remote Discontinuity Mapping *
7. GigaPan Imaging *
8. RU Terrestrial Light Detection and Ranging (LiDAR) for 3D Mapping
9. Manual Discontinuity Mapping
10. Vibration Monitoring *
11. Safety Factor Calculations (local and global stability) *


* To be discussed here




EXTERNAL MAPPING


Geologic Mapping & 3D Modelling

- UAS - Unmanned Aerial Systems Mapping




Selected Radford University Aircraft

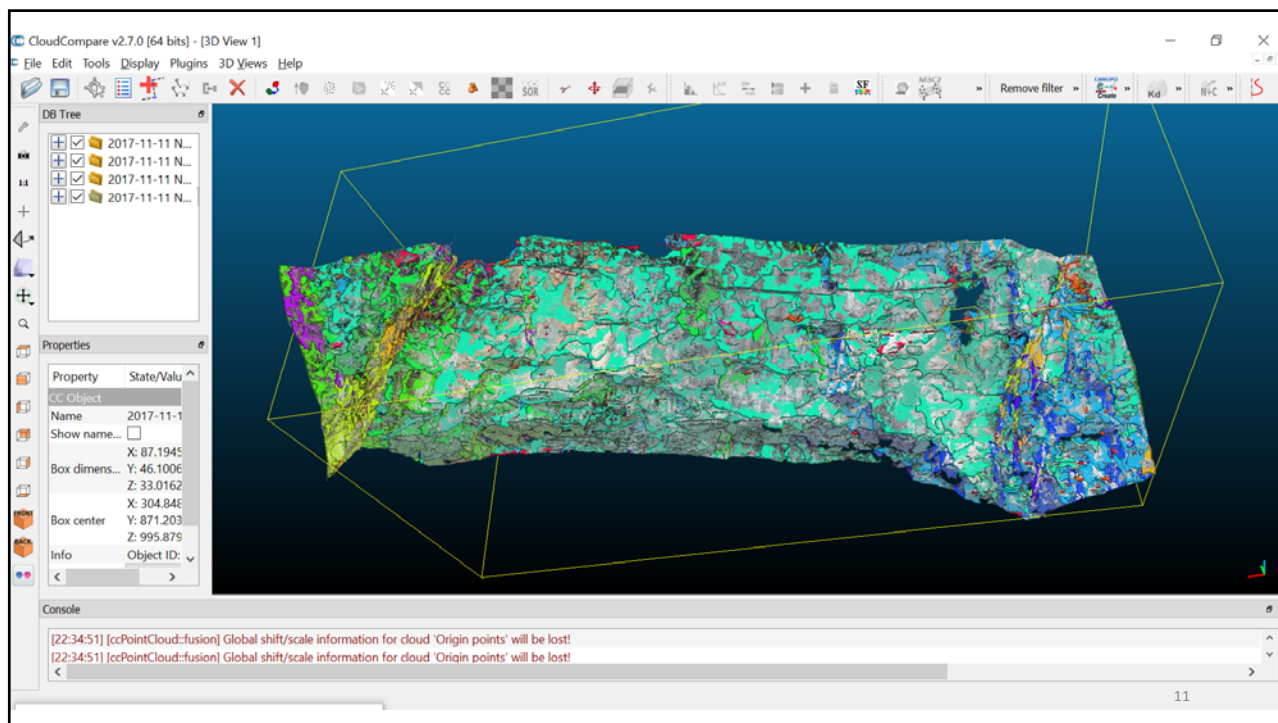

- LiDAR - Robotic laser surveying

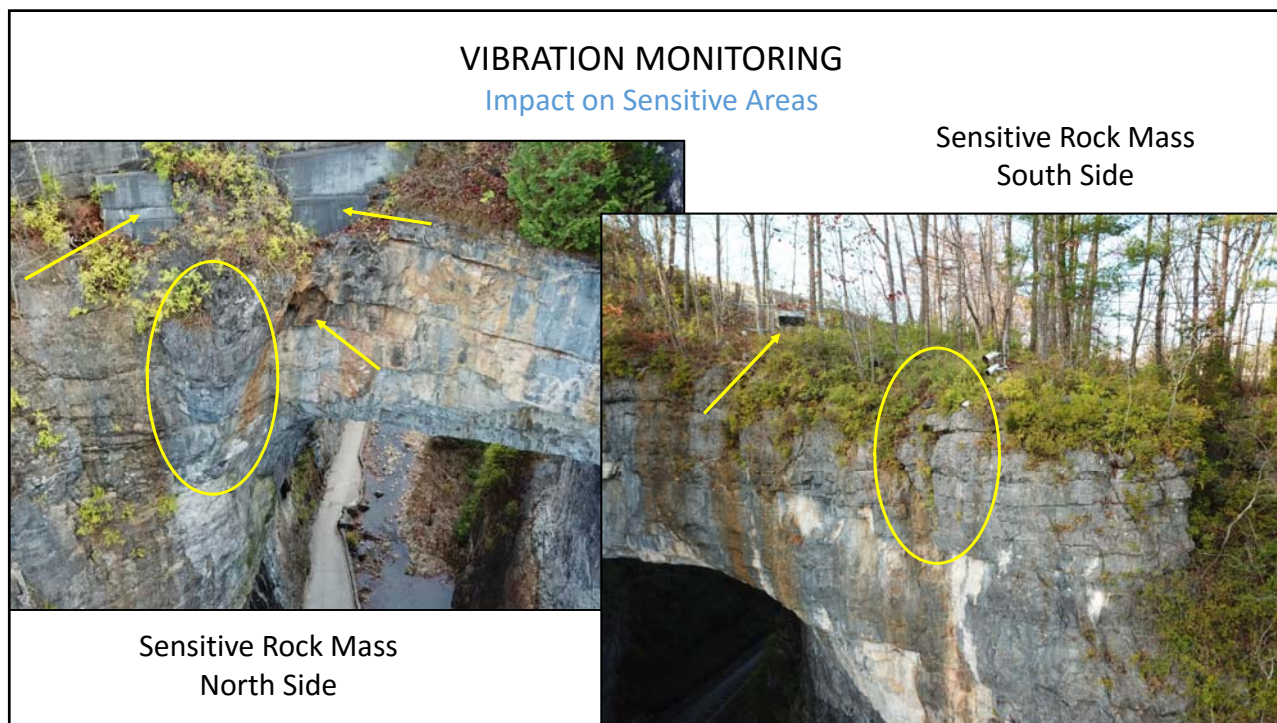
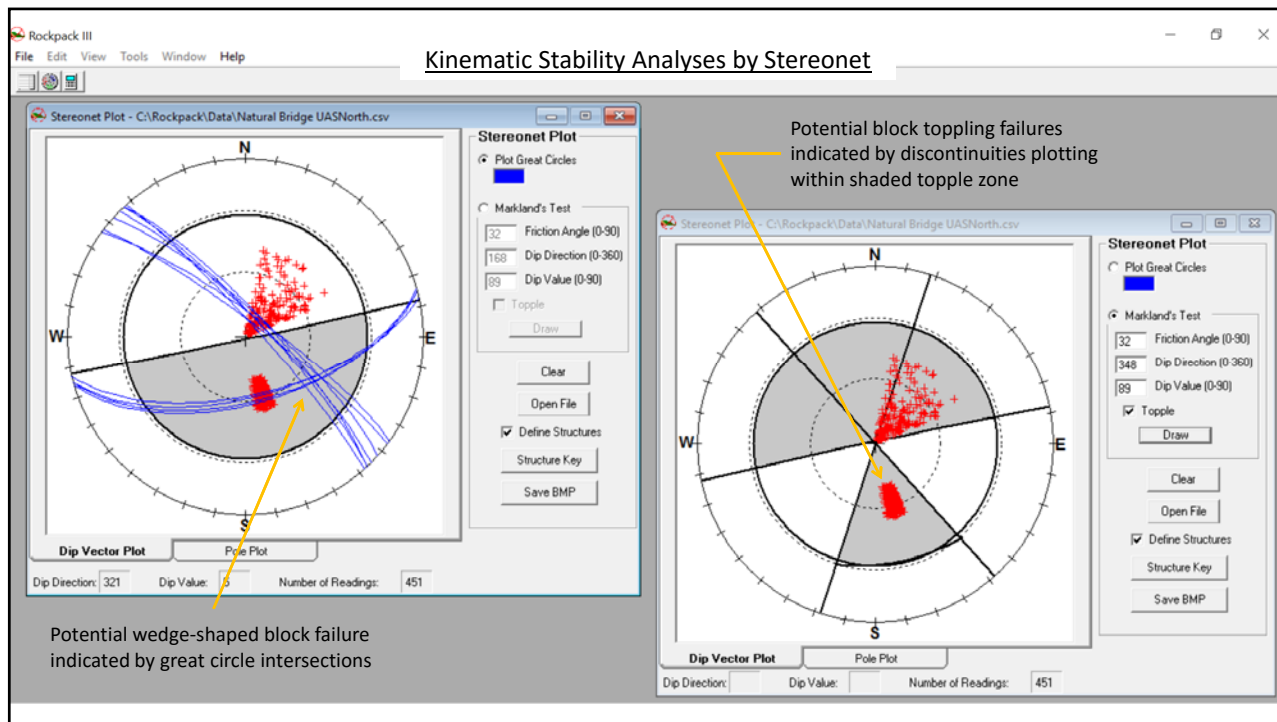


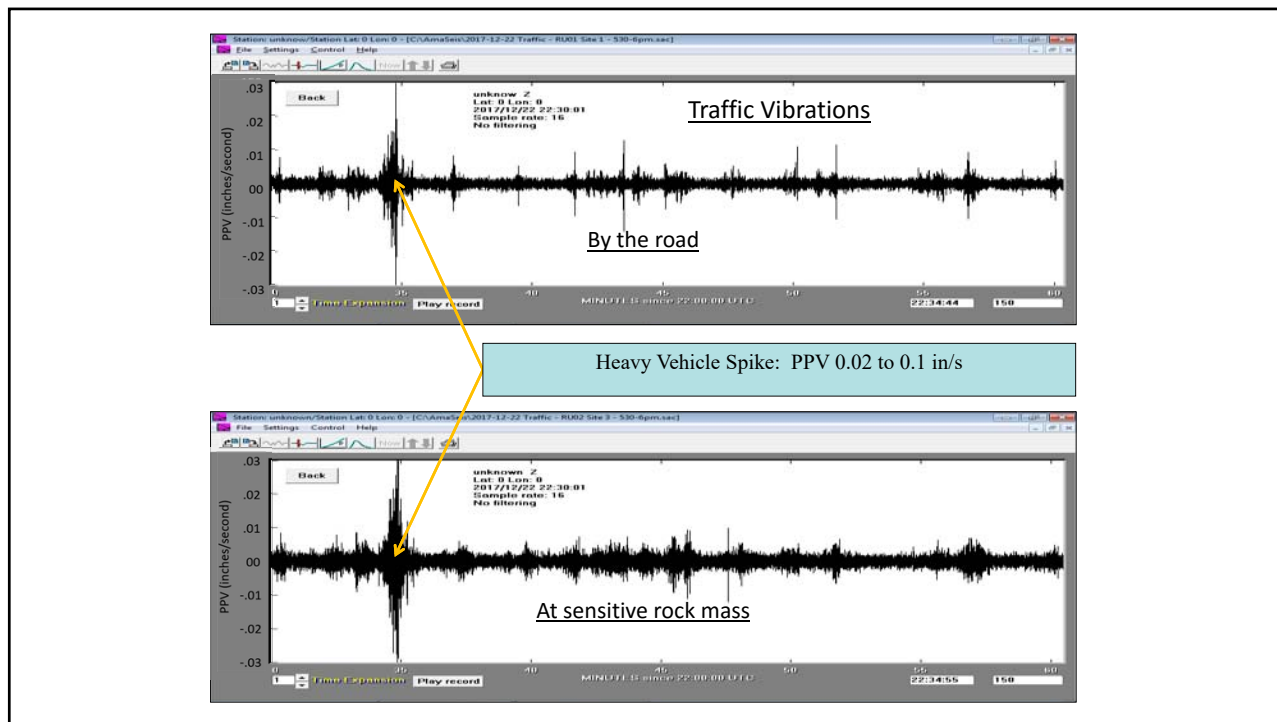
Both methods create 3D computer point cloud models



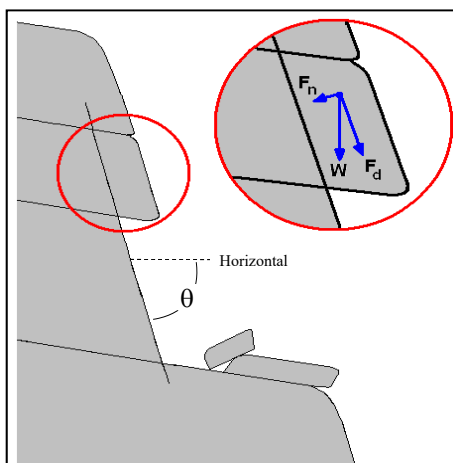








TYPICAL ROCK SLOPE SAFETY FACTOR CALCULATIONS



w = Weight of rock
 F_d = Driving Forces
 F_n = Normal Forces

a = contact area of sliding surface
 θ = angle of sliding surface

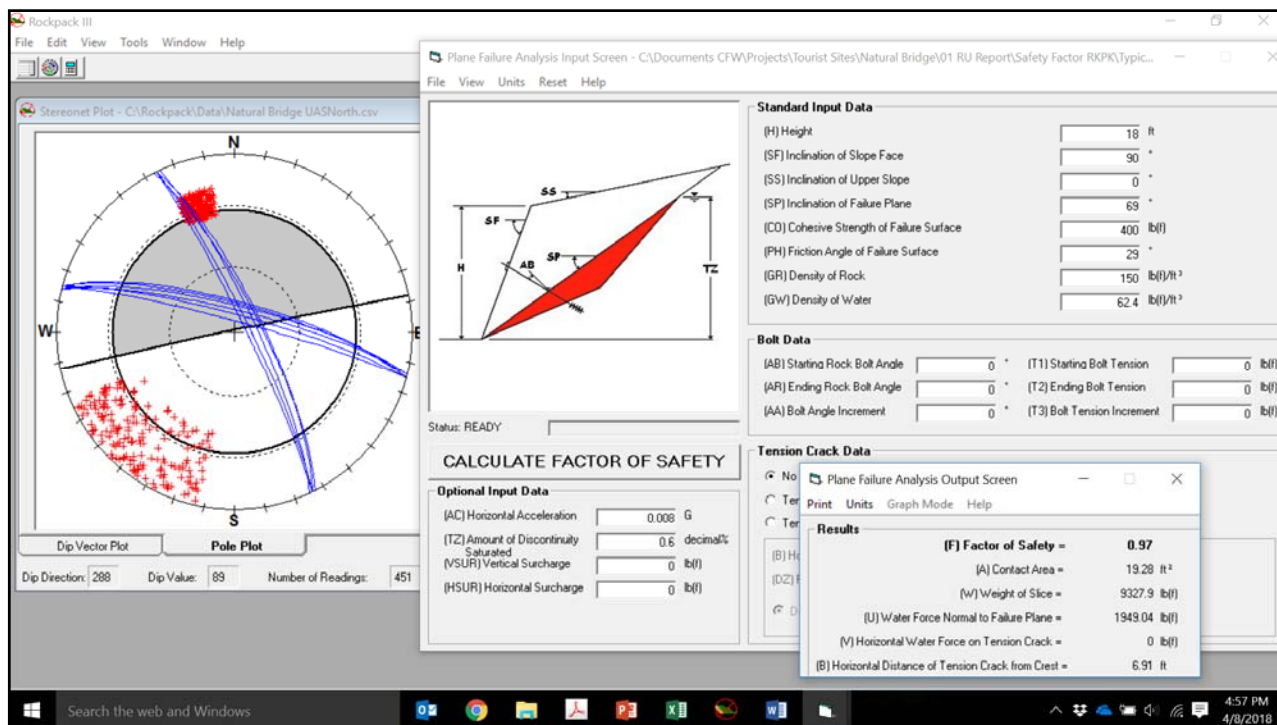
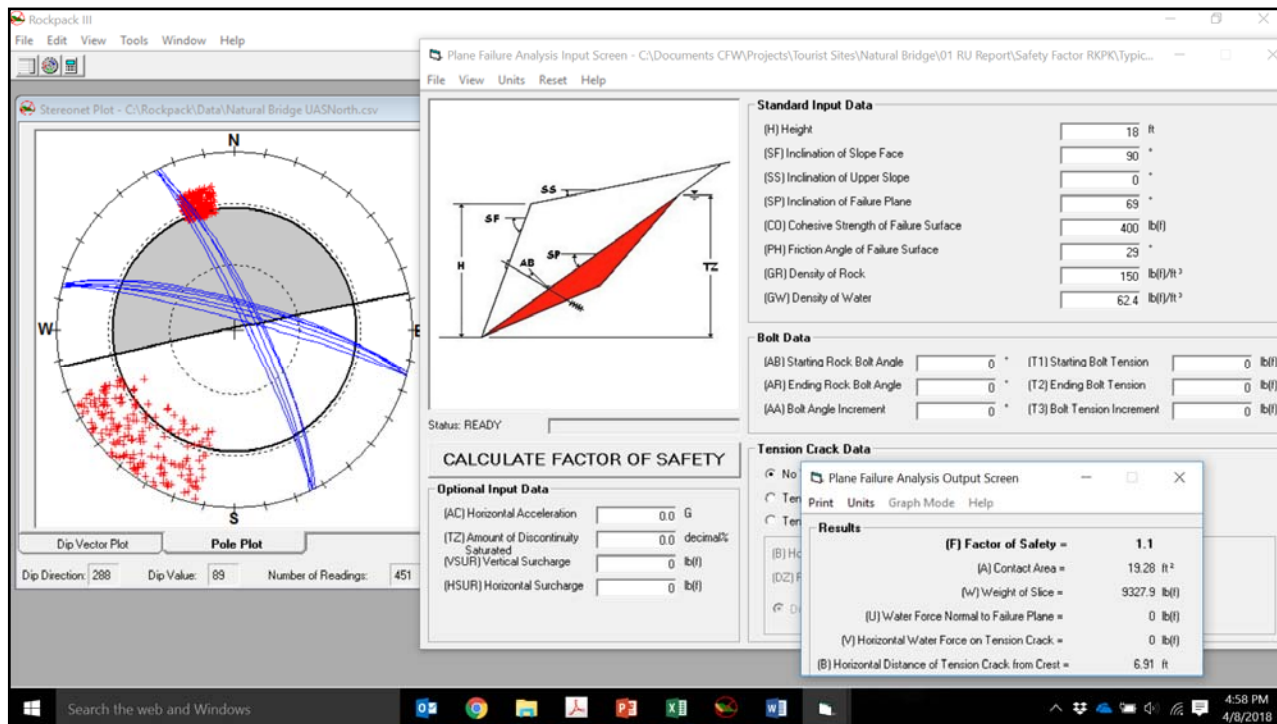
c = strength due to cohesion
 ϕ = strength due to friction
 F_r = Resisting Forces

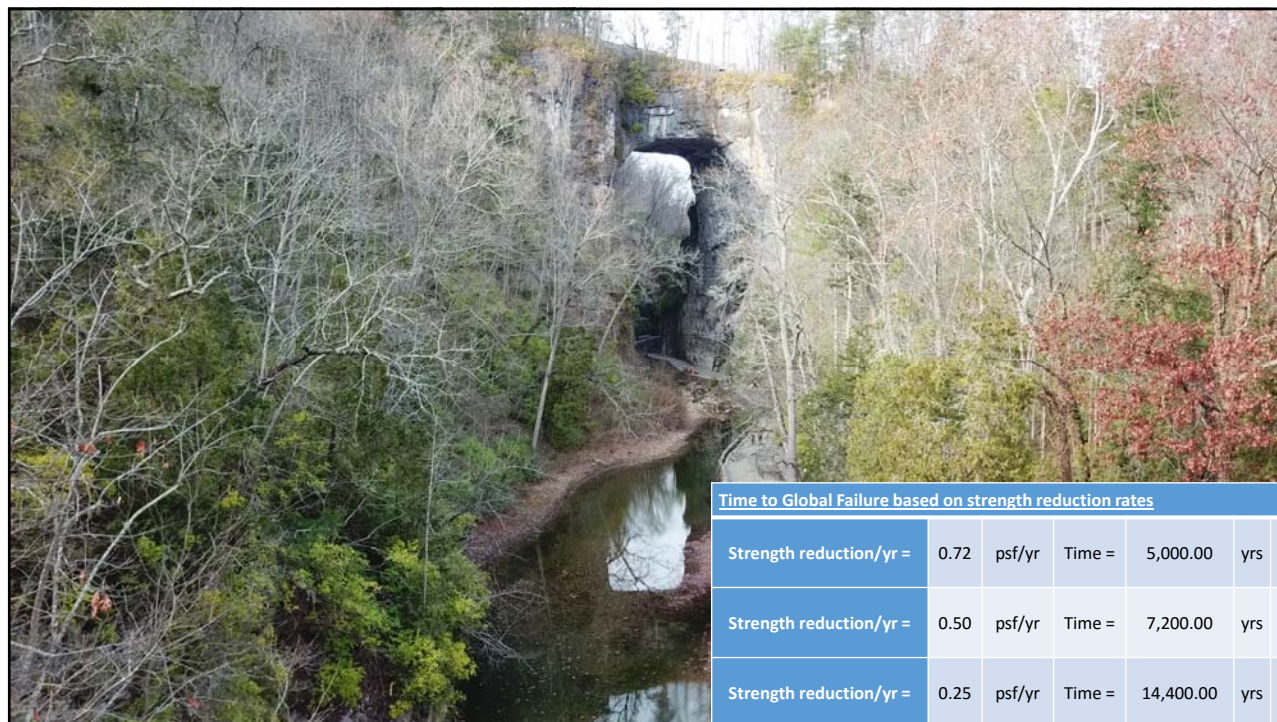
Note

Additional driving forces could be added to the equations to account for water pressure if water seepage is of concern.

Factor of Safety (FS): Ratio of Resisting Forces to Driving Forces

$$FS = \frac{F_r}{F_d} = \frac{ca + F_n(\tan \phi)}{F_d} = \frac{ca + (w \cos \theta) \tan \phi}{w \sin \theta}$$





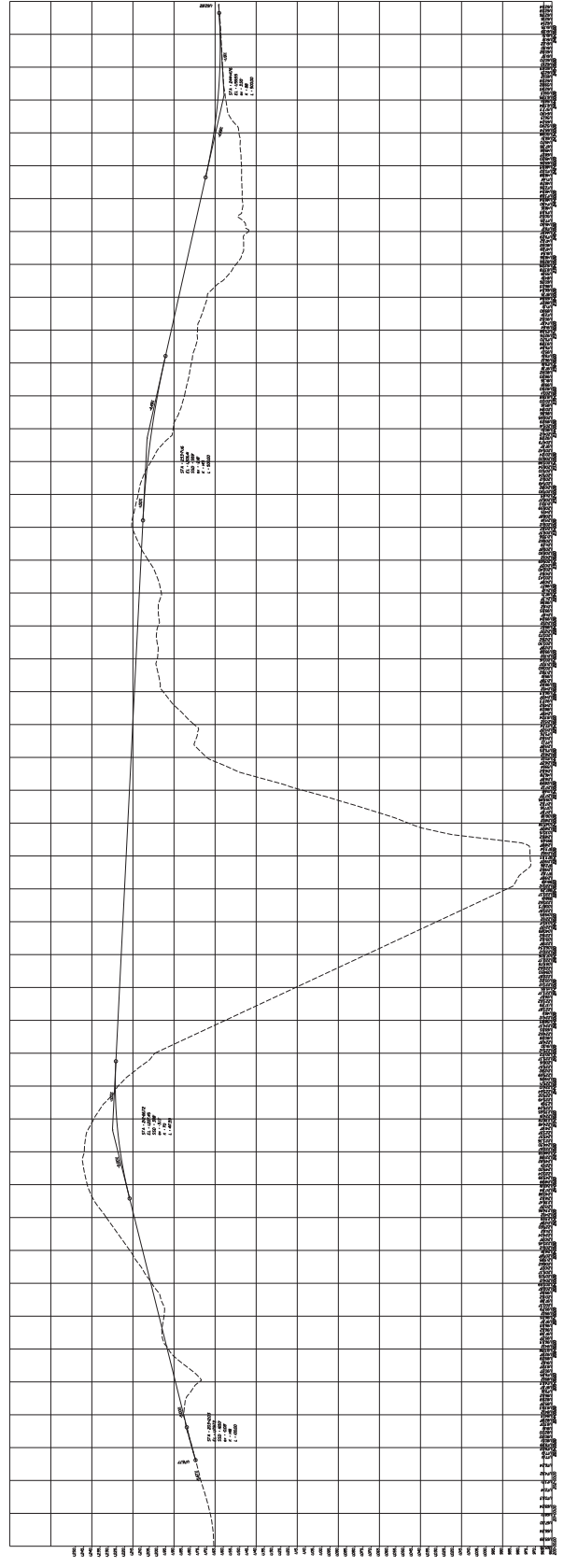
Time to Global Failure based on strength reduction rates					
Strength reduction/yr =	0.72	psf/yr	Time =	5,000.00	yrs
Strength reduction/yr =	0.50	psf/yr	Time =	7,200.00	yrs
Strength reduction/yr =	0.25	psf/yr	Time =	14,400.00	yrs

CONCLUSIONS AND RECOMMENDATIONS

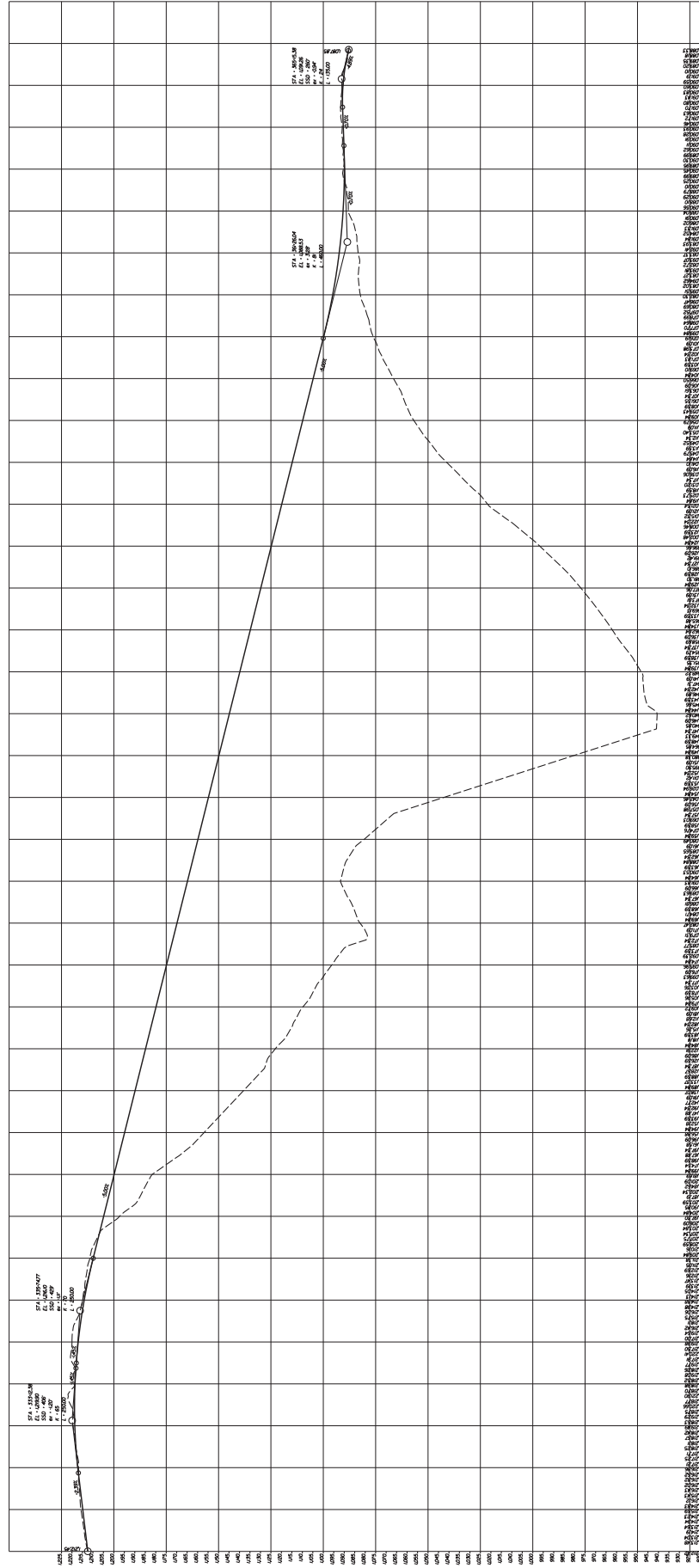
- Analyses of these data indicates that the formation remains safe for the travelling public for the lifespan of a typical transportation corridor.
- Results indicate that the rock formation has internal solution cavities, but they do not suggest any overall instability of the geological feature. These are typical cavities found everywhere karst terrain typical of limestone bedrock.
- Of greatest concern are the naturally occurring weak areas on the sides of and beneath the rock formation and the gorge. These are visible in UAS drone photography, 3D digital point cloud models generated by the UAS stereo photogrammetry along with LiDAR, and in the GigaPan interactive imagery. These weak areas will result in occasional local rock fall events.
- Pseudo-static computer modeling of vibrations indicate that they will negatively impact the naturally occurring weak areas over time.
- Geophysical investigations show solution voids in the bedrock that would contraindicate construction of a manmade bridge over the natural formation as a possible solution to the detrimental effects of traffic vibrations.
- Natural weathering and human activities will eventually reduce the suitability for vehicle traffic.
- Initiating measures to reduce water infiltration may be considered as an interim measure to increase safety.
- Due to the engineering geological condition of the rock formation, altering existing stress fields and load conditions by building a new, manmade bridge over Natural Bridge is not recommended.
- It is recommended that vehicular traffic be eventually removed from Natural Bridge according to VDOT's regular development, planning, and engineering processes.

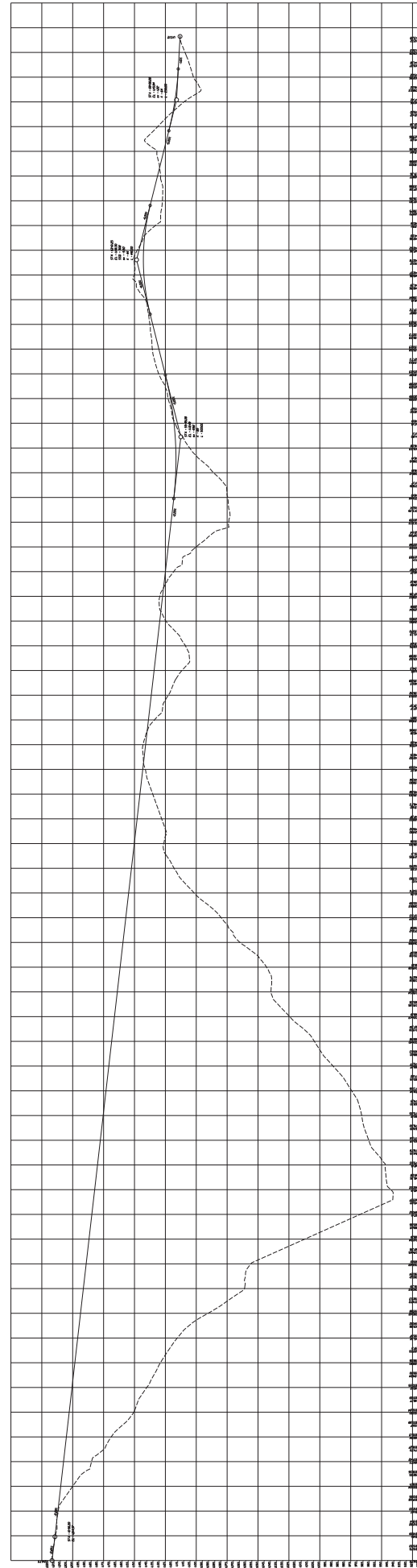


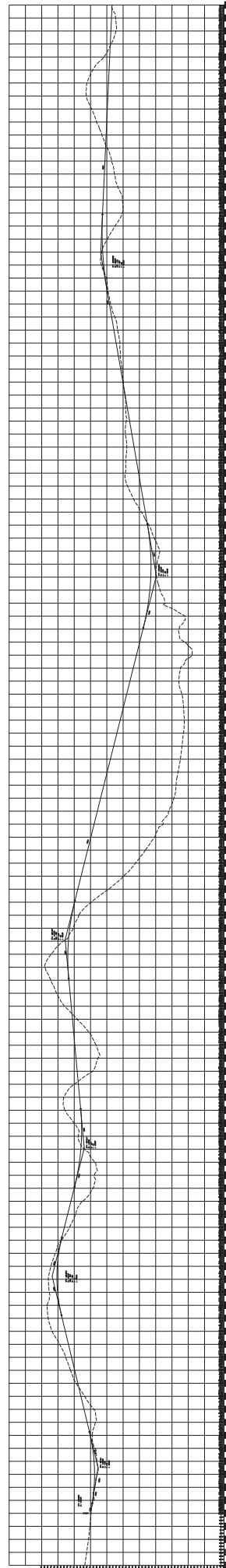
Appendix C: Draft Preliminary Alternative Alignment Profiles

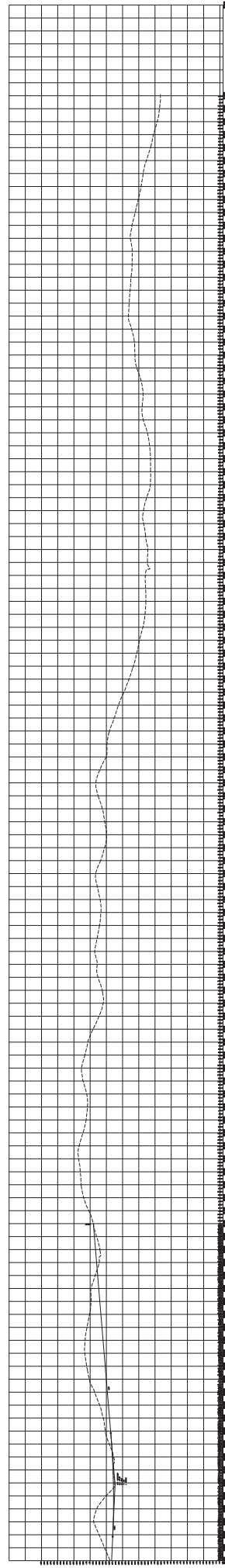


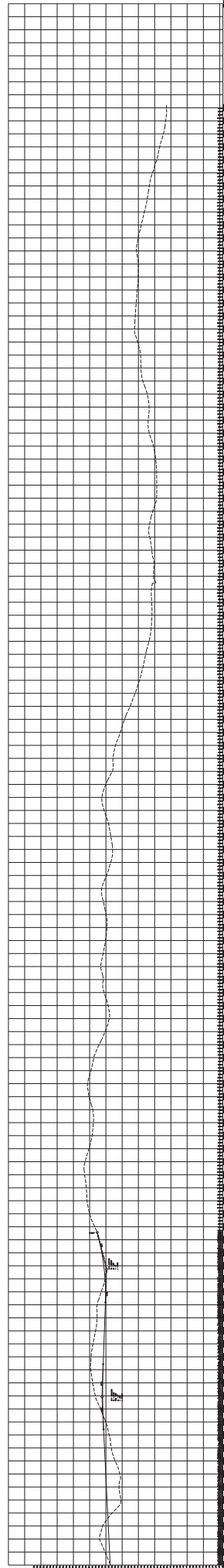
US 11 Alternative No. 3A

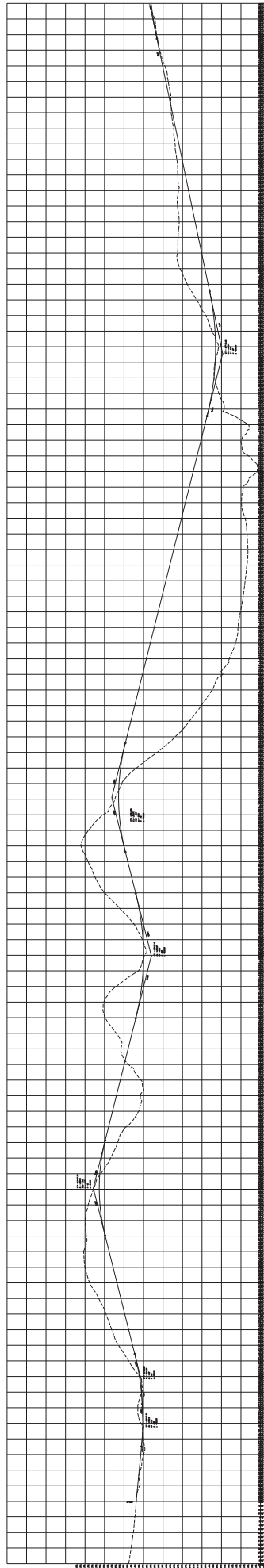


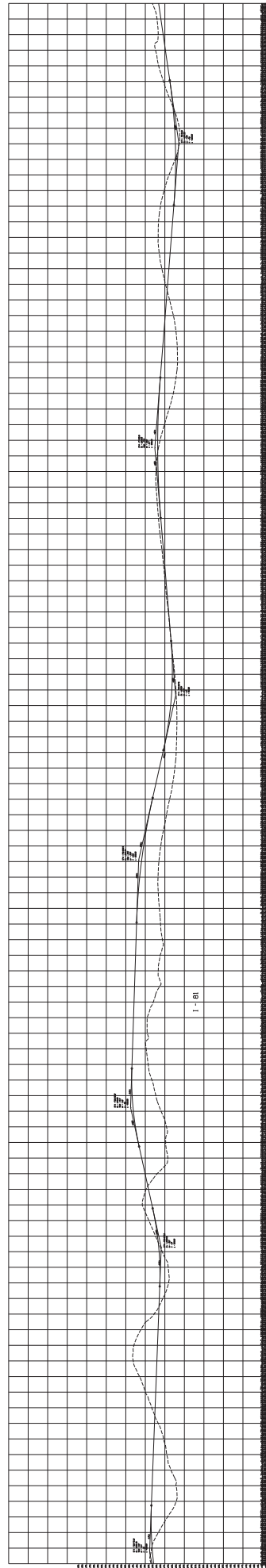


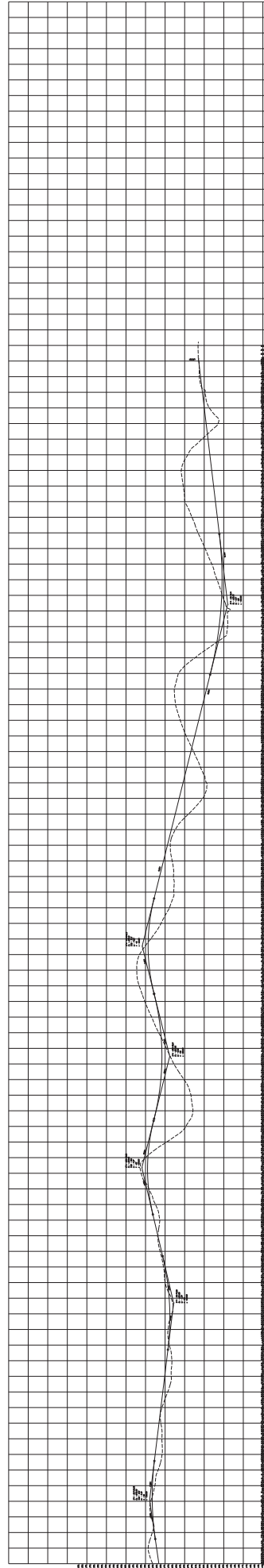


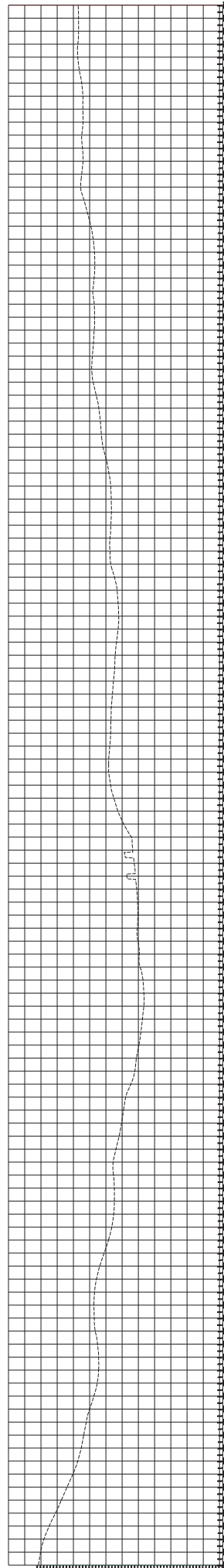


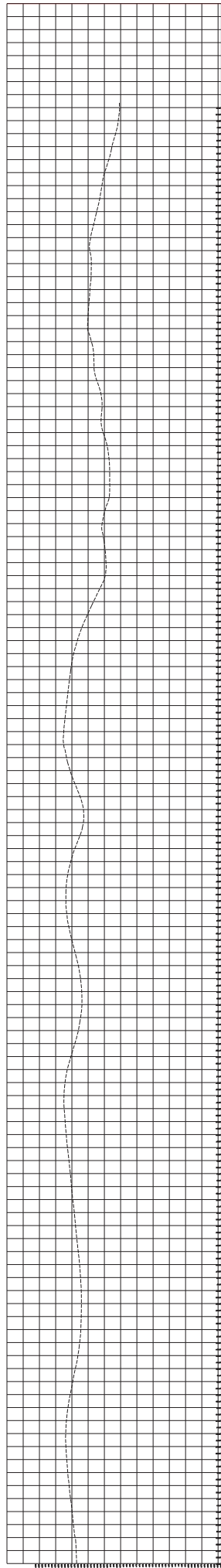


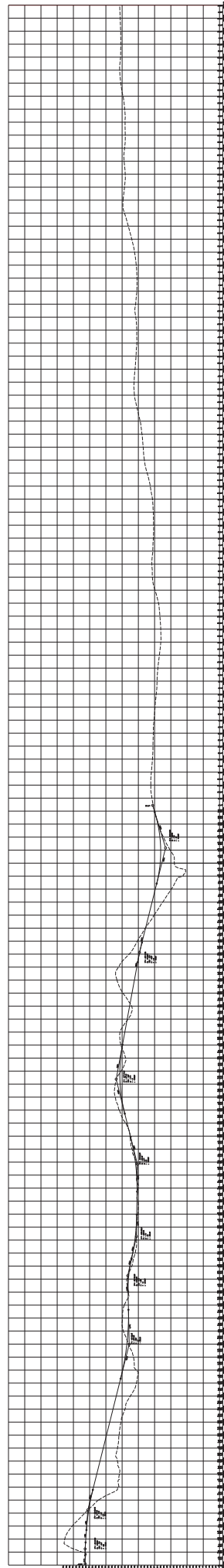


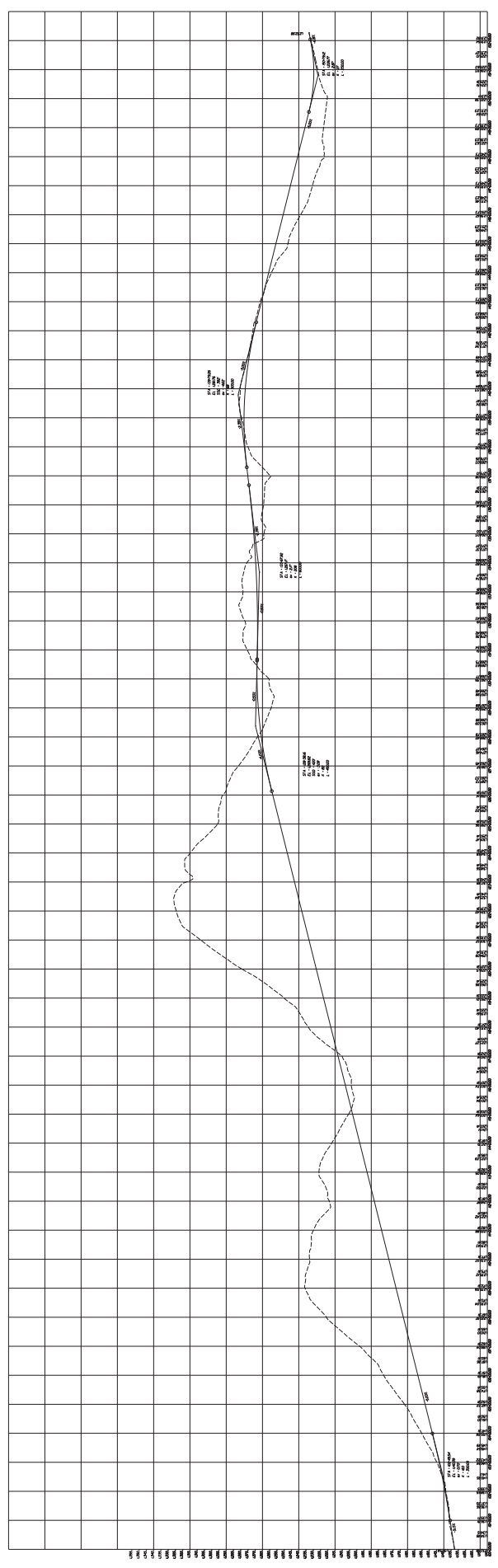














Appendix D: Preliminary Alternative Alignment Evaluation Process

Preliminary Alternative Alignments Evaluation

Route 11 Alignment Study at Natural Bridge

Step 1

R/W Impacts			Environmental Impacts			State Park Context			Safety and Travel Time			Community Impacts			Total Points
Ranking Points from Stakeholder Survey															
30			34			27			28			31			
Percent of total possible points (150)															
20%			23%			18%			19%			21%			
Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	
Blue Alternative															
Red Alternative															
Orange Alternative															
Green Alternative															
Purple Alternative															

<u>Category</u>	<u>Score</u>
Environmental Impacts	34
Community Impacts	31
Right-of-Way Impacts	30
Safety and Travel Time	28
State Park Context	+ 27
	<u>150 total points</u>

31/150 = 0.21 or
21% of 150 possible points

Route 11 Alignment Study at Natural Bridge

Step 2

R/W Impacts			Environmental Impacts			State Park Context			Safety and Travel Time			Community Impacts			Total Points	
Ranking Points from Stakeholder Survey																
30			34			27			28			31				
Percent of total possible points (150)																
20%			23%			18%			19%			21%			Total Points	
Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score		
Blue Alternative	2															
Red Alternative	1															
Orange Alternative	5															
Green Alternative	4															
Purple Alternative	3															

<u>Alternative</u>	<u>Impacts</u>	<u>Rank</u>
Blue Alt	2 residential properties impacted	2
Red Alt	zero properties impacted	1
Orange Alt	20 residential properties impacted	5
Green Alt	18 residential properties impacted	4
Purple Alt	14 residential properties impacted	3

Route 11 Alignment Study at Natural Bridge

Step 3

	R/W Impacts			Environmental Impacts			State Park Context			Safety and Travel Time			Community Impacts			
Ranking Points from Stakeholder Survey																
	30			34			27			28			31			
Percent of total possible points (150)																
	20%			23%			18%			19%			21%			
	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Total Points
Blue Alternative	2	75														
Red Alternative	1	100														
Orange Alternative	5	0														
Green Alternative	4	25														
Purple Alternative	3	50														

<u>Rank</u>	<u>Normalized Score</u>
1	100
2	75
3	50
4	25
5	0

Route 11 Alignment Study at Natural Bridge

Step 4

	R/W Impacts			Environmental Impacts			State Park Context			Safety and Travel Time			Community Impacts			
Ranking Points from Stakeholder Survey																
	30			34			27			28			31			
Percent of total possible points (150)																
	20%			23%			18%			19%			21%			
	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Total Points
Blue Alternative	2	75	15													
Red Alternative	1	100	20													
Orange Alternative	5	0	0													
Green Alternative	4	25	5													
Purple Alternative	3	50	10													

$$20\% \quad \times \quad 75 \quad = \quad 15$$

Stakeholder Voting Percent x Normalized Score = Weighted Score

Route 11 Alignment Study at Natural Bridge

Step 5

	R/W Impacts			Environmental Impacts			State Park Context			Safety and Travel Time			Community Impacts			
Ranking Points from Stakeholder Survey																
	30			34			27			28			31			
Percent of total possible points (150)																
	20%			23%			18%			19%			21%			
	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Total Points
Blue Alternative	2	75	15	1	100	23	4	25	5	2	75	14	2	75	16	73
Red Alternative	1	100	20	2	75	17	5	0	0	1	100	19	1	100	21	77
Orange Alternative	5	0	0	4	25	6	3	50	9	3	50	9	3	50	10	34
Green Alternative	4	25	5	3	50	11	1	100	18	5	0	0	5	0	0	34
Purple Alternative	3	50	10	5	0	0	2	75	14	4	25	5	4	25	5	34

Route 11 Alignment Study at Natural Bridge

Preferred Alternative Alignments

R/W Impacts			Environmental Impacts			State Park Context			Safety and Travel Time			Community Impacts			Total Points	
Ranking Points from Stakeholder Survey																
30			34			27			28			31				
Percent of total possible points (150)																
20%			23%			18%			19%			21%				
Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Alternative Rank	Normalized Score	Weighted Score	Total Points	
Blue Alternative	2	75	15	1	100	23	4	25	5	2	75	14	2	75	16	73
Red Alternative	1	100	20	2	75	17	5	0	0	1	100	19	1	100	21	77
Orange Alternative	5	0	0	4	25	6	3	50	9	3	50	9	3	50	10	34
Green Alternative	4	25	5	3	50	11	1	100	18	5	0	0	5	0	0	34
Purple Alternative	3	50	10	5	0	0	2	75	14	4	25	5	4	25	5	34

Route 11 Alignment Study at Natural Bridge



Appendix E: Citizen Information Meeting Attendees, Comments, and Responses

	Name	Affiliation	Address / Email
1	Dale Moore		DALE.MOORE@mail.com
2	JASON BRINES		pastor@HighBridgeChurchVA.org
3	Lee Marshall	RACE	marshall@rockalbridge.net
4	Wilson Whitmore		W.WHITMORE@RF.COOP.COM
5	Linda Rice		
6	Jc Rice		
7	Violet West	resident	15 Bennett Lane, Natural Bridge, VA
8			
9			
10			

Name	Affiliation	Address / Email
1 Daniel Siler	Resident +	RFH002@cagles.bridgewater.edu
2 Debra Siler	Resident +	6940 S. Lee Hwy, NB 24578
3 Spencer Suter	Rockbridge Co / Resident	30 Surrey Lane NB, 24578
4 Jim Alford	County resident 4150 Pleasant rd	NB 24578
5 Michael Anne Lynn	Resident Friend of NBSP	700 Plunkett St. Lexington 24450 gracie@rockbridge.net
6 James Moore	Resident	85 Dozer Track LN Natural Bridge, VA 24578
7 David Hinch	Chair Rockbridge Supv	933 Falling Sep Rd Clarksburg 24555
8 Matt Rutigliano	Hotel	15 Appleton Ln NB, VA
9 Dave + Courtney VanDusen	resident	178 Glencroft Ln. N.B. 24578
10 Randolph Gregg	Roanoke, Va	2523 Jappem St SW 24014

Sign-in sheet



Route 11 Natural Bridge Alternatives Study - Rockbridge County

Tuesday, October 30, 2018 Staunton District

Sign-in sheets are public records. Information provided on them is subject to public disclosure. Please print.

Name	Affiliation	Address / Email
1 Janet Holly		5159 S Lee Hwy, Natural Bridge, VA
2 Nathan Younger	OCR	nathan.younger@cr.virginia.gov
3 Craig Campbell	FOURBP	646 PADGETTS HILL RD N.B. VA 24578
4 Paula Moore	resident	189 Rices Hill Rd NB 24578
5 SANDRA SINDLET	Friends of Natural RA of Bridge Park	800 Stuart 3739@hotmail.com
6 Jan Clark	Rockbridge Regional Tourism	director@lexingtonvirginia.com
7 CRAIG MOORE	LAND OWNER IN AREA	CMHOKIE@GMAIL.COM
8 Sammy West	Land owner in Area	sammywest@gmail.com
9 Lisa Perry	News Gazette	lisaperry@thunewsgazette.com
10 Patrick Silke	resident	PatrickSilke@yahoo.com

Name	Affiliation	Address / Email
1 Stacey Golding	Citizen	goldingstacey@gmail.com
2 Jay Lewis	Rockbridge County	
3 Chris M. Hagg	Landowner	701 Golf Course Rd, Natural Bridge, VA
4 Ryan Powell	Land owner	701 Golf Course Rd, Natural Bridge, VA 701 Golf Course Rd, Natural Bridge, VA 24578
5 Carroll Courtenay	Southern Environmental Law Center	courtenay@selcva.org
6 CHRIS WISE	FRIENDS OF THE NATURAL BRIDGE	jwise@wlu.edu
7 Carol Tolley		649 Golf Course Rd NB 24578
8 Robert & Jade Seay		625 S main st, Lexington 24460
9 JOHN DRISCOLL	CITIZEN	55 Glenwood Lane, Natural Bridge Station, VA 24579
10 Jason Duff & Tiffany Purcell	Citizen	

	Name	Affiliation	Address / Email
1	LYNN CRUMP	DCR	LYNN LYNN.CRUMP@dc.virginia.gov
2	DAVETTE POOLE	DCR	davette.poole@dc.virginia.gov
3	Jennifer Wampler	DCR	jennifer.wampler@dc.virginia.gov
4	Theresa Duffey	DCR	theresa.duffey@dc.virginia.gov
5	Richard C. Siler	Citizen	6940 S. Lee Hwy NB VA 24588
6	Jennifer Flynn	National Park Service Advisory Commission Member	Jennifer.Flynn@NPS.gov
7	John Loan	Citizen	78 Dayton Loop NB VA 24578
8	Sim Jones	DCR	James.e.jones@dc.virginia.gov
9	Dale Davis	DCR	Dale.Davis@dc.virginia.gov
10	Thomasha Thompson	Citizen	304 MARC LANE NATURAL BRIDGE STA. LD. 24579

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ORAL COMMENT

BY

LEE MERRILL

Lee Merrill, 23 South Randolph Street,
Lexington, Virginia 24450. I am a co-president of RACC,
Rockbridge Area Conservation Council, a stakeholder. I
would just like to congratulate the study as far as it's
gotten but add that some of the ideas about the eventual
bridge, which looks like it would be the red route, would
benefit from a very comprehensive evaluation of the
programming of the bridge per the gentleman saying
wouldn't it be neat if people could go out on the bridge,
wouldn't it be neat if there was a pedestrian deck below
the roadbed that might facilitate bungee jumping or hang
gliding or other recreational opportunities that could
include a zip line, but a separate, primarily pedestrian
environment below the bridge deck is an asset that should
be studied. Thank you.

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C E R T I F I C A T E

COMMONWEALTH OF VIRGINIA

CITY OF HARRISONBURG

I, Angelique Showalter, the undersigned Notary Public, in and for the Commonwealth of Virginia, at large, do hereby certify that the foregoing is to the best of my skill and ability a true and accurate transcript of the Citizens Information Public Hearing for the Route 11, (Lee Highway), Natural Bridge Alternatives Study, Rockbridge County, held at Natural Bridge Hotel and Conference Center, Washington Hall, 15 Appledore Lane, Natural Bridge, Virginia, on October 30, 2018.

Given under my hand this 13th day of November, 2018, at Harrisonburg, Virginia.

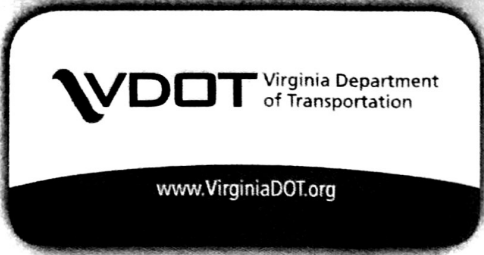
Angelique Showalter

Angelique Showalter



My Commission Expires:

October 31, 2021



CITIZEN INFORMATION MEETING

Route 11 (Lee Highway) Natural Bridge Alternatives Study Rockbridge County

Tuesday, October 30, 2018, 5 - 7 p.m. Natural Bridge Hotel and Conference Center 15 Appledore Lane, Natural Bridge, VA 24578

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): SANDRA STUART

Address: 106 Kendal Dr. #1019 Lexington VA 24450

1. Do you feel this study has considered the travel needs of the community?

Yes.

2. Are there any specific proposed features of this study that you do or do not favor?

What are they? Why? I think the REW proposal is the one to pursue. It has the obvious advantages of being within the Park of being the shortest and maybe least costly. I hope that VDOT will follow up on this possibility and, in the process, consider a pedestrian bridge attached underneath the proposed bridge which could connect to Park trails in the future. Also, a well designed and attractive bridge would benefit the Park, and improved access at the northern intersection would improve traffic flow to Glasgow, BV, and Lynchburg.

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

Excellent. Ms. Hammond was thorough and offered several helpful links that are available.

4. Do you support further study/evaluation of a future relocation of Route 11 from the Natural Bridge formation?

YES NO If no, why?

5. How did you hear about this meeting?

Newspaper Direct Mail VDOT Roadway signs Other NB Friends group

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by November 9, 2018) to the addressee on the reverse side.



www.VirginiaDOT.org

CITIZEN INFORMATION MEETING

**Route 11 (Lee Highway)
Natural Bridge Alternatives Study
Rockbridge County**

Tuesday, October 30, 2018, 5 - 7 p.m.
Natural Bridge Hotel and Conference Center
15 Appledore Lane, Natural Bridge, VA 24578

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): *Violet Vest*

Address:

1. Do you feel this study has considered the travel needs of the community?

yes

2. Are there any specific proposed features of this study that you do or do not favor?
What are they? Why?

red alternative. Has less impact on local residents

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

yes

4. Do you support further study/evaluation of a future relocation of Route 11 from the Natural Bridge formation?
YES NO If no, why?

5. How did you hear about this meeting?

Newspaper Direct Mail VDOT Roadway signs Other *family members*

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by November 9, 2018) to the addressee on the reverse side.

RECEIVED
ROCKBRIDGE COUNTY
OCT 30 5 2018
BY: [Signature]

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Boy W Powell, Jr

Address: 701 Golf Course Rd, Natural Bridge, VA 24578

1. Do you feel this study has considered the travel needs of the community?

Yes

2. Are there any specific proposed features of this study that you do or do not favor?
What are they? Why?

I favor the Route colored in Red with certain modifications!
See Attachment

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

yes

4. Do you support further study/evaluation of a future relocation of Route 11 from the Natural Bridge formation?
YES NO If no, why?

5. How did you hear about this meeting?
Newspaper Direct Mail VDOT Roadway signs Other Park Manager

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by November 9, 2018) to the addressee on the reverse side.

Terry / Zack

The "Red" Alternative makes a lot of sense. It's a shelter and may be quicker to build and affect fewer landowners.

But current local traffic on US 11 travels over the bridge and with the "Red" option that traffic will flow in between Natural Bridge's two current parking lots. Worse, when this route is used by IA-81 a detour when there are accidents on IA-81 all local and interstate traffic will flow between the two lots and at highway speed that is not a good plan. The parking lots and the interjection on 130 and Shafer have become the choke point on the East Coast and accidents will occur at highway speeds at the parking lots.

A more direct route from 130/Shafer Lane to US 11 above the bridge parking lots should be found. Whether that route is straight above the Baptist church and Metro Lodge or out 130 and up or near Bush Hill Road getting traffic reduced between the two parking lots is just as important as protecting Natural Bridge. Accidents are frequent between the 175 and 200 exits and common and frequent and when all that traffic is detoured and bridge visitors who do not look where they are driving combine people will get hurt.

(over)

This situation will occur and can be solved
in this stage of Planning before it does!

By W Powell

701 Golf Course Road
Natural Bridge, VA 24578

540-291-2136

1. The first step is to identify the problem. In this case, the problem is that the bridge is not wide enough to accommodate the traffic volume. This is a common problem for bridges that were built before the 1960s. The first step is to identify the problem. In this case, the problem is that the bridge is not wide enough to accommodate the traffic volume. This is a common problem for bridges that were built before the 1960s.

2. The second step is to determine the cause of the problem. In this case, the cause is that the bridge was built before the 1960s and therefore does not have the width needed to accommodate the current traffic volume. This is a common problem for bridges that were built before the 1960s. The second step is to determine the cause of the problem. In this case, the cause is that the bridge was built before the 1960s and therefore does not have the width needed to accommodate the current traffic volume. This is a common problem for bridges that were built before the 1960s.

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional):

Address:

1. Do you feel this study has considered the travel needs of the community?

More advertising and communication should have been done while the possible routes were being chosen.

2. Are there any specific proposed features of this study that you do or do not favor? What are they? Why?

IF there is a route to avoid draining private land why were so many options shown going through private land. The Preliminary stakeholder group should have been larger. VDOT representatives able to answer your questions? If not, were you offered further assistance?
All things were very Informative

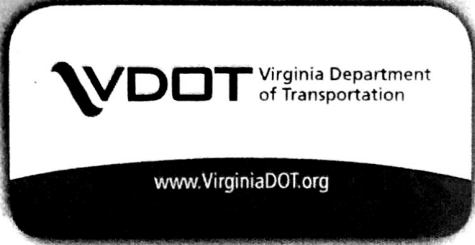
4. Do you support further study/evaluation of a future relocation of Route 11 from the Natural Bridge formation?
YES NO If no, why?

We need more specifics

5. How did you hear about this meeting?

Newspaper Direct Mail VDOT Roadway signs Other facebook

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by November 9, 2018) to the addressee on the reverse side.



CITIZEN INFORMATION MEETING

**Route 11 (Lee Highway)
Natural Bridge Alternatives Study
Rockbridge County**

Tuesday, October 30, 2018, 5 - 7 p.m.
Natural Bridge Hotel and Conference Center
15 Appledore Lane, Natural Bridge, VA 24578

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional):

Address:

1. Do you feel this study has considered the travel needs of the community? *Yes*

2. Are there any specific proposed features of this study that you do or do not favor?
What are they? Why?

Propose Red change so won't be able to see ^{natural} bridge from New Bridge.

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

yes

4. Do you support further study/evaluation of a future relocation of Route 11 from the Natural Bridge formation?

YES NO If no, why?

5. How did you hear about this meeting?

Newspaper Direct Mail VDOT Roadway signs Other *email contact*

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by November 9, 2018) to the addressee on the reverse side.



CITIZEN INFORMATION MEETING

Route 11 (Lee Highway)
Natural Bridge Alternatives Study
Rockbridge County

Tuesday, October 30, 2018, 5 - 7 p.m.
Natural Bridge Hotel and Conference Center
15 Appledore Lane, Natural Bridge, VA 24578

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Patrick Siler

Address: 87 Dog Town Loop Natural Bridge VA

1. Do you feel this study has considered the travel needs of the community?

I believe the Red route is the best because it would minimize response change for fire and ems

2. Are there any specific proposed features of this study that you do or do not favor? What are they? Why?

I do not favor the blue option because it runs directly through our family farm

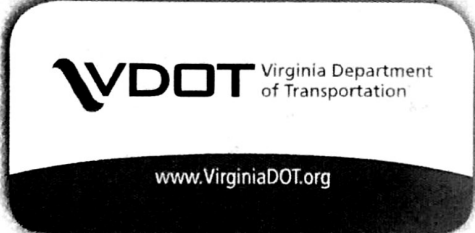
3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

YES

4. Do you support further study/evaluation of a future relocation of Route 11 from the Natural Bridge formation?
YES NO If no, why?

5. How did you hear about this meeting?
Newspaper Direct Mail VDOT Roadway signs Other facebook

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by November 9, 2018) to the addressee on the reverse side.



CITIZEN INFORMATION MEETING

Route 11 (Lee Highway)
Natural Bridge Alternatives Study
Rockbridge County

Tuesday, October 30, 2018, 5 - 7 p.m.
Natural Bridge Hotel and Conference Center
15 Appledore Lane, Natural Bridge, VA 24578

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Jennifer Wampler
3714 Cary Street Rd.
Address: Richmond, VA 23221

1. Do you feel this study has considered the travel needs of the community?

yes

2. Are there any specific proposed features of this study that you do or do not favor?
What are they? Why?

If people can see the bridge from the road, they may not visit/support the park

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

yes

4. Do you support further study/evaluation of a future relocation of Route 11 from the Natural Bridge formation?
YES NO If no, why?

5. How did you hear about this meeting?
Newspaper Direct Mail VDOT Roadway signs Other email

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by November 9, 2018) to the addressee on the reverse side.



Short, Terry <terry.shortjr@vdot.virginia.gov>

Natural Bridge Presentation

paulakiefer <paulakiefer@yahoo.com>
To: "Short, Terry" <terry.shortjr@vdot.virginia.gov>

Mon, Nov 12, 2018 at 10:01 PM

Terry,

I realize it is past the official deadline for comments, however I wanted to give my support for the red alignment. The red alignment appears to have the least adverse impact to local residents. It also offers the opportunity to showcase the visual beauty of the natural bridge. I would like to suggest a "parkway-like" typical section and a scenic overlook pull-off of the bridge. An added benefit would be a shared use path for use by park visitors and local residents alike.

Thanks,
Paula Moore
189 Rices Hill Road
Natural Bridge, VA 24578
and landowner Dry Well Road

Sent from my Verizon, Samsung Galaxy smartphone
[Quoted text hidden]



Short, Terry <terry.shortjr@vdot.virginia.gov>

Natural Bridge Alternatives Study-Citizen Comment

1 message

Marilyn Shaner Buerkens <heartforestva@yahoo.com>

Fri, Nov 9, 2018 at 12:22 PM

To: "terry.shortjr@vdot.virginia.gov" <terry.shortjr@vdot.virginia.gov>

Cc: Spencer Suter <ssuter@rockbridgecountyva.gov>, "james.e.jones@dcr.virginia.gov" <james.e.jones@dcr.virginia.gov>

Dear VDOT,

Thank you for information about the Natural Bridge Alternatives Study.

Please know the VDOT advertisement in the local paper (The News-Gazette) about the Oct 30 meeting did not include an internet address (URL) to read the study. I am interested, but I could not attend the meeting. While there was a follow-up article published by the paper, the URL for the study was not accurate.

(When you share a URL address, you may like knowing of tinyurl.com. It shortens the address making it easier for the end user. For example, <https://tinyurl.com/ycg9ujod> is 28 characters and leads you to your URL which is 114 characters. While you may be "required" to use an official looking URL with .gov, maybe you could use both.)

I wonder the cost of creating a bridge over the existing natural formation? Yes, it would re-distribute the load, but that is exactly the point. This may not be determined feasible, but it could provide an interesting solution.

I wonder, while study continues, if trucks over "x" weight could be "requested" to not travel the bridge? This would have a positive impact both on noise (jake brakes) and vibration. I think some earlier reporting even mentioned the evening music program created a certain amount of vibration. For now, signage limiting trucks and signs to request no jake brakes could be a step towards your goal.

Also, I hope VDOT will address the trucks who park on the southbound I-81 ramp at 175. Their running motors create noise pollution and unnecessary emissions; the drivers discard trash and other waste, and the parked trucks present a hazard, sometimes leaving no room for the traveling public. This seems incongruous with our efforts to support the Natural Bridge State Park. While technically this is a separate issue, please know of this matter & help. No parking signs are pretty inexpensive. "Turn off your motor" signs could also help and would be appreciated.

Thank you.

Marilyn Shaner Buerkens
5146 Plank Road
Natural Bridge, VA 24578
540-319-8607
heartforestva@yahoo.com



Short, Terry <terry.shortjr@vdot.virginia.gov>

RT 11 Natural Bridge Realignment

1 message

Steve Shaner <johnreb52@yahoo.com>

Thu, Nov 8, 2018 at 9:44 PM

Reply-To: Steve Shaner <johnreb52@yahoo.com>

To: "Terry.ShortJR@VDOT.Virginia.gov" <Terry.ShortJR@vdot.virginia.gov>

Mr. Short,

It appears that the best choices for realigning RT 11 at Natural Bridge are the RED and BLUE routes shown on the October 30 presentation. My opinion is that the BLUE is the better choice, as it would contribute to smoother traffic flow. The RED route appears to suffer from an acute angle turn at VA 130 that would be highly detrimental to traffic flow.

Kudos for eliminating the orange and purple routes, as they would have involved sharp turns at the bottom of steep hills at the intersection with RT 686, along with other drawbacks.

On a personal and historical note, I have an interest in a family farm located on RT 610 (Plank Rd) and Cedar Creek, upstream from the Natural Bridge, but not affected by these proposals. From what I understand, routing RT 11 over Natural Bridge in the 1930s replaced Plank Rd as the major throughfare. Traffic must have been pretty light back then!

Thank you for your time and attention,

Steve Shaner
King George VA

November 8, 2018

Mr. Terry Short
VDOT Staunton District Planning Manager
881 Commerce Road
Staunton, VA

BY EMAIL

Re: Comments on the Route 11 Natural Bridge Alternatives Study

Dear Mr. Short,

The Southern Environmental Law Center would like to provide the following comments on the Route 11 Natural Bridge Alternatives Study. SELC is a non-partisan, non-profit organization that works throughout Virginia to promote transportation and land use decisions that strengthen our communities, protect our natural resources, and improve our quality of life.

We appreciate VDOT's efforts to engage stakeholders in this process and the opportunity to comment at an early stage in this study. Route 11 is an important component of the transportation network in this area, serving as an essential connection for local communities and an alternative route for I-81. At the same time, Natural Bridge is a unique and significant natural, cultural, and historic site, and the surrounding area is also extremely rich in natural, cultural, and geological resources. In general, we support the idea of shifting the alignment of Route 11 so that it no longer runs across Natural Bridge. However, if this project moves forward it will be critical to avoid and minimize impacts to other resources to the greatest extent possible. To that end, we urge you to not eliminate any alternatives from consideration at this point in the planning process.

In this preliminary Alternatives Study, VDOT selected two new alignments running through Natural Bridge State Park as its preferred options (the "red" and "blue" alignments) after eliminating a number of potential alignments running parallel to I-81.¹ However, it is not clear what factors were used to arrive at this decision. For example, VDOT's presentation at the recent public meeting suggested that the various alignments' potential environmental impacts were ranked primarily, if not entirely, based on the size of each alignment's footprint rather than the specific types and severity of resource impacts involved. If so, this is insufficient. A more in-depth analysis is crucial in locations like this one with particularly sensitive resources (including significant forested habitat, steep slopes, karst features, and historic resources) and public park land that may be impacted, particularly if potential alternatives exist that would keep improvements largely within existing right-of-way.

We recognize that preliminary studies like this are often limited in scope and can be helpful to narrow down the options warranting further study, but in this case the limited information provided to date does not seem sufficient to justify the recommended focus only on

¹ See, VDOT presentation, "Route 11 Alignment Study at Natural Bridge Public Meeting" (Oct. 30, 2018), available at http://www.virginiadot.org/projects/resources/Staunton/October_30_2018_Route_11_Alternative_Study_Presentation.pdf.

new alignment options running through Natural Bridge State Park. Further environmental and other resource reviews (such as review under the National Environmental Policy Act, Clean Water Act, National Historic Preservation Act, and Section 4f of the Department of Transportation Act) will likely be required if this project moves forward, and we strongly urge you to include in those analyses a more comprehensive look at each of the alignment options initially proposed in this study, as well as any others that may be later identified that could further reduce the impacts of the project.

Thank you for your consideration of these comments, and we look forward to continuing to participate if this planning process moves forward.

Sincerely,

A handwritten signature in cursive script that reads "Carroll Courtenay".

Carroll Courtenay
Associate Attorney



Short, Terry <terry.shortjr@vdot.virginia.gov>

US Route 11 Natural Bridge Alternatives Comment

1 message

Joe Price <jsterlingprice@hotmail.com>

Thu, Nov 8, 2018 at 11:23 AM

To: "terry.shortjr@vdot.virginia.gov" <terry.shortjr@vdot.virginia.gov>

Mr. Short:

Consider bridging the bridge to transfer damaging forces to grounds away from the site. It would be a localized solution not requiring a complete reroute.

Regards,

J. S. Price



Short, Terry <terry.shortjr@vdot.virginia.gov>

Rt. 11 Natural Bridge Alternatives

1 message

VanOstens <vanostens@gmail.com>

Wed, Nov 7, 2018 at 4:13 PM

To: terry.shortjr@vdot.virginia.gov, zharris@mbakerintl.com

My wife and I attended the public meeting at the Natural Bridge Hotel on October 30th. Thank you for the detailed explanation of the study and the preferred alternatives. As landowners who share a boundary with the park off Golf Course Road, we've been watching the process closely and appreciate the time and effort you've put into the study.

We wish to advise you that we are in support of the RED alternative corridor for the following reasons:

- It stays closest to the current Rt. 11 configuration
- It stays entirely within NBSP boundaries, but seems unlikely to detract from any of the park's features or future development
- It does not impinge on any private landowners
- It does not bisect the park area containing the Monacan hiking trail
- It has a significantly lower proposed budget

In answer to the specific questions on the Comment Sheet passed out the night of the meeting:

1. Yes
2. No
3. Yes
4. Yes
5. Newspaper

Again, thanks for your efforts and please feel free to contact us with any questions.

All the best,
Dave and Courtney VanOsten

178 Glencroft Lane
Natural Bridge, VA 24578
home 540-291-1013
cell 540-462-7909



Short, Terry <terry.shortjr@vdot.virginia.gov>

Route 11 (Lee Highway) Natural Bridge Alternatives Study -- Citizen Information Meeting

1 message

Craig Moore <cmhokie@gmail.com>

Tue, Nov 6, 2018 at 6:34 PM

To: terry.shortjr@vdot.virginia.gov

Dear Mr. Terry Short, Jr. ,

Question 1

Yes, I feel it is important to realign Route 11, but any realignment should minimize any "extra" travel time to Glasgow and Natural Bridge Station. There are folks that travel from Botetourt and southern part of Rockbridge County and any extra time added over several days of the year is a significant increase in their travel time. Also, any extra travel time may discourage potential folks from going to the small stores and restaurants in Glasgow and Natural Bridge Station over going to Lexington.

Question 2

Prefer "Red" alternative of the five alternates. Red alternative has an opportunity to best showcase the grandness of the Natural Bridge. Also, I recommend a typical section that more closely matches the typical section of the Blue Ridge Parkway with a shared use path so as to allow pedestrians and cyclist to continue along Route 11 through this area without impeding the vehicles and maintaining a safe place of travel for pedestrian and bicycle traffic. Use shoulders that are pervious (grass with stone base) to allow for vehicles to pull on to the shoulder if necessary but with the hopes to discourage random stops on the shoulders. Include a scenic pull-off for the Natural Bridge closer to where Gilmore's Mill Road and Route 130. Also, consider coordinating with DCR to have DCR include a gravel parking lot near Cedar Creek crossing that would connect to a path that follows Cedar Creek to the "gate house" to the Natural Bridge. Include one or two pedestrian and/or shared-use crossings along the new Route 11 with flashing lights that are activated by approaching pedestrians and cyclist.

I do not prefer the Blue alternative or any alternative that impacts private property since there is significant state/park land available to construct a suitable alignment.

Red alternative will have the least impact on the water flowing directly beneath the Bridge during and after construction. I realize the Blue alternative will need to meet water quality and water quantity requirements for a given storm event. However, when the design storm event is exceeded, then there will be more water because of the channelization (travel time and coinciding hydrographs) and impervious surface.

Question 3

Yes, VDOT and Consultant answered my questions.

Question 4

Please continue refining the Red alternative. Please look to improve the connection with Route 130 as a T or roundabout intersection. Also, consider which movement should be primary. When there is an accident on I-81 that diverts traffic on to Route 11, I understand the need to have the traffic move efficiently, but please consider a means to meter this diverted traffic so local traffic may still have an opportunity to enter the highway safely. Red alternative scored low in regards to the Park, but I feel there are great opportunities to better show case this natural wonder by using the Red alternative.

Sincerely,

Craig Moore

Property owner

189 Rices Hill Road

Natural Bridge, VA

540-384-0126

and

Responses to Comments Received at Citizen Information Meeting (10-30-2018)

Response to Lee Merrill:

Thank you for your comment. As the overall project progresses, the design of the bridge will be considered as it relates to tourism and the experience of visitors to the Natural Bridge State Park. However, the project funding will ultimately determine the design of the bridge and at this point in the process, funding for the next steps of the project has not been secured.

Response to Sandra Stuart:

Thank you for your comment. As the overall project progresses, VDOT will coordinate with DCR to determine how the bridge structure will relate to the overall park experience. However, the project funding will ultimately determine the design of the bridge and at this point in the process, funding for the next steps of the project has not been secured.

Response to Violet Vest:

Thank you for your comment and your attendance at the citizen information meeting.

Response to Roy Powell Jr:

Thank you for your comment. During the development of the alternative alignments, the potential impacts to the existing roadway network were part of the evaluation process. As the overall project progresses, the details of how to manage traffic flow between the two parking lots will be reviewed to ensure safe travel through the area.

The area that you mention for a more direct route was investigated during the evaluation of the preliminary alternative alignments. This area rests on multiple karst features and construction of a road over the karst features could potentially destroy them or negatively impact any protected species dwelling inside.

Response to comment regarding advertising and the impacts to privately owned land by anonymous citizen:

Thank you for your comments. The stakeholder working group included multiple state agencies as well as local officials. As the project progresses to the NEPA phase, a much more robust public involvement process will be included.

As part of this feasibility study, all types and locations were considered for the preliminary alignments and one of the evaluation criteria for the alternatives was the impacts to private land owners. The preferred alternatives selected through the evaluation of the preliminary alternatives are the alignments with some of the least impacts to private land owners.

Response to comment from anonymous citizen:

Thank you for your comment.

Response to Patrick Silver:

Thank you for your comment and support for the red alternative. EMS response time was included in the evaluation criteria for the preliminary alternative alignments.

Response to Jennifer Wampler:

Thank you for your comment. Park visitor experience was included in the evaluation criteria. Through coordination with DCR, it was decided that the red alternative could offer a stunning view of the Natural Bridge and could potentially bring additional pass-by traffic into the park. The blue alternative will not be able to be seen from the Natural Bridge.

Response to Paula Moore (email):

Thank you for your comment. As the overall project progresses, VDOT will coordinate with DCR and local agencies to determine how the bridge structure will impact local residents and how it will relate to the overall park experience. However, the project funding will ultimately determine the design of the bridge and at this point in the process, funding for the next steps of the project has not been secured.

Response to Marilyn Shaner (email):

Thank you for your comments. Your suggestions regarding the link to the project webpage is appreciated. The geological study concluded that a man-made bridge should not be constructed over the existing natural formation. Your comment regarding truck traffic traveling on Route 11 is noted, however, Route 11 is a detour route for I-81 and restricting truck traffic would not be possible unless another detour route is present.

Response to Steve Shaner(email):

Thank you for your comment. As the overall project progresses and a preferred alternative is selected, the connection points to existing Route 11 will be studied and analyzed to ensure safe travel and acceptable operations.

Response to Carrol Courtenay (email):

Thank you for your comment. This feasibility study is the first step in the overall project process. You are correct. The evaluation of preliminary alternatives included a high-level analysis of the environmental constraints for each alternative. However, prior to the development of the preliminary alternatives, the stakeholder working group discussed environmental “fatal flaws” that the preliminary alignments would need to avoid. The environmental resources in your comment are discussed in the final document and will be studied in detail during the NEPA process of the project.

Response to JS Price (email):

Thank you for your comment. The geological study concluded that a man-made bridge should not be constructed over the existing natural formation.

Response to VanOstens (email):

Thank you for your comments and support for the red alternative.

Response to Craig Moore (email):

Thank you for your comment. As the overall project progresses, VDOT will coordinate with DCR and local agencies to determine how the bridge structure will impact local residents and how it will relate to the overall park experience. However, the project funding will ultimately determine the design of the bridge and at this point in the process, funding for the next steps of the project has not been secured.

As the overall project progresses and a preferred alternative is selected, the connection points to existing Route 11 will be studied and analyzed to ensure safe travel and acceptable operations.

Matthew J. Strickler
Secretary of Natural Resources

Clyde E. Cristman
Director



Rochelle Altholz
Deputy Director of
Administration and Finance

Russell W. Baxter
Deputy Director of
Dam Safety & Floodplain
Management and Soil & Water
Conservation

Thomas L. Smith
Deputy Director of Operations

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

January 10, 2019

Mr. Terry R. Short, Jr.
District Planning Manager
VDOT – Staunton District
811 Commerce Road
Staunton Virginia 24401-9029

Dear Mr. Short:

The Department of Conservation and Recreation (DCR) appreciates the opportunity to review and comment on the DRAFT Route 11 Alignment Study at Natural Bridge. Before addressing the recommendations of the study, please note that on Page 3, we have questions about the listing of the Core Stakeholder Working Group. The Friends of Natural Bridge group is no longer in existence and did not attend the initial meetings. They have been replaced by a different group, the Friends of Natural Bridge State Park, who were active throughout the study process. Additionally, the state's Department of Historic Resources (DHR) is listed twice (once beginning with the word Virginia.) On the first listing of DHR, were you thinking of the local Rockbridge Historical Society?

DCR has identified the following concerns and ask that they be considered in the final study:

- Given that the number of crashes at the present Route 130/US 11 intersection is approaching the high end of the scale, per Figure 3, the proposed intersection will just relocate an existing problem.
- Consider having the red alternative, Figure 13, proceed through the gap to reconnect with Route 11 near the Caverns entrance.
- There is concern that Route 130 traffic from Glasgow to Lexington will still be just as heavy through the park unless the alignment makes going directly to I-81 at Exit 175 the most efficient route.
- Will the proposed intersection of Route 130/US 11 be a stop for Route 11 traffic? If so, when an accident on the interstate occurs, traffic will back up in either direction on 11. Making 130 enter 11 from the east with the stop sign would allow uninterrupted travel for traffic avoiding the interstate accident. It would also remove public travel from the park. The original green line, alternative 3A on Figure 10, is the preferred alternative.

Mr. Terry R. Short, Jr.
January 10, 2019
Page Two

- On page 13, we believe the existing column locations could be added to the map, which will help clarify the challenges of the routes.
- On pages 17, 18, and 19 -- the chart of roads on page 19 uses a different order than the described list on page 17 and the legend on page 18. Consistency of listing order would aid in understanding comparisons.
- DCR agrees with the addition of the bike lane on the reroute. Was this considered in the alternative estimates?
- Consideration needs to be given to adding a pedestrian path under the bridge to link both sides of the park.
- The blue and red routes are relatively low impact to karst resources compared with other options initially on the table (see map). The red route comes close to Isabella's Staircase Cave, which is used as a hibernacula by Big Brown bats (*Eptesicus fuscus*) and probably state endangered tricolored bats (*Perimyotis subflavus*.) For these reasons, the blue route is clearly preferred from a karst perspective, based on existing data. Pollys Cave, shown along the blue route on the attached graphic, is a location reported to DCR from the Virginia Speleological Survey database, but we were unable to locate this cave entrance during our karst assessment in 2014 pursuant to the establishment of Natural Bridge State Park. We do not consider it relevant to alternative selection process at this time.
- We recommend detailed karst surveys along 1000' corridors centered along whatever alternative is selected as early as possible in the project so that protection of these features can be incorporated into the design process.

Thank you for considering our comments. DCR is aware that this was a most difficult process, and we appreciate the work and the time that VDOT has expended in support of this unrivaled resource.

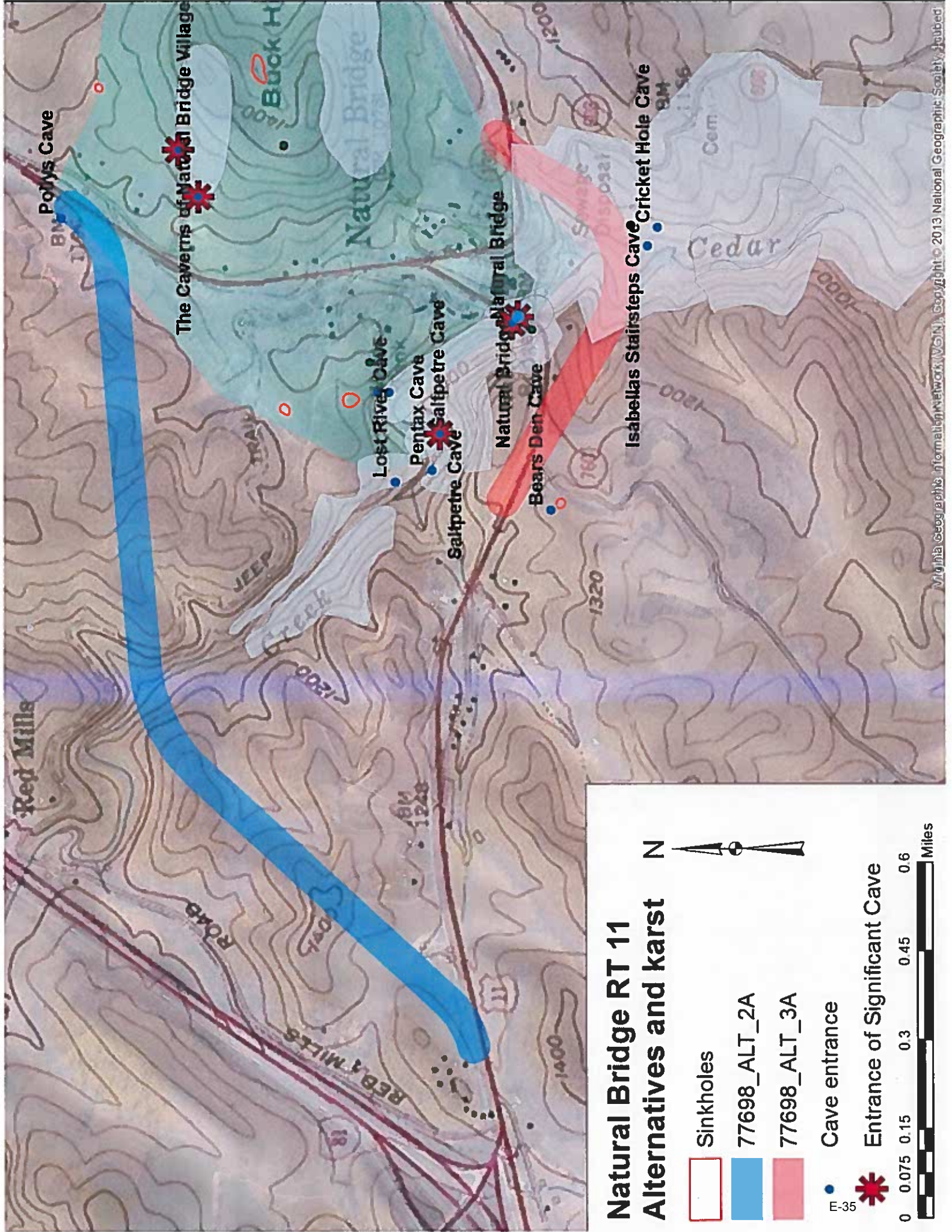
Sincerely,



Lynn Crump
Environmental Programs Planner

cc: Thomas L. Smith
Craig Seaver, State Parks Director
Danette Poole, Division Director, Planning and Recreation Resources

Attachment



Red Mills

Polys Cave

The Caverns of Natural Bridge Village

Natural Bridge

Buck Hill

Lost River Cave

Pentax Cave

Saltpetre Cave

Natural Bridge Natural Bridge

Bears Den Cave

Isabellas Stairsteps Cave

Cricket Hole Cave

Cedar

Cem.

Red Mills

Jeep Trail






Red Mills Road

11

1400

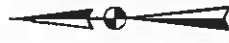
1200

Natural Bridge RT 11 Alternatives and karst

-  Sinkholes
-  77698_ALT_2A
-  77698_ALT_3A
-  Cave entrance
-  Entrance of Significant Cave

E-35

0 0.075 0.15 0.3 0.45 0.6 Miles

N 

The Department of Conservation and Recreation (DCR) appreciates the opportunity to review and comment on the DRAFT Route 11 Alignment Study at Natural Bridge. Before addressing the recommendations of the study, please note that on Page 3, we have questions about the listing of the Core Stakeholder Working Group. The Friends of Natural Bridge group is no longer in existence and did not attend the initial meetings. They have been replaced by a different group, the Friends of Natural Bridge State Park, who were active throughout the study process. Additionally, the state's Department of Historic Resources (DHR) is listed twice (once beginning with the word Virginia.) On the first listing of DHR, were you thinking of the local Rockbridge Historical Society?

The Friends of Natural Bridge will be changed to the Friends of Natural Bridge State Park. The second reference to DCR will be removed. No other changes will be made to the list of core stakeholders.

OCR has identified the following concerns and ask that they be considered in the final study:

- Given that the number of crashes at the present Route 130/US 11 intersection is approaching the high end of the scale, per Figure 3, the proposed intersection will just relocate an existing problem.

The intersection type (conventional, roundabout, etc.) and configuration for the new intersection will be determined later in the overall study process. Any new intersections will be constructed to VDOT standards. Traffic control at any new intersections will be determined based on traffic volumes and safety concerns. A major reason for the number of accidents at the current intersection is the unconventional configuration and traffic control.

- Consider having the red alternative, Figure 13, proceed through the gap to reconnect with Route 11 near the Caverns entrance.

The purpose of this study was to determine if it is feasible to realign Route 11 to avoid the Natural Bridge structure. Both the red and blue alternatives are feasible alignments and altering the red alternative as the comment describes would be beyond the purpose of this study.

- There is concern that Route 130 traffic from Glasgow to Lexington will still be just as heavy through the park unless the alignment makes going directly to I-81 at Exit 175 the most efficient route.

The concern is noted and will be taken into account if and when the project progresses to the NEPA phase. Both the red and blue alternatives are feasible and meet the purpose of the study.

- Will the proposed intersection of Route 130/US 11 be a stop for Route 11 traffic? If so, when an accident on the interstate occurs, traffic will back up in either direction on 11. Making 130 enter 11 from the east with the stop sign would allow uninterrupted travel for traffic avoiding the interstate accident. It would also remove public travel from the park. The original green line, alternative 3A on Figure 10, is the preferred alternative.

Traffic control for proposed intersections is not known at this time. The intersection type (conventional, roundabout, etc.) and configuration for any new intersections will be determined later in the overall study process.

- On page 13, we believe the existing column locations could be added to the map, which will help clarify the challenges of the routes. **The purpose of Figure 8 is to show that the roadway width is insufficient for two-way tractor trailer travel. The bridge piers are shown in Figure 11 during the discussion of eliminated alternatives.**
- On pages 17, 18, and 19 --the chart of roads on page 19 uses a different order than the described list on page 17 and the legend on page 18. Consistency of listing order would aid in understanding comparisons.

The route descriptions on page 17 will be re-ordered to correspond with the listed order of alternatives on page 18 and page 19.

- DCR agrees with the addition of the bike lane on the reroute. Was this considered in the alternative estimates?

A bike lane was not considered as part of this study but will be considered if the project progresses to the NEPA phase.

- Consideration needs to be given to adding a pedestrian path under the bridge to link both sides of the park.

Pedestrian facilities will be considered as part of the NEPA process if and when the project advances to that phase.

- The blue and red routes are relatively low impact to karst resources compared with other options initially on the table (see map). The red route comes close to Isabella's Staircase Cave, which is used as a hibernacula by Big Brown bats (*Eptesicus fuscus*) and probably state endangered tricolored bats (*Perimyotis subflavus*.) For these reasons, the blue route is clearly preferred from a karst perspective, based on existing data. Pollys Cave, shown along the blue route on the attached graphic, is a location reported to DCR from the Virginia Speleological Survey database, but we were unable to locate this cave entrance during our karst assessment in 2014 pursuant to the establishment of Natural Bridge State Park. We do not consider it relevant to alternative selection process at this time.

Comment noted. Thank you.



- We recommend detailed karst surveys along 1000' corridors centered along whatever alternative is selected as early as possible in the project so that protection of these features can be incorporated into the design process.

Recommendation noted. Thank you.



Appendix F: VDOT Project Cost Estimating System (PCES) Worksheet

PCES Cost Estimate Summary		
Construction Item	Blue Alternative	Red Alternative
Bridge PE (30% Bridge CN)	\$5,110,875	\$3,836,250
Bridge CN	\$17,036,250	\$12,787,500
Bridge RW	N/A	N/A
PE (Excluding Bridge PE)	\$1,114,518	\$838,046
CN (Excluding Bridge CN)	\$6,300,204	\$3,692,535
RW (Includes Bridge RW)	\$517,332	\$197,089
Total	\$30,080,000	\$21,350,000

		Project Cost Estimating System			
		Draft Estimate			
ENTER PROJECT DATA REQUIRED TO COMPUTE A DRAFT ESTIMATE					
District:	<input type="text" value="STAUNTON"/>				
Project Number:	<input type="text" value="Natural Bridge Blue Alt"/>				
UPC:	<input type="text"/>				
Project Manager:	<input type="text"/>				
Project Description:	<input type="text"/>				
Version 7.10					



Project Cost Estimating System

SUMMARY PAGE

DISTRICT	STAUNTON		
PROJECT NUMBER	Natural Bridge Blue Alt		
CONSTRUCTION END YEAR	FY2014	UPC	****
AD YEAR	FY2018	RATE OF INFLATION TO AD	N/A
ESTIMATE YEAR	FY2018	INFLATION RATE DURING CN	N/A

*****CONSTRUCTION END YEAR CANNOT BE LESS THAN THE AD YEAR*****

Date of previous estimate N/A

PROJECT MANAGER / DESIGNER **** MISSING DATA ****

Preliminary Engineering Estimate:	PCES
Construction Estimate:	PCES
Right-of-Way Estimate:	PCES
Utilities Estimate:	PCES

DATE **12/14/2018**

THE FOLLOWING DATA WILL BE PROVIDED UPON COMPLETION OF THE REMAINDER OF THE WORKBOOK, WHICH IS ACCESSED BY SELECTING THE CONST, RW, & UTIL TABS BELOW

Bridge PE ESTIMATE	\$0
Bridge CN ESTIMATE	\$0
Bridge RW ESTIMATE	\$0
PRELIMINARY ENGINEERING ESTIMATE (excluding Bridge PE)	\$1,114,518
CONSTRUCTION ESTIMATE (excluding Bridge CN)	\$6,300,204
RIGHT-OF-WAY & UTILITIES ESTIMATE(excluding Bridge RW)	\$517,332
TOTAL PROJECT ESTIMATE (excluding Bridge estimate)	\$7,932,054

Project No. **** MISSING DATA ****

Interstate Project ?

Route Number Primary Highway

	CONST-1	CONST-2	Total
Geometric Standard	GS-2		
Construction Base	\$5,478,439	\$0	\$5,478,439
Bridge Removal			\$0
CE	\$821,766		\$821,766
Construction Estimate (2018)	\$6,300,204		\$6,300,204
To AdYear Inflation			\$0
Mid-point construction Inflation			\$0
Total Construction Estimate			\$6,300,204
Preliminary Engineering Cost	\$1,114,518		\$1,114,518

CONSTRUCTION & PE TOTALS

Total Construction Estimate **\$6,300,204** **PCES**
 (Roadway plus Bridge)

Total Preliminary Engineering Estimate **\$1,114,518** **PCES**
 (Roadway plus Bridge)



Project Cost Estimating System
CONSTRUCTION / BRIDGE / PE



Project No.	** MISSING DATA **	
Interstate Project ?	<input type="text" value="No"/>	*
Maintenance Project ?	<input type="text" value="No"/>	*
Route Number	<input type="text" value="11"/>	* Primary Highway
Geometric Standard	<input type="text" value="GS-2"/>	* Rural Minor Arterial System
Ad Date	<input type="text" value="2018"/>	Design Year = 2040
Design Year ADT	<input type="text"/>	* Project Terrain <input type="text" value="Light Mountainous"/>
OR		
Current (Recent) ADT	<input type="text"/>	* Minimum
Enter Design Speed (MPH) (Enter 50 or 60)	<input type="text" value="60"/>	* Design Speed =
<i>Box Must Be Empty</i>	<input type="text"/>	
<i>Box Must Be Empty</i>	<input type="text"/>	
Project Length (mi.)	<input type="text" value="1.28"/>	* <i>Number of Additional Lanes:</i>
Total Length - Adding or Building <u>Two Lanes</u> (mi.)	<input type="text" value="1.28"/>	* <input type="text" value="None"/>
Total Length - Adding or Building <u>Four Lanes</u> (mi.)	<input type="text"/>	* <input type="text" value="None"/>
Total Length - Building <u>Ramps and Loops</u> (mi.)	<input type="text"/>	* <input type="text" value="None"/>
Shoulder or Curb & Gutter ? (Select S or C&G)	<input type="text" value="S"/>	* Enter Lane Width (ft) > <input type="text"/>
Median Type - Graded, Raised, or None ?	<input type="text" value="N"/>	* Normal Lane Width(ft) <input type="text" value="12"/>
Number of Crossovers (Divided Highways ONLY)	<input type="text"/>	*
Length - Curb & Gutter - Left PLUS Right Side (ft.)	<input type="text"/>	
Length - Sidewalk - Left PLUS Right Side (ft.)	<input type="text"/>	
<i>Bike / Pedestrian Type</i>	<input type="text" value="None"/>	
Total Length - Raised Median (ft.)	<input type="text"/>	
Number of <u>Right Turn Lanes</u> - Left PLUS Right Side	<input type="text" value="4"/>	*
Number of Left Turn Lanes - (Undivided Only)	<input type="text" value="4"/>	*
		<i>90% STAUNTON Cost Factor used</i>
		Construction Costs
Signals, ITS, Signs and Lighting Costs*	<input type="text" value="\$0"/>	Base #1 (PCES) <input type="text" value="\$5,478,439"/>
Cost of Large Drainage Structures	<input type="text" value="\$0"/>	Base #2 <input type="text" value="\$0"/>
In-Plan Utility Costs*	<input type="text" value="\$0"/>	Enter Const CE Cost > <input type="text" value="\$0"/>
Adjustment for Unusual Construction Costs	<input type="text" value="\$0"/>	CE (15%) <input type="text" value="\$821,766"/>
		Estimate (2018) <input type="text" value="\$6,300,204"/>
* Totals include district factor calculations		
Additional (or Unusual) P. E. Costs	<input type="text"/>	
Select % of PE to be performed by Consultants	<input type="text" value="100%"/>	PE Cost (PCES) <input type="text" value="\$1,114,518"/>

Note: Do Not Include Bridge P. E. Costs Here

Roadway P. E. / Roadway Const. = 17.7%

© Virginia Department of Transportation 2005
Revised 01/10/18

Today's Date: **12/14/18**

Version 7.10



**Project Cost Estimating System
RIGHT-OF-WAY ESTIMATE**



Project No.: **** MISSING DATA ****

VDOT Construction District : **STAUNTON # 8**

Select Project Area Real Estate Costs : **Somewhat Below Average**

Define Project Land Use Characteristics :	Agricultural :	65%
	Residential :	35%
	Industrial :	0%
	Commercial :	0%
		100%

Instructions: Please fill-in all applicable White Boxes or make a choice from the Drop-down Lists

Enter the Approximate Number of Parcels on the Project : **9**

1. LAND VALUE

Prop. Right-of-Way	Total Right-of-Way Project Length (ML + Connections)	8,800	ft	Computed RW Cost per sq ft =	\$0.16
	Average width of Existing RW	0	ft	Enter Right-of-Way Estimator's Right-of-Way Cost per sq ft :	
	Average width of Proposed RW	60	ft	Enter total sq ft (override calculation):	0
	Total area of all additional Prop. Right-of-Way		sf	528,000 sq ft =	12.121 Ac.
	Approx. % of Prop. CL within	30	ft	of Exist. CL	0%
	Approx. % of Prop. CL between	30	ft	& 30 ft of Exist. CL	0%
	Approx. % of Prop. CL greater than	30	ft	from Exist. CL	100%

Temp. Ease.	Average Width of parallel Temporary Easements Left		ft	Comp. Temp. Ease. Cost / sq ft =	\$0.04
	Total Length of parallel Temporary Easements Left		ft	Enter Right-of-Way Estimator's Temp. Ease. Cost per sq ft :	
	Average Width of parallel Temporary Easements Right		ft	Enter total sq ft (override calculation):	0
	Total Length of parallel Temporary Easements Right		ft	0 sq ft =	0.000 Ac.

Perm. & Util. Ease.	Total Area of All Replacement Utility Easements AND Select % of RW Cost for Util. Ease.		sf	Comp. Utility Ease. Cost / sq ft =	\$0.00
	OR			RW Est's. Utility Ease. Cost per sq ft :	
	Total Number of Replacement Easements Required		ea	0 sq ft =	0.000 Ac.
	Total area of All Permanent Easements	0	sf	Comp. Perm. Ease. Cost / sq ft =	\$0.13
				RW Est's. Perm. Ease. Cost per sq ft :	
				0 sq ft =	0.000 Ac.

COST OF LAND (Item # 1) \$84,862

2. BUILDING VALUE

Based upon comparison to similar, occupied Residential Dwellings in the Project Area, enter the Number of:			Computed:
A. Low Cost Residential Dwellings :	0		\$0
B. Moderately Low Cost Dwellings :	0		\$0
C. Average Cost Residential Dwellings :	0		\$0
D. Moderately High Cost Dwellings :			\$0
E. High Cost Residential Dwellings :			\$0
Computed Total Residential Dwelling Costs :			\$0
Estimator's Total Residential Dwelling Costs :			

Enter the total estimated cost of ALL **COMMERCIAL & INDUSTRIAL BUILDINGS** to be taken:
Note: No Computed Costs Available. Use User Defined Costs Below:
Estimator's Total Commercial / Industrial Buildings Costs :

3. OTHER IMPROVEMENTS

Enter the estimated cost of ALL OTHER IMPROVEMENTS on the Project:	
Computed Total Other Improvements Costs :	\$8,486
Estimator's Total Other Improvements Costs :	

4. DAMAGES

Anticipated % of Parcels Affected by Damages to Remainder :	100%
Anticipated Relative Cost Impact of Damages to Remainder :	Moderate
Approximate Number of Parcels Affected :	9
Computed Cost of Damages to Remainder :	\$140,805
Estimator's Total Cost of Damages to Remainder :	

TOTAL ACQUISITIONS (Items # 1 - 4) \$234,153

5. ADMINISTRATIVE SETTLEMENTS

Anticipated % of Parcels Affected by Administrative Settlements :	70%
Anticipated Relative Cost Impact of Administrative Settlements :	Moderate
Approximate Number of Parcels Affected :	7
Computed Cost of Administrative Settlements :	\$109,515
Estimator's Total Cost of Administrative Settlements :	

6. CONDEMNATION INCREASES

Anticipated % of Parcels Affected by Condemnation Increases :	70%
Anticipated Relative Cost Impact of Condemnation Increases :	Moderate
Approximate Number of Parcels Affected :	7
Computed Cost of Condemnation Increases :	\$147,845
Estimator's Total Cost of Condemnation Increases :	

7. ADMINISTRATIVE COSTS & INCIDENTAL EXPENSES

Anticipated Relative Cost Impact of Admin. Costs & Incidental Expenses :	Moderately High
Computed Administrative Costs & Incidental Expenses :	\$21,121
Estimator's Total Administrative Costs & Incidental Expenses :	

8. DEMOLITION CONTRACTS

Anticipated Relative Cost Impact of Demolition Contracts :	Moderate
Computed Costs of Demolition Contracts :	\$4,698
Estimator's Total Cost of Demolition Contracts :	

9. HAZARDOUS MATERIALS REMOVAL

Anticipated Number of Demolished Buildings Requiring Asbestos Removal :	
Anticipated Relative Cost of Asbestos Removal from Demolished Buildings :	
Anticipated Number of Other Hazardous Materials Removal Sites :	0
Anticipated Relative Cost Impact of Other Hazardous Materials Removal :	Moderate
Computed Cost of Hazardous Materials Removal :	\$0
Estimator's Total Costs of Hazardous Materials Removal :	

10. PROPERTY MANAGEMENT

Anticipated Relative Cost Impact of Property Management :	
Computed Costs of Property Management :	\$0
Estimator's Total Cost of Property Management :	

TOTAL OTHER ITEMS (Items # 5 - 10) \$283,179

11. RELOCATION ASSISTANCE

Residential Relocation Costs:	
Anticipated Relative Cost Impact of Residential Relocation Expenses :	Moderate
Computed Residential Relocation Costs :	\$0
Estimator's Total Residential Relocation Costs :	

Commercial Relocation Costs:	
<i>Note: No Computed Costs Available. Use User Defined Costs Below:</i>	
Estimator's Total Comm/Indust Relocation Costs :	

Total Displacements: Farms:
 Families: Non-Profit:
 Businesses: Personal Property Only:

TOTAL RELOCATION ASSISTANCE (Item # 11) \$0

12. YEAR OF RIGHT-OF-WAY AUTHORIZATION **FY2018**

< Req'd.

13. MANUAL INFLATION RATE

	<i>Today's Cost</i>	<i>Factor</i>	<i>Inflated Cost</i>
SUB-TOTAL RIGHT-OF-WAY COSTS	\$517,332	N/A	\$517,332
UTILITY COSTS TO RIGHT-OF-WAY PROJECT * (PCES)	\$0	N/A	\$0
TOTAL RIGHT-OF-WAY COSTS (PCES)	\$517,332		\$517,332

* Utility Data display requires completion of Utilities Estimate Worksheet (tab below)

COMMENTS:



RW-238 Data :

Right-of-Way Estimate Date :

Based on Approved / Unapproved Plans ? :

Participating Cost / Non-Participating Cost ? :

Today's Date : **12/14/18**

		Project Cost Estimating System			
		Draft Estimate			
ENTER PROJECT DATA REQUIRED TO COMPUTE A DRAFT ESTIMATE					
District:	<input type="text" value="STAUNTON"/>				
Project Number:	<input type="text" value="Natural Bridge Red Alt"/>				
UPC:	<input type="text"/>				
Project Manager:	<input type="text"/>				
Project Description:	<input type="text"/>				
Version 7.10					



Project Cost Estimating System

SUMMARY PAGE

DISTRICT	STAUNTON		
PROJECT NUMBER	Natural Bridge Red Alt		
CONSTRUCTION END YEAR	FY2014	UPC	****
AD YEAR	FY2018	RATE OF INFLATION TO AD	N/A
ESTIMATE YEAR	FY2018	INFLATION RATE DURING CN	N/A

*****CONSTRUCTION END YEAR CANNOT BE LESS THAN THE AD YEAR*****

Date of previous estimate N/A

PROJECT MANAGER / DESIGNER **** MISSING DATA ****

Preliminary Engineering Estimate:	PCES
Construction Estimate:	PCES
Right-of-Way Estimate:	PCES
Utilities Estimate:	PCES

DATE **12/14/2018**

THE FOLLOWING DATA WILL BE PROVIDED UPON COMPLETION OF THE REMAINDER OF THE WORKBOOK, WHICH IS ACCESSED BY SELECTING THE CONST, RW, & UTIL TABS BELOW

Bridge PE ESTIMATE	\$0
Bridge CN ESTIMATE	\$0
Bridge RW ESTIMATE	\$0
PRELIMINARY ENGINEERING ESTIMATE (excluding Bridge PE)	\$838,046
CONSTRUCTION ESTIMATE (excluding Bridge CN)	\$3,692,535
RIGHT-OF-WAY & UTILITIES ESTIMATE(excluding Bridge RW)	\$197,089
TOTAL PROJECT ESTIMATE (excluding Bridge estimate)	\$4,727,670

Project No. **** MISSING DATA ****

Interstate Project ?

Route Number

Primary Highway

	CONST-1	CONST-2	Total
Geometric Standard	GS-2		
Construction Base	\$3,183,220	\$0	\$3,183,220
Bridge Removal			\$0
CE	\$509,315		\$509,315
Construction Estimate (2018)	\$3,692,535		\$3,692,535
To AdYear Inflation			\$0
Mid-point construction Inflation			\$0
Total Construction Estimate			\$3,692,535
Preliminary Engineering Cost	\$838,046		\$838,046

CONSTRUCTION & PE TOTALS

Total Construction Estimate **\$3,692,535** **PCES**
 (Roadway plus Bridge)

Total Preliminary Engineering Estimate **\$838,046** **PCES**
 (Roadway plus Bridge)



Project Cost Estimating System
CONSTRUCTION / BRIDGE / PE



Project No.	** MISSING DATA **	
Interstate Project ?	<input type="text" value="No"/>	*
Maintenance Project ?	<input type="text" value="No"/>	*
Route Number	<input type="text" value="11"/>	* Primary Highway
Geometric Standard	<input type="text" value="GS-2"/>	* Rural Minor Arterial System
Ad Date	<input type="text" value="2018"/>	Design Year = 2040
Design Year ADT	<input type="text"/>	* Project Terrain <input type="text" value="Light Mountainous"/>
OR		
Current (Recent) ADT	<input type="text"/>	* Minimum
Enter Design Speed (MPH) (Enter 50 or 60)	<input type="text" value="60"/>	* Design Speed =
<i>Box Must Be Empty</i>	<input type="text"/>	
<i>Box Must Be Empty</i>	<input type="text"/>	
Project Length (mi.)	<input type="text" value="0.39"/>	* <i>Number of Additional Lanes:</i> <input type="text" value="None"/>
Total Length - Adding or Building <u>Two Lanes</u> (mi.)	<input type="text" value="0.39"/>	* <i>Length of Add'l. Lanes (mi.):</i> <input type="text"/>
Total Length - Adding or Building <u>Four Lanes</u> (mi.)	<input type="text"/>	* <input type="text" value="None"/>
Total Length - Building <u>Ramps and Loops</u> (mi.)	<input type="text"/>	* <input type="text" value="None"/>
Shoulder or Curb & Gutter ? (Select S or C&G)	<input type="text" value="S"/>	* Enter Lane Width (ft) > <input type="text"/>
Median Type - Graded, Raised, or None ?	<input type="text" value="N"/>	* Normal Lane Width(ft) <input type="text" value="12"/>
Number of Crossovers (Divided Highways ONLY)	<input type="text"/>	*
Length - Curb & Gutter - Left PLUS Right Side (ft.)	<input type="text"/>	
Length - Sidewalk - Left PLUS Right Side (ft.)	<input type="text"/>	
<i>Bike / Pedestrian Type</i>	<input type="text" value="None"/>	
Total Length - Raised Median (ft.)	<input type="text"/>	
Number of <u>Right Turn Lanes</u> - Left PLUS Right Side	<input type="text" value="4"/>	*
Number of Left Turn Lanes - (Undivided Only)	<input type="text" value="4"/>	*
		<i>90% STAUNTON Cost Factor used</i>
		Construction Costs
Signals, ITS, Signs and Lighting Costs*	<input type="text" value="\$0"/>	Base #1 (PCES) <input type="text" value="\$3,183,220"/>
Cost of Large Drainage Structures	<input type="text" value="\$0"/>	Base #2 <input type="text" value="\$0"/>
In-Plan Utility Costs*	<input type="text" value="\$0"/>	Enter Const CE Cost > <input type="text" value="\$0"/>
Adjustment for Unusual Construction Costs	<input type="text" value="\$0"/>	CE (16%) <input type="text" value="\$509,315"/>
		Estimate (2018) <input type="text" value="\$3,692,535"/>
<i>* Totals include district factor calculations</i>		

Additional (or Unusual) P. E. Costs	<input type="text"/>	
Select % of PE to be performed by Consultants	<input type="text" value="100%"/>	PE Cost (PCES) <input type="text" value="\$838,046"/>

Note: Do Not Include Bridge P. E. Costs Here

Roadway P. E. / Roadway Const. = 22.7%

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Revised 01/10/18

Today's Date: **12/14/18**

Version 7.10



**Project Cost Estimating System
RIGHT-OF-WAY ESTIMATE**



Project No.: **** MISSING DATA ****

VDOT Construction District : **STAUNTON** # **8**

Select Project Area Real Estate Costs : **Somewhat Below Average**

Define Project Land Use Characteristics :	Agricultural :	100%
	Residential :	0%
	Industrial :	0%
	Commercial :	0%
		100%

Instructions: Please fill-in all applicable White Boxes or make a choice from the Drop-down Lists

Enter the Approximate Number of Parcels on the Project : **4**

1. LAND VALUE

Prop. Right-of-Way	Total Right-of-Way Project Length (ML + Connections)	3,582	ft	Computed RW Cost per sq ft =	\$0.05
	Average width of Existing RW	0	ft	Enter Right-of-Way Estimator's Right-of-Way Cost per sq ft :	
	Average width of Proposed RW	60	ft	Enter total sq ft (override calculation):	0
	Total area of all additional Prop. Right-of-Way		sf	214,920 sq ft =	4.934 Ac.
	Approx. % of Prop. CL within	30	ft	of Exist. CL	0%

Temp. Ease.	Average Width of parallel Temporary Easements Left		ft	Comp. Temp. Ease. Cost / sq ft =	\$0.01
	Total Length of parallel Temporary Easements Left		ft	Enter Right-of-Way Estimator's Temp. Ease. Cost per sq ft :	
	Average Width of parallel Temporary Easements Right		ft	Enter total sq ft (override calculation):	0
	Total Length of parallel Temporary Easements Right		ft	0 sq ft =	0.000 Ac.

Perm. & Util. Ease.	Total Area of All Replacement Utility Easements AND Select % of RW Cost for Util. Ease.		sf	Comp. Utility Ease. Cost / sq ft =	\$0.00
	OR			RW Est's. Utility Ease. Cost per sq ft :	
	Total Number of Replacement Easements Required		ea	0 sq ft =	0.000 Ac.
	Total area of All Permanent Easements	0	sf	Comp. Perm. Ease. Cost / sq ft =	\$0.04
				RW Est's. Perm. Ease. Cost per sq ft :	

COST OF LAND (Item # 1) \$11,579

2. BUILDING VALUE

Based upon comparison to similar, occupied Residential Dwellings in the Project Area, enter the Number of:			Computed:
A. Low Cost Residential Dwellings :	0		\$0
B. Moderately Low Cost Dwellings :	0		\$0
C. Average Cost Residential Dwellings :	0		\$0
D. Moderately High Cost Dwellings :			\$0
E. High Cost Residential Dwellings :			\$0
Computed Total Residential Dwelling Costs :			\$0
Estimator's Total Residential Dwelling Costs :			

Enter the total estimated cost of ALL **COMMERCIAL & INDUSTRIAL BUILDINGS** to be taken:
Note: No Computed Costs Available. Use User Defined Costs Below:
Estimator's Total Commercial / Industrial Buildings Costs :

3. OTHER IMPROVEMENTS

Enter the estimated cost of ALL OTHER IMPROVEMENTS on the Project:	
Computed Total Other Improvements Costs :	\$1,158
Estimator's Total Other Improvements Costs :	

4. DAMAGES

Anticipated % of Parcels Affected by Damages to Remainder :	100%
Anticipated Relative Cost Impact of Damages to Remainder :	Moderate
Approximate Number of Parcels Affected :	4
Computed Cost of Damages to Remainder :	\$62,580
Estimator's Total Cost of Damages to Remainder :	

TOTAL ACQUISITIONS (Items # 1 - 4) \$75,317

5. ADMINISTRATIVE SETTLEMENTS

Anticipated % of Parcels Affected by Administrative Settlements :	70%
Anticipated Relative Cost Impact of Administrative Settlements :	Moderate
Approximate Number of Parcels Affected :	3
Computed Cost of Administrative Settlements :	\$46,935
Estimator's Total Cost of Administrative Settlements :	

6. CONDEMNATION INCREASES

Anticipated % of Parcels Affected by Condemnation Increases :	70%
Anticipated Relative Cost Impact of Condemnation Increases :	Moderate
Approximate Number of Parcels Affected :	3
Computed Cost of Condemnation Increases :	\$63,362
Estimator's Total Cost of Condemnation Increases :	

7. ADMINISTRATIVE COSTS & INCIDENTAL EXPENSES

Anticipated Relative Cost Impact of Admin. Costs & Incidental Expenses :	Moderately High
Computed Administrative Costs & Incidental Expenses :	\$9,387
Estimator's Total Administrative Costs & Incidental Expenses :	

8. DEMOLITION CONTRACTS

Anticipated Relative Cost Impact of Demolition Contracts :	Moderate
Computed Costs of Demolition Contracts :	\$2,088
Estimator's Total Cost of Demolition Contracts :	

9. HAZARDOUS MATERIALS REMOVAL

Anticipated Number of Demolished Buildings Requiring Asbestos Removal :	
Anticipated Relative Cost of Asbestos Removal from Demolished Buildings :	
Anticipated Number of Other Hazardous Materials Removal Sites :	0
Anticipated Relative Cost Impact of Other Hazardous Materials Removal :	Moderate
Computed Cost of Hazardous Materials Removal :	\$0
Estimator's Total Costs of Hazardous Materials Removal :	

10. PROPERTY MANAGEMENT

Anticipated Relative Cost Impact of Property Management :	
Computed Costs of Property Management :	\$0
Estimator's Total Cost of Property Management :	

TOTAL OTHER ITEMS (Items # 5 - 10) \$121,772

11. RELOCATION ASSISTANCE

Residential Relocation Costs:	
Anticipated Relative Cost Impact of Residential Relocation Expenses :	Moderate
Computed Residential Relocation Costs :	\$0
Estimator's Total Residential Relocation Costs :	

Commercial Relocation Costs:	
<i>Note: No Computed Costs Available. Use User Defined Costs Below:</i>	
Estimator's Total Comm/Indust Relocation Costs :	

Total Displacements: Farms:
 Families: Non-Profit:
 Businesses: Personal Property Only:

TOTAL RELOCATION ASSISTANCE (Item # 11) \$0

12. YEAR OF RIGHT-OF-WAY AUTHORIZATION **FY2018**

< Req'd.

13. MANUAL INFLATION RATE

	<i>Today's Cost</i>	<i>Factor</i>	<i>Inflated Cost</i>
SUB-TOTAL RIGHT-OF-WAY COSTS	\$197,089	N/A	\$197,089
UTILITY COSTS TO RIGHT-OF-WAY PROJECT * (PCES)	\$0	N/A	\$0
TOTAL RIGHT-OF-WAY COSTS (PCES)	\$197,089		\$197,089

* Utility Data display requires completion of Utilities Estimate Worksheet (tab below)

COMMENTS:

RW-238 Data :

Right-of-Way Estimate Date :

Based on Approved / Unapproved Plans ? :

Participating Cost / Non-Participating Cost ? :

Today's Date : **12/14/18**