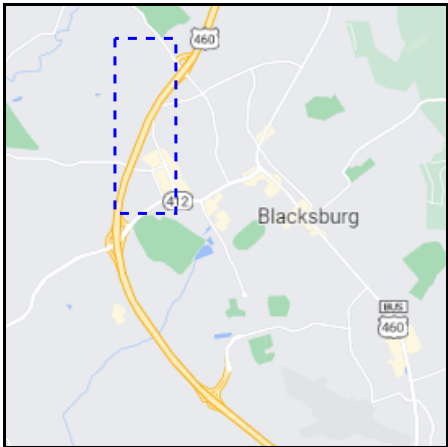


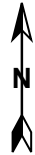
TECHNICAL APPENDIX





APPENDIX A

FIGURES



LEGEND



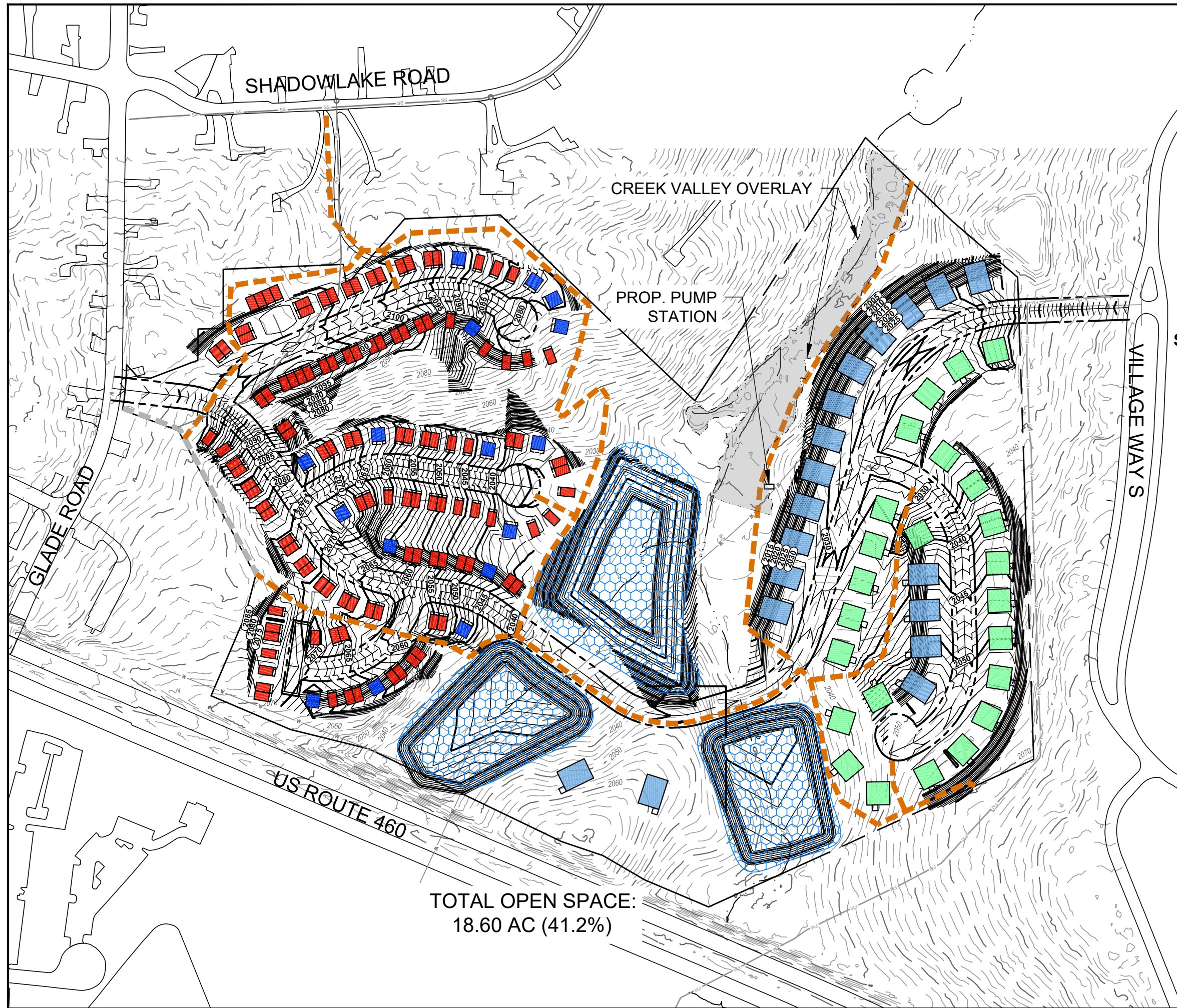
-  Proposed Site Location
-  Study Area
-  Study Intersection
-  Proposed Access







Glade Heights
Blacksburg, VA

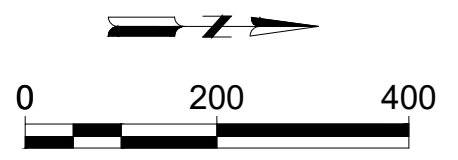
Site Location Map

Scale: Not to Scale Figure 1



-  24 48x48 PAD (BRADFORD, WESTFIELD)
-  18 45x63 PAD (BRADFORD, WESTFIELD, CORVALLIS, LINDEN III/TERRACE)
- SUBTOTAL: 42**
-  16 28x28 PAD (24x28 or 28x24 UNIT) (WORK FORCE CONCEPTS)
-  118 18x30 PAD (ATTACHED/DETACHED) (WORK FORCE CONCEPT)
- SUBTOTAL: 134**
- +36 MARKET RATE
- TOTAL: 170**
- TOTAL: 176**

| DWELLING TYPE: | NO. DWELLING UNITS |
|---------------------------|------------------------|
| 18x30 DETACHED | 38 |
| 18x30 DUPLEX | 68 = 34x2 |
| 18x30 QUAD | 12 = 3x4 |
| 18x30 UNIT TOTAL = | 118 |
| 4 D.U./AC. = | 45.0976 AC x 4 D.U./AC |
| TOTAL ALLOWED = | 180 D.U. |

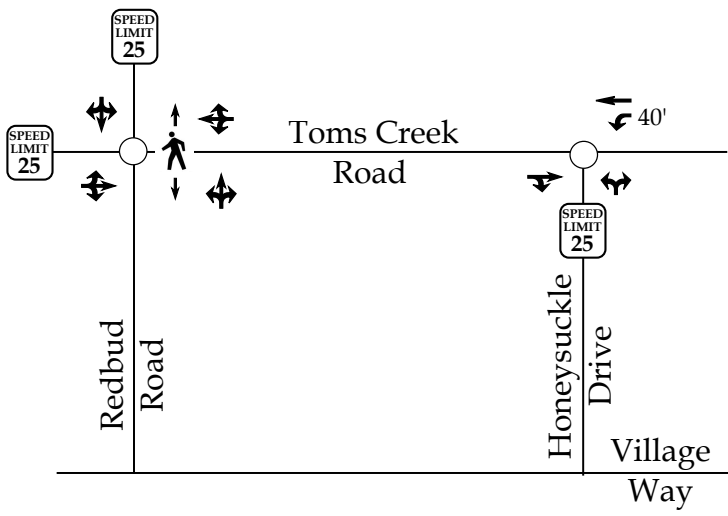


TOTAL OPEN SPACE:
18.60 AC (41.2%)

GLADE HEIGHTS
CONCEPT PLAN 1: THROUGH-ROAD OPTION - 06/10/2022

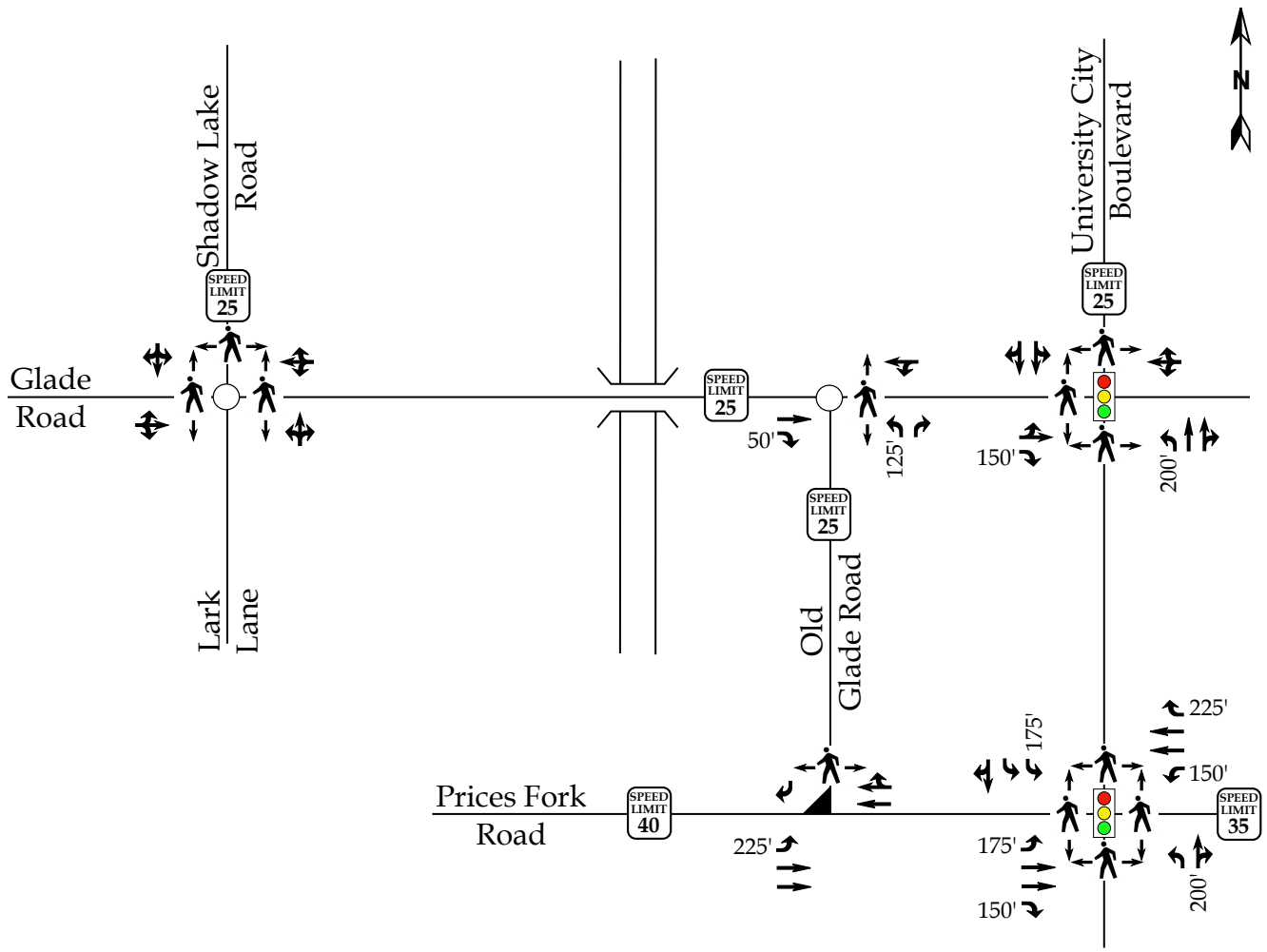
1000 BLOCK GLADE ROAD
BLACKSBURG, VA 24060





LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Left-Over Intersection
- Existing Lane
- x' Storage (In Feet)
- Posted Speed Limit
- Pedestrian Crosswalk







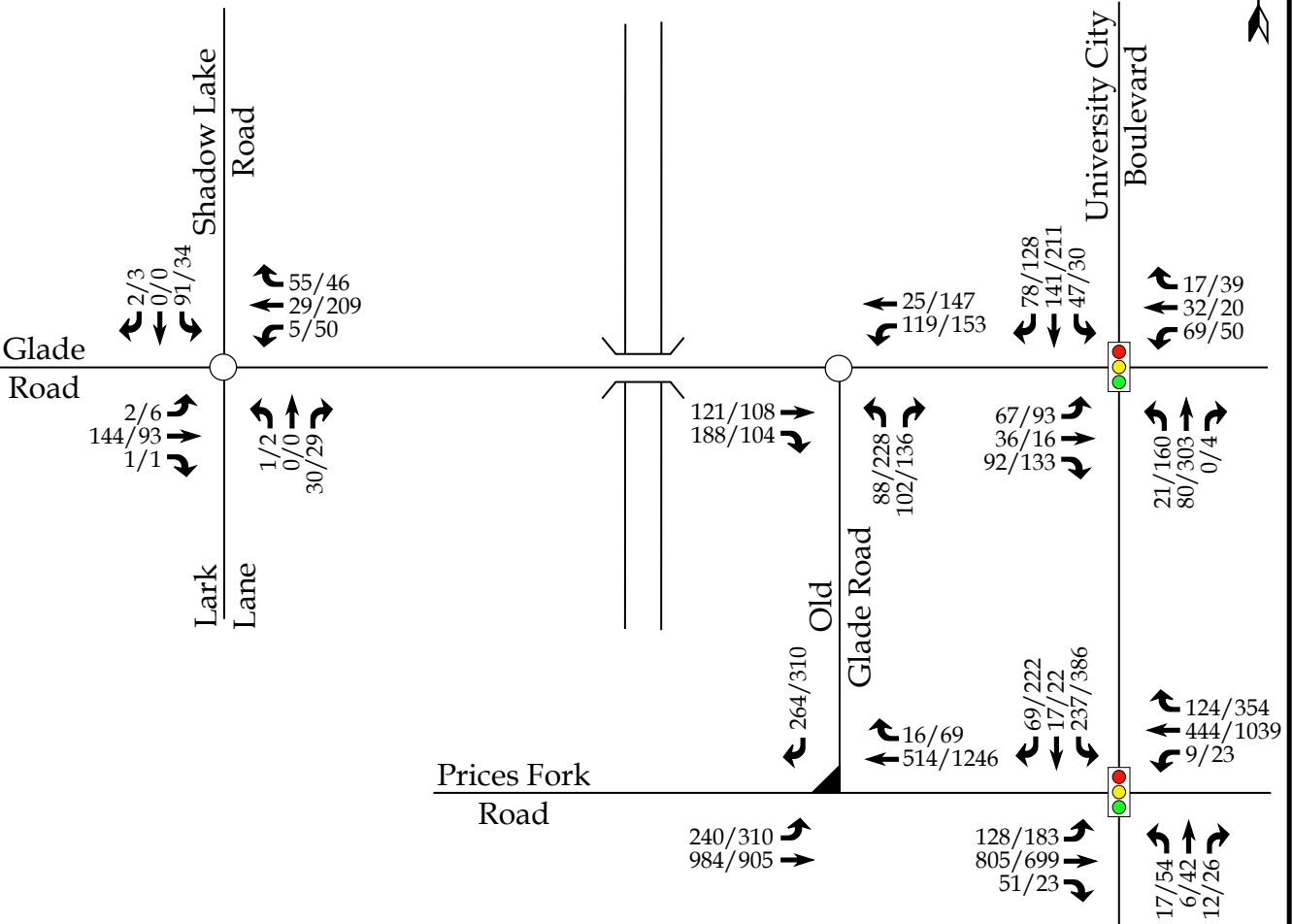
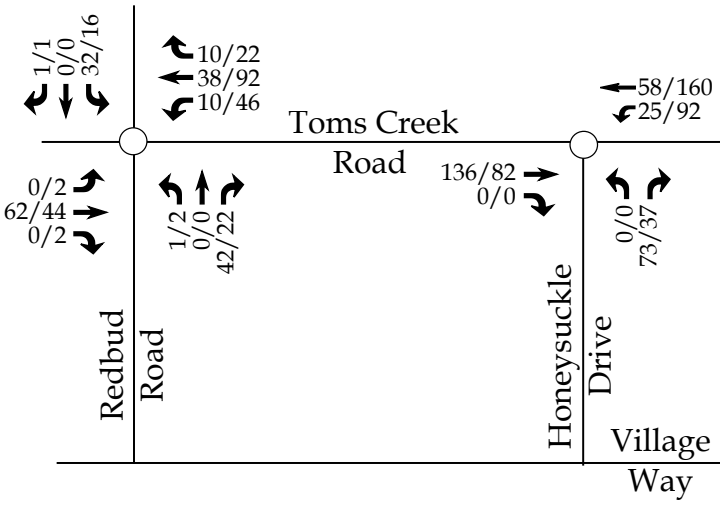
Glade Heights
Blacksburg, VA

2022 Existing
Lane Configurations

| | |
|---------------------|----------|
| Scale: Not to Scale | Figure 3 |
|---------------------|----------|

LEGEND

-  Unsignalized Intersection
-  Signalized Intersection
-  Left-Over Intersection
- X / Y  Weekday AM / PM Peak Hour Traffic







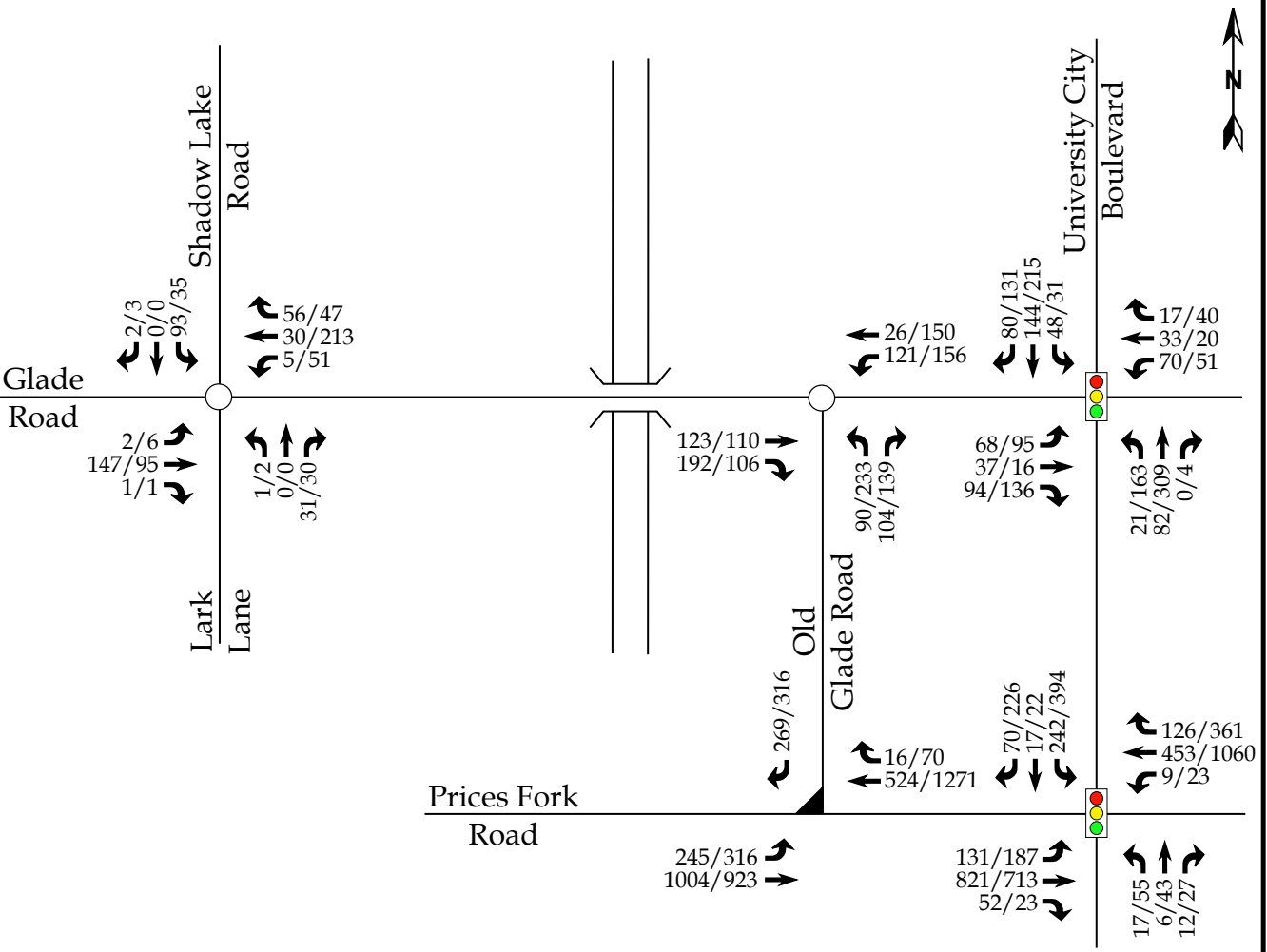
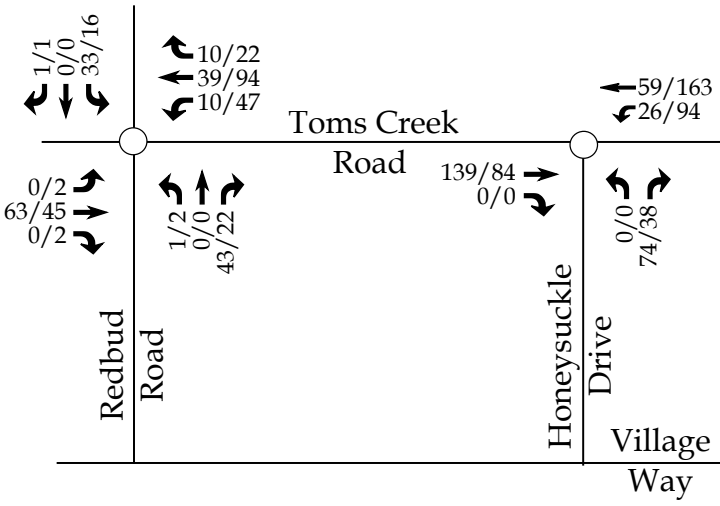
Glade Heights
Blacksburg, VA

2022 Existing
Peak Hour Traffic

Scale: Not to Scale Figure 4

LEGEND

-  Unsignalized Intersection
-  Signalized Intersection
-  Left-Over Intersection
- X / Y  Weekday AM / PM Peak Hour Traffic



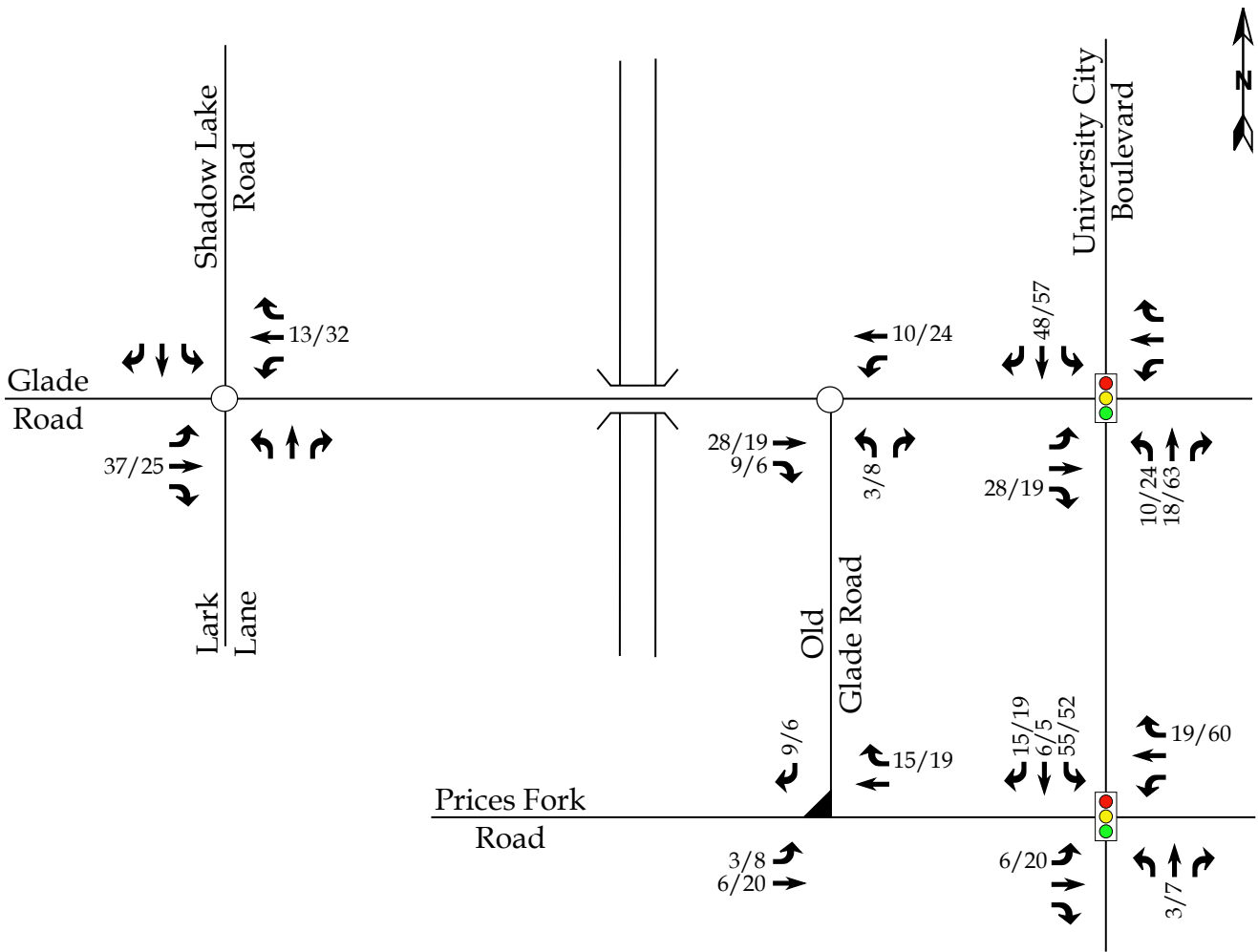
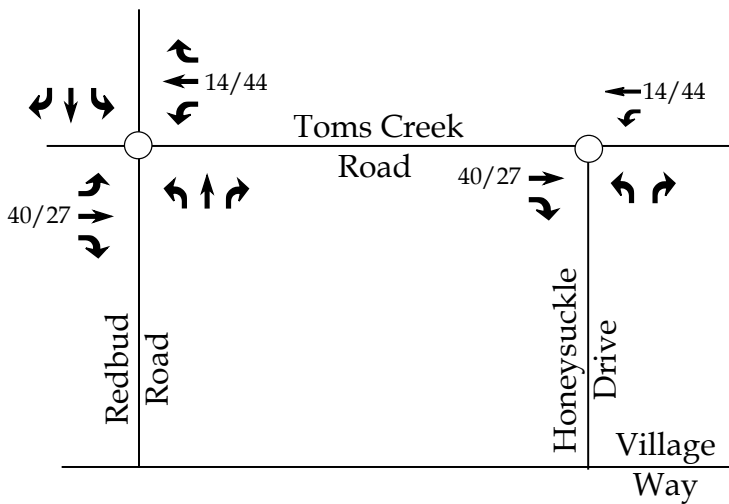
Glade Heights
Blacksburg, VA

2026 Projected
Peak Hour Traffic

| | |
|---------------------|----------|
| Scale: Not to Scale | Figure 5 |
|---------------------|----------|

LEGEND

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◄ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Adjacent Development Trips



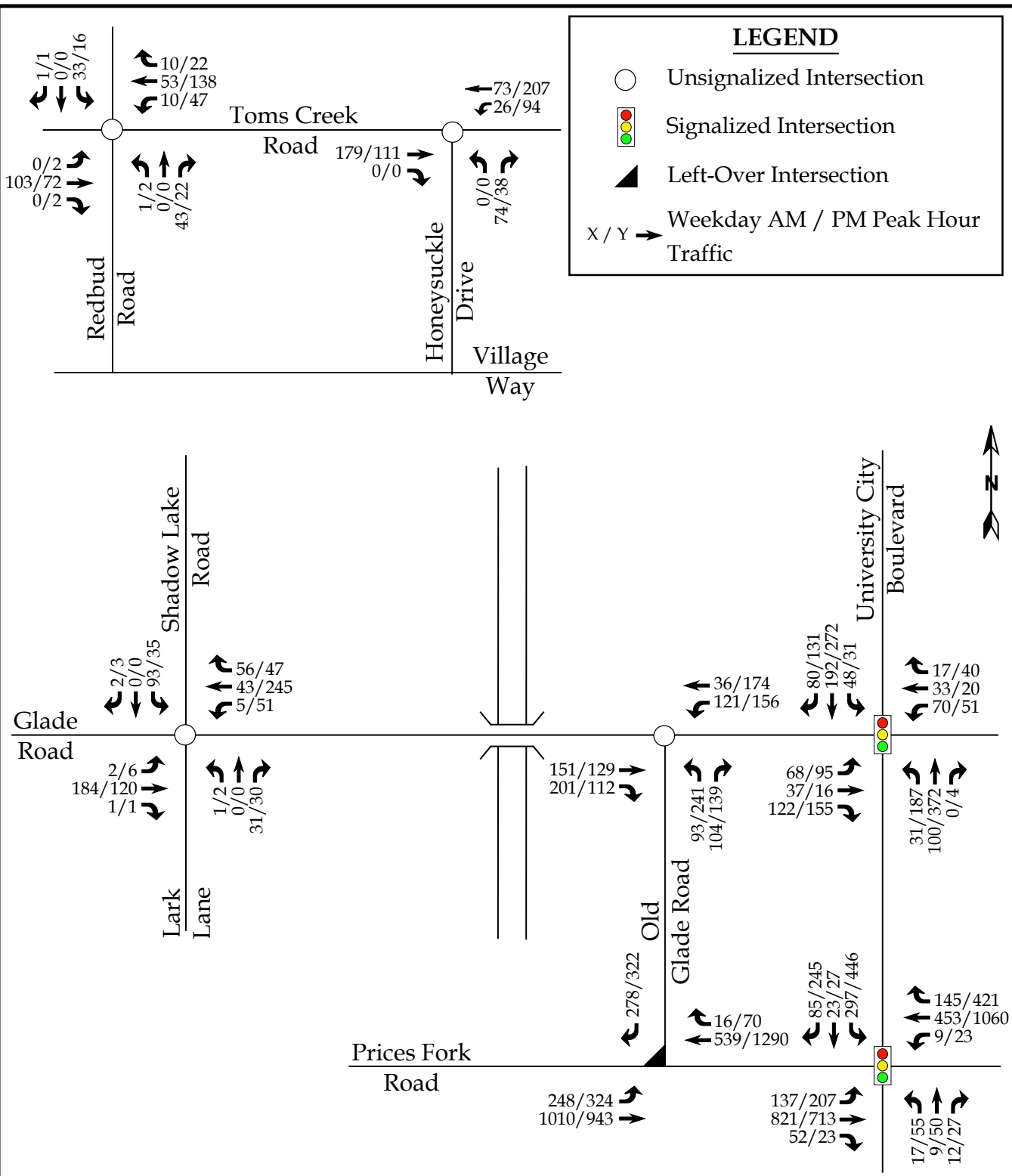
Glade Heights
Blacksburg, VA

Peak Hour Adjacent
Development Trips

Scale: Not to Scale Figure 6

LEGEND

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic



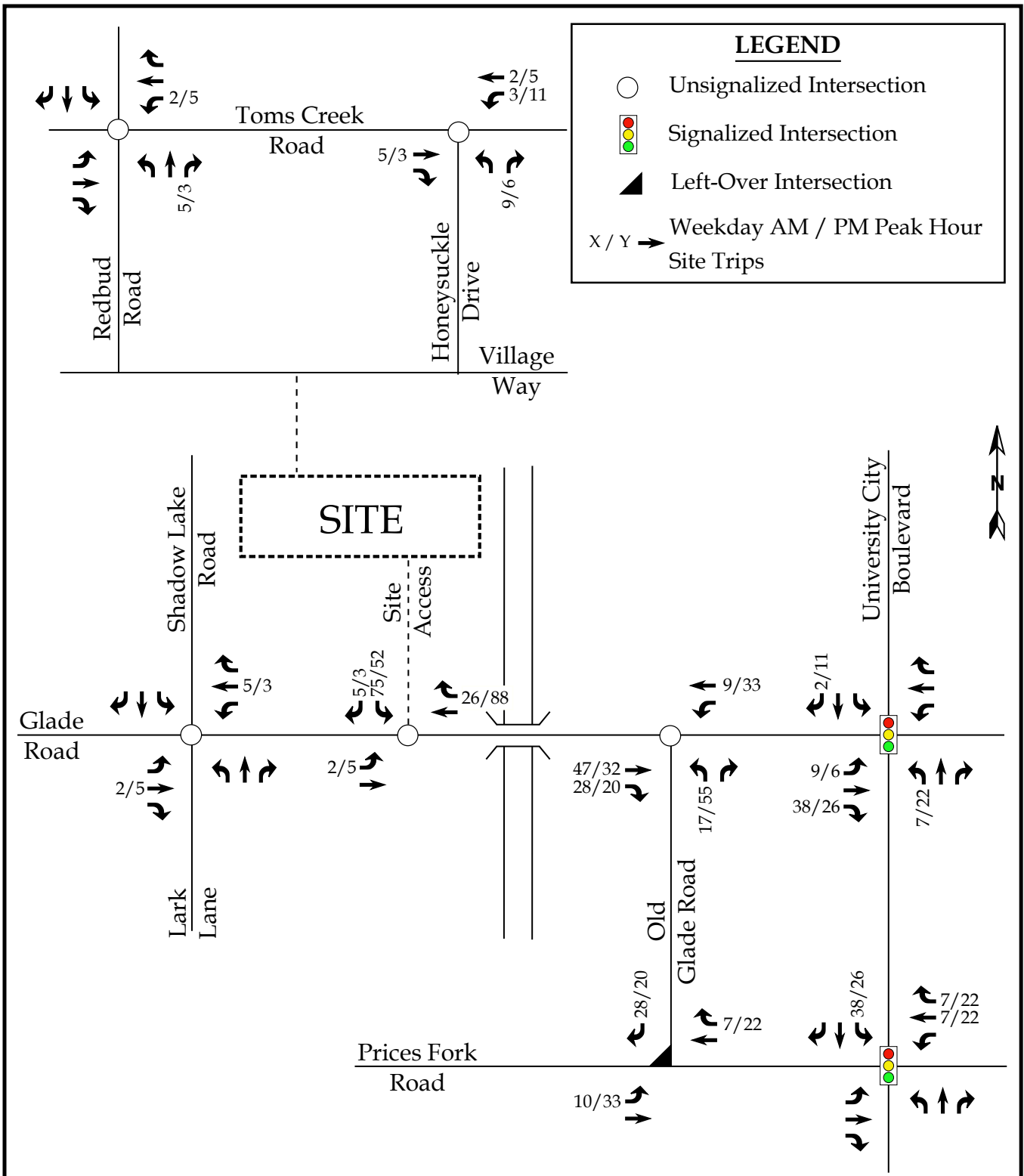
Glade Heights
Blacksburg, VA

2026 No-Build
Peak Hour Traffic

Scale: Not to Scale Figure 7

LEGEND

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips



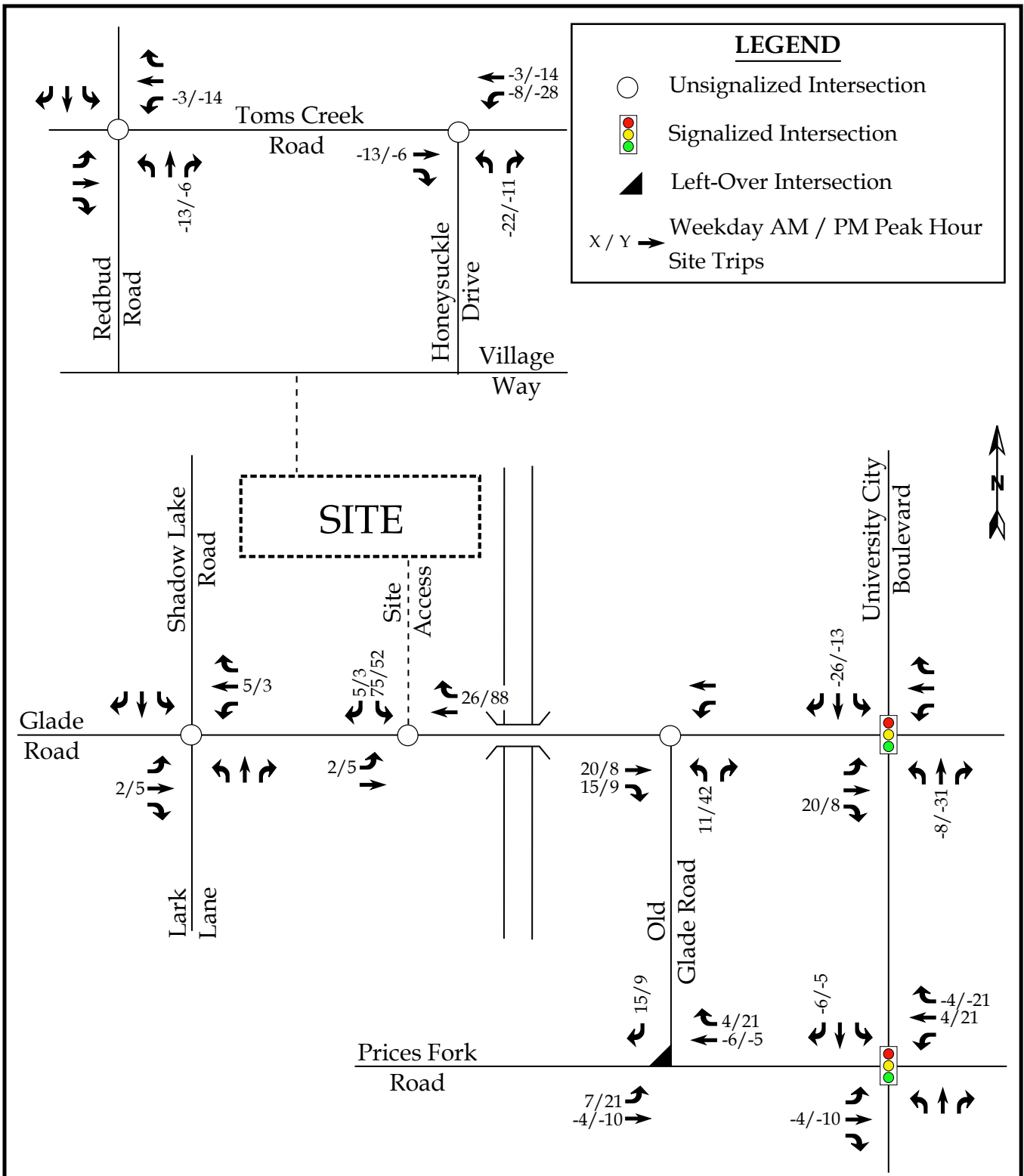
Glade Heights
Blacksburg, VA

Site Trip Assignment

| | |
|---------------------|----------|
| Scale: Not to Scale | Figure 9 |
|---------------------|----------|

LEGEND

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips







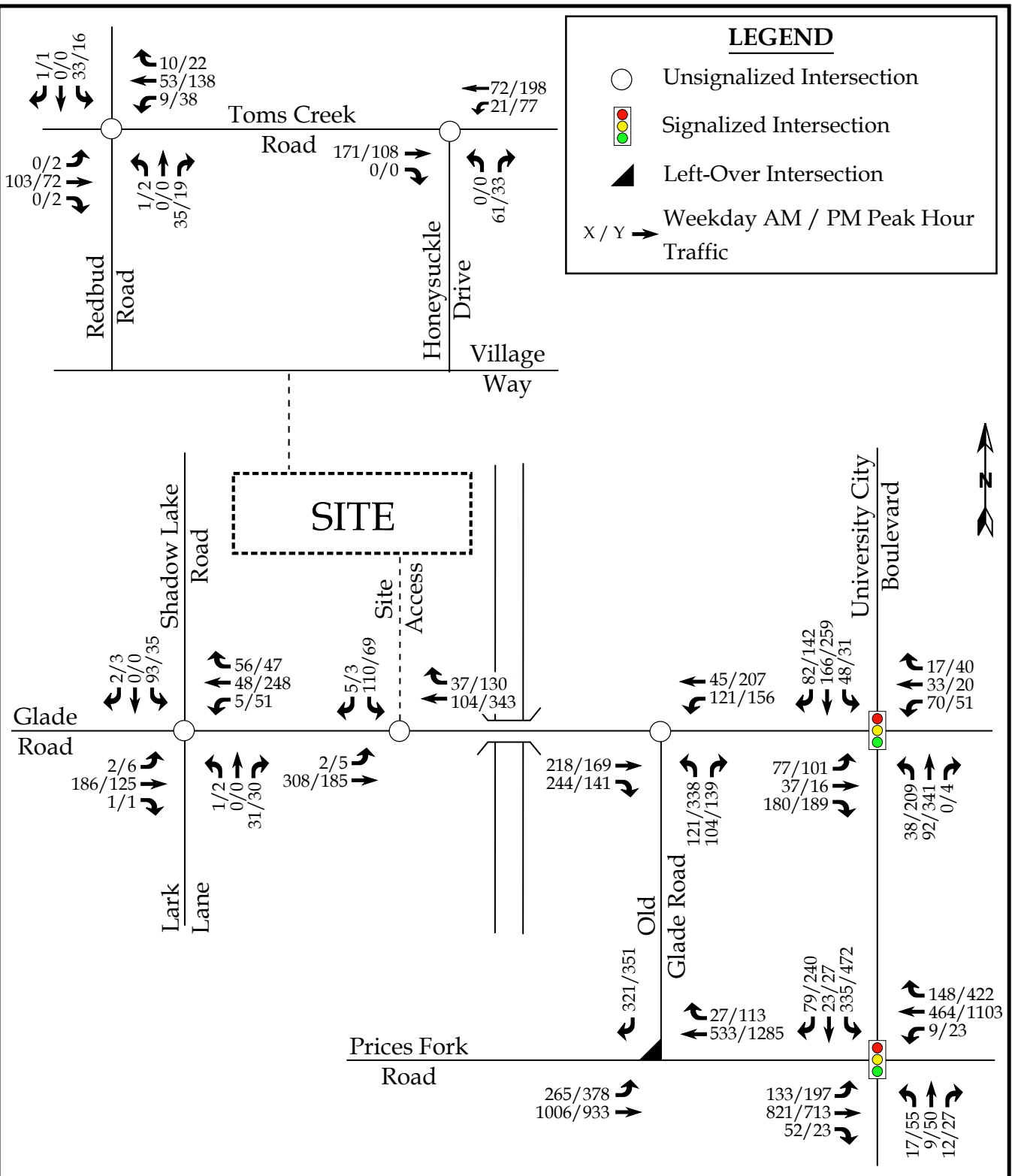
Glade Heights
Blacksburg, VA

Rerouted Village
Existing Traffic

Scale: Not to Scale Figure 10

LEGEND

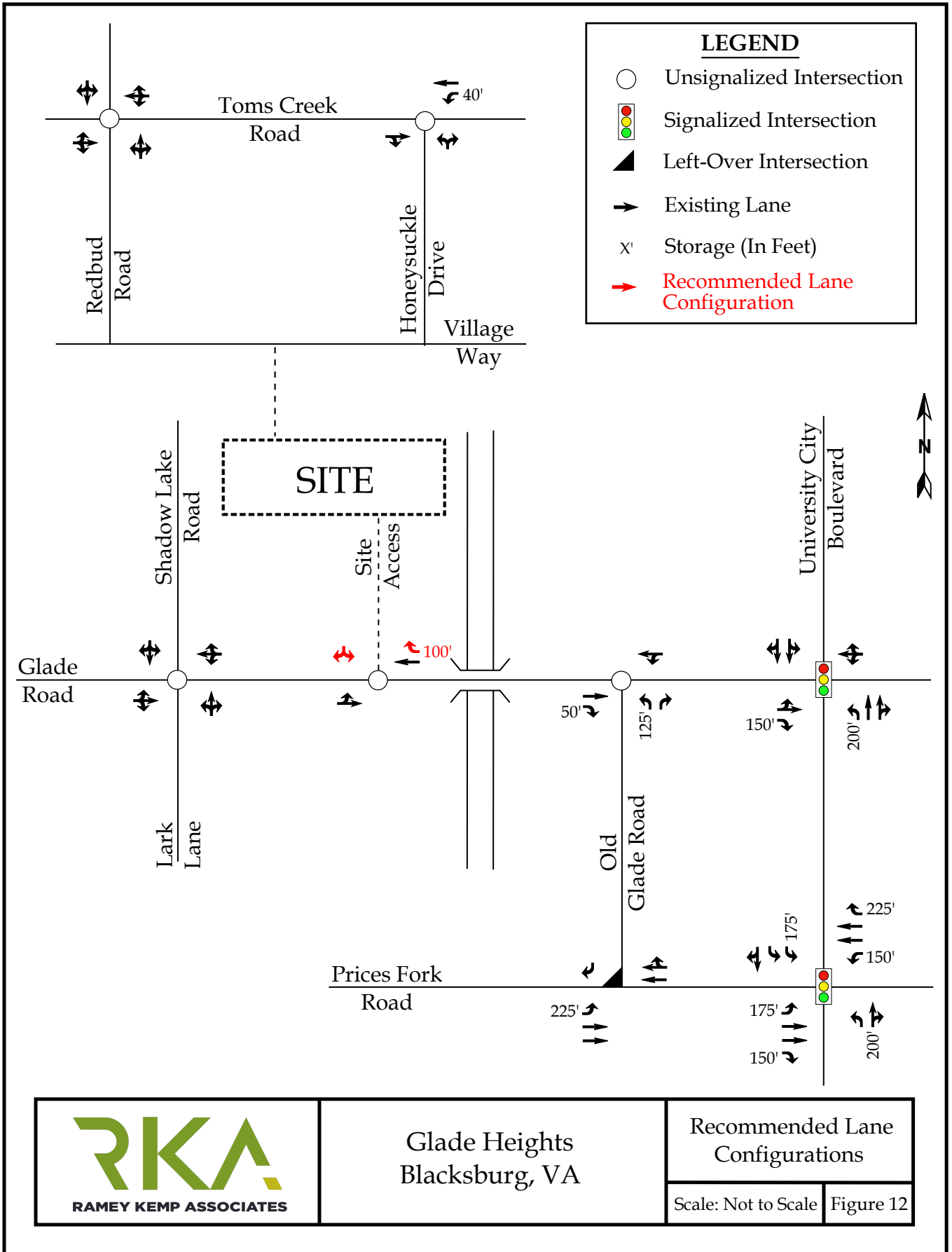
-  Unsignalized Intersection
-  Signalized Intersection
-  Left-Over Intersection
- X / Y  Weekday AM / PM Peak Hour Traffic



Glade Heights
Blacksburg, VA

2026 Build
Peak Hour Traffic

Scale: Not to Scale Figure 11



LEGEND

- Unsignalized Intersection
- ◫ Signalized Intersection
- ▲ Left-Over Intersection
- Existing Lane
- x' Storage (In Feet)
- Recommended Lane Configuration



Glade Heights
Blacksburg, VA

| | |
|---------------------------------|-----------|
| Recommended Lane Configurations | |
| Scale: Not to Scale | Figure 12 |

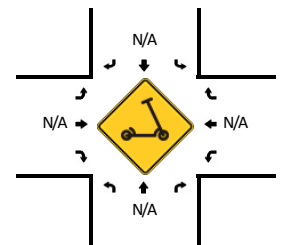
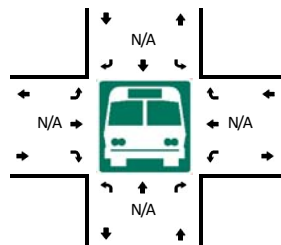
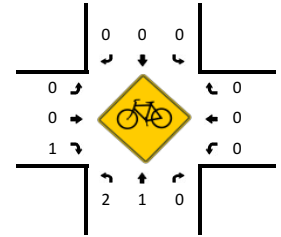
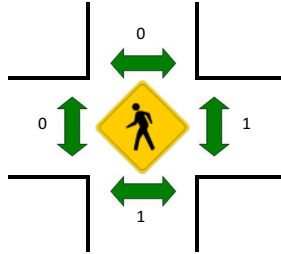
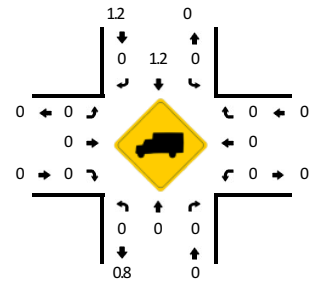
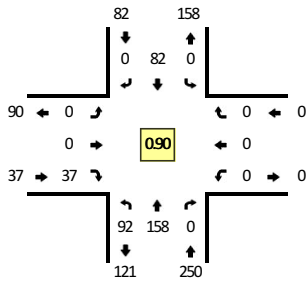
APPENDIX B

COUNT DATA

LOCATION: Toms Creek Rd -- Honeysuckle Dr
CITY/STATE: Blacksburg, VA

QC JOB #: 15762701
DATE: Wed, Apr 6 2022

Peak-Hour: 5:15 PM -- 6:15 PM
 Peak 15-Min: 5:15 PM -- 5:30 PM



| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Honeysuckle Dr (Eastbound) | | | | Honeysuckle Dr (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|----|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 4 | 7 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 34 | |
| 7:15 AM | 0 | 6 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 44 | |
| 7:30 AM | 1 | 12 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 57 | |
| 7:45 AM | 5 | 9 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 79 | 214 |
| 8:00 AM | 4 | 18 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 57 | 237 |
| 8:15 AM | 6 | 9 | 0 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 62 | 255 |
| 8:30 AM | 4 | 12 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 71 | 269 |
| 8:45 AM | 10 | 19 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 83 | 273 |
| 9:00 AM | 7 | 15 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 50 | 266 |
| 9:15 AM | 9 | 11 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 48 | 252 |
| 9:30 AM | 7 | 12 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 46 | 227 |
| 9:45 AM | 5 | 9 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 46 | 190 |
| 10:00 AM | 8 | 11 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 41 | 181 |
| 10:15 AM | 9 | 4 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 41 | 174 |
| 10:30 AM | 8 | 12 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 41 | 169 |
| 10:45 AM | 8 | 12 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 51 | 174 |
| 11:00 AM | 10 | 19 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 53 | 186 |
| 11:15 AM | 4 | 15 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 45 | 190 |
| 11:30 AM | 6 | 13 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 40 | 189 |
| 11:45 AM | 6 | 14 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 46 | 184 |
| 12:00 PM | 9 | 29 | 0 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 66 | 197 |
| 12:15 PM | 12 | 24 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 61 | 213 |
| 12:30 PM | 16 | 24 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 70 | 243 |
| 12:45 PM | 7 | 22 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 63 | 260 |
| 1:00 PM | 7 | 18 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 45 | 239 |
| 1:15 PM | 15 | 19 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 65 | 243 |
| 1:30 PM | 8 | 17 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 53 | 226 |
| 1:45 PM | 8 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 45 | 208 |
| 2:00 PM | 9 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 61 | 224 |
| 2:15 PM | 13 | 11 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 44 | 203 |
| 2:30 PM | 10 | 23 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 50 | 200 |
| 2:45 PM | 10 | 25 | 0 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 69 | 224 |
| 3:00 PM | 10 | 21 | 0 | 0 | 0 | 23 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 65 | 228 |
| 3:15 PM | 8 | 32 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 68 | 252 |
| 3:30 PM | 12 | 34 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 79 | 281 |
| 3:45 PM | 13 | 43 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 95 | 307 |
| 4:00 PM | 16 | 22 | 0 | 0 | 0 | 20 | 1 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 70 | 312 |
| 4:15 PM | 15 | 29 | 0 | 0 | 0 | 22 | 1 | 0 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 82 | 326 |
| 4:30 PM | 12 | 21 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 65 | 312 |

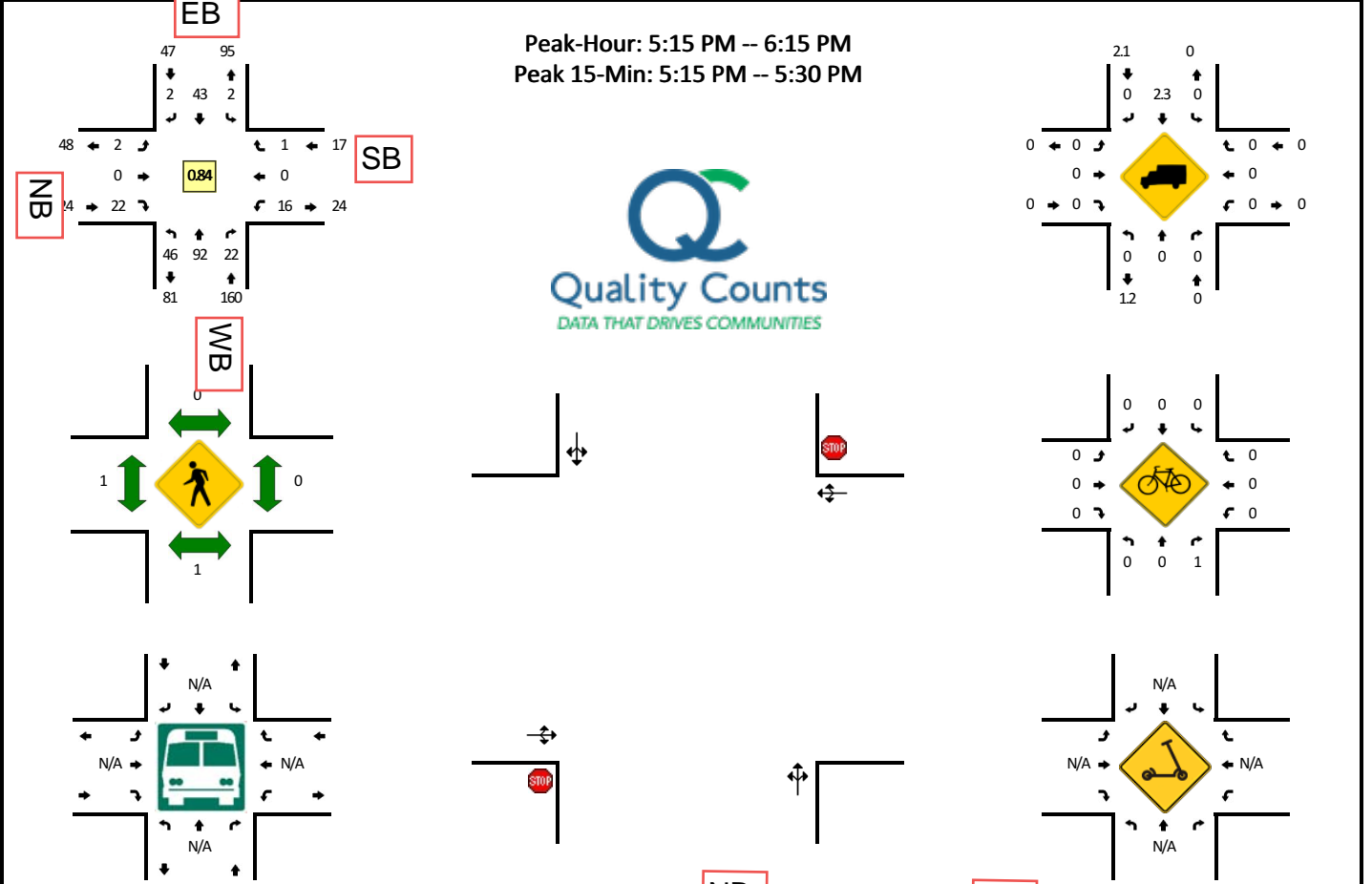
| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Honeysuckle Dr (Eastbound) | | | | Honeysuckle Dr (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 11 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 75 | 292 |
| 5:00 PM | 12 | 29 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 75 | 297 |
| 5:15 PM | 17 | 46 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 102 | 317 |
| 5:30 PM | 26 | 41 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 92 | 344 |
| 5:45 PM | 17 | 36 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 78 | 347 |
| 6:00 PM | 30 | 35 | 0 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 97 | 369 |
| 6:15 PM | 13 | 28 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 66 | 333 |
| 6:30 PM | 9 | 29 | 0 | 1 | 0 | 20 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 67 | 308 |
| 6:45 PM | 11 | 13 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 75 | 305 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 68 | 184 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 408 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 0 | | | | 0 | | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Toms Creek Rd -- Redbud Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762702
DATE: Wed, Apr 6 2022



| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) WB | | | | Toms Creek Rd (Southbound) EB | | | | Redbud Rd (Eastbound) NB | | | | Redbud Rd (Westbound) SB | | | | Total | Hourly Totals |
|----------------------------------|-------------------------------|------|-------|---|-------------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 1 | 4 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 22 | |
| 7:15 AM | 1 | 4 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 0 | 0 | 0 | 35 | |
| 7:30 AM | 3 | 5 | 3 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 0 | 0 | 45 | |
| 7:45 AM | 2 | 5 | 2 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 19 | 0 | 13 | 0 | 1 | 0 | 61 | 163 |
| 8:00 AM | 6 | 10 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 41 | 182 |
| 8:15 AM | 0 | 8 | 1 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 6 | 0 | 5 | 0 | 0 | 0 | 36 | 183 |
| 8:30 AM | 2 | 4 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 0 | 0 | 47 | 185 |
| 8:45 AM | 6 | 9 | 6 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 54 | 178 |
| 9:00 AM | 2 | 10 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 31 | 168 |
| 9:15 AM | 3 | 7 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 26 | 158 |
| 9:30 AM | 3 | 8 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 33 | 144 |
| 9:45 AM | 2 | 5 | 3 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 32 | 122 |
| 10:00 AM | 2 | 7 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 26 | 117 |
| 10:15 AM | 1 | 3 | 2 | 0 | 0 | 14 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 26 | 117 |
| 10:30 AM | 2 | 7 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | 108 |
| 10:45 AM | 3 | 7 | 2 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 1 | 0 | 34 | 110 |
| 11:00 AM | 3 | 9 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 33 | 117 |
| 11:15 AM | 3 | 10 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 32 | 123 |
| 11:30 AM | 1 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 123 |
| 11:45 AM | 4 | 8 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 35 | 124 |
| 12:00 PM | 6 | 13 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 1 | 0 | 0 | 48 | 139 |
| 12:15 PM | 7 | 18 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 7 | 0 | 5 | 0 | 0 | 0 | 43 | 150 |
| 12:30 PM | 6 | 12 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 6 | 0 | 3 | 0 | 0 | 0 | 45 | 171 |
| 12:45 PM | 5 | 15 | 3 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 50 | 186 |
| 1:00 PM | 3 | 11 | 4 | 0 | 1 | 9 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 35 | 173 |
| 1:15 PM | 1 | 15 | 3 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 38 | 168 |
| 1:30 PM | 2 | 14 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 34 | 157 |
| 1:45 PM | 5 | 12 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 29 | 136 |
| 2:00 PM | 2 | 11 | 5 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 40 | 141 |
| 2:15 PM | 3 | 5 | 3 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 1 | 0 | 31 | 134 |
| 2:30 PM | 4 | 14 | 5 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 40 | 140 |
| 2:45 PM | 6 | 14 | 1 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 9 | 0 | 2 | 1 | 0 | 0 | 49 | 160 |
| 3:00 PM | 6 | 17 | 1 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 49 | 169 |
| 3:15 PM | 5 | 19 | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 54 | 192 |
| 3:30 PM | 12 | 17 | 5 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 0 | 0 | 0 | 56 | 208 |
| 3:45 PM | 12 | 21 | 11 | 0 | 0 | 22 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 76 | 235 |
| 4:00 PM | 6 | 14 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 46 | 232 |
| 4:15 PM | 2 | 22 | 4 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 6 | 0 | 7 | 0 | 1 | 0 | 53 | 231 |
| 4:30 PM | 8 | 11 | 4 | 1 | 0 | 14 | 0 | 0 | 1 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 49 | 224 |

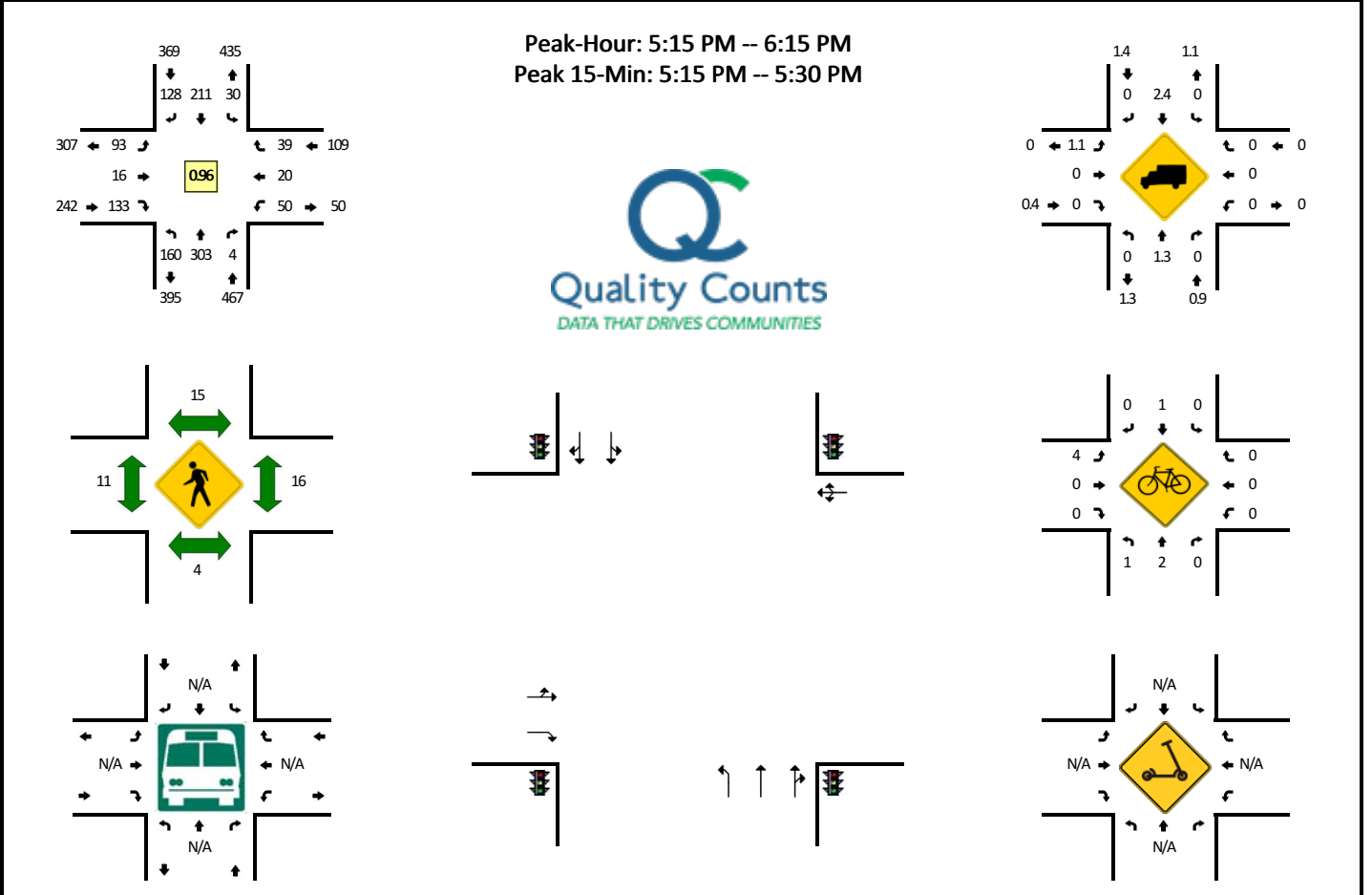
| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Redbud Rd (Eastbound) | | | | Redbud Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 8 | 19 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 50 | 198 |
| 5:00 PM | 6 | 15 | 5 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 51 | 203 |
| 5:15 PM | 13 | 30 | 5 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 1 | 0 | 74 | 224 |
| 5:30 PM | 13 | 22 | 6 | 0 | 1 | 12 | 1 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 63 | 238 |
| 5:45 PM | 12 | 19 | 4 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 55 | 243 |
| 6:00 PM | 8 | 21 | 7 | 0 | 1 | 7 | 0 | 0 | 1 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 56 | 248 |
| 6:15 PM | 8 | 15 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 0 | 46 | 220 |
| 6:30 PM | 8 | 17 | 6 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 51 | 208 |
| 6:45 PM | 5 | 6 | 4 | 0 | 0 | 22 | 2 | 0 | 1 | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 52 | 205 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 52 | 120 | 20 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 16 | 0 | 28 | 0 | 4 | 0 | 296 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: University City Blvd -- Glade Rd/Starbucks Dwy
CITY/STATE: Blacksburg, VA

QC JOB #: 15762703
DATE: Wed, Apr 6 2022



| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Glade Rd/Starbucks Dwy (Eastbound) | | | | Glade Rd/Starbucks Dwy (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|------------------------------------|------|-------|---|------------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 4 | 8 | 0 | 0 | 11 | 14 | 4 | 0 | 15 | 4 | 9 | 0 | 9 | 5 | 4 | 0 | 87 | |
| 7:15 AM | 6 | 15 | 1 | 0 | 8 | 16 | 10 | 0 | 13 | 9 | 10 | 0 | 15 | 5 | 8 | 0 | 116 | |
| 7:30 AM | 8 | 11 | 0 | 0 | 13 | 26 | 13 | 0 | 21 | 12 | 22 | 0 | 15 | 13 | 2 | 0 | 156 | |
| 7:45 AM | 6 | 16 | 5 | 0 | 19 | 36 | 32 | 0 | 18 | 6 | 21 | 0 | 17 | 20 | 6 | 0 | 202 | 561 |
| 8:00 AM | 6 | 16 | 0 | 0 | 6 | 35 | 18 | 0 | 14 | 11 | 31 | 0 | 22 | 10 | 4 | 0 | 173 | 647 |
| 8:15 AM | 8 | 20 | 0 | 0 | 6 | 24 | 12 | 0 | 21 | 9 | 15 | 0 | 8 | 7 | 3 | 0 | 133 | 664 |
| 8:30 AM | 4 | 21 | 0 | 0 | 16 | 30 | 24 | 0 | 13 | 7 | 19 | 0 | 19 | 9 | 2 | 0 | 164 | 672 |
| 8:45 AM | 3 | 23 | 0 | 0 | 19 | 52 | 24 | 0 | 19 | 9 | 27 | 0 | 20 | 6 | 8 | 0 | 210 | 680 |
| 9:00 AM | 11 | 29 | 0 | 0 | 10 | 28 | 19 | 0 | 11 | 10 | 11 | 0 | 17 | 4 | 13 | 0 | 163 | 670 |
| 9:15 AM | 10 | 25 | 1 | 0 | 9 | 37 | 20 | 0 | 15 | 7 | 22 | 0 | 11 | 5 | 6 | 0 | 168 | 705 |
| 9:30 AM | 12 | 14 | 2 | 0 | 7 | 38 | 21 | 0 | 13 | 7 | 13 | 0 | 13 | 6 | 5 | 0 | 151 | 692 |
| 9:45 AM | 10 | 29 | 2 | 0 | 8 | 39 | 14 | 0 | 15 | 6 | 25 | 0 | 13 | 8 | 5 | 0 | 174 | 656 |
| 10:00 AM | 16 | 28 | 3 | 0 | 8 | 36 | 24 | 0 | 12 | 5 | 20 | 0 | 9 | 6 | 5 | 0 | 172 | 665 |
| 10:15 AM | 17 | 35 | 3 | 0 | 7 | 32 | 27 | 0 | 16 | 6 | 21 | 0 | 12 | 9 | 7 | 0 | 192 | 689 |
| 10:30 AM | 15 | 30 | 2 | 0 | 20 | 33 | 24 | 0 | 12 | 2 | 27 | 0 | 19 | 6 | 7 | 0 | 197 | 735 |
| 10:45 AM | 16 | 30 | 0 | 1 | 12 | 24 | 19 | 1 | 19 | 3 | 22 | 0 | 17 | 3 | 6 | 0 | 173 | 734 |
| 11:00 AM | 20 | 35 | 1 | 0 | 10 | 46 | 25 | 0 | 17 | 3 | 25 | 0 | 9 | 1 | 14 | 0 | 206 | 768 |
| 11:15 AM | 17 | 42 | 4 | 0 | 8 | 40 | 32 | 0 | 22 | 5 | 24 | 0 | 7 | 4 | 12 | 0 | 217 | 793 |
| 11:30 AM | 26 | 42 | 1 | 1 | 11 | 29 | 23 | 0 | 22 | 3 | 27 | 0 | 14 | 9 | 9 | 0 | 217 | 813 |
| 11:45 AM | 15 | 48 | 0 | 0 | 3 | 57 | 30 | 0 | 27 | 3 | 34 | 0 | 17 | 11 | 11 | 0 | 256 | 896 |
| 12:00 PM | 19 | 48 | 1 | 0 | 9 | 39 | 34 | 0 | 24 | 8 | 30 | 0 | 9 | 6 | 7 | 0 | 234 | 924 |
| 12:15 PM | 32 | 47 | 2 | 0 | 7 | 42 | 27 | 0 | 28 | 2 | 21 | 0 | 25 | 8 | 13 | 0 | 254 | 961 |
| 12:30 PM | 24 | 84 | 2 | 0 | 5 | 49 | 30 | 0 | 25 | 5 | 27 | 0 | 16 | 7 | 12 | 0 | 286 | 1030 |
| 12:45 PM | 16 | 62 | 1 | 1 | 12 | 37 | 23 | 0 | 21 | 5 | 33 | 0 | 8 | 8 | 11 | 0 | 238 | 1012 |
| 1:00 PM | 23 | 56 | 1 | 2 | 15 | 46 | 27 | 0 | 24 | 6 | 38 | 0 | 10 | 10 | 7 | 0 | 265 | 1043 |
| 1:15 PM | 19 | 56 | 3 | 1 | 9 | 45 | 23 | 0 | 19 | 6 | 18 | 0 | 15 | 6 | 8 | 0 | 228 | 1017 |
| 1:30 PM | 28 | 58 | 1 | 0 | 3 | 41 | 20 | 0 | 18 | 2 | 18 | 0 | 15 | 8 | 7 | 0 | 219 | 950 |
| 1:45 PM | 20 | 49 | 3 | 0 | 8 | 41 | 24 | 0 | 31 | 7 | 25 | 0 | 9 | 4 | 9 | 0 | 230 | 942 |
| 2:00 PM | 17 | 62 | 2 | 1 | 8 | 43 | 22 | 0 | 19 | 2 | 23 | 0 | 18 | 6 | 9 | 0 | 232 | 909 |
| 2:15 PM | 22 | 39 | 2 | 0 | 7 | 46 | 32 | 0 | 19 | 9 | 30 | 0 | 13 | 6 | 8 | 0 | 233 | 914 |
| 2:30 PM | 28 | 46 | 2 | 0 | 4 | 51 | 21 | 0 | 22 | 3 | 24 | 0 | 9 | 7 | 8 | 0 | 225 | 920 |
| 2:45 PM | 34 | 53 | 1 | 2 | 2 | 37 | 20 | 0 | 19 | 5 | 14 | 0 | 9 | 4 | 11 | 0 | 211 | 901 |
| 3:00 PM | 26 | 50 | 0 | 0 | 6 | 48 | 30 | 0 | 20 | 7 | 20 | 0 | 10 | 8 | 12 | 0 | 237 | 906 |
| 3:15 PM | 23 | 50 | 3 | 0 | 6 | 43 | 26 | 0 | 18 | 2 | 30 | 0 | 13 | 3 | 9 | 0 | 226 | 899 |
| 3:30 PM | 14 | 56 | 2 | 0 | 3 | 43 | 13 | 0 | 13 | 3 | 19 | 0 | 18 | 6 | 2 | 0 | 192 | 866 |
| 3:45 PM | 22 | 77 | 1 | 0 | 3 | 56 | 27 | 0 | 30 | 2 | 37 | 0 | 10 | 5 | 4 | 0 | 274 | 929 |
| 4:00 PM | 32 | 76 | 0 | 0 | 5 | 54 | 22 | 0 | 16 | 1 | 22 | 0 | 8 | 3 | 5 | 0 | 244 | 936 |
| 4:15 PM | 33 | 60 | 1 | 1 | 7 | 39 | 33 | 0 | 22 | 4 | 30 | 0 | 10 | 4 | 15 | 0 | 259 | 969 |
| 4:30 PM | 31 | 66 | 2 | 0 | 6 | 50 | 33 | 0 | 35 | 6 | 31 | 0 | 7 | 6 | 10 | 0 | 283 | 1060 |

| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Glade Rd/Starbucks Dwy (Eastbound) | | | | Glade Rd/Starbucks Dwy (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|------------------------------------|------|-------|---|------------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 33 | 66 | 1 | 0 | 6 | 48 | 32 | 0 | 30 | 4 | 32 | 0 | 5 | 3 | 8 | 0 | 268 | 1054 |
| 5:00 PM | 39 | 71 | 1 | 0 | 7 | 43 | 40 | 0 | 22 | 7 | 29 | 0 | 10 | 2 | 12 | 0 | 283 | 1093 |
| 5:15 PM | 39 | 81 | 0 | 0 | 7 | 49 | 37 | 0 | 24 | 8 | 32 | 0 | 20 | 5 | 6 | 0 | 308 | 1142 |
| 5:30 PM | 39 | 75 | 1 | 0 | 9 | 61 | 41 | 0 | 22 | 2 | 25 | 0 | 12 | 7 | 9 | 0 | 303 | 1162 |
| 5:45 PM | 41 | 74 | 1 | 1 | 8 | 50 | 26 | 0 | 25 | 2 | 40 | 0 | 7 | 4 | 11 | 0 | 290 | 1184 |
| 6:00 PM | 40 | 73 | 2 | 0 | 6 | 51 | 24 | 0 | 22 | 4 | 36 | 0 | 11 | 4 | 13 | 0 | 286 | 1187 |
| 6:15 PM | 27 | 55 | 1 | 0 | 8 | 50 | 53 | 0 | 24 | 7 | 42 | 0 | 7 | 8 | 5 | 0 | 287 | 1166 |
| 6:30 PM | 50 | 63 | 2 | 1 | 5 | 38 | 25 | 0 | 20 | 1 | 28 | 0 | 6 | 6 | 7 | 0 | 252 | 1115 |
| 6:45 PM | 35 | 54 | 1 | 0 | 7 | 51 | 27 | 0 | 21 | 3 | 32 | 0 | 13 | 4 | 6 | 0 | 254 | 1079 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 156 | 324 | 0 | 0 | 28 | 196 | 148 | 0 | 96 | 32 | 128 | 0 | 80 | 20 | 24 | 0 | 1232 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 24 | | | | 8 | | | | 24 | | | 56 | |
| Bicycles | 4 | 4 | 0 | | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 12 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

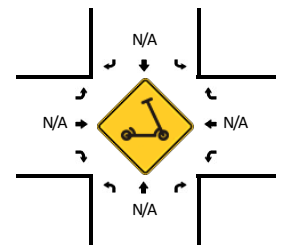
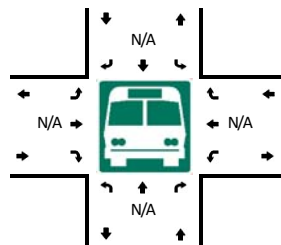
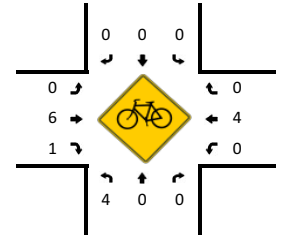
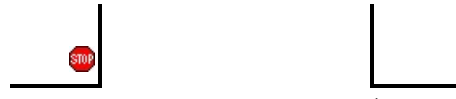
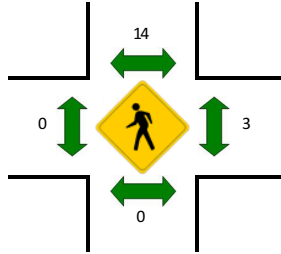
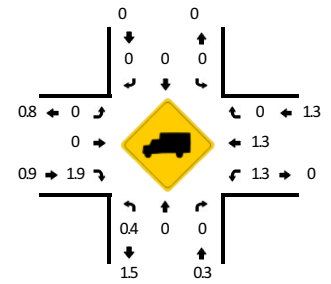
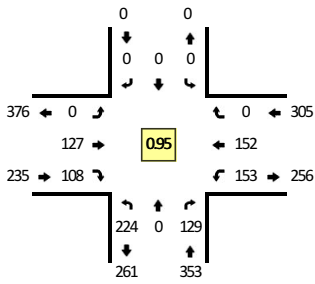
Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Old Glade Rd -- Glade Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762704
DATE: Wed, Apr 6 2022

Peak-Hour: 5:00 PM -- 6:00 PM
 Peak 15-Min: 5:15 PM -- 5:30 PM



| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 21 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 0 | 8 | 5 | 0 | 0 | 87 | |
| 7:15 AM | 9 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 36 | 0 | 13 | 10 | 0 | 0 | 112 | |
| 7:30 AM | 18 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 44 | 0 | 34 | 2 | 0 | 0 | 147 | |
| 7:45 AM | 23 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 52 | 0 | 41 | 11 | 0 | 0 | 193 | |
| 8:00 AM | 34 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 53 | 0 | 22 | 9 | 0 | 0 | 186 | |
| 8:15 AM | 13 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 39 | 0 | 22 | 3 | 0 | 0 | 117 | |
| 8:30 AM | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 37 | 0 | 27 | 9 | 0 | 0 | 143 | |
| 8:45 AM | 29 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 35 | 0 | 19 | 11 | 0 | 0 | 147 | |
| 9:00 AM | 25 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 20 | 0 | 19 | 11 | 0 | 0 | 114 | |
| 9:15 AM | 16 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16 | 0 | 15 | 10 | 0 | 0 | 103 | |
| 9:30 AM | 13 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 20 | 0 | 24 | 12 | 0 | 0 | 118 | |
| 9:45 AM | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 23 | 0 | 16 | 10 | 0 | 0 | 101 | |
| 10:00 AM | 28 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 21 | 0 | 25 | 10 | 0 | 0 | 121 | |
| 10:15 AM | 13 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 23 | 0 | 20 | 16 | 0 | 0 | 112 | |
| 10:30 AM | 17 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 20 | 0 | 30 | 11 | 0 | 0 | 117 | |
| 10:45 AM | 37 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 20 | 0 | 22 | 8 | 0 | 0 | 137 | |
| 11:00 AM | 17 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 15 | 0 | 20 | 18 | 0 | 0 | 119 | |
| 11:15 AM | 27 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 15 | 0 | 25 | 21 | 0 | 0 | 138 | |
| 11:30 AM | 26 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 21 | 0 | 32 | 17 | 0 | 0 | 157 | |
| 11:45 AM | 19 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 32 | 0 | 42 | 22 | 0 | 0 | 172 | |
| 12:00 PM | 26 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 24 | 0 | 27 | 21 | 0 | 0 | 155 | |
| 12:15 PM | 26 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 20 | 0 | 28 | 31 | 0 | 0 | 151 | |
| 12:30 PM | 27 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 11 | 0 | 23 | 29 | 0 | 0 | 144 | |
| 12:45 PM | 19 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 19 | 0 | 29 | 12 | 0 | 0 | 139 | |
| 1:00 PM | 23 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 24 | 0 | 29 | 23 | 0 | 0 | 149 | |
| 1:15 PM | 21 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 20 | 0 | 22 | 20 | 0 | 0 | 126 | |
| 1:30 PM | 34 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 26 | 13 | 0 | 0 | 127 | |
| 1:45 PM | 28 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 19 | 0 | 22 | 14 | 0 | 0 | 131 | |
| 2:00 PM | 10 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 13 | 0 | 27 | 21 | 0 | 0 | 123 | |
| 2:15 PM | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 20 | 0 | 22 | 18 | 0 | 0 | 127 | |
| 2:30 PM | 36 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 17 | 0 | 30 | 16 | 0 | 0 | 152 | |
| 2:45 PM | 39 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 25 | 0 | 42 | 28 | 0 | 0 | 171 | |
| 3:00 PM | 56 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 35 | 0 | 23 | 33 | 0 | 0 | 207 | |
| 3:15 PM | 36 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 25 | 0 | 30 | 20 | 0 | 0 | 158 | |
| 3:30 PM | 28 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 31 | 0 | 26 | 16 | 0 | 0 | 152 | |
| 3:45 PM | 37 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 25 | 0 | 23 | 34 | 0 | 0 | 174 | |
| 4:00 PM | 40 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 18 | 0 | 25 | 35 | 0 | 0 | 163 | |
| 4:15 PM | 45 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 24 | 0 | 30 | 19 | 0 | 0 | 172 | |
| 4:30 PM | 49 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 35 | 0 | 31 | 25 | 0 | 0 | 197 | |

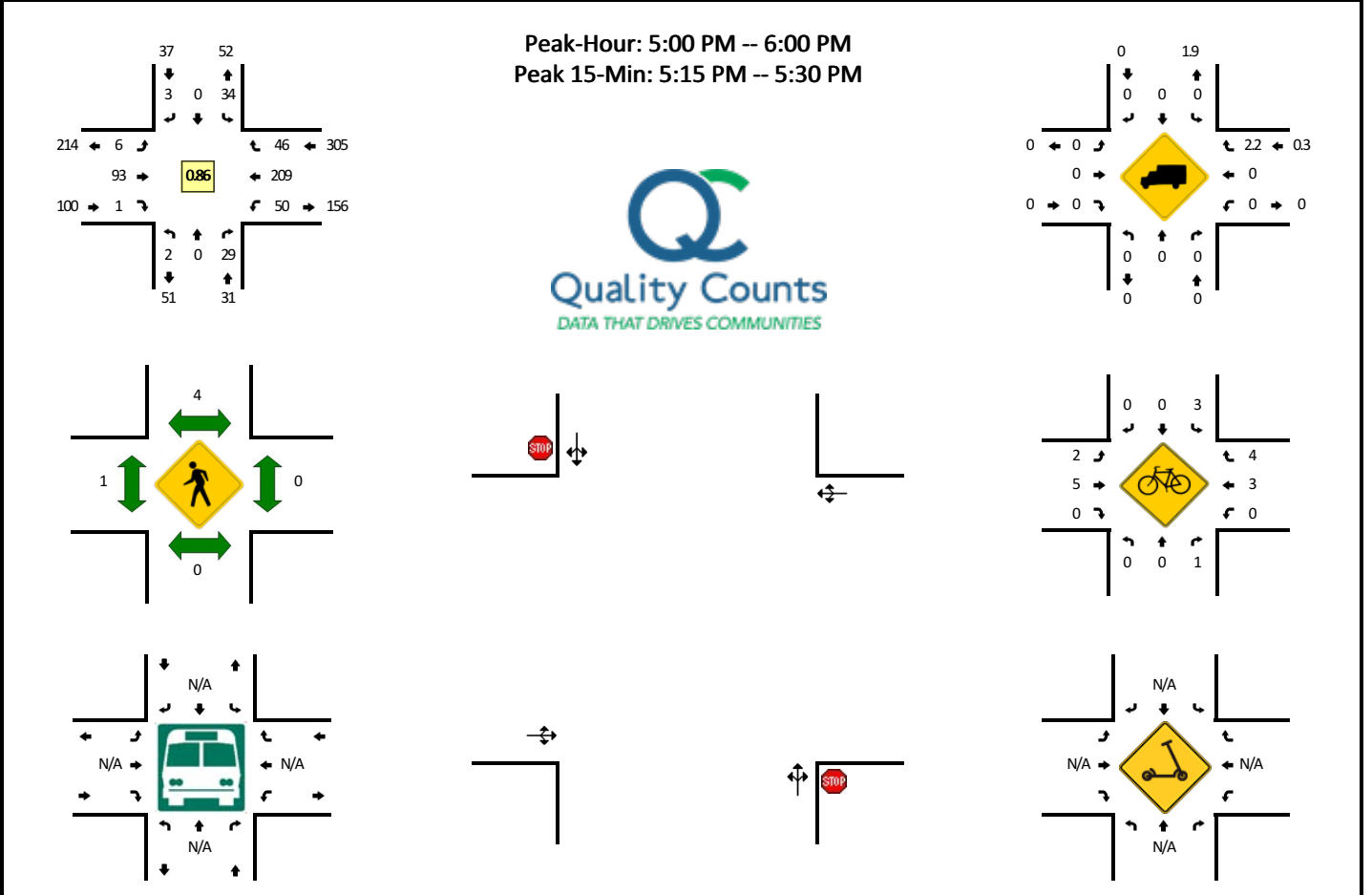
| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 30 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 25 | 0 | 43 | 30 | 0 | 0 | 197 | 729 |
| 5:00 PM | 51 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 0 | 37 | 39 | 0 | 0 | 218 | 784 |
| 5:15 PM | 63 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 25 | 0 | 33 | 47 | 0 | 0 | 235 | 847 |
| 5:30 PM | 57 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 29 | 0 | 45 | 34 | 0 | 0 | 224 | 874 |
| 5:45 PM | 53 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 26 | 0 | 38 | 32 | 0 | 0 | 216 | 893 |
| 6:00 PM | 54 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 15 | 0 | 29 | 37 | 0 | 0 | 196 | 871 |
| 6:15 PM | 30 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 22 | 0 | 53 | 32 | 0 | 0 | 193 | 829 |
| 6:30 PM | 40 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 13 | 0 | 34 | 34 | 0 | 0 | 170 | 775 |
| 6:45 PM | 42 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 26 | 0 | 32 | 33 | 0 | 0 | 183 | 742 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 252 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 100 | 0 | 132 | 188 | 0 | 0 | 940 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 4 | 0 | | 8 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 12 | | | | 0 | | | | 4 | | | 16 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 8 | 0 | | 12 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Shadow Lake Rd/Lark Ln -- Glade Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762705
DATE: Wed, Apr 6 2022



| 15-Min Count Period Beginning At | Shadow Lake Rd/Lark Ln (Northbound) | | | | Shadow Lake Rd/Lark Ln (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-------------------------------------|------|-------|---|-------------------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 12 | 10 | 0 | 53 | |
| 7:15 AM | 0 | 0 | 7 | 0 | 10 | 0 | 1 | 0 | 0 | 33 | 1 | 0 | 1 | 4 | 8 | 0 | 65 | |
| 7:30 AM | 1 | 0 | 9 | 0 | 15 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 6 | 6 | 0 | 68 | |
| 7:45 AM | 0 | 0 | 11 | 0 | 36 | 0 | 0 | 0 | 2 | 53 | 0 | 0 | 2 | 6 | 20 | 0 | 130 | |
| 8:00 AM | 0 | 0 | 3 | 0 | 30 | 0 | 1 | 0 | 0 | 28 | 0 | 0 | 1 | 13 | 21 | 0 | 97 | |
| 8:15 AM | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 2 | 5 | 4 | 0 | 57 | |
| 8:30 AM | 0 | 0 | 12 | 0 | 11 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 2 | 12 | 6 | 0 | 72 | |
| 8:45 AM | 1 | 0 | 11 | 0 | 15 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 7 | 17 | 5 | 0 | 77 | |
| 9:00 AM | 1 | 0 | 3 | 0 | 5 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 2 | 19 | 8 | 0 | 57 | |
| 9:15 AM | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 3 | 12 | 2 | 0 | 46 | |
| 9:30 AM | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 3 | 7 | 4 | 0 | 50 | |
| 9:45 AM | 0 | 0 | 4 | 0 | 6 | 0 | 1 | 0 | 1 | 30 | 0 | 0 | 1 | 14 | 3 | 0 | 60 | |
| 10:00 AM | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 3 | 16 | 6 | 0 | 47 | |
| 10:15 AM | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 2 | 9 | 6 | 0 | 54 | |
| 10:30 AM | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 3 | 9 | 2 | 0 | 43 | |
| 10:45 AM | 0 | 0 | 2 | 0 | 8 | 0 | 1 | 0 | 0 | 21 | 1 | 0 | 4 | 18 | 5 | 0 | 60 | |
| 11:00 AM | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 5 | 16 | 5 | 0 | 51 | |
| 11:15 AM | 0 | 1 | 6 | 0 | 11 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 6 | 23 | 8 | 0 | 77 | |
| 11:30 AM | 0 | 0 | 9 | 0 | 8 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 6 | 20 | 8 | 0 | 75 | |
| 11:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 33 | 0 | 0 | 0 | 13 | 9 | 0 | 62 | |
| 12:00 PM | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 5 | 20 | 7 | 0 | 67 | |
| 12:15 PM | 0 | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 5 | 28 | 10 | 0 | 73 | |
| 12:30 PM | 1 | 0 | 4 | 0 | 6 | 1 | 1 | 0 | 0 | 13 | 1 | 0 | 5 | 31 | 11 | 0 | 74 | |
| 12:45 PM | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 32 | 4 | 0 | 4 | 17 | 7 | 0 | 73 | |
| 1:00 PM | 0 | 0 | 5 | 0 | 13 | 0 | 1 | 0 | 0 | 21 | 0 | 0 | 7 | 21 | 6 | 0 | 74 | |
| 1:15 PM | 1 | 0 | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 17 | 1 | 0 | 4 | 15 | 7 | 0 | 55 | |
| 1:30 PM | 0 | 0 | 8 | 0 | 5 | 0 | 1 | 0 | 0 | 18 | 1 | 0 | 7 | 17 | 10 | 0 | 67 | |
| 1:45 PM | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 4 | 21 | 7 | 0 | 57 | |
| 2:00 PM | 1 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 9 | 14 | 1 | 0 | 52 | |
| 2:15 PM | 1 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 4 | 18 | 4 | 0 | 57 | |
| 2:30 PM | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 25 | 10 | 0 | 69 | |
| 2:45 PM | 0 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 8 | 23 | 24 | 0 | 88 | |
| 3:00 PM | 0 | 0 | 6 | 0 | 26 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 9 | 40 | 24 | 0 | 125 | |
| 3:15 PM | 1 | 0 | 10 | 0 | 11 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 6 | 29 | 11 | 0 | 85 | |
| 3:30 PM | 0 | 0 | 4 | 0 | 11 | 0 | 2 | 0 | 0 | 26 | 0 | 0 | 2 | 19 | 8 | 0 | 72 | |
| 3:45 PM | 0 | 0 | 4 | 0 | 10 | 1 | 0 | 0 | 1 | 19 | 0 | 0 | 9 | 34 | 16 | 0 | 94 | |
| 4:00 PM | 1 | 1 | 1 | 0 | 11 | 0 | 2 | 0 | 1 | 19 | 0 | 0 | 5 | 37 | 12 | 0 | 90 | |
| 4:15 PM | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 30 | 0 | 0 | 9 | 29 | 14 | 0 | 94 | |
| 4:30 PM | 0 | 0 | 6 | 0 | 15 | 0 | 2 | 0 | 1 | 29 | 0 | 0 | 5 | 44 | 10 | 0 | 112 | |

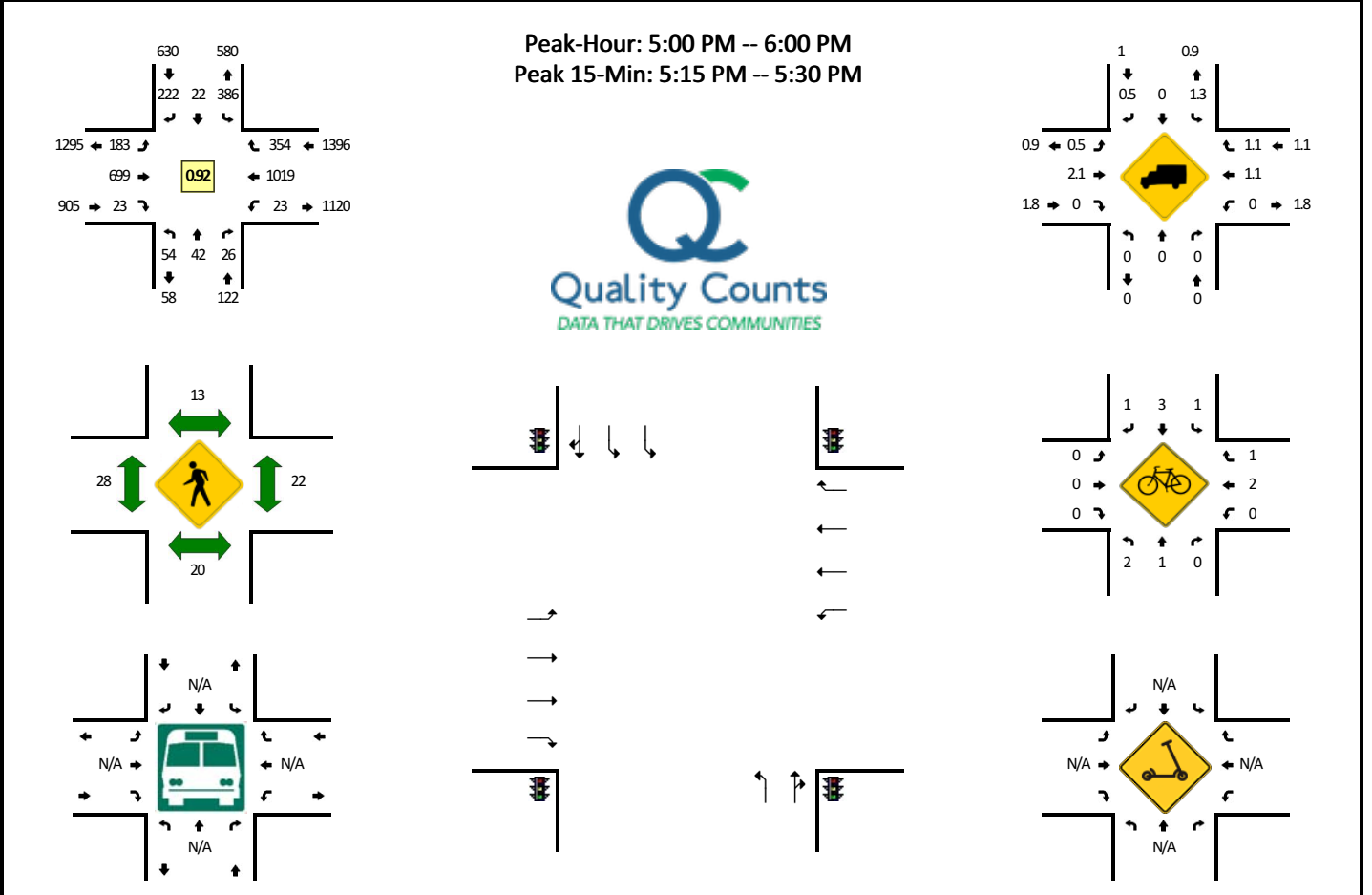
| 15-Min Count Period Beginning At | Shadow Lake Rd/Lark Ln (Northbound) | | | | Shadow Lake Rd/Lark Ln (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-------------------------------------|------|-------|---|-------------------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 1 | 0 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 5 | 30 | 9 | 0 | 84 | 380 |
| 5:00 PM | 0 | 0 | 11 | 0 | 6 | 0 | 1 | 0 | 1 | 13 | 0 | 0 | 12 | 44 | 14 | 0 | 102 | 392 |
| 5:15 PM | 0 | 0 | 6 | 0 | 14 | 0 | 1 | 0 | 1 | 19 | 0 | 0 | 16 | 69 | 12 | 0 | 138 | 436 |
| 5:30 PM | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 2 | 31 | 0 | 0 | 9 | 48 | 10 | 0 | 114 | 438 |
| 5:45 PM | 0 | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 2 | 30 | 1 | 0 | 13 | 48 | 10 | 0 | 119 | 473 |
| 6:00 PM | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 11 | 42 | 13 | 0 | 100 | 471 |
| 6:15 PM | 0 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 1 | 26 | 1 | 0 | 9 | 35 | 8 | 0 | 94 | 427 |
| 6:30 PM | 0 | 1 | 5 | 0 | 4 | 0 | 2 | 0 | 1 | 20 | 0 | 0 | 6 | 41 | 10 | 0 | 90 | 403 |
| 6:45 PM | 0 | 0 | 2 | 0 | 10 | 1 | 0 | 0 | 0 | 25 | 1 | 0 | 8 | 49 | 8 | 0 | 104 | 388 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 24 | 0 | 56 | 0 | 4 | 0 | 4 | 76 | 0 | 0 | 64 | 276 | 48 | 0 | 552 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 8 | | | | 0 | | | | 0 | | | 8 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 12 | | 16 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: University City Blvd -- Prices Fork Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762706
DATE: Wed, Apr 6 2022



| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 1 | 2 | 0 | 0 | 37 | 3 | 11 | 0 | 15 | 122 | 8 | 0 | 0 | 53 | 14 | 0 | 266 | |
| 7:15 AM | 3 | 0 | 1 | 0 | 43 | 2 | 17 | 0 | 19 | 131 | 2 | 0 | 1 | 68 | 21 | 0 | 308 | |
| 7:30 AM | 3 | 1 | 1 | 0 | 45 | 5 | 26 | 0 | 20 | 170 | 8 | 0 | 4 | 124 | 21 | 0 | 428 | |
| 7:45 AM | 1 | 1 | 5 | 0 | 74 | 7 | 19 | 0 | 34 | 236 | 22 | 0 | 4 | 122 | 30 | 0 | 555 | 1557 |
| 8:00 AM | 2 | 1 | 4 | 0 | 65 | 4 | 16 | 0 | 27 | 205 | 10 | 0 | 2 | 88 | 29 | 0 | 453 | 1744 |
| 8:15 AM | 7 | 0 | 2 | 0 | 35 | 2 | 15 | 0 | 30 | 158 | 13 | 0 | 3 | 61 | 29 | 0 | 355 | 1791 |
| 8:30 AM | 7 | 4 | 1 | 0 | 63 | 4 | 19 | 0 | 37 | 206 | 6 | 0 | 0 | 70 | 36 | 0 | 453 | 1816 |
| 8:45 AM | 1 | 4 | 4 | 0 | 67 | 3 | 22 | 0 | 29 | 235 | 12 | 0 | 12 | 87 | 40 | 0 | 516 | 1777 |
| 9:00 AM | 2 | 4 | 5 | 0 | 55 | 10 | 21 | 0 | 32 | 190 | 5 | 0 | 8 | 102 | 55 | 0 | 489 | 1813 |
| 9:15 AM | 1 | 1 | 1 | 0 | 55 | 4 | 17 | 0 | 24 | 113 | 3 | 0 | 0 | 69 | 41 | 1 | 330 | 1788 |
| 9:30 AM | 2 | 2 | 2 | 0 | 48 | 4 | 16 | 0 | 21 | 136 | 9 | 0 | 2 | 90 | 40 | 0 | 372 | 1707 |
| 9:45 AM | 3 | 3 | 3 | 0 | 75 | 2 | 20 | 0 | 33 | 199 | 9 | 0 | 1 | 87 | 39 | 0 | 474 | 1665 |
| 10:00 AM | 5 | 7 | 5 | 0 | 63 | 3 | 18 | 0 | 19 | 138 | 4 | 0 | 0 | 104 | 79 | 1 | 446 | 1622 |
| 10:15 AM | 1 | 3 | 4 | 0 | 83 | 0 | 22 | 0 | 29 | 109 | 7 | 0 | 1 | 97 | 63 | 0 | 419 | 1711 |
| 10:30 AM | 4 | 1 | 4 | 0 | 61 | 4 | 25 | 0 | 20 | 109 | 5 | 0 | 1 | 75 | 46 | 0 | 355 | 1694 |
| 10:45 AM | 2 | 5 | 5 | 0 | 64 | 3 | 19 | 0 | 31 | 144 | 8 | 0 | 6 | 94 | 50 | 0 | 431 | 1651 |
| 11:00 AM | 3 | 3 | 6 | 0 | 78 | 4 | 19 | 0 | 25 | 121 | 6 | 0 | 3 | 122 | 67 | 0 | 457 | 1662 |
| 11:15 AM | 4 | 2 | 5 | 0 | 57 | 4 | 33 | 1 | 29 | 102 | 9 | 0 | 2 | 122 | 69 | 1 | 440 | 1683 |
| 11:30 AM | 4 | 2 | 8 | 0 | 106 | 2 | 22 | 0 | 33 | 111 | 2 | 0 | 6 | 116 | 89 | 0 | 501 | 1829 |
| 11:45 AM | 8 | 3 | 7 | 0 | 78 | 9 | 42 | 0 | 37 | 146 | 11 | 0 | 7 | 118 | 72 | 2 | 540 | 1938 |
| 12:00 PM | 9 | 8 | 3 | 0 | 88 | 10 | 26 | 0 | 35 | 165 | 9 | 0 | 2 | 130 | 76 | 0 | 561 | 2042 |
| 12:15 PM | 11 | 8 | 3 | 0 | 107 | 10 | 42 | 0 | 33 | 118 | 5 | 0 | 7 | 144 | 111 | 0 | 599 | 2201 |
| 12:30 PM | 2 | 9 | 2 | 0 | 100 | 5 | 38 | 0 | 36 | 124 | 3 | 0 | 6 | 121 | 85 | 0 | 531 | 2231 |
| 12:45 PM | 5 | 1 | 5 | 0 | 90 | 9 | 27 | 0 | 40 | 148 | 10 | 0 | 1 | 138 | 55 | 2 | 531 | 2222 |
| 1:00 PM | 6 | 2 | 3 | 0 | 110 | 9 | 43 | 0 | 32 | 157 | 11 | 0 | 2 | 147 | 71 | 0 | 593 | 2254 |
| 1:15 PM | 6 | 5 | 9 | 0 | 84 | 3 | 29 | 0 | 20 | 133 | 5 | 0 | 7 | 139 | 68 | 3 | 511 | 2166 |
| 1:30 PM | 10 | 5 | 3 | 0 | 80 | 2 | 33 | 0 | 31 | 120 | 3 | 0 | 3 | 161 | 87 | 1 | 539 | 2174 |
| 1:45 PM | 4 | 4 | 4 | 0 | 78 | 3 | 29 | 0 | 37 | 134 | 7 | 0 | 3 | 137 | 48 | 2 | 490 | 2133 |
| 2:00 PM | 3 | 8 | 4 | 0 | 79 | 2 | 37 | 0 | 36 | 142 | 2 | 0 | 4 | 125 | 64 | 3 | 509 | 2049 |
| 2:15 PM | 11 | 5 | 7 | 0 | 87 | 7 | 49 | 0 | 34 | 126 | 5 | 0 | 4 | 149 | 58 | 0 | 542 | 2080 |
| 2:30 PM | 4 | 5 | 0 | 0 | 67 | 1 | 37 | 0 | 41 | 102 | 3 | 0 | 5 | 205 | 84 | 1 | 555 | 2096 |
| 2:45 PM | 2 | 3 | 0 | 0 | 58 | 1 | 43 | 0 | 26 | 137 | 6 | 0 | 5 | 172 | 77 | 0 | 530 | 2136 |
| 3:00 PM | 8 | 3 | 6 | 0 | 63 | 3 | 32 | 0 | 41 | 151 | 4 | 0 | 4 | 139 | 64 | 0 | 518 | 2145 |
| 3:15 PM | 4 | 4 | 4 | 0 | 95 | 3 | 42 | 0 | 30 | 159 | 4 | 0 | 4 | 143 | 69 | 3 | 564 | 2167 |
| 3:30 PM | 5 | 6 | 4 | 0 | 80 | 8 | 36 | 0 | 34 | 148 | 11 | 0 | 2 | 186 | 71 | 1 | 592 | 2204 |
| 3:45 PM | 6 | 13 | 3 | 0 | 82 | 7 | 52 | 0 | 43 | 171 | 10 | 0 | 1 | 181 | 67 | 1 | 637 | 2311 |
| 4:00 PM | 14 | 8 | 6 | 0 | 86 | 2 | 37 | 0 | 51 | 139 | 2 | 0 | 3 | 249 | 86 | 1 | 684 | 2477 |
| 4:15 PM | 14 | 7 | 2 | 0 | 77 | 3 | 47 | 0 | 45 | 124 | 5 | 0 | 4 | 238 | 86 | 1 | 653 | 2566 |
| 4:30 PM | 14 | 7 | 1 | 0 | 63 | 5 | 50 | 0 | 37 | 138 | 1 | 0 | 2 | 227 | 63 | 0 | 608 | 2582 |

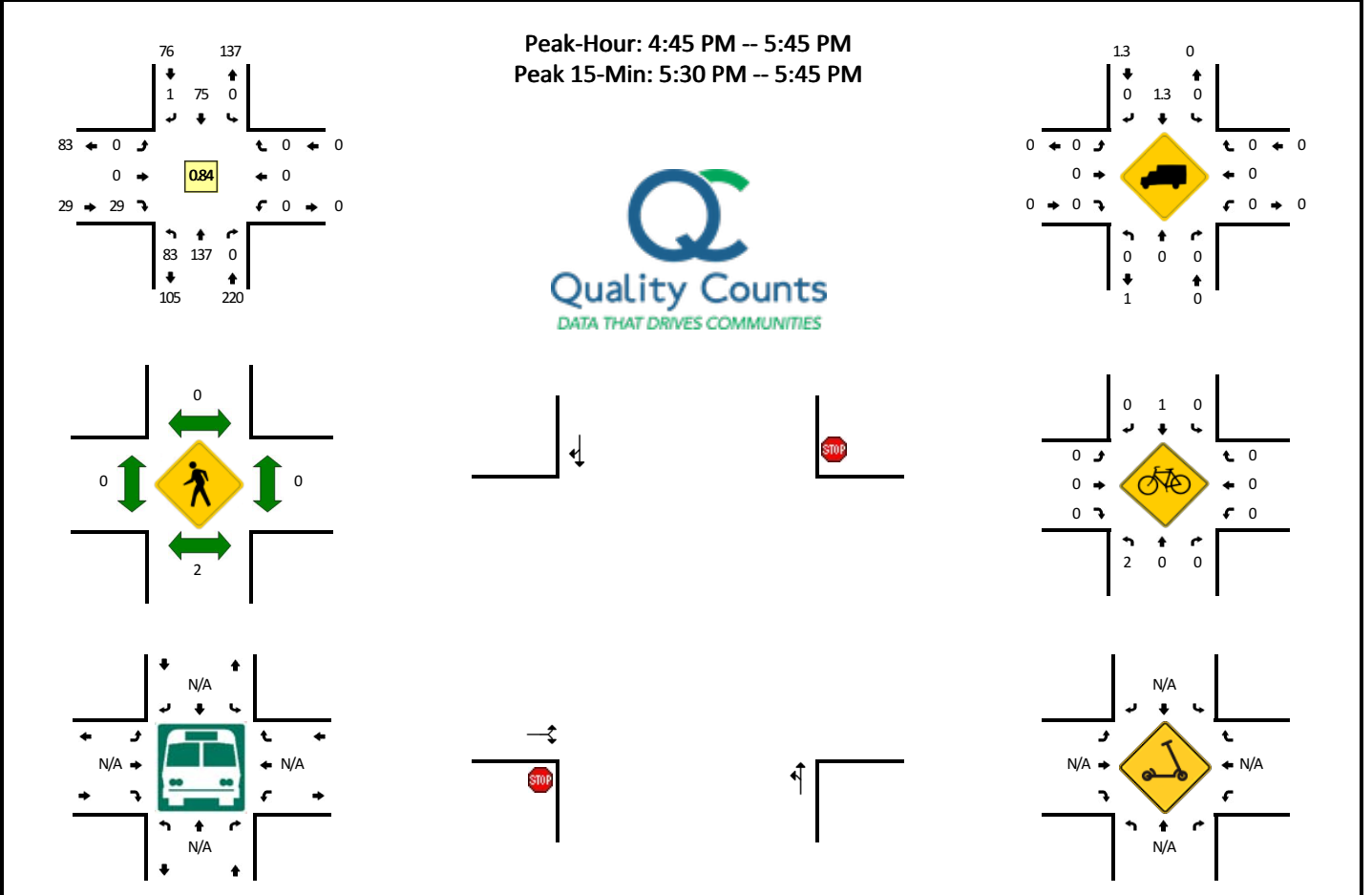
| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 7 | 8 | 4 | 0 | 86 | 6 | 50 | 0 | 44 | 133 | 7 | 0 | 5 | 218 | 101 | 3 | 672 | 2617 |
| 5:00 PM | 20 | 10 | 8 | 0 | 78 | 5 | 56 | 0 | 42 | 191 | 7 | 0 | 3 | 246 | 82 | 1 | 749 | 2682 |
| 5:15 PM | 15 | 15 | 7 | 0 | 105 | 2 | 62 | 0 | 49 | 186 | 7 | 0 | 5 | 279 | 96 | 2 | 830 | 2859 |
| 5:30 PM | 13 | 8 | 9 | 0 | 83 | 5 | 55 | 1 | 40 | 135 | 6 | 0 | 2 | 273 | 110 | 1 | 741 | 2992 |
| 5:45 PM | 6 | 9 | 2 | 0 | 119 | 10 | 49 | 0 | 52 | 187 | 3 | 0 | 3 | 221 | 66 | 6 | 733 | 3053 |
| 6:00 PM | 2 | 4 | 5 | 0 | 66 | 3 | 35 | 2 | 53 | 148 | 3 | 0 | 4 | 197 | 84 | 0 | 606 | 2910 |
| 6:15 PM | 7 | 5 | 5 | 0 | 111 | 4 | 40 | 1 | 46 | 163 | 6 | 0 | 7 | 189 | 74 | 3 | 661 | 2741 |
| 6:30 PM | 7 | 3 | 3 | 0 | 91 | 4 | 37 | 0 | 43 | 155 | 4 | 0 | 1 | 186 | 84 | 3 | 621 | 2621 |
| 6:45 PM | 3 | 2 | 1 | 0 | 95 | 2 | 24 | 0 | 31 | 141 | 2 | 0 | 4 | 185 | 88 | 2 | 580 | 2468 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 60 | 60 | 28 | 0 | 420 | 8 | 248 | 0 | 196 | 744 | 28 | 0 | 20 | 1116 | 384 | 8 | 3320 | |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 12 | 0 | | 0 | 12 | 4 | | 32 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 16 | | | | 24 | | | | 28 | | | | 40 | | | 108 | |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 12 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Toms Creek Rd -- Honeysuckle Dr
CITY/STATE: Blacksburg, VA

QC JOB #: 15762708
DATE: Thu, Apr 7 2022



| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Honeysuckle Dr (Eastbound) | | | | Honeysuckle Dr (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|----|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 5 | 4 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 24 | |
| 7:15 AM | 2 | 11 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 51 | |
| 7:30 AM | 2 | 5 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 63 | |
| 7:45 AM | 2 | 9 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 70 | 208 |
| 8:00 AM | 7 | 17 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 54 | 238 |
| 8:15 AM | 4 | 11 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 52 | 239 |
| 8:30 AM | 4 | 6 | 0 | 2 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 62 | 238 |
| 8:45 AM | 9 | 16 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 76 | 244 |
| 9:00 AM | 12 | 13 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 64 | 254 |
| 9:15 AM | 8 | 13 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 51 | 253 |
| 9:30 AM | 7 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 41 | 232 |
| 9:45 AM | 7 | 14 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 46 | 202 |
| 10:00 AM | 5 | 12 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 41 | 179 |
| 10:15 AM | 1 | 8 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 30 | 158 |
| 10:30 AM | 6 | 17 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 46 | 163 |
| 10:45 AM | 12 | 17 | 0 | 1 | 0 | 23 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 66 | 183 |
| 11:00 AM | 7 | 12 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 44 | 186 |
| 11:15 AM | 5 | 10 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 37 | 193 |
| 11:30 AM | 8 | 16 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 49 | 196 |
| 11:45 AM | 9 | 21 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 66 | 196 |
| 12:00 PM | 12 | 22 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 64 | 216 |
| 12:15 PM | 12 | 15 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 56 | 235 |
| 12:30 PM | 12 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 45 | 231 |
| 12:45 PM | 13 | 16 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 60 | 225 |
| 1:00 PM | 7 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 51 | 212 |
| 1:15 PM | 10 | 14 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 52 | 208 |
| 1:30 PM | 16 | 20 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 65 | 228 |
| 1:45 PM | 6 | 18 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 54 | 222 |
| 2:00 PM | 9 | 15 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 54 | 225 |
| 2:15 PM | 10 | 10 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 40 | 213 |
| 2:30 PM | 6 | 14 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 43 | 191 |
| 2:45 PM | 12 | 22 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 64 | 201 |
| 3:00 PM | 9 | 23 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 61 | 208 |
| 3:15 PM | 13 | 26 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 72 | 240 |
| 3:30 PM | 7 | 21 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 59 | 256 |
| 3:45 PM | 12 | 18 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 58 | 250 |
| 4:00 PM | 10 | 30 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 61 | 250 |
| 4:15 PM | 8 | 28 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 66 | 244 |
| 4:30 PM | 12 | 45 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 86 | 271 |

| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Honeysuckle Dr (Eastbound) | | | | Honeysuckle Dr (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 22 | 37 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 87 | 300 |
| 5:00 PM | 10 | 29 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 68 | 307 |
| 5:15 PM | 22 | 32 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 73 | 314 |
| 5:30 PM | 28 | 39 | 0 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 97 | 325 |
| 5:45 PM | 13 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 86 | 324 |
| 6:00 PM | 3 | 28 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 56 | 312 |
| 6:15 PM | 11 | 21 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 52 | 291 |
| 6:30 PM | 14 | 20 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 62 | 256 |
| 6:45 PM | 4 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 52 | 222 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 112 | 156 | 0 | 4 | 0 | 88 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 388 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |

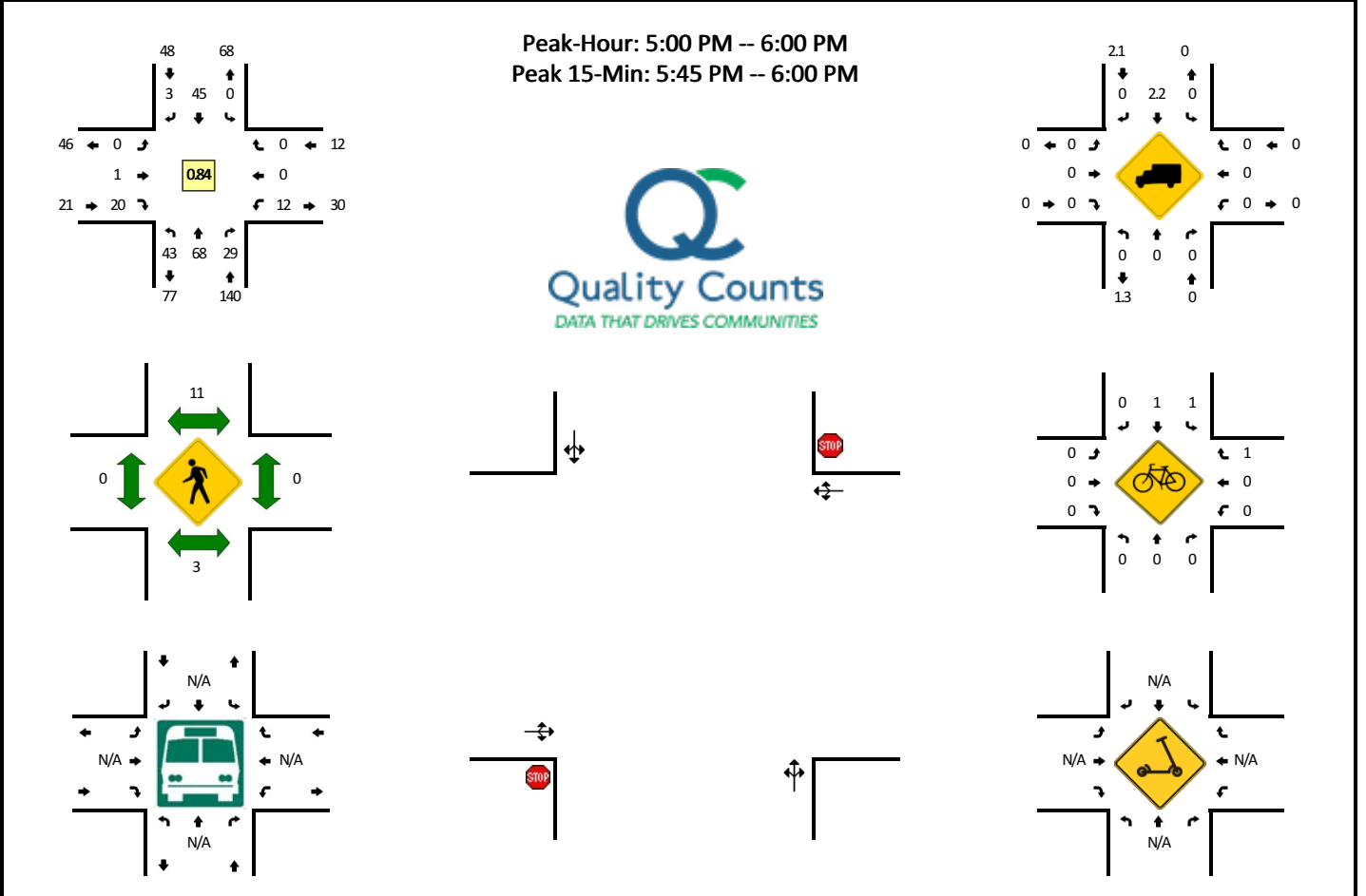
Comments:

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Toms Creek Rd -- Redbud Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762709
DATE: Thu, Apr 7 2022



| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Redbud Rd (Eastbound) | | | | Redbud Rd (Westbound) | | | | Total | Hourly Totals | |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|-----------------------|------|-------|----|-----------------------|------|-------|---|-------|---------------|-----|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | | |
| 7:00 AM | 1 | 5 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 16 | |
| 7:15 AM | 3 | 6 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 7 | 0 | 0 | 0 | 38 | |
| 7:30 AM | 1 | 4 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 7 | 0 | 0 | 0 | 45 | |
| 7:45 AM | 4 | 4 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 14 | 0 | 0 | 0 | 47 | 146 |
| 8:00 AM | 4 | 9 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 5 | 0 | 0 | 0 | 42 | 172 |
| 8:15 AM | 2 | 5 | 2 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 36 | 170 |
| 8:30 AM | 2 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 0 | 0 | 0 | 43 | 168 |
| 8:45 AM | 5 | 5 | 3 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 10 | 0 | 8 | 0 | 0 | 0 | 49 | 170 |
| 9:00 AM | 6 | 7 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 1 | 0 | 38 | 166 |
| 9:15 AM | 4 | 6 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 32 | 162 |
| 9:30 AM | 2 | 12 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 28 | 147 |
| 9:45 AM | 2 | 8 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 32 | 130 |
| 10:00 AM | 4 | 4 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 27 | 119 |
| 10:15 AM | 3 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 108 |
| 10:30 AM | 6 | 7 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 29 | 109 |
| 10:45 AM | 5 | 14 | 3 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 46 | 123 |
| 11:00 AM | 2 | 8 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 31 | 127 |
| 11:15 AM | 2 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 23 | 129 |
| 11:30 AM | 6 | 11 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 36 | 136 |
| 11:45 AM | 3 | 15 | 3 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 0 | 0 | 44 | 134 |
| 12:00 PM | 5 | 12 | 4 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | 145 |
| 12:15 PM | 5 | 7 | 2 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 39 | 161 |
| 12:30 PM | 3 | 6 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 24 | 149 |
| 12:45 PM | 2 | 10 | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 43 | 148 |
| 1:00 PM | 4 | 8 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 8 | 0 | 3 | 0 | 0 | 0 | 36 | 142 |
| 1:15 PM | 3 | 10 | 1 | 0 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 0 | 35 | 138 |
| 1:30 PM | 3 | 13 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 31 | 145 |
| 1:45 PM | 2 | 11 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 35 | 137 |
| 2:00 PM | 5 | 10 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 40 | 141 |
| 2:15 PM | 2 | 5 | 3 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 29 | 135 |
| 2:30 PM | 3 | 9 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 26 | 130 |
| 2:45 PM | 6 | 15 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 38 | 133 |
| 3:00 PM | 4 | 14 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 1 | 0 | 0 | 43 | 136 |
| 3:15 PM | 7 | 12 | 6 | 0 | 1 | 9 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 48 | 155 |
| 3:30 PM | 6 | 8 | 5 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 43 | 172 |
| 3:45 PM | 6 | 10 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 40 | 174 |
| 4:00 PM | 8 | 13 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 43 | 174 |
| 4:15 PM | 3 | 25 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 47 | 173 |
| 4:30 PM | 12 | 30 | 5 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 60 | 190 |

| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Redbud Rd (Eastbound) | | | | Redbud Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 7 | 24 | 5 | 0 | 1 | 10 | 1 | 0 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 0 | 61 | 211 |
| 5:00 PM | 8 | 15 | 7 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 50 | 218 |
| 5:15 PM | 9 | 17 | 5 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 44 | 215 |
| 5:30 PM | 15 | 16 | 8 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 61 | 216 |
| 5:45 PM | 11 | 20 | 9 | 0 | 0 | 12 | 1 | 0 | 0 | 1 | 8 | 0 | 4 | 0 | 0 | 0 | 66 | 221 |
| 6:00 PM | 5 | 16 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 47 | 218 |
| 6:15 PM | 8 | 7 | 6 | 0 | 1 | 10 | 0 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 1 | 0 | 40 | 214 |
| 6:30 PM | 6 | 12 | 2 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 1 | 0 | 37 | 190 |
| 6:45 PM | 3 | 12 | 5 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 1 | 0 | 40 | 164 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 44 | 80 | 36 | 0 | 0 | 48 | 4 | 0 | 0 | 4 | 32 | 0 | 16 | 0 | 0 | 0 | 264 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

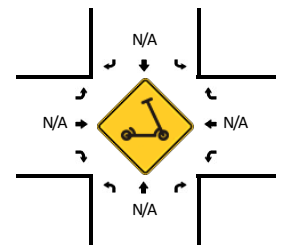
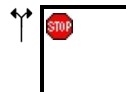
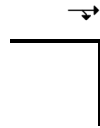
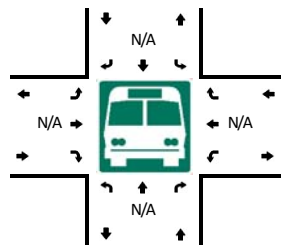
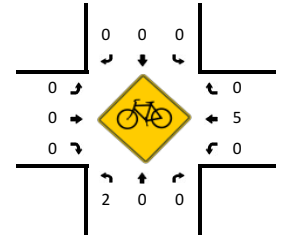
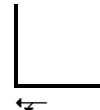
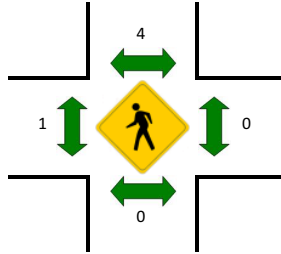
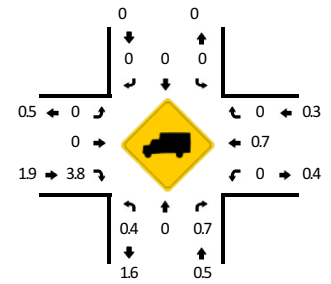
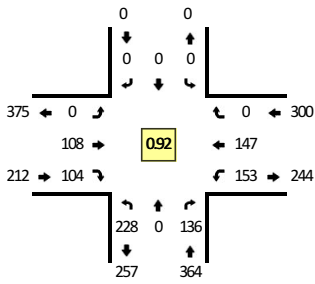
Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Old Glade Rd -- Glade Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762711
DATE: Thu, Apr 7 2022

Peak-Hour: 5:00 PM -- 6:00 PM
 Peak 15-Min: 5:30 PM -- 5:45 PM



| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 21 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 0 | 6 | 2 | 0 | 0 | 86 | |
| 7:15 AM | 10 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 28 | 0 | 18 | 8 | 0 | 0 | 113 | |
| 7:30 AM | 14 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 45 | 0 | 26 | 7 | 0 | 0 | 139 | |
| 7:45 AM | 24 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 49 | 0 | 40 | 10 | 0 | 0 | 178 | 516 |
| 8:00 AM | 22 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 36 | 0 | 19 | 11 | 0 | 0 | 148 | 578 |
| 8:15 AM | 12 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 40 | 0 | 16 | 9 | 0 | 1 | 112 | 577 |
| 8:30 AM | 17 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 40 | 0 | 18 | 4 | 0 | 0 | 123 | 561 |
| 8:45 AM | 28 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 38 | 0 | 17 | 13 | 0 | 0 | 147 | 530 |
| 9:00 AM | 22 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 18 | 0 | 20 | 12 | 0 | 0 | 126 | 508 |
| 9:15 AM | 13 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 25 | 0 | 9 | 16 | 0 | 0 | 115 | 511 |
| 9:30 AM | 8 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 20 | 0 | 17 | 13 | 0 | 0 | 112 | 500 |
| 9:45 AM | 20 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 0 | 20 | 8 | 0 | 0 | 113 | 466 |
| 10:00 AM | 15 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 18 | 0 | 25 | 15 | 0 | 0 | 123 | 463 |
| 10:15 AM | 13 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 22 | 9 | 0 | 0 | 98 | 446 |
| 10:30 AM | 21 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 12 | 0 | 18 | 14 | 0 | 0 | 111 | 445 |
| 10:45 AM | 19 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17 | 0 | 26 | 17 | 0 | 0 | 120 | 452 |
| 11:00 AM | 18 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 22 | 0 | 33 | 20 | 0 | 0 | 142 | 471 |
| 11:15 AM | 31 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 22 | 13 | 0 | 0 | 117 | 490 |
| 11:30 AM | 23 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 12 | 0 | 31 | 14 | 0 | 0 | 129 | 508 |
| 11:45 AM | 31 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 20 | 0 | 26 | 9 | 0 | 0 | 128 | 516 |
| 12:00 PM | 25 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 28 | 0 | 23 | 21 | 0 | 0 | 156 | 530 |
| 12:15 PM | 24 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 15 | 0 | 41 | 21 | 0 | 0 | 163 | 576 |
| 12:30 PM | 31 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 22 | 0 | 35 | 27 | 0 | 0 | 167 | 614 |
| 12:45 PM | 31 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 26 | 0 | 24 | 26 | 0 | 0 | 156 | 642 |
| 1:00 PM | 19 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 13 | 0 | 24 | 16 | 0 | 0 | 123 | 609 |
| 1:15 PM | 27 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 18 | 0 | 27 | 17 | 0 | 0 | 134 | 580 |
| 1:30 PM | 18 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 11 | 0 | 30 | 23 | 0 | 0 | 130 | 543 |
| 1:45 PM | 21 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 18 | 0 | 29 | 20 | 0 | 0 | 138 | 525 |
| 2:00 PM | 21 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 0 | 19 | 12 | 0 | 0 | 109 | 511 |
| 2:15 PM | 20 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 18 | 0 | 23 | 13 | 0 | 1 | 114 | 491 |
| 2:30 PM | 17 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 20 | 0 | 34 | 13 | 0 | 0 | 111 | 472 |
| 2:45 PM | 22 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 0 | 26 | 16 | 0 | 0 | 120 | 454 |
| 3:00 PM | 39 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 16 | 0 | 23 | 13 | 0 | 0 | 146 | 491 |
| 3:15 PM | 42 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 22 | 0 | 28 | 24 | 0 | 0 | 173 | 550 |
| 3:30 PM | 28 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 24 | 0 | 24 | 19 | 0 | 0 | 134 | 573 |
| 3:45 PM | 39 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 20 | 0 | 34 | 33 | 0 | 0 | 184 | 637 |
| 4:00 PM | 31 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 17 | 0 | 32 | 18 | 0 | 0 | 160 | 651 |
| 4:15 PM | 47 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 19 | 0 | 36 | 32 | 0 | 0 | 171 | 649 |
| 4:30 PM | 30 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 26 | 0 | 29 | 31 | 0 | 0 | 174 | 689 |

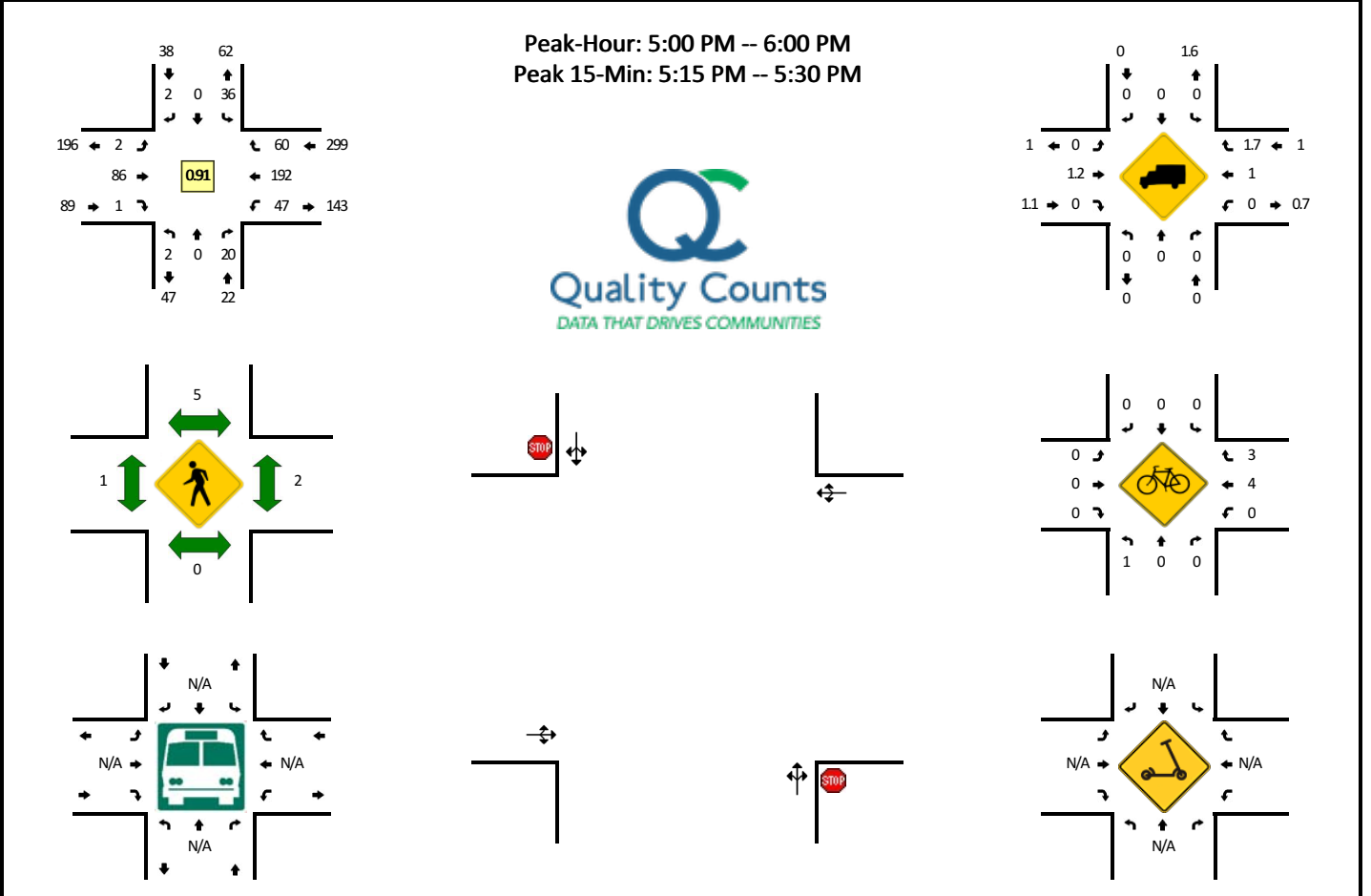
| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 37 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 21 | 0 | 34 | 29 | 0 | 0 | 179 | 684 |
| 5:00 PM | 52 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 36 | 0 | 46 | 33 | 0 | 0 | 221 | 745 |
| 5:15 PM | 55 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 18 | 0 | 36 | 56 | 0 | 0 | 237 | 811 |
| 5:30 PM | 61 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 54 | 30 | 0 | 0 | 238 | 875 |
| 5:45 PM | 60 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 20 | 0 | 17 | 28 | 0 | 0 | 180 | 876 |
| 6:00 PM | 37 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 22 | 0 | 35 | 29 | 0 | 0 | 176 | 831 |
| 6:15 PM | 43 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 23 | 0 | 32 | 29 | 0 | 0 | 185 | 779 |
| 6:30 PM | 49 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 13 | 0 | 37 | 32 | 0 | 0 | 193 | 734 |
| 6:45 PM | 39 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 23 | 0 | 23 | 38 | 0 | 0 | 176 | 730 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 244 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 120 | 0 | 216 | 120 | 0 | 0 | 952 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 4 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Shadow Lake Rd/Lark Ln -- Glade Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762712
DATE: Thu, Apr 7 2022



| 15-Min Count Period Beginning At | Shadow Lake Rd/Lark Ln (Northbound) | | | | Shadow Lake Rd/Lark Ln (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals | |
|----------------------------------|-------------------------------------|------|-------|---|-------------------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|-----|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | | |
| 7:00 AM | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 11 | 5 | 0 | 0 | 45 | |
| 7:15 AM | 0 | 0 | 3 | 0 | 14 | 0 | 3 | 0 | 1 | 22 | 1 | 0 | 1 | 5 | 4 | 0 | 0 | 54 | |
| 7:30 AM | 0 | 0 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 4 | 5 | 3 | 0 | 0 | 69 | |
| 7:45 AM | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 1 | 39 | 0 | 0 | 4 | 10 | 5 | 0 | 0 | 81 | 249 |
| 8:00 AM | 0 | 0 | 7 | 0 | 14 | 0 | 1 | 1 | 0 | 29 | 0 | 0 | 3 | 10 | 8 | 0 | 0 | 73 | 277 |
| 8:15 AM | 0 | 0 | 7 | 0 | 16 | 0 | 0 | 0 | 1 | 23 | 1 | 0 | 4 | 7 | 6 | 0 | 0 | 65 | 288 |
| 8:30 AM | 0 | 0 | 12 | 0 | 10 | 0 | 1 | 0 | 0 | 30 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 65 | 284 |
| 8:45 AM | 0 | 0 | 9 | 0 | 13 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 5 | 17 | 8 | 0 | 0 | 78 | 281 |
| 9:00 AM | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 2 | 20 | 2 | 0 | 0 | 58 | 266 |
| 9:15 AM | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 3 | 10 | 6 | 1 | 0 | 54 | 255 |
| 9:30 AM | 0 | 1 | 3 | 0 | 8 | 0 | 1 | 0 | 0 | 24 | 1 | 0 | 2 | 8 | 3 | 0 | 0 | 51 | 241 |
| 9:45 AM | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 14 | 6 | 0 | 0 | 47 | 210 |
| 10:00 AM | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 17 | 0 | 0 | 3 | 11 | 5 | 0 | 0 | 46 | 198 |
| 10:15 AM | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 3 | 5 | 6 | 0 | 0 | 42 | 186 |
| 10:30 AM | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 6 | 19 | 4 | 0 | 0 | 57 | 192 |
| 10:45 AM | 1 | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 5 | 18 | 3 | 0 | 0 | 54 | 199 |
| 11:00 AM | 0 | 1 | 9 | 0 | 8 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 2 | 16 | 5 | 0 | 0 | 54 | 207 |
| 11:15 AM | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 5 | 18 | 9 | 0 | 0 | 61 | 226 |
| 11:30 AM | 0 | 1 | 6 | 0 | 5 | 0 | 1 | 0 | 1 | 13 | 1 | 0 | 9 | 11 | 7 | 0 | 0 | 55 | 224 |
| 11:45 AM | 1 | 0 | 7 | 0 | 8 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 3 | 18 | 5 | 0 | 0 | 55 | 225 |
| 12:00 PM | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 7 | 14 | 9 | 0 | 0 | 68 | 239 |
| 12:15 PM | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 3 | 17 | 8 | 0 | 0 | 50 | 228 |
| 12:30 PM | 0 | 0 | 5 | 0 | 7 | 1 | 0 | 0 | 0 | 22 | 0 | 0 | 7 | 22 | 9 | 0 | 0 | 73 | 246 |
| 12:45 PM | 1 | 0 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 7 | 26 | 9 | 0 | 0 | 83 | 274 |
| 1:00 PM | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 5 | 13 | 5 | 0 | 0 | 53 | 259 |
| 1:15 PM | 2 | 0 | 3 | 0 | 8 | 1 | 0 | 0 | 1 | 19 | 0 | 0 | 5 | 17 | 9 | 0 | 0 | 65 | 274 |
| 1:30 PM | 0 | 1 | 5 | 0 | 7 | 0 | 1 | 0 | 0 | 14 | 1 | 0 | 3 | 19 | 10 | 0 | 0 | 61 | 262 |
| 1:45 PM | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 5 | 19 | 7 | 0 | 0 | 58 | 237 |
| 2:00 PM | 0 | 1 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 6 | 15 | 6 | 0 | 0 | 51 | 235 |
| 2:15 PM | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 4 | 11 | 3 | 1 | 0 | 42 | 212 |
| 2:30 PM | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 3 | 11 | 7 | 0 | 0 | 51 | 202 |
| 2:45 PM | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 5 | 15 | 9 | 0 | 0 | 59 | 203 |
| 3:00 PM | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 11 | 20 | 8 | 0 | 0 | 65 | 217 |
| 3:15 PM | 1 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 1 | 22 | 2 | 0 | 8 | 35 | 10 | 0 | 0 | 94 | 269 |
| 3:30 PM | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 4 | 17 | 11 | 0 | 0 | 64 | 282 |
| 3:45 PM | 0 | 0 | 5 | 0 | 11 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 9 | 42 | 11 | 0 | 0 | 97 | 320 |
| 4:00 PM | 2 | 0 | 10 | 0 | 9 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 1 | 25 | 8 | 1 | 0 | 71 | 326 |
| 4:15 PM | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 5 | 36 | 22 | 0 | 0 | 94 | 326 |
| 4:30 PM | 0 | 0 | 8 | 0 | 11 | 0 | 2 | 0 | 0 | 23 | 0 | 0 | 7 | 23 | 12 | 0 | 0 | 86 | 348 |

| 15-Min Count Period Beginning At | Shadow Lake Rd/Lark Ln (Northbound) | | | | Shadow Lake Rd/Lark Ln (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-------------------------------------|------|-------|---|-------------------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 10 | 33 | 12 | 0 | 87 | 338 |
| 5:00 PM | 1 | 0 | 6 | 0 | 12 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 12 | 46 | 11 | 1 | 104 | 371 |
| 5:15 PM | 1 | 0 | 5 | 0 | 7 | 0 | 1 | 0 | 1 | 18 | 1 | 0 | 19 | 50 | 20 | 0 | 123 | 400 |
| 5:30 PM | 0 | 0 | 5 | 0 | 11 | 0 | 0 | 0 | 1 | 26 | 0 | 0 | 8 | 48 | 14 | 0 | 113 | 427 |
| 5:45 PM | 0 | 0 | 4 | 0 | 6 | 0 | 1 | 0 | 0 | 27 | 0 | 0 | 7 | 48 | 15 | 0 | 108 | 448 |
| 6:00 PM | 0 | 0 | 6 | 0 | 4 | 0 | 1 | 0 | 2 | 28 | 0 | 0 | 6 | 32 | 11 | 0 | 90 | 434 |
| 6:15 PM | 0 | 0 | 2 | 0 | 9 | 1 | 1 | 0 | 0 | 27 | 0 | 0 | 5 | 40 | 10 | 0 | 95 | 406 |
| 6:30 PM | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 17 | 34 | 13 | 0 | 91 | 384 |
| 6:45 PM | 0 | 0 | 5 | 0 | 7 | 1 | 0 | 0 | 0 | 24 | 1 | 0 | 11 | 38 | 9 | 0 | 96 | 372 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 4 | 0 | 20 | 0 | 28 | 0 | 4 | 0 | 4 | 72 | 4 | 0 | 76 | 200 | 80 | 0 | 492 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 4 | | 8 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 8 | | 16 | |
| Scooters | | | | | | | | | | | | | | | | | | |

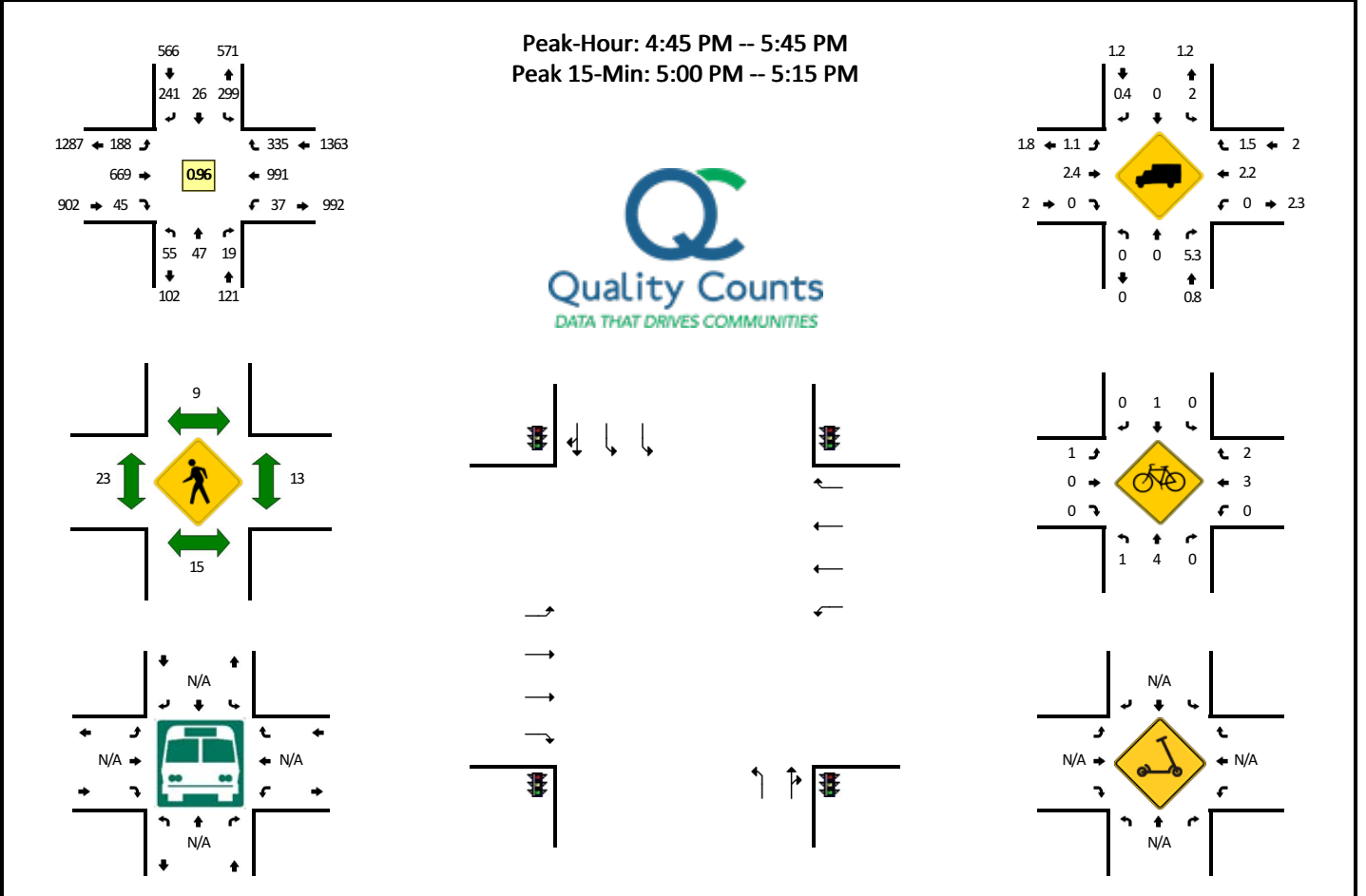
Comments:

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: University City Blvd -- Prices Fork Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762713
DATE: Thu, Apr 7 2022



| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 3 | 2 | 1 | 0 | 27 | 4 | 8 | 0 | 12 | 120 | 2 | 0 | 2 | 44 | 15 | 0 | 240 | |
| 7:15 AM | 2 | 1 | 1 | 0 | 34 | 4 | 11 | 0 | 16 | 135 | 2 | 0 | 1 | 89 | 21 | 0 | 317 | |
| 7:30 AM | 0 | 1 | 0 | 0 | 39 | 4 | 26 | 0 | 19 | 198 | 11 | 0 | 2 | 118 | 17 | 0 | 435 | |
| 7:45 AM | 4 | 2 | 1 | 0 | 71 | 8 | 23 | 0 | 37 | 237 | 15 | 0 | 12 | 146 | 35 | 1 | 592 | 1584 |
| 8:00 AM | 3 | 3 | 1 | 0 | 58 | 6 | 15 | 0 | 49 | 191 | 7 | 0 | 2 | 78 | 27 | 1 | 441 | 1785 |
| 8:15 AM | 1 | 0 | 2 | 0 | 39 | 4 | 19 | 0 | 26 | 127 | 6 | 0 | 2 | 63 | 26 | 0 | 315 | 1783 |
| 8:30 AM | 2 | 3 | 2 | 0 | 46 | 2 | 16 | 0 | 32 | 124 | 2 | 0 | 1 | 66 | 34 | 0 | 330 | 1678 |
| 8:45 AM | 5 | 1 | 3 | 0 | 61 | 4 | 24 | 0 | 36 | 200 | 8 | 0 | 3 | 86 | 38 | 0 | 469 | 1555 |
| 9:00 AM | 2 | 2 | 1 | 0 | 74 | 5 | 24 | 0 | 36 | 225 | 7 | 0 | 1 | 76 | 39 | 0 | 492 | 1606 |
| 9:15 AM | 3 | 6 | 3 | 0 | 77 | 6 | 22 | 0 | 37 | 204 | 7 | 0 | 2 | 90 | 46 | 1 | 504 | 1795 |
| 9:30 AM | 3 | 1 | 1 | 0 | 65 | 4 | 14 | 0 | 26 | 122 | 7 | 0 | 4 | 93 | 26 | 0 | 366 | 1831 |
| 9:45 AM | 2 | 2 | 2 | 0 | 57 | 2 | 20 | 0 | 27 | 130 | 8 | 0 | 0 | 92 | 47 | 0 | 389 | 1751 |
| 10:00 AM | 1 | 3 | 3 | 0 | 63 | 3 | 21 | 0 | 29 | 92 | 4 | 0 | 3 | 76 | 49 | 0 | 347 | 1606 |
| 10:15 AM | 1 | 2 | 1 | 0 | 76 | 1 | 28 | 0 | 21 | 118 | 5 | 0 | 2 | 88 | 44 | 0 | 387 | 1489 |
| 10:30 AM | 0 | 2 | 4 | 0 | 72 | 9 | 15 | 0 | 27 | 143 | 5 | 0 | 0 | 84 | 37 | 1 | 399 | 1522 |
| 10:45 AM | 6 | 7 | 7 | 0 | 58 | 6 | 23 | 0 | 29 | 167 | 9 | 0 | 4 | 116 | 63 | 0 | 495 | 1628 |
| 11:00 AM | 5 | 3 | 1 | 0 | 65 | 4 | 34 | 0 | 39 | 99 | 7 | 0 | 5 | 146 | 53 | 1 | 462 | 1743 |
| 11:15 AM | 6 | 8 | 8 | 0 | 68 | 7 | 32 | 0 | 37 | 93 | 11 | 0 | 2 | 110 | 52 | 1 | 435 | 1791 |
| 11:30 AM | 1 | 6 | 3 | 0 | 57 | 5 | 35 | 0 | 38 | 100 | 8 | 0 | 6 | 101 | 43 | 0 | 403 | 1795 |
| 11:45 AM | 4 | 5 | 10 | 0 | 79 | 6 | 31 | 0 | 42 | 143 | 9 | 0 | 6 | 122 | 62 | 3 | 522 | 1822 |
| 12:00 PM | 8 | 8 | 5 | 0 | 94 | 8 | 37 | 0 | 38 | 175 | 10 | 0 | 5 | 148 | 73 | 1 | 610 | 1970 |
| 12:15 PM | 6 | 7 | 4 | 0 | 99 | 9 | 42 | 0 | 35 | 162 | 12 | 0 | 4 | 152 | 96 | 6 | 634 | 2169 |
| 12:30 PM | 4 | 5 | 8 | 0 | 114 | 7 | 37 | 0 | 47 | 123 | 8 | 0 | 9 | 176 | 82 | 1 | 621 | 2387 |
| 12:45 PM | 6 | 3 | 6 | 0 | 84 | 8 | 40 | 0 | 33 | 123 | 5 | 0 | 4 | 135 | 84 | 3 | 534 | 2399 |
| 1:00 PM | 15 | 3 | 6 | 0 | 89 | 2 | 36 | 0 | 35 | 122 | 7 | 0 | 6 | 134 | 82 | 1 | 538 | 2327 |
| 1:15 PM | 2 | 2 | 4 | 0 | 82 | 6 | 35 | 0 | 29 | 136 | 8 | 0 | 4 | 110 | 58 | 2 | 478 | 2171 |
| 1:30 PM | 4 | 3 | 5 | 0 | 84 | 6 | 49 | 0 | 29 | 146 | 15 | 0 | 4 | 132 | 48 | 4 | 529 | 2079 |
| 1:45 PM | 13 | 12 | 4 | 0 | 90 | 4 | 28 | 0 | 24 | 162 | 11 | 0 | 4 | 148 | 88 | 1 | 589 | 2134 |
| 2:00 PM | 8 | 11 | 7 | 0 | 64 | 6 | 44 | 0 | 26 | 93 | 9 | 0 | 4 | 181 | 65 | 0 | 518 | 2114 |
| 2:15 PM | 7 | 2 | 4 | 0 | 71 | 4 | 30 | 0 | 34 | 112 | 6 | 0 | 3 | 154 | 59 | 3 | 489 | 2125 |
| 2:30 PM | 4 | 3 | 0 | 0 | 68 | 1 | 43 | 0 | 35 | 103 | 3 | 0 | 1 | 148 | 53 | 2 | 464 | 2060 |
| 2:45 PM | 3 | 6 | 4 | 0 | 86 | 5 | 39 | 0 | 37 | 127 | 6 | 1 | 1 | 146 | 63 | 1 | 525 | 1996 |
| 3:00 PM | 4 | 3 | 6 | 0 | 79 | 2 | 28 | 0 | 37 | 172 | 15 | 0 | 3 | 150 | 61 | 2 | 562 | 2040 |
| 3:15 PM | 4 | 8 | 4 | 0 | 90 | 4 | 48 | 0 | 40 | 194 | 10 | 0 | 2 | 191 | 81 | 0 | 676 | 2227 |
| 3:30 PM | 13 | 9 | 4 | 0 | 62 | 1 | 41 | 0 | 45 | 129 | 6 | 0 | 4 | 252 | 59 | 2 | 627 | 2390 |
| 3:45 PM | 12 | 7 | 3 | 0 | 67 | 3 | 43 | 0 | 46 | 125 | 4 | 0 | 2 | 185 | 79 | 2 | 578 | 2443 |
| 4:00 PM | 12 | 6 | 4 | 0 | 72 | 1 | 71 | 0 | 38 | 121 | 3 | 0 | 3 | 192 | 73 | 0 | 596 | 2477 |
| 4:15 PM | 8 | 8 | 4 | 0 | 57 | 3 | 48 | 0 | 41 | 151 | 5 | 0 | 4 | 206 | 67 | 1 | 603 | 2404 |
| 4:30 PM | 6 | 6 | 3 | 0 | 85 | 6 | 58 | 0 | 33 | 125 | 7 | 0 | 6 | 223 | 80 | 2 | 640 | 2417 |

| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 13 | 17 | 7 | 0 | 78 | 8 | 61 | 0 | 42 | 160 | 11 | 0 | 8 | 223 | 79 | 1 | 708 | 2547 |
| 5:00 PM | 23 | 12 | 7 | 0 | 79 | 6 | 64 | 0 | 45 | 161 | 11 | 0 | 7 | 263 | 90 | 2 | 770 | 2721 |
| 5:15 PM | 13 | 13 | 3 | 0 | 67 | 7 | 66 | 0 | 49 | 165 | 11 | 0 | 10 | 255 | 93 | 0 | 752 | 2870 |
| 5:30 PM | 6 | 5 | 2 | 0 | 74 | 5 | 50 | 1 | 52 | 183 | 12 | 0 | 6 | 250 | 73 | 3 | 722 | 2952 |
| 5:45 PM | 5 | 5 | 2 | 0 | 100 | 4 | 37 | 0 | 35 | 160 | 1 | 0 | 0 | 185 | 70 | 0 | 604 | 2848 |
| 6:00 PM | 4 | 1 | 2 | 0 | 114 | 7 | 47 | 0 | 32 | 151 | 5 | 0 | 3 | 174 | 70 | 1 | 611 | 2689 |
| 6:15 PM | 1 | 3 | 7 | 0 | 82 | 4 | 34 | 0 | 39 | 130 | 6 | 0 | 3 | 208 | 73 | 0 | 590 | 2527 |
| 6:30 PM | 8 | 6 | 3 | 0 | 86 | 3 | 33 | 0 | 41 | 152 | 3 | 0 | 7 | 179 | 59 | 3 | 583 | 2388 |
| 6:45 PM | 3 | 4 | 4 | 0 | 73 | 2 | 36 | 0 | 39 | 162 | 1 | 0 | 3 | 143 | 74 | 1 | 545 | 2329 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 92 | 48 | 28 | 0 | 316 | 24 | 256 | 0 | 180 | 644 | 44 | 0 | 28 | 1052 | 360 | 8 | 3080 | |
| Heavy Trucks | 0 | 0 | 4 | | 8 | 0 | 4 | | 0 | 16 | 0 | | 0 | 28 | 4 | | 64 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 20 | | | | 4 | | | | 24 | | | | 20 | | | 68 | |
| Bicycles | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 8 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

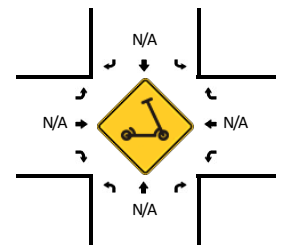
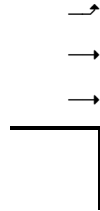
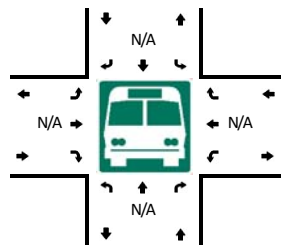
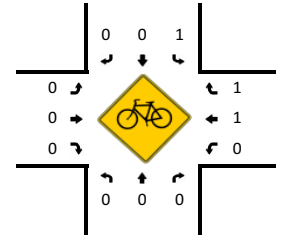
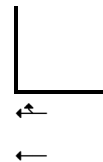
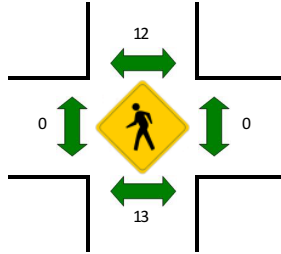
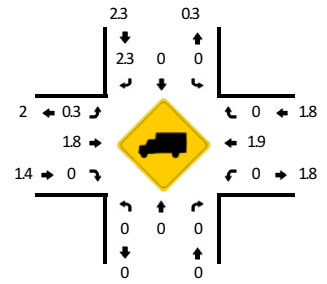
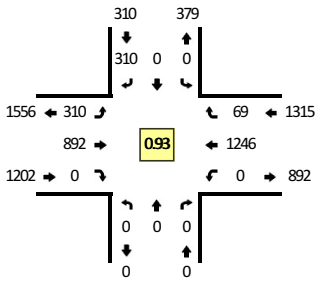
Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Old Glade Rd -- Prices Fork Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762714
DATE: Thu, Apr 7 2022

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 21 | 0 | 58 | 147 | 0 | 0 | 0 | 50 | 4 | 0 | 281 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 46 | 140 | 0 | 0 | 0 | 73 | 3 | 0 | 304 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 46 | 193 | 0 | 0 | 0 | 157 | 0 | 0 | 449 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 62 | 306 | 0 | 0 | 0 | 169 | 2 | 0 | 634 | 1668 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 74 | 250 | 0 | 0 | 0 | 109 | 7 | 0 | 494 | 1881 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 58 | 177 | 0 | 0 | 0 | 79 | 7 | 0 | 383 | 1960 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 57 | 159 | 0 | 0 | 0 | 84 | 3 | 0 | 354 | 1865 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 63 | 203 | 0 | 0 | 0 | 94 | 12 | 0 | 426 | 1657 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 66 | 254 | 0 | 0 | 0 | 100 | 3 | 0 | 474 | 1637 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 50 | 301 | 0 | 0 | 0 | 104 | 4 | 0 | 504 | 1758 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 32 | 139 | 0 | 0 | 0 | 102 | 6 | 0 | 325 | 1729 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 40 | 175 | 0 | 0 | 0 | 108 | 4 | 0 | 366 | 1669 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 44 | 134 | 0 | 1 | 0 | 97 | 12 | 0 | 324 | 1519 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 37 | 142 | 0 | 0 | 0 | 98 | 4 | 0 | 329 | 1344 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 45 | 162 | 0 | 0 | 0 | 109 | 7 | 0 | 359 | 1378 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 49 | 215 | 0 | 0 | 0 | 116 | 8 | 0 | 427 | 1439 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 45 | 152 | 0 | 0 | 0 | 182 | 12 | 0 | 447 | 1562 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 46 | 146 | 0 | 0 | 0 | 135 | 14 | 0 | 395 | 1628 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 40 | 127 | 0 | 0 | 0 | 139 | 9 | 0 | 363 | 1632 |
| 11:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 53 | 0 | 48 | 192 | 0 | 0 | 0 | 142 | 16 | 0 | 452 | 1657 |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 58 | 0 | 54 | 215 | 0 | 0 | 0 | 155 | 12 | 0 | 495 | 1705 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 51 | 222 | 0 | 0 | 0 | 189 | 11 | 0 | 525 | 1835 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 54 | 173 | 0 | 0 | 0 | 201 | 13 | 0 | 503 | 1975 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 48 | 166 | 0 | 0 | 0 | 178 | 12 | 0 | 474 | 1997 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 47 | 157 | 0 | 0 | 0 | 180 | 7 | 0 | 440 | 1942 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 52 | 179 | 0 | 0 | 0 | 159 | 8 | 0 | 449 | 1866 |
| 1:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 42 | 0 | 40 | 188 | 0 | 0 | 0 | 162 | 4 | 0 | 437 | 1800 |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 52 | 0 | 47 | 203 | 0 | 0 | 0 | 171 | 15 | 0 | 489 | 1815 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 44 | 135 | 0 | 0 | 0 | 227 | 14 | 0 | 470 | 1845 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 32 | 143 | 0 | 0 | 0 | 182 | 11 | 0 | 412 | 1808 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 31 | 140 | 0 | 0 | 0 | 181 | 10 | 0 | 424 | 1795 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 46 | 172 | 0 | 0 | 0 | 194 | 9 | 0 | 475 | 1781 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 59 | 220 | 0 | 0 | 0 | 167 | 10 | 0 | 519 | 1830 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 85 | 253 | 0 | 0 | 0 | 232 | 14 | 0 | 634 | 2052 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 40 | 162 | 0 | 0 | 0 | 264 | 13 | 0 | 537 | 2165 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 63 | 189 | 0 | 0 | 0 | 237 | 10 | 0 | 570 | 2260 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 64 | 167 | 0 | 0 | 0 | 263 | 14 | 0 | 561 | 2302 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 54 | 182 | 0 | 0 | 0 | 265 | 17 | 0 | 577 | 2245 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 51 | 156 | 0 | 0 | 0 | 253 | 16 | 0 | 538 | 2246 |

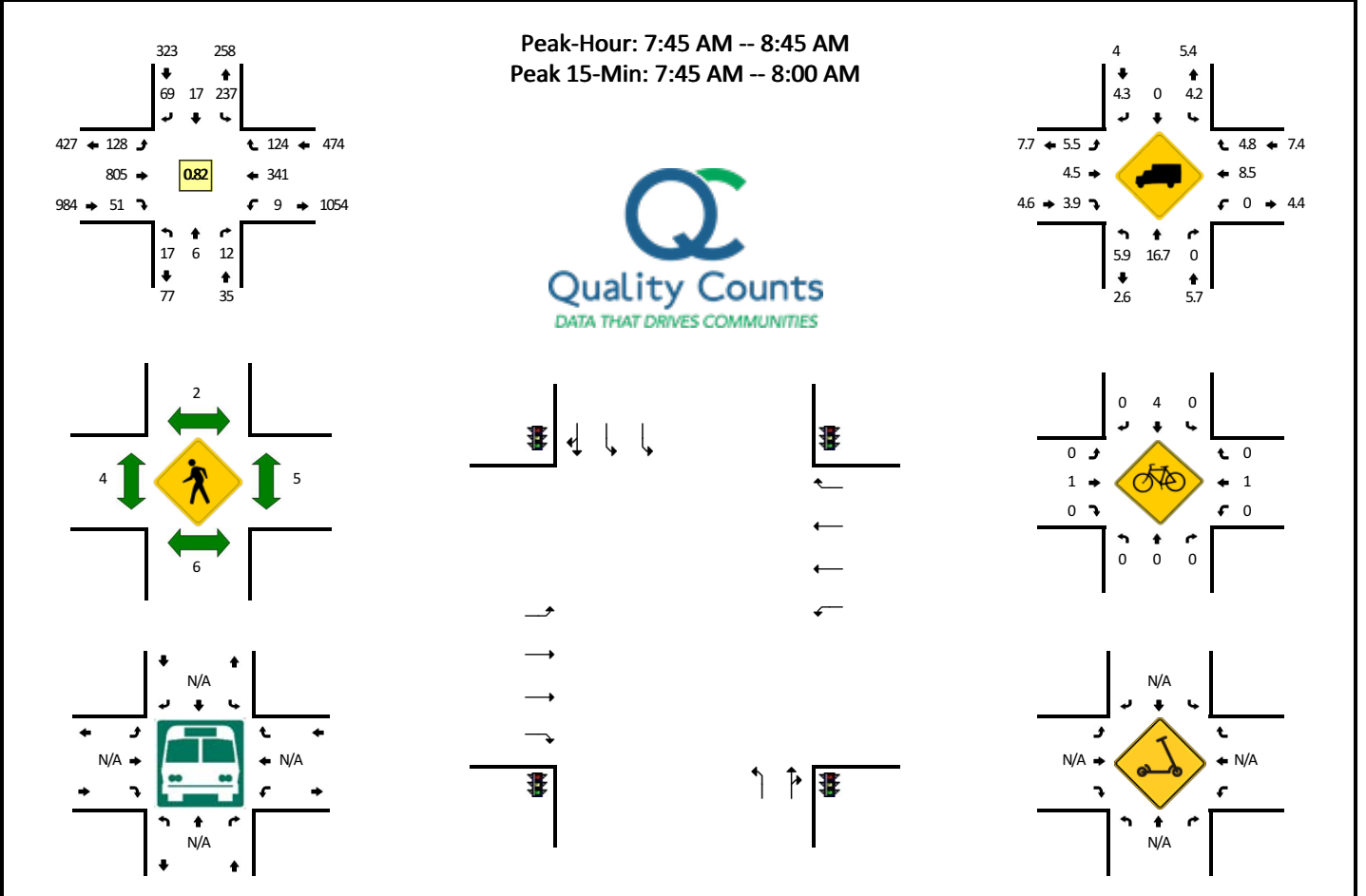
| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 55 | 231 | 0 | 0 | 0 | 282 | 11 | 0 | 645 | 2321 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 80 | 212 | 0 | 0 | 0 | 331 | 19 | 0 | 725 | 2485 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 88 | 232 | 0 | 0 | 0 | 340 | 19 | 0 | 761 | 2669 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 87 | 217 | 0 | 0 | 0 | 293 | 20 | 0 | 696 | 2827 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 72 | 210 | 0 | 0 | 0 | 245 | 18 | 0 | 602 | 2784 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 58 | 192 | 0 | 1 | 0 | 207 | 10 | 0 | 526 | 2585 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 81 | 189 | 0 | 0 | 0 | 231 | 13 | 0 | 580 | 2404 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 65 | 169 | 0 | 0 | 0 | 218 | 17 | 0 | 527 | 2235 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 59 | 219 | 0 | 0 | 0 | 173 | 18 | 0 | 530 | 2163 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 0 | 352 | 928 | 0 | 0 | 0 | 1360 | 76 | 0 | 3044 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 4 | 12 | 0 | 0 | 0 | 24 | 0 | 0 | 56 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 4 | | | | 0 | | | | 0 | | | 8 | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

Report generated on 4/21/2022 12:25 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: University City Blvd -- Prices Fork Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762725
DATE: Wed, Apr 6 2022

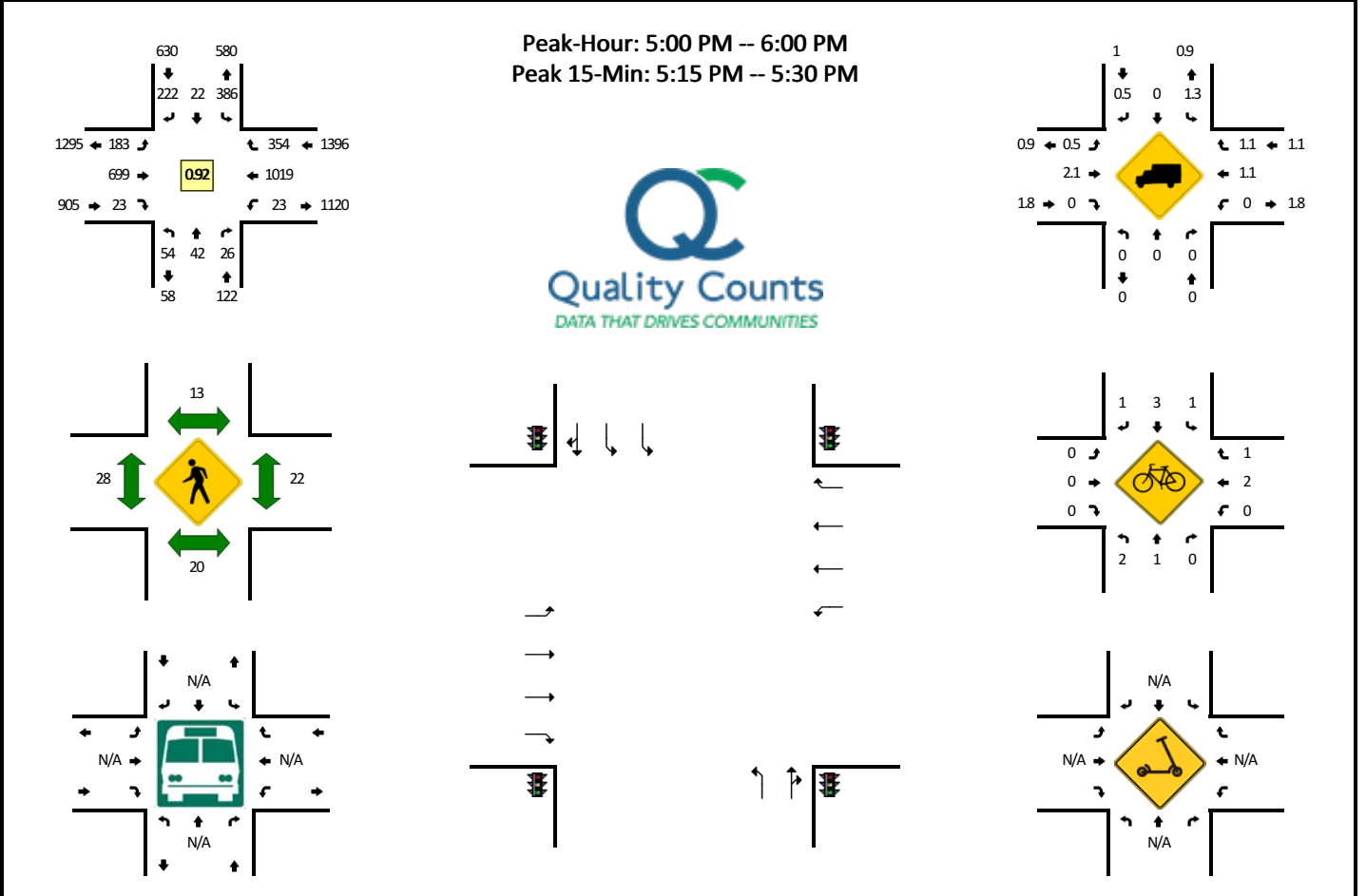


| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 1 | 2 | 0 | 0 | 37 | 3 | 11 | 0 | 15 | 122 | 8 | 0 | 0 | 53 | 14 | 0 | 266 | |
| 7:15 AM | 3 | 0 | 1 | 0 | 43 | 2 | 17 | 0 | 19 | 131 | 2 | 0 | 1 | 68 | 21 | 0 | 308 | |
| 7:30 AM | 3 | 1 | 1 | 0 | 45 | 5 | 26 | 0 | 20 | 170 | 8 | 0 | 4 | 124 | 21 | 0 | 428 | |
| 7:45 AM | 1 | 1 | 5 | 0 | 74 | 7 | 19 | 0 | 34 | 236 | 22 | 0 | 4 | 122 | 30 | 0 | 555 | 1557 |
| 8:00 AM | 2 | 1 | 4 | 0 | 65 | 4 | 16 | 0 | 27 | 205 | 10 | 0 | 2 | 88 | 29 | 0 | 453 | 1744 |
| 8:15 AM | 7 | 0 | 2 | 0 | 35 | 2 | 15 | 0 | 30 | 158 | 13 | 0 | 3 | 61 | 29 | 0 | 355 | 1791 |
| 8:30 AM | 7 | 4 | 1 | 0 | 63 | 4 | 19 | 0 | 37 | 206 | 6 | 0 | 0 | 70 | 36 | 0 | 453 | 1816 |
| 8:45 AM | 1 | 4 | 4 | 0 | 67 | 3 | 22 | 0 | 29 | 235 | 12 | 0 | 12 | 87 | 40 | 0 | 516 | 1777 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 4 | 4 | 20 | 0 | 296 | 28 | 76 | 0 | 136 | 944 | 88 | 0 | 16 | 488 | 120 | 0 | 2220 | |
| Heavy Trucks | 0 | 0 | 0 | | 8 | 0 | 4 | | 4 | 36 | 4 | | 0 | 32 | 8 | | 96 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |

Comments:

LOCATION: University City Blvd -- Prices Fork Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762726
DATE: Wed, Apr 6 2022

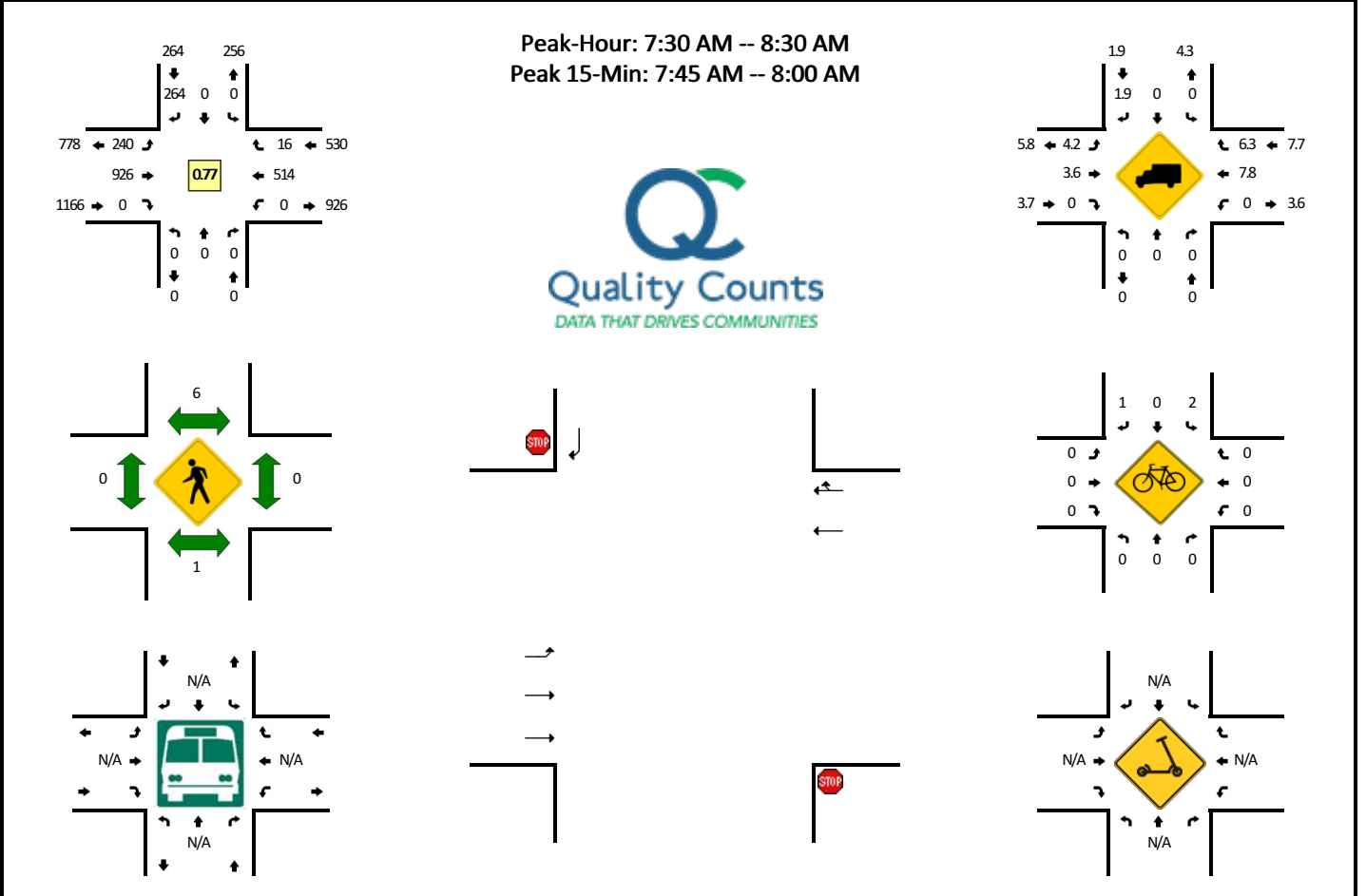


| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 14 | 8 | 6 | 0 | 86 | 2 | 37 | 0 | 51 | 139 | 2 | 0 | 3 | 249 | 86 | 1 | 684 | |
| 4:15 PM | 14 | 7 | 2 | 0 | 77 | 3 | 47 | 0 | 45 | 124 | 5 | 0 | 4 | 238 | 86 | 1 | 653 | |
| 4:30 PM | 14 | 7 | 1 | 0 | 63 | 5 | 50 | 0 | 37 | 138 | 1 | 0 | 2 | 227 | 63 | 0 | 608 | |
| 4:45 PM | 7 | 8 | 4 | 0 | 86 | 6 | 50 | 0 | 44 | 133 | 7 | 0 | 5 | 218 | 101 | 3 | 672 | 2617 |
| 5:00 PM | 20 | 10 | 8 | 0 | 78 | 5 | 56 | 0 | 42 | 191 | 7 | 0 | 3 | 246 | 82 | 1 | 749 | 2682 |
| 5:15 PM | 15 | 15 | 7 | 0 | 105 | 2 | 62 | 0 | 49 | 186 | 7 | 0 | 5 | 279 | 96 | 2 | 830 | 2859 |
| 5:30 PM | 13 | 8 | 9 | 0 | 83 | 5 | 55 | 1 | 40 | 135 | 6 | 0 | 2 | 273 | 110 | 1 | 741 | 2992 |
| 5:45 PM | 6 | 9 | 2 | 0 | 119 | 10 | 49 | 0 | 52 | 187 | 3 | 0 | 3 | 221 | 66 | 6 | 733 | 3053 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 60 | 60 | 28 | 0 | 420 | 8 | 248 | 0 | 196 | 744 | 28 | 0 | 20 | 1116 | 384 | 8 | 3320 | |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 12 | 0 | | 0 | 12 | 4 | | 32 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 16 | | | | 24 | | | | 28 | | | | 40 | | | 108 | |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 12 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Old Glade Rd -- Prices Fork Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762741
DATE: Thu, Apr 7 2022

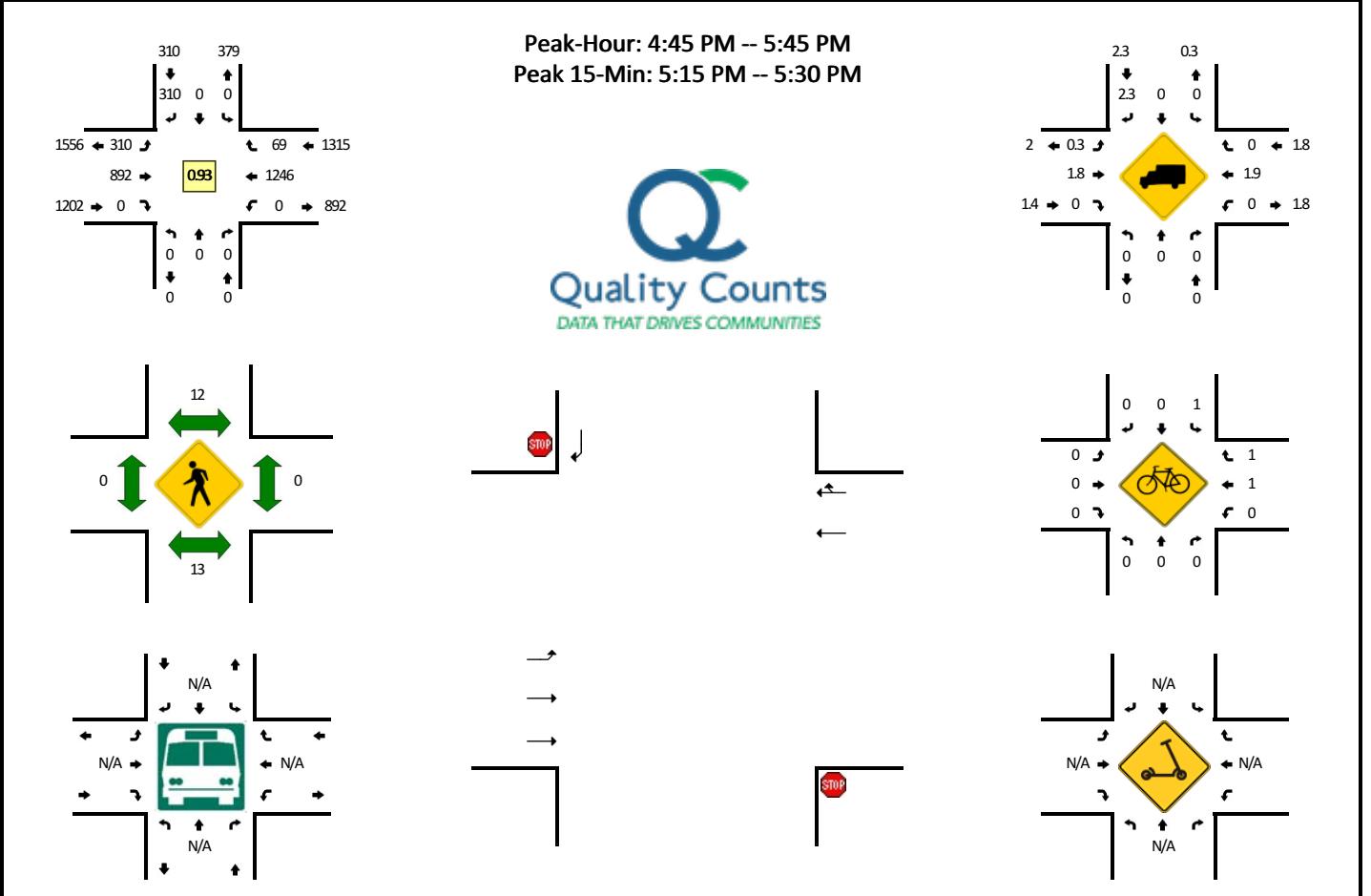


| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 21 | 0 | 58 | 147 | 0 | 0 | 0 | 50 | 4 | 0 | 281 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 46 | 140 | 0 | 0 | 0 | 73 | 3 | 0 | 304 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 46 | 193 | 0 | 0 | 0 | 157 | 0 | 0 | 449 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 62 | 306 | 0 | 0 | 0 | 169 | 2 | 0 | 634 | 1668 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 74 | 250 | 0 | 0 | 0 | 109 | 7 | 0 | 494 | 1881 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 58 | 177 | 0 | 0 | 0 | 79 | 7 | 0 | 383 | 1960 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 57 | 159 | 0 | 0 | 0 | 84 | 3 | 0 | 354 | 1865 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 63 | 203 | 0 | 0 | 0 | 94 | 12 | 0 | 426 | 1657 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 0 | 248 | 1224 | 0 | 0 | 0 | 676 | 8 | 0 | 2536 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 32 | 0 | 0 | 0 | 32 | 0 | 0 | 76 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 0 | | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Old Glade Rd -- Prices Fork Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762742
DATE: Thu, Apr 7 2022

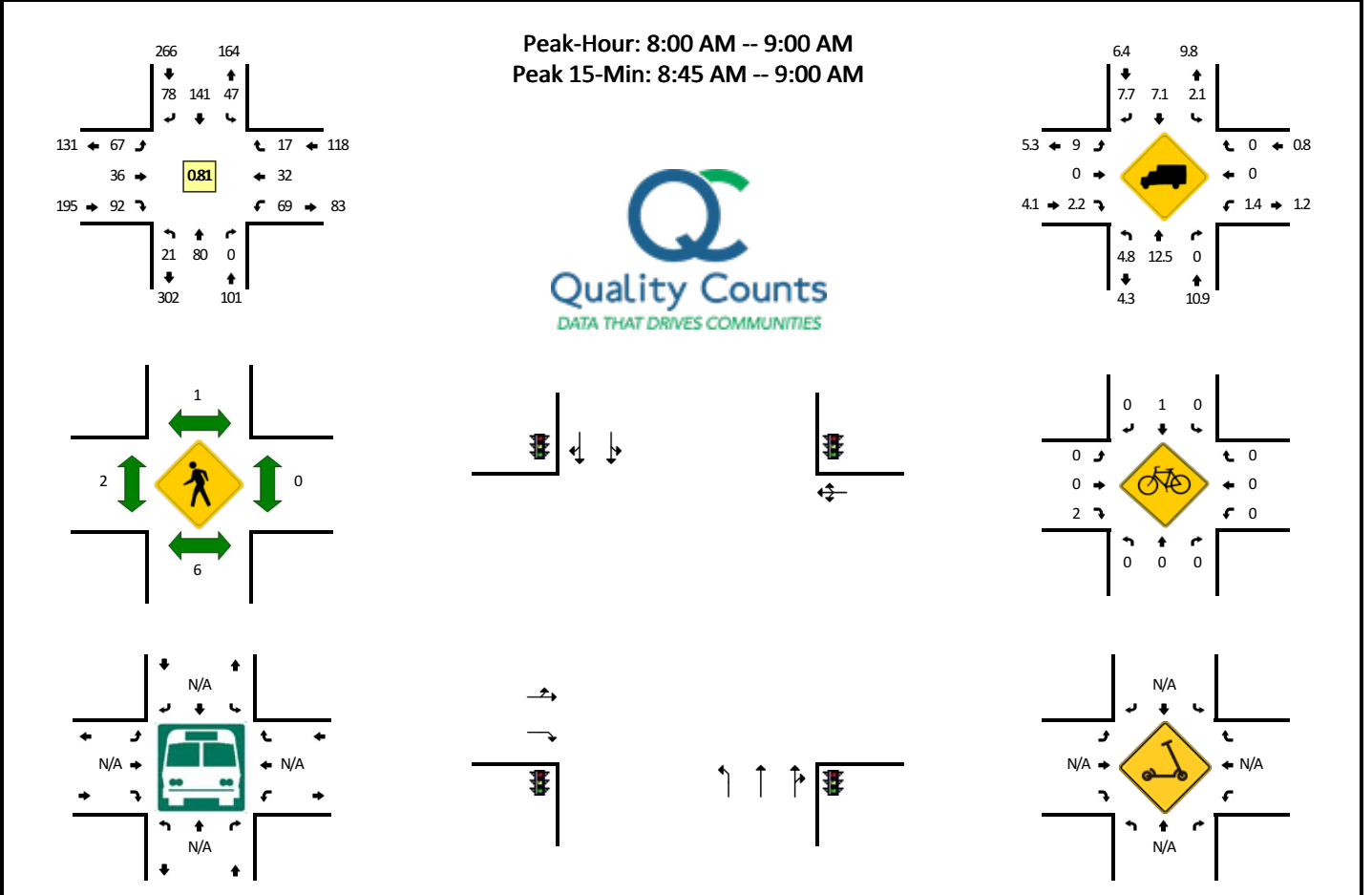


| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Prices Fork Rd (Eastbound) | | | | Prices Fork Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 64 | 167 | 0 | 0 | 0 | 263 | 14 | 0 | 561 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 54 | 182 | 0 | 0 | 0 | 265 | 17 | 0 | 577 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 51 | 156 | 0 | 0 | 0 | 253 | 16 | 0 | 538 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 55 | 231 | 0 | 0 | 0 | 282 | 11 | 0 | 645 | 2321 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 80 | 212 | 0 | 0 | 0 | 331 | 19 | 0 | 725 | 2485 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 88 | 232 | 0 | 0 | 0 | 340 | 19 | 0 | 761 | 2669 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 87 | 217 | 0 | 0 | 0 | 293 | 20 | 0 | 696 | 2827 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 72 | 210 | 0 | 0 | 0 | 245 | 18 | 0 | 602 | 2784 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 0 | 352 | 928 | 0 | 0 | 0 | 1360 | 76 | 0 | 3044 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 4 | 12 | 0 | 0 | 0 | 24 | 0 | 0 | 56 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 4 | | | | 0 | | | | 0 | | | 8 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: University City Blvd -- Glade Rd/Starbucks Dwy
CITY/STATE: Blacksburg, VA

QC JOB #: 15762719
DATE: Wed, Apr 6 2022



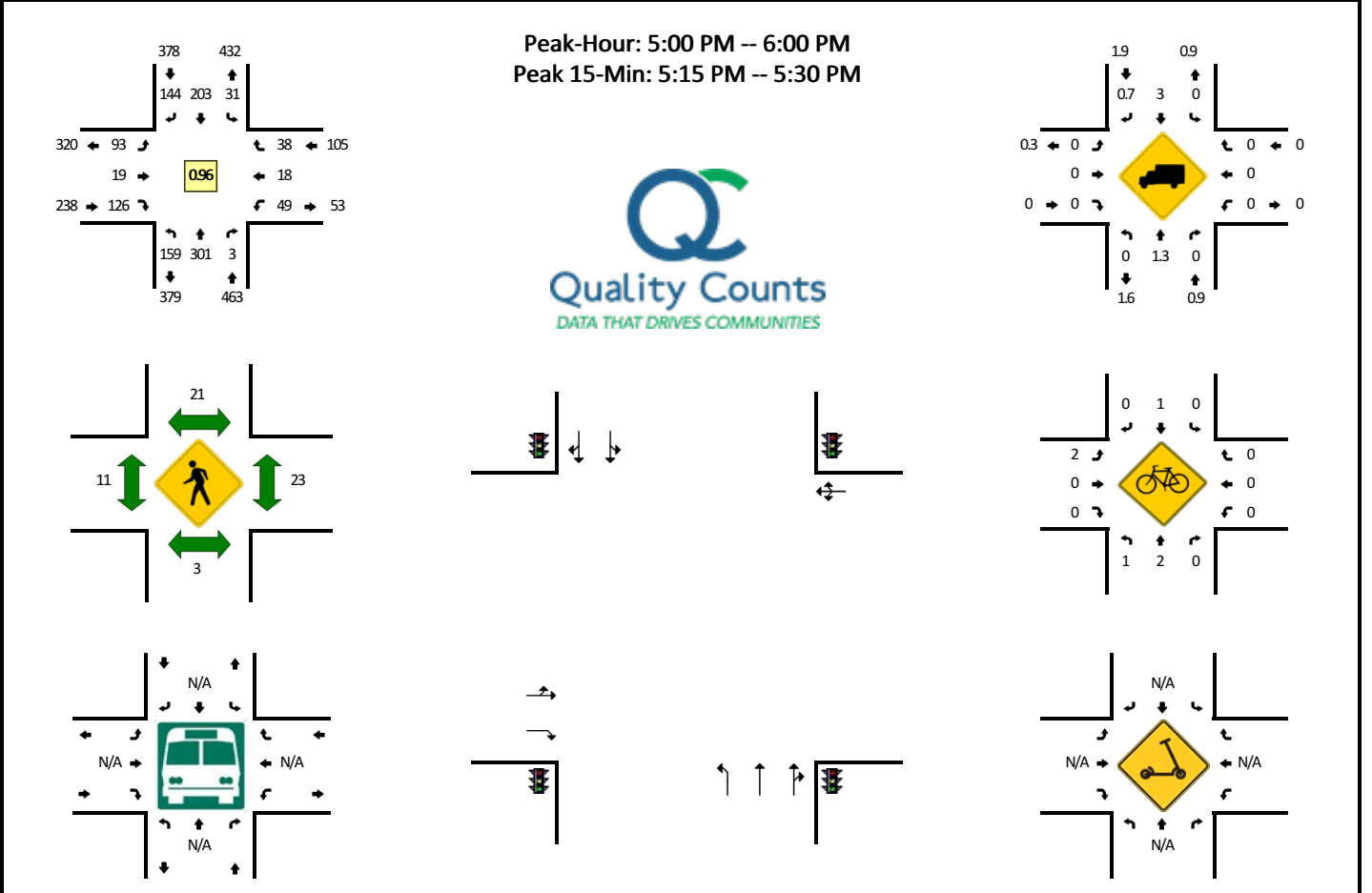
| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Glade Rd/Starbucks Dwy (Eastbound) | | | | Glade Rd/Starbucks Dwy (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|------------------------------------|------|-------|---|------------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 4 | 8 | 0 | 0 | 11 | 14 | 4 | 0 | 15 | 4 | 9 | 0 | 9 | 5 | 4 | 0 | 87 | |
| 7:15 AM | 6 | 15 | 1 | 0 | 8 | 16 | 10 | 0 | 13 | 9 | 10 | 0 | 15 | 5 | 8 | 0 | 116 | |
| 7:30 AM | 8 | 11 | 0 | 0 | 13 | 26 | 13 | 0 | 21 | 12 | 22 | 0 | 15 | 13 | 2 | 0 | 156 | |
| 7:45 AM | 6 | 16 | 5 | 0 | 19 | 36 | 32 | 0 | 18 | 6 | 21 | 0 | 17 | 20 | 6 | 0 | 202 | 561 |
| 8:00 AM | 6 | 16 | 0 | 0 | 6 | 35 | 18 | 0 | 14 | 11 | 31 | 0 | 22 | 10 | 4 | 0 | 173 | 647 |
| 8:15 AM | 8 | 20 | 0 | 0 | 6 | 24 | 12 | 0 | 21 | 9 | 15 | 0 | 8 | 7 | 3 | 0 | 133 | 664 |
| 8:30 AM | 4 | 21 | 0 | 0 | 16 | 30 | 24 | 0 | 13 | 7 | 19 | 0 | 19 | 9 | 2 | 0 | 164 | 672 |
| 8:45 AM | 3 | 23 | 0 | 0 | 19 | 52 | 24 | 0 | 19 | 9 | 27 | 0 | 20 | 6 | 8 | 0 | 210 | 680 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|-----------------------|------------|------|-------|---|------------|------|-------|---|-----------|------|-------|---|-----------|------|-------|---|-------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 12 | 92 | 0 | 0 | 76 | 208 | 96 | 0 | 76 | 36 | 108 | 0 | 80 | 24 | 32 | 0 | 840 |
| Heavy Trucks | 0 | 12 | 0 | 0 | 4 | 16 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 4 | | | | 0 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 4 |
| Scoters | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: University City Blvd -- Glade Rd/Starbucks Dwy
CITY/STATE: Blacksburg, VA

QC JOB #: 15762720
DATE: Wed, Apr 6 2022

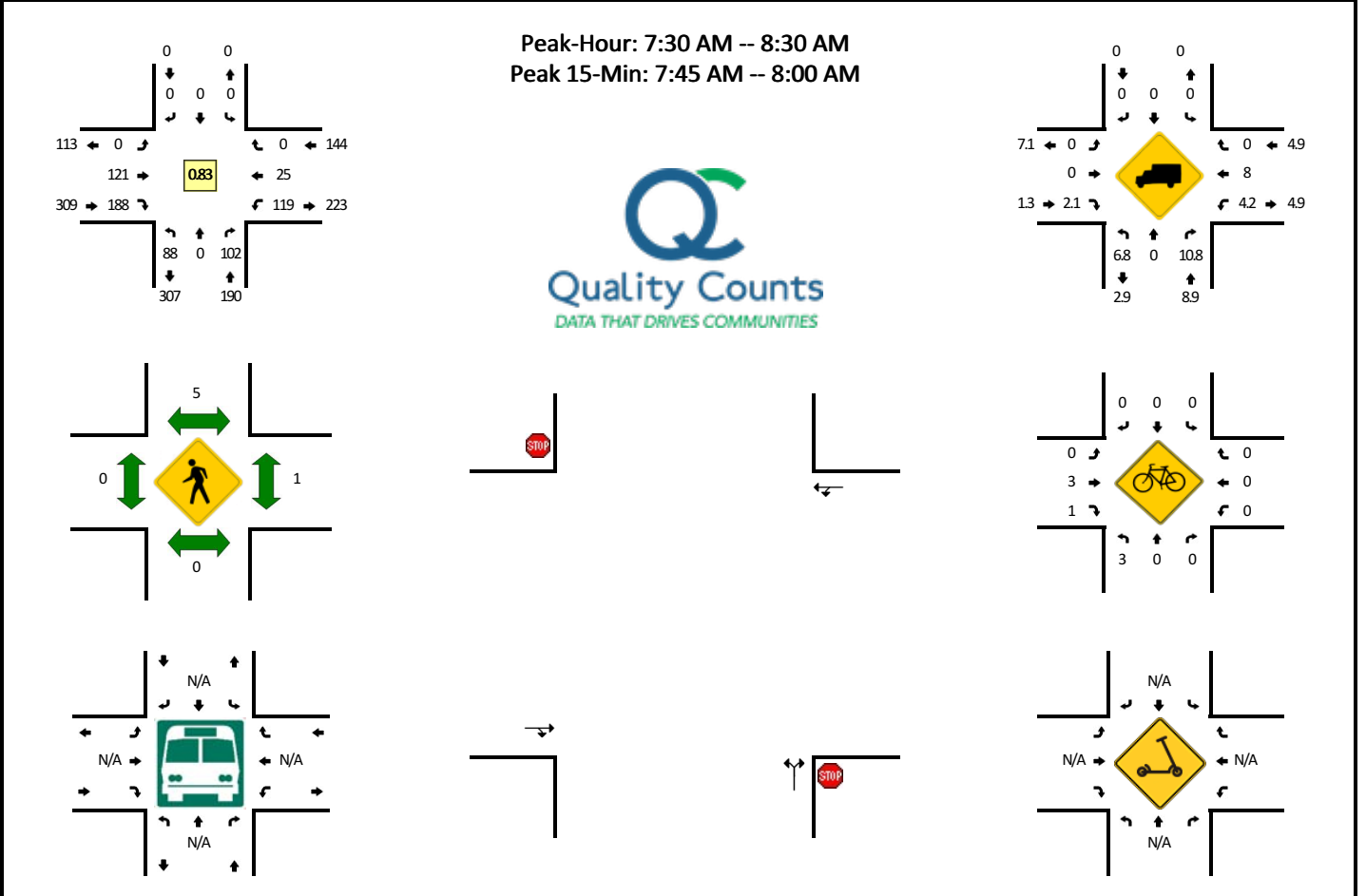


| 15-Min Count Period Beginning At | University City Blvd (Northbound) | | | | University City Blvd (Southbound) | | | | Glade Rd/Starbucks Dwy (Eastbound) | | | | Glade Rd/Starbucks Dwy (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------------|------|-------|---|-----------------------------------|------|-------|---|------------------------------------|------|-------|---|------------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 32 | 76 | 0 | 0 | 5 | 54 | 22 | 0 | 16 | 1 | 22 | 0 | 8 | 3 | 5 | 0 | 244 | |
| 4:15 PM | 33 | 60 | 1 | 1 | 7 | 39 | 33 | 0 | 22 | 4 | 30 | 0 | 10 | 4 | 15 | 0 | 259 | |
| 4:30 PM | 31 | 66 | 2 | 0 | 6 | 50 | 33 | 0 | 35 | 6 | 31 | 0 | 7 | 6 | 10 | 0 | 283 | |
| 4:45 PM | 33 | 66 | 1 | 0 | 6 | 48 | 32 | 0 | 30 | 4 | 32 | 0 | 5 | 3 | 8 | 0 | 268 | 1054 |
| 5:00 PM | 39 | 71 | 1 | 0 | 7 | 43 | 40 | 0 | 22 | 7 | 29 | 0 | 10 | 2 | 12 | 0 | 283 | 1093 |
| 5:15 PM | 39 | 81 | 0 | 0 | 7 | 49 | 37 | 0 | 24 | 8 | 32 | 0 | 20 | 5 | 6 | 0 | 308 | 1142 |
| 5:30 PM | 39 | 75 | 1 | 0 | 9 | 61 | 41 | 0 | 22 | 2 | 25 | 0 | 12 | 7 | 9 | 0 | 303 | 1162 |
| 5:45 PM | 41 | 74 | 1 | 1 | 8 | 50 | 26 | 0 | 25 | 2 | 40 | 0 | 7 | 4 | 11 | 0 | 290 | 1184 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 156 | 324 | 0 | 0 | 28 | 196 | 148 | 0 | 96 | 32 | 128 | 0 | 80 | 20 | 24 | 0 | 1232 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 24 | | | | 8 | | | | 24 | | | 56 | |
| Bicycles | 4 | 4 | 0 | | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 12 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Old Glade Rd -- Glade Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762721
DATE: Wed, Apr 6 2022

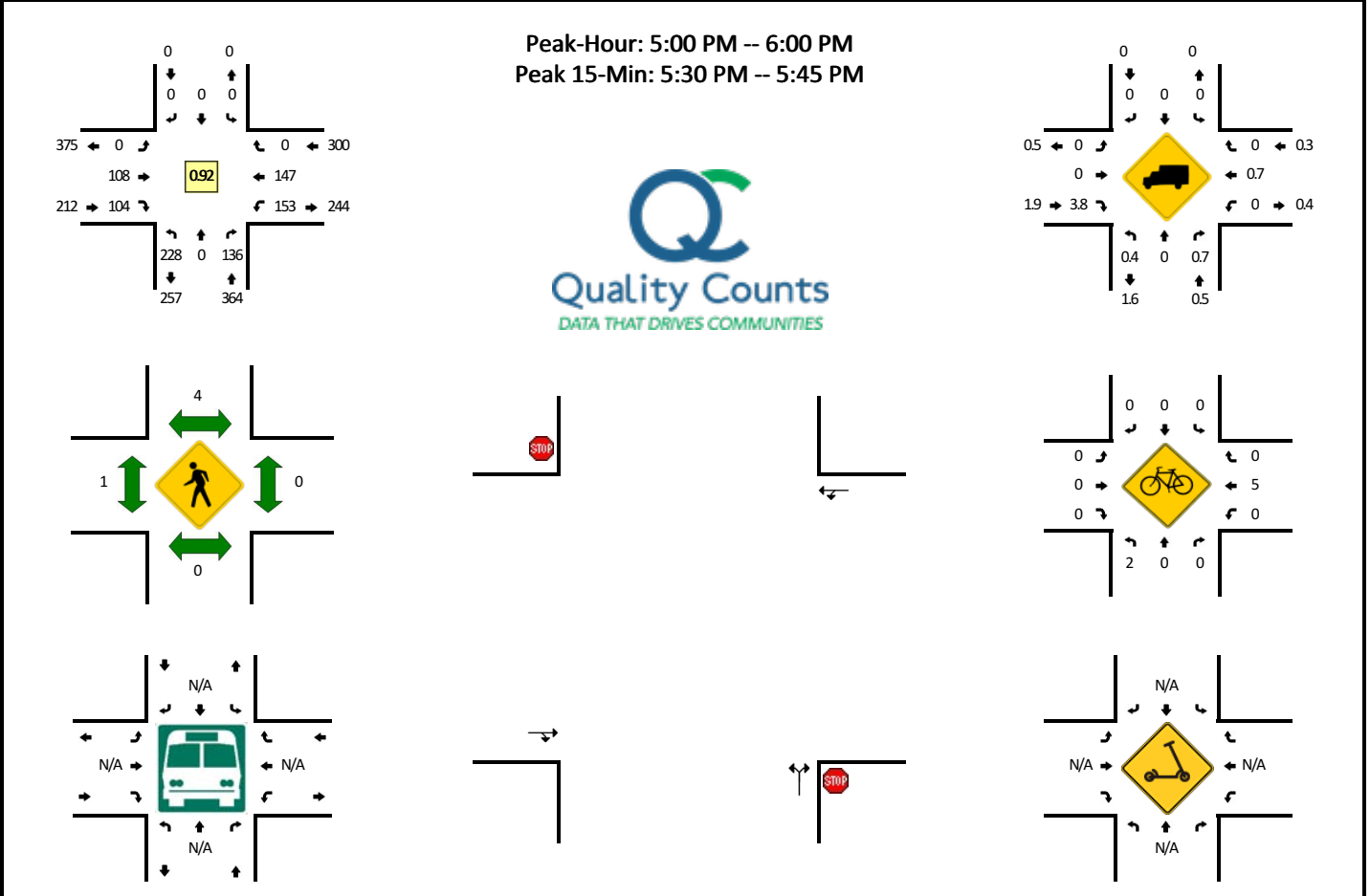


| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 21 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 0 | 8 | 5 | 0 | 0 | 87 | |
| 7:15 AM | 9 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 36 | 0 | 13 | 10 | 0 | 0 | 112 | |
| 7:30 AM | 18 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 44 | 0 | 34 | 2 | 0 | 0 | 147 | |
| 7:45 AM | 23 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 52 | 0 | 41 | 11 | 0 | 0 | 193 | 539 |
| 8:00 AM | 34 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 53 | 0 | 22 | 9 | 0 | 0 | 186 | 638 |
| 8:15 AM | 13 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 39 | 0 | 22 | 3 | 0 | 0 | 117 | 643 |
| 8:30 AM | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 37 | 0 | 27 | 9 | 0 | 0 | 143 | 639 |
| 8:45 AM | 29 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 35 | 0 | 19 | 11 | 0 | 0 | 147 | 593 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 92 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 208 | 0 | 164 | 44 | 0 | 0 | 772 | |
| Heavy Trucks | 4 | 0 | 12 | | 0 | 0 | 0 | | 0 | 0 | 8 | | 8 | 0 | 0 | | 32 | |
| Buses | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Old Glade Rd -- Glade Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762736
DATE: Thu, Apr 7 2022

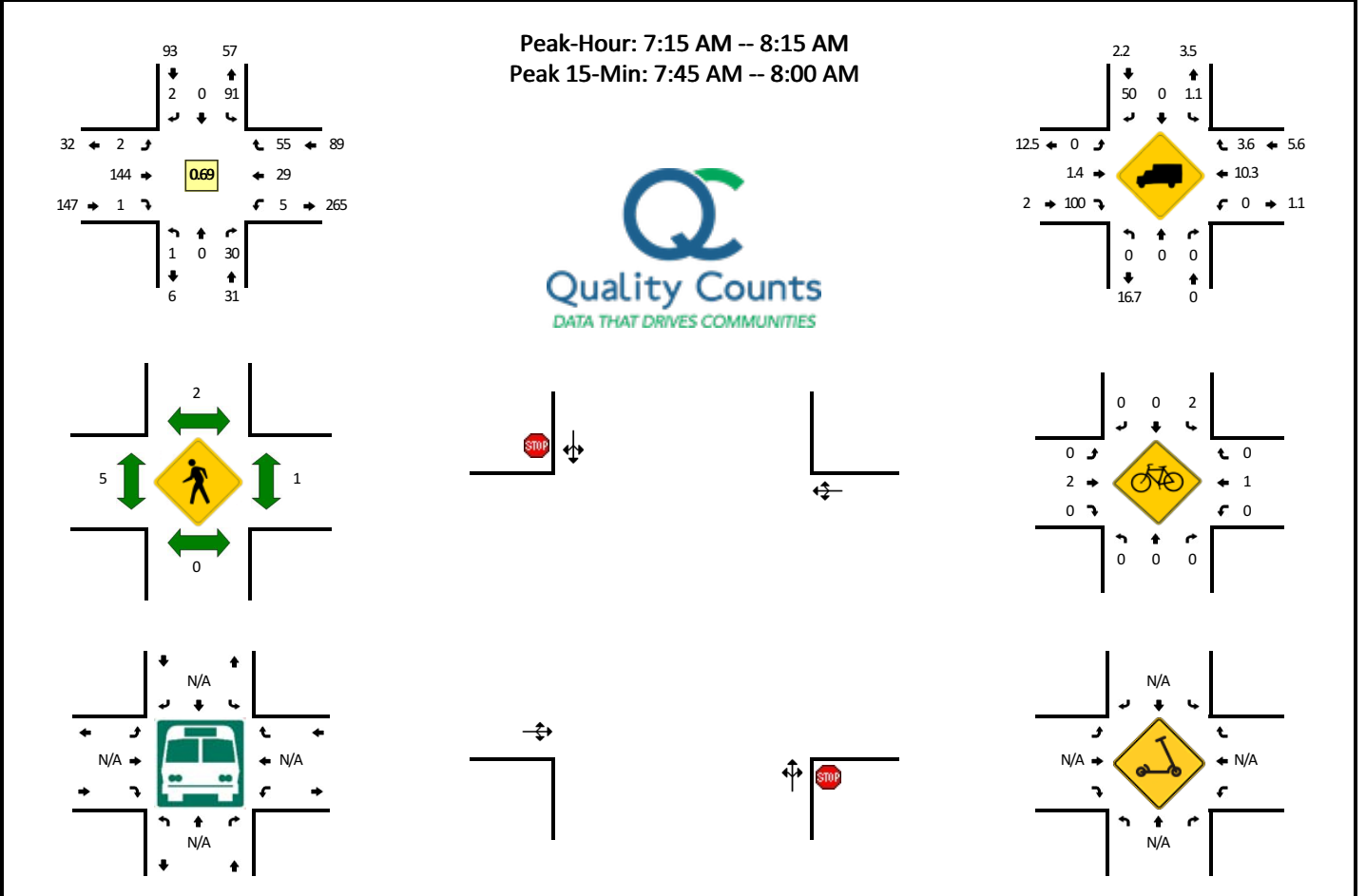


| 15-Min Count Period Beginning At | Old Glade Rd (Northbound) | | | | Old Glade Rd (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 31 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 17 | 0 | 32 | 18 | 0 | 0 | 160 | |
| 4:15 PM | 47 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 19 | 0 | 36 | 32 | 0 | 0 | 171 | |
| 4:30 PM | 30 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 26 | 0 | 29 | 31 | 0 | 0 | 174 | |
| 4:45 PM | 37 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 21 | 0 | 34 | 29 | 0 | 0 | 179 | 684 |
| 5:00 PM | 52 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 36 | 0 | 46 | 33 | 0 | 0 | 221 | 745 |
| 5:15 PM | 55 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 18 | 0 | 36 | 56 | 0 | 0 | 237 | 811 |
| 5:30 PM | 61 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 54 | 30 | 0 | 0 | 238 | 875 |
| 5:45 PM | 60 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 20 | 0 | 17 | 28 | 0 | 0 | 180 | 876 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 244 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 120 | 0 | 216 | 120 | 0 | 0 | 952 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 4 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | 4 |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Shadow Lake Rd/Lark Ln -- Glade Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762723
DATE: Wed, Apr 6 2022

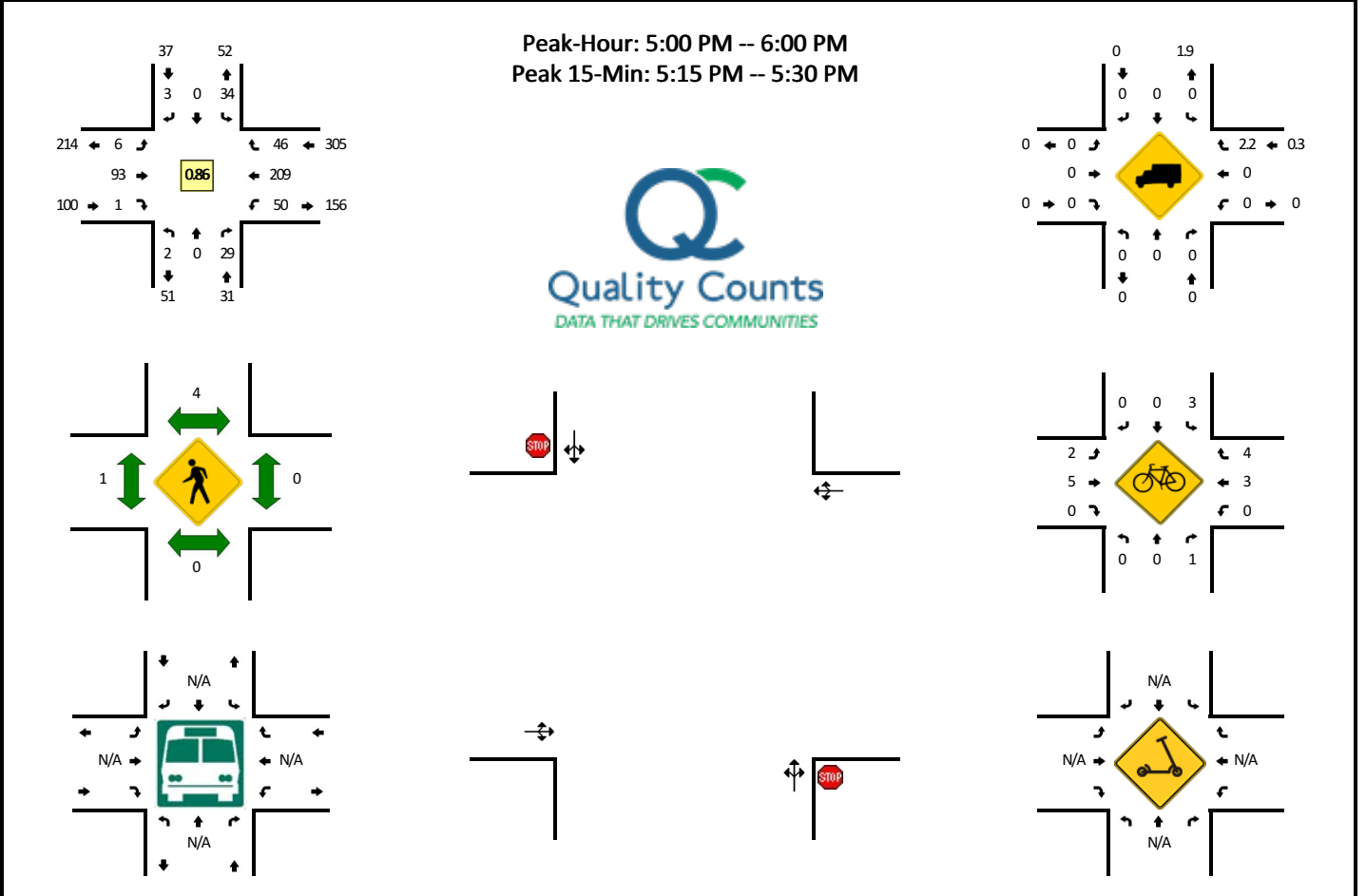


| 15-Min Count Period Beginning At | Shadow Lake Rd/Lark Ln (Northbound) | | | | Shadow Lake Rd/Lark Ln (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-------------------------------------|------|-------|---|-------------------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 12 | 10 | 0 | 53 | |
| 7:15 AM | 0 | 0 | 7 | 0 | 10 | 0 | 1 | 0 | 0 | 33 | 1 | 0 | 1 | 4 | 8 | 0 | 65 | |
| 7:30 AM | 1 | 0 | 9 | 0 | 15 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 6 | 6 | 0 | 68 | |
| 7:45 AM | 0 | 0 | 11 | 0 | 36 | 0 | 0 | 0 | 2 | 53 | 0 | 0 | 2 | 6 | 20 | 0 | 130 | 316 |
| 8:00 AM | 0 | 0 | 3 | 0 | 30 | 0 | 1 | 0 | 0 | 28 | 0 | 0 | 1 | 13 | 21 | 0 | 97 | 360 |
| 8:15 AM | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 2 | 5 | 4 | 0 | 57 | 352 |
| 8:30 AM | 0 | 0 | 12 | 0 | 11 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 2 | 12 | 6 | 0 | 72 | 356 |
| 8:45 AM | 1 | 0 | 11 | 0 | 15 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 7 | 17 | 5 | 0 | 77 | 303 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 44 | 0 | 144 | 0 | 0 | 0 | 8 | 212 | 0 | 0 | 8 | 24 | 80 | 0 | 520 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 4 | 0 | | 8 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Shadow Lake Rd/Lark Ln -- Glade Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762724
DATE: Wed, Apr 6 2022

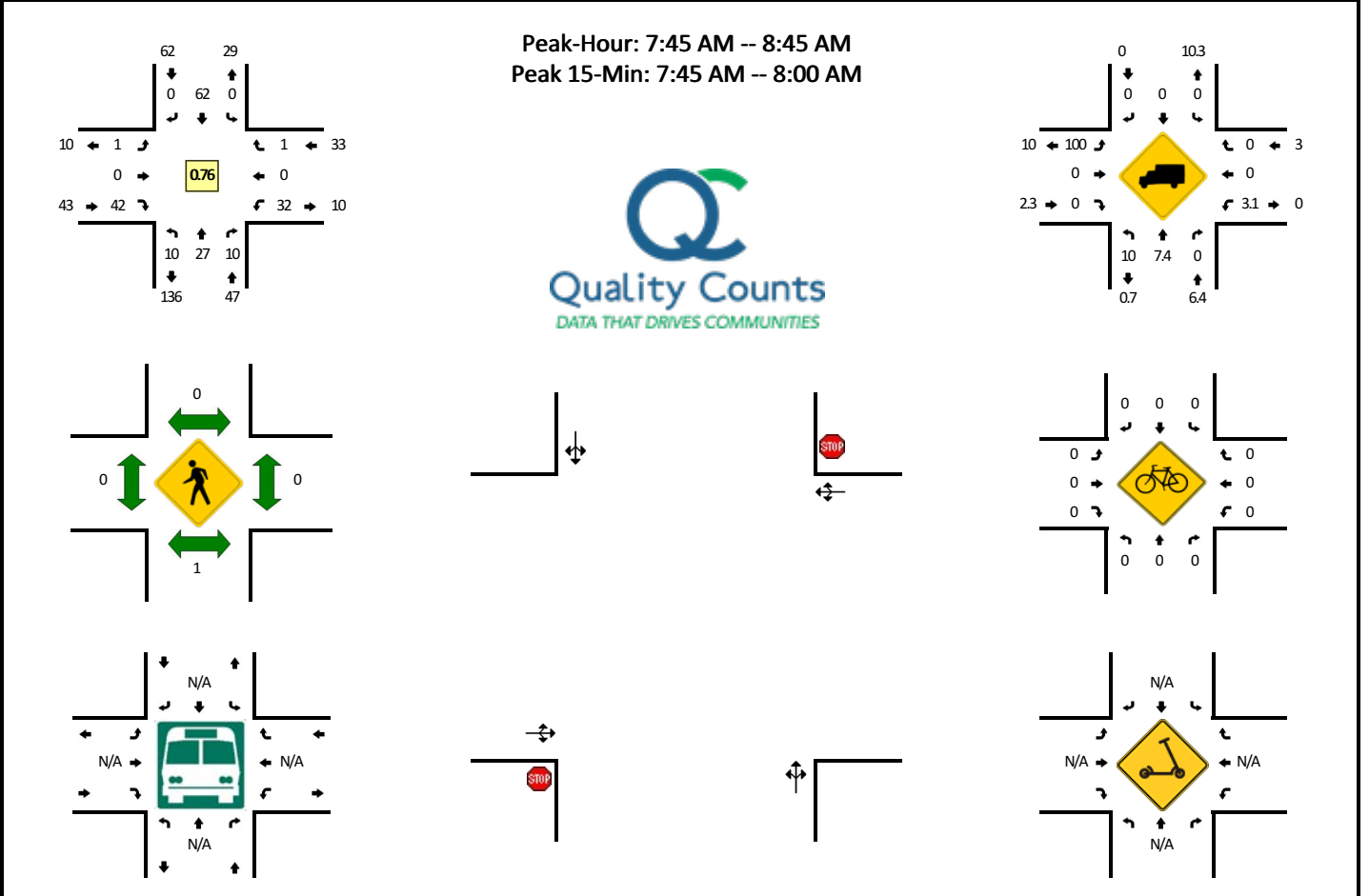


| 15-Min Count Period Beginning At | Shadow Lake Rd/Lark Ln (Northbound) | | | | Shadow Lake Rd/Lark Ln (Southbound) | | | | Glade Rd (Eastbound) | | | | Glade Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-------------------------------------|------|-------|---|-------------------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 1 | 1 | 1 | 0 | 11 | 0 | 2 | 0 | 1 | 19 | 0 | 0 | 5 | 37 | 12 | 0 | 90 | |
| 4:15 PM | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 30 | 0 | 0 | 9 | 29 | 14 | 0 | 94 | |
| 4:30 PM | 0 | 0 | 6 | 0 | 15 | 0 | 2 | 0 | 1 | 29 | 0 | 0 | 5 | 44 | 10 | 0 | 112 | |
| 4:45 PM | 1 | 0 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 5 | 30 | 9 | 0 | 84 | 380 |
| 5:00 PM | 0 | 0 | 11 | 0 | 6 | 0 | 1 | 0 | 1 | 13 | 0 | 0 | 12 | 44 | 14 | 0 | 102 | 392 |
| 5:15 PM | 0 | 0 | 6 | 0 | 14 | 0 | 1 | 0 | 1 | 19 | 0 | 0 | 16 | 69 | 12 | 0 | 138 | 436 |
| 5:30 PM | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 2 | 31 | 0 | 0 | 9 | 48 | 10 | 0 | 114 | 438 |
| 5:45 PM | 0 | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 2 | 30 | 1 | 0 | 13 | 48 | 10 | 0 | 119 | 473 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 24 | 0 | 56 | 0 | 4 | 0 | 4 | 76 | 0 | 0 | 64 | 276 | 48 | 0 | 552 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 8 | | | | 0 | | | | 0 | | | 8 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 12 | | 16 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Toms Creek Rd -- Redbud Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762717
DATE: Wed, Apr 6 2022

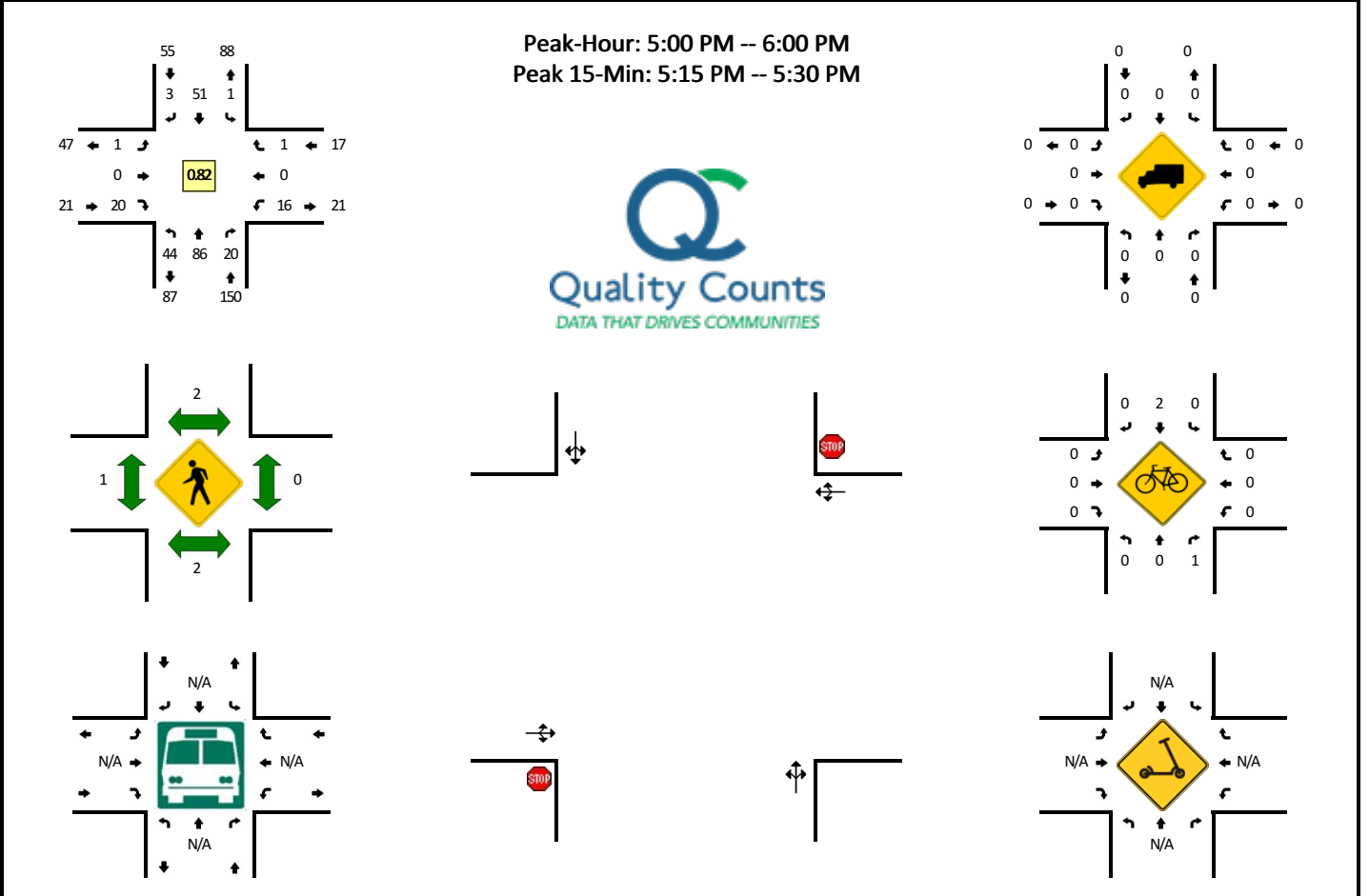


| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Redbud Rd (Eastbound) | | | | Redbud Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 1 | 4 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 22 | |
| 7:15 AM | 1 | 4 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 11 | 0 | 8 | 0 | 0 | 0 | 35 | |
| 7:30 AM | 3 | 5 | 3 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 0 | 0 | 45 | |
| 7:45 AM | 2 | 5 | 2 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 19 | 0 | 13 | 0 | 1 | 0 | 61 | 163 |
| 8:00 AM | 6 | 10 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 41 | 182 |
| 8:15 AM | 0 | 8 | 1 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 6 | 0 | 5 | 0 | 0 | 0 | 36 | 183 |
| 8:30 AM | 2 | 4 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 0 | 0 | 47 | 185 |
| 8:45 AM | 6 | 9 | 6 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 54 | 178 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 8 | 20 | 8 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 76 | 0 | 52 | 0 | 4 | 0 | 244 | |
| Heavy Trucks | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Toms Creek Rd -- Redbud Rd
CITY/STATE: Blacksburg, VA

QC JOB #: 15762718
DATE: Wed, Apr 6 2022

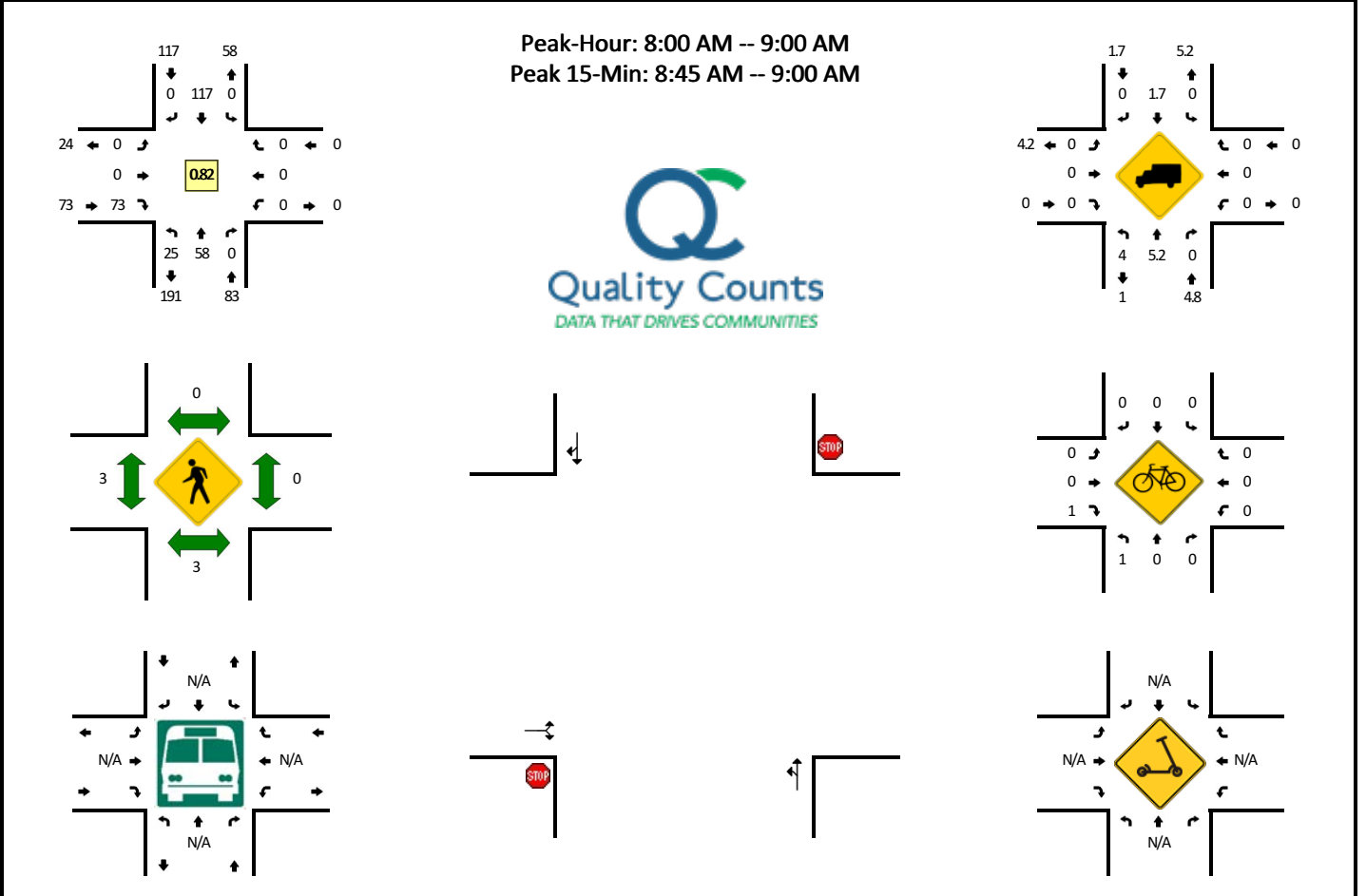


| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Redbud Rd (Eastbound) | | | | Redbud Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 6 | 14 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 46 | |
| 4:15 PM | 2 | 22 | 4 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 6 | 0 | 7 | 0 | 1 | 0 | 53 | |
| 4:30 PM | 8 | 11 | 4 | 1 | 0 | 14 | 0 | 0 | 1 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 49 | |
| 4:45 PM | 8 | 19 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 50 | 198 |
| 5:00 PM | 6 | 15 | 5 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 51 | 203 |
| 5:15 PM | 13 | 30 | 5 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 1 | 0 | 74 | 224 |
| 5:30 PM | 13 | 22 | 6 | 0 | 1 | 12 | 1 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 63 | 238 |
| 5:45 PM | 12 | 19 | 4 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 55 | 243 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 52 | 120 | 20 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 16 | 0 | 28 | 0 | 4 | 0 | 296 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Toms Creek Rd -- Honeysuckle Dr
CITY/STATE: Blacksburg, VA

QC JOB #: 15762715
DATE: Wed, Apr 6 2022



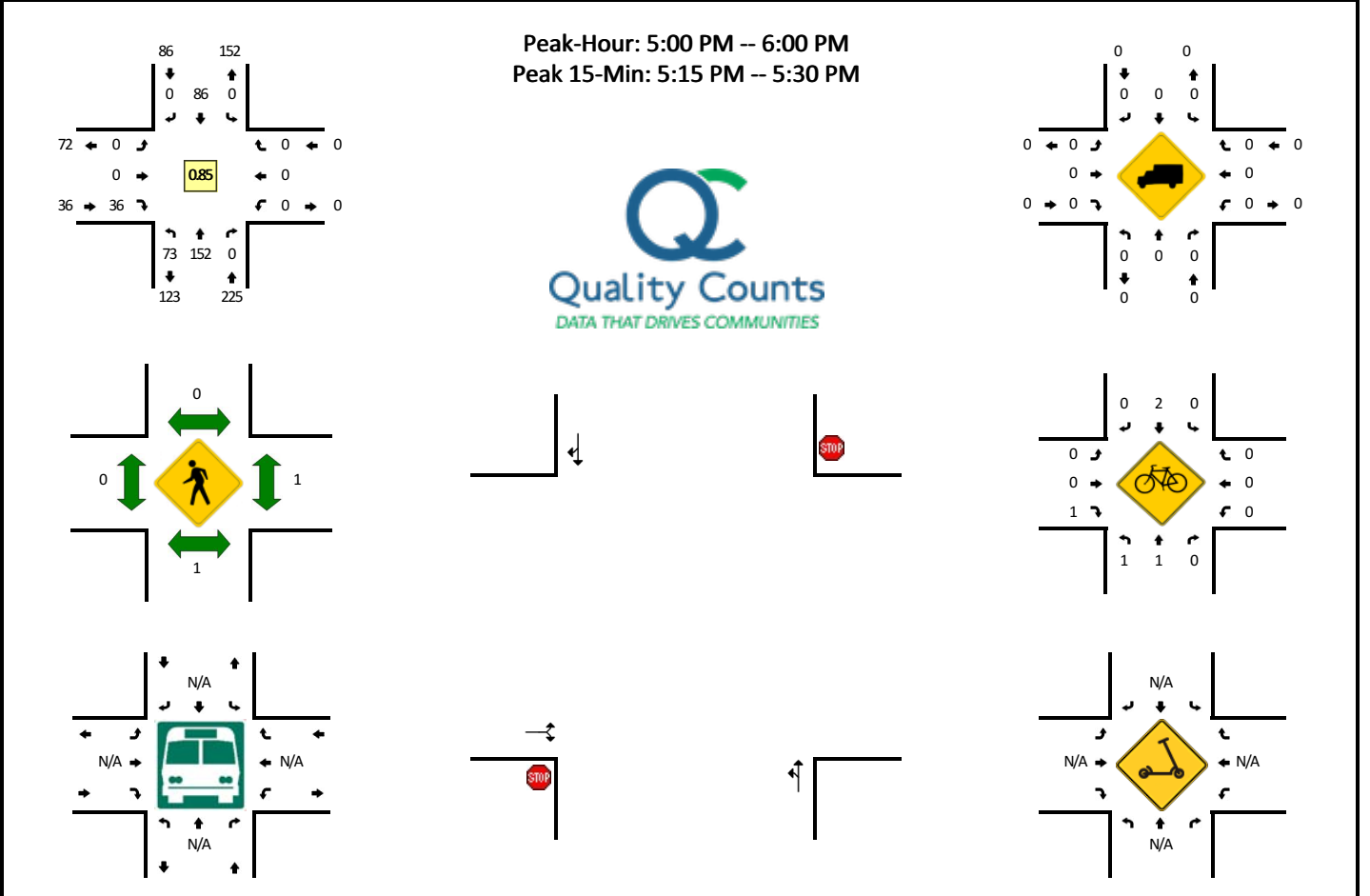
| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Honeysuckle Dr (Eastbound) | | | | Honeysuckle Dr (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 4 | 7 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 34 | |
| 7:15 AM | 0 | 6 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 44 | |
| 7:30 AM | 1 | 12 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 57 | |
| 7:45 AM | 5 | 9 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 79 | 214 |
| 8:00 AM | 4 | 18 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 57 | 237 |
| 8:15 AM | 6 | 9 | 0 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 62 | 255 |
| 8:30 AM | 4 | 12 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 71 | 269 |
| 8:45 AM | 10 | 19 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 83 | 273 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|-----------------------|------------|------|-------|---|------------|------|-------|---|-----------|------|-------|---|-----------|------|-------|---|-------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 40 | 76 | 0 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 332 |
| Heavy Trucks | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | | 0 | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Toms Creek Rd -- Honeysuckle Dr
CITY/STATE: Blacksburg, VA

QC JOB #: 15762716
DATE: Wed, Apr 6 2022



| 15-Min Count Period Beginning At | Toms Creek Rd (Northbound) | | | | Toms Creek Rd (Southbound) | | | | Honeysuckle Dr (Eastbound) | | | | Honeysuckle Dr (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 16 | 22 | 0 | 0 | 0 | 20 | 1 | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 70 | |
| 4:15 PM | 15 | 29 | 0 | 0 | 0 | 22 | 1 | 0 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 82 | |
| 4:30 PM | 12 | 21 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 65 | |
| 4:45 PM | 11 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 75 | 292 |
| 5:00 PM | 12 | 29 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 75 | 297 |
| 5:15 PM | 17 | 46 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 102 | 317 |
| 5:30 PM | 26 | 41 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 92 | 344 |
| 5:45 PM | 17 | 36 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 78 | 347 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 68 | 184 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 408 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 0 | | | | | 0 | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 4 | | 0 | 0 | 0 | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

APPENDIX C

ADJACENT DEVELOPMENT INFORMATION



GAY AND NEEL, INC.

ENGINEERING ♦ LANDSCAPE ARCHITECTURE ♦ SURVEYING
540.381.6011 www.gayandneel.com

Job Name Glade Road
Job No. 1108.7 Time _____
By BAP Date 5/17/14
Sheet No. _____ Of _____

Record Of Communication Turn Lane Analysis

Glade Road: Boxwood Dr. → Oriole Dr.

* AADT: 3000
DIR Factor: 0.584
K Factor: 0.103

Multi-Family Housing (Low Rise) - Peak Enters:

$$T_1 = .66(X) + 1.41 \quad X = 93 \text{ BR units}$$

$$= .66(93) + 1.41$$

$$T_1 \approx 63 \rightarrow (63)(.54 \text{ Enters}) = 37.17 \approx 37 \text{ Trips}$$

OFF-Campus Student Apartments - Peak Enters:

$$T_2 = 0.33(X) - 7.94 \quad X = 42 \text{ BR units}$$

$$= 0.33(42) - 7.94$$

$$T_2 = 5.92 \approx 6 \rightarrow (6)(.52) \approx 3 \text{ Trips}$$

Total Trip Generation: [40 Trips]

Left turn Analysis:

$$\text{VPH Opposing Volume} - (3000)(1 - 0.584)(0.103) = \text{Existing: } 129 \text{ Trips}$$

$$\text{VPH Advancing Volume} - (3000)(.584)(0.103) = 180 \text{ Trips}$$

* Advancing Volume Headed Towards Oriole Dr.

Peak Enters - 40 Trips

$$\text{Peak Left Turn Enters } (56.4\%) \approx 23 \text{ Trips}$$

$$\text{Peak Right Turn Enters } (41.6\%) \approx 17 \text{ Trips}$$

$$\text{Total Opposing: } 129 + 17 = 146 \text{ Trips}$$

$$\text{Total Advancing: } 180 + 23 = 203 \text{ Trips}$$

$$\% \text{ Vehicles Making Left Turn Into Site: } [23/203] \approx 10\% = L$$

Right Turn Analysis:

$$\text{VPH Advancing Volume} = (129 + 17) = 146 \text{ Trips}$$

* Advancing Volume Headed Towards Boxwood Dr.

$$\text{Peak Right Turn Enters } (41.6\%) = 17 \text{ Trips}$$

Sturbridge Square

Existing Traffic on University City Boulevard (Manual Traffic Count Data)

*Note: Traffic counts were performed during the AM and PM peak hours on a Wednesday and a Thursday to capture both class schedules at Virginia Tech. The Wednesday traffic was used for the AM peak hour and the Thursday traffic was used for the PM peak hour.

Southbound AM Peak Hour = 253 vph * 1.5% growth rate for 2 years = 261 vph

Southbound PM Peak Hour = 406 vph * 1.5% growth rate for 2 years = 418 vph

Northbound AM Peak Hour = 64 vph * 1.5% growth rate for 2 years = 66 vph

Northbound PM Peak Hour = 296 vph * 1.5% growth rate for 2 years = 305 vph

Trip Generation – As shown in the rezoning document.

*Note: Trip generation for the existing development equates to approximately 42% of the trip generation of the proposed development. Therefore, it was assumed that 58% of the proposed trips are new trips on the roadway.

Trip Reductions

58% bus reduction based on information provided by the Town

4% pedestrian reduction based on bicycle/pedestrian accommodations in the vicinity of the project

3% bicycle reduction based on bicycle/pedestrian accommodations in the vicinity of the project

Total = 65% bus/bike/ped reduction

Southern Access Point (60% of Entering Traffic)

AM Peak Hour

59 entering trips * 60% utilizing this entrance * 65% bus/bike/ped reduction = 12 entering vehicles

Right turns = 12 entering trips * 0.3 = 4 right turns

Advancing volume = 261 vph + 4 vph * 58% = 263 vph

From VDOT Road Design Manual, Appendix F, Figure 3-26 → **No Right Turn Lane Warranted**

Left turns = 12 entering trips * 0.7 = 8 left turns (11% of advancing volume)

Advancing volume = 66 vph + 8 vph * 58% + 6 vph * 58% = 74 vph

Opposing volume = 263 vph

From VDOT Road Design Manual, Appendix F, Figure 3-5 → **No Left Turn Lane Warranted**

PLANNERS • ARCHITECTS • ENGINEERS • SURVEYORS

ROANOKE • RICHMOND • NEW RIVER VALLEY • SHENANDOAH VALLEY

1208 Corporate Circle • Roanoke, Virginia 24018 • (540) 772-9580 • FAX (540) 772-8050

www.baizer.cc

PM Peak Hour

274 entering trips * 60% utilizing this entrance * 65% bus/bike/ped reduction = 58 entering vehicles

Right turns = 58 entering trips * 0.3 = 17 right turns

Advancing volume = 418 vph + 17 vph * 58% = 428 vph

From VDOT Road Design Manual, Appendix F, Figure 3-26 → **No Right Turn Lane Warranted**

Left turns = 58 entering trips * 0.7 = 41 left turns (12% of advancing volume)

Advancing volume = 305 vph + 41 vph * 58% + 27 vph * 58% = 344 vph

Opposing volume = 428 vph

From VDOT Road Design Manual, Appendix F, Figure 3-6 → **No Left Turn Lane Warranted**

Northern Access Point (40% of Entering Traffic)

AM Peak Hour

59 entering trips * 40% utilizing this entrance * 65% bus/bike/ped reduction = 8 entering vehicles

Right turns = 8 entering trips * 0.3 = 2 right turns

Advancing volume = 261 vph + 2 vph * 58% + 4 vph * 58% = 264 vph

From VDOT Road Design Manual, Appendix F, Figure 3-26 → **No Right Turn Lane Warranted**

Left turns = 8 entering trips * 0.7 = 6 left turns (9% of advancing volume)

Advancing volume = 66 vph + 6 vph * 58% = 69 vph

Opposing volume = 264 vph

From VDOT Road Design Manual, Appendix F, Figure 3-5 → **No Left Turn Lane Warranted**

PM Peak Hour

274 entering trips * 40% utilizing this entrance * 65% bus/bike/ped reduction = 38 entering vehicles

Right turns = 38 entering trips * 0.3 = 11 right turns

Advancing volume = 418 vph + 11 vph * 58% + 17 vph * 58% = 434 vph

From VDOT Road Design Manual, Appendix F, Figure 3-26 → **No Right Turn Lane Warranted**

Left turns = 38 entering trips * 0.7 = 27 left turns (8% of advancing volume)

Advancing volume = 305 vph + 27 vph * 58% = 321 vph

Opposing volume = 434 vph

From VDOT Road Design Manual, Appendix F, Figure 3-6 → **No Left Turn Lane Warranted**

**Traffic Impact Analysis: Berewick
Town of Blacksburg, VA
Tax Map No. 195-A-5
Parcel ID 006160**

July 1, 2020



EDEN & ASSOCIATES
engineering • planning • development

**1109 Brookdale Street, Suite B
Martinsville, Virginia 24112
Ph. 276.632.6231
Fax 276.632.3648
www.edenandassociates.com**

Part I: Introduction

Lucas TRC, LLC proposes to develop an eighty-four (84) parcel development along Toms Creek Road at Tax Parcel 195-A-5. The proposed development includes a new roadway connection to Toms Creek Road, between the intersection of “Toms Creek Road & Redbud Road” and the existing access to Toms Creek Park, on the eastern side of Toms Creek Road. Seventy-nine (79) lots will utilize the proposed roadway network. Five (5) proposed lots will have direct access to Redbud Road, adjacent to Brookfield Village. The property is currently zoned RR-1 (Rural Residential 1) with a request for PRD (Planned Residential District).

Toms Creek Road is a two-lane, undivided roadway that provides north / south access from US 460 Bypass to Laurel Drive, becoming Meadowbrook Drive and providing access to Glade Road. The proposed street network will connect to Toms Creek Road and ultimately extend to two undeveloped properties, Tax Parcels 165-A-7 and 195-1-1A. Extension of the roadway network by others could ultimately connect to Hidden Valley Drive and/or Redbud Road. The site has limiting factors relative to two tributaries flowing to Tom’s Creek. The proposed development proposes a single crossing of a tributary, thus limiting the immediate ability to connect to other existing roadways. A conceptual plan and preliminary plat, prepared by Eden & Associates, PC is included for reference of this analysis.

The traffic impact analysis includes the following specific items:

- a) analysis for any required turn lane and / or taper along Toms Creek Road;
- b) analysis for any impacts / Level of Service (LOS) to the signalized intersection at US 460 Bypass and Toms Creek Road;
- c) analysis for any impacts / LOS to the signalized intersection at Toms Creek Road / Patrick Henry Drive / University City Boulevard.

Part II: Executive Summary

(A) The proposed development, utilizing a new connection to Toms Creek Road for seventy-nine (79) proposed lots is positioned with adequate intersection sight distance along Toms Creek Road. The proposed development does not warrant any additional right turn lane / taper or left turn lane. The proposed intersection is adequate into the foreseeable future, as traffic could increase by an additional 50% prior to any right turn taper being warranted. Traffic would need to increase to four times the anticipated traffic patterns to warrant a left turn lane.

The proposed five (5) lots along Redbud Road has little impact to the intersection of Redbud Road and Toms Creek Road. The existing roadway serves fifty-five dwellings / lots. The existing traffic at the intersection of Redbud Road and Toms Creek Road can easily accommodate the traffic from five additional lots. The analysis is performed similar to the process performed at the proposed connection; however, Redbud Road has fewer right turns than the turns proposed by the development.

(B) The total proposed development has no significant impact to the signalized intersection at US 460 Bypass and Toms Creek Road. The proposed development does not degrade the overall level of service below LOS C. The Traffic Impact Statement from other proposed developments, "*The View (Frith Property)*" and "*Terrace View*", in the area show the overall signalized intersection to operate at a Level of Service B or better and for each lane group to operate at a Level of Service C or better. Specific reference is directed to "Table 3" from "*The View (Frith Property)*" for 'Build (2020) Conditions.

The proposed development introduces additional traffic to the signal. This analysis utilizes a potential ninety-five (95) dwellings; however, the actual number of dwellings proposed is eighty-four (84). This analysis incorporates the proposed development and other known proposed developments, not yet finalized, uses a background growth rate of 0.5% for the existing traffic, and evaluates Year 2028. As shown in the "Capacity Analysis Results" for the signal at "Tom's Creek Road and WB US 460 Ramp", the level of impact to the AM Peak Hour is approximately 0.6 seconds, and remains at LOS A. The delay to the PM Peak Hour is increased from approximately 11.2 to 14.8, an increase in 3.6 seconds; however, the overall level of service remains at LOS B. In addition, no segment is below a LOS C; the results of this analysis are similar to previous reports.

(C) The total proposed development has no significant impact to the signalized intersection at Toms Creek Road / Patrick Henry Drive / University City Boulevard. The proposed development does not degrade the overall level of service below LOS C. The Traffic Impact Statement from other proposed developments, "*The View (Frith Property)*" and "*Terrace View*", in the area show the overall signalized intersection to operate at a Level of Service B during the AM Peak Hour and Level of Service C during the PM Peak Hour. Specific reference is directed to "Table 8" from "*Terrace View*" for '2020 Buildout Conditions. Within the previous study, the analysis shows that the "WBTR" lane operates at a LOS C (21.8 sec/veh) during the AM Peak Hour and a LOS D (45.1 sec/veh) during the PM Peak Hour.

As shown in the "Capacity Analysis Results" for the signal at "Tom's Creek Road and University City Blvd / Patrick Henry Dr", the level of impact to the intersection during the AM Peak Hour is approximately 0.8 sec/veh, and remains at LOS B. The delay to the PM Peak Hour is increased from approximately 29.5 to 31.5, an increase of 2.0 sec/veh; however, the overall level of service remains at LOS C. While the previous reports show a segment LOS D for the WBTR, this analysis shows that two segments, WBT/R and NBT/R depict a LOS D. Overall, the signal remains as a LOS C at 31.5 sec/veh. While the reported LOS is at the upper portion of LOS C, it is not at the upper limit (35 sec/veh).

The proposed road crossing of the tributary to Tom's Creek is designed to insure the 100-year flow does not overtop the roadway, the impacts to floodwaters do not impact upstream properties, and the flood elevation of waters crossing Toms Creek Road is not increased.

The proposed roadway network meets the requirements of the Virginia Department of Transportation relative to extension to undeveloped properties. The extension to undeveloped properties provides for potential "second connections" without additional crossing of tributaries.

Part III: Existing Roadway Data

Toms Creek Road is Town of Blacksburg Maintained. The Town has classified the roadway as a Collector Road with posted speed limit (25 MPH). Historically, traffic counts were performed along Toms Creek Road by other developments on April 4th, April 5th, and April 18th of 2018 relative to rezoning applications in the area between US 460 Bypass and Patrick Henry Drive. In addition, VDOT has provided published counts for 2018 in the segment between US460 Bypass and Patrick Henry Drive as well as the segment between US 460 Bypass and Redbud Road.

In review of the available information for the segment between US 460 Bypass and Patrick Henry Drive, it appears that traffic counts collected on Wednesday, April 18, 2018 is approximately 10% higher than the averaged traffic collected on Wednesday, April 4 and Thursday, April 5, 2018. The counts gathered on April 18, 2018 appear to be 30% higher than the VDOT 2018 published rates; to that extent, if VDOT published data is utilized, it shall be adjusted accordingly as a conservative measure to approximate anticipated traffic during normal operations.

Relative to the roadway segment from US 460 (Bypass Interchange) to Redbud Road (local road) the VDOT published information includes and ADT: 1800; K: 0.113; and Peak Hour Direction: 0.679. In addition, twelve-hour (12-hr) counts were taken on Thursday May 28, 2020 and Wednesday June 3, 2020. Due to the COVID-19 restrictions, these counts were collected to analyze percentages at the intersection of "Toms Creek Road and Redbud Road" rather than the overall volume of traffic. Results of the counts (in ½ hour increments) are provided in the attachment titled "Gathered Traffic Counts - Intersection of Toms Creek Road and Redbud Road".

As the VDOT 2018 published counts are the most recent counts meeting count criteria, this analysis takes the conservative approach to adjust the published counts to the percent volume shown by other counts of 2018 (an adjustment of 30%).

The proposed connection on Toms Creek Road (a collector road) is described as follows:
Minimum Distance (road connection to Redbud Road) = 600 LF or greater. (250 LF Table 2-2)
Minimum distance (road connection to US 460 Interchange) = 1,440 LF or greater. (750 LF Table 2-4).
Minimum distance of road connection to US 460 Interchange Signalized Intersection = 2,160 LF. (750 LF Table 2-4).

For reference, the applicable VDOT design standards are referenced in parenthesis (), with the minimum spacing requirement.

This Traffic Impact Statement is based on utilizing a conservative approach on multiple levels. The basis of analysis includes the following:

- A conservative background growth estimate of 0.5 percent (VDOT recommended) is utilized for known traffic counts;
- Known anticipated trip generation from rezoned properties, in which the development is not yet finalized, is incorporated into the analysis;
- In areas where traffic counts conflict, the most conservative estimate is utilized;

Part IV: Analysis of Existing Traffic

VDOT has published traffic counts for this area and is attached. Given the existing dwellings, the existing traffic appears to be less than anticipated, using 10 trips per dwelling from the ITE Trip Generation Manual. While published counts are utilized, additional data suggests that published counts could fluctuate as much as 30% above the published counts, to that extent, the published counts have been adjusted upward accordingly.

The published counts for Toms Creek Road are on a segment between US 460 Bypass and Redbud Road; however, no distribution of existing trips at the Toms Creek Road / Redbud Road intersection is published. An initial analysis of distribution based on the percentage of dwellings at each segment was utilized; however, actual 2020 traffic counts did not support the original distribution. A revised distribution, based on “actual 2020 counts”, is utilized to determine the amount of traffic adjacent the proposed connection. The line item “Trips to Remainder” describes the anticipated traffic along Tom’s Creek Road, across the site.

Part V: Analysis of Proposed Traffic

Using the 10th Edition of the ITE Trip Generation Manual, ITE Land Use for Single-Family Detached (210). The number of proposed dwellings utilizing the new connection is 79 dwellings. 5 proposed dwellings will utilize Redbud Road. The anticipated Daily, AM peak trips, and PM peak trips are calculated and depicted as attached. While the directional distribution of Toms Creek Road would suggest a 68/32 split relative to “toward US 460” or “away from US 460”, the existing traffic patterns at Redbud Road suggest that a more conservative approach be utilized. The site distribution of 92/8 has been utilized.

The proposed connection is analyzed for any need relative to right turn taper, right turn lane, and left turn lane. No taper or lane is warranted.

Beyond the site connection point, the signalized intersection at Toms Creek / US 460 Bypass has been analyzed for capacity and Level of Service (LOS). The preliminary distribution of traffic was circulated to the Town of Blacksburg and VDOT. The trip distribution is based in part on visual analysis of the existing traffic patterns and the 2018 counted traffic. The findings are described in the Executive Summary above.

In addition, the signalized intersection at Toms Creek Road / Patrick Henry Drive / University City Boulevard has been analyzed for capacity and Level of Service (LOS). The findings are described in the Executive Summary above.

Part VI: Analysis of Existing and Proposed Traffic – Turn Lane

As depicted in “Post-developed Traffic Volume – Analysis for Turn Lane”, the existing and proposed traffic is analyzed to determine the need for either a left turn lane or right turn lane. As summarized at the bottom of the page, using the assumption of a single connection to Tom’s Creek Road, no right turn lane is warranted based on anticipated peak hour trips. As no charts exists for a left turn lane warrant for design speeds of 30 MPH, no left turn lane is warranted. Further analysis of a left turn lane warrant for design speeds of 40 MPH was performed; no left turn lane is warranted. While the analysis was for eighty (80) lots, seventy-nine (79) lots are proposed to utilize this connection.

Part VII: Analysis of Existing and Proposed Traffic – US 460 Interchange

As depicted by the existing traffic counts, the interchange on the west side of US 460 experiences approximately 1,800 existing daily trips, or approximately 203 hourly trips. Given the traffic counts of April 4th, 5th, and 18th, 2018, the published traffic counts were adjusted to a conservative estimate. A full analysis for each of the referenced signalized intersections is completed. As reported above, each signal remains at an overall LOS C or better. The full analysis is provided by the report prepared by Ramey Kemp Associates and is attached.

Part VIII. Attachments

Existing Published Traffic Counts – East of US 460 (Analysis of data)

Background Growth Rate Analysis

Existing Published Traffic Counts – East of US 460 (VDOT published counts)

Existing Published Traffic Counts – West of US 460 (Analysis of data)

Existing Published Traffic Counts – West of US 460 (VDOT published count)

Gathered Traffic Counts – Map of Movements

Gathered Traffic Counts - Intersection of Toms Creek Road and Redbud Road

Proposed Trip Generation – based on dwelling units

Combination of Existing and Proposed Traffic – Turn Lane Warrant Analysis

Table 3-1 – Left Turn Lane Warrant Threshold

Figure 3-26 – Right Turn Taper / Lane Warrant Threshold

Aerial Map depicting dwellings within the area

Proposed Development Concept Plan

Traffic Projections (by Ramey Kemp Associates)

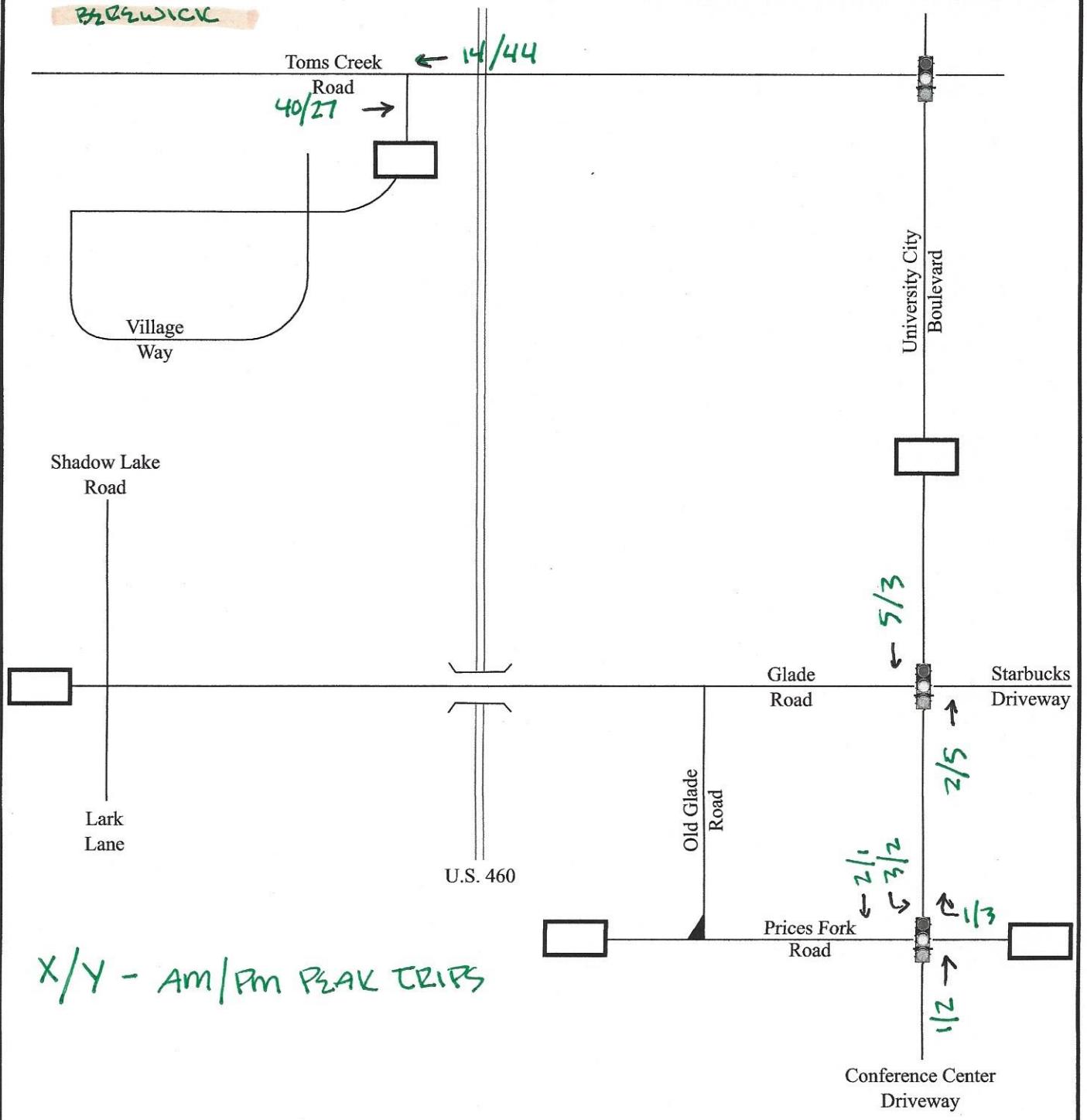
Trip Generation Summary and Capacity Analysis (by Ramey Kemp Associates)

Full Report of Signalized Intersections (by Ramey Kemp Associates)

| | | | | |
|---|---|--|----------|------|
| Published Traffic Count (2018) | | | | |
| Count Taken between US 460 and Prices Fork Road (East of US 460) | | | | |
| Toms Creek Road (NB and SB) | | | | |
| AADT | 9,300 | | | |
| K Factor | 0.087 | | | |
| Peak Hour Trips | 809 | | | |
| Direction Factor | 0.601 | | | |
| PHV | 486 | Peak direction (AM is SB, toward Prices Fork Rd) | | |
| | 323 | Non-peak direction (AM is NB, toward US 460) | | |
| Validation of VDOT 2018 counts using Averaged counts of 4/4/2018 and 4/5/2018 | | | | |
| | PM Peak Hour Count: | 1057 | vehicles | 1.31 |
| Validation of VDOT 2018 counts using counts of 4/18/2018 | | | | |
| | PM Peak Hour Count: | 1183 | vehicles | 1.46 |
| | | | | |
| Recommendation: | Given two known counts over three days that exceed published AADT, adjust the published AADT based on other known data. | | | |
| | | | | |
| | Background Growth Rate: | | | |
| <p>Given seven counts over a 10-year period, a background growth rate can be established. Rather than utilize a negative growth rate, the VDOT recommended growth rate of 0.5% annual growth is used to address development on properties that do not include "rezoning" or "special exception". Known planned developments / redevelopments are incorporated into the analysis. This process, in addition to the 0.5% growth rate, more than adequately anticipates future traffic patterns. Utilizing this approach, the overall increase in traffic by other developments is more efficiently evaluated and could be described as a traffic growth rate of 4% to 5% between the years of 2018 and when development is finalized.</p> | | | | |

| Background Growth Rate | | | | |
|--|-------|--------------------|-----------------------------|------------------|
| Utilizing Route 3159 (Toms Creek Rd) from US 460 to Prices Fork Rd | | | | |
| The segment utilized has more traffic counts performed on a more routine basis. | | | | |
| Year | AADT | Yearly Growth Rate | Peak Hr Factor | Directional Peak |
| 2018 | 9300 | -1% | 0.087 | 0.601 |
| 2017 | 9400 | 1% | 0.093 | 0.502 |
| 2015 | 9200 | 2% | 0.087 | 0.601 |
| 2014 | 9000 | -11% | 0.087 | 0.601 |
| 2012 | 11000 | 3% | 0.091 | 0.505 |
| 2009 | 10000 | -10% | 0.099 | 0.517 |
| 2008 | 11000 | | 0.096 | 0.523 |
| Average Background Growth Rate: | | -3% | As calculated over 10 years | |
| Background Growth Rate Used: | | 0.50% | As recommended by VDOT | |
| NOTES: | | | | |
| 1. Background Growth Rate is to approximate development of parcels where no rezoning or special exception process is utilized. | | | | |
| 2. A more appropriate approximation is to utilize the anticipated counts from any rezoning / special use process to better anticipate traffic in areas where development has not yet occurred. | | | | |
| 2. Deerfield was rezoned July 1991 and constructed prior to 2018 traffic counts. | | | | |
| 3. Brookfield Village was rezoned September 1996 and constructed prior to 2018 traffic counts. | | | | |
| 4. The Village at Toms Creek was rezoned and revised October 2001. While a majority of the dwellings have been constructed, the background growth rate will accommodate the remaining dwellings to be constructed. | | | | |

BERSWICK

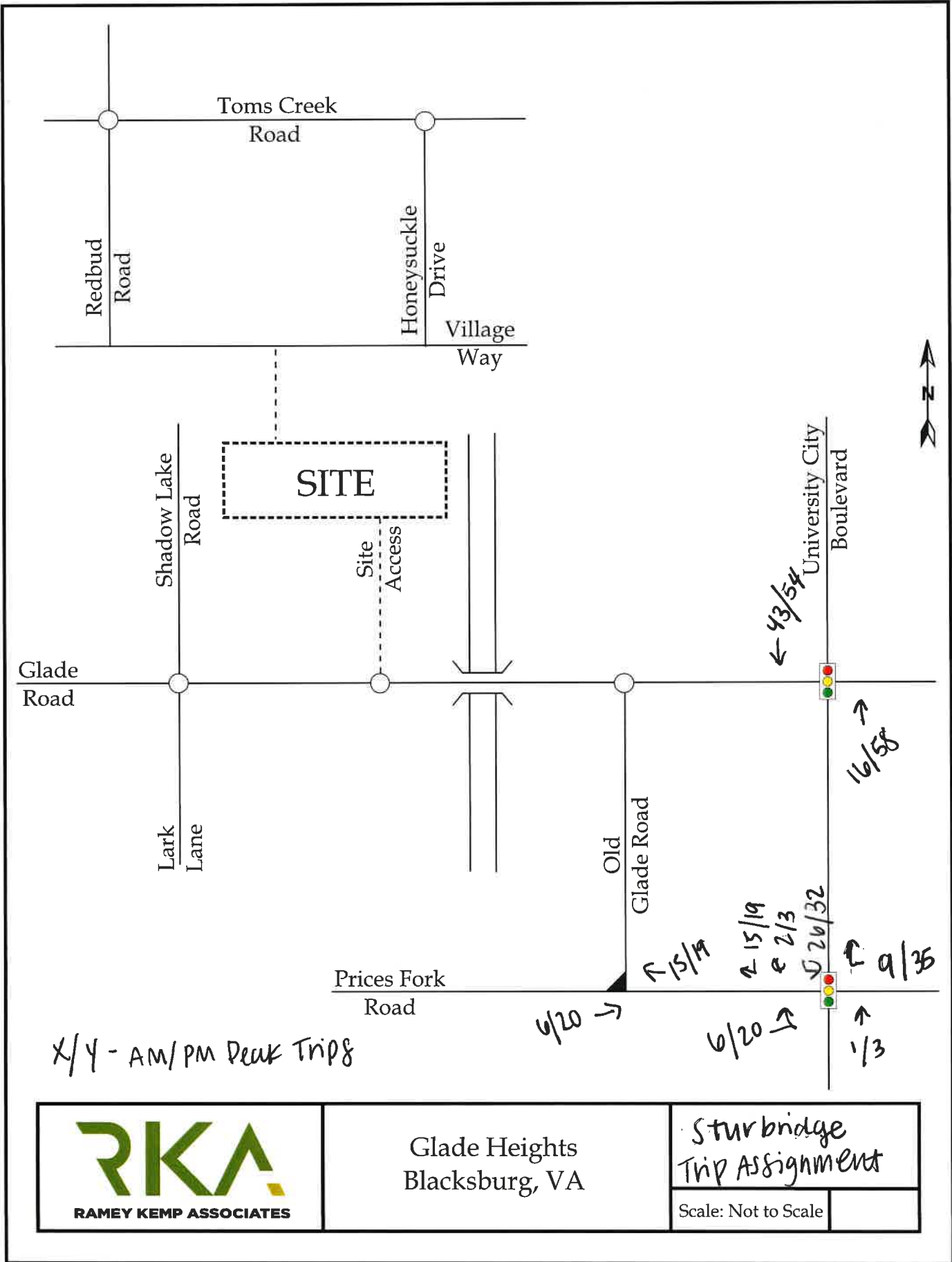


X/Y - AM/PM PEAK TRIPS



BERSWICK
TRIP ASSIGNMENT

Scale: Not to Scale



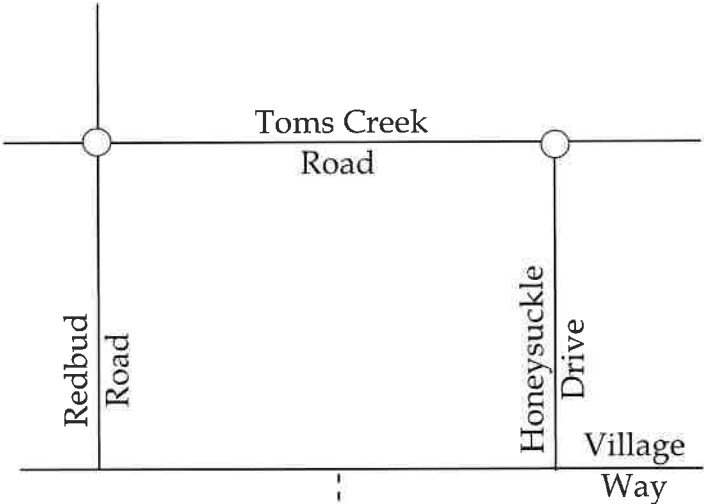
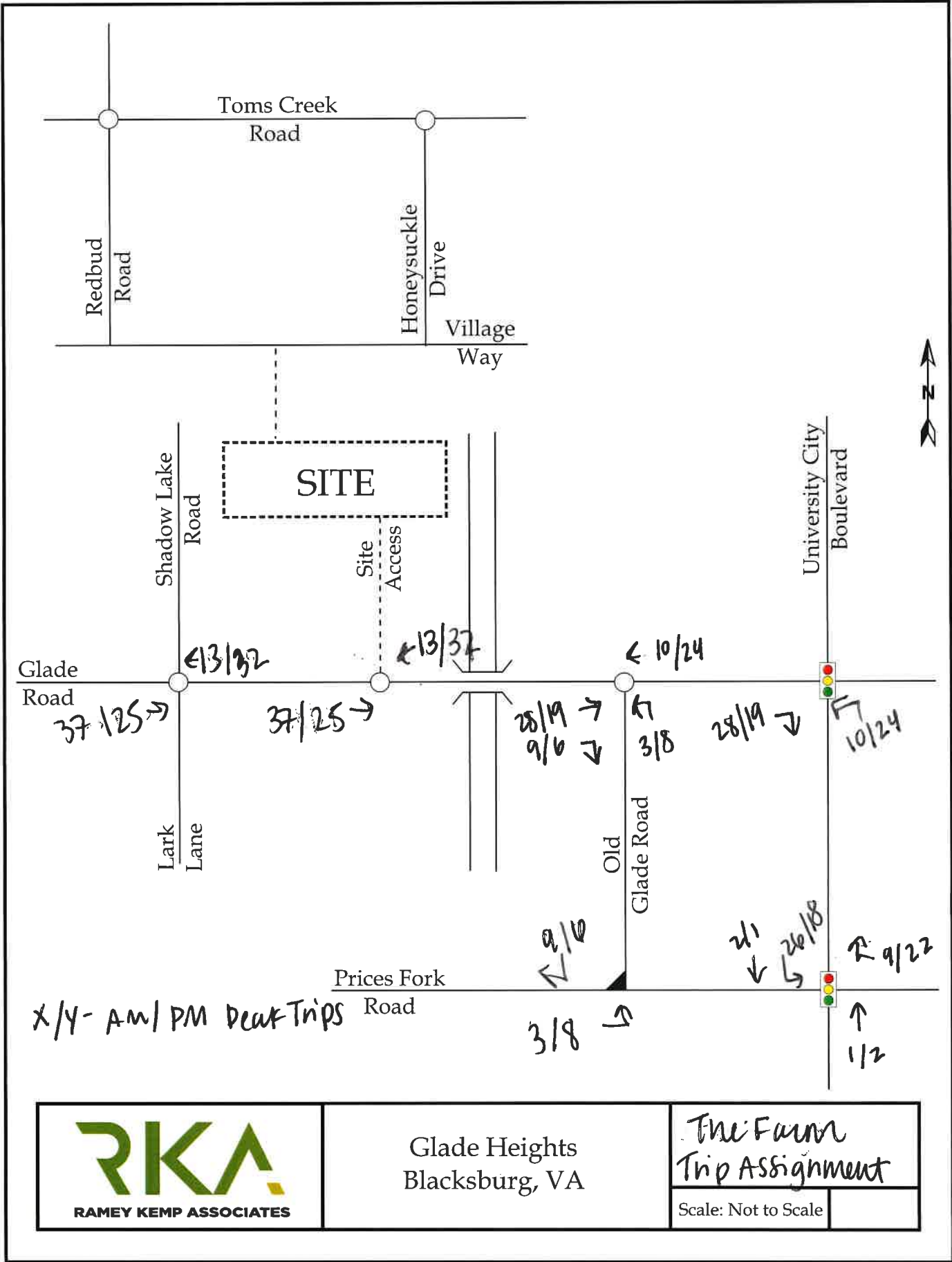
X/4 - AM/PM Peak Trips



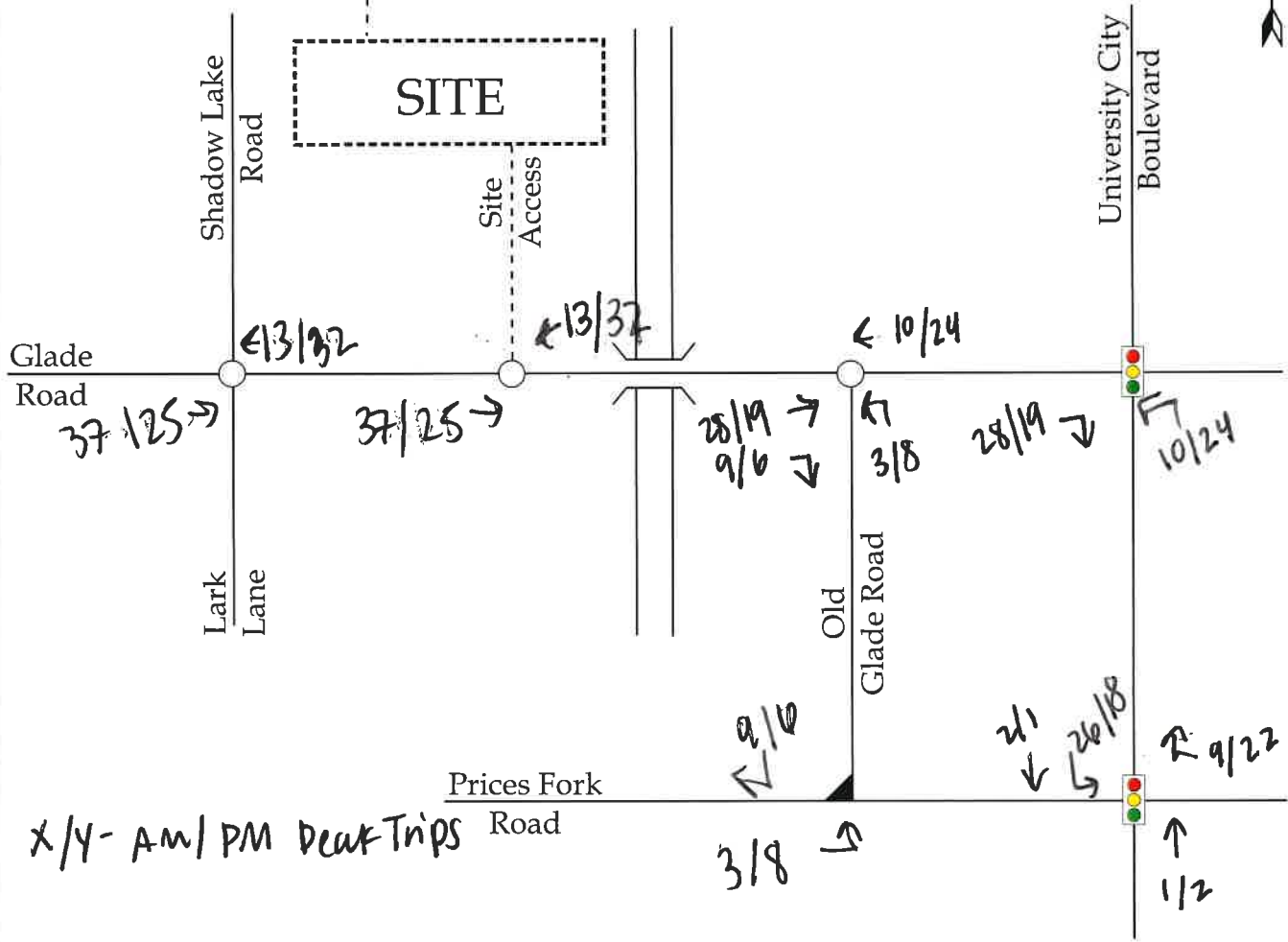
Glade Heights
Blacksburg, VA

Sturbridge
Trip Assignment

Scale: Not to Scale



SITE



X/Y - AM/PM Peak Trips

APPENDIX D

CAPACITY ANALYSIS CALCULATIONS

**Prices Fork Road and University City
Boulevard**

Glade Heights - Blacksburg, VA
 1: The Inn at VT/UCB & Prices Fork Road

Existing (2022) Conditions
 Timing Plan: AM Peak Hour


























| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|-------|------|------|------|------|-------|------|------|-------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↗ | | ↗↘ | ↗ | |
| Traffic Volume (vph) | 128 | 805 | 51 | 9 | 444 | 124 | 17 | 6 | 12 | 237 | 17 | 69 |
| Future Volume (vph) | 128 | 805 | 51 | 9 | 444 | 124 | 17 | 6 | 12 | 237 | 17 | 69 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frbp, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.90 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1703 | 3438 | 1497 | 1805 | 3312 | 1515 | 1703 | 1597 | | 3367 | 1597 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1703 | 3438 | 1497 | 1805 | 3312 | 1515 | 1703 | 1597 | | 3367 | 1597 | |
| Peak-hour factor, PHF | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 156 | 982 | 62 | 11 | 541 | 151 | 21 | 7 | 15 | 289 | 21 | 84 |
| RTOR Reduction (vph) | 0 | 0 | 24 | 0 | 0 | 74 | 0 | 14 | 0 | 0 | 71 | 0 |
| Lane Group Flow (vph) | 156 | 982 | 38 | 11 | 541 | 77 | 21 | 8 | 0 | 289 | 34 | 0 |
| Confl. Peds. (#/hr) | | | 6 | | | 2 | | | 5 | | | 4 |
| Heavy Vehicles (%) | 6% | 5% | 4% | 0% | 9% | 5% | 6% | 17% | 0% | 4% | 0% | 4% |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Split | NA | | Split | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 3 | 3 | | 4 | 4 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | |
| Actuated Green, G (s) | 19.4 | 90.9 | 90.9 | 3.4 | 74.3 | 74.3 | 7.0 | 7.0 | | 20.9 | 20.9 | |
| Effective Green, g (s) | 21.8 | 92.6 | 92.6 | 5.2 | 76.0 | 76.0 | 8.8 | 8.8 | | 23.4 | 23.4 | |
| Actuated g/C Ratio | 0.15 | 0.62 | 0.62 | 0.03 | 0.51 | 0.51 | 0.06 | 0.06 | | 0.16 | 0.16 | |
| Clearance Time (s) | 7.4 | 6.7 | 6.7 | 6.8 | 6.7 | 6.7 | 6.8 | 6.8 | | 7.5 | 7.5 | |
| Vehicle Extension (s) | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 3.0 | 3.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 247 | 2122 | 924 | 62 | 1678 | 767 | 99 | 93 | | 525 | 249 | |
| v/s Ratio Prot | c0.09 | c0.29 | | 0.01 | 0.16 | | c0.01 | 0.00 | | c0.09 | 0.02 | |
| v/s Ratio Perm | | | 0.03 | | | 0.05 | | | | | | |
| v/c Ratio | 0.63 | 0.46 | 0.04 | 0.18 | 0.32 | 0.10 | 0.21 | 0.08 | | 0.55 | 0.14 | |
| Uniform Delay, d1 | 60.3 | 15.4 | 11.3 | 70.3 | 21.8 | 19.2 | 67.3 | 66.8 | | 58.4 | 54.6 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.8 | 0.7 | 0.1 | 1.9 | 0.5 | 0.3 | 1.1 | 0.4 | | 1.5 | 0.3 | |
| Delay (s) | 66.1 | 16.1 | 11.4 | 72.2 | 22.3 | 19.5 | 68.4 | 67.2 | | 60.0 | 54.9 | |
| Level of Service | E | B | B | E | C | B | E | E | | E | D | |
| Approach Delay (s) | | 22.4 | | | 22.5 | | | 67.8 | | | 58.6 | |
| Approach LOS | | C | | | C | | | E | | | E | |

| Intersection Summary | | |
|-----------------------------------|-------|-----------------------------|
| HCM 2000 Control Delay | 29.3 | HCM 2000 Level of Service C |
| HCM 2000 Volume to Capacity ratio | 0.50 | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) 20.0 |
| Intersection Capacity Utilization | 57.9% | ICU Level of Service B |
| Analysis Period (min) | 15 | |

c Critical Lane Group

Glade Heights - Blacksburg, VA
 1: The Inn at VT/UCB & Prices Fork Road

Existing (2022) Conditions
 Timing Plan: PM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  | |  |  |  |
| Traffic Volume (vph) | 183 | 699 | 23 | 23 | 1039 | 354 | 54 | 42 | 26 | 386 | 22 | 222 |
| Future Volume (vph) | 183 | 699 | 23 | 23 | 1039 | 354 | 54 | 42 | 26 | 386 | 22 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.93 | 1.00 | 1.00 | 0.97 | 1.00 | 0.98 | | 1.00 | 0.95 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.94 | | 1.00 | 0.86 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1787 | 3539 | 1498 | 1805 | 3574 | 1547 | 1805 | 1763 | | 3467 | 1549 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1787 | 3539 | 1498 | 1805 | 3574 | 1547 | 1805 | 1763 | | 3467 | 1549 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 199 | 760 | 25 | 25 | 1129 | 385 | 59 | 46 | 28 | 420 | 24 | 241 |
| RTOR Reduction (vph) | 0 | 0 | 12 | 0 | 0 | 144 | 0 | 15 | 0 | 0 | 193 | 0 |
| Lane Group Flow (vph) | 199 | 760 | 13 | 25 | 1129 | 241 | 59 | 59 | 0 | 420 | 72 | 0 |
| Confl. Peds. (#/hr) | | | 20 | | | 13 | | | 22 | | | 28 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Split | NA | | Split | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 3 | 3 | | 4 | 4 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | |
| Actuated Green, G (s) | 19.2 | 78.7 | 78.7 | 5.8 | 64.7 | 64.7 | 10.3 | 10.3 | | 27.4 | 27.4 | |
| Effective Green, g (s) | 21.6 | 80.4 | 80.4 | 7.6 | 66.4 | 66.4 | 12.1 | 12.1 | | 29.9 | 29.9 | |
| Actuated g/C Ratio | 0.14 | 0.54 | 0.54 | 0.05 | 0.44 | 0.44 | 0.08 | 0.08 | | 0.20 | 0.20 | |
| Clearance Time (s) | 7.4 | 6.7 | 6.7 | 6.8 | 6.7 | 6.7 | 6.8 | 6.8 | | 7.5 | 7.5 | |
| Vehicle Extension (s) | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 3.0 | 3.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 257 | 1896 | 802 | 91 | 1582 | 684 | 145 | 142 | | 691 | 308 | |
| v/s Ratio Prot | c0.11 | 0.21 | | 0.01 | c0.32 | | 0.03 | c0.03 | | c0.12 | 0.05 | |
| v/s Ratio Perm | | | 0.01 | | | 0.16 | | | | | | |
| v/c Ratio | 0.77 | 0.40 | 0.02 | 0.27 | 0.71 | 0.35 | 0.41 | 0.42 | | 0.61 | 0.23 | |
| Uniform Delay, d1 | 61.9 | 20.6 | 16.3 | 68.5 | 34.1 | 27.6 | 65.5 | 65.6 | | 54.7 | 50.4 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 14.3 | 0.6 | 0.0 | 2.2 | 2.8 | 1.4 | 1.9 | 2.0 | | 1.8 | 0.5 | |
| Delay (s) | 76.1 | 21.2 | 16.3 | 70.8 | 36.8 | 29.0 | 67.4 | 67.6 | | 56.5 | 51.0 | |
| Level of Service | E | C | B | E | D | C | E | E | | E | D | |
| Approach Delay (s) | | 32.2 | | | 35.4 | | | 67.5 | | | 54.3 | |
| Approach LOS | | C | | | D | | | E | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 39.6 | | | | | | | | | D |
| HCM 2000 Volume to Capacity ratio | | | 0.67 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | 20.0 | | |
| Intersection Capacity Utilization | | | 82.6% | | | | | | | | | E |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

Glade Heights - Blacksburg, VA
 1: The Inn at VT/UCB & Prices Fork Road

2026 No-Build Conditions
 Timing Plan: AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|-------|------|------|------|------|-------|------|------|-------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↗ | | ↗↘ | ↗ | |
| Traffic Volume (vph) | 137 | 821 | 52 | 9 | 453 | 145 | 17 | 9 | 12 | 297 | 23 | 85 |
| Future Volume (vph) | 137 | 821 | 52 | 9 | 453 | 145 | 17 | 9 | 12 | 297 | 23 | 85 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frbp, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.92 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1703 | 3438 | 1497 | 1805 | 3312 | 1515 | 1703 | 1602 | | 3367 | 1602 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1703 | 3438 | 1497 | 1805 | 3312 | 1515 | 1703 | 1602 | | 3367 | 1602 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 149 | 892 | 57 | 10 | 492 | 158 | 18 | 10 | 13 | 323 | 25 | 92 |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 79 | 0 | 12 | 0 | 0 | 77 | 0 |
| Lane Group Flow (vph) | 149 | 892 | 35 | 10 | 492 | 79 | 18 | 11 | 0 | 323 | 40 | 0 |
| Confl. Peds. (#/hr) | | | 6 | | | 2 | | | 5 | | | 4 |
| Heavy Vehicles (%) | 6% | 5% | 4% | 0% | 9% | 5% | 6% | 17% | 0% | 4% | 0% | 4% |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Split | NA | | Split | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 3 | 3 | | 4 | 4 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | |
| Actuated Green, G (s) | 18.9 | 89.7 | 89.7 | 3.4 | 73.6 | 73.6 | 6.9 | 6.9 | | 22.2 | 22.2 | |
| Effective Green, g (s) | 21.3 | 91.4 | 91.4 | 5.2 | 75.3 | 75.3 | 8.7 | 8.7 | | 24.7 | 24.7 | |
| Actuated g/C Ratio | 0.14 | 0.61 | 0.61 | 0.03 | 0.50 | 0.50 | 0.06 | 0.06 | | 0.16 | 0.16 | |
| Clearance Time (s) | 7.4 | 6.7 | 6.7 | 6.8 | 6.7 | 6.7 | 6.8 | 6.8 | | 7.5 | 7.5 | |
| Vehicle Extension (s) | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 3.0 | 3.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 241 | 2094 | 912 | 62 | 1662 | 760 | 98 | 92 | | 554 | 263 | |
| v/s Ratio Prot | c0.09 | c0.26 | | 0.01 | 0.15 | | c0.01 | 0.01 | | c0.10 | 0.03 | |
| v/s Ratio Perm | | | 0.02 | | | 0.05 | | | | | | |
| v/c Ratio | 0.62 | 0.43 | 0.04 | 0.16 | 0.30 | 0.10 | 0.18 | 0.12 | | 0.58 | 0.15 | |
| Uniform Delay, d1 | 60.5 | 15.5 | 11.7 | 70.3 | 21.8 | 19.6 | 67.3 | 67.0 | | 57.9 | 53.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.3 | 0.6 | 0.1 | 1.7 | 0.5 | 0.3 | 0.9 | 0.6 | | 1.9 | 0.4 | |
| Delay (s) | 65.9 | 16.1 | 11.8 | 72.0 | 22.3 | 19.9 | 68.2 | 67.6 | | 59.7 | 54.1 | |
| Level of Service | E | B | B | E | C | B | E | E | | E | D | |
| Approach Delay (s) | | 22.6 | | | 22.5 | | | 67.8 | | | 58.2 | |
| Approach LOS | | C | | | C | | | E | | | E | |

| Intersection Summary | | |
|-----------------------------------|-------|-----------------------------|
| HCM 2000 Control Delay | 30.4 | HCM 2000 Level of Service C |
| HCM 2000 Volume to Capacity ratio | 0.48 | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) 20.0 |
| Intersection Capacity Utilization | 59.9% | ICU Level of Service B |
| Analysis Period (min) | 15 | |

c Critical Lane Group

Glade Heights - Blacksburg, VA
 1: The Inn at VT/UCB & Prices Fork Road

2026 No-Build Conditions
 Timing Plan: PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|------|------|------|-------|------|-------|-------|------|-------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↗ | | ↗↘ | ↗ | |
| Traffic Volume (vph) | 207 | 713 | 23 | 23 | 1060 | 421 | 55 | 50 | 27 | 446 | 27 | 245 |
| Future Volume (vph) | 207 | 713 | 23 | 23 | 1060 | 421 | 55 | 50 | 27 | 446 | 27 | 245 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frbp, ped/bikes | 1.00 | 1.00 | 0.93 | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 0.95 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.86 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1787 | 3539 | 1498 | 1805 | 3574 | 1547 | 1805 | 1774 | | 3467 | 1552 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1787 | 3539 | 1498 | 1805 | 3574 | 1547 | 1805 | 1774 | | 3467 | 1552 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 225 | 775 | 25 | 25 | 1152 | 458 | 60 | 54 | 29 | 485 | 29 | 266 |
| RTOR Reduction (vph) | 0 | 0 | 12 | 0 | 0 | 174 | 0 | 13 | 0 | 0 | 202 | 0 |
| Lane Group Flow (vph) | 225 | 775 | 13 | 25 | 1152 | 284 | 60 | 70 | 0 | 485 | 93 | 0 |
| Confl. Peds. (#/hr) | | | 20 | | | 13 | | | 22 | | | 28 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Split | NA | | Split | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 3 | 3 | | 4 | 4 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | |
| Actuated Green, G (s) | 20.2 | 77.0 | 77.0 | 5.8 | 62.0 | 62.0 | 10.5 | 10.5 | | 28.9 | 28.9 | |
| Effective Green, g (s) | 22.6 | 78.7 | 78.7 | 7.6 | 63.7 | 63.7 | 12.3 | 12.3 | | 31.4 | 31.4 | |
| Actuated g/C Ratio | 0.15 | 0.52 | 0.52 | 0.05 | 0.42 | 0.42 | 0.08 | 0.08 | | 0.21 | 0.21 | |
| Clearance Time (s) | 7.4 | 6.7 | 6.7 | 6.8 | 6.7 | 6.7 | 6.8 | 6.8 | | 7.5 | 7.5 | |
| Vehicle Extension (s) | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 3.0 | 3.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 269 | 1856 | 785 | 91 | 1517 | 656 | 148 | 145 | | 725 | 324 | |
| v/s Ratio Prot | c0.13 | 0.22 | | 0.01 | c0.32 | | 0.03 | c0.04 | | c0.14 | 0.06 | |
| v/s Ratio Perm | | | 0.01 | | | 0.18 | | | | | | |
| v/c Ratio | 0.84 | 0.42 | 0.02 | 0.27 | 0.76 | 0.43 | 0.41 | 0.48 | | 0.67 | 0.29 | |
| Uniform Delay, d1 | 61.9 | 21.7 | 17.1 | 68.5 | 36.6 | 30.4 | 65.4 | 65.8 | | 54.5 | 49.9 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 20.4 | 0.7 | 0.0 | 2.2 | 3.6 | 2.1 | 1.8 | 2.5 | | 2.6 | 0.7 | |
| Delay (s) | 82.3 | 22.4 | 17.1 | 70.8 | 40.3 | 32.5 | 67.2 | 68.3 | | 57.1 | 50.6 | |
| Level of Service | F | C | B | E | D | C | E | E | | E | D | |
| Approach Delay (s) | | 35.4 | | | 38.6 | | | 67.9 | | | 54.6 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Intersection Summary | | |
|-----------------------------------|-------|-----------------------------|
| HCM 2000 Control Delay | 42.3 | HCM 2000 Level of Service D |
| HCM 2000 Volume to Capacity ratio | 0.72 | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) 20.0 |
| Intersection Capacity Utilization | 86.4% | ICU Level of Service E |
| Analysis Period (min) | 15 | |

c Critical Lane Group

Glade Heights - Blacksburg, VA
 1: The Inn at VT/UCB & Prices Fork Road

2026 Build Conditions
 Timing Plan: AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|-------|-------|------|------|----------------------|---------------------------|------|------|-------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ |
| Traffic Volume (vph) | 133 | 821 | 52 | 9 | 464 | 148 | 17 | 9 | 12 | 335 | 23 | 79 |
| Future Volume (vph) | 133 | 821 | 52 | 9 | 464 | 148 | 17 | 9 | 12 | 335 | 23 | 79 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frbp, ped/bikes | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 | 1.00 | 0.99 | 1.00 | 1.00 | 0.99 | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.92 | 1.00 | 1.00 | 0.88 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1703 | 3438 | 1497 | 1805 | 3312 | 1515 | 1703 | 1602 | 1602 | 3367 | 1606 | 1606 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1703 | 3438 | 1497 | 1805 | 3312 | 1515 | 1703 | 1602 | 1602 | 3367 | 1606 | 1606 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 145 | 892 | 57 | 10 | 504 | 161 | 18 | 10 | 13 | 364 | 25 | 86 |
| RTOR Reduction (vph) | 0 | 0 | 23 | 0 | 0 | 82 | 0 | 12 | 0 | 0 | 71 | 0 |
| Lane Group Flow (vph) | 145 | 892 | 34 | 10 | 504 | 79 | 18 | 11 | 0 | 364 | 40 | 0 |
| Confl. Peds. (#/hr) | | | 6 | | | 2 | | | 5 | | | 4 |
| Heavy Vehicles (%) | 6% | 5% | 4% | 0% | 9% | 5% | 6% | 17% | 0% | 4% | 0% | 4% |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Split | NA | NA | Split | NA | NA |
| Protected Phases | 1 | 6 | | 5 | 2 | | 3 | 3 | | 4 | 4 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | |
| Actuated Green, G (s) | 18.7 | 88.2 | 88.2 | 3.4 | 72.3 | 72.3 | 6.9 | 6.9 | | 23.7 | 23.7 | |
| Effective Green, g (s) | 21.1 | 89.9 | 89.9 | 5.2 | 74.0 | 74.0 | 8.7 | 8.7 | | 26.2 | 26.2 | |
| Actuated g/C Ratio | 0.14 | 0.60 | 0.60 | 0.03 | 0.49 | 0.49 | 0.06 | 0.06 | | 0.17 | 0.17 | |
| Clearance Time (s) | 7.4 | 6.7 | 6.7 | 6.8 | 6.7 | 6.7 | 6.8 | 6.8 | | 7.5 | 7.5 | |
| Vehicle Extension (s) | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 3.0 | 3.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 239 | 2060 | 897 | 62 | 1633 | 747 | 98 | 92 | | 588 | 280 | |
| v/s Ratio Prot | c0.09 | c0.26 | | 0.01 | 0.15 | | c0.01 | 0.01 | | c0.11 | 0.02 | |
| v/s Ratio Perm | | | 0.02 | | | 0.05 | | | | | | |
| v/c Ratio | 0.61 | 0.43 | 0.04 | 0.16 | 0.31 | 0.11 | 0.18 | 0.12 | | 0.62 | 0.14 | |
| Uniform Delay, d1 | 60.6 | 16.3 | 12.3 | 70.3 | 22.7 | 20.3 | 67.3 | 67.0 | | 57.3 | 52.4 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.0 | 0.7 | 0.1 | 1.7 | 0.5 | 0.3 | 0.9 | 0.6 | | 2.2 | 0.3 | |
| Delay (s) | 65.5 | 16.9 | 12.4 | 72.0 | 23.2 | 20.6 | 68.2 | 67.6 | | 59.5 | 52.7 | |
| Level of Service | E | B | B | E | C | C | E | E | | E | D | |
| Approach Delay (s) | | 23.1 | | | 23.3 | | | 67.8 | | | 57.9 | |
| Approach LOS | | C | | | C | | | E | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 31.2 | | | | HCM 2000 Level of Service | | | | C | |
| HCM 2000 Volume to Capacity ratio | | | 0.49 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | | 20.0 | | |
| Intersection Capacity Utilization | | | 60.6% | | | ICU Level of Service | | | | B | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

Glade Heights - Blacksburg, VA
 1: The Inn at VT/UCB & Prices Fork Road

2026 Build Conditions
 Timing Plan: PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|------|------|------|-------|------|-------|-------|------|-------|------|------|
| Lane Configurations | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↗ | | ↖↗ | ↗ | |
| Traffic Volume (vph) | 197 | 713 | 23 | 23 | 1103 | 422 | 55 | 50 | 27 | 472 | 27 | 240 |
| Future Volume (vph) | 197 | 713 | 23 | 23 | 1103 | 422 | 55 | 50 | 27 | 472 | 27 | 240 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frbp, ped/bikes | 1.00 | 1.00 | 0.93 | 1.00 | 1.00 | 0.97 | 1.00 | 0.99 | | 1.00 | 0.95 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.86 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1787 | 3539 | 1498 | 1805 | 3574 | 1547 | 1805 | 1774 | | 3467 | 1553 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1787 | 3539 | 1498 | 1805 | 3574 | 1547 | 1805 | 1774 | | 3467 | 1553 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 214 | 775 | 25 | 25 | 1199 | 459 | 60 | 54 | 29 | 513 | 29 | 261 |
| RTOR Reduction (vph) | 0 | 0 | 12 | 0 | 0 | 167 | 0 | 13 | 0 | 0 | 199 | 0 |
| Lane Group Flow (vph) | 214 | 775 | 13 | 25 | 1199 | 292 | 60 | 70 | 0 | 513 | 91 | 0 |
| Confl. Peds. (#/hr) | | | 20 | | | 13 | | | 22 | | | 28 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Split | NA | | Split | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 3 | 3 | | 4 | 4 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | |
| Actuated Green, G (s) | 19.6 | 76.4 | 76.4 | 5.8 | 62.0 | 62.0 | 10.5 | 10.5 | | 29.5 | 29.5 | |
| Effective Green, g (s) | 22.0 | 78.1 | 78.1 | 7.6 | 63.7 | 63.7 | 12.3 | 12.3 | | 32.0 | 32.0 | |
| Actuated g/C Ratio | 0.15 | 0.52 | 0.52 | 0.05 | 0.42 | 0.42 | 0.08 | 0.08 | | 0.21 | 0.21 | |
| Clearance Time (s) | 7.4 | 6.7 | 6.7 | 6.8 | 6.7 | 6.7 | 6.8 | 6.8 | | 7.5 | 7.5 | |
| Vehicle Extension (s) | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 3.0 | 3.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 262 | 1842 | 779 | 91 | 1517 | 656 | 148 | 145 | | 739 | 331 | |
| v/s Ratio Prot | c0.12 | 0.22 | | 0.01 | c0.34 | | 0.03 | c0.04 | | c0.15 | 0.06 | |
| v/s Ratio Perm | | | 0.01 | | | 0.19 | | | | | | |
| v/c Ratio | 0.82 | 0.42 | 0.02 | 0.27 | 0.79 | 0.44 | 0.41 | 0.48 | | 0.69 | 0.27 | |
| Uniform Delay, d1 | 62.0 | 22.1 | 17.4 | 68.5 | 37.4 | 30.6 | 65.4 | 65.8 | | 54.5 | 49.3 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 18.4 | 0.7 | 0.0 | 2.2 | 4.3 | 2.2 | 1.8 | 2.5 | | 3.1 | 0.6 | |
| Delay (s) | 80.4 | 22.8 | 17.4 | 70.8 | 41.6 | 32.8 | 67.2 | 68.3 | | 57.5 | 49.9 | |
| Level of Service | F | C | B | E | D | C | E | E | | E | D | |
| Approach Delay (s) | | 34.8 | | | 39.7 | | | 67.9 | | | 54.8 | |
| Approach LOS | | C | | | D | | | E | | | D | |

| Intersection Summary | | |
|-----------------------------------|-------|-----------------------------|
| HCM 2000 Control Delay | 42.8 | HCM 2000 Level of Service D |
| HCM 2000 Volume to Capacity ratio | 0.74 | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) 20.0 |
| Intersection Capacity Utilization | 87.8% | ICU Level of Service E |
| Analysis Period (min) | 15 | |

c Critical Lane Group

Prices Fork Road and Old Glade Road

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 240 | 984 | 514 | 16 | 0 | 264 |
| Future Vol, veh/h | 240 | 984 | 514 | 16 | 0 | 264 |
| Conflicting Peds, #/hr | 6 | 0 | 0 | 6 | 0 | 6 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 225 | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 4 | 4 | 8 | 6 | 0 | 2 |
| Mvmt Flow | 312 | 1278 | 668 | 21 | 0 | 343 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 695 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.18 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.24 | - | - |
| Pot Cap-1 Maneuver | 883 | - | 0 |
| Stage 1 | - | - | 0 |
| Stage 2 | - | - | 0 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 878 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 2.2 | 0 | 17.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 878 | - | - | - | 632 |
| HCM Lane V/C Ratio | 0.355 | - | - | - | 0.542 |
| HCM Control Delay (s) | 11.3 | - | - | - | 17.2 |
| HCM Lane LOS | B | - | - | - | C |
| HCM 95th %tile Q(veh) | 1.6 | - | - | - | 3.3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 10.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 310 | 905 | 1246 | 69 | 0 | 310 |
| Future Vol, veh/h | 310 | 905 | 1246 | 69 | 0 | 310 |
| Conflicting Peds, #/hr | 12 | 0 | 0 | 12 | 0 | 12 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 225 | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 2 | 0 | 0 | 2 |
| Mvmt Flow | 333 | 973 | 1340 | 74 | 0 | 333 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1426 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.1 | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.2 | - | 3.32 |
| Pot Cap-1 Maneuver | 483 | - | 0 |
| Stage 1 | - | - | 0 |
| Stage 2 | - | - | 0 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 477 | - | 356 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 7.2 | 0 | 67.6 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 477 | - | - | - | 356 |
| HCM Lane V/C Ratio | 0.699 | - | - | - | 0.936 |
| HCM Control Delay (s) | 28.2 | - | - | - | 67.6 |
| HCM Lane LOS | D | - | - | - | F |
| HCM 95th %tile Q(veh) | 5.4 | - | - | - | 9.9 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 248 | 1010 | 539 | 16 | 0 | 278 |
| Future Vol, veh/h | 248 | 1010 | 539 | 16 | 0 | 278 |
| Conflicting Peds, #/hr | 6 | 0 | 0 | 6 | 0 | 6 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 225 | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 8 | 6 | 0 | 2 |
| Mvmt Flow | 270 | 1098 | 586 | 17 | 0 | 302 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 609 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.18 | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.24 | - | 3.32 |
| Pot Cap-1 Maneuver | 952 | - | 0 |
| Stage 1 | - | - | 0 |
| Stage 2 | - | - | 0 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 947 | - | 674 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 2 | 0 | 14.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 947 | - | - | - | 674 |
| HCM Lane V/C Ratio | 0.285 | - | - | - | 0.448 |
| HCM Control Delay (s) | 10.3 | - | - | - | 14.6 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q(veh) | 1.2 | - | - | - | 2.3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 13.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 324 | 943 | 1290 | 70 | 0 | 322 |
| Future Vol, veh/h | 324 | 943 | 1290 | 70 | 0 | 322 |
| Conflicting Peds, #/hr | 12 | 0 | 0 | 12 | 0 | 12 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 225 | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 2 | 0 | 0 | 2 |
| Mvmt Flow | 348 | 1014 | 1387 | 75 | 0 | 346 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1474 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.1 | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.2 | - | 3.32 |
| Pot Cap-1 Maneuver | 463 | - | 0 |
| Stage 1 | - | - | 0 |
| Stage 2 | - | - | 0 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 458 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 8.6 | 0 | 86.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 458 | - | - | - | 343 |
| HCM Lane V/C Ratio | 0.761 | - | - | - | 1.009 |
| HCM Control Delay (s) | 33.8 | - | - | - | 86.7 |
| HCM Lane LOS | D | - | - | - | F |
| HCM 95th %tile Q(veh) | 6.5 | - | - | - | 11.6 |

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑↑ | ↑↑ | | | ↗ |
| Traffic Vol, veh/h | 265 | 1006 | 533 | 27 | 0 | 321 |
| Future Vol, veh/h | 265 | 1006 | 533 | 27 | 0 | 321 |
| Conflicting Peds, #/hr | 6 | 0 | 0 | 6 | 0 | 6 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 225 | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 8 | 6 | 0 | 2 |
| Mvmt Flow | 288 | 1093 | 579 | 29 | 0 | 349 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 614 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.18 | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.24 | - | 3.32 |
| Pot Cap-1 Maneuver | 948 | - | 0 |
| Stage 1 | - | - | 0 |
| Stage 2 | - | - | 0 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 943 | - | 672 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 2.2 | 0 | 16 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 943 | - | - | - | 672 |
| HCM Lane V/C Ratio | 0.305 | - | - | - | 0.519 |
| HCM Control Delay (s) | 10.5 | - | - | - | 16 |
| HCM Lane LOS | B | - | - | - | C |
| HCM 95th %tile Q(veh) | 1.3 | - | - | - | 3 |

2: Prices Fork Road & Old Glade Road Performance by approach

| Approach | EB | WB | SB | All |
|-------------------|-----|-----|-----|-----|
| Denied Delay (hr) | 0.3 | 0.0 | 0.0 | 0.3 |
| Total Delay (hr) | 2.6 | 0.4 | 0.4 | 3.3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 21.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 378 | 933 | 1285 | 113 | 0 | 351 |
| Future Vol, veh/h | 378 | 933 | 1285 | 113 | 0 | 351 |
| Conflicting Peds, #/hr | 12 | 0 | 0 | 12 | 0 | 12 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Stop |
| Storage Length | 225 | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 2 | 0 | 0 | 2 |
| Mvmt Flow | 406 | 1003 | 1382 | 122 | 0 | 377 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|---------|
| Conflicting Flow All | 1516 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.2 | - | - |
| Pot Cap-1 Maneuver | 446 | - | 0 ~ 340 |
| Stage 1 | - | - | 0 |
| Stage 2 | - | - | 0 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 441 | - | - ~ 332 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|------|----|-------|
| HCM Control Delay, s | 16.2 | 0 | 127.2 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 441 | - | - | - | 332 |
| HCM Lane V/C Ratio | 0.922 | - | - | - | 1.137 |
| HCM Control Delay (s) | 56.3 | - | - | - | 127.2 |
| HCM Lane LOS | F | - | - | - | F |
| HCM 95th %tile Q(veh) | 10.4 | - | - | - | 15.1 |

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Prices Fork Road & Old Glade Road Performance by approach

| Approach | EB | WB | SB | All |
|--------------------|------|-----|------|------|
| Denied Del/Veh (s) | 13.4 | 0.0 | 0.1 | 5.8 |
| Total Del/Veh (s) | 35.3 | 5.0 | 30.5 | 21.1 |

**University City Boulevard and Glade
Road**

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

Existing (2022) Conditions
 Timing Plan: AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------------|------|-----------|------|------|-------|------|------|------|-------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 67 | 36 | 92 | 69 | 32 | 17 | 21 | 80 | 0 | 47 | 141 | 78 |
| Future Volume (veh/h) | 67 | 36 | 92 | 69 | 32 | 17 | 21 | 80 | 0 | 47 | 141 | 78 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Lanes Open During Work Zone | | | | | | | | | | | | |
| Adj Sat Flow, veh/h/ln | 1767 | 1900 | 1870 | 1885 | 1900 | 1900 | 1826 | 1707 | 1900 | 1870 | 1796 | 1781 |
| Adj Flow Rate, veh/h | 83 | 44 | 114 | 85 | 40 | 21 | 26 | 99 | 0 | 58 | 174 | 96 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 1 | 0 | 0 | 5 | 13 | 0 | 2 | 7 | 8 |
| Opposing Right Turn Influence | Yes | | | Yes | | | Yes | | | Yes | | |
| Cap, veh/h | 262 | 128 | 339 | 181 | 85 | 32 | 696 | 2112 | 0 | 320 | 907 | 492 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.19 | 0.22 | 0.22 | 0.19 | 0.22 | 0.19 | 0.04 | 0.65 | 0.00 | 0.53 | 0.54 | 0.53 |
| Unsig. Movement Delay | | | | | | | | | | | | |
| Ln Grp Delay, s/veh | 26.4 | 0.0 | 25.4 | 30.8 | 0.0 | 0.0 | 6.7 | 4.8 | 0.0 | 9.3 | 0.0 | 9.5 |
| Ln Grp LOS | C | A | C | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 241 | | | 146 | | | 125 | | | 328 | |
| Approach Delay, s/veh | | 26.0 | | | 30.8 | | | 5.2 | | | 9.4 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Timer: | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| Assigned Phs | | 1 | 2 | | 4 | | 6 | | 8 | | | |
| Case No | | 1.2 | 8.3 | | 8.0 | | 4.0 | | 7.0 | | | |
| Phs Duration (G+Y+Rc), s | | 8.2 | 45.6 | | 21.2 | | 53.8 | | 21.2 | | | |
| Change Period (Y+Rc), s | | 6.1 | 6.1 | | * 7.2 | | 6.1 | | * 7.2 | | | |
| Max Green (Gmax), s | | 8.9 | 28.9 | | * 18 | | 43.9 | | * 18 | | | |
| Max Allow Headway (MAH), s | | 4.5 | 10.6 | | 4.6 | | 10.5 | | 4.6 | | | |
| Max Q Clear (g_c+I1), s | | 2.5 | 6.1 | | 13.3 | | 2.8 | | 7.7 | | | |
| Green Ext Time (g_e), s | | 0.0 | 6.6 | | 0.2 | | 2.3 | | 0.7 | | | |
| Prob of Phs Call (p_c) | | 0.42 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | | |
| Prob of Max Out (p_x) | | 0.07 | 0.00 | | 1.00 | | 0.00 | | 0.05 | | | |
| Left-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | | 7 | | | | 3 | | | |
| Mvmt Sat Flow, veh/h | | 1739 | 472 | | 489 | | | | 848 | | | |
| Through Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 2 | | 4 | | 6 | | 8 | | | |
| Mvmt Sat Flow, veh/h | | | 1674 | | 392 | | 3329 | | 594 | | | |
| Right-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 12 | | 14 | | 16 | | 18 | | | |
| Mvmt Sat Flow, veh/h | | | 909 | | 148 | | 0 | | 1572 | | | |
| Left Lane Group Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 3 | | | |
| Lane Assignment | | L (Pr/Pm) | L+T | | L+T+R | | | | L+T | | | |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

Existing (2022) Conditions
 Timing Plan: AM Peak Hour

| | | | | | | | | |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 26 | 173 | 0 | 146 | 0 | 0 | 0 | 127 |
| Grp Sat Flow (s), veh/h/ln | 1739 | 1586 | 0 | 1030 | 0 | 0 | 0 | 1441 |
| Q Serve Time (g_s), s | 0.5 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.5 | 3.7 | 0.0 | 11.3 | 0.0 | 0.0 | 0.0 | 5.7 |
| Perm LT Sat Flow (s_l), veh/h/ln | 1082 | 1314 | 0 | 1240 | 0 | 0 | 0 | 1356 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1377 |
| Perm LT Eff Green (g_p), s | 40.6 | 39.5 | 0.0 | 14.0 | 0.0 | 0.0 | 0.0 | 14.0 |
| Perm LT Serve Time (g_u), s | 36.5 | 39.5 | 0.0 | 8.3 | 0.0 | 0.0 | 0.0 | 2.7 |
| Perm LT Q Serve Time (g_ps), s | 0.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 4.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.1 |
| Serve Time pre Blk (g_fs), s | 0.0 | 3.7 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.1 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.34 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.65 |
| Lane Grp Cap (c), veh/h | 696 | 900 | 0 | 268 | 0 | 0 | 0 | 348 |
| V/C Ratio (X) | 0.04 | 0.19 | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 | 0.36 |
| Avail Cap (c_a), veh/h | 854 | 900 | 0 | 340 | 0 | 0 | 0 | 425 |
| Upstream Filter (I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 6.7 | 8.8 | 0.0 | 29.1 | 0.0 | 0.0 | 0.0 | 25.8 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.6 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 6.7 | 9.3 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 26.4 |
| 1st-Term Q (Q1), veh/ln | 0.2 | 1.4 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 2.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.2 | 1.5 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 2.1 |
| %ile Storage Ratio (RO%) | 0.02 | 0.13 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.10 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Middle Lane Group Data | | | | | | | | |
| Assigned Mvmt | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 8 |
| Lane Assignment | T | | | | | | | |
| Lanes in Grp | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 1622 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 0 | 0 | 0 | 0 | 2112 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 0 | 0 | 0 | 0 | 2112 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

Existing (2022) Conditions
 Timing Plan: AM Peak Hour

| | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Right Lane Group Data

| | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt | 0 | 12 | 0 | 14 | 0 | 16 | 0 | 18 |
| Lane Assignment | T+R | | | R | | | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 114 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1469 | 0 | 0 | 0 | 0 | 0 | 1572 |
| Q Serve Time (g_s), s | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 |
| Cycle Q Clear Time (g_c), s | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.62 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 1.00 |
| Lane Grp Cap (c), veh/h | 0 | 796 | 0 | 0 | 0 | 0 | 0 | 339 |
| V/C Ratio (X) | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 |
| Avail Cap (c_a), veh/h | 0 | 796 | 0 | 0 | 0 | 0 | 0 | 419 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 0.0 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.4 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 17.3 |
| HCM 6th LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

Existing (2022) Conditions
 Timing Plan: PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------------|------|-----------|------|------|-------|------|------|------|-------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 93 | 16 | 133 | 50 | 20 | 39 | 160 | 303 | 4 | 30 | 211 | 128 |
| Future Volume (veh/h) | 93 | 16 | 133 | 50 | 20 | 39 | 160 | 303 | 4 | 30 | 211 | 128 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | 0.98 | | 0.97 | 0.98 | | 0.97 | 0.99 | | 0.98 | 0.98 | | 0.98 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Lanes Open During Work Zone | | | | | | | | | | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1900 | 1900 | 1856 | 1885 |
| Adj Flow Rate, veh/h | 97 | 17 | 139 | 52 | 21 | 41 | 167 | 316 | 4 | 31 | 220 | 133 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 |
| Opposing Right Turn Influence | Yes | | | Yes | | | Yes | | | Yes | | |
| Cap, veh/h | 307 | 49 | 329 | 143 | 71 | 81 | 700 | 2375 | 30 | 144 | 958 | 548 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.18 | 0.21 | 0.21 | 0.18 | 0.21 | 0.18 | 0.09 | 0.66 | 0.64 | 0.49 | 0.50 | 0.49 |
| Unsig. Movement Delay | | | | | | | | | | | | |
| Ln Grp Delay, s/veh | 27.3 | 0.0 | 26.5 | 28.7 | 0.0 | 0.0 | 7.4 | 5.1 | 5.1 | 11.1 | 0.0 | 11.6 |
| Ln Grp LOS | C | A | C | C | A | A | A | A | A | B | A | B |
| Approach Vol, veh/h | | 253 | | | 114 | | | 487 | | | 384 | |
| Approach Delay, s/veh | | 26.8 | | | 28.7 | | | 5.9 | | | 11.4 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer: | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| Assigned Phs | | 1 | 2 | | 4 | | 6 | | 8 | | | |
| Case No | | 1.2 | 8.3 | | 8.0 | | 4.0 | | 7.0 | | | |
| Phs Duration (G+Y+Rc), s | | 11.6 | 42.6 | | 20.8 | | 54.2 | | 20.8 | | | |
| Change Period (Y+Rc), s | | 6.1 | 6.1 | | * 7.2 | | 6.1 | | * 7.2 | | | |
| Max Green (Gmax), s | | 18.9 | 18.9 | | * 18 | | 43.9 | | * 18 | | | |
| Max Allow Headway (MAH), s | | 4.5 | 10.6 | | 4.7 | | 10.4 | | 4.7 | | | |
| Max Q Clear (g_c+I1), s | | 5.1 | 7.3 | | 11.1 | | 4.5 | | 8.3 | | | |
| Green Ext Time (g_e), s | | 0.5 | 5.0 | | 0.2 | | 8.1 | | 0.7 | | | |
| Prob of Phs Call (p_c) | | 0.97 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | | |
| Prob of Max Out (p_x) | | 0.00 | 0.00 | | 0.21 | | 0.00 | | 0.08 | | | |
| Left-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | | 7 | | | | 3 | | | |
| Mvmt Sat Flow, veh/h | | 1810 | 176 | | 347 | | | | 1036 | | | |
| Through Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 2 | | 4 | | 6 | | 8 | | | |
| Mvmt Sat Flow, veh/h | | | 1908 | | 334 | | 3621 | | 230 | | | |
| Right-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 12 | | 14 | | 16 | | 18 | | | |
| Mvmt Sat Flow, veh/h | | | 1092 | | 383 | | 46 | | 1562 | | | |
| Left Lane Group Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 3 | | | |
| Lane Assignment | | L (Pr/Pm) | L+T | | L+T+R | | | | L+T | | | |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

Existing (2022) Conditions
 Timing Plan: PM Peak Hour

| | | | | | | | | |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 167 | 206 | 0 | 114 | 0 | 0 | 0 | 114 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 1716 | 0 | 1065 | 0 | 0 | 0 | 1266 |
| Q Serve Time (g_s), s | 3.1 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 3.1 | 4.7 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 6.3 |
| Perm LT Sat Flow (s_l), veh/h/ln | 1034 | 1060 | 0 | 1223 | 0 | 0 | 0 | 1333 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1173 |
| Perm LT Eff Green (g_p), s | 37.6 | 36.5 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 13.6 |
| Perm LT Serve Time (g_u), s | 32.4 | 36.5 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 | 4.5 |
| Perm LT Q Serve Time (g_ps), s | 1.0 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 10.7 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.4 |
| Serve Time pre Blk (g_fs), s | 0.0 | 4.7 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.4 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.15 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.85 |
| Lane Grp Cap (c), veh/h | 700 | 891 | 0 | 263 | 0 | 0 | 0 | 319 |
| V/C Ratio (X) | 0.24 | 0.23 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.36 |
| Avail Cap (c_a), veh/h | 1024 | 891 | 0 | 343 | 0 | 0 | 0 | 396 |
| Upstream Filter (I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 7.2 | 10.5 | 0.0 | 27.6 | 0.0 | 0.0 | 0.0 | 26.6 |
| Incr Delay (d2), s/veh | 0.2 | 0.6 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 7.4 | 11.1 | 0.0 | 28.7 | 0.0 | 0.0 | 0.0 | 27.3 |
| 1st-Term Q (Q1), veh/ln | 1.1 | 1.9 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 1.9 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 1.1 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 1.9 |
| %ile Storage Ratio (RO%) | 0.14 | 0.17 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.10 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Middle Lane Group Data | | | | | | | | |
| Assigned Mvmt | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 8 |
| Lane Assignment | T | | | | | | | |
| Lanes in Grp | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 0 | 0 | 0 | 0 | 156 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 1791 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 0 | 0 | 0 | 0 | 1174 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 0 | 0 | 0 | 0 | 1174 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

Existing (2022) Conditions
 Timing Plan: PM Peak Hour

| | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Right Lane Group Data

| | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt | 0 | 12 | 0 | 14 | 0 | 16 | 0 | 18 |
| Lane Assignment | | T+R | | | | T+R | | R |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Grp Vol (v), veh/h | 0 | 178 | 0 | 0 | 0 | 164 | 0 | 139 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1461 | 0 | 0 | 0 | 1876 | 0 | 1562 |
| Q Serve Time (g_s), s | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 5.8 |
| Cycle Q Clear Time (g_c), s | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 5.8 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.75 | 0.00 | 0.36 | 0.00 | 0.02 | 0.00 | 1.00 |
| Lane Grp Cap (c), veh/h | 0 | 733 | 0 | 0 | 0 | 1230 | 0 | 329 |
| V/C Ratio (X) | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.42 |
| Avail Cap (c_a), veh/h | 0 | 733 | 0 | 0 | 0 | 1230 | 0 | 417 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 25.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.9 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 26.5 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.1 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.01 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 14.0 |
| HCM 6th LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 No-Build Conditions
 Timing Plan: AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------------|------|-----------|------|------|-------|------|------|------|-------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↕ | | | ↕ | ↗ |
| Traffic Volume (veh/h) | 68 | 37 | 122 | 70 | 33 | 17 | 31 | 100 | 0 | 48 | 192 | 80 |
| Future Volume (veh/h) | 68 | 37 | 122 | 70 | 33 | 17 | 31 | 100 | 0 | 48 | 192 | 80 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Lanes Open During Work Zone | | | | | | | | | | | | |
| Adj Sat Flow, veh/h/ln | 1767 | 1900 | 1870 | 1885 | 1900 | 1900 | 1826 | 1707 | 1900 | 1870 | 1796 | 1781 |
| Adj Flow Rate, veh/h | 74 | 40 | 133 | 76 | 36 | 18 | 34 | 109 | 0 | 52 | 209 | 87 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 1 | 0 | 0 | 5 | 13 | 0 | 2 | 7 | 8 |
| Opposing Right Turn Influence | Yes | | | Yes | | | Yes | | | Yes | | |
| Cap, veh/h | 250 | 124 | 312 | 175 | 82 | 29 | 705 | 2168 | 0 | 280 | 1064 | 435 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.17 | 0.20 | 0.20 | 0.17 | 0.20 | 0.17 | 0.05 | 0.67 | 0.00 | 0.54 | 0.55 | 0.54 |
| Unsig. Movement Delay | | | | | | | | | | | | |
| Ln Grp Delay, s/veh | 27.2 | 0.0 | 27.2 | 30.9 | 0.0 | 0.0 | 6.2 | 4.3 | 0.0 | 8.9 | 0.0 | 9.1 |
| Ln Grp LOS | C | A | C | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 247 | | | 130 | | | 143 | | | 348 | |
| Approach Delay, s/veh | | 27.2 | | | 30.9 | | | 4.8 | | | 9.0 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Timer: | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| Assigned Phs | | 1 | 2 | | 4 | | 6 | | 8 | | | |
| Case No | | 1.2 | 8.3 | | 8.0 | | 4.0 | | 7.0 | | | |
| Phs Duration (G+Y+Rc), s | | 8.6 | 46.5 | | 19.9 | | 55.1 | | 19.9 | | | |
| Change Period (Y+Rc), s | | 6.1 | 6.1 | | * 7.2 | | 6.1 | | * 7.2 | | | |
| Max Green (Gmax), s | | 8.9 | 28.9 | | * 18 | | 43.9 | | * 18 | | | |
| Max Allow Headway (MAH), s | | 4.5 | 10.6 | | 4.7 | | 10.5 | | 4.6 | | | |
| Max Q Clear (g_c+I1), s | | 2.6 | 6.2 | | 11.8 | | 2.9 | | 7.6 | | | |
| Green Ext Time (g_e), s | | 0.0 | 7.0 | | 0.2 | | 2.6 | | 0.7 | | | |
| Prob of Phs Call (p_c) | | 0.51 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | | |
| Prob of Max Out (p_x) | | 0.10 | 0.00 | | 0.37 | | 0.00 | | 0.05 | | | |
| Left-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | | 7 | | | | 3 | | | |
| Mvmt Sat Flow, veh/h | | 1739 | 395 | | 499 | | | | 859 | | | |
| Through Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 2 | | 4 | | 6 | | 8 | | | |
| Mvmt Sat Flow, veh/h | | | 1925 | | 414 | | 3329 | | 626 | | | |
| Right-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 12 | | 14 | | 16 | | 18 | | | |
| Mvmt Sat Flow, veh/h | | | 787 | | 147 | | 0 | | 1571 | | | |
| Left Lane Group Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 3 | | | |
| Lane Assignment | | L (Pr/Pm) | L+T | | L+T+R | | | | L+T | | | |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 No-Build Conditions
 Timing Plan: AM Peak Hour

| | | | | | | | | |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 34 | 183 | 0 | 130 | 0 | 0 | 0 | 114 |
| Grp Sat Flow (s), veh/h/ln | 1739 | 1615 | 0 | 1060 | 0 | 0 | 0 | 1485 |
| Q Serve Time (g_s), s | 0.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.6 | 3.8 | 0.0 | 9.8 | 0.0 | 0.0 | 0.0 | 5.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 1056 | 1303 | 0 | 1223 | 0 | 0 | 0 | 1363 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1424 |
| Perm LT Eff Green (g_p), s | 41.5 | 40.4 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 12.7 |
| Perm LT Serve Time (g_u), s | 37.2 | 40.4 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 2.9 |
| Perm LT Q Serve Time (g_ps), s | 0.1 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 5.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.1 |
| Serve Time pre Blk (g_fs), s | 0.0 | 3.8 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.1 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.28 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.65 |
| Lane Grp Cap (c), veh/h | 705 | 931 | 0 | 255 | 0 | 0 | 0 | 330 |
| V/C Ratio (X) | 0.05 | 0.20 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.35 |
| Avail Cap (c_a), veh/h | 853 | 931 | 0 | 351 | 0 | 0 | 0 | 434 |
| Upstream Filter (I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 6.2 | 8.4 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 | 26.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.6 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 6.2 | 8.9 | 0.0 | 30.9 | 0.0 | 0.0 | 0.0 | 27.2 |
| 1st-Term Q (Q1), veh/ln | 0.2 | 1.4 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 1.9 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.2 | 1.5 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 1.9 |
| %ile Storage Ratio (RO%) | 0.03 | 0.13 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.09 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Middle Lane Group Data | | | | | | | | |
| Assigned Mvmt | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 8 |
| Lane Assignment | T | | | | | | | |
| Lanes in Grp | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 1622 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 0 | 0 | 0 | 0 | 2168 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 0 | 0 | 0 | 0 | 2168 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 No-Build Conditions
 Timing Plan: AM Peak Hour

| | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Right Lane Group Data

| | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt | 0 | 12 | 0 | 14 | 0 | 16 | 0 | 18 |
| Lane Assignment | T+R | | | R | | | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 133 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1491 | 0 | 0 | 0 | 0 | 0 | 1571 |
| Q Serve Time (g_s), s | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 |
| Cycle Q Clear Time (g_c), s | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.53 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 1.00 |
| Lane Grp Cap (c), veh/h | 0 | 825 | 0 | 0 | 0 | 0 | 0 | 312 |
| V/C Ratio (X) | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 |
| Avail Cap (c_a), veh/h | 0 | 825 | 0 | 0 | 0 | 0 | 0 | 419 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 0.0 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.3 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.2 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.8 |
| HCM 6th LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 No-Build Conditions
 Timing Plan: PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------------|------|-----------|------|------|-------|------|------|------|-------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↗ | | | ↖↗ | |
| Traffic Volume (veh/h) | 95 | 16 | 155 | 51 | 20 | 40 | 187 | 372 | 4 | 31 | 272 | 131 |
| Future Volume (veh/h) | 95 | 16 | 155 | 51 | 20 | 40 | 187 | 372 | 4 | 31 | 272 | 131 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | 0.98 | | 0.97 | 0.98 | | 0.97 | 0.99 | | 0.98 | 0.99 | | 0.98 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Lanes Open During Work Zone | | | | | | | | | | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1900 | 1900 | 1856 | 1885 |
| Adj Flow Rate, veh/h | 99 | 17 | 161 | 53 | 21 | 42 | 195 | 388 | 4 | 32 | 283 | 136 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 |
| Opposing Right Turn Influence | Yes | | | Yes | | | Yes | | | Yes | | |
| Cap, veh/h | 309 | 48 | 334 | 143 | 69 | 81 | 666 | 2370 | 24 | 125 | 1025 | 471 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.18 | 0.21 | 0.21 | 0.18 | 0.21 | 0.18 | 0.10 | 0.65 | 0.64 | 0.47 | 0.49 | 0.47 |
| Unsig. Movement Delay | | | | | | | | | | | | |
| Ln Grp Delay, s/veh | 27.2 | 0.0 | 26.9 | 28.7 | 0.0 | 0.0 | 7.8 | 5.4 | 5.4 | 12.1 | 0.0 | 12.7 |
| Ln Grp LOS | C | A | C | C | A | A | A | A | A | B | A | B |
| Approach Vol, veh/h | | 277 | | | 116 | | | 587 | | | 451 | |
| Approach Delay, s/veh | | 27.0 | | | 28.7 | | | 6.2 | | | 12.4 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer: | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| Assigned Phs | | 1 | 2 | | 4 | | 6 | | 8 | | | |
| Case No | | 1.2 | 8.3 | | 8.0 | | 4.0 | | 7.0 | | | |
| Phs Duration (G+Y+Rc), s | | 12.3 | 41.6 | | 21.1 | | 53.9 | | 21.1 | | | |
| Change Period (Y+Rc), s | | 6.1 | 6.1 | | * 7.2 | | 6.1 | | * 7.2 | | | |
| Max Green (Gmax), s | | 18.9 | 18.9 | | * 18 | | 43.9 | | * 18 | | | |
| Max Allow Headway (MAH), s | | 4.5 | 10.6 | | 4.7 | | 10.4 | | 4.7 | | | |
| Max Q Clear (g_c+I1), s | | 5.8 | 8.4 | | 11.4 | | 5.1 | | 8.8 | | | |
| Green Ext Time (g_e), s | | 0.6 | 5.3 | | 0.2 | | 10.1 | | 0.8 | | | |
| Prob of Phs Call (p_c) | | 0.98 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | | |
| Prob of Max Out (p_x) | | 0.00 | 0.00 | | 0.29 | | 0.00 | | 0.12 | | | |
| Left-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | | 7 | | | | 3 | | | |
| Mvmt Sat Flow, veh/h | | 1810 | 145 | | 339 | | | | 1026 | | | |
| Through Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 2 | | 4 | | 6 | | 8 | | | |
| Mvmt Sat Flow, veh/h | | | 2100 | | 324 | | 3631 | | 223 | | | |
| Right-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 12 | | 14 | | 16 | | 18 | | | |
| Mvmt Sat Flow, veh/h | | | 965 | | 376 | | 37 | | 1563 | | | |
| Left Lane Group Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 3 | | | |
| Lane Assignment | | L (Pr/Pm) | L+T | | L+T+R | | | | L+T | | | |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 No-Build Conditions
 Timing Plan: PM Peak Hour

| | | | | | | | | |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 195 | 241 | 0 | 116 | 0 | 0 | 0 | 116 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 1723 | 0 | 1040 | 0 | 0 | 0 | 1249 |
| Q Serve Time (g_s), s | 3.8 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 3.8 | 5.8 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 6.6 |
| Perm LT Sat Flow (s_l), veh/h/ln | 974 | 994 | 0 | 1201 | 0 | 0 | 0 | 1332 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1155 |
| Perm LT Eff Green (g_p), s | 36.6 | 35.5 | 0.0 | 13.9 | 0.0 | 0.0 | 0.0 | 13.9 |
| Perm LT Serve Time (g_u), s | 30.2 | 35.5 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 | 4.4 |
| Perm LT Q Serve Time (g_ps), s | 1.6 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 12.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| Serve Time pre Blk (g_fs), s | 0.0 | 5.8 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.13 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.85 |
| Lane Grp Cap (c), veh/h | 666 | 870 | 0 | 262 | 0 | 0 | 0 | 320 |
| V/C Ratio (X) | 0.29 | 0.28 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.36 |
| Avail Cap (c_a), veh/h | 971 | 870 | 0 | 336 | 0 | 0 | 0 | 393 |
| Upstream Filter (I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 7.5 | 11.3 | 0.0 | 27.5 | 0.0 | 0.0 | 0.0 | 26.5 |
| Incr Delay (d2), s/veh | 0.2 | 0.8 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 7.8 | 12.1 | 0.0 | 28.7 | 0.0 | 0.0 | 0.0 | 27.2 |
| 1st-Term Q (Q1), veh/ln | 1.3 | 2.3 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 1.9 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 1.3 | 2.5 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 2.0 |
| %ile Storage Ratio (RO%) | 0.17 | 0.21 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.10 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Middle Lane Group Data | | | | | | | | |
| Assigned Mvmt | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 8 |
| Lane Assignment | T | | | | | | | |
| Lanes in Grp | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 1791 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 0 | 0 | 0 | 0 | 1169 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 0 | 0 | 0 | 0 | 1169 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 No-Build Conditions
 Timing Plan: PM Peak Hour

| | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Right Lane Group Data

| | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt | 0 | 12 | 0 | 14 | 0 | 16 | 0 | 18 |
| Lane Assignment | | T+R | | | | T+R | | R |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Grp Vol (v), veh/h | 0 | 210 | 0 | 0 | 0 | 201 | 0 | 161 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1487 | 0 | 0 | 0 | 1878 | 0 | 1563 |
| Q Serve Time (g_s), s | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 6.8 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 6.8 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.65 | 0.00 | 0.36 | 0.00 | 0.02 | 0.00 | 1.00 |
| Lane Grp Cap (c), veh/h | 0 | 726 | 0 | 0 | 0 | 1225 | 0 | 334 |
| V/C Ratio (X) | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.48 |
| Avail Cap (c_a), veh/h | 0 | 726 | 0 | 0 | 0 | 1225 | 0 | 417 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 0.0 | 11.7 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 25.8 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 1.1 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 26.9 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 2.5 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 2.6 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.43 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 14.0 |
| HCM 6th LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 Build Conditions
 Timing Plan: AM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------------|------|-----------|------|------|-------|------|------|------|-------|------|------|------|
| Lane Configurations | | ↕ | ↗ | | ↕ | | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 77 | 37 | 180 | 70 | 33 | 17 | 38 | 92 | 0 | 48 | 166 | 83 |
| Future Volume (veh/h) | 77 | 37 | 180 | 70 | 33 | 17 | 38 | 92 | 0 | 48 | 166 | 83 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Lanes Open During Work Zone | | | | | | | | | | | | |
| Adj Sat Flow, veh/h/ln | 1767 | 1900 | 1870 | 1885 | 1900 | 1900 | 1826 | 1707 | 1900 | 1870 | 1796 | 1781 |
| Adj Flow Rate, veh/h | 84 | 40 | 196 | 76 | 36 | 18 | 41 | 100 | 0 | 52 | 180 | 90 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 1 | 0 | 0 | 5 | 13 | 0 | 2 | 7 | 8 |
| Opposing Right Turn Influence | Yes | | | Yes | | | Yes | | | Yes | | |
| Cap, veh/h | 265 | 116 | 327 | 172 | 80 | 28 | 713 | 2136 | 0 | 293 | 959 | 470 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.18 | 0.21 | 0.21 | 0.18 | 0.21 | 0.18 | 0.05 | 0.66 | 0.00 | 0.52 | 0.54 | 0.52 |
| Unsig. Movement Delay | | | | | | | | | | | | |
| Ln Grp Delay, s/veh | 26.9 | 0.0 | 28.6 | 30.8 | 0.0 | 0.0 | 6.6 | 4.6 | 0.0 | 9.4 | 0.0 | 9.6 |
| Ln Grp LOS | C | A | C | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 320 | | | 130 | | | 141 | | | 322 | |
| Approach Delay, s/veh | | 28.0 | | | 30.8 | | | 5.1 | | | 9.5 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Timer: | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| Assigned Phs | | 1 | 2 | | 4 | | 6 | | 8 | | | |
| Case No | | 1.2 | 8.3 | | 8.0 | | 4.0 | | 7.0 | | | |
| Phs Duration (G+Y+Rc), s | | 9.0 | 45.4 | | 20.6 | | 54.4 | | 20.6 | | | |
| Change Period (Y+Rc), s | | 6.1 | 6.1 | | * 7.2 | | 6.1 | | * 7.2 | | | |
| Max Green (Gmax), s | | 8.9 | 28.9 | | * 18 | | 43.9 | | * 18 | | | |
| Max Allow Headway (MAH), s | | 4.5 | 10.6 | | 4.8 | | 10.5 | | 4.6 | | | |
| Max Q Clear (g_c+I1), s | | 2.7 | 6.0 | | 12.6 | | 2.8 | | 10.5 | | | |
| Green Ext Time (g_e), s | | 0.0 | 6.5 | | 0.2 | | 2.4 | | 0.8 | | | |
| Prob of Phs Call (p_c) | | 0.57 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | | |
| Prob of Max Out (p_x) | | 0.13 | 0.00 | | 0.75 | | 0.00 | | 0.29 | | | |
| Left-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | | 7 | | | | 3 | | | |
| Mvmt Sat Flow, veh/h | | 1739 | 428 | | 459 | | | | 885 | | | |
| Through Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 2 | | 4 | | 6 | | 8 | | | |
| Mvmt Sat Flow, veh/h | | | 1780 | | 386 | | 3329 | | 556 | | | |
| Right-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 12 | | 14 | | 16 | | 18 | | | |
| Mvmt Sat Flow, veh/h | | | 873 | | 136 | | 0 | | 1571 | | | |
| Left Lane Group Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 3 | | | |
| Lane Assignment | | L (Pr/Pm) | L+T | | L+T+R | | | | L+T | | | |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 Build Conditions
 Timing Plan: AM Peak Hour

| | | | | | | | | |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 41 | 170 | 0 | 130 | 0 | 0 | 0 | 124 |
| Grp Sat Flow (s), veh/h/ln | 1739 | 1605 | 0 | 980 | 0 | 0 | 0 | 1441 |
| Q Serve Time (g_s), s | 0.7 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.7 | 3.7 | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 5.6 |
| Perm LT Sat Flow (s_l), veh/h/ln | 1082 | 1313 | 0 | 1156 | 0 | 0 | 0 | 1364 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1379 |
| Perm LT Eff Green (g_p), s | 40.4 | 39.3 | 0.0 | 13.4 | 0.0 | 0.0 | 0.0 | 13.4 |
| Perm LT Serve Time (g_u), s | 36.4 | 39.3 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | 2.8 |
| Perm LT Q Serve Time (g_ps), s | 0.2 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 4.5 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 3.7 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.31 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.68 |
| Lane Grp Cap (c), veh/h | 713 | 904 | 0 | 251 | 0 | 0 | 0 | 338 |
| V/C Ratio (X) | 0.06 | 0.19 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | 0.37 |
| Avail Cap (c_a), veh/h | 852 | 904 | 0 | 330 | 0 | 0 | 0 | 426 |
| Upstream Filter (I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 6.5 | 8.9 | 0.0 | 29.2 | 0.0 | 0.0 | 0.0 | 26.3 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 6.6 | 9.4 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 26.9 |
| 1st-Term Q (Q1), veh/ln | 0.2 | 1.4 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 2.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.3 | 1.5 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 2.1 |
| %ile Storage Ratio (RO%) | 0.03 | 0.13 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.10 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Middle Lane Group Data | | | | | | | | |
| Assigned Mvmt | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 8 |
| Lane Assignment | T | | | | | | | |
| Lanes in Grp | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 1622 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 0 | 0 | 0 | 0 | 2136 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 0 | 0 | 0 | 0 | 2136 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 Build Conditions
 Timing Plan: AM Peak Hour

| | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Right Lane Group Data

| | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt | 0 | 12 | 0 | 14 | 0 | 16 | 0 | 18 |
| Lane Assignment | T+R | | | R | | | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 196 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1476 | 0 | 0 | 0 | 0 | 0 | 1571 |
| Q Serve Time (g_s), s | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 |
| Cycle Q Clear Time (g_c), s | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.59 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 1.00 |
| Lane Grp Cap (c), veh/h | 0 | 795 | 0 | 0 | 0 | 0 | 0 | 327 |
| V/C Ratio (X) | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 |
| Avail Cap (c_a), veh/h | 0 | 795 | 0 | 0 | 0 | 0 | 0 | 419 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.6 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.3 |
| HCM 6th LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 Build Conditions
 Timing Plan: PM Peak Hour



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------------|------|-----------|------|------|-------|------|------|------|-------|------|------|------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 101 | 16 | 189 | 51 | 20 | 40 | 209 | 341 | 4 | 31 | 259 | 142 |
| Future Volume (veh/h) | 101 | 16 | 189 | 51 | 20 | 40 | 209 | 341 | 4 | 31 | 259 | 142 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | 0.98 | | 0.97 | 0.98 | | 0.97 | 0.99 | | 0.98 | 0.98 | | 0.97 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Lanes Open During Work Zone | | | | | | | | | | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1900 | 1900 | 1856 | 1885 |
| Adj Flow Rate, veh/h | 105 | 17 | 197 | 53 | 21 | 42 | 218 | 355 | 4 | 32 | 270 | 148 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 |
| Opposing Right Turn Influence | Yes | | | Yes | | | Yes | | | Yes | | |
| Cap, veh/h | 311 | 45 | 343 | 139 | 68 | 78 | 665 | 2348 | 26 | 122 | 953 | 496 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.19 | 0.22 | 0.22 | 0.19 | 0.22 | 0.19 | 0.11 | 0.65 | 0.63 | 0.46 | 0.47 | 0.46 |
| Unsig. Movement Delay | | | | | | | | | | | | |
| Ln Grp Delay, s/veh | 27.1 | 0.0 | 27.7 | 28.7 | 0.0 | 0.0 | 8.2 | 5.4 | 5.4 | 12.8 | 0.0 | 13.4 |
| Ln Grp LOS | C | A | C | C | A | A | A | A | A | B | A | B |
| Approach Vol, veh/h | | 319 | | | 116 | | | 577 | | | 450 | |
| Approach Delay, s/veh | | 27.5 | | | 28.7 | | | 6.5 | | | 13.1 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer: | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| Assigned Phs | | 1 | 2 | | 4 | | 6 | | 8 | | | |
| Case No | | 1.2 | 8.3 | | 8.0 | | 4.0 | | 7.0 | | | |
| Phs Duration (G+Y+Rc), s | | 13.0 | 40.6 | | 21.5 | | 53.5 | | 21.5 | | | |
| Change Period (Y+Rc), s | | 6.1 | 6.1 | | * 7.2 | | 6.1 | | * 7.2 | | | |
| Max Green (Gmax), s | | 18.9 | 18.9 | | * 18 | | 43.9 | | * 18 | | | |
| Max Allow Headway (MAH), s | | 4.5 | 10.6 | | 4.8 | | 10.4 | | 4.7 | | | |
| Max Q Clear (g_c+I1), s | | 6.3 | 8.6 | | 12.1 | | 4.9 | | 10.4 | | | |
| Green Ext Time (g_e), s | | 0.7 | 5.2 | | 0.2 | | 9.2 | | 0.8 | | | |
| Prob of Phs Call (p_c) | | 0.99 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | | |
| Prob of Max Out (p_x) | | 0.01 | 0.00 | | 0.49 | | 0.00 | | 0.30 | | | |
| Left-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | | 7 | | | | 3 | | | |
| Mvmt Sat Flow, veh/h | | 1810 | 143 | | 317 | | | | 1012 | | | |
| Through Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 2 | | 4 | | 6 | | 8 | | | |
| Mvmt Sat Flow, veh/h | | | 2011 | | 310 | | 3627 | | 207 | | | |
| Right-Turn Movement Data | | | | | | | | | | | | |
| Assigned Mvmt | | | 12 | | 14 | | 16 | | 18 | | | |
| Mvmt Sat Flow, veh/h | | | 1047 | | 356 | | 41 | | 1564 | | | |
| Left Lane Group Data | | | | | | | | | | | | |
| Assigned Mvmt | | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 3 | | | |
| Lane Assignment | | L (Pr/Pm) | L+T | | L+T+R | | | | L+T | | | |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 Build Conditions
 Timing Plan: PM Peak Hour

| | | | | | | | | |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grp Vol (v), veh/h | 218 | 242 | 0 | 116 | 0 | 0 | 0 | 122 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 1733 | 0 | 983 | 0 | 0 | 0 | 1219 |
| Q Serve Time (g_s), s | 4.3 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 4.3 | 6.0 | 0.0 | 10.1 | 0.0 | 0.0 | 0.0 | 7.1 |
| Perm LT Sat Flow (s_l), veh/h/ln | 975 | 1023 | 0 | 1164 | 0 | 0 | 0 | 1334 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1122 |
| Perm LT Eff Green (g_p), s | 35.6 | 34.5 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 14.3 |
| Perm LT Serve Time (g_u), s | 28.9 | 34.5 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 4.2 |
| Perm LT Q Serve Time (g_ps), s | 1.9 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 12.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| Serve Time pre Blk (g_fs), s | 0.0 | 6.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.13 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.86 |
| Lane Grp Cap (c), veh/h | 665 | 850 | 0 | 257 | 0 | 0 | 0 | 321 |
| V/C Ratio (X) | 0.33 | 0.29 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | 0.38 |
| Avail Cap (c_a), veh/h | 955 | 850 | 0 | 322 | 0 | 0 | 0 | 387 |
| Upstream Filter (I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 7.9 | 12.0 | 0.0 | 27.4 | 0.0 | 0.0 | 0.0 | 26.4 |
| Incr Delay (d2), s/veh | 0.3 | 0.8 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 8.2 | 12.8 | 0.0 | 28.7 | 0.0 | 0.0 | 0.0 | 27.1 |
| 1st-Term Q (Q1), veh/ln | 1.5 | 2.4 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 2nd-Term Q (Q2), veh/ln | 0.1 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 1.5 | 2.6 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 |
| %ile Storage Ratio (RO%) | 0.19 | 0.21 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.10 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Middle Lane Group Data | | | | | | | | |
| Assigned Mvmt | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 8 |
| Lane Assignment | T | | | | | | | |
| Lanes in Grp | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 1791 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 0 | 0 | 0 | 0 | 1159 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 0 | 0 | 0 | 0 | 1159 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |

Glade Heights - Blacksburg, VA
 3: UCB & Glade Road/Starbucks Driveway

2026 Build Conditions
 Timing Plan: PM Peak Hour

| | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Right Lane Group Data

| | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt | 0 | 12 | 0 | 14 | 0 | 16 | 0 | 18 |
| Lane Assignment | | T+R | | | | T+R | | R |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Grp Vol (v), veh/h | 0 | 208 | 0 | 0 | 0 | 184 | 0 | 197 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1468 | 0 | 0 | 0 | 1877 | 0 | 1564 |
| Q Serve Time (g_s), s | 0.0 | 6.6 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 8.4 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.6 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 8.4 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.71 | 0.00 | 0.36 | 0.00 | 0.02 | 0.00 | 1.00 |
| Lane Grp Cap (c), veh/h | 0 | 696 | 0 | 0 | 0 | 1215 | 0 | 343 |
| V/C Ratio (X) | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.57 |
| Avail Cap (c_a), veh/h | 0 | 696 | 0 | 0 | 0 | 1215 | 0 | 417 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh | 0.0 | 12.4 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 26.1 |
| Incr Delay (d2), s/veh | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 1.5 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 13.4 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 27.7 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 3.1 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 3.2 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.53 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 14.9 |
| HCM 6th LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Glade Road and Old Glade Road

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | | ↖ | ↖ | ↗ |
| Traffic Vol, veh/h | 121 | 188 | 119 | 25 | 88 | 102 |
| Future Vol, veh/h | 121 | 188 | 119 | 25 | 88 | 102 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 50 | - | - | 125 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 2 | 4 | 8 | 7 | 11 |
| Mvmt Flow | 146 | 227 | 143 | 30 | 106 | 123 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 374 | 0 | 463 |
| Stage 1 | - | - | - | - | 147 |
| Stage 2 | - | - | - | - | 316 |
| Critical Hdwy | - | - | 4.14 | - | 6.47 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.47 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.47 |
| Follow-up Hdwy | - | - | 2.236 | - | 3.563 |
| Pot Cap-1 Maneuver | - | - | 1174 | - | 548 |
| Stage 1 | - | - | - | - | 868 |
| Stage 2 | - | - | - | - | 728 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1173 | - | 480 |
| Mov Cap-2 Maneuver | - | - | - | - | 480 |
| Stage 1 | - | - | - | - | 867 |
| Stage 2 | - | - | - | - | 638 |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 7 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 480 | 874 | - | - | 1173 | - |
| HCM Lane V/C Ratio | 0.221 | 0.141 | - | - | 0.122 | - |
| HCM Control Delay (s) | 14.6 | 9.8 | - | - | 8.5 | 0 |
| HCM Lane LOS | B | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.8 | 0.5 | - | - | 0.4 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 10.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | | ↖ | ↖ | ↗ |
| Traffic Vol, veh/h | 108 | 104 | 153 | 147 | 228 | 136 |
| Future Vol, veh/h | 108 | 104 | 153 | 147 | 228 | 136 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 1 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 50 | - | - | 125 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 4 | 0 | 1 | 0 | 1 |
| Mvmt Flow | 117 | 113 | 166 | 160 | 248 | 148 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 0 | 0 | 231 | 0 | 611 |
| Stage 1 | - | - | - | - | 118 |
| Stage 2 | - | - | - | - | 493 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1349 | - | 460 |
| Stage 1 | - | - | - | - | 912 |
| Stage 2 | - | - | - | - | 618 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1348 | - | 397 |
| Mov Cap-2 Maneuver | - | - | - | - | 397 |
| Stage 1 | - | - | - | - | 911 |
| Stage 2 | - | - | - | - | 534 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 4.1 | 21.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 397 | 936 | - | - | 1348 | - |
| HCM Lane V/C Ratio | 0.624 | 0.158 | - | - | 0.123 | - |
| HCM Control Delay (s) | 28 | 9.6 | - | - | 8 | 0 |
| HCM Lane LOS | D | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 4.1 | 0.6 | - | - | 0.4 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | | ↖ | ↖ | ↗ |
| Traffic Vol, veh/h | 151 | 201 | 121 | 36 | 93 | 104 |
| Future Vol, veh/h | 151 | 201 | 121 | 36 | 93 | 104 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 50 | - | - | 125 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 2 | 4 | 8 | 7 | 11 |
| Mvmt Flow | 164 | 218 | 132 | 39 | 101 | 113 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 383 | 0 | 468 |
| Stage 1 | - | - | - | - | 165 |
| Stage 2 | - | - | - | - | 303 |
| Critical Hdwy | - | - | 4.14 | - | 6.47 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.47 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.47 |
| Follow-up Hdwy | - | - | 2.236 | - | 3.563 |
| Pot Cap-1 Maneuver | - | - | 1165 | - | 544 |
| Stage 1 | - | - | - | - | 852 |
| Stage 2 | - | - | - | - | 738 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1164 | - | 480 |
| Mov Cap-2 Maneuver | - | - | - | - | 480 |
| Stage 1 | - | - | - | - | 851 |
| Stage 2 | - | - | - | - | 652 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 6.5 | 12.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 480 | 853 | - | - | 1164 | - |
| HCM Lane V/C Ratio | 0.211 | 0.133 | - | - | 0.113 | - |
| HCM Control Delay (s) | 14.5 | 9.9 | - | - | 8.5 | 0 |
| HCM Lane LOS | B | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.8 | 0.5 | - | - | 0.4 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 12.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | | ↖ | ↖ | ↗ |
| Traffic Vol, veh/h | 129 | 112 | 156 | 174 | 241 | 139 |
| Future Vol, veh/h | 129 | 112 | 156 | 174 | 241 | 139 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 1 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 50 | - | - | 125 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 4 | 0 | 1 | 0 | 1 |
| Mvmt Flow | 140 | 122 | 170 | 189 | 262 | 151 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 0 | 0 | 263 | 0 | 671 141 |
| Stage 1 | - | - | - | - | 141 - |
| Stage 2 | - | - | - | - | 530 - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 6.21 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 3.309 |
| Pot Cap-1 Maneuver | - | - | 1313 | - | 425 910 |
| Stage 1 | - | - | - | - | 891 - |
| Stage 2 | - | - | - | - | 594 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1312 | - | 363 909 |
| Mov Cap-2 Maneuver | - | - | - | - | 363 - |
| Stage 1 | - | - | - | - | 890 - |
| Stage 2 | - | - | - | - | 507 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 3.9 | 26.9 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 363 | 909 | - | - | 1312 | - |
| HCM Lane V/C Ratio | 0.722 | 0.166 | - | - | 0.129 | - |
| HCM Control Delay (s) | 36.8 | 9.7 | - | - | 8.2 | 0 |
| HCM Lane LOS | E | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 5.4 | 0.6 | - | - | 0.4 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | | ↖ | ↖ | ↗ |
| Traffic Vol, veh/h | 218 | 244 | 121 | 46 | 121 | 104 |
| Future Vol, veh/h | 218 | 244 | 121 | 46 | 121 | 104 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 50 | - | - | 125 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 2 | 4 | 8 | 7 | 11 |
| Mvmt Flow | 237 | 265 | 132 | 50 | 132 | 113 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 503 | 0 | 552 | 239 |
| Stage 1 | - | - | - | - | 238 | - |
| Stage 2 | - | - | - | - | 314 | - |
| Critical Hdwy | - | - | 4.14 | - | 6.47 | 6.31 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.47 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.47 | - |
| Follow-up Hdwy | - | - | 2.236 | - | 3.563 | 3.399 |
| Pot Cap-1 Maneuver | - | - | 1051 | - | 486 | 778 |
| Stage 1 | - | - | - | - | 790 | - |
| Stage 2 | - | - | - | - | 729 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1050 | - | 423 | 777 |
| Mov Cap-2 Maneuver | - | - | - | - | 423 | - |
| Stage 1 | - | - | - | - | 789 | - |
| Stage 2 | - | - | - | - | 635 | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 6.5 | 14.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 423 | 777 | - | - | 1050 | - |
| HCM Lane V/C Ratio | 0.311 | 0.145 | - | - | 0.125 | - |
| HCM Control Delay (s) | 17.3 | 10.4 | - | - | 8.9 | 0 |
| HCM Lane LOS | C | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.3 | 0.5 | - | - | 0.4 | - |

4: Old Glade Road & Glade Road Performance by approach

| Approach | EB | WB | NB | All |
|-------------------|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.3 | 0.2 | 0.5 | 0.9 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 41.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | | ↖ | ↖ | ↗ |
| Traffic Vol, veh/h | 169 | 141 | 156 | 207 | 338 | 139 |
| Future Vol, veh/h | 169 | 141 | 156 | 207 | 338 | 139 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 1 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 50 | - | - | 125 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 4 | 0 | 1 | 0 | 1 |
| Mvmt Flow | 184 | 153 | 170 | 225 | 367 | 151 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 338 | 0 | 751 |
| Stage 1 | - | - | - | - | 185 |
| Stage 2 | - | - | - | - | 566 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1232 | - | 381 |
| Stage 1 | - | - | - | - | 852 |
| Stage 2 | - | - | - | - | 572 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1231 | - | ~ 320 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 320 |
| Stage 1 | - | - | - | - | 851 |
| Stage 2 | - | - | - | - | 481 |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 3.6 | 97 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 320 | 859 | - | - | 1231 | - |
| HCM Lane V/C Ratio | 1.148 | 0.176 | - | - | 0.138 | - |
| HCM Control Delay (s) | 132.8 | 10.1 | - | - | 8.4 | 0 |
| HCM Lane LOS | F | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 15.1 | 0.6 | - | - | 0.5 | - |

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

4: Old Glade Road & Glade Road Performance by approach

| Approach | EB | WB | NB | All |
|--------------------|-----|-----|------|------|
| Denied Del/Veh (s) | 0.4 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 1.5 | 2.8 | 22.5 | 10.7 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.8 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 218 | 244 | 121 | 46 | 121 | 104 |
| Future Vol, veh/h | 218 | 244 | 121 | 46 | 121 | 104 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 0 | 2 | 4 | 8 | 7 | 11 |
| Mvmt Flow | 237 | 265 | 132 | 50 | 132 | 113 |
| Number of Lanes | 1 | 1 | 0 | 1 | 1 | 1 |

| Approach | EB | WB | NB |
|----------------------------|------|------|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 2 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 2 | 0 | 1 |
| HCM Control Delay | 10.6 | 11.3 | 10.7 |
| HCM LOS | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 0% | 0% | 72% |
| Vol Thru, % | 0% | 0% | 100% | 0% | 28% |
| Vol Right, % | 0% | 100% | 0% | 100% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 121 | 104 | 218 | 244 | 167 |
| LT Vol | 121 | 0 | 0 | 0 | 121 |
| Through Vol | 0 | 0 | 218 | 0 | 46 |
| RT Vol | 0 | 104 | 0 | 244 | 0 |
| Lane Flow Rate | 132 | 113 | 237 | 265 | 182 |
| Geometry Grp | 7 | 7 | 7 | 7 | 4 |
| Degree of Util (X) | 0.248 | 0.177 | 0.357 | 0.35 | 0.295 |
| Departure Headway (Hd) | 6.784 | 5.639 | 5.419 | 4.747 | 5.848 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 531 | 639 | 656 | 748 | 619 |
| Service Time | 4.493 | 3.348 | 3.216 | 2.544 | 3.848 |
| HCM Lane V/C Ratio | 0.249 | 0.177 | 0.361 | 0.354 | 0.294 |
| HCM Control Delay | 11.7 | 9.6 | 11.2 | 10.1 | 11.3 |
| HCM Lane LOS | B | A | B | B | B |
| HCM 95th-tile Q | 1 | 0.6 | 1.6 | 1.6 | 1.2 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 20.1 |
| Intersection LOS | C |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 169 | 141 | 156 | 207 | 338 | 139 |
| Future Vol, veh/h | 169 | 141 | 156 | 207 | 338 | 139 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 0 | 4 | 0 | 1 | 0 | 1 |
| Mvmt Flow | 184 | 153 | 170 | 225 | 367 | 151 |
| Number of Lanes | 1 | 1 | 0 | 1 | 1 | 1 |

| Approach | EB | WB | NB |
|----------------------------|------|------|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 2 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 2 | 0 | 1 |
| HCM Control Delay | 12.3 | 24.2 | 22.1 |
| HCM LOS | B | C | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 0% | 0% | 43% |
| Vol Thru, % | 0% | 0% | 100% | 0% | 57% |
| Vol Right, % | 0% | 100% | 0% | 100% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 338 | 139 | 169 | 141 | 363 |
| LT Vol | 338 | 0 | 0 | 0 | 156 |
| Through Vol | 0 | 0 | 169 | 0 | 207 |
| RT Vol | 0 | 139 | 0 | 141 | 0 |
| Lane Flow Rate | 367 | 151 | 184 | 153 | 395 |
| Geometry Grp | 7 | 7 | 7 | 7 | 4 |
| Degree of Util (X) | 0.728 | 0.249 | 0.35 | 0.264 | 0.713 |
| Departure Headway (Hd) | 7.132 | 5.929 | 6.853 | 6.206 | 6.506 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 507 | 603 | 522 | 575 | 552 |
| Service Time | 4.899 | 3.695 | 4.638 | 3.991 | 4.577 |
| HCM Lane V/C Ratio | 0.724 | 0.25 | 0.352 | 0.266 | 0.716 |
| HCM Control Delay | 26.8 | 10.7 | 13.3 | 11.2 | 24.2 |
| HCM Lane LOS | D | B | B | B | C |
| HCM 95th-tile Q | 5.9 | 1 | 1.6 | 1.1 | 5.8 |

Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

| | |
|----------------|---------------|
| Project Name | Glade Heights |
| Project/File # | 0 |
| Scenario | 2026 No-Build |

| Intersection Information | | | |
|--------------------------|-------------------|-------------------------|--------------------------|
| Major Street (E/W Road) | Glade Road | Minor Street (N/S Road) | Old Glade Road |
| Analyzed with | 1 approach lane | Analyzed with | 2 or more approach lanes |
| Total Approach Volume | 4882 vehicles | Total Approach Volume | 2658 vehicles |
| Total Ped/Bike Volume | 0 crossings | Total Ped/Bike Volume | 0 crossings |
| Right turn reduction of | 0 percent applied | Right turn reduction of | 0 percent applied |

No high speed or isolated community reduction applied to the Multi-Way Stop Warrant thresholds.

| Condition A - Traffic Signal Warrant | |
|--------------------------------------|--------------------------------------|
| Condition Satisfied? | Satisfied |
| Criteria* | Traffic Signal Warranted & Justified |

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

| Condition B - Crash Experience | |
|--------------------------------|--|
| Condition Satisfied? | Not satisfied |
| Required values reached for | 4 correctable crashes |
| Criteria - Crash Experience | 5 or more correctable crashes in 12-month period |

| Condition C - Intersection Volume & Delay | |
|--|--|
| Condition Satisfied? | Not Satisfied |
| Required values reached for | 8 hours & 0 sec. average delay/veh |
| Criteria - Major Street (veh/hr) | 300 for any 8 hours of an average day |
| Criteria - Minor Street (total vol-veh, ped, & bikes/hr) | 200 for the same 8 hours of an average day |
| Criteria - Delay (average sec/veh) | 30 during the highest hour |

| Condition D - Combination Volume, Crash Experience, & Delay | |
|---|--|
| Condition Satisfied? | Not Satisfied |
| Required values reached for | 11 hours, 4 crashes, & 0 sec. average delay/veh |
| Criteria - Major Street (veh/hr) | 240 for any 8 hours of an average day |
| Criteria - Minor Street (total vol-veh, ped, & bikes/hr) | 160 for the same 8 hours of an average day |
| Criteria - Crash Experience | 4 or more correctable crashes in 12-month period |
| Criteria - Delay (average sec/veh) | 24 during the highest hour |

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

| | |
|----------------|---------------|
| Project Name | Glade Heights |
| Project/File # | 0 |
| Scenario | 2026 Build |

| Intersection Information | | | |
|--------------------------|-------------------|-------------------------|--------------------------|
| Major Street (E/W Road) | Glade Road | Minor Street (N/S Road) | Old Glade Road |
| Analyzed with | 1 approach lane | Analyzed with | 2 or more approach lanes |
| Total Approach Volume | 5634 vehicles | Total Approach Volume | 2994 vehicles |
| Total Ped/Bike Volume | 0 crossings | Total Ped/Bike Volume | 0 crossings |
| Right turn reduction of | 0 percent applied | Right turn reduction of | 0 percent applied |

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

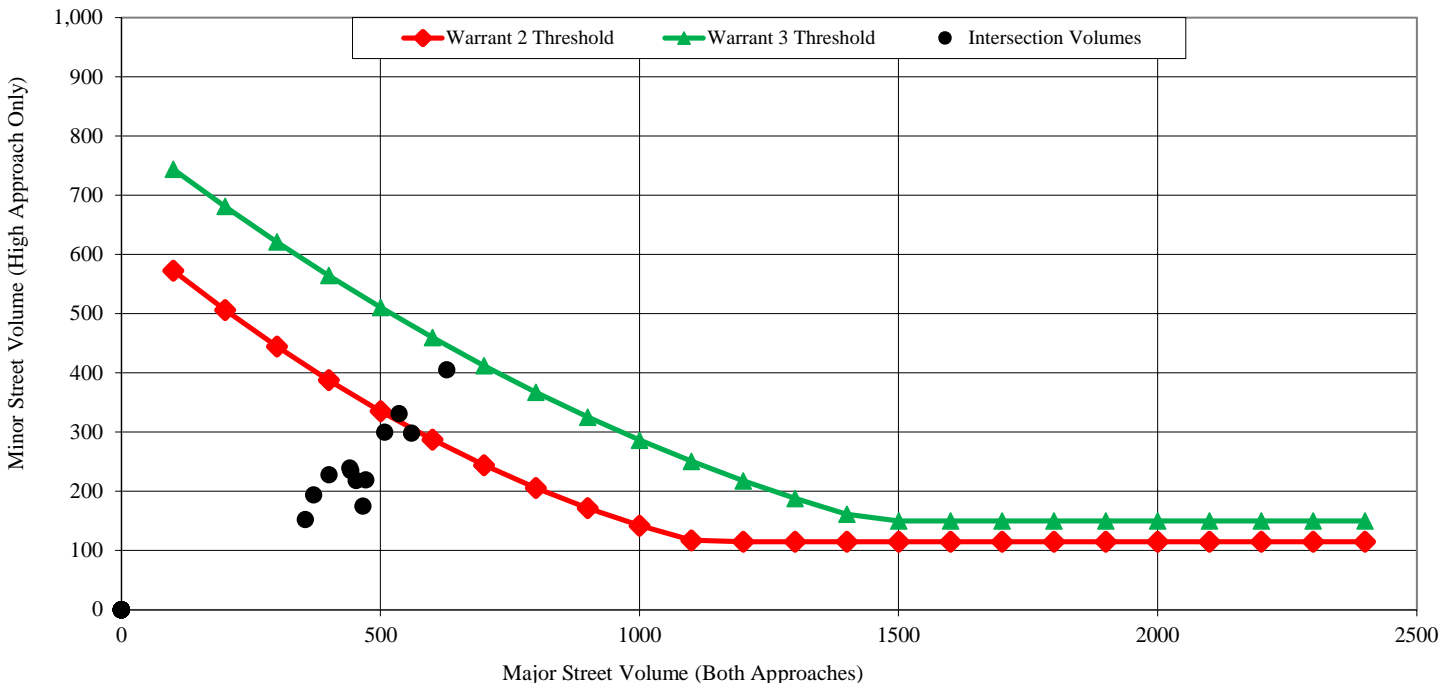
| Warrant 1, Eight Hour Vehicular Volume | | | |
|--|---------------|---------------|-------------------------------|
| | Condition A | Condition B | Condition A+B* |
| Condition Satisfied? | Not Satisfied | Not Satisfied | Not Satisfied |
| Required values reached for | 4 hours | 0 hours | 10 (Cond. A) & 1 (Cond. B) |
| Criteria - Major Street (veh/hr) | 500 | 750 | 400 (Cond. A) & 600 (Cond. B) |
| Criteria - Minor Street (veh/hr) | 200 | 100 | 160 (Cond. A) & 80 (Cond. B) |

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

| Warrant 2, Four Hour Vehicular Volume | |
|---------------------------------------|------------------|
| Condition Satisfied? | Not Satisfied |
| Required values reached for | 2 hours |
| Criteria | See Figure Below |

| Warrant 3, Peak Hour Vehicular Volume | | |
|--|--------------------------------|------------------|
| | Condition A | Condition B |
| Condition Satisfied? | Not Satisfied | Not Satisfied |
| Required values reached for | 1033 total, 405 minor, 0 delay | 0 hours |
| Criteria - Total Approach Volume (veh in one hour) | 650 | See Figure Below |
| Criteria - Minor Street High Side Volume (veh in one hour) | 150 | |
| Criteria - Minor Street High Side Delay (veh-hrs) | 5 | |

Figure 4C-1 (Warrant 2) & Figure 4C-3 (Warrant 3)



Traffic Signal Warrant Analysis

Warrants 4 to 6 (Pedestrian, School, Coordinated Systems)

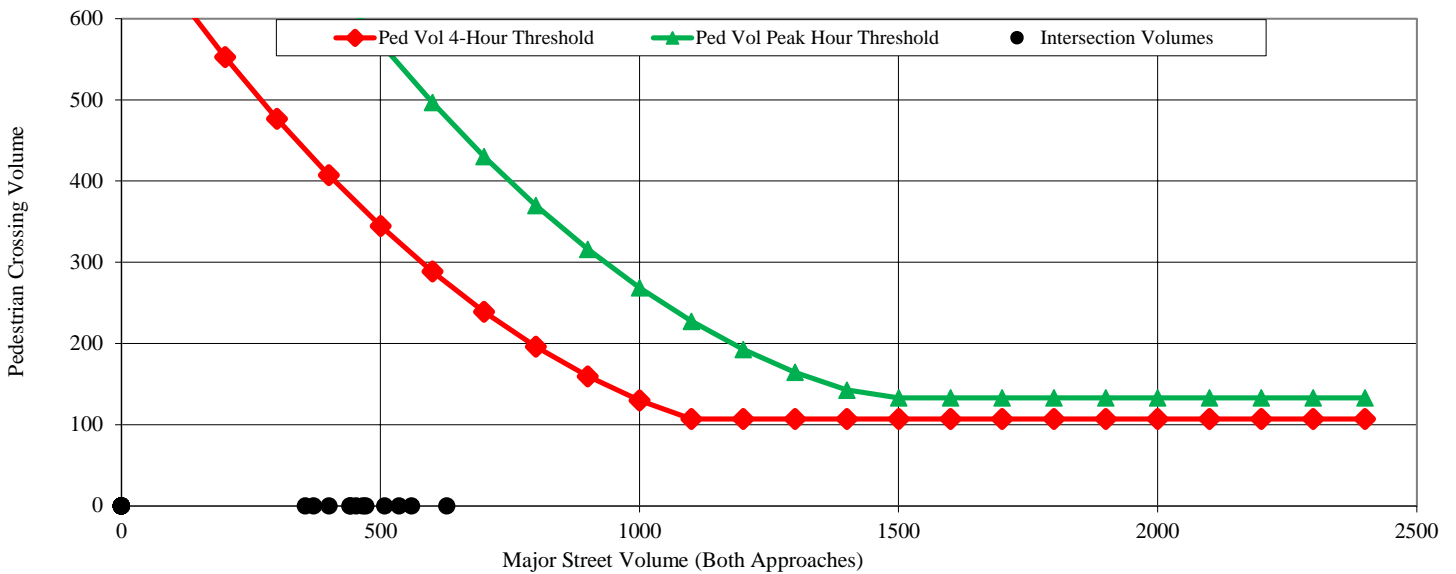
| | |
|----------------|---------------|
| Project Name | Glade Heights |
| Project/File # | 0 |
| Scenario | 2026 Build |

| Intersection Information | | | |
|--------------------------|-------------------|-------------------------|--------------------------|
| Major Street (E/W Road) | Glade Road | Minor Street (N/S Road) | Old Glade Road |
| Analyzed with | 1 approach lane | Analyzed with | 2 or more approach lanes |
| Total Approach Volume | 5634 vehicles | Total Approach Volume | 2994 vehicles |
| Total Ped/Bike Volume | 0 crossings | Total Ped/Bike Volume | 0 crossings |
| Right turn reduction of | 0 percent applied | Right turn reduction of | 0 percent applied |

No high speed or isolated community reduction applied to the Pedestrian Warrant thresholds.

| Warrant 4, Pedestrian Volume | | |
|---|------------------------------|------------------------------|
| | Condition A - Four Hour Vol. | Condition B - Peak Hour Vol. |
| Condition Satisfied? | Not Examined | Not Examined |
| Required values reached for | | |
| Criteria - Min. Distance to Nearest Controlled Crossing | | |
| Criteria - Major Street Volume and Crossing Volume | | |

Figure 4C-5 & Figure 4C-7 (Warrant 4 Four Hour & Peak Hour)



| Warrant 5, School Crossing | |
|---------------------------------|--------------|
| Condition Satisfied? | Not Examined |
| Criteria - School Crossing Data | |

| Warrant 6, Coordinated Signal System | |
|--------------------------------------|--------------|
| Condition Satisfied? | Not Examined |
| Criteria - Coordinated Signal System | |

Traffic Signal Warrant Analysis

Warrants 7-9 (Crash, Network, Rail Crossing)

| | |
|----------------|---------------|
| Project Name | Glade Heights |
| Project/File # | 0 |
| Scenario | 2026 Build |

| Intersection Information | | | |
|--------------------------|-------------------|-------------------------|--------------------------|
| Major Street (E/W Road) | Glade Road | Minor Street (N/S Road) | Old Glade Road |
| Analyzed with | 1 approach lane | Analyzed with | 2 or more approach lanes |
| Total Approach Volume | 5634 vehicles | Total Approach Volume | 2994 vehicles |
| Total Ped/Bike Volume | 0 crossings | Total Ped/Bike Volume | 0 crossings |
| Right turn reduction of | 0 percent applied | Right turn reduction of | 0 percent applied |

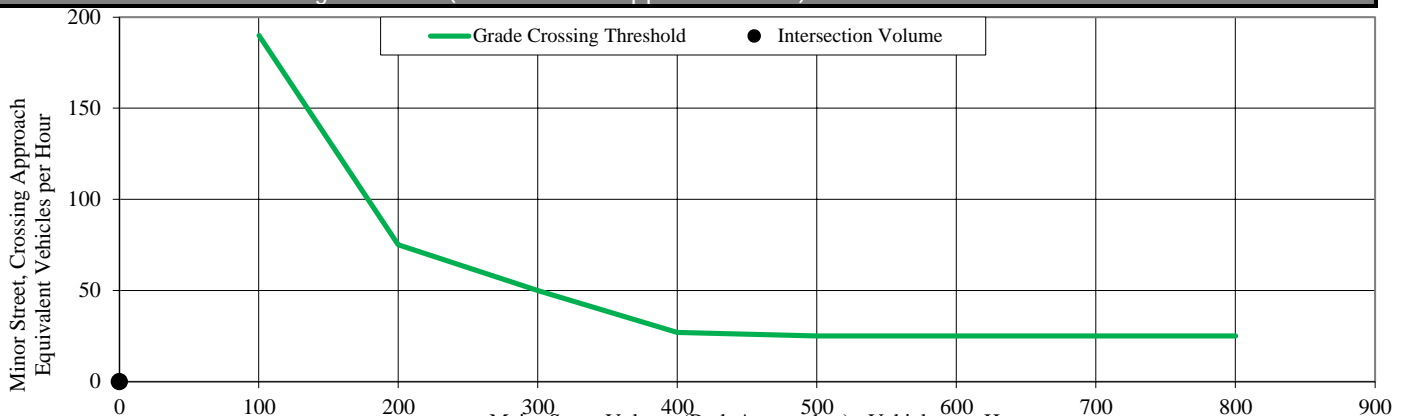
Reduction applied to Crash and Roadway Network Warrant thresholds due to high speed on Glade Road .

| Warrant 7, Crash Experience | |
|---|--------------|
| Condition Satisfied? | Not Examined |
| Required values reached for | |
| Criteria - Alternatives | |
| Criteria - Reported Crashes (within 12-month period) | |
| Criteria - Major Street (veh/hr) | |
| - Minor Street (veh/hr) | |
| (Alternative Volume Requirement) Criteria - Pedestrian Volume | |

| Warrant 8, Roadway Network | |
|--|--------------|
| Condition Satisfied? | Not Examined |
| Required values reached for | |
| Criteria - Common Intersection of Two Major Routes | |
| Criteria - Existing or Immediately Projected Entering Volume | |
| Criteria - Warrants | |
| (Alternative Requirement) Criteria - Non-normal Business Day | |

| Warrant 9, Intersection Near a Grade Crossing | |
|---|--------------|
| Condition Satisfied? | Not Examined |
| Required values reached for | |
| Criteria - Alternatives | |
| Criteria - Max. Distance to Nearest Controlled Crossing | |
| Criteria - Major Street Volume and Crossing Volume | |

Figure 4C-10 (Two or More Approach Lanes): Distance D = 70 feet



Major Street Volume (Both Approaches) - Vehicles per Hour

Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

| | |
|----------------|---------------|
| Project Name | Glade Heights |
| Project/File # | 0 |
| Scenario | 2026 Build |

| Intersection Information | | | |
|--------------------------|-------------------|-------------------------|--------------------------|
| Major Street (E/W Road) | Glade Road | Minor Street (N/S Road) | Old Glade Road |
| Analyzed with | 1 approach lane | Analyzed with | 2 or more approach lanes |
| Total Approach Volume | 5634 vehicles | Total Approach Volume | 2994 vehicles |
| Total Ped/Bike Volume | 0 crossings | Total Ped/Bike Volume | 0 crossings |
| Right turn reduction of | 0 percent applied | Right turn reduction of | 0 percent applied |

No high speed or isolated community reduction applied to the Multi-Way Stop Warrant thresholds.

| Condition A - Traffic Signal Warrant | |
|--------------------------------------|--------------|
| Condition Satisfied? | Not Examined |
| Criteria* | |

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

| Condition B - Crash Experience | |
|--------------------------------|--------------|
| Condition Satisfied? | Not Examined |
| Required values reached for | |
| Criteria - Crash Experience | |

| Condition C - Intersection Volume & Delay | |
|--|--------------|
| Condition Satisfied? | Not Examined |
| Required values reached for | |
| Criteria - Major Street (veh/hr) | |
| Criteria - Minor Street (total vol-veh, ped, & bikes/hr) | |
| Criteria - Delay (average sec/veh) | |

| Condition D - Combination Volume, Crash Experience, & Delay | |
|---|--------------|
| Condition Satisfied? | Not Examined |
| Required values reached for | |
| Criteria - Major Street (veh/hr) | |
| Criteria - Minor Street (total vol-veh, ped, & bikes/hr) | |
| Criteria - Crash Experience | |
| Criteria - Delay (average sec/veh) | |

Glade Road and Shadow Lake Road

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 144 | 1 | 5 | 29 | 55 | 1 | 0 | 30 | 91 | 0 | 2 |
| Future Vol, veh/h | 2 | 144 | 1 | 5 | 29 | 55 | 1 | 0 | 30 | 91 | 0 | 2 |
| Conflicting Peds, #/hr | 7 | 0 | 0 | 1 | 0 | 3 | 5 | 0 | 1 | 3 | 0 | 7 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 |
| Heavy Vehicles, % | 0 | 1 | 100 | 0 | 10 | 4 | 0 | 0 | 0 | 1 | 0 | 50 |
| Mvmt Flow | 3 | 209 | 1 | 7 | 42 | 80 | 1 | 0 | 43 | 132 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|------|
| Conflicting Flow All | 129 | 0 | 0 | 211 | 0 | 0 | 322 | 360 | 214 | 343 | 320 | 96 |
| Stage 1 | - | - | - | - | - | - | 217 | 217 | - | 103 | 103 | - |
| Stage 2 | - | - | - | - | - | - | 105 | 143 | - | 240 | 217 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.11 | 6.5 | 6.7 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.11 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.11 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.509 | 4 | 3.75 |
| Pot Cap-1 Maneuver | 1469 | - | - | 1372 | - | - | 635 | 570 | 831 | 613 | 600 | 844 |
| Stage 1 | - | - | - | - | - | - | 790 | 727 | - | 905 | 814 | - |
| Stage 2 | - | - | - | - | - | - | 906 | 782 | - | 766 | 727 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1459 | - | - | 1371 | - | - | 624 | 561 | 828 | 572 | 590 | 833 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 624 | 561 | - | 572 | 590 | - |
| Stage 1 | - | - | - | - | - | - | 788 | 725 | - | 897 | 803 | - |
| Stage 2 | - | - | - | - | - | - | 891 | 772 | - | 722 | 725 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|-----|--|--|------|--|--|
| HCM Control Delay, s | 0.1 | | | 0.4 | | | 9.7 | | | 13.1 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 819 | 1459 | - | - | 1371 | - | - | 576 |
| HCM Lane V/C Ratio | 0.055 | 0.002 | - | - | 0.005 | - | - | 0.234 |
| HCM Control Delay (s) | 9.7 | 7.5 | 0 | - | 7.6 | 0 | - | 13.1 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.9 |

Glade Heights - Blacksburg, VA
 5: Lark Lane/Shadow Lake Road & Glade Road

Existing (2022) Conditions
 Timing Plan: PM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 93 | 1 | 50 | 209 | 46 | 2 | 0 | 29 | 34 | 0 | 3 |
| Future Vol, veh/h | 6 | 93 | 1 | 50 | 209 | 46 | 2 | 0 | 29 | 34 | 0 | 3 |
| Conflicting Peds, #/hr | 5 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 5 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 108 | 1 | 58 | 243 | 53 | 2 | 0 | 34 | 40 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 301 | 0 | 0 | 110 | 0 | 0 | 516 | 541 | 114 | 535 | 515 | 280 |
| Stage 1 | - | - | - | - | - | - | 124 | 124 | - | 391 | 391 | - |
| Stage 2 | - | - | - | - | - | - | 392 | 417 | - | 144 | 124 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1272 | - | - | 1493 | - | - | 473 | 451 | 944 | 459 | 466 | 764 |
| Stage 1 | - | - | - | - | - | - | 885 | 797 | - | 637 | 611 | - |
| Stage 2 | - | - | - | - | - | - | 637 | 595 | - | 864 | 797 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1266 | - | - | 1492 | - | - | 449 | 425 | 940 | 421 | 439 | 757 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 449 | 425 | - | 421 | 439 | - |
| Stage 1 | - | - | - | - | - | - | 879 | 791 | - | 630 | 579 | - |
| Stage 2 | - | - | - | - | - | - | 601 | 564 | - | 825 | 791 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|-----|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 1.2 | | | 9.3 | | | 14.1 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 878 | 1266 | - | - | 1492 | - | - | 437 |
| HCM Lane V/C Ratio | 0.041 | 0.006 | - | - | 0.039 | - | - | 0.098 |
| HCM Control Delay (s) | 9.3 | 7.9 | 0 | - | 7.5 | 0 | - | 14.1 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 184 | 1 | 5 | 43 | 56 | 1 | 0 | 31 | 93 | 0 | 2 |
| Future Vol, veh/h | 2 | 184 | 1 | 5 | 43 | 56 | 1 | 0 | 31 | 93 | 0 | 2 |
| Conflicting Peds, #/hr | 7 | 0 | 0 | 1 | 0 | 3 | 5 | 0 | 1 | 3 | 0 | 7 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 100 | 0 | 10 | 4 | 0 | 0 | 0 | 1 | 0 | 50 |
| Mvmt Flow | 2 | 200 | 1 | 5 | 47 | 61 | 1 | 0 | 34 | 101 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|------|
| Conflicting Flow All | 115 | 0 | 0 | 202 | 0 | 0 | 302 | 331 | 205 | 320 | 301 | 92 |
| Stage 1 | - | - | - | - | - | - | 206 | 206 | - | 95 | 95 | - |
| Stage 2 | - | - | - | - | - | - | 96 | 125 | - | 225 | 206 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.11 | 6.5 | 6.7 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.11 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.11 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.509 | 4 | 3.75 |
| Pot Cap-1 Maneuver | 1487 | - | - | 1382 | - | - | 654 | 592 | 841 | 635 | 615 | 848 |
| Stage 1 | - | - | - | - | - | - | 801 | 735 | - | 914 | 820 | - |
| Stage 2 | - | - | - | - | - | - | 916 | 796 | - | 780 | 735 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1477 | - | - | 1381 | - | - | 644 | 584 | 838 | 601 | 606 | 837 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 644 | 584 | - | 601 | 606 | - |
| Stage 1 | - | - | - | - | - | - | 799 | 733 | - | 906 | 811 | - |
| Stage 2 | - | - | - | - | - | - | 904 | 787 | - | 745 | 733 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|-----|--|--|------|--|--|
| HCM Control Delay, s | 0.1 | | | 0.4 | | | 9.5 | | | 12.2 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 830 | 1477 | - | - | 1381 | - | - | 605 |
| HCM Lane V/C Ratio | 0.042 | 0.001 | - | - | 0.004 | - | - | 0.171 |
| HCM Control Delay (s) | 9.5 | 7.4 | 0 | - | 7.6 | 0 | - | 12.2 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.6 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 120 | 1 | 51 | 245 | 47 | 2 | 0 | 30 | 35 | 0 | 3 |
| Future Vol, veh/h | 6 | 120 | 1 | 51 | 245 | 47 | 2 | 0 | 30 | 35 | 0 | 3 |
| Conflicting Peds, #/hr | 5 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 5 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 130 | 1 | 55 | 266 | 51 | 2 | 0 | 33 | 38 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 322 | 0 | 0 | 132 | 0 | 0 | 554 | 578 | 136 | 572 | 553 | 302 |
| Stage 1 | - | - | - | - | - | - | 146 | 146 | - | 407 | 407 | - |
| Stage 2 | - | - | - | - | - | - | 408 | 432 | - | 165 | 146 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1249 | - | - | 1466 | - | - | 446 | 430 | 918 | 434 | 444 | 742 |
| Stage 1 | - | - | - | - | - | - | 861 | 780 | - | 625 | 601 | - |
| Stage 2 | - | - | - | - | - | - | 624 | 586 | - | 842 | 780 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1243 | - | - | 1465 | - | - | 424 | 405 | 914 | 398 | 419 | 735 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 424 | 405 | - | 398 | 419 | - |
| Stage 1 | - | - | - | - | - | - | 855 | 775 | - | 618 | 570 | - |
| Stage 2 | - | - | - | - | - | - | 590 | 556 | - | 804 | 775 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|------|
| HCM Control Delay, s | 0.4 | 1.1 | 9.4 | 14.7 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 852 | 1243 | - | - | 1465 | - | - | 413 |
| HCM Lane V/C Ratio | 0.041 | 0.005 | - | - | 0.038 | - | - | 0.1 |
| HCM Control Delay (s) | 9.4 | 7.9 | 0 | - | 7.6 | 0 | - | 14.7 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 0.3 |

Intersection

Int Delay, s/veh 3.6

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 186 | 1 | 5 | 48 | 56 | 1 | 0 | 31 | 93 | 0 | 2 |
| Future Vol, veh/h | 2 | 186 | 1 | 5 | 48 | 56 | 1 | 0 | 31 | 93 | 0 | 2 |
| Conflicting Peds, #/hr | 7 | 0 | 0 | 1 | 0 | 3 | 5 | 0 | 1 | 3 | 0 | 7 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 100 | 0 | 10 | 4 | 0 | 0 | 0 | 1 | 0 | 50 |
| Mvmt Flow | 2 | 202 | 1 | 5 | 52 | 61 | 1 | 0 | 34 | 101 | 0 | 2 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 120 | 0 | 0 | 204 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 1480 | - | - | 1380 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1470 | - | - | 1379 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|------|
| HCM Control Delay, s | 0.1 | 0.3 | 9.5 | 12.3 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 828 | 1470 | - | - | 1379 | - | - | 598 |
| HCM Lane V/C Ratio | 0.042 | 0.001 | - | - | 0.004 | - | - | 0.173 |
| HCM Control Delay (s) | 9.5 | 7.5 | 0 | - | 7.6 | 0 | - | 12.3 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.6 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 125 | 1 | 51 | 248 | 47 | 2 | 0 | 30 | 35 | 0 | 3 |
| Future Vol, veh/h | 6 | 125 | 1 | 51 | 248 | 47 | 2 | 0 | 30 | 35 | 0 | 3 |
| Conflicting Peds, #/hr | 5 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 5 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 136 | 1 | 55 | 270 | 51 | 2 | 0 | 33 | 38 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 326 | 0 | 0 | 138 | 0 | 0 | 564 | 588 | 142 | 582 | 563 | 306 |
| Stage 1 | - | - | - | - | - | - | 152 | 152 | - | 411 | 411 | - |
| Stage 2 | - | - | - | - | - | - | 412 | 436 | - | 171 | 152 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1245 | - | - | 1458 | - | - | 439 | 424 | 911 | 427 | 438 | 739 |
| Stage 1 | - | - | - | - | - | - | 855 | 775 | - | 622 | 598 | - |
| Stage 2 | - | - | - | - | - | - | 621 | 583 | - | 836 | 775 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1239 | - | - | 1457 | - | - | 417 | 400 | 907 | 392 | 413 | 732 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 417 | 400 | - | 392 | 413 | - |
| Stage 1 | - | - | - | - | - | - | 849 | 770 | - | 615 | 568 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 553 | - | 798 | 770 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|-----|--|--|------|--|--|
| HCM Control Delay, s | 0.4 | | | 1.1 | | | 9.4 | | | 14.8 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 845 | 1239 | - | - | 1457 | - | - | 407 |
| HCM Lane V/C Ratio | 0.041 | 0.005 | - | - | 0.038 | - | - | 0.101 |
| HCM Control Delay (s) | 9.4 | 7.9 | 0 | - | 7.6 | 0 | - | 14.8 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 0.3 |

Toms Creek Road and Redbud Road

Glade Heights - Blacksburg, VA
 6: Redbud Road & Toms Creek Road

Existing (2022) Conditions
 Timing Plan: AM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 62 | 0 | 10 | 38 | 10 | 1 | 0 | 42 | 32 | 0 | 1 |
| Future Vol, veh/h | 0 | 62 | 0 | 10 | 38 | 10 | 1 | 0 | 42 | 32 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| Heavy Vehicles, % | 0 | 0 | 0 | 10 | 7 | 0 | 100 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 0 | 82 | 0 | 13 | 50 | 13 | 1 | 0 | 55 | 42 | 0 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|------|--------|---|--------|-----|-----|-------|-----|------|
| Conflicting Flow All | 64 | 0 | 0 | 83 | 0 | 0 | 166 | 173 | 84 | 195 | 167 | 58 |
| Stage 1 | - | - | - | - | - | - | 83 | 83 | - | 84 | 84 | - |
| Stage 2 | - | - | - | - | - | - | 83 | 90 | - | 111 | 83 | - |
| Critical Hdwy | 4.1 | - | - | 4.2 | - | - | 8.1 | 6.5 | 6.2 | 7.13 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.1 | 5.5 | - | 6.13 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 7.1 | 5.5 | - | 6.13 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.29 | - | - | 4.4 | 4 | 3.3 | 3.527 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1551 | - | - | 1465 | - | - | 622 | 724 | 981 | 762 | 729 | 1014 |
| Stage 1 | - | - | - | - | - | - | 730 | 830 | - | 922 | 829 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 824 | - | 892 | 830 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1550 | - | - | 1464 | - | - | 616 | 716 | 979 | 712 | 721 | 1013 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 616 | 716 | - | 712 | 721 | - |
| Stage 1 | - | - | - | - | - | - | 729 | 829 | - | 921 | 821 | - |
| Stage 2 | - | - | - | - | - | - | 722 | 816 | - | 841 | 829 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|-----|--|----|--|------|--|
| HCM Control Delay, s | 0 | | 1.3 | | 9 | | 10.3 | |
| HCM LOS | | | | | A | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 966 | 1550 | - | - | 1464 | - | - | 718 |
| HCM Lane V/C Ratio | 0.059 | - | - | - | 0.009 | - | - | 0.06 |
| HCM Control Delay (s) | 9 | 0 | - | - | 7.5 | 0 | - | 10.3 |
| HCM Lane LOS | A | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

Intersection

Int Delay, s/veh 3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 44 | 2 | 46 | 92 | 22 | 2 | 0 | 22 | 16 | 0 | 1 |
| Future Vol, veh/h | 2 | 44 | 2 | 46 | 92 | 22 | 2 | 0 | 22 | 16 | 0 | 1 |
| Conflicting Peds, #/hr | 2 | 0 | 3 | 3 | 0 | 2 | 3 | 0 | 3 | 2 | 0 | 2 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 54 | 2 | 56 | 112 | 27 | 2 | 0 | 27 | 20 | 0 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | | | | | | | | |
|----------------------|--------|--------|--------|--------|---|---|-----|-----|------|-----|-----|-----|
| Conflicting Flow All | 141 | 0 | 0 | 59 | 0 | 0 | 303 | 315 | 61 | 316 | 303 | 131 |
| Stage 1 | - | - | - | - | - | - | 62 | 62 | - | 240 | 240 | - |
| Stage 2 | - | - | - | - | - | - | 241 | 253 | - | 76 | 63 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1455 | - | - | 1558 | - | - | 653 | 604 | 1010 | 641 | 613 | 924 |
| Stage 1 | - | - | - | - | - | - | 954 | 847 | - | 768 | 711 | - |
| Stage 2 | - | - | - | - | - | - | 767 | 701 | - | 938 | 846 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1452 | - | - | 1554 | - | - | 629 | 577 | 1004 | 602 | 585 | 920 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 629 | 577 | - | 602 | 585 | - |
| Stage 1 | - | - | - | - | - | - | 950 | 844 | - | 766 | 682 | - |
| Stage 2 | - | - | - | - | - | - | 734 | 672 | - | 909 | 843 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|------|
| HCM Control Delay, s | 0.3 | 2.1 | 8.9 | 11.1 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 956 | 1452 | - | - | 1554 | - | - | 614 |
| HCM Lane V/C Ratio | 0.031 | 0.002 | - | - | 0.036 | - | - | 0.034 |
| HCM Control Delay (s) | 8.9 | 7.5 | 0 | - | 7.4 | 0 | - | 11.1 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 103 | 0 | 10 | 53 | 10 | 1 | 0 | 43 | 33 | 0 | 1 |
| Future Vol, veh/h | 0 | 103 | 0 | 10 | 53 | 10 | 1 | 0 | 43 | 33 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 10 | 7 | 0 | 100 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 0 | 112 | 0 | 11 | 58 | 11 | 1 | 0 | 47 | 36 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|------|
| Conflicting Flow All | 70 | 0 | 0 | 113 | 0 | 0 | 199 | 205 | 114 | 224 | 200 | 65 |
| Stage 1 | - | - | - | - | - | - | 113 | 113 | - | 87 | 87 | - |
| Stage 2 | - | - | - | - | - | - | 86 | 92 | - | 137 | 113 | - |
| Critical Hdwy | 4.1 | - | - | 4.2 | - | - | 8.1 | 6.5 | 6.2 | 7.13 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.1 | 5.5 | - | 6.13 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 7.1 | 5.5 | - | 6.13 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.29 | - | - | 4.4 | 4 | 3.3 | 3.527 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1544 | - | - | 1428 | - | - | 589 | 695 | 944 | 729 | 699 | 1005 |
| Stage 1 | - | - | - | - | - | - | 701 | 806 | - | 918 | 827 | - |
| Stage 2 | - | - | - | - | - | - | 727 | 823 | - | 864 | 806 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1543 | - | - | 1427 | - | - | 584 | 688 | 942 | 687 | 692 | 1004 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 584 | 688 | - | 687 | 692 | - |
| Stage 1 | - | - | - | - | - | - | 700 | 805 | - | 917 | 820 | - |
| Stage 2 | - | - | - | - | - | - | 720 | 816 | - | 820 | 805 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|----|--|--|-----|--|--|------|--|--|
| HCM Control Delay, s | 0 | | | 1 | | | 9.1 | | | 10.5 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 929 | 1543 | - | - | 1427 | - | - | 693 |
| HCM Lane V/C Ratio | 0.051 | - | - | - | 0.008 | - | - | 0.053 |
| HCM Control Delay (s) | 9.1 | 0 | - | - | 7.5 | 0 | - | 10.5 |
| HCM Lane LOS | A | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 72 | 2 | 47 | 138 | 22 | 2 | 0 | 22 | 16 | 0 | 1 |
| Future Vol, veh/h | 2 | 72 | 2 | 47 | 138 | 22 | 2 | 0 | 22 | 16 | 0 | 1 |
| Conflicting Peds, #/hr | 2 | 0 | 3 | 3 | 0 | 2 | 3 | 0 | 3 | 2 | 0 | 2 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 78 | 2 | 51 | 150 | 24 | 2 | 0 | 24 | 17 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 176 | 0 | 0 | 83 | 0 | 0 | 354 | 364 | 85 | 364 | 353 | 167 |
| Stage 1 | - | - | - | - | - | - | 86 | 86 | - | 266 | 266 | - |
| Stage 2 | - | - | - | - | - | - | 268 | 278 | - | 98 | 87 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1412 | - | - | 1527 | - | - | 605 | 567 | 980 | 596 | 575 | 882 |
| Stage 1 | - | - | - | - | - | - | 927 | 827 | - | 744 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 742 | 684 | - | 913 | 827 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1409 | - | - | 1523 | - | - | 583 | 543 | 974 | 562 | 550 | 878 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 583 | 543 | - | 562 | 550 | - |
| Stage 1 | - | - | - | - | - | - | 923 | 824 | - | 742 | 665 | - |
| Stage 2 | - | - | - | - | - | - | 712 | 657 | - | 887 | 824 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 1.7 | | | 9 | | | 11.5 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 922 | 1409 | - | - | 1523 | - | - | 574 |
| HCM Lane V/C Ratio | 0.028 | 0.002 | - | - | 0.034 | - | - | 0.032 |
| HCM Control Delay (s) | 9 | 7.6 | 0 | - | 7.4 | 0 | - | 11.5 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 0.1 |

Glade Heights - Blacksburg, VA
6: Redbud Road & Toms Creek Road

2026 Build Conditions
Timing Plan: AM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 103 | 0 | 9 | 53 | 10 | 1 | 0 | 35 | 33 | 0 | 1 |
| Future Vol, veh/h | 0 | 103 | 0 | 9 | 53 | 10 | 1 | 0 | 35 | 33 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 10 | 7 | 0 | 100 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 0 | 112 | 0 | 10 | 58 | 11 | 1 | 0 | 38 | 36 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|------|
| Conflicting Flow All | 70 | 0 | 0 | 113 | 0 | 0 | 197 | 203 | 114 | 217 | 198 | 65 |
| Stage 1 | - | - | - | - | - | - | 113 | 113 | - | 85 | 85 | - |
| Stage 2 | - | - | - | - | - | - | 84 | 90 | - | 132 | 113 | - |
| Critical Hdwy | 4.1 | - | - | 4.2 | - | - | 8.1 | 6.5 | 6.2 | 7.13 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.1 | 5.5 | - | 6.13 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 7.1 | 5.5 | - | 6.13 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.29 | - | - | 4.4 | 4 | 3.3 | 3.527 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1544 | - | - | 1428 | - | - | 591 | 697 | 944 | 737 | 701 | 1005 |
| Stage 1 | - | - | - | - | - | - | 701 | 806 | - | 920 | 828 | - |
| Stage 2 | - | - | - | - | - | - | 729 | 824 | - | 869 | 806 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1543 | - | - | 1427 | - | - | 587 | 691 | 942 | 702 | 695 | 1004 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 587 | 691 | - | 702 | 695 | - |
| Stage 1 | - | - | - | - | - | - | 700 | 805 | - | 919 | 821 | - |
| Stage 2 | - | - | - | - | - | - | 723 | 817 | - | 833 | 805 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|-----|------|
| HCM Control Delay, s | 0 | 0.9 | 9.1 | 10.4 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 926 | 1543 | - | - | 1427 | - | - | 708 |
| HCM Lane V/C Ratio | 0.042 | - | - | - | 0.007 | - | - | 0.052 |
| HCM Control Delay (s) | 9.1 | 0 | - | - | 7.5 | 0 | - | 10.4 |
| HCM Lane LOS | A | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 72 | 2 | 38 | 138 | 22 | 2 | 0 | 19 | 16 | 0 | 1 |
| Future Vol, veh/h | 2 | 72 | 2 | 38 | 138 | 22 | 2 | 0 | 19 | 16 | 0 | 1 |
| Conflicting Peds, #/hr | 2 | 0 | 3 | 3 | 0 | 2 | 3 | 0 | 3 | 2 | 0 | 2 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 78 | 2 | 41 | 150 | 24 | 2 | 0 | 21 | 17 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 176 | 0 | 0 | 83 | 0 | 0 | 334 | 344 | 85 | 343 | 333 | 167 |
| Stage 1 | - | - | - | - | - | - | 86 | 86 | - | 246 | 246 | - |
| Stage 2 | - | - | - | - | - | - | 248 | 258 | - | 97 | 87 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1412 | - | - | 1527 | - | - | 623 | 582 | 980 | 615 | 590 | 882 |
| Stage 1 | - | - | - | - | - | - | 927 | 827 | - | 762 | 706 | - |
| Stage 2 | - | - | - | - | - | - | 760 | 698 | - | 914 | 827 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1409 | - | - | 1523 | - | - | 604 | 561 | 974 | 585 | 569 | 878 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 604 | 561 | - | 585 | 569 | - |
| Stage 1 | - | - | - | - | - | - | 923 | 824 | - | 760 | 683 | - |
| Stage 2 | - | - | - | - | - | - | 734 | 676 | - | 891 | 824 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 1.4 | | | 9 | | | 11.2 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 920 | 1409 | - | - | 1523 | - | - | 597 |
| HCM Lane V/C Ratio | 0.025 | 0.002 | - | - | 0.027 | - | - | 0.031 |
| HCM Control Delay (s) | 9 | 7.6 | 0 | - | 7.4 | 0 | - | 11.2 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 0.1 |

Toms Creek Road and Honeysuckle Drive

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 136 | 0 | 25 | 58 | 0 | 73 |
| Future Vol, veh/h | 136 | 0 | 25 | 58 | 0 | 73 |
| Conflicting Peds, #/hr | 0 | 3 | 6 | 0 | 3 | 6 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 40 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 0 | 4 | 5 | 0 | 0 |
| Mvmt Flow | 166 | 0 | 30 | 71 | 0 | 89 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 0 | 0 | 172 | 0 | 306 |
| Stage 1 | - | - | - | - | 172 |
| Stage 2 | - | - | - | - | 134 |
| Critical Hdwy | - | - | 4.14 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.236 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1393 | - | 690 |
| Stage 1 | - | - | - | - | 863 |
| Stage 2 | - | - | - | - | 897 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1385 | - | 669 |
| Mov Cap-2 Maneuver | - | - | - | - | 669 |
| Stage 1 | - | - | - | - | 858 |
| Stage 2 | - | - | - | - | 875 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 2.3 | 9.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 860 | - | - | 1385 | - |
| HCM Lane V/C Ratio | 0.104 | - | - | 0.022 | - |
| HCM Control Delay (s) | 9.7 | - | - | 7.7 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.1 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 82 | 0 | 92 | 160 | 0 | 37 |
| Future Vol, veh/h | 82 | 0 | 92 | 160 | 0 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 40 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 96 | 0 | 108 | 188 | 0 | 44 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 97 | 0 | 501 |
| Stage 1 | - | - | - | - | 97 |
| Stage 2 | - | - | - | - | 404 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1509 | - | 533 |
| Stage 1 | - | - | - | - | 932 |
| Stage 2 | - | - | - | - | 679 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1508 | - | 494 |
| Mov Cap-2 Maneuver | - | - | - | - | 494 |
| Stage 1 | - | - | - | - | 931 |
| Stage 2 | - | - | - | - | 630 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 2.8 | 8.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 961 | - | - | 1508 | - |
| HCM Lane V/C Ratio | 0.045 | - | - | 0.072 | - |
| HCM Control Delay (s) | 8.9 | - | - | 7.6 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 179 | 0 | 26 | 73 | 0 | 74 |
| Future Vol, veh/h | 179 | 0 | 26 | 73 | 0 | 74 |
| Conflicting Peds, #/hr | 0 | 3 | 6 | 0 | 3 | 6 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 40 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 4 | 5 | 0 | 0 |
| Mvmt Flow | 195 | 0 | 28 | 79 | 0 | 80 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 0 | 0 | 201 | 0 | 339 |
| Stage 1 | - | - | - | - | 201 |
| Stage 2 | - | - | - | - | 138 |
| Critical Hdwy | - | - | 4.14 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.236 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1359 | - | 661 |
| Stage 1 | - | - | - | - | 838 |
| Stage 2 | - | - | - | - | 894 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1351 | - | 641 |
| Mov Cap-2 Maneuver | - | - | - | - | 641 |
| Stage 1 | - | - | - | - | 833 |
| Stage 2 | - | - | - | - | 873 |

| Approach | EB | WB | NB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 2 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 829 | - | - | 1351 | - |
| HCM Lane V/C Ratio | 0.097 | - | - | 0.021 | - |
| HCM Control Delay (s) | 9.8 | - | - | 7.7 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.1 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 111 | 0 | 94 | 207 | 0 | 38 |
| Future Vol, veh/h | 111 | 0 | 94 | 207 | 0 | 38 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 40 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 121 | 0 | 102 | 225 | 0 | 41 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 0 | 0 | 122 | 0 | 551 |
| Stage 1 | - | - | - | - | 122 |
| Stage 2 | - | - | - | - | 429 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1478 | - | 499 |
| Stage 1 | - | - | - | - | 908 |
| Stage 2 | - | - | - | - | 661 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1477 | - | 464 |
| Mov Cap-2 Maneuver | - | - | - | - | 464 |
| Stage 1 | - | - | - | - | 907 |
| Stage 2 | - | - | - | - | 615 |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 2.4 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 931 | - | - | 1477 | - |
| HCM Lane V/C Ratio | 0.044 | - | - | 0.069 | - |
| HCM Control Delay (s) | 9 | - | - | 7.6 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 171 | 0 | 21 | 72 | 0 | 61 |
| Future Vol, veh/h | 171 | 0 | 21 | 72 | 0 | 61 |
| Conflicting Peds, #/hr | 0 | 3 | 6 | 0 | 3 | 6 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 40 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 4 | 5 | 0 | 0 |
| Mvmt Flow | 186 | 0 | 23 | 78 | 0 | 66 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 0 | 0 | 192 | 0 | 319 |
| Stage 1 | - | - | - | - | 192 |
| Stage 2 | - | - | - | - | 127 |
| Critical Hdwy | - | - | 4.14 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.236 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1370 | - | 678 |
| Stage 1 | - | - | - | - | 845 |
| Stage 2 | - | - | - | - | 904 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1362 | - | 660 |
| Mov Cap-2 Maneuver | - | - | - | - | 660 |
| Stage 1 | - | - | - | - | 840 |
| Stage 2 | - | - | - | - | 886 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.7 | 9.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 838 | - | - | 1362 | - |
| HCM Lane V/C Ratio | 0.079 | - | - | 0.017 | - |
| HCM Control Delay (s) | 9.7 | - | - | 7.7 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.1 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↔ | | ↔ | ↑ | ↔ | |
| Traffic Vol, veh/h | 108 | 0 | 77 | 198 | 0 | 33 |
| Future Vol, veh/h | 108 | 0 | 77 | 198 | 0 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 40 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 117 | 0 | 84 | 215 | 0 | 36 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 118 | 0 | 501 |
| Stage 1 | - | - | - | - | 118 |
| Stage 2 | - | - | - | - | 383 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1483 | - | 533 |
| Stage 1 | - | - | - | - | 912 |
| Stage 2 | - | - | - | - | 694 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1482 | - | 502 |
| Mov Cap-2 Maneuver | - | - | - | - | 502 |
| Stage 1 | - | - | - | - | 911 |
| Stage 2 | - | - | - | - | 654 |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 2.1 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 936 | - | - | 1482 | - |
| HCM Lane V/C Ratio | 0.038 | - | - | 0.056 | - |
| HCM Control Delay (s) | 9 | - | - | 7.6 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | - |

Glade Road and Site Access

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 2 | 308 | 104 | 37 | 110 | 5 |
| Future Vol, veh/h | 2 | 308 | 104 | 37 | 110 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 100 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 335 | 113 | 40 | 120 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-------|-------|
| Conflicting Flow All | 153 | 0 | 0 | 452 | 113 |
| Stage 1 | - | - | - | 113 | - |
| Stage 2 | - | - | - | 339 | - |
| Critical Hdwy | 4.12 | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1428 | - | - | 565 | 940 |
| Stage 1 | - | - | - | 912 | - |
| Stage 2 | - | - | - | 722 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1428 | - | - | 564 | 940 |
| Mov Cap-2 Maneuver | - | - | - | 564 | - |
| Stage 1 | - | - | - | 910 | - |
| Stage 2 | - | - | - | 722 | - |

| Approach | EB | WB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 13 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1428 | - | - | - | 574 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.218 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 13 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.8 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↑ | ↗ | ↘ | |
| Traffic Vol, veh/h | 5 | 185 | 343 | 130 | 69 | 3 |
| Future Vol, veh/h | 5 | 185 | 343 | 130 | 69 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 100 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 201 | 373 | 141 | 75 | 3 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-------|-------|
| Conflicting Flow All | 514 | 0 | 0 | 584 | 373 |
| Stage 1 | - | - | - | 373 | - |
| Stage 2 | - | - | - | 211 | - |
| Critical Hdwy | 4.12 | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1052 | - | - | 474 | 673 |
| Stage 1 | - | - | - | 696 | - |
| Stage 2 | - | - | - | 824 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1052 | - | - | 472 | 673 |
| Mov Cap-2 Maneuver | - | - | - | 472 | - |
| Stage 1 | - | - | - | 693 | - |
| Stage 2 | - | - | - | 824 | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.2 | 0 | 14 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1052 | - | - | - | 478 |
| HCM Lane V/C Ratio | 0.005 | - | - | - | 0.164 |
| HCM Control Delay (s) | 8.4 | 0 | - | - | 14 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.6 |

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

| | |
|----------------|---------------|
| Project Name | Glade Heights |
| Project/File # | 0 |
| Scenario | 2026 Build |

| Intersection Information | | | |
|--------------------------|-------------------|-------------------------|--------------------------|
| Major Street (E/W Road) | Glade Road | Minor Street (N/S Road) | Old Glade Road |
| Analyzed with | 1 approach lane | Analyzed with | 2 or more approach lanes |
| Total Approach Volume | 5634 vehicles | Total Approach Volume | 2994 vehicles |
| Total Ped/Bike Volume | 0 crossings | Total Ped/Bike Volume | 0 crossings |
| Right turn reduction of | 0 percent applied | Right turn reduction of | 0 percent applied |

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

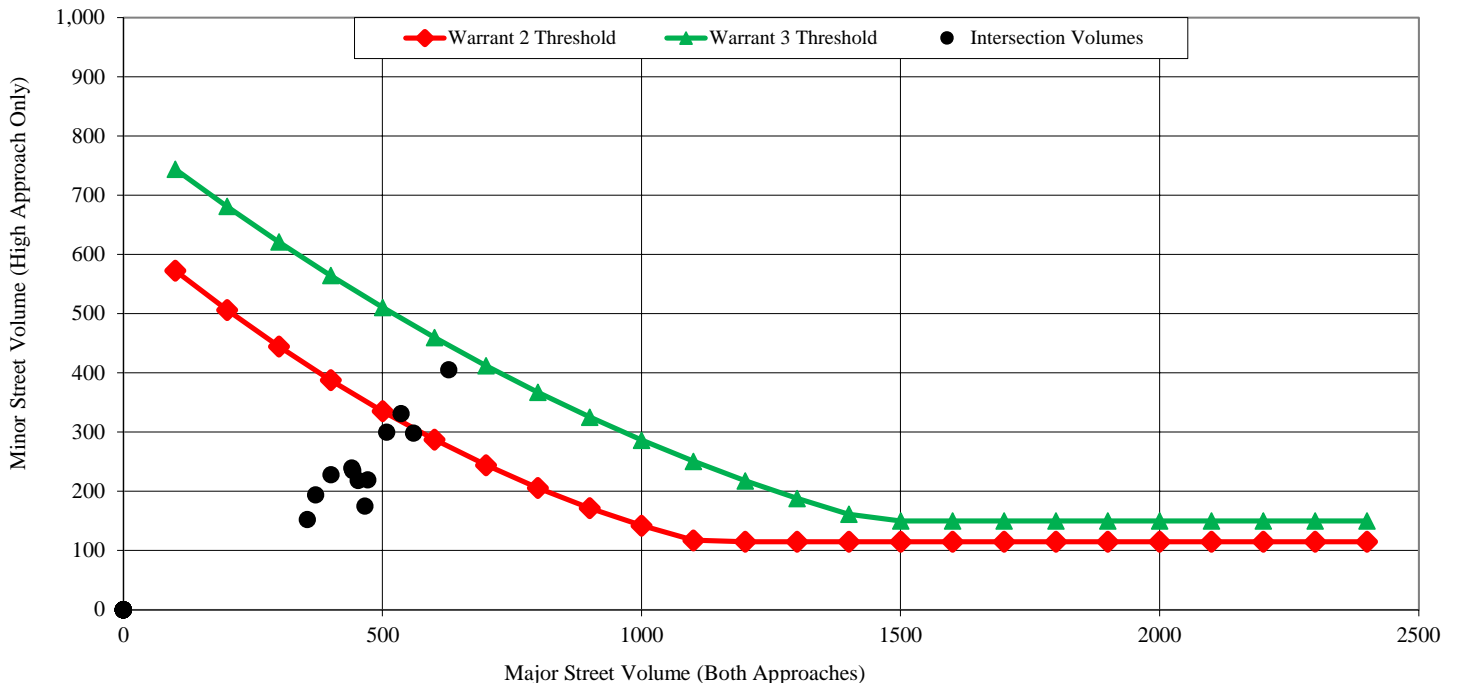
| Warrant 1, Eight Hour Vehicular Volume | | | |
|--|---------------|---------------|-------------------------------|
| | Condition A | Condition B | Condition A+B* |
| Condition Satisfied? | Not Satisfied | Not Satisfied | Not Satisfied |
| Required values reached for | 4 hours | 0 hours | 10 (Cond. A) & 1 (Cond. B) |
| Criteria - Major Street (veh/hr) | 500 | 750 | 400 (Cond. A) & 600 (Cond. B) |
| Criteria - Minor Street (veh/hr) | 200 | 100 | 160 (Cond. A) & 80 (Cond. B) |

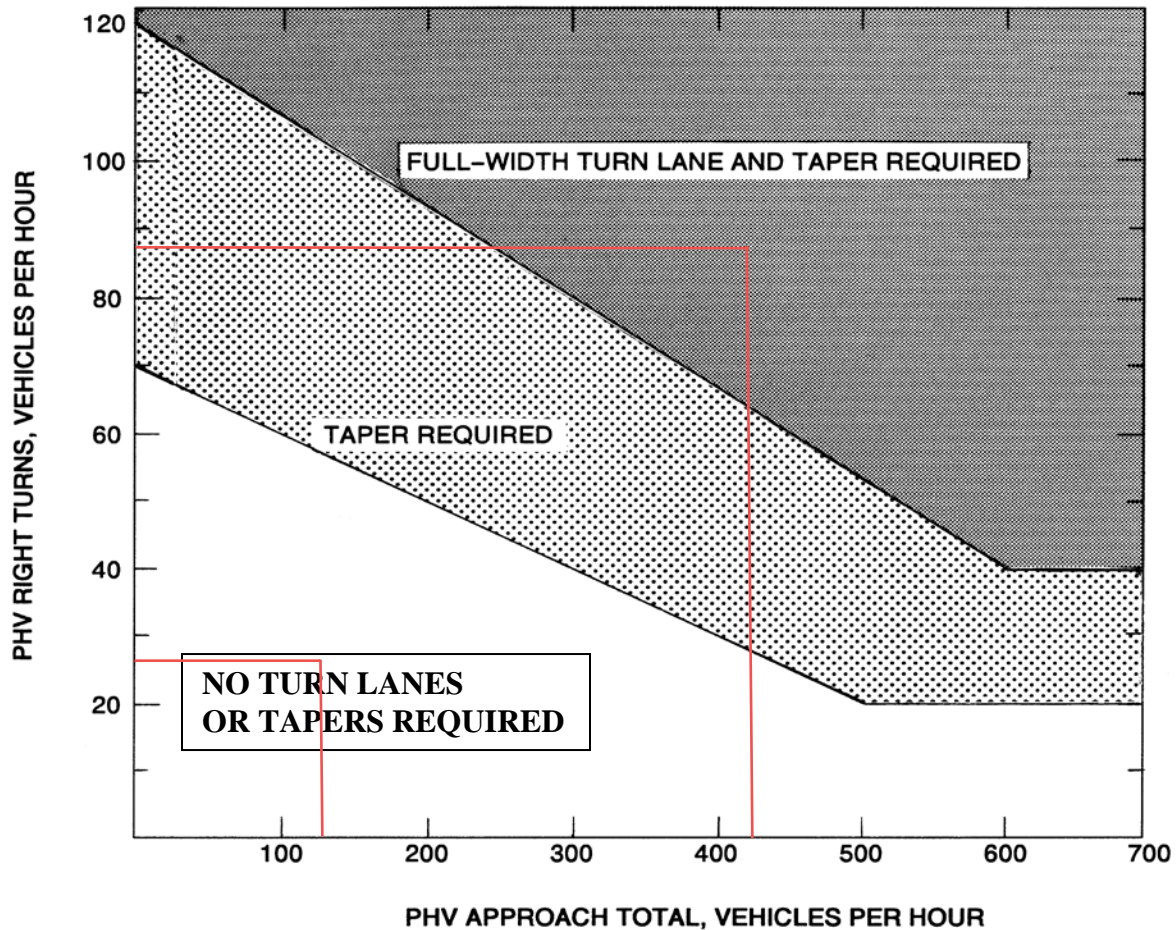
* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

| Warrant 2, Four Hour Vehicular Volume | |
|---------------------------------------|------------------|
| Condition Satisfied? | Not Satisfied |
| Required values reached for | 2 hours |
| Criteria | See Figure Below |

| Warrant 3, Peak Hour Vehicular Volume | | |
|--|--------------------------------|------------------|
| | Condition A | Condition B |
| Condition Satisfied? | Not Satisfied | Not Satisfied |
| Required values reached for | 1033 total, 405 minor, 0 delay | 0 hours |
| Criteria - Total Approach Volume (veh in one hour) | 650 | See Figure Below |
| Criteria - Minor Street High Side Volume (veh in one hour) | 150 | |
| Criteria - Minor Street High Side Delay (veh-hrs) | 5 | |

Figure 4C-1 (Warrant 2) & Figure 4C-3 (Warrant 3)





Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

LEGEND

PHV - Peak Hour Volume (also Design Hourly Volume equivalent)

Adjustment for Right Turns

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

If PHV is not known use formula: $PHV = ADT \times K \times D$

K = the percent of AADT occurring in the peak hour

D = the percent of traffic in the peak direction of flow

Note: An average of 11% for K x D will suffice.

When right turn facilities are warranted, see Figure 3-1 for design criteria.*

FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)

APPENDIX E

SIMTRAFFIC QUEUEING REPORTS

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | L | TR | L | L |
| Maximum Queue (ft) | 234 | 260 | 247 | 77 | 41 | 275 | 247 | 78 | 55 | 82 | 263 | 291 |
| Average Queue (ft) | 130 | 156 | 130 | 12 | 10 | 124 | 86 | 30 | 17 | 17 | 111 | 151 |
| 95th Queue (ft) | 221 | 291 | 259 | 52 | 32 | 254 | 210 | 64 | 48 | 50 | 222 | 242 |
| Link Distance (ft) | | 241 | 241 | | | 676 | 676 | | 431 | | | 732 |
| Upstream Blk Time (%) | 1 | 5 | 2 | 0 | | | | | | | | |
| Queuing Penalty (veh) | 0 | 30 | 10 | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 175 | | | 150 | 150 | | | 225 | | 200 | 175 | |
| Storage Blk Time (%) | 8 | 12 | 7 | | | 8 | 0 | | | | 1 | 8 |
| Queuing Penalty (veh) | 37 | 16 | 4 | | | 1 | 0 | | | | 1 | 10 |

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 168 |
| Average Queue (ft) | 48 |
| 95th Queue (ft) | 119 |
| Link Distance (ft) | 732 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 2: Prices Fork Road & Old Glade Road

| Movement | EB | EB | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | T | T | TR | R |
| Maximum Queue (ft) | 216 | 265 | 229 | 44 | 26 | 130 |
| Average Queue (ft) | 55 | 34 | 22 | 2 | 1 | 9 |
| 95th Queue (ft) | 131 | 152 | 126 | 16 | 13 | 67 |
| Link Distance (ft) | | 585 | 585 | 241 | 241 | 1197 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 225 | | | | | |
| Storage Blk Time (%) | | 1 | | | | |
| Queuing Penalty (veh) | | 2 | | | | |

Intersection: 3: UCB & Glade Road/Starbucks Driveway

| Movement | EB | EB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | TR | LT | TR |
| Maximum Queue (ft) | 165 | 63 | 155 | 46 | 64 | 8 | 104 | 91 |
| Average Queue (ft) | 72 | 34 | 72 | 8 | 15 | 0 | 41 | 29 |
| 95th Queue (ft) | 134 | 57 | 131 | 30 | 45 | 4 | 85 | 67 |
| Link Distance (ft) | 507 | | 419 | | 698 | 698 | 310 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 200 | | | | 175 |
| Storage Blk Time (%) | 1 | | | | | | | |
| Queuing Penalty (veh) | 1 | | | | | | | |

Intersection: 4: Old Glade Road & Glade Road

| Movement | EB | WB | NB | NB |
|-----------------------|----|-----|-----|------|
| Directions Served | R | LT | L | R |
| Maximum Queue (ft) | 50 | 66 | 85 | 78 |
| Average Queue (ft) | 3 | 23 | 33 | 36 |
| 95th Queue (ft) | 21 | 57 | 62 | 64 |
| Link Distance (ft) | | 507 | | 1197 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | |
| Storage Blk Time (%) | 0 | | | 0 |
| Queuing Penalty (veh) | 0 | | | 0 |

Intersection: 5: Lark Lane/Shadow Lake Road & Glade Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 6 | 25 | 35 | 76 |
| Average Queue (ft) | 0 | 1 | 19 | 36 |
| 95th Queue (ft) | 0 | 11 | 40 | 64 |
| Link Distance (ft) | 692 | 610 | 770 | 992 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Redbud Road & Toms Creek Road

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 12 | 60 | 54 |
| Average Queue (ft) | 1 | 24 | 19 |
| 95th Queue (ft) | 6 | 49 | 44 |
| Link Distance (ft) | 580 | 647 | 786 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: Honeysuckle Drive & Toms Creek Road

| Movement | EB | WB | WB | NB |
|-----------------------|-----|----|-----|-----|
| Directions Served | TR | L | T | LR |
| Maximum Queue (ft) | 6 | 36 | 6 | 54 |
| Average Queue (ft) | 0 | 4 | 0 | 27 |
| 95th Queue (ft) | 4 | 21 | 5 | 50 |
| Link Distance (ft) | 580 | | 811 | 619 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | 40 | | |
| Storage Blk Time (%) | | 0 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | |

Network Summary

| |
|-----------------------------------|
| Network wide Queuing Penalty: 113 |
|-----------------------------------|

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | L | TR | L | L |
| Maximum Queue (ft) | 240 | 298 | 251 | 198 | 249 | 680 | 662 | 325 | 221 | 222 | 275 | 729 |
| Average Queue (ft) | 202 | 219 | 169 | 14 | 35 | 344 | 317 | 148 | 71 | 79 | 244 | 525 |
| 95th Queue (ft) | 275 | 347 | 316 | 88 | 121 | 704 | 672 | 367 | 159 | 178 | 321 | 833 |
| Link Distance (ft) | | 241 | 241 | | | 676 | 676 | | 431 | | | 732 |
| Upstream Blk Time (%) | 16 | 29 | 2 | 0 | | 2 | 1 | | | | | 14 |
| Queuing Penalty (veh) | 0 | 130 | 11 | 0 | | 0 | 0 | | | | | 0 |
| Storage Bay Dist (ft) | 175 | | | 150 | 150 | | | 225 | | 200 | 175 | |
| Storage Blk Time (%) | 47 | 25 | 13 | | 0 | 34 | 20 | 0 | 0 | 1 | 56 | 73 |
| Queuing Penalty (veh) | 164 | 45 | 3 | | 2 | 8 | 73 | 1 | 0 | 1 | 108 | 140 |

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 714 |
| Average Queue (ft) | 446 |
| 95th Queue (ft) | 819 |
| Link Distance (ft) | 732 |
| Upstream Blk Time (%) | 14 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 2: Prices Fork Road & Old Glade Road

| Movement | EB | EB | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | T | T | TR | R |
| Maximum Queue (ft) | 325 | 570 | 479 | 211 | 165 | 334 |
| Average Queue (ft) | 205 | 222 | 130 | 20 | 14 | 105 |
| 95th Queue (ft) | 365 | 516 | 388 | 106 | 74 | 287 |
| Link Distance (ft) | | 585 | 585 | 241 | 241 | 1197 |
| Upstream Blk Time (%) | | 1 | | 0 | | |
| Queuing Penalty (veh) | | 0 | | 0 | | |
| Storage Bay Dist (ft) | 225 | | | | | |
| Storage Blk Time (%) | 16 | 13 | | | | |
| Queuing Penalty (veh) | 71 | 39 | | | | |

Intersection: 3: UCB & Glade Road/Starbucks Driveway

| Movement | EB | EB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | TR | LT | TR |
| Maximum Queue (ft) | 243 | 180 | 168 | 106 | 138 | 100 | 136 | 125 |
| Average Queue (ft) | 91 | 42 | 76 | 43 | 60 | 9 | 61 | 48 |
| 95th Queue (ft) | 184 | 97 | 145 | 84 | 113 | 47 | 113 | 101 |
| Link Distance (ft) | 507 | | 419 | | 698 | 698 | 310 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 200 | | | | 175 |
| Storage Blk Time (%) | 4 | | | | 0 | | | |
| Queuing Penalty (veh) | 6 | | | | 0 | | | |

Intersection: 4: Old Glade Road & Glade Road

| Movement | EB | WB | NB | NB |
|-----------------------|----|-----|-----|------|
| Directions Served | R | LT | L | R |
| Maximum Queue (ft) | 30 | 84 | 184 | 64 |
| Average Queue (ft) | 2 | 24 | 68 | 35 |
| 95th Queue (ft) | 14 | 60 | 136 | 59 |
| Link Distance (ft) | | 507 | | 1197 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | |
| Storage Blk Time (%) | 0 | | 3 | |
| Queuing Penalty (veh) | 0 | | 4 | |

Intersection: 5: Lark Lane/Shadow Lake Road & Glade Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 30 | 45 | 40 | 66 |
| Average Queue (ft) | 1 | 5 | 16 | 21 |
| 95th Queue (ft) | 11 | 27 | 39 | 52 |
| Link Distance (ft) | 692 | 610 | 770 | 992 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Redbud Road & Toms Creek Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 14 | 30 | 37 | 32 |
| Average Queue (ft) | 0 | 2 | 16 | 13 |
| 95th Queue (ft) | 6 | 15 | 40 | 36 |
| Link Distance (ft) | 940 | 580 | 647 | 786 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Honeysuckle Drive & Toms Creek Road

| Movement | WB | WB | NB |
|-----------------------|----|-----|-----|
| Directions Served | L | T | LR |
| Maximum Queue (ft) | 36 | 6 | 43 |
| Average Queue (ft) | 7 | 0 | 23 |
| 95th Queue (ft) | 28 | 6 | 45 |
| Link Distance (ft) | | 811 | 619 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 40 | | |
| Storage Blk Time (%) | 0 | 0 | |
| Queuing Penalty (veh) | 1 | 0 | |

Network Summary

Network wide Queuing Penalty: 806

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | L | TR | L | L |
| Maximum Queue (ft) | 240 | 273 | 262 | 200 | 49 | 284 | 226 | 74 | 76 | 68 | 273 | 446 |
| Average Queue (ft) | 153 | 190 | 157 | 25 | 9 | 145 | 100 | 33 | 16 | 17 | 151 | 206 |
| 95th Queue (ft) | 251 | 311 | 293 | 114 | 32 | 262 | 222 | 68 | 47 | 51 | 271 | 360 |
| Link Distance (ft) | | 241 | 241 | | | 676 | 676 | | 431 | | | 732 |
| Upstream Blk Time (%) | 5 | 16 | 2 | 0 | | | | | | | | |
| Queuing Penalty (veh) | 0 | 82 | 11 | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 175 | | | 150 | 150 | | | 225 | | 200 | 175 | |
| Storage Blk Time (%) | 21 | 16 | 10 | | | 10 | 0 | | | | 10 | 23 |
| Queuing Penalty (veh) | 86 | 23 | 5 | | | 1 | 0 | | | | 15 | 34 |

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 164 |
| Average Queue (ft) | 54 |
| 95th Queue (ft) | 127 |
| Link Distance (ft) | 732 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 2: Prices Fork Road & Old Glade Road

| Movement | EB | EB | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | T | T | TR | R |
| Maximum Queue (ft) | 174 | 290 | 271 | 86 | 56 | 130 |
| Average Queue (ft) | 74 | 91 | 67 | 8 | 4 | 8 |
| 95th Queue (ft) | 200 | 323 | 273 | 45 | 33 | 59 |
| Link Distance (ft) | | 585 | 585 | 241 | 241 | 1197 |
| Upstream Blk Time (%) | | 0 | | | | |
| Queuing Penalty (veh) | | 0 | | | | |
| Storage Bay Dist (ft) | 225 | | | | | |
| Storage Blk Time (%) | | 7 | | | | |
| Queuing Penalty (veh) | | 17 | | | | |

Intersection: 3: UCB & Glade Road/Starbucks Driveway

| Movement | EB | EB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | TR | LT | TR |
| Maximum Queue (ft) | 216 | 111 | 169 | 52 | 86 | 8 | 134 | 105 |
| Average Queue (ft) | 78 | 43 | 75 | 12 | 21 | 0 | 51 | 34 |
| 95th Queue (ft) | 156 | 91 | 141 | 36 | 61 | 5 | 102 | 82 |
| Link Distance (ft) | 507 | | 419 | | 698 | 698 | 310 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 200 | | | | 175 |
| Storage Blk Time (%) | 2 | | | | | | 0 | |
| Queuing Penalty (veh) | 3 | | | | | | 0 | |

Intersection: 4: Old Glade Road & Glade Road

| Movement | EB | EB | WB | NB | NB |
|-----------------------|------|----|-----|-----|------|
| Directions Served | T | R | LT | L | R |
| Maximum Queue (ft) | 6 | 44 | 71 | 78 | 70 |
| Average Queue (ft) | 0 | 4 | 29 | 35 | 38 |
| 95th Queue (ft) | 5 | 22 | 66 | 63 | 65 |
| Link Distance (ft) | 1428 | | 507 | | 1197 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 50 | | 125 | |
| Storage Blk Time (%) | | 0 | | 0 | |
| Queuing Penalty (veh) | | 0 | | 0 | |

Intersection: 5: Lark Lane/Shadow Lake Road & Glade Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 6 | 25 | 41 | 69 |
| Average Queue (ft) | 0 | 2 | 19 | 38 |
| 95th Queue (ft) | 4 | 12 | 40 | 58 |
| Link Distance (ft) | 692 | 610 | 770 | 992 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Redbud Road & Toms Creek Road

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 17 | 56 | 41 |
| Average Queue (ft) | 1 | 24 | 18 |
| 95th Queue (ft) | 9 | 49 | 42 |
| Link Distance (ft) | 580 | 647 | 786 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: Honeysuckle Drive & Toms Creek Road

| Movement | EB | WB | WB | NB |
|-----------------------|-----|----|-----|-----|
| Directions Served | TR | L | T | LR |
| Maximum Queue (ft) | 18 | 36 | 17 | 52 |
| Average Queue (ft) | 1 | 6 | 1 | 30 |
| 95th Queue (ft) | 8 | 26 | 9 | 46 |
| Link Distance (ft) | 580 | | 811 | 619 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | 40 | | |
| Storage Blk Time (%) | | 0 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | |

Network Summary

| |
|-----------------------------------|
| Network wide Queuing Penalty: 278 |
|-----------------------------------|

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | L | TR | L | L |
| Maximum Queue (ft) | 240 | 287 | 252 | 77 | 217 | 691 | 702 | 325 | 241 | 226 | 275 | 754 |
| Average Queue (ft) | 211 | 226 | 185 | 9 | 41 | 400 | 364 | 185 | 71 | 87 | 243 | 643 |
| 95th Queue (ft) | 270 | 343 | 315 | 59 | 135 | 767 | 737 | 410 | 176 | 179 | 306 | 929 |
| Link Distance (ft) | | 241 | 241 | | | 676 | 676 | | 431 | | | 732 |
| Upstream Blk Time (%) | 22 | 34 | 3 | 0 | | 3 | 3 | | | | | 43 |
| Queuing Penalty (veh) | 0 | 161 | 15 | 0 | | 0 | 0 | | | | | 0 |
| Storage Bay Dist (ft) | 175 | | | 150 | 150 | | | 225 | | 200 | 175 | |
| Storage Blk Time (%) | 53 | 32 | 14 | | | 37 | 24 | 0 | 1 | 3 | 67 | 76 |
| Queuing Penalty (veh) | 191 | 66 | 3 | | | 8 | 101 | 1 | 0 | 2 | 150 | 168 |

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 754 |
| Average Queue (ft) | 592 |
| 95th Queue (ft) | 925 |
| Link Distance (ft) | 732 |
| Upstream Blk Time (%) | 34 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 2: Prices Fork Road & Old Glade Road

| Movement | EB | EB | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | T | T | TR | R |
| Maximum Queue (ft) | 325 | 590 | 508 | 186 | 141 | 339 |
| Average Queue (ft) | 212 | 249 | 152 | 19 | 14 | 110 |
| 95th Queue (ft) | 364 | 547 | 412 | 97 | 73 | 282 |
| Link Distance (ft) | | 585 | 585 | 241 | 241 | 1197 |
| Upstream Blk Time (%) | | 4 | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | | |
| Storage Bay Dist (ft) | 225 | | | | | |
| Storage Blk Time (%) | 17 | 14 | | | | |
| Queuing Penalty (veh) | 79 | 47 | | | | |

Intersection: 3: UCB & Glade Road/Starbucks Driveway

| Movement | EB | EB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | TR | LT | TR |
| Maximum Queue (ft) | 211 | 176 | 164 | 116 | 154 | 125 | 162 | 159 |
| Average Queue (ft) | 93 | 48 | 70 | 53 | 72 | 9 | 76 | 61 |
| 95th Queue (ft) | 170 | 100 | 134 | 98 | 136 | 55 | 132 | 125 |
| Link Distance (ft) | 507 | | 419 | | 698 | 698 | 310 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 200 | | | | 175 |
| Storage Blk Time (%) | 4 | | | | 0 | | 0 | 0 |
| Queuing Penalty (veh) | 6 | | | | 0 | | 0 | 0 |

Intersection: 4: Old Glade Road & Glade Road

| Movement | EB | WB | NB | NB |
|-----------------------|----|-----|-----|------|
| Directions Served | R | LT | L | R |
| Maximum Queue (ft) | 51 | 79 | 177 | 68 |
| Average Queue (ft) | 3 | 27 | 71 | 36 |
| 95th Queue (ft) | 21 | 64 | 138 | 62 |
| Link Distance (ft) | | 507 | | 1197 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | |
| Storage Blk Time (%) | 0 | | 2 | |
| Queuing Penalty (veh) | 0 | | 3 | |

Intersection: 5: Lark Lane/Shadow Lake Road & Glade Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 32 | 71 | 40 | 49 |
| Average Queue (ft) | 1 | 9 | 17 | 23 |
| 95th Queue (ft) | 13 | 40 | 39 | 48 |
| Link Distance (ft) | 692 | 610 | 770 | 992 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Redbud Road & Toms Creek Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 8 | 34 | 28 | 37 |
| Average Queue (ft) | 0 | 3 | 15 | 13 |
| 95th Queue (ft) | 4 | 18 | 38 | 36 |
| Link Distance (ft) | 940 | 580 | 647 | 786 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Honeysuckle Drive & Toms Creek Road

| Movement | EB | WB | WB | NB |
|-----------------------|-----|----|-----|-----|
| Directions Served | TR | L | T | LR |
| Maximum Queue (ft) | 6 | 50 | 10 | 41 |
| Average Queue (ft) | 0 | 10 | 0 | 21 |
| 95th Queue (ft) | 4 | 35 | 8 | 43 |
| Link Distance (ft) | 580 | | 811 | 619 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | 40 | | |
| Storage Blk Time (%) | | 0 | 0 | |
| Queuing Penalty (veh) | | 1 | 0 | |

Network Summary

| |
|------------------------------------|
| Network wide Queuing Penalty: 1002 |
|------------------------------------|

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | L | TR | L | L |
| Maximum Queue (ft) | 240 | 263 | 273 | 201 | 86 | 292 | 246 | 90 | 74 | 88 | 274 | 520 |
| Average Queue (ft) | 168 | 200 | 176 | 26 | 14 | 144 | 102 | 33 | 20 | 21 | 168 | 226 |
| 95th Queue (ft) | 262 | 311 | 298 | 110 | 55 | 271 | 221 | 71 | 57 | 63 | 282 | 408 |
| Link Distance (ft) | | 241 | 241 | | | 676 | 676 | | 431 | | | 732 |
| Upstream Blk Time (%) | 5 | 14 | 3 | 0 | | | | | | | | |
| Queuing Penalty (veh) | 0 | 70 | 13 | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 175 | | | 150 | 150 | | | 225 | | 200 | 175 | |
| Storage Blk Time (%) | 21 | 23 | 11 | | | 12 | 1 | | | | 13 | 26 |
| Queuing Penalty (veh) | 84 | 30 | 6 | | | 1 | 1 | | | | 21 | 43 |

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 200 |
| Average Queue (ft) | 60 |
| 95th Queue (ft) | 154 |
| Link Distance (ft) | 732 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 2: Prices Fork Road & Old Glade Road

| Movement | EB | EB | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | T | T | TR | R |
| Maximum Queue (ft) | 274 | 378 | 293 | 58 | 42 | 155 |
| Average Queue (ft) | 75 | 87 | 50 | 3 | 2 | 16 |
| 95th Queue (ft) | 180 | 277 | 202 | 27 | 19 | 87 |
| Link Distance (ft) | | 585 | 585 | 241 | 241 | 1197 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 225 | | | | | |
| Storage Blk Time (%) | 0 | 3 | | | | |
| Queuing Penalty (veh) | 0 | 9 | | | | |

Intersection: 3: UCB & Glade Road/Starbucks Driveway

| Movement | EB | EB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | TR | LT | TR |
| Maximum Queue (ft) | 155 | 80 | 171 | 61 | 77 | 15 | 119 | 107 |
| Average Queue (ft) | 82 | 46 | 77 | 14 | 20 | 1 | 51 | 38 |
| 95th Queue (ft) | 134 | 72 | 143 | 43 | 56 | 7 | 103 | 86 |
| Link Distance (ft) | 507 | | 419 | | 698 | 698 | 310 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 200 | | | | 175 |
| Storage Blk Time (%) | 0 | | | | | | | |
| Queuing Penalty (veh) | 1 | | | | | | | |

Intersection: 4: Old Glade Road & Glade Road

| Movement | EB | WB | NB | NB |
|-----------------------|----|-----|-----|------|
| Directions Served | R | LT | L | R |
| Maximum Queue (ft) | 48 | 94 | 99 | 81 |
| Average Queue (ft) | 6 | 35 | 43 | 40 |
| 95th Queue (ft) | 29 | 74 | 75 | 70 |
| Link Distance (ft) | | 507 | | 1197 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 50 | | 125 | |
| Storage Blk Time (%) | 0 | | 0 | |
| Queuing Penalty (veh) | 0 | | 0 | |

Intersection: 5: Lark Lane/Shadow Lake Road & Glade Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 16 | 47 | 45 | 66 |
| Average Queue (ft) | 1 | 1 | 18 | 37 |
| 95th Queue (ft) | 9 | 10 | 41 | 58 |
| Link Distance (ft) | 692 | 617 | 770 | 992 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Redbud Road & Toms Creek Road

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 21 | 49 | 38 |
| Average Queue (ft) | 1 | 21 | 17 |
| 95th Queue (ft) | 8 | 47 | 41 |
| Link Distance (ft) | 580 | 647 | 786 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: Honeysuckle Drive & Toms Creek Road

| Movement | EB | WB | NB |
|-----------------------|-----|----|-----|
| Directions Served | TR | L | LR |
| Maximum Queue (ft) | 12 | 25 | 53 |
| Average Queue (ft) | 0 | 3 | 27 |
| 95th Queue (ft) | 5 | 18 | 48 |
| Link Distance (ft) | 580 | | 619 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 40 | |
| Storage Blk Time (%) | | 0 | |
| Queuing Penalty (veh) | | 0 | |

Intersection: 8: Glade Road & Site Access

| Movement | SB |
|-----------------------|------|
| Directions Served | LR |
| Maximum Queue (ft) | 64 |
| Average Queue (ft) | 32 |
| 95th Queue (ft) | 54 |
| Link Distance (ft) | 1018 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Network Summary

Network wide Queuing Penalty: 280

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | L | TR | L | L |
| Maximum Queue (ft) | 240 | 280 | 261 | 82 | 249 | 691 | 700 | 325 | 183 | 226 | 275 | 751 |
| Average Queue (ft) | 193 | 195 | 166 | 7 | 38 | 407 | 393 | 175 | 67 | 89 | 252 | 724 |
| 95th Queue (ft) | 280 | 340 | 312 | 46 | 126 | 800 | 802 | 405 | 142 | 185 | 294 | 844 |
| Link Distance (ft) | | 241 | 241 | | | 676 | 676 | | 431 | | | 732 |
| Upstream Blk Time (%) | 15 | 22 | 4 | 0 | | 4 | 5 | | | | | 70 |
| Queuing Penalty (veh) | 0 | 102 | 18 | 0 | | 0 | 0 | | | | | 0 |
| Storage Bay Dist (ft) | 175 | | | 150 | 150 | | | 225 | | 200 | 175 | |
| Storage Blk Time (%) | 44 | 26 | 14 | | | 35 | 25 | 0 | 0 | 3 | 81 | 85 |
| Queuing Penalty (veh) | 158 | 52 | 3 | | | 8 | 106 | 1 | 0 | 2 | 190 | 201 |

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 747 |
| Average Queue (ft) | 658 |
| 95th Queue (ft) | 933 |
| Link Distance (ft) | 732 |
| Upstream Blk Time (%) | 46 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 2: Prices Fork Road & Old Glade Road

| Movement | EB | EB | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | T | T | TR | R |
| Maximum Queue (ft) | 325 | 590 | 540 | 210 | 165 | 422 |
| Average Queue (ft) | 270 | 351 | 197 | 23 | 19 | 181 |
| 95th Queue (ft) | 402 | 701 | 521 | 112 | 82 | 377 |
| Link Distance (ft) | | 585 | 585 | 241 | 241 | 1197 |
| Upstream Blk Time (%) | | 14 | 0 | 0 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | 225 | | | | | |
| Storage Blk Time (%) | 42 | 8 | | | | |
| Queuing Penalty (veh) | 199 | 30 | | | | |

Intersection: 3: UCB & Glade Road/Starbucks Driveway

| Movement | EB | EB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | TR | LT | TR |
| Maximum Queue (ft) | 184 | 98 | 177 | 125 | 156 | 120 | 149 | 164 |
| Average Queue (ft) | 92 | 48 | 75 | 59 | 71 | 15 | 76 | 70 |
| 95th Queue (ft) | 161 | 80 | 149 | 102 | 134 | 72 | 131 | 136 |
| Link Distance (ft) | 507 | | 419 | | 698 | 698 | 310 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 200 | | | | 175 |
| Storage Blk Time (%) | 2 | 0 | | | | | 0 | 0 |
| Queuing Penalty (veh) | 4 | 0 | | | | | 0 | 0 |

Intersection: 4: Old Glade Road & Glade Road

| Movement | EB | EB | WB | NB | NB |
|-----------------------|------|----|-----|-----|------|
| Directions Served | T | R | LT | L | R |
| Maximum Queue (ft) | 6 | 36 | 108 | 225 | 430 |
| Average Queue (ft) | 0 | 4 | 38 | 133 | 92 |
| 95th Queue (ft) | 0 | 21 | 83 | 237 | 309 |
| Link Distance (ft) | 1423 | | 507 | | 1197 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 50 | | 125 | |
| Storage Blk Time (%) | | 0 | | 20 | 0 |
| Queuing Penalty (veh) | | 0 | | 27 | 0 |

Intersection: 5: Lark Lane/Shadow Lake Road & Glade Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 24 | 76 | 40 | 40 |
| Average Queue (ft) | 1 | 14 | 19 | 23 |
| 95th Queue (ft) | 11 | 51 | 41 | 46 |
| Link Distance (ft) | 692 | 617 | 770 | 992 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Redbud Road & Toms Creek Road

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 22 | 33 | 38 |
| Average Queue (ft) | 2 | 12 | 12 |
| 95th Queue (ft) | 13 | 35 | 36 |
| Link Distance (ft) | 580 | 647 | 786 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: Honeysuckle Drive & Toms Creek Road

| Movement | WB | NB |
|-----------------------|----|-----|
| Directions Served | L | LR |
| Maximum Queue (ft) | 36 | 34 |
| Average Queue (ft) | 7 | 19 |
| 95th Queue (ft) | 28 | 41 |
| Link Distance (ft) | | 619 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 40 | |
| Storage Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 1 | |

Intersection: 8: Glade Road & Site Access

| Movement | EB | WB | WB | SB |
|-----------------------|-----|------|-----|------|
| Directions Served | LT | T | R | LR |
| Maximum Queue (ft) | 49 | 4 | 4 | 61 |
| Average Queue (ft) | 3 | 0 | 0 | 24 |
| 95th Queue (ft) | 24 | 3 | 3 | 47 |
| Link Distance (ft) | 617 | 1423 | | 1018 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 100 | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

| |
|------------------------------------|
| Network wide Queuing Penalty: 1102 |
|------------------------------------|

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | L | TR | L | L |
| Maximum Queue (ft) | 240 | 276 | 254 | 162 | 82 | 282 | 251 | 78 | 78 | 74 | 274 | 610 |
| Average Queue (ft) | 154 | 189 | 161 | 19 | 11 | 129 | 90 | 32 | 17 | 20 | 178 | 269 |
| 95th Queue (ft) | 253 | 314 | 291 | 80 | 51 | 257 | 212 | 65 | 51 | 56 | 301 | 527 |
| Link Distance (ft) | | 241 | 241 | | | 676 | 676 | | 431 | | | 732 |
| Upstream Blk Time (%) | 8 | 12 | 3 | 0 | | | | | | | | 1 |
| Queuing Penalty (veh) | 0 | 64 | 14 | 0 | | | | | | | | 0 |
| Storage Bay Dist (ft) | 175 | | | 150 | 150 | | | 225 | | 200 | 175 | |
| Storage Blk Time (%) | 22 | 16 | 11 | | | 10 | 0 | | | | 16 | 29 |
| Queuing Penalty (veh) | 89 | 22 | 6 | | | 1 | 0 | | | | 27 | 50 |

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 283 |
| Average Queue (ft) | 60 |
| 95th Queue (ft) | 181 |
| Link Distance (ft) | 732 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 2: Prices Fork Road & Old Glade Road

| Movement | EB | EB | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | T | T | TR | R |
| Maximum Queue (ft) | 246 | 319 | 260 | 21 | 17 | 137 |
| Average Queue (ft) | 74 | 69 | 44 | 1 | 2 | 10 |
| 95th Queue (ft) | 196 | 263 | 194 | 13 | 11 | 66 |
| Link Distance (ft) | | 585 | 585 | 241 | 241 | 1197 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 225 | | | | | |
| Storage Blk Time (%) | 0 | 5 | | | | |
| Queuing Penalty (veh) | 1 | 15 | | | | |

Intersection: 3: UCB & Glade Road/Starbucks Driveway

| Movement | EB | EB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | TR | LT | TR |
| Maximum Queue (ft) | 166 | 77 | 178 | 50 | 91 | 12 | 115 | 84 |
| Average Queue (ft) | 73 | 42 | 69 | 13 | 27 | 0 | 46 | 30 |
| 95th Queue (ft) | 141 | 66 | 136 | 38 | 72 | 4 | 90 | 69 |
| Link Distance (ft) | 507 | | 419 | | 698 | 698 | 310 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 200 | | | | 175 |
| Storage Blk Time (%) | 1 | | | | | | 0 | |
| Queuing Penalty (veh) | 2 | | | | | | 0 | |

Intersection: 4: Old Glade Road & Glade Road

| Movement | EB | EB | WB | NB | NB |
|-----------------------|------|----|-----|-----|------|
| Directions Served | T | R | LT | L | R |
| Maximum Queue (ft) | 80 | 96 | 93 | 73 | 74 |
| Average Queue (ft) | 47 | 55 | 46 | 39 | 37 |
| 95th Queue (ft) | 69 | 83 | 73 | 63 | 64 |
| Link Distance (ft) | 1423 | | 507 | | 1197 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 50 | | 125 | |
| Storage Blk Time (%) | 3 | 6 | | | |
| Queuing Penalty (veh) | 8 | 12 | | | |

Intersection: 5: Lark Lane/Shadow Lake Road & Glade Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 22 | 31 | 36 | 65 |
| Average Queue (ft) | 1 | 2 | 17 | 36 |
| 95th Queue (ft) | 11 | 14 | 39 | 58 |
| Link Distance (ft) | 692 | 617 | 770 | 992 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Redbud Road & Toms Creek Road

| Movement | WB | NB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 18 | 54 | 50 |
| Average Queue (ft) | 1 | 20 | 20 |
| 95th Queue (ft) | 9 | 45 | 45 |
| Link Distance (ft) | 580 | 647 | 786 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: Honeysuckle Drive & Toms Creek Road

| Movement | EB | WB | WB | NB |
|-----------------------|-----|----|-----|-----|
| Directions Served | TR | L | T | LR |
| Maximum Queue (ft) | 27 | 35 | 6 | 60 |
| Average Queue (ft) | 1 | 4 | 0 | 27 |
| 95th Queue (ft) | 13 | 21 | 5 | 49 |
| Link Distance (ft) | 580 | | 811 | 619 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | 40 | | |
| Storage Blk Time (%) | | 0 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | |

Intersection: 8: Glade Road & Site Access

| Movement | SB |
|-----------------------|------|
| Directions Served | LR |
| Maximum Queue (ft) | 75 |
| Average Queue (ft) | 33 |
| 95th Queue (ft) | 57 |
| Link Distance (ft) | 1018 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Network Summary

Network wide Queuing Penalty: 311

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | T | R | L | T | T | R | L | TR | L | L |
| Maximum Queue (ft) | 240 | 284 | 281 | 114 | 221 | 695 | 703 | 325 | 227 | 245 | 275 | 766 |
| Average Queue (ft) | 194 | 202 | 171 | 11 | 50 | 382 | 376 | 166 | 67 | 95 | 251 | 704 |
| 95th Queue (ft) | 278 | 346 | 325 | 70 | 150 | 770 | 775 | 390 | 147 | 197 | 299 | 890 |
| Link Distance (ft) | | 241 | 241 | | | 676 | 676 | | 431 | | | 732 |
| Upstream Blk Time (%) | 15 | 24 | 4 | 0 | | 2 | 4 | | | | | 66 |
| Queuing Penalty (veh) | 0 | 111 | 20 | 0 | | 0 | 0 | | | | | 0 |
| Storage Bay Dist (ft) | 175 | | | 150 | 150 | | | 225 | | 200 | 175 | |
| Storage Blk Time (%) | 39 | 27 | 16 | | | 34 | 22 | 0 | 0 | 3 | 79 | 83 |
| Queuing Penalty (veh) | 139 | 52 | 4 | | | 8 | 94 | 0 | 0 | 2 | 186 | 196 |

Intersection: 1: The Inn at VT/UCB & Prices Fork Road

| Movement | SB |
|-----------------------|-----|
| Directions Served | TR |
| Maximum Queue (ft) | 750 |
| Average Queue (ft) | 605 |
| 95th Queue (ft) | 981 |
| Link Distance (ft) | 732 |
| Upstream Blk Time (%) | 39 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 2: Prices Fork Road & Old Glade Road

| Movement | EB | EB | EB | WB | WB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | L | T | T | T | TR | R |
| Maximum Queue (ft) | 325 | 609 | 545 | 173 | 169 | 479 |
| Average Queue (ft) | 259 | 340 | 194 | 22 | 15 | 193 |
| 95th Queue (ft) | 394 | 689 | 524 | 110 | 74 | 444 |
| Link Distance (ft) | | 585 | 585 | 241 | 241 | 1197 |
| Upstream Blk Time (%) | | 11 | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | | |
| Storage Bay Dist (ft) | 225 | | | | | |
| Storage Blk Time (%) | 37 | 8 | | | | |
| Queuing Penalty (veh) | 176 | 30 | | | | |

Intersection: 3: UCB & Glade Road/Starbucks Driveway

| Movement | EB | EB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | LT | R | LTR | L | T | TR | LT | TR |
| Maximum Queue (ft) | 246 | 111 | 187 | 129 | 146 | 104 | 146 | 163 |
| Average Queue (ft) | 96 | 47 | 83 | 62 | 66 | 11 | 75 | 66 |
| 95th Queue (ft) | 196 | 93 | 151 | 110 | 121 | 55 | 132 | 127 |
| Link Distance (ft) | 507 | | 419 | | 698 | 698 | 310 | |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 150 | | 200 | | | | 175 |
| Storage Blk Time (%) | 4 | | | | | | 0 | 0 |
| Queuing Penalty (veh) | 8 | | | | | | 0 | 0 |

Intersection: 4: Old Glade Road & Glade Road

| Movement | EB | EB | WB | NB | NB |
|-----------------------|------|----|-----|-----|------|
| Directions Served | T | R | LT | L | R |
| Maximum Queue (ft) | 85 | 91 | 152 | 199 | 105 |
| Average Queue (ft) | 45 | 42 | 79 | 81 | 38 |
| 95th Queue (ft) | 72 | 70 | 133 | 157 | 76 |
| Link Distance (ft) | 1423 | | 507 | | 1197 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 50 | | 125 | |
| Storage Blk Time (%) | 3 | 2 | | 4 | |
| Queuing Penalty (veh) | 5 | 4 | | 5 | |

Intersection: 5: Lark Lane/Shadow Lake Road & Glade Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 16 | 71 | 36 | 54 |
| Average Queue (ft) | 1 | 12 | 17 | 22 |
| 95th Queue (ft) | 11 | 46 | 39 | 48 |
| Link Distance (ft) | 692 | 617 | 770 | 992 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Redbud Road & Toms Creek Road

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 14 | 32 | 33 | 33 |
| Average Queue (ft) | 1 | 4 | 15 | 13 |
| 95th Queue (ft) | 9 | 19 | 38 | 36 |
| Link Distance (ft) | 940 | 580 | 647 | 786 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 7: Honeysuckle Drive & Toms Creek Road

| Movement | WB | NB |
|-----------------------|----|-----|
| Directions Served | L | LR |
| Maximum Queue (ft) | 36 | 34 |
| Average Queue (ft) | 9 | 18 |
| 95th Queue (ft) | 33 | 41 |
| Link Distance (ft) | | 619 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 40 | |
| Storage Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 1 | |

Intersection: 8: Glade Road & Site Access

| Movement | EB | SB |
|-----------------------|-----|------|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 33 | 66 |
| Average Queue (ft) | 2 | 26 |
| 95th Queue (ft) | 15 | 48 |
| Link Distance (ft) | 617 | 1018 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 20: Bend

| Movement | NB |
|-----------------------|-----|
| Directions Served | T |
| Maximum Queue (ft) | 66 |
| Average Queue (ft) | 2 |
| 95th Queue (ft) | 48 |
| Link Distance (ft) | 310 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Network Summary

Network wide Queuing Penalty: 1039
