

B. Traffic Volumes, Level of Service

DRAFT

ROUTE/ROAD NAME	FROM	TO	LENGTH (MI)	TOWN(S)	Most Recent Count Year	AADT	2018 Forecast AADT*
County Rt 97/64 (Heiser /Fisk Hill Rd)	County Rt 80 (Clinton Rd)	County Rt 64 (Garfield St)		1.8 Canajohaire, NY; Fort Plain, NY	2010	235	254
County Rt 64 (Garfield St)	County Rt 64 (Fisk Hill Rd)	Rt 163 (Cherry Valley Rd)		0.3 Fort Plain, NY	**2010	346	374
Rt 163 (Cherry Valley Rd)	County Rt 64 (Fisk Hill Rd)	Freysbush Rd.		1.5 Fort Plain, NY	2013	1420	1435
Rt 163 (Cherry Valley Rd)	Freysbush Rd.	Tanners Rd.		1.5 Fort Plain, NY	2014	1223	1243
County Rt 86 (Marshville Rd)	Rt 163 (Cherry Valley Rd)	Rt 10 (Ames Rd)		3.6 Fort Plain, NY; Canajohaire, NY	2009	223	243
County Rt 85 (Dygert Rd)	County Rt 86 (Marshville Rd)	County Rt 80 (Clinton Rd)		2.0 Canajohaire, NY	2009	68	74
County Rt 87 (Seebers Ln)	Rt 10 (Reed St)	County Rt 80 (Clinton Rd)		2.3 Canajohaire, NY	2010	116	125
Rt 10 (Ames Rd)	County Rt 86 (Marshville Dr)	Reed St.		2.5 Canajohaire, NY	2013	1621	1646
Rt 10 (Ames Rd)	Reed St.	Rt 55 (E. Main St)		1.0 Canajohaire, NY	2013	2523	2553
Rt 55 (E. Main St)	I-90 exit 29	Rt 10 (Church St)		0.9 Canajohaire, NY	2015	5346	5506
Tanners Rd	County Rt 80 (Clinton Rd)	Rt 163 (Cherry Valley Rd)		1.5 Canajohaire, NY; Fort Plain, NY	**	210	229
Fredricks St	County Rt 86 (Marshville Rd)	County Rt 87 (Seeers Ln)		2.0 Canajohaire, NY	**	165	173
Nestle Rd	County Rt 80 (Clinton Rd)	Rt 163 (Cherry Valley Rd)		1.7 Fort Plain, NY	**	225	243
County Rt 80 (Clinton Rd)	Ridge Rd	Tanners Rd.		4.7 Canajohaire, NY; Fort Plain, NY	2009	500	486
Cliff St	Rt 10 (Rock St)	Shaper Ave.		0.3 Canajohaire, NY	**	900	945
Shaper Ave	Cliff St	Ridge Rd		0.1 Canajohaire, NY	**	600	630
Ridge Rd	Shaper Ave.	County Rt 80 (Clinton Rd)		0.4 Canajohaire, NY	**	540	567

* Assumes 1% annual growth

**No data available, volumes estimated based on surrounding counts

Estimated daily deliveries*

ROUTE/ROAD NAME	FROM	TO	LENGTH (MI)	EXISTING AADT	EXISTING LEVEL OF SERVICE***	1	1a	1b	1c	2a	2b	T	AADT DURING CONSTRUCTION*	LEVEL OF SERVICE DURING CONSTRUCTION
Rt 55 (E. Main St)	I-90 exit 29	Rt 10 (Church St)	0.9	5506	B	13	25	9	9	3	3	63	5570	B
Rt 10 (Ames Rd)	Reed St. - Village	Rt 55 (E. Main St)	1.0	2553	A	13	25	9	9	3	3	63	2616	A
Cliff St	Rt 10 (Rock St)	Shaper Ave.	0.3	945	A	13	25	9	9	3	3	63	1008	A
Shaper Ave.	Cliff St	Ridge Rd	0.1	630	A	13	25	9	9	3	3	63	693	A
Ridge Rd	Shaper Ave.	County Rt 80 (Clinton Rd)	0.4	567	A	13	25	9	9	3	3	63	630	A
County Rt 80 (Clinton Rd)	Ridge Rd	Tanners Rd.	4.7	486	A	13	25	9	9	3	3	63	549	A
Nestle Rd	County Rt 80 (Clinton Rd)	Rt 163 (Cherry Valley Rd)	1.7	243	A	25	25	9				25	268	A
Rt 163 (Cherry Valley Rd)	County Rt 64 (Fisk Hill Rd)	Freybush Rd.	1.5	1435	A			9				9	1444	A
County Rt 86 (Marshville Rd) W	Rt 163 (Cherry Valley Rd)	Rt 10 (Ames Rd)	3.6	243	A			9				9	252	A
County Rt 85 (Dygert Rd)	County Rt 86 (Marshville Rd)	County Rt 80 (Clinton Rd)	2.0	74	A				9			9	84	A
Tanners Rd	County Rt 80 (Clinton Rd)	Rt 163 (Cherry Valley Rd)	1.5	229	A				9			9	238	A
Rt 10 (Ames Rd)	County Rt 86 (Marshville Dr)	Reed St. - Town	2.5	1646	A				9			9	1655	A
Fredricks St	County Rt 86 (Marshville Rd)	County Rt 87 (Seeers Ln)	2.0	173	A					3		3	176	A
County Rt 86 (Marshville Rd) E	Rt 163 (Cherry Valley Rd)	Rt 10 (Ames Rd)	3.6	243	A						3	3	246	A

*Assumes construction will be phased by site and schedule resulting in approximately 39 delivery days per site.

**Assumes a worst case scenario where all sites were being developed in parallel.

***Assumes a 60/40 peak hour directional split and peak hour traffic is approximately 10% of AADT

Page 1 of 2

ROAD #: **CR 0800** ROAD NAME: **CLINTON RD** FROM: **BUEL RD** TO: **CANAJOHARIE VL** COUNTY: **Montgomery**
DIRECTION: **Northbound** REC. SERIAL #: **2305** TOWN: **CANAJOHARIE**
STATE DIR CODE: **1** WK OF YR: **38** @ REF MARKER: **NHS: no** BIN:
DATE OF COUNT: **09/15/2009** ADDL DATA: **JURIS: County** RR CROSSING:
NOTES LANE 1: **COUNT TYPE: VEHICLES** BATCH ID: **DOT-DOTR2 ww37-09a** HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: RU
PROCESSED BY: ORG CODE: DOT INITIALS: DMI

[illegible]

DATE	DAY	DATE	DAY	AM	PM	TOTAL	COUNT	HOUR
1	T	1	T					
2	W	2	W					
3	T	3	T					
4	F	4	F					
5	S	5	S					
6	S	6	S					
7	M	7	M					
8	T	8	T					
9	W	9	W					
10	T	10	T					
11	F	11	F					
12	S	12	S					
13	S	13	S					
14	M	14	M					
15	T	15	T					
16	W	16	W					
17	T	17	T					
18	F	18	F					
19	S	19	S					
20	S	20	S					
21	M	21	M					
22	T	22	T					
23	W	23	W					
24	T	24	T					
25	F	25	F					
26	S	26	S					
27	S	27	S					
28	M	28	M					
29	T	29	T					
30	W	30	W					

[illegible]

ROAD #: 0800
STATION: 258139
ROAD NAME: CLINTON RD
STATE DIR CODE: 1
FROM: BUEL RD
PLACEMENT: NEAR CANJO VILLAGE LINE
TO: CANAJOHARIE VL
COUNTY: Montgomery
DATE OF COUNT: 09/15/2009

ROAD #: **CR 0800** ROAD NAME: **CLINTON RD** FROM: **BUEL RD** TO: **CANAJOHARIE VL** COUNTY: **Montgomery**
DIRECTION: Southbound REC. SERIAL #: 2305 NHS: no TOWN: **CANAJOHARIE**
STATE DIR CODE: 2 WK OF YR: 38 @ REF MARKER: JURIS: County BIN:
DATE OF COUNT: 09/15/2009 ADDL DATA: CC Sth: RR CROSSING:
NOTES LANE 1: COUNT TYPE: VEHICLES BATCH ID: DOT-DOTR2 ww37-09a HPMS SAMPLE:

[illegible]

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W
2	2	2	2	0	1	2	2	0	1	1	4	4	8	12	15	9	4	2	2	1	1	3	8	15	11	6	10	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2	2	1	1	3	8	15	11	10	11	11	11
2	2	2	2	1	1	2	2	0	2	1	4	4	8	12	11	9	4	2											

DAYS	HOURS Counted	WEEKDAYS WEEKDAY Counted	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)								
			AVERAGE WEEKDAY High Hour						% of day																
			1	1	1	4	7	12	14	9	12	19	18	15	20	35	31	29	30	23	14	9	3	6	ADT
2	1	1	1	1	1	4	7	12	14	9	12	19	18	15	20	35	31	29	30	23	14	9	3	6	316
4	70	70	4	70	70	4	70	35	11%	1.000	1.073	AADT 295													

ROAD #: 0800
STATION: 258139
ROAD NAME: CLINTON RD
STATE DIR CODE: 2
FROM: BUEL RD
PLACEMENT: NEAR CANJO VILLAGE LINE
TO: CANAJOHARIE VL
COUNTY: Montgomery
DATE OF COUNT: 09/15/2009

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR 0640** ROAD NAME: **FISK HILL RD** FROM: **SR 163** TO: **CANAJOHARIE TL** COUNTY: **Montgomery**
DIRECTION: **Eastbound** FACTOR GROUP: **30** REC. SERIAL #: **1566** TOWN: **MINDEN**
STATE DIR CODE: **1** WK OF YR: **41** PLACEMENT: **524' E of villi, line** NHS: **no** LION#:
DATE OF COUNT: **10/04/2010** @ REF MARKER: JURIS: **County** BIN:
NOTES LANE 0: ADDL DATA: CC Str: RR CROSSING:
COUNT TYPE: **VEHICLES** BATCH ID: **DOT-DOTR2 ww41-10** MEMO SAMPLE:

[illegible]

1	F	1	2	0	2	0	0	1	6	2	6	9	14	5	8	12	12	11	10	2	5	0	1	200	22	15
2	S	2	3	1	1	0	0	0	4	3	7	11	12	6	10	8	10	20	5	9	1	2	1	166	19	15
3	S	3	4	0	1	0	2	2	3	2	5	10	17	7	15	8	12	14	10	4	2	1	0	198	22	16
4	M	4	5	2	2	0	2	6	6	2	5	9	10	7	8	13	12	13	9	9	4	2	2	201	19	16
5	T	5	6	3	3	0	0	0	12	3	4	8	12	20	18	17	12	6	17	7	2	2	3	227	22	14
6	W	6	7	4	4	1	1	0	14	2	6	9	14	12	14	11	15	7	10	3	1	1	3	173	22	12
7	T	7	8	5	2	0	2	2	10	3	5	10	17	7	15	12	12	9	9	4	2	1	0	198	22	16
8	F	8	9	6	3	1	2	6	12	4	8	12	20	18	17	12	13	6	17	7	2	2	3	227	22	14
9	S	9	10	7	4	0	0	0	18	5	7	8	12	12	14	11	14	7	6	10	3	1	3	173	22	12
10	S	10	11	8	5	1	0	3	14	3	2	5	8	12	14	11	19	6	10	3	1	3	173	22	12	
11	M	11	12	9	6	2	0	0	17	2	6	9	14	5	17	8	15	20	5	9	1	2	1	200	22	15
12	T	12	13	10	7	3	0	0	10	3	7	11	12	6	10	10	12	7	7	4	1	1	1	166	19	15
13	W	13	14	11	8	4	2	2	8	3	5	10	17	7	15	15	9	12	4	1	1	1	0	198	22	16
14	T	14	15	12	9	5	3	6	12	2	5	9	10	7	8	13	14	13	9	9	4	2	2	201	19	16
15	F	15	16	13	10	6	4	0	17	5	7	11	12	20	18	17	14	6	17	7	2	2	3	227	22	14
16	S	16	17	14	11	7	5	3	10	3	2	5	8	12	14	11	19	7	6	10	3	1	3	173	22	12
17	S	17	18	15	12	8	6	0	12	7	9	14	17	7	15	12	12	9	9	4	2	1	3	173	22	12
18	M	18	19	16	13	9	7	2	14	8	10	17	12	6	10	10	20	5	9	1	2	1	0	198	22	16
19	T	19	20	17	14	10	8	0	10	9	11	12	17	12	14	11	19	7	7	2	2	3	227	22	14	
20	W	20	21	18	15	11	9	0	12	10	12	17	12	20	18	17	14	6	17	7	2	2	3	227	22	14
21	T	21	22	19	16	12	10	0	14	11	13	18	17	12	14	11	19	7	6	10	3	1	3	173	22	12
22	F	22	23	20	17	13	11	1	12	12	14	19	18	12	14	11	19	7	6	10	3	1	3	173	22	12
23	S	23	24	21	18	14	12	2	17	13	15	20	19	12	14	11	19	7	6	10	3	1	3	173	22	12
24	S	24	25	22	19	15	13	3	10	14	16	21	20	12	14	11	19	7	6	10	3	1	3	173	22	12
25	M	25	26	23	20	16	14	4	12	15	17	22	21	12	14	11	19	7	6	10	3	1	3	173	22	12
26	T	26	27	24	21	17	15	5	14	16	18	23	22	12	14	11	19	7	6	10	3	1	3	173	22	12
27	W	27	28	25	22	18	16	6	16	17	19	24	23	12	14	11	19	7	6	10	3	1	3	173	22	12
28	T	28	29	26	23	19	17	7	18	18	20	25	24	12	14	11	19	7	6	10	3	1	3	173	22	12
29	F	29	30	27	24	20	18	8	20	19	21	26	25	12	14	11	19	7	6	10	3	1	3	173	22	12
30	S	30	31	28	25	21	19	9	22	20	22	27	26	12	14	11	19	7	6	10	3	1	3	173	22	12
31	S	31		29	26	22	20	10	23	21	23	28	27	12	14	11	19	7	6	10	3	1	3	173	22	12

DAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)										ADT		
							1	2	3	4	5	6	7	8	9	10		11	12
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11
WEEKDAYS Counted	WEEKDAYS Counted	HOURS Counted	1	0	1	5	2	AVERAGE WEEKDAY										ADT	
								1	2	3	4	5	6	7	8	9	10		11

ROAD #: 0640
STATION: 258159
ROAD NAME: FISK HILL RD
STATE DIR CODE: 1
FROM: SR 163
PLACEMENT: 524' E of vlll.lne
TO: CANAJOHARIE TL
COUNTY: Montgomery
DATE OF COUNT: 10/04/2010

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: CR 0640 ROAD NAME: FISK HILL RD FROM: SR 163 TO: CANAJOHARIE TL COUNTY: Montgomery
DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: 1566 FUNC. CLASS: 09 TOWN: MINDEN
STATE DIR CODE: 2 WK OF YR: 41 PLACEMENT: 524' E of vill.line NHS: no LION#: JURIS: County
DATE OF COUNT: 10/04/2010 @ REF MARKER: CC Sin: RR CROSSING: 10/04/2010
NOTES LANE 0: ADDL DATA: BATCH ID: DOT-DOTR2 ww41-10 MEMMSAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS												PROCESSED BY: ORG CODE: DOT INITIALS: med											
COUNT TAKEN BY: ORG CODE																							

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROAD #: CR 0640
COUNTY NAME: Montgomery
REGION CODE: 2
FROM: SR 163
TO: CANAJOHARIE TL
REF-MARKER:
END MILEPOINT: 0110089
FUNC-CLASS: 09
STATION NO: 8159
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS
PROCESSED BY: ORG CODE: DOT INITIALS: med

ROAD NAME: FISK HILL RD

NO. OF LANES: 2

YEAR: 2010
MONTH: October

STATION: 258159

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	182	178	360
NUMBER OF AXLES	364	356	721
% HEAVY VEHICLES (F4-F13)	3.30%	1.12%	2.22%
% TRUCKS AND BUSES (F3-F13)	31.32%	27.53%	29.44%
AXLE CORRECTION FACTOR	1.00	1.00	1.00

BATCH ID: DOT-DOTR2 ww41-10 Mont.Co

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00	0	0	1	0	0	0	0	0	0	0	0	0	1
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:00	0	3	2	0	0	0	0	0	0	0	0	0	5
	6:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	7:00	0	3	3	0	0	0	0	0	0	0	0	0	6
	8:00	0	8	2	0	0	0	0	0	0	0	0	0	10
	9:00	0	10	3	0	0	0	0	0	0	0	0	0	13
	10:00	0	4	2	0	0	0	0	0	0	0	0	0	6
DIRECTION	11:00	0	8	3	0	0	0	0	0	0	0	0	0	11
East	12:00	0	6	3	0	1	0	0	0	0	0	0	0	10
	13:00	0	7	4	0	1	0	0	0	0	0	0	0	12
	14:00	0	5	5	0	0	0	0	0	0	0	0	0	10
	15:00	0	12	4	0	0	0	0	0	0	0	0	0	16
	16:00	0	10	4	1	2	0	0	0	0	0	0	0	17
	17:00	0	14	4	0	1	0	0	0	0	0	0	0	19
	18:00	0	8	3	0	0	0	0	0	0	0	0	0	11
	19:00	0	10	4	0	0	0	0	0	0	0	0	0	14
	20:00	0	7	1	0	0	0	0	0	0	0	0	0	8
	21:00	0	5	1	0	0	0	0	0	0	0	0	0	6
	22:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	24:00	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VEHICLES	0	125	51	1	5	0	0	0	0	0	0	0	0	182
TOTAL AXLES	0	250	102	2	10	0	0	0	0	0	0	0	0	364
ENDING HOUR	1:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	6:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	7:00	0	6	2	0	0	0	0	0	0	0	0	0	8
	8:00	0	13	3	0	0	0	0	0	0	0	0	0	16
	9:00	0	8	3	0	0	0	0	0	0	0	0	0	11
	10:00	0	6	2	0	0	0	0	0	0	0	0	0	8
DIRECTION	11:00	0	7	4	0	0	0	0	0	0	0	0	0	11
West	12:00	0	9	3	0	0	0	0	0	0	0	0	0	12
	13:00	0	5	3	0	0	0	0	0	0	0	0	0	8
	14:00	0	7	3	0	1	0	0	0	0	0	0	0	11
	15:00	0	5	5	0	0	0	0	0	0	0	0	0	10
	16:00	0	13	4	1	0	0	0	0	0	0	0	0	18
	17:00	0	9	5	0	0	0	0	0	0	0	0	0	14
	18:00	0	10	2	0	0	0	0	0	0	0	0	0	12
	19:00	0	12	2	0	0	0	0	0	0	0	0	0	14
	20:00	0	5	2	0	0	0	0	0	0	0	0	0	7
	21:00	0	6	1	0	0	0	0	0	0	0	0	0	7
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	24:00	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VEHICLES	0	129	47	1	1	0	0	0	0	0	0	0	0	178
TOTAL AXLES	0	258	94	2	2	0	0	0	0	0	0	0	0	356
GRAND TOTAL VEHICLES	0	254	98	2	6	0	0	0	0	0	0	0	0	360
GRAND TOTAL AXLES	0	508	196	5	12	0	0	0	0	0	0	0	0	720

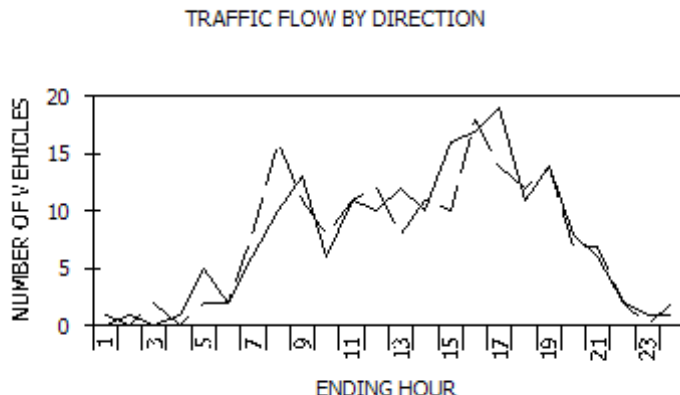
VEHICLE CLASSIFICATION CODES:

- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM



-- East

-- West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	17	19	A.M.	8	26
West	16	18	P.M.	16	35

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation Speed Count Average Weekday Report

Page 1 of 2
Date: 03/11/2011

Station: 258159 Road name: FISK HILL RD
 Road #: CR 0640 From: SR 163
 To: CANAJOHARIE TL
 Direction: East

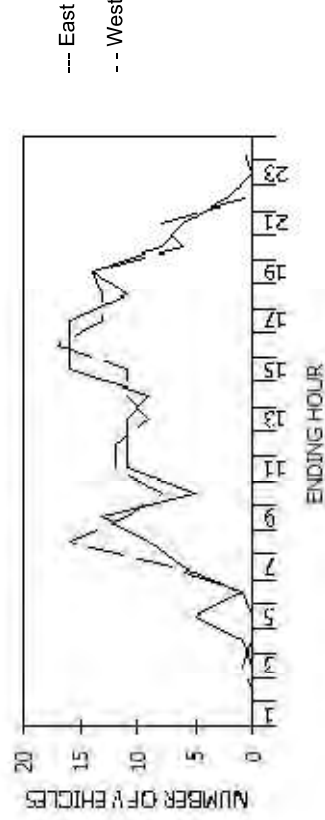
Start date: Mon 10/04/2010 10:00
 End date: Sun 10/10/2010 23:00
 County: Montgomery
 Town: MINDEN
 Speed limit: 40
 LION#:

Count duration: 158 hours
 Functional class: 9
 Factor group: 30
 Batch ID: DOT-DOTR2 ww41-10 Mont.Co
 Count taken by: Org: TST Init: DKS
 Processed by: Org: DOT Init: med

Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	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
2:00	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
3:00	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
4:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
5:00	0	0	0	0	1	2	2	0	0	0	0	0	0	40.0	0.0	0.0	0.0	0.0	43.2	43.8	48.2	5
6:00	0	0	0	0	0	0	1	0	0	0	0	0	0	100.0	0.0	0.0	0.0	0.0	47.5	47.6	49.3	1
7:00	0	0	0	1	2	2	1	0	0	0	0	0	0	16.7	0.0	0.0	0.0	0.0	39.4	40.0	45.6	6
8:00	0	0	0	1	4	3	1	0	0	0	0	0	0	11.1	0.0	0.0	0.0	0.0	39.3	39.4	44.5	9
9:00	0	0	1	1	5	4	2	1	0	0	0	0	0	23.1	7.7	0.0	0.0	0.0	40.7	40.7	47.7	13
10:00	0	0	1	0	0	2	2	0	0	0	0	0	0	40.0	0.0	0.0	0.0	0.0	39.8	43.8	48.2	5
11:00	0	0	0	1	4	4	2	0	0	0	0	0	0	18.2	0.0	0.0	0.0	0.0	40.2	40.7	45.9	11
12:00	0	0	0	1	3	4	2	1	0	0	0	0	0	27.3	9.1	0.0	0.0	0.0	41.3	41.9	48.4	11
13:00	0	0	0	1	3	3	3	1	0	0	0	0	0	36.4	9.1	0.0	0.0	0.0	41.7	42.6	49.0	11
14:00	0	0	1	1	1	3	2	1	0	0	0	0	0	33.3	11.1	0.0	0.0	0.0	39.9	42.6	49.2	9
15:00	0	0	0	1	3	8	3	1	0	0	0	0	0	25.0	6.3	0.0	0.0	0.0	42.0	42.6	47.7	16
16:00	0	0	0	2	3	6	4	1	0	0	0	0	0	31.3	6.3	0.0	0.0	0.0	41.5	42.6	48.3	16
17:00	0	0	0	0	2	6	6	2	0	0	0	0	0	50.0	12.5	0.0	0.0	0.0	44.6	45.0	49.7	16
18:00	0	0	0	0	2	4	4	1	0	0	0	0	0	45.5	9.1	0.0	0.0	0.0	43.9	44.4	49.2	11
19:00	0	0	0	1	2	8	2	1	0	0	0	0	0	21.4	7.1	0.0	0.0	0.0	42.0	42.6	47.3	14
20:00	0	0	0	1	1	4	2	0	0	0	0	0	0	25.0	0.0	0.0	0.0	0.0	41.3	42.6	47.0	8
21:00	0	0	0	0	2	2	2	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	42.1	42.6	47.8	6
22:00	0	0	0	0	0	1	1	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	44.9	45.0	48.6	2
23:00	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
24:00	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
Avg. Daily Total	0	0	2	12	38	67	42	10	0	0	0	0	0	30.4	5.8	0.0	0.0	0.0	41.6	42.6	48.2	171
Percent	0.0%	0.0%	1.2%	7.0%	22.2%	39.2%	24.6%	5.8%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.0%	0.0%	1.2%	8.2%	30.4%	69.6%	94.2%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	0	0	2	3	2	0	0	0	0	0	0									7

TRAFFIC FLOW BY DIRECTION



Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
East	15	16		8	25
West	16	17		16	33

Avg. Speed	50th% Speed	85th% Speed
41.6	42.6	48.2
43.7	44.8	50.4

New York State Department of Transportation Speed Count Average Weekday Report

Page 2 of 2
Date: 03/11/2011

Station: 258159 Road name: FISK HILL RD
 Road #: CR 0640 From: SR 163
 To: CANAJOHARIE TL West
 Direction: West

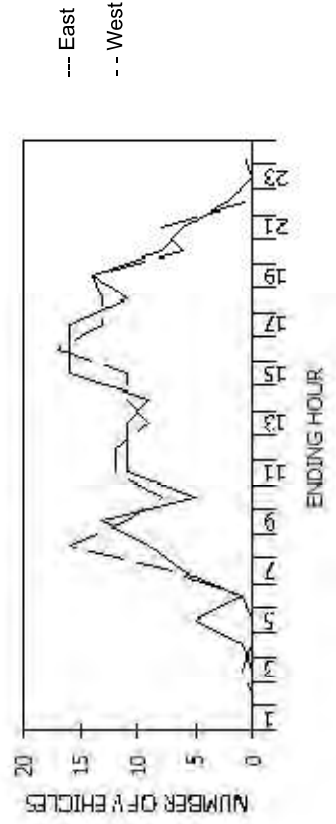
Start date: Mon 10/04/2010 10:00
 End date: Sun 10/10/2010 23:00
 County: Montgomery
 Town: MINDEN
 Speed limit: 40
 LION#:

Count duration: 158 hours
 Functional class: 9
 Factor group: 30
 Batch ID: DOT-DOTR2 ww41-10 Mont.Co
 Count taken by: Org: TST Init: DKS
 Processed by: Org: DOT Init: med

Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	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
2:00	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
3:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
4:00	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
5:00	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
6:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.5	32.6	34.3	1
7:00	0	0	0	0	2	2	3	0	0	0	0	0	0	42.9	0.0	0.0	0.0	0.0	42.8	43.8	48.3	7
8:00	0	0	0	1	3	4	5	3	0	0	0	0	0	50.0	18.8	0.0	0.0	0.0	43.6	45.0	51.0	16
9:00	0	0	0	0	1	4	4	1	0	0	0	0	0	45.5	9.1	0.0	0.0	0.0	41.0	44.4	49.2	11
10:00	0	0	0	0	1	3	3	1	0	0	0	0	0	50.0	12.5	0.0	0.0	0.0	44.6	45.0	49.7	8
11:00	0	0	0	0	1	4	5	1	0	0	0	0	0	50.0	8.3	0.0	0.0	0.0	43.5	45.0	49.2	12
12:00	0	0	0	0	1	2	3	2	1	0	0	0	0	50.0	25.0	8.3	0.0	0.0	43.9	45.0	53.0	12
13:00	0	0	0	0	1	2	3	2	1	0	0	0	0	66.7	33.3	11.1	0.0	0.0	46.8	47.6	54.2	9
14:00	0	0	1	0	1	4	3	1	1	0	0	0	0	45.5	18.2	9.1	0.0	0.0	42.8	44.4	51.8	11
15:00	0	0	0	0	1	3	4	2	1	0	0	0	0	63.6	27.3	9.1	0.0	0.0	46.4	46.9	53.4	11
16:00	0	0	0	0	2	7	6	2	0	0	0	0	0	47.1	11.8	0.0	0.0	0.0	44.5	44.7	49.6	17
17:00	0	0	0	0	2	4	4	2	1	0	0	0	0	53.8	23.1	7.7	0.0	0.0	45.3	45.7	52.7	13
18:00	0	0	0	0	2	4	4	2	1	0	0	0	0	53.8	23.1	7.7	0.0	0.0	45.3	45.7	52.7	13
19:00	0	0	0	2	3	3	5	1	0	0	0	0	0	42.9	7.1	0.0	0.0	0.0	41.6	43.4	49.0	14
20:00	0	0	0	0	2	2	2	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	42.1	42.6	47.8	6
21:00	0	0	0	1	1	4	1	1	0	0	0	0	0	25.0	12.5	0.0	0.0	0.0	41.7	42.6	49.0	8
22:00	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
23:00	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
24:00	0	0	0	0	0	0	1	0	0	0	0	0	0	100.0	0.0	0.0	0.0	0.0	47.5	47.6	49.3	1
Avg. Daily Total	0	1	1	7	25	54	56	21	6	0	0	0	0	48.5	15.8	3.5	0.0	0.0	43.7	44.8	50.4	171
Percent	0.0%	0.6%	0.6%	4.1%	14.6%	31.6%	32.7%	12.3%	3.5%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.0%	0.6%	1.2%	5.3%	19.9%	51.5%	84.2%	96.5%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	0	0	1	2	2	1	0	0	0	0	0									7

TRAFFIC FLOW BY DIRECTION



Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
East	15	16		8	25
West	16	17		16	33

Avg. Speed	50th% Speed	85th% Speed
41.6	42.6	48.2
43.7	44.8	50.4

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR 0850** ROAD NAME: **DYGERT RD** FROM: **CLINTON RD** COUNTY: **Montgomery**
DIRECTION: East/Westbound FACTOR GROUP: 30 REC. SERIAL #: 2034 TOWN: **CANAJOHARIE**
STATE DIR CODE: 3 WK OF YR: 49 PLACEMENT: 500' E. OF CLINTON RD LION#:
DATE OF COUNT: 12/01/2009 @ REF MARKER: JURIS: County
NOTES LANE 0: ADDL DATA: CC Str: RR CROSSING:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R02R2-ww48-09 HPMS SAMPLE:

[illegible]

DAYS Counted	HOURS Counted							WEEKDAYS WEEKDAY Counted Hours							AVERAGE WEEKDAY High Hour							AVERAGE WEEKDAY % of day							Axle Adj. Factor							Seasonal/Weekday Adjustment Factor							ADT						
	0	0	0	0	0	1	1	2	4	4	5	7	6	2	2	2	6	7	7	7	5	4	2	1	3	1	0	70	ESTIMATED							AADT							70						
4	70							4	70							7	10%							0.977	0.997																								

ROAD #: 0850
STATION: 258142
ROAD NAME: DYGERT RD
STATE DIR CODE: 3
FROM: CLINTON RD
TO: HERRICK ST
COUNTY: Montgomery
DATE OF COUNT: 12/01/2009
PLACEMENT: 500' E. OF CLINTON RD

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR 0860** ROAD NAME: **MARSHVILLE RD** FROM: **SR 163** TO: **CANAJOHARIE TL** COUNTY: **Montgomery**
 DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: 2301 TOWN:
 STATE DIR CODE: 1 WK OF YR: 49 PLACEMENT: 500' E. OF RTE 163 LION#: **MINDEN**
 DATE OF COUNT: 12/01/2009 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: ADDL DATA: CC Stn: RR CROSSING:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

DATE	DAY	AM												PM												TOTAL COUNT	DAILY HIGH	DAILY HIGH HOUR	
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11				12
		12	1	2	3	4	5	6	7	8	9	10	11	12															
		TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO															
		1	2	3	4	5	6	7	8	9	10	11	12																

DATE DAY[

[illegible]

4
 5
 6
 7
 8
 9
 10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25
 26
 27
 28
 29
 30
 31
 32
 33
 34
 35
 36
 37
 38
 39
 40
 41
 42
 43
 44
 45
 46
 47
 48
 49
 50
 51
 52
 53
 54
 55
 56
 57
 58
 59
 60
 61
 62
 63
 64
 65
 66
 67
 68
 69
 70
 71
 72
 73
 74
 75
 76
 77
 78
 79
 80
 81
 82
 83
 84
 85
 86
 87
 88
 89
 90
 91
 92
 93
 94
 95
 96
 97
 98
 99
 100
 101
 102
 103
 104
 105
 106
 107
 108
 109
 110
 111
 112
 113
 114
 115
 116
 117
 118
 119
 120
 121
 122
 123
 124
 125
 126
 127
 128
 129
 130
 131
 132
 133
 134
 135
 136
 137
 138
 139
 140
 141
 142
 143
 144
 145
 146
 147
 148
 149
 150
 151
 152
 153
 154
 155
 156
 157
 158
 159
 160
 161
 162
 163
 164
 165
 166
 167
 168
 169
 170
 171
 172
 173
 174
 175
 176
 177
 178
 179
 180
 181
 182
 183
 184
 185
 186
 187
 188
 189
 190
 191
 192
 193
 194
 195
 196
 197
 198
 199
 200
 201
 202
 203
 204
 205
 206
 207
 208
 209
 210
 211
 212
 213
 214
 215
 216
 217
 218
 219
 220
 221
 222
 223
 224
 225
 226
 227
 228
 229
 230
 231
 232
 233
 234
 235
 236
 237
 238
 239
 240
 241
 242
 243
 244
 245
 246
 247
 248
 249
 250
 251
 252
 253
 254
 255
 256
 257
 258
 259
 260
 261
 262
 263
 264
 265
 266
 267
 268
 269
 270
 271
 272
 273
 274
 275
 276
 277
 278
 279
 280
 281
 282
 283
 284
 285
 286
 287
 288
 289
 290
 291
 292
 293
 294
 295
 296
 297
 298
 299
 300
 301
 302
 303
 304
 305
 306
 307
 308
 309
 310
 311
 312
 313
 314
 315
 316
 317
 318
 319
 320
 321
 322
 323
 324
 325
 326
 327
 328
 329
 330
 331
 332
 333
 334
 335
 336
 337
 338
 339
 340
 341
 342
 343
 344
 345
 346
 347
 348
 349
 350
 351
 352
 353
 354
 355
 356
 357
 358
 359
 360
 361
 362
 363
 364
 365
 366
 367
 368
 369
 370
 371
 372
 373
 374
 375
 376
 377
 378
 379
 380
 381
 382
 383
 384
 385
 386
 387
 388
 389
 390
 391
 392
 393
 394
 395
 396
 397
 398
 399
 400
 401
 402
 403
 404
 405
 406
 407
 408
 409
 410
 411
 412
 413
 414
 415
 416
 417
 418
 419
 420
 421
 422
 423
 424
 425
 426
 427
 428
 429
 430
 431
 432
 433
 434
 435
 436
 437
 438
 439
 440
 441
 442
 443
 444
 445
 446
 447
 448
 449
 450
 451
 452
 453
 454
 455
 456
 457
 458
 459
 460
 461
 462
 463
 464
 465
 466
 467
 468
 469
 470
 471
 472
 473
 474
 475
 476
 477
 478
 479
 480
 481
 482
 483
 484
 485
 486
 487
 488
 489
 490
 491
 492
 493
 494
 495
 496
 497
 498
 499
 500
 501
 502
 503
 504
 505
 506
 507
 508
 509
 510
 511
 512
 513
 514
 515
 516
 517
 518
 519
 520
 521
 522
 523
 524
 525
 526
 527
 5

$$-\infty < \alpha < \infty$$

10 11

12 5

13 5

12
13
14
15

16 — W F

17 T

18 F

19 5

20 5

2021 2022

23 W F

24 T

25 F

26 5

27 5

20
28
29

— W F 30 29

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) **ADT**

	AVERAGE WEEKDAY HOURS (PALE FACTORIES, MONT GAIN TO IT ROOM)																		RPT		
0	0	1	1	2	5	5	6	5	4	6	5	7	9	7	7	4	4	4	2	0	107

DAYS	HOURS	WEEKDAYS WEEKDAY	AVERAGE WEEKDAY	Axle Adj.	Seasonal/Weekday	ESTIMATED (one way)

<u>Counted</u>	<u>Counted</u>	<u>Counted</u>	<u>Hours</u>	<u>High Hour</u>	<u>% of day</u>	<u>Factor</u>	<u>Adjustment Factor</u>	AADT
----------------	----------------	----------------	--------------	------------------	-----------------	---------------	--------------------------	-------------

	3	55	3	55	13	12%	0.977	0.997	AAD I 107
1	3	55	3	55	13	12%	0.977	0.997	AAD I 107

107

ROAD # 0860 ROAD NAME: MARSHVILLE RD FROM: SR 163 TO: CANAJOHARIE TOWNSHIP COUNTY: Monticello

STATION: 258177
ROAD #: 0600
ROAD NAME: WARRENVILLE RD
TOWNSHIP: WARRENVILLE
COUNTY: ILLINOIS
DATE OF COUNT: 12/01/2009
PLACEMENT: 500' E. OF RTE 163
STATE DIR CODE: 1

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR 0860** ROAD NAME: **MARSHVILLE RD** FROM: **SR 163** TO: **CANAJOHARIE TL** COUNTY: **Montgomery**
DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: 2301 FUNC. CLASS: 09 TOWN:
STATE DIR CODE: 2 WK OF YR: 49 PLACEMENT: 500' E. OF RTE 163 NHS: no LION#:
DATE OF COUNT: 12/01/2009 @ REF MARKER: JURIS: County BIN:
NOTES LANE 1: ADDL DATA: CC Stn: RR CROSSING:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: R02 INITIALS: med

[illegible][illegible]

ROAD #: 0860
STATION: 258177
ROAD NAME: MARSHVILLE RD
STATE DIR CODE: 2
FROM: SR 163
PLACEMENT: 500' E. OF RTE 163
TO: CANAJOHARIE TL
COUNTY: Montgomery
DATE OF COUNT: 12/01/2009

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR 0870** ROAD NAME: **SEEBERS LA** FROM: **CLINTON RD** TO: **CANAJOHARIE VL** COUNTY: **Montgomery**
DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: BP62 FUNC. CLASS: 09 TOWN: **CANAJOHARIE**
STATE DIR CODE: 1 WK OF YR: 34 PLACEMENT: 0.5 MS E OF CR 80 Clinton rd NHS: no LION#:
DATE OF COUNT: 08/16/2010 @ REF MARKER: JURIS: County BIN:
NOTES LANE 0: ADDL DATA: CC Str: RR CROSSING:
COUNT TYPE: VEHICLES BATCH ID: DOT-DOTR2WW34-10 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: RAR
PROCESSED BY: ORG CODE: DOT INITIALS: med

DATE	DAY	AM												PM												TOTAL COUNT	DAILY HIGH	DAILY LOW
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
		TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO			
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12			

DATE	DAY	DATE	DAY	AM	PM	TOTAL	DAILY COUNT	HOUR
1	S	1	S					
2	M	2	M					
3	T	3	T					
4	W	4	W					
5	T	5	T					
6	F	6	F					
7	S	7	S					
8	S	8	S					
9	M	9	M					
10	T	10	T					
11	W	11	W					
12	T	12	T					
13	F	13	F					
14	S	14	S					
15	S	15	S					
16	M	16	M					
17	T	17	T					
18	W	18	W					
19	T	19	T					
20	F	20	F					
21	S	21	S					
22	S	22	S					
23	M	23	M					
24	T	24	T					
25	W	25	W					
26	T	26	T					
27	F	27	F					
28	S	28	S					
29	S	29	S					
30	M	30	M					
31	T	31	T					

[illegible]

ROAD #:	0870	ROAD NAME:	SEEBERS LA	FROM:	CLINTON RD	TO:	CANAJOHARIE VL	COUNTY:	Montgomery
STATION:	258145	STATE DIR CODE:	1	PLACEMENT:	0.5 M S E OF CR 80 Clinton rd	DATE OF COUNT:	08/16/2010		

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: **CR 0870** ROAD NAME: **SEEBERS LA** FROM: **CLINTON RD** TO: **CANAJOHARIE VL** COUNTY: **Montgomery**
DIRECTION: **Westbound** FACTOR GROUP: **30** REC. SERIAL #: **BP62** TOWN: **CANAJOHARIE**
STATE DIR CODE: **2** WK OF YR: **34** PLACEMENT: **0.5 MS E OF CR 80 Clinton rd** LION#:
DATE OF COUNT: **08/16/2010** @ REF MARKER: **JURIS: County** BIN:
NOTES LANE 0: **ADDL DATA:** CC Stn: RR CROSSING:

[illegible]

DATE	DAY	DATE	DAY	AM	PM	TOTAL	COUNT	HOUR
1	S			AM	PM			
2	M							
3	T							
4	W							
5	T							
6	F							
7	S							
8	S							
9	M							
10	T							
11	W							
12	T							
13	F							
14	S							
15	S							
16	M							
17	T							
18	W							
19	T							
20	F							
21	S							
22	S							
23	M							
24	T							
25	W							
26	T							
27	F							
28	S							
29	S							
30	M							
31	T							

[illegible]

ROAD #: 0870
STATION: 258145
ROAD NAME: SEEBERS LA
STATE DIR CODE: 2
FROM: CLINTON RD
PLACEMENT: 0.5 M S E OF CR 80 Clinton rd
TO: CANAJOHARIE VL
COUNTY: Montgomery
DATE OF COUNT: 08/16/2010

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: CR 0970 ROAD NAME: HEISER RD FROM: CLINTON RD TO: MINDEN TL COUNTY: Montgomery
DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 1807 FUNC. CLASS: 09 TOWN: CANAJOHARIE
STATE DIR CODE: 1 WK OF YR: 41 PLACEMENT: 4974 ft S of happy hollow rd NHS: no LION#:
DATE OF COUNT: 10/04/2010 @ REF MARKER: JURIS: County BIN:
NOTES LANE 0: ADDL DATA: CC Stn: BATCH ID: DOT-DOTR2 ww41-10 MEMMSAMPLE: RR CROSSING:
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS COUNT TYPE: VEHICLES PROCESSED BY: ORG CODE: DOT INITIALS: med

DATE	DAY	AM												PM												DAILY HIGH	DAILY COUNT	DAILY HIGH HOUR
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12		
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

DAYS Counted	HOURS Counted	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT												ESTIMATED (one way)																											
		0	1	0	0	2	2	4	8	11	4	7	8	9	6	9	12	14	10	9	6	5	2	1	0			130																									
		WEEKDAYS WEEKDAY Counted Hours												AVERAGE WEEKDAY High Hour % of day												Axe Adj. Factor												Seasonal/Weekday Adjustment Factor															
7	158	5 98												14 11%												1.000												1.074												AADT		121	

ROAD #: 0970 ROAD NAME: HEISER RD FROM: CLINTON RD TO: MINDEN TL COUNTY: Montgomery
STATION: 258155 STATE DIR CODE: 1 PLACEMENT: 4974 ft S of happy hollow rd DATE OF COUNT: 10/04/2010

New York State Department of Transportation
Traffic Count Hourly Report

ROAD #: CR 0970 ROAD NAME: HEISER RD FROM: CLINTON RD TO: MINDEN TL COUNTY: Montgomery
DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: 1807 TOWN: CANAJOHARIE
STATE DIR CODE: 2 WK OF YR: 41 PLACEMENT: 4974 ft S of happy hollow rd NHS: no LION#:
DATE OF COUNT: 10/04/2010 @ REF MARKER: JURIS: County BIN:
NOTES LANE 0: ADDL DATA: CC Stn: BATCH ID: DOT-DOTR2 ww41-10 MEMMSAMPLE: RR CROSSING:
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS COUNT TYPE: VEHICLES

AM												PM												DAILY HIGH	DAILY COUNT	DAILY HIGH HOUR
DATE	DAY	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	

1	F																										
2	S																										
3	S																										
4	M																										
5	T																										
6	W																										
7	T																										
8	F																										
9	S																										
10	S																										
11	M																										
12	T																										
13	W																										
14	T																										
15	F																										
16	S																										
17	S																										
18	M																										
19	T																										
20	W																										
21	T																										
22	F																										
23	S																										
24	S																										
25	M																										
26	T																										
27	W																										
28	T																										
29	F																										
30	S																										
31	S																										

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT												ESTIMATED (one way)		
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours	WEEKDAYS Hours
7	158	5	98	10	8%	1.000	1.074																			
																								AADT		
																								112		

ROAD #: 0970 ROAD NAME: HEISER RD FROM: CLINTON RD TO: MINDEN TL COUNTY: Montgomery
STATION: 258155 STATE DIR CODE: 2 PLACEMENT: 4974 ft S of happy hollow rd DATE OF COUNT: 10/04/2010

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROAD #: CR 0970
COUNTY NAME: Montgomery
REGION CODE: 2
FROM: CLINTON RD
TO: MINDEN TL
REF-MARKER:
END MILEPOINT: 0110114
FUNC-CLASS: 09
STATION NO: 8155
COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS
PROCESSED BY: ORG CODE: DOT INITIALS: med

ROAD NAME: HEISER RD

NO. OF LANES: 2

YEAR: 2010
MONTH: October

STATION: 258155

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	128	116	244
NUMBER OF AXLES	257	232	489
% HEAVY VEHICLES (F4-F13)	1.56%	0.00%	0.82%
% TRUCKS AND BUSES (F3-F13)	33.59%	28.45%	31.15%
AXLE CORRECTION FACTOR	1.00	1.00	1.00

BATCH ID: DOT-DOTR2 ww41-10 Mont.Co

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00	0	0	1	0	0	0	0	0	0	0	0	0	1
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	0	2	0	0	0	0	0	0	0	0	0	2
	6:00	0	2	0	0	0	0	0	0	0	0	0	0	2
	7:00	0	2	2	0	0	0	0	0	0	0	0	0	4
	8:00	0	5	1	1	0	0	0	0	0	0	0	0	7
	9:00	0	9	2	0	0	0	0	0	0	0	0	0	11
	10:00	0	2	1	0	0	0	0	0	0	0	0	0	3
DIRECTION	11:00	0	5	2	0	0	0	0	0	0	0	0	0	7
North	12:00	0	5	3	0	0	0	0	0	0	0	0	0	8
	13:00	0	5	4	0	0	0	0	0	0	0	0	0	9
	14:00	0	3	4	0	0	0	0	0	0	0	0	0	7
	15:00	0	6	2	0	0	0	0	0	0	0	0	0	8
	16:00	0	8	4	1	0	0	0	0	0	0	0	0	13
	17:00	0	10	4	0	0	0	0	0	0	0	0	0	14
	18:00	0	7	3	0	0	0	0	0	257	0	0	0	10
	19:00	0	6	3	0	0	0	0	0	0	0	0	0	9
	20:00	0	4	2	0	0	0	0	0	0	0	0	0	6
	21:00	0	4	1	0	0	0	0	0	0	0	0	0	5
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	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
TOTAL VEHICLES	0	85	41	2	0	0	0	0	0	0	0	0	0	128
TOTAL AXLES	0	170	82	5	0	0	0	0	0	0	0	0	0	257
ENDING HOUR	1:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	0	2	1	0	0	0	0	0	0	0	0	0	3
	7:00	0	3	1	0	0	0	0	0	0	0	0	0	4
	8:00	0	8	2	0	0	0	0	0	0	0	0	0	10
	9:00	0	6	2	0	0	0	0	0	0	0	0	0	8
	10:00	0	5	2	0	0	0	0	0	0	0	0	0	7
	11:00	0	5	2	0	0	0	0	0	0	0	0	0	7
DIRECTION	12:00	0	6	3	0	0	0	0	0	0	0	0	0	9
South	13:00	0	5	2	0	0	0	0	0	0	0	0	0	7
	14:00	0	4	2	0	0	0	0	0	0	0	0	0	6
	15:00	0	2	2	0	0	0	0	0	0	0	0	0	4
	16:00	0	6	2	0	0	0	0	0	0	0	0	0	8
	17:00	0	6	3	0	0	0	0	0	0	0	0	0	9
	18:00	0	6	3	0	0	0	0	0	0	0	0	0	9
	19:00	0	7	2	0	0	0	0	0	0	0	0	0	9
	20:00	0	4	2	0	0	0	0	0	0	0	0	0	6
	21:00	0	3	1	0	0	0	0	0	0	0	0	0	4
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	24:00	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VEHICLES	0	83	33	0	0	0	0	0	0	0	0	0	0	116
TOTAL AXLES	0	166	66	0	0	0	0	0	0	0	0	0	0	232
GRAND TOTAL VEHICLES	0	168	74	2	0	0	0	0	0	0	0	0	0	244
GRAND TOTAL AXLES	0	336	148	5	0	0	0	0	0	0	0	0	0	489

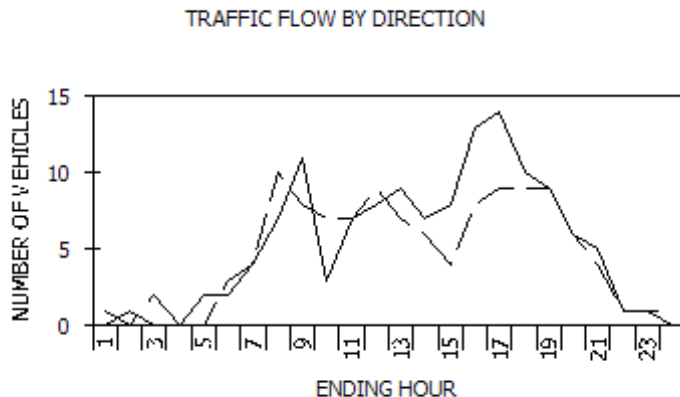
VEHICLE CLASSIFICATION CODES:

- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM



-- North		--South			
PEAK HOUR DATA					
DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	17	14	A.M.	9	19
South	8	10	P.M.	17	23

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation Speed Count Average Weekday Report

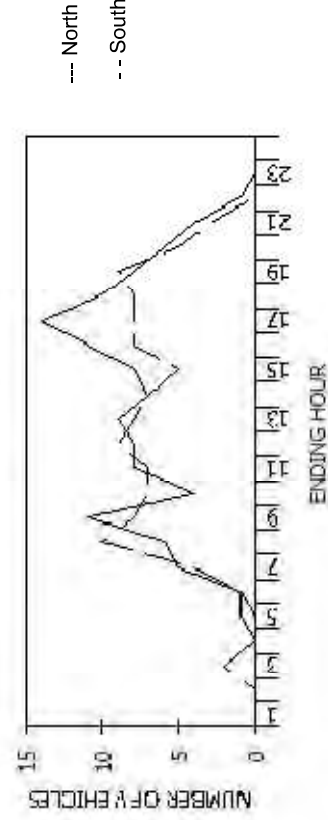
Page 1 of 2
Date: 03/11/2011

Station: 258155	Start date: Mon 10/04/2010 10:00	Count duration: 158 hours
Road #: CR 0970	End date: Sun 10/10/2010 23:00	Functional class: 9
From: CLINTON RD	County: Montgomery	Factor group: 30
To: MINDEN TL	Town: CANAJOHARIE	Batch ID: DOT-DOTR2 ww41-10 Mont.Co
Direction: North	Speed limit: 55	Org: TST Init: DKS
	LION#:	Org: DOT Init: med
		Processed by:

Speeds, mph

Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	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
2:00	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
3:00	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
4:00	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
5:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
6:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	47.5	47.6	49.3	1
7:00	1	0	1	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	34.5	41.3	46.3	5
8:00	1	0	2	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	35.0	40.0	45.6	6
9:00	0	2	2	4	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	40.4	41.9	47.3	11
10:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.2	42.6	47.0	4
11:00	0	0	2	2	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.8	45.0	49.7	8
12:00	0	0	2	3	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.8	43.4	48.0	8
13:00	0	1	1	4	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.3	43.2	49.2	9
14:00	0	1	2	2	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.3	43.8	49.9	7
15:00	0	0	2	5	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.7	42.0	44.8	8
16:00	0	1	5	5	5	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	44.1	44.6	48.4	11
17:00	0	1	2	4	5	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.5	45.0	50.0	14
18:00	0	0	2	5	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.1	43.0	48.8	10
19:00	0	0	2	4	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.2	42.6	47.0	8
20:00	0	0	2	2	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.7	42.6	50.6	6
21:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	38.3	40.0	43.6	4
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
23:00	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
24:00	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
Avg. Daily Total	2	6	24	50	33	7	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.7	43.0	48.3	122
Percent	1.6%	4.9%	19.7%	41.0%	27.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Cum. Percent	1.6%	6.6%	26.2%	67.2%	94.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%				
Average hour	0	0	1	2	1	0	0	0	0	0	0	0	0									5

TRAFFIC FLOW BY DIRECTION



Direction	Avg. Speed	50th% Speed	85th% Speed
North	41.7	43.0	48.3
South	41.6	42.4	48.4

Direction	Hour	Count	2-way A.M.	Count	2-way P.M.	Count
North	17	14		9		19
South	8	10		17		22

New York State Department of Transportation Speed Count Average Weekday Report

Page 2 of 2
Date: 03/11/2011

Station: 258155 Road name: HEISER RD
Road #: CR 0970 From: CLINTON RD
To: MINDEN TL
Direction: South

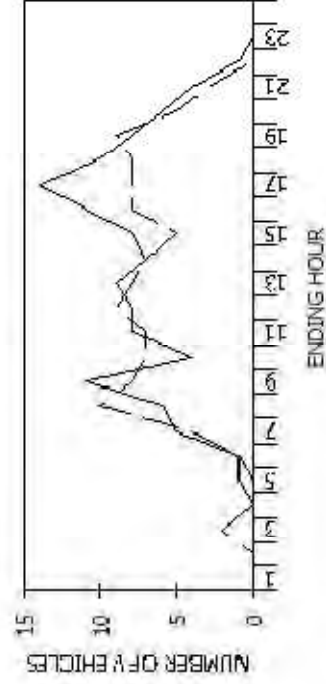
Start date: Mon 10/04/2010 10:00
End date: Sun 10/10/2010 23:00
County: Montgomery
Town: CANAJOHARIE
Speed limit: 55
LION#:

Count duration: 158 hours
Functional class: 9
Factor group: 30
Batch ID: DOT-DOTR2 ww41-10 Mont.Co
Count taken by: Org: TST Init: DKS
Processed by: Org: DOT Init: med

Speeds, mph

Hour	30.0-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	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
2:00	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
3:00	0	0	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.8	40.0	43.6	2
4:00	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
5:00	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
6:00	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	47.5	47.6	49.3	1
7:00	0	2	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	40.9	40.0	47.0	4
8:00	0	1	4	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.8	43.8	49.2	10
9:00	0	1	4	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	44.0	43.8	49.6	8
10:00	0	2	1	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.0	41.3	47.4	7
11:00	0	0	1	4	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.0	43.2	47.4	7
12:00	0	0	3	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	49.2	9
13:00	0	1	3	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.3	43.4	49.6	8
14:00	0	0	2	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.3	43.8	49.9	7
15:00	0	0	2	2	0	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.9	41.3	51.3	5
16:00	0	1	3	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.5	40.0	44.7	8
17:00	0	1	2	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.3	45.0	52.0	8
18:00	0	1	2	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.2	42.6	48.0	8
19:00	0	2	3	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.5	40.9	46.7	9
20:00	0	1	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	40.9	40.9	43.8	5
21:00	0	0	1	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	40.7	41.3	43.9	3
22:00	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
23:00	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
24:00	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
Avg. Daily Total	0	10	25	41	25	8	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.6	42.4	48.4	109
Percent	0.0%	9.2%	22.9%	37.6%	22.9%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Cum. Percent	0.0%	9.2%	32.1%	69.7%	92.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%				
Average hour	0	0	1	2	1	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%				5

TRAFFIC FLOW BY DIRECTION



Direction	Hour	Count	2-way A.M.	2-way P.M.	Hour	Count
North	17	14			9	19
South	8	10			17	22

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: NY 5S ROAD NAME: FROM: RT 10 CANAJOHARIE TO: ACC 90I COUNTY: Montgomery
DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: AP06 FUNC. CLASS: 17 VILLAGE:
STATE DIR CODE: 6 WK OF YR: 26 PLACEMENT: 195 yds E of Mitchell St NHS: no LION#: 1002830
DATE OF COUNT: 06/22/2015 @ REF MARKER: JURIS: City RR CROSSING:
NOTES LANE 1: EB travel lane ADDL DATA: Class Speed CC Stn: BATCH ID: DOT-R02 WW26a Clas\$IPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: HJD COUNT TYPE: AXLE PAIRS PROCESSED BY: ORG CODE: DOT INITIALS: JLB

DATE	DAY	AM												PM												DAILY HIGH	DAILY HIGH	TOTAL COUNT	HOUR
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12			
1	M																												
2	T																												
3	W																												
4	T																												
5	F																												
6	S																												
7	S																												
8	M																												
9	T																												
10	W																												
11	T																												
12	F																												
13	S																												
14	S																												
15	M																												
16	T																												
17	W																												
18	T																												
19	F																												
20	S																												
21	S																												
22	M																												
23	T																												
24	W																												
25	T																												
26	F																												
27	S																												
28	S																												
29	M																												
30	T																												

DAYS Counted	4	11	31	64	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT												ESTIMATED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
					WEEKDAYS Counted	Hours	AVERAGE WEEKDAY		% of day										Axle Adj. Factor	Seasonal/Weekday Adjustment Factor																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
					3	73	269	9%	1.000	1.100												AADT	2751																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
12																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

ROUTE #NY 5S ROAD NAME: FROM: RT 10 CANAJOHARIE TO: ACC 90I COUNTY: Montgomery
STATION: 250042 STATE DIR CODE: 6 PLACEMENT: 195 yds E of Mitchell St DATE OF COUNT: 06/22/2015

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: NY 5S ROAD NAME: FROM: RT 10 CANAJOHARIE TO: ACC 901 COUNTY: Montgomery
DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: AP06 VILLAGE:
STATE DIR CODE: 7 WK OF YR: 26 PLACEMENT: 195 yds E of Mitchell St LION#:
DATE OF COUNT: 06/22/2015 @ REF MARKER: JURIS: City BIN: 1002830
NOTES LANE 1: WB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
COUNT TAKEN BY: ORG CODE: TST INITIALS: HJD COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R02 WW26a Class\$IPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: HJD												PROCESS BY: ORG CODE: DOT INITIALS: JLB												DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											
																								DAILY HIGH COUNT											

New York State Department of Transportation
Roadway Traffic Count Hourly Report

STATION: 250028

ROUTE/ROAD: NY10
FED DIR CODE: 1, 5
ST DIR CODE: 1, 2
DOT ID: 100013
BEGIN DATE: 10/14/2013
NOTES 1: NB travel lane
NOTES 2: SB travel lane
TAKEN BY: TST-BEK

FROM: RT 163 JCT ON LEFT
REF. MARKER: 10 25031062
END MILEPOST: 6.83
LANES BY DIR: 1 North 1 South
WEEK OF YEAR: 41
PLACEMENT: .38 Mi S of Hickory Grove Rd
PROCESSED BY: R02-med

TO: CANAJOHARIE S LN
FUNC. CLASS: 6 - R Minor Arterial
FACTOR GROUP: 40
CC STN:
ADDL DATA:
JURISDICTION: 01-NYSDOT
BATCH ID: DOT-R02R2-ww4

REGION-COUNTY: 2-MONTGOMERY
MUNI: Canajoharie-Town-0120
BIN:
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Vehicle
SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/14, Mon																	127	97	41	40	26	19	12		362		
10/15, Tue	7	3	4	4	25	42	72	116	93	82	103	122	121	128	127	150	152	122	102	67	43	39	18	8	1750	152	16-17
10/16, Wed	5	6	11	2	21	41	72	111	89	101	78	104	91	94	120	133	122	127	99	63	50	37	22	12	1611	133	15-16
10/17, Thu	5	5	11	3	22	40	70	103	67	81	88														495		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	6	5	9	3	23	41	71	110	83	88	90	113	106	111	124	142	137	125	99	57	44	34	20	11	AWDT	1650
--	---	---	---	---	----	----	----	-----	----	----	----	-----	-----	-----	-----	-----	-----	-----	----	----	----	----	----	----	------	------

DAYS		HOURS	WEEKDAYS		WEEKDAY	AVERAGE WEEKDAY		ESTIMATED	
Counted	Counted	Counted	Counted	Hours	Hours	Roadway	North	Roadway	AADT
3	66	66	3	66	142	High Hour	High Hour	1620	824
					8.6	% of day	% of day	824	797
					70	76	9.4		

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.02		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation
NB Traffic Count Hourly Report

STATION: 250028

ROUTE/ROAD: NY10
FED DIR CODE: 1
ST DIR CODE: 1, 2
DOT ID: 100013
BEGIN DATE: 10/14/2013
NOTES 1: NB travel lane
NOTES 2: SB travel lane
TAKEN BY: TST-BEK

FROM: RT 163 JCT ON LEFT
REF. MARKER: 10 25031062
END MILEPOST: 6.83
LANES BY DIR: 1 North
WEEK OF YEAR: 41
PLACEMENT: .38 Mi S of Hickory Grove Rd
PROCESSED BY: R02-med

TO: CANAJOHARIE S LN
FUNC. CLASS: 6 - R Minor Arterial
FACTOR GROUP: 40
CC STN:
ADDL DATA:
JURISDICTION: 01-NYSDOT
BATCH ID: DOT-R02R2-ww4

REGION-COUNTY: 2-MONTGOMERY
MUNI: Canajoharie-Town-0120
BIN:
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Vehicle
SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/14, Mon																											
10/15, Tue	3	0	2	4	18	29	43	72	54	35	53	51	65	68	61	67	81	49	52	25	17	16	10	3	878	81	16-17
10/16, Wed	3	5	8	1	15	28	46	73	45	43	41	59	40	47	62	64	54	48	37	31	28	19	14	6	817	73	07-08
10/17, Thu	4	3	7	2	15	26	42	66	39	36	44														284		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

AWDT

839

DAYS		HOURS	WEEKDAYS		WEEKDAY		AVERAGE WEEKDAY		ESTIMATED	
Counted	Counted	Counted	Counted	Hours	Roadway	High Hour	North	South	Roadway	AADT
3	66	66	3	66	142	8.6	70	8.3	1620	824
						% of day	High Hour % of day	High Hour % of day	North	South
									824	797

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.02		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation
SB Traffic Count Hourly Report

STATION: 250028

ROUTE/ROAD: NY10
FED DIR CODE: 5
ST DIR CODE: 1, 2
DOT ID: 100013
BEGIN DATE: 10/14/2013
NOTES 1: NB travel lane
NOTES 2: SB travel lane
TAKEN BY: TST-BEK

FROM: RT 163 JCT ON LEFT
REF. MARKER: 10 25031062
END MILEPOST: 6.83
LANES BY DIR: 1 South
WEEK OF YEAR: 41
PLACEMENT: .38 Mi S of Hickory Grove Rd
PROCESSED BY: R02-med

TO: CANAJOHARIE S LN
FUNC. CLASS: 6 - R Minor Arterial
FACTOR GROUP: 40
CC STN:
ADDL DATA:
JURISDICTION: 01-NYSDOT
BATCH ID: DOT-R02R2-ww4

REGION-COUNTY: 2-MONTGOMERY
MUNI: Canajoharie-Town-0120
BIN:
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Vehicle
SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL	DAILY	HIGH	HIGH
10/14, Mon																												
10/15, Tue	4	3	2	0	7	13	29	44	39	47	50	71	56	60	66	83	71	73	50	42	26	23	8	5	872	83	15-16	
10/16, Wed	2	1	3	1	6	13	26	38	44	58	37	45	51	47	58	69	68	79	62	32	22	18	8	6	794	79	17-18	
10/17, Thu	1	2	4	1	7	14	28	37	28	45	44														211			

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	2	2	3	1	7	13	28	40	37	50	44	58	54	54	62	76	70	72	48	33	25	19	9	6	811	AWDT
--	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	---	---	-----	------

DAYS		HOURS		WEEKDAYS		WEEKDAY		WEEKDAY		AVERAGE WEEKDAY		ESTIMATED	
Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Counted	Roadway	North	Roadway	AADT
3	66	66	66	66	66	66	66	66	66	High Hour	% of day	1620	South
										142	70	8.3	824
										% of day	76	9.4	797

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.02		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation
Roadway Traffic Count Hourly Report

STATION: 250155

ROUTE/ROAD:	NY10	FROM: CANAJOHARIE S LN	TO: MOHAWK ST	REGION-COUNTY:	2-MONTGOMERY
FED DIR CODE:	1, 5	REF. MARKER: 10 25031076	FUNC. CLASS: 16 - U Minor Arterial	MUNI:	Canajoharie-Village-1069
ST DIR CODE:	1, 2	END MILEPOST: 7.77	FACTOR GROUP: 30	BIN:	
DOT ID:	100013	LANES BY DIR: 1 North 1 South	CC STN:	RR CROSSING:	
BEGIN DATE:	10/21/2013	WEEK OF YEAR: 42	ADDL DATA:	HPMS SAMPLE:	
NOTES 1:	NB Travel lane	PLACEMENT: 1000' S of SR 55 i	JURISDICTION: 01-NYSDOT	1 WAY CODE:	
NOTES 2:	SB travel lane	PROCESSED BY: R02-med	BATCH ID: DOT-R02R2-ww4	COUNT TYPE:	Vehicle
TAKEN BY:	TST-BEK			SPEED LIMIT:	30

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/21, Mon																218	228	203	183	124	83	37	28	17	1121		
10/22, Tue	14	8	9	12	32	73	123	197	158	103	128	154	162	170	200	198	226	238	191	120	73	60	34	18	2701	238	17-18
10/23, Wed	10	5	11	9	32	67	106	195	170	123	130	144	171	146	191	221	220	192	156	111	96	42	37	18	2603	221	15-16
10/24, Thu	12	9	16	13	24	77	118	224	156	132	147														1001		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	12	7	12	11	29	72	116	205	161	119	135	149	167	158	196	212	225	211	177	118	84	46	33	18	AWDT	2674
--	----	---	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	----	----	----	----	------	------

AVERAGE WEEKDAY										ESTIMATED									
ROADWAY					NORTH					SOUTH					AADT				
High Hour					High Hour					High Hour					Roadway				
225					125					155					2522				
% of day					% of day					% of day					North				
8.4					9.8					11					1198				
225					125					155					1326				

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.06		1.00	1.00	1.00	1.00			1.00

STATION: 250155[illegible]

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																				AWDI				
9	4	5	3	8	18	36	50	64	50	61	68	85	76	89	122	122	125	97	70	49	30	18	12	1270

[illegible]

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axi
10	1.06		1.00	1.00	1.00	1.00			1.00

STATION: 250155

New York State Department of Transportation

SB Traffic Count Hourly Report

ROUTE/ROAD: NY10

FROM: CANAJOHARIE S LN

TO: MOHAWK ST

FED DIR CODE: 5

REF. MARKER: 10 25031076

FUNC. CLASS: 16 - U Minor Arterial

ST DIR CODE: 1, 2

END MILEPOST: 7.77

FACTOR GROUP: 30

DOT ID: 100013

LANES BY DIR: 1 South

CC STN:

BEGIN DATE: 10/21/2013

WEEK OF YEAR: 42

ADDL DATA:

NOTES 1: NB Travel lane

PLACEMENT: 1000' S of SR 55 i

JURISDICTION: 01-NYSDOT

NOTES 2: SB travel lane

PROCESSED BY: R02-med

BATCH ID: DOT-R02R2-ww4

TAKEN BY: TST-BEK

REGION-COUNTY: 2-MONTGOMERY

MUNI: Canajoharie-Village-1069

BIN:

RR CROSSING:

HPMS SAMPLE:

1 WAY CODE:

COUNT TYPE: Vehicle

SPEED LIMIT: 30

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL	DAILY	HIGH	HIGH
10/21, Mon																93	98	82	86	52	29	16	12	4	472			
10/22, Tue	3	6	5	9	21	56	81	151	93	60	71	80	70	89	110	82	106	98	87	49	32	16	17	6	1398	151	07-08	
10/23, Wed	1	1	7	8	25	48	71	147	111	65	67	86	94	76	103	97	103	79	65	43	44	17	16	8	1382	147	07-08	
10/24, Thu	6	4	10	9	17	58	86	167	89	84	83														613			

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	3	4	7	9	21	54	79	155	98	70	74	83	82	83	107	91	102	86	79	48	35	16	15	6	AWDT
																									1406

AVERAGE WEEKDAY										ESTIMATED						
DAYS		HOURS		WEEKDAYS		WEEKDAY		Roadway		North		South		AADT		
Counted		Counted		Counted		Hours		High Hour	% of day	High Hour	% of day	High Hour	% of day	Roadway	North	South
3		68		3		68		225	8.4	125	9.8	155	11	2522	1198	1326

New York State Department of Transportation
Roadway Traffic Count Hourly Report

STATION: 250242

ROUTE/ROAD: NY163

FROM: END 80/163 OLAP

REGION-COUNTY: 2-MONTGOMERY

FED DIR CODE: 3, 7

REF. MARKER: 163 25011012

MUNI: Minden-Town-0536

ST DIR CODE: 1, 2

END MILEPOST: 2.67

BIN: 1038840

DOT ID: 100101

LANES BY DIR: 1 East 1 West

RR CROSSING:

BEGIN DATE: 10/14/2013

WEEK OF YEAR: 41

HPMS SAMPLE:

NOTES 1: EB travel lane

PLACEMENT: .38 Mi W of Duessler Rd

1 WAY CODE:

NOTES 2: WB travel lane

PROCESSED BY: R02-med

COUNT TYPE: Vehicle

TAKEN BY: TST-BEK

BATCH ID: DOT-R02R2-ww4

SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/14, Mon																											
10/15, Tue	6	1	4	3	14	39	55	95	90	73	95	97	86	114	109	108	132	125	86	53	41	24	17	10	1477	132	16-17
10/16, Wed	4	5	4	5	11	27	55	95	83	98	84	76	93	105	90	128	130	125	80	43	41	20	12	15	1429	130	16-17
10/17, Thu	5	5	7	4	15	35	49	90	91	79															380		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

AWDT

1445

DAYS		HOURS	WEEKDAYS		WEEKDAY		AVERAGE WEEKDAY		ESTIMATED	
Counted	Counted	Counted	Counted	Hours	High Hour	Roadway	East	West	Roadway	AADT
3	64	64	3	64	131	9.1	60	76	1419	717
								10.6		702

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.02		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation
EB Traffic Count Hourly Report

STATION: 250242

ROUTE/ROAD: NY163
FED DIR CODE: 3
ST DIR CODE: 1, 2
DOT ID: 100101
BEGIN DATE: 10/14/2013
NOTES 1: EB travel lane
NOTES 2: WB travel lane
TAKEN BY: TST-BEK

FROM: END 80/163 OLAP
REF. MARKER: 163 25011012
END MILEPOST: 2.67
LANES BY DIR: 1 East
WEEK OF YEAR: 41
PLACEMENT: .38 Mi W of Duessler Rd
PROCESSED BY: R02-med

TO: CR 79 FREYSBUSH
FUNC. CLASS: 8 - R Minor Collector
FACTOR GROUP: 40
CC STN:
ADDL DATA:
JURISDICTION: 01-NYSDOT
BATCH ID: DOT-R02R2-ww4

REGION-COUNTY: 2-MONTGOMERY
MUNI: Minden-Town-0536
BIN: 1038840
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Vehicle
SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/14, Mon																			41	21	18	9	5	4	98		
10/15, Tue	1	0	3	3	6	23	33	58	47	37	50	47	51	60	53	43	55	56	36	24	20	9	8	2	725	60	13-14
10/16, Wed	0	3	4	3	7	21	31	65	46	48	50	44	51	49	47	50	56	58	40	18	20	9	6	6	732	65	07-08
10/17, Thu	3	4	5	3	8	20	30	57	55	41														226			

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	1	2	4	3	7	21	31	60	49	42	50	46	51	55	50	47	56	57	39	21	19	9	6	4	AWDT
																									730

DAYS		HOURS		WEEKDAYS		WEEKDAY		AVERAGE WEEKDAY				ESTIMATED		
Counted	Counted	Counted	Counted	Counted	Counted	Hours	High Hour	Roadway	East	West	Roadway	East	West	
3	64	64	3	64	64	131	9.1	60	8.2	76	1419	717	702	
							% of day	% of day	High Hour	% of day				

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.02		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation
WB Traffic Count Hourly Report

STATION: 250242

ROUTE/ROAD: NY163
FED DIR CODE: 7
ST DIR CODE: 1, 2
DOT ID: 100101
BEGIN DATE: 10/14/2013
NOTES 1: EB travel lane
NOTES 2: WB travel lane
TAKEN BY: TST-BEK

FROM: END 80/163 OLAP
REF. MARKER: 163 25011012
END MILEPOST: 2.67
LANES BY DIR: 1 West
WEEK OF YEAR: 41
PLACEMENT: .38 Mi W of Duessler Rd
PROCESSED BY: R02-med

TO: CR 79 FREYSBUSH
FUNC. CLASS: 8 - R Minor Collector
FACTOR GROUP: 40
CC STN:
ADDL DATA:
JURISDICTION: 01-NYSDOT
BATCH ID: DOT-R02R2-ww4

REGION-COUNTY: 2-MONTGOMERY
MUNI: Minden-Town-0536
BIN: 1038840
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Vehicle
SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
10/14, Mon																			47	15	13	10	13	5	103		
10/15, Tue	5	1	1	0	8	16	22	37	43	36	45	50	35	54	56	65	77	69	50	29	21	15	9	8	752	77	16-17
10/16, Wed	4	2	0	2	4	6	24	30	37	50	34	32	42	56	43	78	74	67	40	25	21	11	6	9	697	78	15-16
10/17, Thu	2	1	2	1	7	15	19	33	36	38															154		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	4	1	1	1	6	12	22	33	39	41	40	41	39	55	50	72	76	68	46	23	18	12	9	7	AWDT	
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																										

DAYS		HOURS	WEEKDAYS		WEEKDAY		AVERAGE WEEKDAY		ESTIMATED	
Counted	Counted	Counted	Counted	Counted	Hours	High Hour	Roadway	East	Roadway	AADT
3	64	64	3	64	131	% of day	% of day	High Hour	% of day	West
						9.1	60	8.2	76	10.6

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
10	1.02		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation
Roadway Traffic Count Hourly Report

STATION: 250159

ROUTE/ROAD: NY163
FED DIR CODE: 3, 7
ST DIR CODE: 7
DOT ID: 100101
BEGIN DATE: 5/19/2014
NOTES 1: WB TRAVEL LANE
NOTES 2:
TAKEN BY: TST-AJW

FROM: CR 79 FREYSBUSH
REF. MARKER: 163 25011030
END MILEPOST: 5.62
LANES BY DIR: 1 East 1 West
WEEK OF YEAR: 20
PLACEMENT: 200 FT W OF MARSHALL RD
PROCESSED BY: DOT-med

TO: CR 77 INDIAN TRAIL RD
FUNC. CLASS: 8 - R Minor Collector
FACTOR GROUP: 40
CC STN:
ADDL DATA:
JURISDICTION: 01-NYSDOT
BATCH ID: DOT-R02R2-ww2

REGION-COUNTY: 2-MONTGOMERY
MUNI: Minden-Town-0536
BIN:
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Axle
SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH	HIGH
5/19, Mon																	118	88	66	37	36	19	11	12	387		
5/20, Tue	4	1	6	5	11	27	53	74	62	81	80	102	91	105	94	123	109	99	67	68	51	24	8	6	1351	123	15-16
5/21, Wed	7	2	7	6	7	24	52	93	73	94	77	68	67	102	71	102	124	115	62	47	52	36	11	14	1313	124	16-17
5/22, Thu	2	2	5	11	16	26	48	77	66	81	86	92	73	89	85										759		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	4	2	6	7	11	25	50	79	65	83	79	85	75	96	81	110	114	98	63	49	45	26	10	10	AWDT	
																									1276	

DAYS		HOURS		WEEKDAYS		WEEKDAY		AVERAGE WEEKDAY		ESTIMATED	
Counted	Counted	Counted	Counted	Counted	Counted	Hours	Hours	Roadway	East	Roadway	AADT
3	71	71	3	71	114	8.9	60	High Hour % of day	High Hour % of day	1223	East
								% of day	% of day	601	West
											621

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00			0.98

New York State Department of Transportation
EB Traffic Count Hourly Report

STATION: 250159

ROUTE/ROAD: NY163
FED DIR CODE: 3
ST DIR CODE: 7
DOT ID: 100101
BEGIN DATE: 5/19/2014
NOTES 1: WB TRAVEL LANE
NOTES 2:
TAKEN BY: TST-AJW

FROM: CR 79 FREYSBUSH
REF. MARKER: 163 25011030
END MILEPOST: 5.62
LANES BY DIR: 1 East
WEEK OF YEAR: 20
PLACEMENT: 200 FT W OF MARSHALL RD
PROCESSED BY: DOT-med

TO: CR 77 INDIAN TRAIL RD
FUNC. CLASS: 8 - R Minor Collector
FACTOR GROUP: 40
CC STN:
ADDL DATA:
JURISDICTION: 01-NYSDOT
BATCH ID: DOT-R02R2-ww2

REGION-COUNTY: 2-MONTGOMERY
MUNI: Minden-Town-0536
BIN:
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Axle
SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
5/19, Mon																	61	42	31	25	20	12	6	5	202		
5/20, Tue	1	0	1	4	7	12	23	34	26	41	33	51	53	48	49	61	54	48	37	39	25	8	3	5	663	61	15-16
5/21, Wed	3	1	3	3	4	9	20	48	29	49	37	32	34	49	33	58	68	73	29	20	20	18	8	8	656	73	17-18
5/22, Thu	1	1	1	4	9	15	16	35	25	45	40	37	38	38	43										348		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	2	1	2	4	7	12	19	38	26	44	36	39	41	44	41	58	60	53	32	27	21	12	6	6	AWDT
																									627

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY				ESTIMATED AADT			
				Roadway High Hour	East High Hour	West High Hour	% of day	Roadway	East	West	
3	71	3	71	114	8.9	60	9.6	1223	601	621	

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00			0.98

New York State Department of Transportation
WB Traffic Count Hourly Report

STATION: 250159

ROUTE/ROAD: NY163
FED DIR CODE: 7
ST DIR CODE: 7
DOT ID: 100101
BEGIN DATE: 5/19/2014
NOTES 1: WB TRAVEL LANE
NOTES 2:
TAKEN BY: TST-AJW

FROM: CR 79 FREYSBUSH
REF. MARKER: 163 25011030
END MILEPOST: 5.62
LANES BY DIR: 1 West
WEEK OF YEAR: 20
PLACEMENT: 200 FT W OF MARSHALL RD
PROCESSED BY: DOT-med

TO: CR 77 INDIAN TRAIL RD
FUNC. CLASS: 8 - R Minor Collector
FACTOR GROUP: 40
CC STN:
ADDL DATA:
JURISDICTION: 01-NYS DOT
BATCH ID: DOT-R02R2-ww2

REGION-COUNTY: 2-MONTGOMERY
MUNI: Minden-Town-0536
BIN:
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Axle
SPEED LIMIT: 55

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	TOTAL	DAILY	HIGH	HIGH
5/19, Mon																												
5/20, Tue	3	1	5	1	4	15	30	40	36	40	47	51	38	57	45	62	55	51	30	29	26	16	5	7	185			
5/21, Wed	4	1	4	3	3	15	32	45	44	45	40	36	33	53	38	44	56	42	33	27	32	18	3	6	657	62	15-16	
5/22, Thu	1	1	4	7	7	11	32	42	41	36	46	55	35	51	42										411	56	16-17	

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

	3	1	4	4	5	13	31	41	39	39	43	46	34	52	41	52	55	45	32	22	24	13	4	5	AWDT		

										AVERAGE WEEKDAY						ESTIMATED			
DAYS		HOURS		WEEKDAYS		WEEKDAY		Roadway		East		West		Roadway		East		West	
Counted	Counted	Counted	Counted	Counted	Counted	Hours	Hours	High Hour	% of day	High Hour	% of day	High Hour	% of day	High Hour	% of day	1223	601	621	621
3	71			3		71		114	8.9	60	9.6	55	8.5						

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.04		1.00	1.00	1.00	1.00			0.98

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Cherry Valley
From/To Fisk Hill - Freybush
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 95 veh/h
Opposing direction volume, Vo 67 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.68	0.67
Directional flow rate, (note-2) vi	176 pc/h	126 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.8 mi/h
Average travel speed, ATSD 51.9 mi/h
Percent Free Flow Speed, PFFS 94.4 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.954	0.949
Grade adjustment factor, (note-1) fg	0.74	0.73
Directional flow rate, (note-2) vi	153 pc/h	110 pc/h
Base percent time-spent-following, (note-4) BPTSFd	17.1 %	
Adjustment for no-passing zones, fnp	32.4	
Percent time-spent-following, PTSFd	35.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	24	veh-mi
Peak-hour vehicle-miles of travel, VMT60	85	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	51.9	mi/h
Percent time-spent-following, PTSFd (from above)	35.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	108.0
Effective width of outside lane, W_e	21.35
Effective speed factor, S_t	4.79
Bicycle LOS Score, $BLOS$	4.16
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Cherry Valley
From/To Fisk Hill - Freybush
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 86 veh/h
Opposing direction volume, Vo 57 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	161 pc/h	107 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed total demand, (note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	3.0	mi/h
Adj. for access point density, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	55.0	mi/h
Adjustment for no-passing zones, fnp	0.6	mi/h
Average travel speed, ATSD	52.4	mi/h
Percent Free Flow Speed, PFFS	95.2	%

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	141 pc/h	94 pc/h
Base percent time-spent-following, (note-4) BPTSFd	15.9 %	
Adjustment for no-passing zones, fnp	31.5	
Percent time-spent-following, PTSFd	34.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	22	veh-mi
Peak-hour vehicle-miles of travel, VMT60	77	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	52.4	mi/h
Percent time-spent-following, PTSFd (from above)	34.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	97.7
Effective width of outside lane, W_e	21.98
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	3.98
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Cliff St
From/To Rt 10 (Rock St) - Shaper Ave.
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	6.0 ft	% Trucks and buses	6 %
Lane width	12.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 120 veh/h
Opposing direction volume, Vo 101 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.6	2.6
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.909	0.909
Grade adj. factor, (note-1) fg	0.70	0.68
Directional flow rate, (note-2) vi	214 pc/h	186 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 1.6 mi/h
Average travel speed, ATSD 53.3 mi/h
Percent Free Flow Speed, PFFS 91.9 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.8	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.954	0.954
Grade adjustment factor, (note-1) fg	0.76	0.74
Directional flow rate, (note-2) vi	188 pc/h	163 pc/h
Base percent time-spent-following, (note-4) BPTSFd	20.4 %	
Adjustment for no-passing zones, fnp	36.7	
Percent time-spent-following, PTSFd	40.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.08	
Peak 15-min vehicle-miles of travel, VMT15	31 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	108 veh-mi	
Peak 15-min total travel time, TT15	0.6 veh-h	
Capacity from ATS, CdATS	1663 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1663 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi
Length of two-lane highway upstream of the passing lane, Lu	- mi
Length of passing lane including tapers, Lpl	- mi
Average travel speed, ATSD (from above)	53.3 mi/h
Percent time-spent-following, PTSFd (from above)	40.1
Level of service, LOSd (from above)	A

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi
Adj. factor for the effect of passing lane on average speed, fpl	-
Average travel speed including passing lane, ATSpl	-
Percent free flow speed including passing lane, PFFSpl	0.0 %

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-
Percent time-spent-following including passing lane, PTSFpl	- %

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	136.4
Effective width of outside lane, W_e	31.20
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	1.69
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Cliff St
From/To Rt 10 (Rock St) - Shaper Ave.
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 57 veh/h
Opposing direction volume, Vo 38 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.949	0.949
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	68 pc/h	46 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 0.6 mi/h
Average travel speed, ATSD 56.5 mi/h
Percent Free Flow Speed, PFFS 97.4 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	65 pc/h	43 pc/h
Base percent time-spent-following, (note-4) BPTSFd	7.8 %	
Adjustment for no-passing zones, fnp	30.6	
Percent time-spent-following, PTSFd	26.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	15 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	51 veh-mi	
Peak 15-min total travel time, TT15	0.3 veh-h	
Capacity from ATS, CdATS	1700 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1700 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi
Length of two-lane highway upstream of the passing lane, Lu	- mi
Length of passing lane including tapers, Lpl	- mi
Average travel speed, ATSD (from above)	56.5 mi/h
Percent time-spent-following, PTSFd (from above)	26.2
Level of service, LOSd (from above)	A

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi
Adj. factor for the effect of passing lane on average speed, fpl	-
Average travel speed including passing lane, ATSpl	-
Percent free flow speed including passing lane, PFFSpl	0.0 %

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-
Percent time-spent-following including passing lane, PTSFpl	- %

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	64.8
Effective width of outside lane, W_e	36.87
Effective speed factor, S_t	4.79
Bicycle LOS Score, $BLOS$	-0.61
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Clinton
From/To Ridge - Tanners
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 92 veh/h
Opposing direction volume, Vo 83 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	173 pc/h	156 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 1.1 mi/h
Average travel speed, ATSD 51.4 mi/h
Percent Free Flow Speed, PFFS 93.4 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.954	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	150 pc/h	136 pc/h
Base percent time-spent-following, (note-4) BPTSFd	16.8 %	
Adjustment for no-passing zones, fnp	33.9	
Percent time-spent-following, PTSFd	34.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	24	veh-mi
Peak-hour vehicle-miles of travel, VMT60	83	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	51.4	mi/h
Percent time-spent-following, PTSFd (from above)	34.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	104.5
Effective width of outside lane, W_e	21.56
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	4.10
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Clinton
From/To Ridge - Tanners
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 29 veh/h
Opposing direction volume, Vo 19 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	54 pc/h	36 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.8 mi/h
Percent Free Flow Speed, PFFS 97.8 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	48 pc/h	31 pc/h
Base percent time-spent-following, (note-4) BPTSFd	5.9 %	
Adjustment for no-passing zones, fnp	30.5	
Percent time-spent-following, PTSFd	24.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	7	veh-mi
Peak-hour vehicle-miles of travel, VMT60	26	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.8	mi/h
Percent time-spent-following, PTSFd (from above)	24.4	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	33.0
Effective width of outside lane, W_e	25.97
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	2.47
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Dygert
From/To Marshville - Clinton
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 14 veh/h
Opposing direction volume, Vo 12 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	26 pc/h	23 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 54.1 mi/h
Percent Free Flow Speed, PFFS 98.4 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	23 pc/h	20 pc/h
Base percent time-spent-following, (note-4) BPTSFd	2.9 %	
Adjustment for no-passing zones, fnp	29.7	
Percent time-spent-following, PTSFd	18.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	4 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	13 veh-mi	
Peak 15-min total travel time, TT15	0.1 veh-h	
Capacity from ATS, CdATS	1663 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1663 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi	
Length of two-lane highway upstream of the passing lane, Lu	- mi	
Length of passing lane including tapers, Lpl	- mi	
Average travel speed, ATSD (from above)	54.1 mi/h	
Percent time-spent-following, PTSFd (from above)	18.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi	
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0 %	

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi	
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	- %	

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	- veh-h	

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	15.9
Effective width of outside lane, We	27.02
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.82
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Dygert
From/To Marshville - Clinton
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 4 veh/h
Opposing direction volume, Vo 3 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	8 pc/h	6 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 54.4 mi/h
Percent Free Flow Speed, PFFS 98.9 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	7 pc/h	5 pc/h
Base percent time-spent-following, (note-4) BPTSFd	0.9 %	
Adjustment for no-passing zones, fnp	30.2	
Percent time-spent-following, PTSFd	18.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.00	
Peak 15-min vehicle-miles of travel, VMT15	1 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	4 veh-mi	
Peak 15-min total travel time, TT15	0.0 veh-h	
Capacity from ATS, CdATS	1663 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1663 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi	
Length of two-lane highway upstream of the passing lane, Lu	- mi	
Length of passing lane including tapers, Lpl	- mi	
Average travel speed, ATSD (from above)	54.4 mi/h	
Percent time-spent-following, PTSFd (from above)	18.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi	
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0 %	

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi	
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	- %	

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	- veh-h	

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	4.5
Effective width of outside lane, We	27.72
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.04
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Fredricks
From/To Marshville - Seekers
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 14 veh/h
Opposing direction volume, Vo 10 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	26 pc/h	19 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 54.2 mi/h
Percent Free Flow Speed, PFFS 98.5 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	23 pc/h	16 pc/h
Base percent time-spent-following, (note-4) BPTSFd	2.9 %	
Adjustment for no-passing zones, fnp	30.4	
Percent time-spent-following, PTSFd	20.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	4 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	13 veh-mi	
Peak 15-min total travel time, TT15	0.1 veh-h	
Capacity from ATS, CdATS	1663 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1663 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi	
Length of two-lane highway upstream of the passing lane, Lu	- mi	
Length of passing lane including tapers, Lpl	- mi	
Average travel speed, ATSD (from above)	54.2 mi/h	
Percent time-spent-following, PTSFd (from above)	20.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi	
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0 %	

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi	
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	- %	

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	- veh-h	

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	15.9
Effective width of outside lane, W_e	27.02
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	1.82
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Fredricks
From/To Marshville - Seekers
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 10 veh/h
Opposing direction volume, Vo 7 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	19 pc/h	13 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 54.3 mi/h
Percent Free Flow Speed, PFFS 98.6 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	16 pc/h	11 pc/h
Base percent time-spent-following, (note-4) BPTSFd	2.1 %	
Adjustment for no-passing zones, fnp	30.4	
Percent time-spent-following, PTSFd	20.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	9	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	54.3	mi/h
Percent time-spent-following, PTSFd (from above)	20.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	11.4
Effective width of outside lane, W_e	27.30
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	1.56
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Marshville
From/To Cherry Valley - Rt 10
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 24 veh/h
Opposing direction volume, Vo 19 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	45 pc/h	36 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.9 mi/h
Percent Free Flow Speed, PFFS 97.9 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	39 pc/h	31 pc/h
Base percent time-spent-following, (note-4) BPTSFd	4.8 %	
Adjustment for no-passing zones, fnp	30.0	
Percent time-spent-following, PTSFd	21.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	6 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	22 veh-mi	
Peak 15-min total travel time, TT15	0.1 veh-h	
Capacity from ATS, CdATS	1663 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1663 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi
Length of two-lane highway upstream of the passing lane, Lu	- mi
Length of passing lane including tapers, Lpl	- mi
Average travel speed, ATSD (from above)	53.9 mi/h
Percent time-spent-following, PTSFd (from above)	21.5
Level of service, LOSd (from above)	A

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi
Adj. factor for the effect of passing lane on average speed, fpl	-
Average travel speed including passing lane, ATSpl	-
Percent free flow speed including passing lane, PFFSpl	0.0 %

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-
Percent time-spent-following including passing lane, PTSFpl	- %

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E
Peak 15-min total travel time, TT15	- veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	27.3
Effective width of outside lane, W_e	26.32
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	2.28
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Marshville
From/To Cherry Valley - Rt 10
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 15 veh/h
Opposing direction volume, Vo 10 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	28 pc/h	19 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 54.1 mi/h
Percent Free Flow Speed, PFFS 98.4 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	25 pc/h	16 pc/h
Base percent time-spent-following, (note-4) BPTSFd	3.2 %	
Adjustment for no-passing zones, fnp	30.6	
Percent time-spent-following, PTSFd	21.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	4	veh-mi
Peak-hour vehicle-miles of travel, VMT60	13	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	54.1	mi/h
Percent time-spent-following, PTSFd (from above)	21.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	17.0
Effective width of outside lane, W_e	26.95
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	1.87
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Nestle
From/To Clinton - Cherry Valley
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 40 veh/h
Opposing direction volume, Vo 35 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	75 pc/h	66 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.4 mi/h
Percent Free Flow Speed, PFFS 97.1 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	66 pc/h	57 pc/h
Base percent time-spent-following, (note-4) BPTSFd	7.9 %	
Adjustment for no-passing zones, fnp	29.7	
Percent time-spent-following, PTSFd	23.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	36	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.4	mi/h
Percent time-spent-following, PTSFd (from above)	23.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	45.5
Effective width of outside lane, W_e	25.20
Effective speed factor, S_t	4.79
Bicycle LOS Score, $BLOS$	2.82
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Nestle
From/To Clinton - Cherry Valley
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 15 veh/h
Opposing direction volume, Vo 10 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	28 pc/h	19 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 54.1 mi/h
Percent Free Flow Speed, PFFS 98.4 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	25 pc/h	16 pc/h
Base percent time-spent-following, (note-4) BPTSFd	3.2 %	
Adjustment for no-passing zones, fnp	30.6	
Percent time-spent-following, PTSFd	21.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	4	veh-mi
Peak-hour vehicle-miles of travel, VMT60	13	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	54.1	mi/h
Percent time-spent-following, PTSFd (from above)	21.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	17.0
Effective width of outside lane, W_e	26.95
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	1.87
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Ridge Rd
From/To Shaper Ave. - Clinton
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	6.0 ft	% Trucks and buses	6 %
Lane width	12.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 92 veh/h
Opposing direction volume, Vo 83 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	173 pc/h	156 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 1.2 mi/h
Average travel speed, ATSD 54.2 mi/h
Percent Free Flow Speed, PFFS 93.4 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.954	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	150 pc/h	136 pc/h
Base percent time-spent-following, (note-4) BPTSFd	16.8 %	
Adjustment for no-passing zones, fnp	33.9	
Percent time-spent-following, PTSFd	34.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	24	veh-mi
Peak-hour vehicle-miles of travel, VMT60	83	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	54.2	mi/h
Percent time-spent-following, PTSFd (from above)	34.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	104.5
Effective width of outside lane, W_e	33.72
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	0.74
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Ridge Rd
From/To Shaper Ave. - Clinton
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	6.0 ft	% Trucks and buses	6 %
Lane width	12.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 29 veh/h
Opposing direction volume, Vo 19 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	54 pc/h	36 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 0.6 mi/h
Average travel speed, ATSD 56.7 mi/h
Percent Free Flow Speed, PFFS 97.7 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	48 pc/h	31 pc/h
Base percent time-spent-following, (note-4) BPTSFd	5.9 %	
Adjustment for no-passing zones, fnp	30.5	
Percent time-spent-following, PTSFd	24.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	7	veh-mi
Peak-hour vehicle-miles of travel, VMT60	26	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	56.7	mi/h
Percent time-spent-following, PTSFd (from above)	24.4	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	33.0
Effective width of outside lane, We	39.39
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	-1.92
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Rt 10
From/To Marshville - Reed
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 108 veh/h
Opposing direction volume, Vo 75 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.6	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.909	0.904
Grade adj. factor, (note-1) fg	0.69	0.67
Directional flow rate, (note-2) vi	196 pc/h	141 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.9 mi/h
Average travel speed, ATSD 51.5 mi/h
Percent Free Flow Speed, PFFS 93.6 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.954	0.949
Grade adjustment factor, (note-1) fg	0.75	0.73
Directional flow rate, (note-2) vi	171 pc/h	123 pc/h
Base percent time-spent-following, (note-4) BPTSFd	18.8 %	
Adjustment for no-passing zones, fnp	33.3	
Percent time-spent-following, PTSFd	38.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	28	veh-mi
Peak-hour vehicle-miles of travel, VMT60	97	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	51.5	mi/h
Percent time-spent-following, PTSFd (from above)	38.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	122.7
Effective width of outside lane, W_e	20.44
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	4.42
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Rt 10
From/To Marshville - Reed
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 99 veh/h
Opposing direction volume, Vo 66 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.6	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.909	0.904
Grade adj. factor, (note-1) fg	0.68	0.67
Directional flow rate, (note-2) vi	182 pc/h	124 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.7 mi/h
Average travel speed, ATSD 51.9 mi/h
Percent Free Flow Speed, PFFS 94.3 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.954	0.949
Grade adjustment factor, (note-1) fg	0.74	0.73
Directional flow rate, (note-2) vi	159 pc/h	108 pc/h
Base percent time-spent-following, (note-4) BPTSFd	17.6 %	
Adjustment for no-passing zones, fnp	32.4	
Percent time-spent-following, PTSFd	36.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	25	veh-mi
Peak-hour vehicle-miles of travel, VMT60	89	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	51.9	mi/h
Percent time-spent-following, PTSFd (from above)	36.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	112.5
Effective width of outside lane, We	21.07
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	4.24
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Rt 10
From/To Reed St. - Village - Rt 5S (E.
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 216 veh/h
Opposing direction volume, Vo 165 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.5	1.5
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.971	0.971
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	253 pc/h	193 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 1.7 mi/h
Average travel speed, ATSD 52.9 mi/h
Percent Free Flow Speed, PFFS 91.2 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	247 pc/h	189 pc/h
Base percent time-spent-following, (note-4) BPTSFd	25.8 %	
Adjustment for no-passing zones, fnp	37.7	
Percent time-spent-following, PTSFd	47.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.14	
Peak 15-min vehicle-miles of travel, VMT15	55	veh-mi
Peak-hour vehicle-miles of travel, VMT60	194	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	52.9	mi/h
Percent time-spent-following, PTSFd (from above)	47.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	245.5
Effective width of outside lane, W_e	24.00
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	3.98
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Rt 10
From/To Reed St. - Village - Rt 5S (E.
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 153 veh/h
Opposing direction volume, Vo 102 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.6	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.965	0.954
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	180 pc/h	121 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 0.9 mi/h
Average travel speed, ATSD 54.8 mi/h
Percent Free Flow Speed, PFFS 94.5 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	175 pc/h	117 pc/h
Base percent time-spent-following, (note-4) BPTSFd	19.2 %	
Adjustment for no-passing zones, fnp	33.1	
Percent time-spent-following, PTSFd	39.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	39	veh-mi
Peak-hour vehicle-miles of travel, VMT60	138	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	54.8	mi/h
Percent time-spent-following, PTSFd (from above)	39.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	173.9
Effective width of outside lane, W_e	28.23
Effective speed factor, S_t	4.79
Bicycle LOS Score, $BLOS$	2.70
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Rt 55
From/To I-90 exit 29 - Rt 10 (Church S
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	6.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.9	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	8	/mi

Analysis direction volume, Vd 394 veh/h
Opposing direction volume, Vo 283 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.3	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.982	0.977
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	456 pc/h	329 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 1.5 mi/h
Average travel speed, ATSD 50.4 mi/h
Percent Free Flow Speed, PFFS 86.9 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.0	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.994
Grade adjustment factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	448 pc/h	324 pc/h
Base percent time-spent-following, (note-4) BPTSFd	45.0 %	
Adjustment for no-passing zones, fnp	30.3	
Percent time-spent-following, PTSFd	62.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.26	
Peak 15-min vehicle-miles of travel, VMT15	101	veh-mi
Peak-hour vehicle-miles of travel, VMT60	355	veh-mi
Peak 15-min total travel time, TT15	2.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	50.4	mi/h
Percent time-spent-following, PTSFd (from above)	62.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	447.7
Effective width of outside lane, W_e	24.00
Effective speed factor, S_t	4.79
Bicycle LOS Score, $BLOS$	4.28
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Rt 55
From/To I-90 exit 29 - Rt 10 (Church S
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	6.0 ft	% Trucks and buses	6 %
Lane width	12.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Level	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 342 veh/h
Opposing direction volume, Vo 228 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.3	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.982	0.977
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	396 pc/h	265 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 1.6 mi/h
Average travel speed, ATSD 51.3 mi/h
Percent Free Flow Speed, PFFS 88.4 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	391 pc/h	261 pc/h
Base percent time-spent-following, (note-4) BPTSFd	38.5 %	
Adjustment for no-passing zones, fnp	34.6	
Percent time-spent-following, PTSFd	59.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.23	
Peak 15-min vehicle-miles of travel, VMT15	87	veh-mi
Peak-hour vehicle-miles of travel, VMT60	308	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	51.3	mi/h
Percent time-spent-following, PTSFd (from above)	59.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	388.6
Effective width of outside lane, W_e	24.00
Effective speed factor, S_t	4.79
Bicycle LOS Score, $BLOS$	4.21
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Shaper Ave.
From/To Cliff St - Ridge Rd
Jurisdiction
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	6.0 ft	% Trucks and buses	6 %
Lane width	12.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 97 veh/h
Opposing direction volume, Vo 92 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.68	0.67
Directional flow rate, (note-2) vi	179 pc/h	173 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 1.4 mi/h
Average travel speed, ATSD 53.8 mi/h
Percent Free Flow Speed, PFFS 92.8 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.8	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.954	0.954
Grade adjustment factor, (note-1) fg	0.74	0.73
Directional flow rate, (note-2) vi	156 pc/h	150 pc/h
Base percent time-spent-following, (note-4) BPTSFd	17.4 %	
Adjustment for no-passing zones, fnp	35.2	
Percent time-spent-following, PTSFd	35.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	25	veh-mi
Peak-hour vehicle-miles of travel, VMT60	87	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1663	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1663	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.9	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.8	mi/h
Percent time-spent-following, PTSFd (from above)	35.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	110.2
Effective width of outside lane, W_e	33.27
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	0.92
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Shaper Ave.
From/To Cliff St - Ridge Rd
Jurisdiction
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	6.0 ft	% Trucks and buses	6 %
Lane width	12.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 34 veh/h
Opposing direction volume, Vo 23 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	64 pc/h	43 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 58.0 mi/h

Adjustment for no-passing zones, fnp 0.6 mi/h
Average travel speed, ATSD 56.5 mi/h
Percent Free Flow Speed, PFFS 97.5 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	56 pc/h	38 pc/h
Base percent time-spent-following, (note-4) BPTSFd	6.8 %	
Adjustment for no-passing zones, fnp	30.6	
Percent time-spent-following, PTSFd	25.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	9 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	31 veh-mi	
Peak 15-min total travel time, TT15	0.2 veh-h	
Capacity from ATS, CdATS	1663 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1663 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi	
Length of two-lane highway upstream of the passing lane, Lu	- mi	
Length of passing lane including tapers, Lpl	- mi	
Average travel speed, ATSD (from above)	56.5 mi/h	
Percent time-spent-following, PTSFd (from above)	25.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi	
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0 %	

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi	
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	- %	

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	- veh-h	

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	38.6
Effective width of outside lane, W_e	38.94
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	-1.66
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Tanners
From/To Clinton
Jurisdiction Cherry Valley
Analysis Year Construction
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 23 veh/h
Opposing direction volume, Vo 19 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	43 pc/h	36 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.9 mi/h
Percent Free Flow Speed, PFFS 98.0 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	38 pc/h	31 pc/h
Base percent time-spent-following, (note-4) BPTSFd	4.7 %	
Adjustment for no-passing zones, fnp	29.9	
Percent time-spent-following, PTSFd	21.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	6 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	21 veh-mi	
Peak 15-min total travel time, TT15	0.1 veh-h	
Capacity from ATS, CdATS	1663 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1663 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi	
Length of two-lane highway upstream of the passing lane, Lu	- mi	
Length of passing lane including tapers, Lpl	- mi	
Average travel speed, ATSD (from above)	53.9 mi/h	
Percent time-spent-following, PTSFd (from above)	21.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi	
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0 %	

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi	
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi	
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	- %	

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	- veh-h	

Bicycle Level of Service

Posted speed limit, S_p	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, v_{OL}	26.1
Effective width of outside lane, W_e	26.39
Effective speed factor, S_t	4.79
Bicycle LOS Score, B_{LOS}	2.24
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst JAS
Agency/Co. Mott MacDonald
Date Performed 5/15/2019
Analysis Time Period Peak
Highway Tanners
From/To Clinton
Jurisdiction Cherry Valley
Analysis Year Existing
Description

Input Data

Highway class	Class 3	Peak hour factor, PHF	0.88
Shoulder width	3.0 ft	% Trucks and buses	6 %
Lane width	11.0 ft	% Trucks crawling	0.0 %
Segment length	0.9 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Rolling	% Recreational vehicles	4 %
Grade: Length	- mi	% No-passing zones	20 %
Up/down	- %	Access point density	8 /mi

Analysis direction volume, Vd 14 veh/h
Opposing direction volume, Vo 9 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	2.7	2.7
PCE for RVs, ER	1.1	1.1
Heavy-vehicle adj. factor, (note-5) fHV	0.904	0.904
Grade adj. factor, (note-1) fg	0.67	0.67
Directional flow rate, (note-2) vi	26 pc/h	17 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h
Adj. for access point density, (note-3) fA 2.0 mi/h

Free-flow speed, FFSd 55.0 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 54.2 mi/h
Percent Free Flow Speed, PFFS 98.5 %

Percent Time-Spent-Following

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.949	0.949
Grade adjustment factor, (note-1) fg	0.73	0.73
Directional flow rate, (note-2) vi	23 pc/h	15 pc/h
Base percent time-spent-following, (note-4) BPTSFd	2.9 %	
Adjustment for no-passing zones, fnp	30.4	
Percent time-spent-following, PTSFd	21.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	4 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	13 veh-mi	
Peak 15-min total travel time, TT15	0.1 veh-h	
Capacity from ATS, CdATS	1663 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1663 veh/h	

Passing Lane Analysis

Total length of analysis segment, Lt	0.9 mi
Length of two-lane highway upstream of the passing lane, Lu	- mi
Length of passing lane including tapers, Lpl	- mi
Average travel speed, ATSD (from above)	54.2 mi/h
Percent time-spent-following, PTSFd (from above)	21.3
Level of service, LOSd (from above)	A

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi
Adj. factor for the effect of passing lane on average speed, fpl	-
Average travel speed including passing lane, ATSpl	-
Percent free flow speed including passing lane, PFFSpl	0.0 %

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-
Percent time-spent-following including passing lane, PTSFpl	- %

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	- veh-h	

Bicycle Level of Service

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	15.9
Effective width of outside lane, We	27.02
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.82
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.