

March 28, 2024

Kevin M. Wills

Town of Blacksburg

400 South Main Street

Blacksburg, VA 24060

Reference: 7Brew Coffee Shop - Blacksburg, VA

Subject: Traffic Impact Analysis

Dear Mr. Wills,

This letter provides a summary of the traffic impact analysis prepared for the proposed 7Brew development to be located in the northeast quadrant of the intersection of S. Main Street and Ardmore Street, adjacent to the Blacksburg Square commercial center in Blacksburg, Virginia. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts, if necessary.

Site Location and Study Area

As noted, the proposed 7Brew development is to be located east of U.S. Business 460 (S. Main Street) between Ardmore Street and Blacksburg Square. Based on coordination with the Town of Blacksburg (Town). The study area consists of the following existing intersections:

- S. Main Street and Country Club Drive
- S. Main Street and Gables/Blacksburg Square
- S. Main Street and Lefty's/Blacksburg Square
- S. Main Street and Ardmore Street
- S. Main Street and Marlinton Street
- Ardmore Street and Site Access Road

Refer to Attachment A for the approved scoping documentation. Refer to Attachment B for the site location map.

Proposed Land Use and Site Access

The proposed development is expected to consist of a coffee shop with 2 drive-through lanes and no indoor seating. Completion of the proposed development is anticipated by the end of 2025. Site access is proposed via one new (1) full-movement driveway located along Ardmore Street as well as via interconnectivity with the Blacksburg Square Commercial Center. Refer to Attachment B for a copy of the preliminary site plan

Adjacent Land Uses

The proposed development is located in an area consisting of commercial development, surrounded by residential.

Existing Roadways

Existing lane configurations (number of traffic lanes on each intersection approach), speed limits, storage capacities, and other intersection and roadway information within the study area are shown in Attachment B. Table 1 provides a summary of this information, as well.

Table 1: Existing Roadway Inventory

Road Name	Route Number	Typical Cross Section	Speed Limit	2022 ADT (vpd)
S. Main Street	US Bus 360	2-lane undivided	35 mph	22,000
Country Club Drive	VA-150	4-lane divided	25 mph	3,200
Gables Driveway	N/A	2-lane undivided	Not Posted	N/A
Lefty's Driveway	N/A	2-lane undivided	Not Posted	N/A
Blacksburg Square Driveway	N/A	2-lane undivided	Not Posted	N/A
Marlington Street	N/A	2-lane undivided	25 mph	N/A
Ardmore Street	N/A	2-lane undivided	25 mph	N/A

*2022 ADT was obtained from VDOT Traffic Volume ArcGIS Map

Existing Traffic Conditions

Existing peak hour traffic volumes were determined by forecasting previously collected traffic counts (from November 2022) at the study intersections except for the intersection of S. Main Street and Lefty's/Blacksburg Square Access. The 2022 traffic counts were projected to the existing year (2024) utilizing a 2.5% growth rate (approved by the Town). Traffic counts for the intersection of S. Main Street and Lefty's/Blacksburg Square were collected in March 2024 over the period of two typical weekdays during the AM (7:00 AM – 10:00 AM) and PM (3:00 PM – 6:00 PM) peak periods while local schools and universities were in session. Weekday AM and PM traffic volumes were then balanced between study intersections, where appropriate. Refer to Attachment B for an illustration of 2024 existing traffic volumes and Attachment C for the raw traffic count data.

The study area consists of the following existing intersections:

- S. Main Street and Country Club Drive
- S. Main Street and Gables/Blacksburg Square
- S. Main Street and Lefty's/Blacksburg Square
- S. Main Street and Ardmore Street
- S. Main Street and Marlinton Street
- Ardmore Street and Site Access Road

2025 No-Build Traffic Conditions

No-build traffic volumes were determined by projecting existing peak hour traffic volumes to the proposed build-out year utilizing the aforementioned 2.5% annual growth rate approved by the Town. The forecasted traffic volumes represent the no-build traffic volumes for this study.

Refer to Attachment B for an illustration of the 2025 no-build peak hour traffic volumes.

Site Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 11.1 Edition. Table 2 provides a summary of the trip generation potential for the site.

Table 2: Site Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)	2 Drive Through Lanes	358	50	50	17	17
Pass-By Trips (capped at 65%)*		-88	-33	-33	-11	-11
Primary (New) Trips		270	17	17	6	6

*ITE notes a pass-by rate of 90% (AM) and 98% (PM) for the proposed land use. However the pass-by rates were capped at 65% of the total trip generation (per the Town).

Trip Distribution and Assignment

The primary site trips were distributed based on existing traffic patterns, population centers adjacent to the study area, and engineering judgment. A summary of the primary regional distributions is below:

- 40% to/from the north via S. Main Street
- 35% to/from the south via S. Main Street
- 15% to/from the west via Country Club Drive
- 10% to/from the east via Ardmore Street

The pass-by trips were also considered for this study and distributed based on the locations of existing traffic patterns, population centers adjacent to the study area, and engineering judgment. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by trips do not add trips to off-site intersections rather they are added only as turning movements at the proposed access locations. It should be noted that the ITE Trip Generation Manual shows pass-by rates of 90% and 98% for the proposed land use during the AM and PM peak hours, respectively. However, for the purpose of this analysis (and a conservative

approach), the pass-by rates were capped at 65% during the peak hours. Pass-by trips were distributed based on existing traffic patterns.

Refer to Attachment B for illustrations of the site trip distribution and site trip assignment, respectively.

2025 Build Traffic Conditions

To estimate the 2025 build traffic conditions with the site fully built-out, the total site trips were added to the 2025 no-build traffic volumes. Refer to Attachment B for an illustration of the 2025 build peak hour traffic volumes.

Traffic Capacity Analysis

Traffic capacity analysis for the study intersections was performed using Synchro 11, which is a comprehensive software package that allows the user to model signalized and unsignalized intersections to determine levels-of-service based on the thresholds specified in the Highway Capacity Manual (HCM). The traffic capacity analysis completed in accordance with the VDOT Traffic Operation and Safety Analysis Manual as well.

Refer to Table 3 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections.

Table 3: Highway Capacity Manual – Levels-of-Service and Delay

Unsignalized Intersections		Signalized Intersections	
Level of Service	Average Control Delay per Vehicle (Seconds)	Level of Service	Average Control Delay per Vehicle (Seconds)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

S. Main Street and Country Club Drive

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 4: Analysis Summary of S. Main Street and Country Club Drive

ANALYSIS SCENARIO	LANE GROUP	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE				WEEKDAY PM PEAK HOUR LEVEL OF SERVICE			
		LANE LOS	LANE DELAY (SEC)	LANE QUEUE (FT)	OVERALL LOS (DELAY)	LANE LOS	LANE DELAY (SEC)	LANE DELAY (FT)	OVERALL LOS (DELAY)
2024 Existing	EBL	D	36	114	B (15 sec)	D	40	202	C (22 sec)
	EBT/R	D	45	132		E	57	281	
	WBL	D	36	182		D	39	149	
	WBT/R	D	45	124		D	51	116	
	NBL	A	4	69		A	5	127	
	NBT	A	5	117		B	11	241	
	NBT/R	A	5	125		B	11	249	
	SBL	A	8	32		B	12	118	
	SBT(2)	B	13	152		C	21	340	
	SBR	A	8	55		A	9	199	
2025 No-Build	EBL	D	36	117	B (14 sec)	D	40	196	C (23 sec)
	EBT/R	D	44	160		E	56	299	
	WBL	D	36	195		D	38	174	
	WBT/R	D	45	124		D	51	121	
	NBL	A	3	79		A	5	134	
	NBT	A	4	128		B	11	246	
	NBT/R	A	4	140		B	11	246	
	SBL	A	8	39		B	12	229	
	SBT(2)	B	13	155		C	22	379	
	SBR	A	8	63		A	9	199	
2025 Build	EBL	D	36	109	B (14 sec)	D	40	199	C (23 sec)
	EBT/R	D	45	145		E	56	309	
	WBL	D	36	209		D	38	176	
	WBT/R	D	45	120		D	51	115	
	NBL	A	3	93		A	5	135	
	NBT	A	4	126		B	11	242	
	NBT/R	A	4	140		B	11	262	
	SBL	A	8	29		B	12	191	
	SBT(2)	B	13	172		C	22	357	
	SBR	A	8	61		A	9	198	

Capacity analysis indicates that the intersection is expected to operate at an overall LOS B during the AM peak hour and LOS C during the PM peak hour during all traffic conditions. All lane groups are expected to operate at LOS D or better during the AM and PM peak hours for all traffic conditions, with the exception of the eastbound shared through/right movement of Country Club Drive during the PM peak hour (all traffic conditions). It is not uncommon for the minor street approaches of signalized intersections to experience heavier delays, especially when the signal is located within a coordinated system where precedence is given to the mainline traffic to maximize progression. When comparing build to no-build traffic conditions, all levels of services are expected to be maintained and delays are not expected to increase by more than 1 second.

Due to negligible impacts expected by the proposed development, no improvements are recommended by the developer.

S. Main Street and Gables/Blacksburg Square

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 5: Analysis Summary of S. Main Street and Gables/Blacksburg Square

ANALYSIS SCENARIO	LANE GROUP	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE				WEEKDAY PM PEAK HOUR LEVEL OF SERVICE			
		LANE LOS	LANE DELAY (SEC)	LANE QUEUE (FT)	OVERALL LOS (DELAY)	LANE LOS	LANE DELAY (SEC)	LANE DELAY (FT)	OVERALL LOS (DELAY)
2024 Existing	EBL	D	47	61	A (8 sec)	D	54	138	B (17 sec)
	EBT/R	D	46	79		E	57	214	
	WBL	D	45	50		D	55	117	
	WBT/R	D	45	65		D	53	181	
	NBL	A	2	56		B	15	145	
	NBT	A	5	116		B	12	186	
	NBT/R	A	5	127		B	12	202	
	SBL	A	2	43		A	3	205	
	SBT	A	4	82		A	9	359	
SBT/R	A	4	80	A	9	348			
2025 No-Build	EBL	D	47	74	A (8 sec)	D	54	147	B (18 sec)
	EBT/R	D	46	87		E	57	230	
	WBL	D	45	50		E	55	124	
	WBT/R	D	44	54		D	53	211	
	NBL	A	2	59		B	16	169	
	NBT	A	5	133		B	13	205	
	NBT/R	A	5	139		B	13	195	
	SBL	A	2	47		A	3	239	
	SBT	A	4	75		A	9	353	
SBT/R	A	4	96	A	9	349			
2025 Build	EBL	D	47	77	A (8 sec)	D	54	146	B (18 sec)
	EBT/R	D	46	77		E	57	231	
	WBL	D	45	53		E	55	120	
	WBT/R	D	44	51		D	53	172	
	NBL	A	2	63		B	16	162	
	NBT	A	5	136		B	13	183	
	NBT/R	A	5	144		B	13	193	
	SBL	A	2	55		A	3	156	
	SBT	A	4	74		A	9	359	
SBT/R	A	4	77	A	9	366			

Capacity analysis indicates that the intersection is expected to operate at an overall LOS A during the AM peak hour and LOS B during the PM peak hours during all traffic conditions. All lane groups are expected to operate at LOS D or better during the AM and PM peak hours for all traffic conditions, except for the eastbound shared through/right and westbound left movements of the Gables and Blacksburg Square approaches during the PM peak hour (all traffic conditions). As mentioned previously, it is not uncommon for the minor street approaches of signalized intersections to experience heavier delays, especially when the signal is located within a coordinated system where precedence is given to the mainline traffic to maximize progression. When comparing build to no-build traffic conditions, all levels of service are expected to be maintained and delays are not expected to increase by more than 1 second.

Due to negligible impacts expected by the proposed development, no improvements are recommended by the developer.

S. Main Street and Lefty's/Blacksburg Square

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 6: Analysis Summary of S. Main Street and Lefty's/Blacksburg Square

ANALYSIS SCENARIO	LANE GROUP	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE				WEEKDAY PM PEAK HOUR LEVEL OF SERVICE			
		LANE LOS	LANE DELAY (SEC)	LANE QUEUE (FT)	OVERALL LOS (DELAY)	LANE LOS	LANE DELAY (SEC)	LANE DELAY (FT)	OVERALL LOS (DELAY)
2024 Existing	EBL	A ¹	-	-	N/A	E ¹	44	27	N/A
	EBT/R	B ¹	12	30		B ¹	11	48	
	WBL	D ¹	26	32		E ¹	38	30	
	WBT/R	B ¹	14	33		B ¹	11	35	
	NBL	A ²	9	38		B ²	11	56	
	NBT	-	-	35		-	-	60	
	NBT/R	-	-	38		-	-	62	
	SBL	A ²	10	25		B ²	10	27	
	SBT	-	-	21		-	-	96	
	SBT/R	-	-	19		-	-	84	
2025 No-Build	EBL	A ¹	-	-	N/A	E ¹	46	22	N/A
	EBT/R	B ¹	12	32		B ¹	11	49	
	WBL	C ¹	25	30		E ¹	40	23	
	WBT/R	B ¹	14	31		B ¹	11	35	
	NBL	A ²	9	44		B ²	11	46	
	NBT	-	-	37		-	-	65	
	NBT/R	-	-	29		-	-	60	
	SBL	A ²	9	27		B ²	10	24	
	SBT	-	-	24		-	-	91	
	SBT/R	-	-	22		-	-	97	
2025 Build	EBL	A ¹	-	-	N/A	E ¹	47	27	N/A
	EBT/R	B ¹	12	34		B ¹	11	54	
	WBL	D ¹	26	40		E ¹	40	31	
	WBT/R	B ¹	12	35		B ¹	11	35	
	NBL	A ²	9	32		B ²	11	53	
	NBT	-	-	40		-	-	52	
	NBT/R	-	-	36		-	-	64	
	SBL	A ²	10	34		B ²	10	25	
	SBT	-	-	20		-	-	81	
	SBT/R	-	-	19		-	-	82	

1. Level of service for minor-street movement.
 2. Level of service for major-street left turn movement.

Capacity analysis indicates that the major-street left-turn movements are expected to operate at LOS B or better during the AM and PM peak hours during all traffic conditions. The minor-street movements are expected to operate at LOS D or better during the AM and PM peak hours during all traffic conditions, except for the eastbound and westbound left movements during the PM peak hour (all traffic conditions). It is not uncommon for the minor street approaches of unsignalized intersections to experience heavier delays, especially during the peak hours when mainline volumes are the heaviest comparing build to no-build traffic conditions, delays are not expected to increase by more than 1 second.

Due to negligible impacts expected by the proposed development, no improvements are recommended by the developer.

S. Main Street and Ardmore Street

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 7: Analysis Summary of S. Main Street and Ardmore Street

ANALYSIS SCENARIO	LANE GROUP	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE				WEEKDAY PM PEAK HOUR LEVEL OF SERVICE			
		LANE LOS	LANE DELAY (SEC)	LANE QUEUE (FT)	OVERALL LOS (DELAY)	LANE LOS	LANE DELAY (SEC)	LANE DELAY (FT)	OVERALL LOS (DELAY)
2024 Existing	EBL	D	46	71	A (6 sec)	E	56	75	A (7 sec)
	EBT/R	D	46	59		E	58	115	
	WBL/T/R	D	48	99		E	58	102	
	NBL	A	4	98		A	3	96	
	NBT	A	5	185		A	3	188	
	NBT/R	A	5	169		A	3	178	
	SBL	A	3	42		A	4	64	
	SBT(2)	A	4	130		A	5	197	
	SBR	A	3	10		A	4	28	
2025 No-Build	EBL	D	46	56	A (6 sec)	E	56	89	A (7 sec)
	EBT/R	D	46	59		E	58	130	
	WBL/T/R	D	48	99		E	58	102	
	NBL	A	4	87		A	4	105	
	NBT	A	5	187		A	3	192	
	NBT/R	A	5	178		A	3	170	
	SBL	A	3	44		A	4	59	
	SBT(2)	A	4	128		A	5	202	
	SBR	A	3	13		A	4	31	
2025 Build	EBL	D	43	62	A (8 sec)	E	57	81	A (8 sec)
	EBT/R	D	43	66		E	58	132	
	WBL/T/R	D	46	154		E	59	123	
	NBL	A	5	81		A	4	105	
	NBT	A	6	192		A	3	194	
	NBT/R	A	6	182		A	3	179	
	SBL	A	4	44		A	4	68	
	SBT(2)	A	4	114		A	5	170	
	SBR	A	4	18		A	4	37	

Capacity analysis indicates that the intersection is expected to operate at an overall LOS A during the AM peak hour and PM peak hour during all traffic conditions. All lane groups are expected to operate at LOS D or better during the AM and PM peak hours for all traffic conditions, with the exception of the minor street movements during the PM peak hour (all traffic conditions). As mentioned previously, it is not uncommon for the minor street approaches of signalized intersections to experience heavier delays, especially when the signal is located within a coordinated system where precedence is given to the mainline traffic to maximize progression. When comparing build to no-build traffic conditions, all level of service are expected to be maintained and delays are not expected to increase by more than 5 seconds.

Due to negligible impacts expected by the proposed development, no improvements are recommended by the developer.

S. Main Street and Marlinton Street

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 8: Analysis Summary of S. Main Street and Marlinton Street

ANALYSIS SCENARIO	LANE GROUP	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE				WEEKDAY PM PEAK HOUR LEVEL OF SERVICE			
		LANE LOS	LANE DELAY (SEC)	LANE QUEUE (FT)	OVERALL LOS (DELAY)	LANE LOS	LANE DELAY (SEC)	LANE DELAY (FT)	OVERALL LOS (DELAY)
2024 Existing	EBL	D	36	14	B (11 sec)	D	44	36	B (13 sec)
	EBT/R	D	36	34		D	45	53	
	WBL/T/R	D	43	217		E	59	265	
	NBL	A	5	33		A	7	88	
	NBT	A	9	248		B	12	259	
	NBT/R	A	9	186		B	12	236	
	SBL	A	4	35		A	3	69	
	SBT(2)	A	7	146		A	7	143	
	SBR	A	6	6		A	3	10	
2025 No-Build	EBL	D	36	9	B (11 sec)	D	44	45	B (13 sec)
	EBT/R	D	36	28		D	44	56	
	WBL/T/R	D	44	214		E	59	255	
	NBL	A	5	42		A	8	102	
	NBT	A	9	212		B	13	270	
	NBT/R	A	9	175		B	13	251	
	SBL	A	4	37		A	3	73	
	SBT(2)	A	8	140		A	7	163	
	SBR	A	5	10		A	3	4	
2025 Build	EBL	D	36	9	B (11 sec)	D	44	42	B (13 sec)
	EBT/R	D	36	34		D	44	58	
	WBL/T/R	D	44	182		E	59	235	
	NBL	A	5	58		A	8	101	
	NBT	A	9	198		B	13	257	
	NBT/R	A	9	171		B	13	224	
	SBL	A	4	33		A	3	58	
	SBT(2)	A	7	140		A	7	177	
	SBR	A	5	14		A	3	12	

Capacity analysis indicates that the intersection is expected to operate at an overall LOS B or better during both the AM peak hour and PM peak hour during all traffic conditions. All lane groups are expected to operate at LOS D or better during the AM and PM peak hours for all traffic conditions, with the exception of the westbound shared left/through/right movement of Marlinton Street during the PM peak hour (all traffic conditions). As mentioned previously, it is not uncommon for the minor street approaches of signalized intersections to experience heavier delays, especially when the signal is located within a coordinated system where precedence is given to the mainline traffic to maximize progression. When comparing build to no-build traffic conditions, all levels of service are expected to be maintained and delays are not expected to increase by more than 1 second.

Due to negligible impacts expected by the proposed development, no improvements are recommended by the developer.

Ardmore Street and Site Access

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 9: Analysis Summary of Ardmore Street and Site Access

ANALYSIS SCENARIO	LANE GROUP	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE				WEEKDAY PM PEAK HOUR LEVEL OF SERVICE			
		LANE LOS	LANE DELAY (SEC)	LANE QUEUE (FT)	OVERALL LOS (DELAY)	LANE LOS	LANE DELAY (SEC)	LANE DELAY (FT)	OVERALL LOS (DELAY)
2025 Build	EBL/T	A ²	4	25	N/A	A ²	1	12	N/A
	WBT/R	-	-	-		-	-	-	
	SBL/R	A ¹	9	46		A ¹	9	33	

1. Level of service for minor-street movement.
2. Level of service for major-street shared left turn movement.

Capacity analysis indicates that the major-street left-turn and minor street approach are expected to operate at LOS A during the AM and PM peak hours during all traffic conditions.

Due to negligible impacts expected by the proposed development, no improvements are recommended by the developer.

Findings and Summary

Capacity analysis at all study intersections was completed in accordance with the Town of Blacksburg and VDOT Traffic Operations and Safety Analysis Manual. All study area intersections are expected to operate at acceptable levels-of-service under existing and future year conditions. Based on the findings of this study, it was determined that the at the proposed development would not have a major impact on traffic operations in this corridor. See below for a description of the recommended lane configuration and traffic control at the proposed access on Ardmore Street. Refer to Attachment B for an illustration of the recommended lane configuration and traffic control for the proposed development.

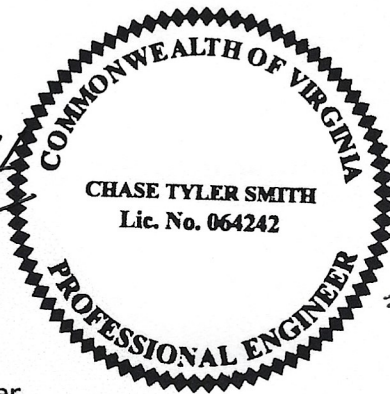
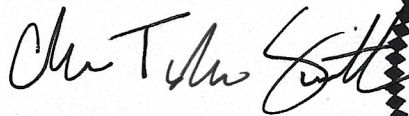
Recommended Lane Configuration and Traffic Control

Ardmore Street and Site Access

- Construct Site Access as a full-movement driveway with at least one ingress lane and one egress lane.
- Provide stop-control for site egress.

All questions regarding information contained herein should be directed to DRMP, Inc.

Sincerely,



3-28-2024

Chase Smith, PE
Traffic Analysis Project Manager
DRMP, Inc.
License #0407007139

Attachments

- Attachment A – Approved Scoping Document
- Attachment B – Figures
- Attachment C – Traffic Count Data
- Attachment D – Synchro Reports
- Attachment E – Turn Lane Warrants

ATTACHMENT A

APPROVED SCOPING DOCUMENT

PRE-SCOPE OF WORK MEETING FORM

Information on the Project Traffic Impact Analysis Base Assumptions

The applicant is responsible for entering the relevant information and submitting the form to VDOT and the locality no less than three (3) business days prior to the meeting. If a form is not received by this deadline, the scope of work meeting may be postponed.

Contact Information			
Consultant Name: Tele: E-mail:	DRMP, Inc. - Chase Smith, P.E. (336) 813-9289 chase.smith@drmp.com		
Developer/Owner Name: Tele: E-mail:	SAS Builders / Ian Friend 540-953-2080 jfriend@sasbuilders.com		
Project Information			
Project Name:	Blacksburg 7Brew	Locality/County:	Town of Blacksburg
Project Location: (Attach regional and site specific location map)	Refer to Figure 1		
Submission Type	Comp Plan <input type="checkbox"/>	Rezoning <input type="checkbox"/>	Site Plan <input checked="" type="checkbox"/> Subd Plat <input type="checkbox"/>
Project Description: (Including details on the land use, acreage, phasing, access location, etc. Attach additional sheet if necessary)	Proposed drive-through coffee shop with no-indoor seating approximately ~560 SF to be built in a low-density residential area.		
Proposed Use(s): (Check all that apply; attach additional pages as necessary)	Residential <input type="checkbox"/>	Commercial <input checked="" type="checkbox"/>	Mixed Use <input type="checkbox"/> Other <input type="checkbox"/>
	Residential Uses(s) Number of Units: _____ ITE LU Code(s): _____ _____ _____ Commercial Use(s) ITE LU Code(s): 938 _____ _____ Square Ft or Other Variable: _____	_____ _____ _____ Other Use(s) ITE LU Code(s): _____ _____ _____ Independent Variable(s): _____ _____ _____	
Total Peak Hour Trip Projection:	Less than 100 <input type="checkbox"/>	100 – 499 <input checked="" type="checkbox"/>	500 – 999 <input type="checkbox"/> 1,000 or more <input type="checkbox"/>

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

Traffic Impact Analysis Assumptions			
Study Period	Existing Year: 2024	Build-out Year: 2025	Design Year:
Study Area Boundaries (Attach map)	North: See Figure 1	South:	
	East:	West:	
External Factors That Could Affect Project (Planned road improvements, other nearby developments)			
Consistency With Comprehensive Plan (Land use, transportation plan)			
Available Traffic Data (Historical, forecasts)	S Main Street - 22,000 ADT 2022 Country Club Drive SW - 3,200 ADT 2022		
Trip Distribution (Attach sketch)	Road Name: See Figures 2 and 3	Road Name:	
	Road Name:	Road Name:	
Annual Vehicle Trip Growth Rate:	2.5%	Peak Period for Study (check all that apply)	<input checked="" type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> SAT
		Peak Hour of the Generator	
Study Intersections and/or Road Segments (Attach additional sheets as necessary)	1.S Main Street and Country Club Drive	6.Ardmore Street and Site Access Road	
	2.S Main Street and Glabes/Blacksburg Square	7.	
	3.S Main Street and Lefty's/Blacksburg Square	8.	
	4.S Main Street and Ardmore Street	9.	
	5.S Main Street and Marlinton Street	10.	
Trip Adjustment Factors	Internal allowance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Reduction: _____% trips	Pass-by allowance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Reduction: 65% trips	
Software Methodology	<input checked="" type="checkbox"/> Synchro <input type="checkbox"/> HCS (v.2000/+) <input type="checkbox"/> aaSIDRA <input type="checkbox"/> CORSIM <input checked="" type="checkbox"/> Other SimTraffic		
Traffic Signal Proposed or Affected (Analysis software to be used, progression speed, cycle length)	Synchro / SimTraffic 11 will be used to analyze LOS, delay, and queueing at the study intersections.		

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

Improvement(s) Assumed or to be Considered	The need for turn lanes and other off-site improvements will be determined based on the results of the TIA.
Background Traffic Studies Considered	
Plan Submission	<input checked="" type="checkbox"/> Master Development Plan (MDP) <input type="checkbox"/> Generalized Development Plan (GDP) <input type="checkbox"/> Preliminary/Sketch Plan <input type="checkbox"/> Other Plan type (Final Site, Subd. Plan)
Additional Issues to be Addressed	<input checked="" type="checkbox"/> Queuing analysis <input type="checkbox"/> Actuation/Coordination <input type="checkbox"/> Weaving analysis <input type="checkbox"/> Merge analysis <input checked="" type="checkbox"/> Bike/Ped Accommodations <input checked="" type="checkbox"/> Intersection(s) <input type="checkbox"/> TDM Measures <input type="checkbox"/> Other _____

NOTES on ASSUMPTIONS:

The TIA will include three analysis scenarios:

- Existing (2024) Traffic Conditions
- No-Build (2025) Traffic Conditions
- Build (2025) Traffic Conditions

- Existing Traffic Counts Available at the following intersections from 8/31/22:

1. S Main Street and Country Club Drive
2. S Main Street and Gables Shopping (Kroger Driveway)
3. S Main Street and Ardmore Street
4. S Main Street and Marlinton Street

-Traffic Counts to be collected at the following intersection:

1. S Main Street and Lefty's/Blacksburg Square

An additional day of traffic counts will be collected at the intersection above. Traffic counts will be conducted on two consecutive days for both AM (7-10) and PM (3-6) peak hours at the intersection.

- 2.5% compounded growth rate is recommended per Town staff from recent traffic studies completed in the area.

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

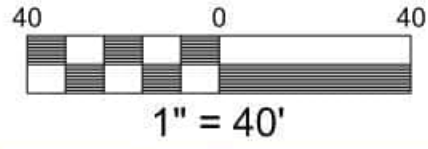
SIGNED: _____ DATE: _____
Applicant or Consultant

PRINT NAME: _____
Applicant or Consultant

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

Table 1: ITE Trip Generation

TRIP GENERATION SUMMARY													Trip Gen Method	
Code	Land Use	Size	Unit	Daily			AM Peak			PM Peak			Adj. vs Gen	Rates vs Equation
				In	Out	Total	In	Out	Total	In	Out	Total		
938	Coffee/Donut Shop wit Drive-Through Window and No indoor Seating	2	Drive Through Lanes	179	179	358	50	50	100	17	17	34	Gen.	Equation (AM) / Rate (PM)
Total External Trips				179	179	358	50	50	100	17	17	34		
<i>Pass-By Trips (65%)</i>				44	55	88	33	33	66	11	11	22		
Total Primary Trips				135	124	270	17	17	34	6	6	12		



BLACKSBURG SQUARE

SITE DATA TABLE

ADDRESS:
1421/1425 SOUTH MAIN STREET,
125 ADMORE STREET

TAX MAP #:
287-22 1-5, 287-A 37BB, 287-22102-105

ZONING: GENERAL COMMERCIAL (GC)

SETBACKS: 10' FRONT
10' SIDE FROM STREET

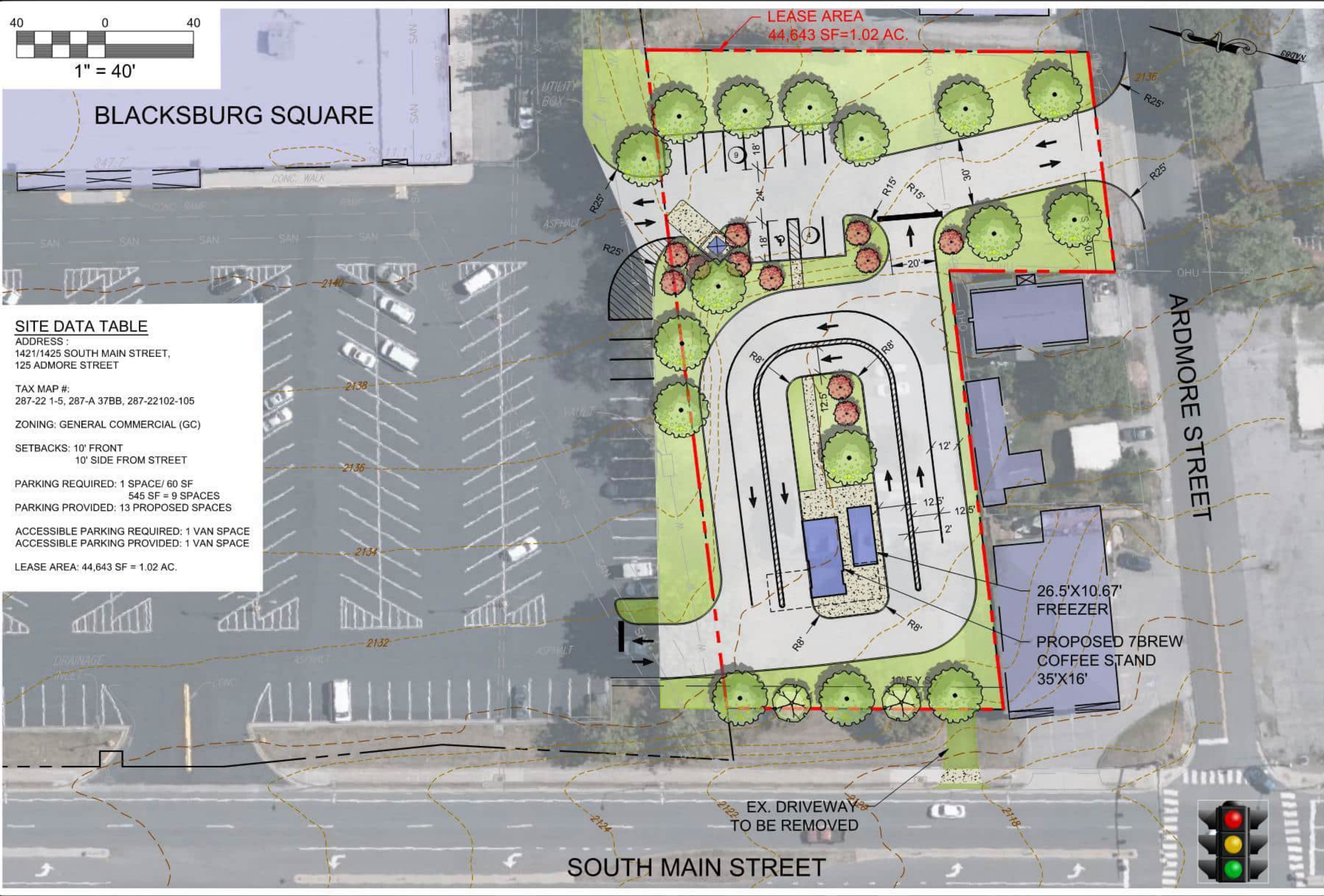
PARKING REQUIRED: 1 SPACE/ 60 SF
545 SF = 9 SPACES

PARKING PROVIDED: 13 PROPOSED SPACES

ACCESSIBLE PARKING REQUIRED: 1 VAN SPACE
ACCESSIBLE PARKING PROVIDED: 1 VAN SPACE

LEASE AREA: 44,643 SF = 1.02 AC.

LEASE AREA
44,643 SF=1.02 AC.



BALZER & ASSOCIATES
PLANNERS / ARCHITECTS
ENGINEERS / SURVEYORS

Roanoke / Richmond
New River Valley
Shenandoah Valley

www.balzer.cc

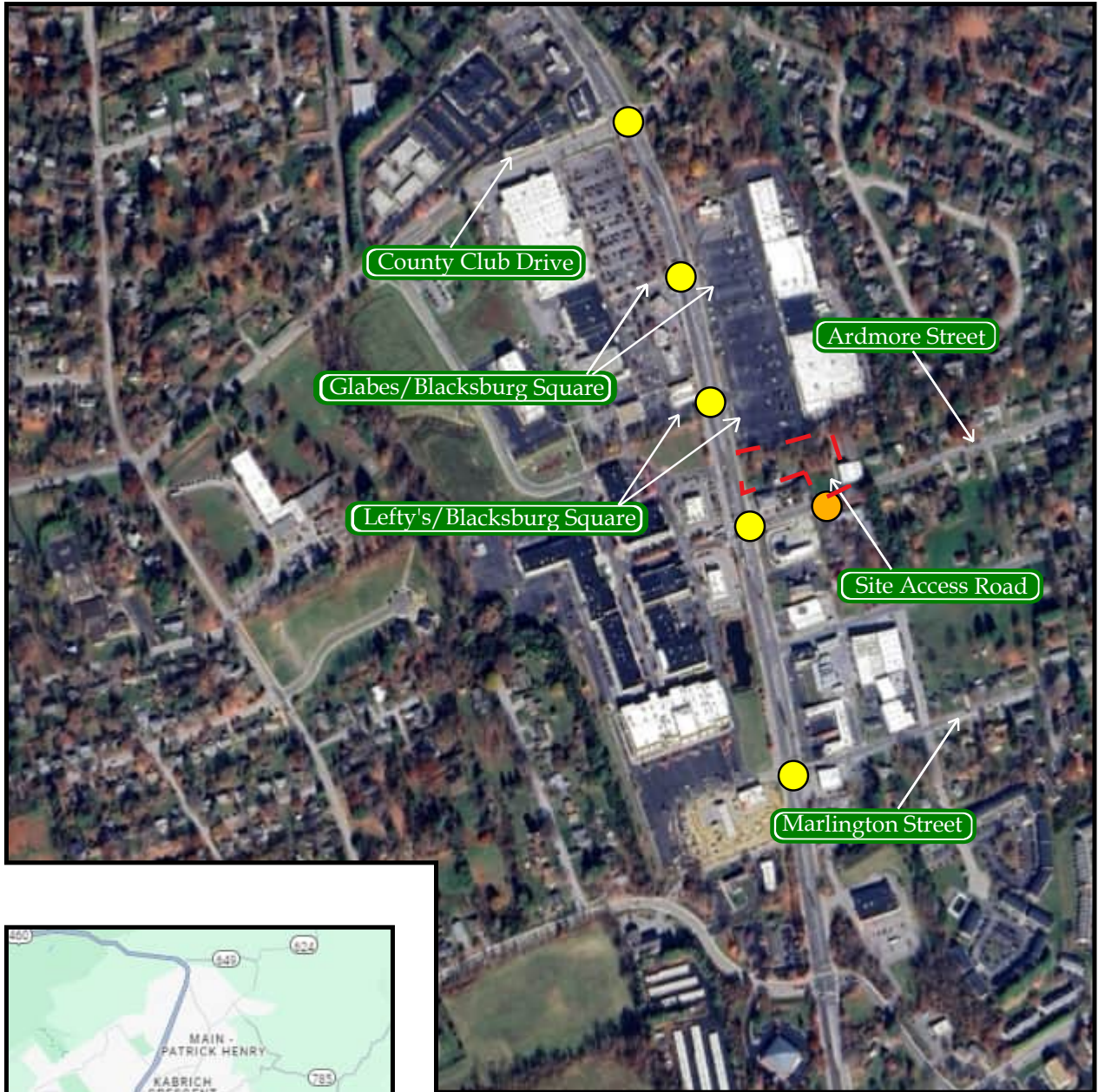
80 College Street
Suite H
Christiansburg, VA 24073
540.381.4290

BLACKSBURG SQUARE

7BREW CONCEPT LAYOUT

MOUNT TABOR MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA 24060

DATE: 1/22/2024
SCALE: 1" = 40'
REVISIONS:



LEGEND

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

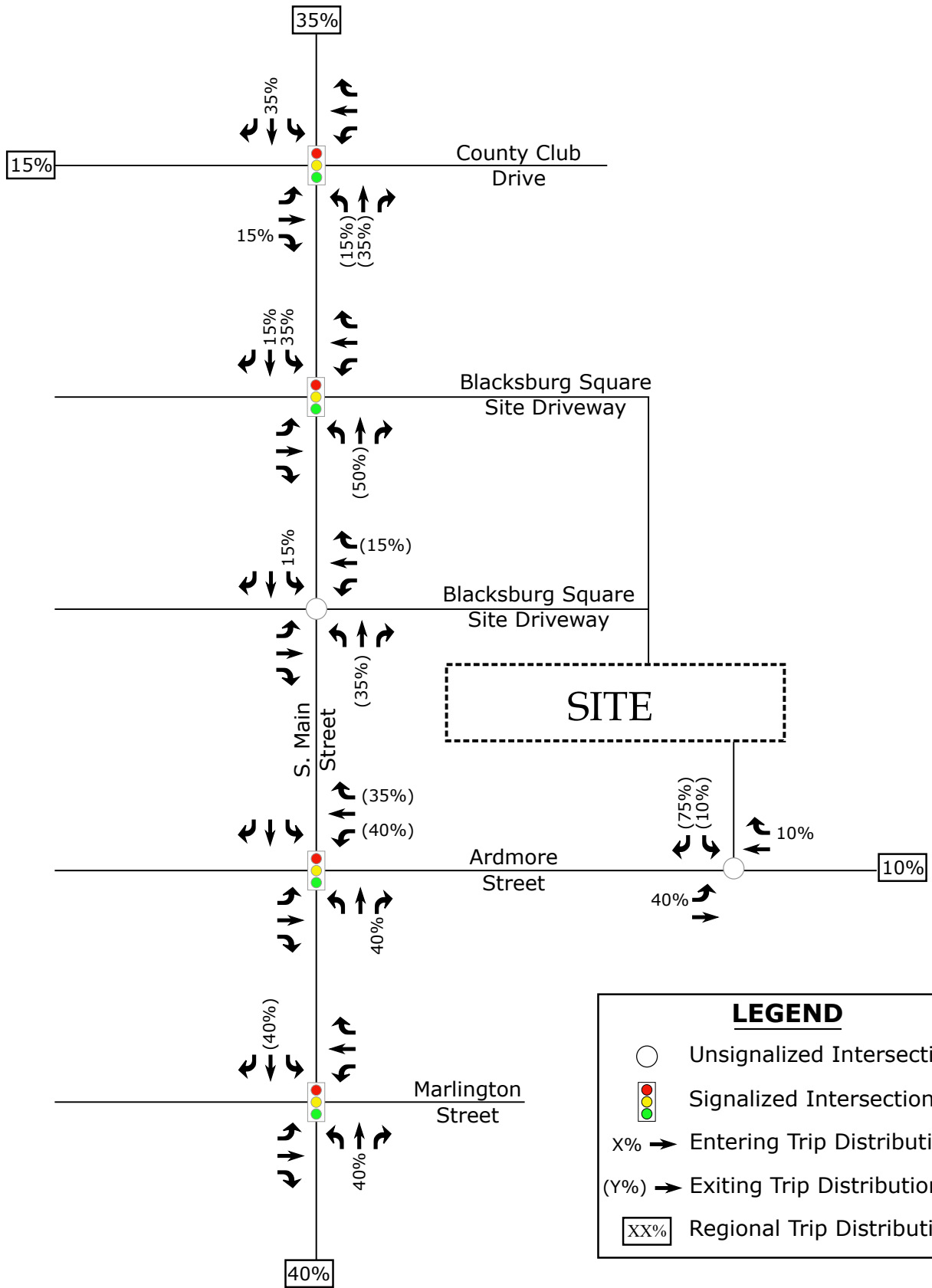


Blacksburg 7Brew
Blacksburg, VA

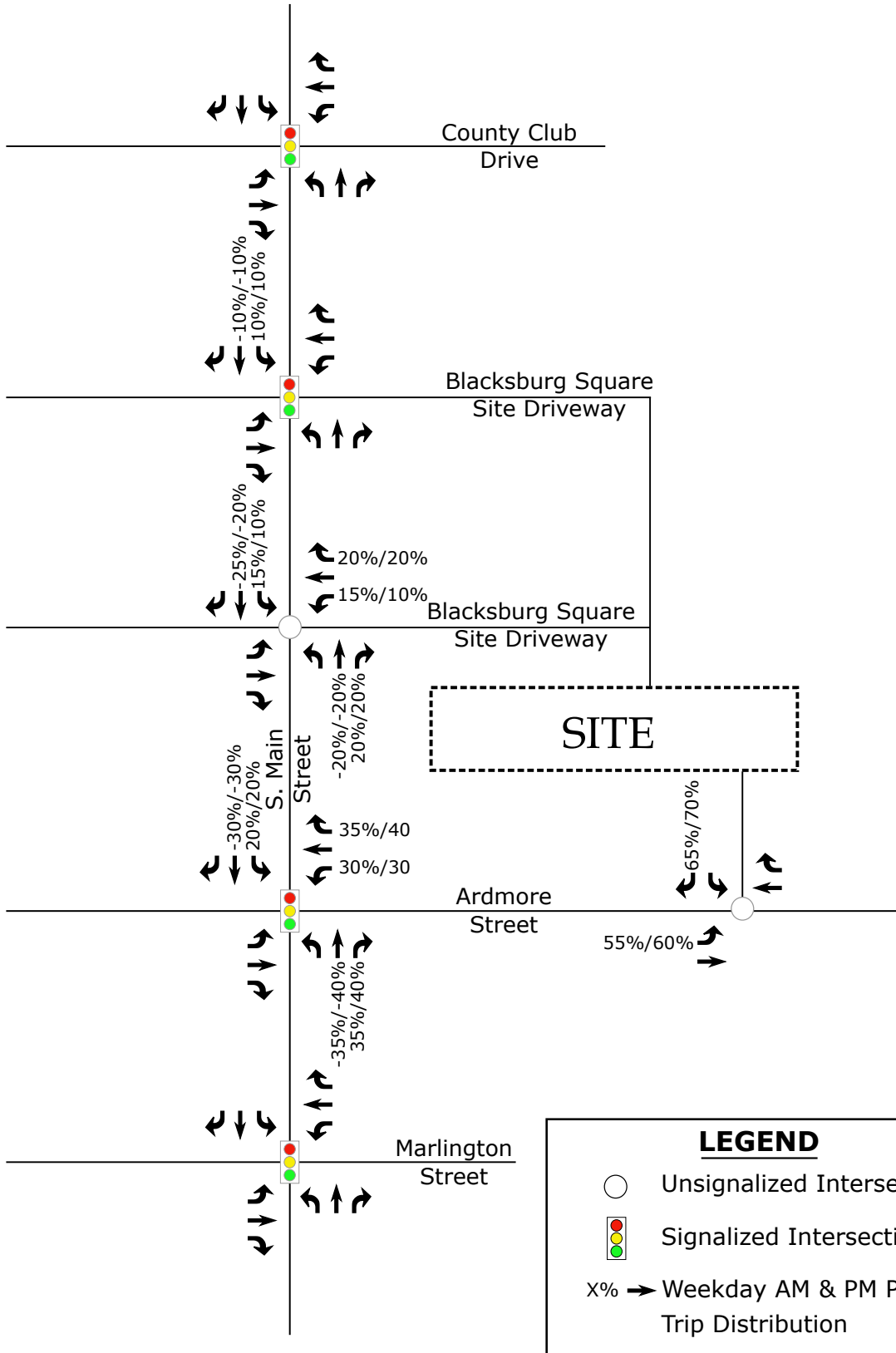
Site Location Map

Scale: Not to Scale

Figure 1



	Blacksburg 7Brew Blacksburg, VA	Site Trip Distribution	
		Scale: Not to Scale	Figure 2



	Blacksburg 7Brew Blacksburg, VA	Pass-By Site Trip Distribution	
		Scale: Not to Scale	Figure 3

Peggy Malone and Associates

904-992-8072

File Name : 5-S Main St & Country Club Dr
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

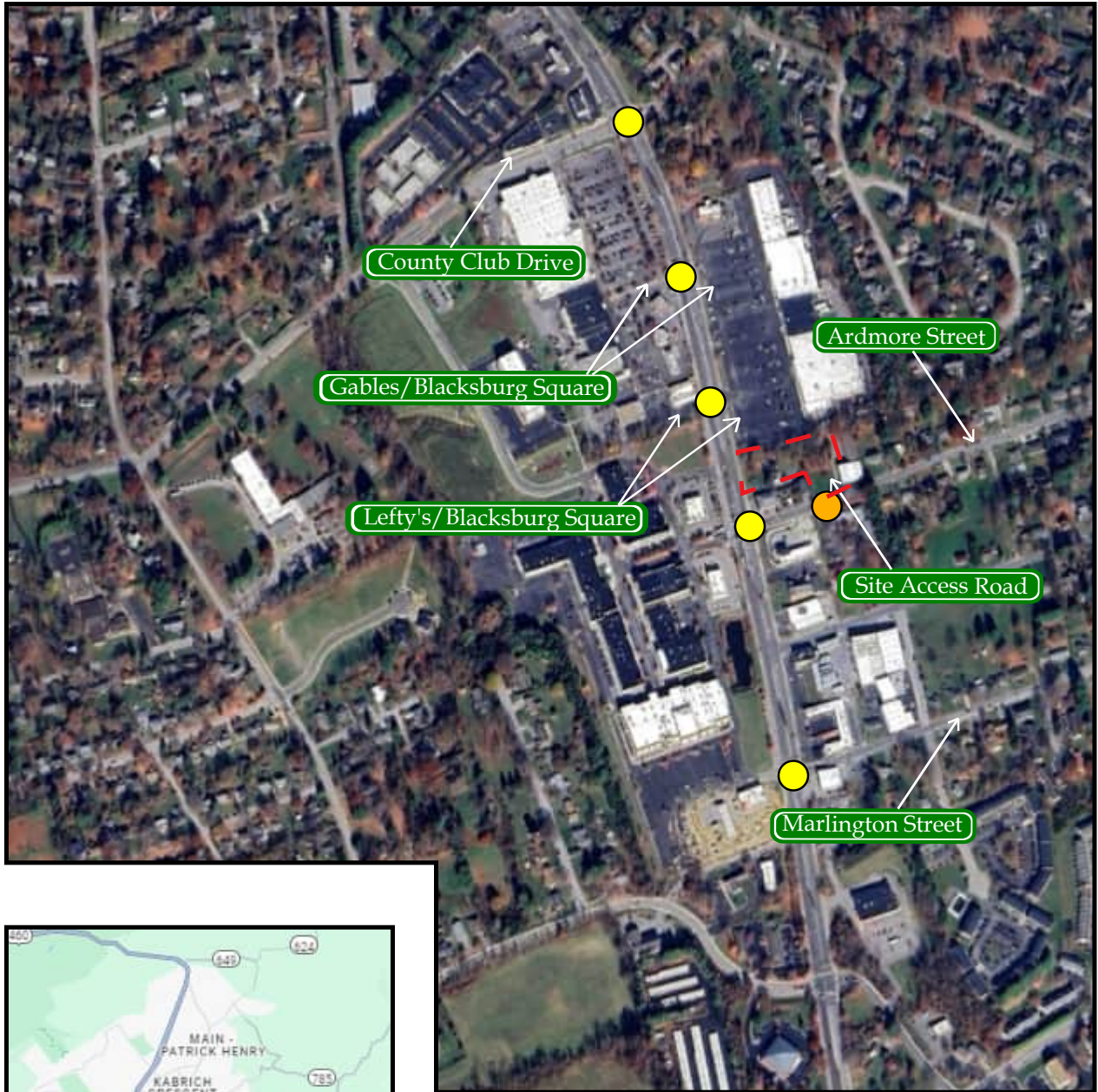
Groups Printed- Cars

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	5	44	3	0	52	8	7	5	0	20	1	75	10	0	86	4	1	7	0	12	170	
07:15 AM	4	86	0	0	90	6	9	8	0	23	2	87	4	0	93	6	2	7	0	15	221	
07:30 AM	8	76	0	0	84	7	14	15	0	36	5	124	11	0	140	9	4	10	0	23	283	
07:45 AM	10																				28	320
Total	27																				78	994
08:00 AM	18																				9	349
08:15 AM	9																				4	321
08:30 AM	13																				4	315
08:45 AM	9																				6	338
Total	49																				3	1323
09:00 AM	20																				2	318
09:15 AM	21																				3	321
09:30 AM	14																				4	316
09:45 AM	17																				2	344
Total	72																				1	1299
10:00 AM	13																				5	270
10:15 AM	12																				1	320
10:30 AM	10																				2	337
10:45 AM	4																				7	326
Total	39	453	23	0	515	22	25	36	0	83	25	490	35	0	550	41	12	52	0	105	1253	
11:00 AM	21	134	5	0	160	2	5	9	0	16	11	116	13	0	140	13	5	22	0	40	356	
11:15 AM	17	136	6	0	159	6	2	9	0	17	7	145	5	0	157	13	5	10	0	28	361	
11:30 AM	19	118	5	0	142	7	8	8	0	23	5	129	12	0	146	15	12	18	0	45	356	
11:45 AM	17	134	9	0	160	8	6	12	0	26	10	139	7	0	156	16	9	23	0	48	390	
Total	74	522	25	0	621	23	21	38	0	82	33	529	37	0	599	57	31	73	0	161	1463	
12:00 PM	22	156	1	0	179	5	5	9	0	19	7	131	12	0	150	17	5	20	0	42	390	
12:15 PM	20	170	6	0	196	5	6	15	0	26	6	147	15	0	168	15	7	29	0	51	441	
12:30 PM	21	158	3	0	182	8	5	15	0	28	7	134	14	0	155	22	5	24	0	51	416	
12:45 PM	16	128	4	0	148	4	9	10	0	23	6	186	10	0	202	10	5	12	0	27	400	
Total	79	612	14	0	705	22	25	49	0	96	26	598	51	0	675	64	22	85	0	171	1647	
01:00 PM	12	136	6	0	154	9	12	4	0	25	6	158	12	0	176	14	6	20	0	40	395	
01:15 PM	22	150	11	0	183	4	5	17	0	26	5	127	12	0	144	12	4	11	0	27	380	
01:30 PM	16	157	7	0	180	6	7	6	0	19	9	132	11	0	152	11	9	19	0	39	390	
01:45 PM	22	127	4	0	153	7	8	10	0	25	7	129	10	0	146	11	5	28	0	44	368	
Total	72	570	28	0	670	26	32	37	0	95	27	546	45	0	618	48	24	78	0	150	1533	
02:00 PM	16	134	8	0	158	6	7	13	0	26	5	121	15	0	141	5	6	17	0	28	353	
02:15 PM	16	138	7	0	161	4	5	11	0	20	5	119	6	0	130	9	10	24	0	43	354	
02:30 PM	18	172	6	0	196	6	10	8	0	24	13	125	6	0	144	17	9	19	0	45	409	
02:45 PM	23	147	5	0	175	11	4	12	0	27	12	140	17	0	169	12	7	11	0	30	401	
Total	73	591	26	0	690	27	26	44	0	97	35	505	44	0	584	43	32	71	0	146	1517	
03:00 PM	19	157	8	0	184	6	5	11	0	22	8	139	16	0	163	17	13	23	0	53	422	
03:15 PM	22	150	4	0	176	8	6	13	0	27	9	143	12	0	164	18	13	20	0	51	418	
03:30 PM	16	166	7	0	189	5	11	14	0	30	13	136	10	0	159	19	12	23	0	54	432	
03:45 PM	21	167	7	0	195	6	8	15	0	29	7	134	15	0	156	23	12	19	0	54	434	
Total	78	640	26	0	744	25	30	53	0	108	37	552	53	0	642	77	50	85	0	212	1706	
04:00 PM	21	197	3	0	221	2	6	14	0	22	7	123	13	0	143	25	11	17	0	53	439	
04:15 PM	25	191	5	0	221	7	7	12	0	26	15	155	14	0	184	17	10	26	0	53	484	
04:30 PM	25	190	8	0	223	4	7	12	0	23	13	153	12	0	178	24	13	28	0	65	489	
04:45 PM	29	177	10	0	216	11	8	16	0	35	19	152	10	0	181	28	16	34	0	78	510	
Total	100	755	26	0	881	24	28	54	0	106	54	583	49	0	686	94	50	105	0	249	1922	
05:00 PM	30	223	10	0	263	4	17	17	0	38	10	178	15	0	203	22	20	21	0	63	567	
05:15 PM	34	187	3	0	224	6	13	22	0	41	14	152	12	0	178	35	24	35	0	94	537	
05:30 PM	26	198	4	0	228	4	10	20	0	34	12	152	18	0	182	18	16	30	0	64	508	
05:45 PM	27	216	7	0	250	9	9	19	0	37	16	140	8	0	164	31	15	36	0	82	533	
Total	117	824	24	0	965	23	49	78	0	150	52	622	53	0	727	106	75	122	0	303	2145	
06:00 PM	35	207	11	0	253	4	8	10	0	22	9	164	10	0	183	20	19	32	0	71	529	
06:15 PM	15	152	12	0	179	8	10	7	0	25	11	141	13	0	165	9	7	25	0	41	410	
06:30 PM	16	162	14	0	192	10	7	5	0	22	11	150	4	0	165	18	13	24	0	55	434	
06:45 PM	14	144	7	0	165	10	9	8	0	27	15	168	6	0	189	8	8	33	0	49	430	
Total	80	665	44	0	789	32	34	30	0	96	46	623	33	0	702	55	47	114	0	216	1803	

2022 Traffic Counts were a part of the scoping document but will be included in Attachment C (Traffic Counts) instead.

ATTACHMENT B

FIGURES



LEGEND

- Study Intersection
- Proposed Site Access
- Study Area



7Brew Coffee Shop
Blacksburg, VA

Site Location Map

Scale: Not to Scale

Figure 1



BLACKSBURG SQUARE
7BREW CONCEPT LAYOUT

MOUNT TABOR MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA 24060

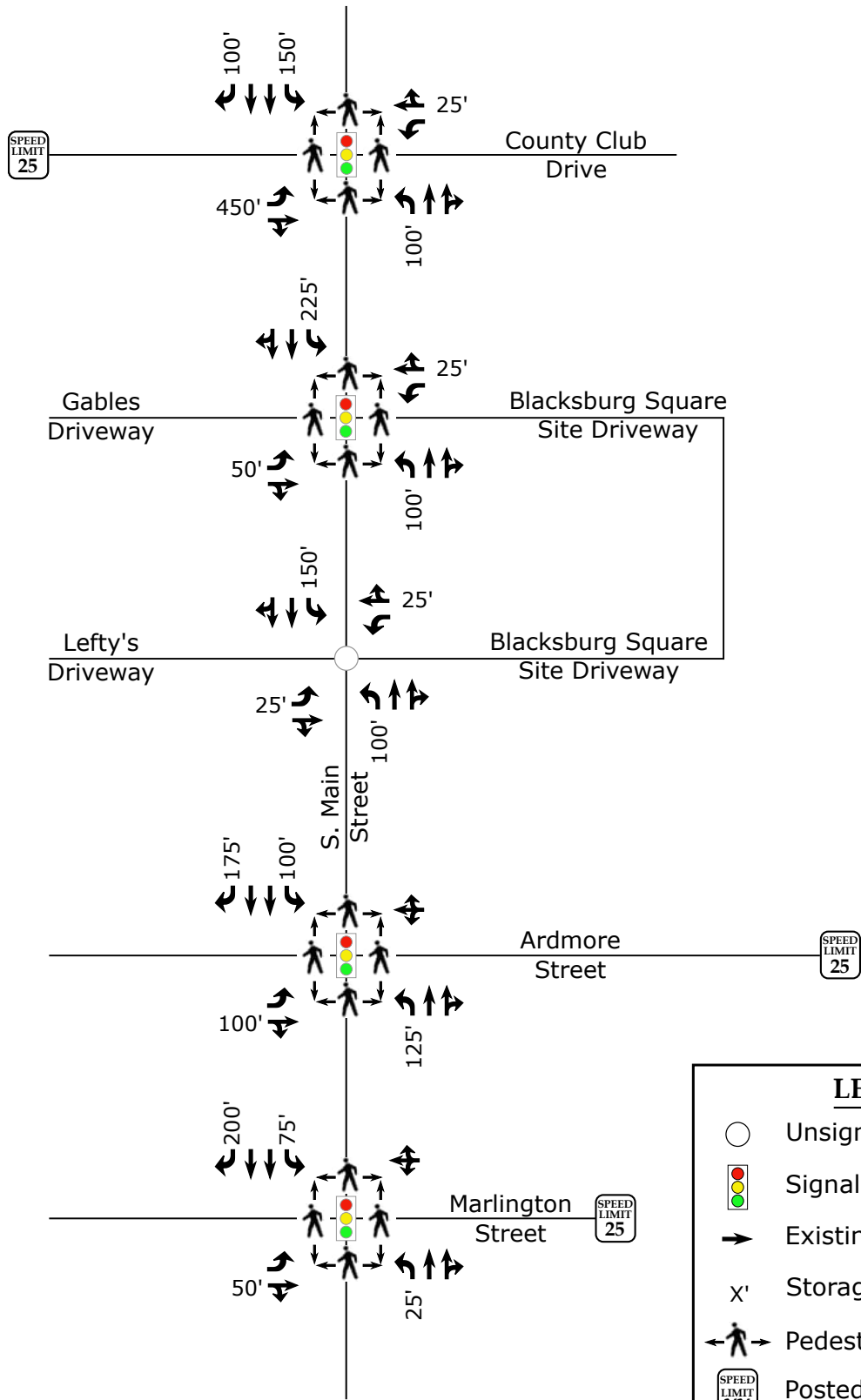
BALZER & ASSOCIATES
PLANNERS / ARCHITECTS
ENGINEERS / SURVEYORS
Roanoke / Richmond
New River Valley
Shenandoah Valley
www.balzer.cc
80 College Street
Suite H
Charlottesville, VA 22803
540.381.4250

DATE: 1/22/2024
SCALE: 1" = 40'

PROJECT NO: 2423001.00

1

	<p>7Brew Coffee Shop Blacksburg, VA</p>	<p>Site Plan</p>	
		<p>Scale: Not to Scale</p>	<p>Figure 2</p>



LEGEND

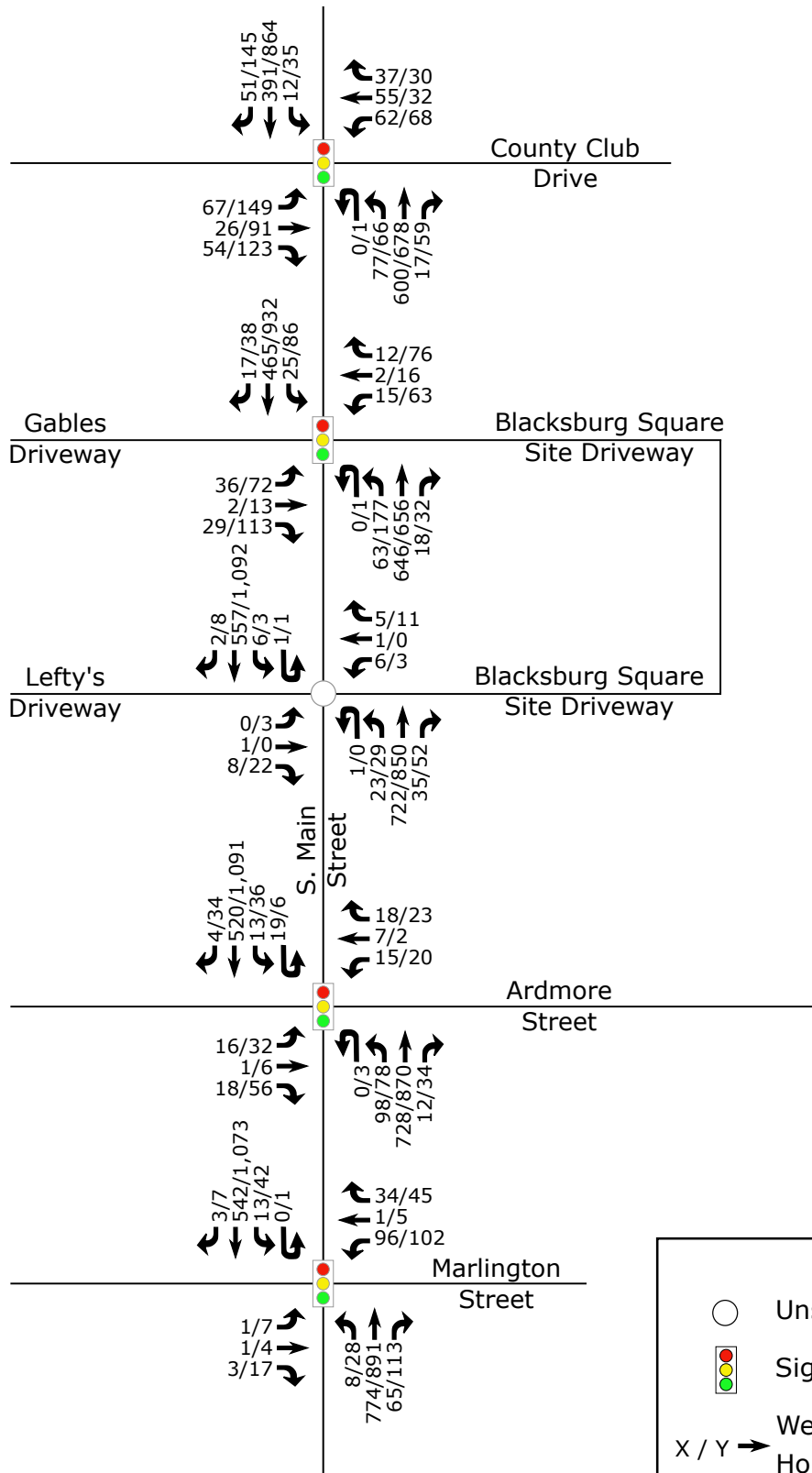
- Unsignalized Intersection
- 🚦 Signalized Intersection
- ➔ Existing Lane
- X' Storage (In Feet)
- 🚶 Pedestrian Crosswalk
- 🚫 SPEED LIMIT XX Posted Speed Limit



7Brew Coffee Shop
Blacksburg, VA

2024 Existing
Lane Configurations

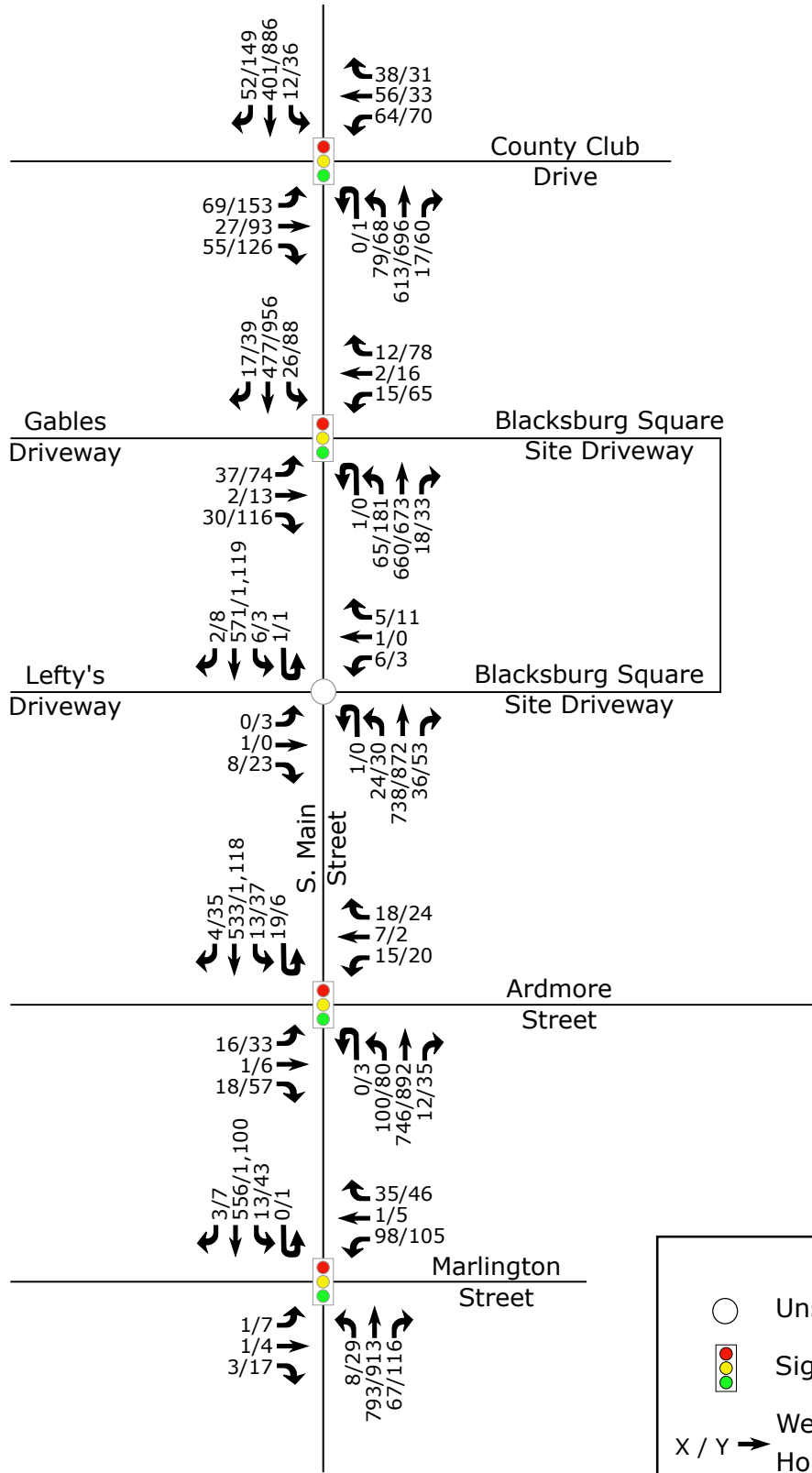
Scale: Not to Scale | Figure 3



LEGEND

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

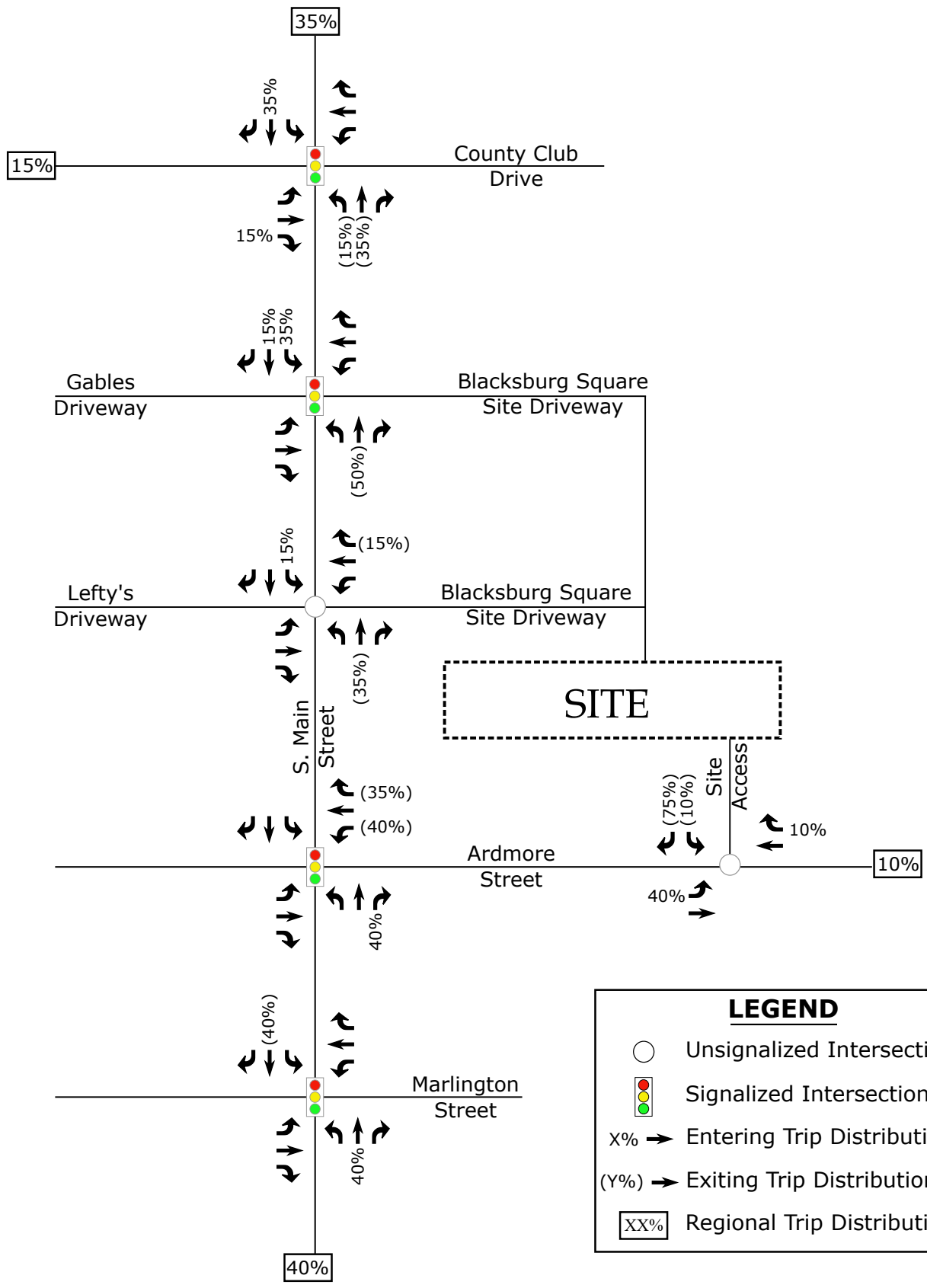
	7Brew Coffee Shop Blacksburg, VA	2024 Existing Peak Hour Traffic	
		Scale: Not to Scale	Figure 4



LEGEND

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

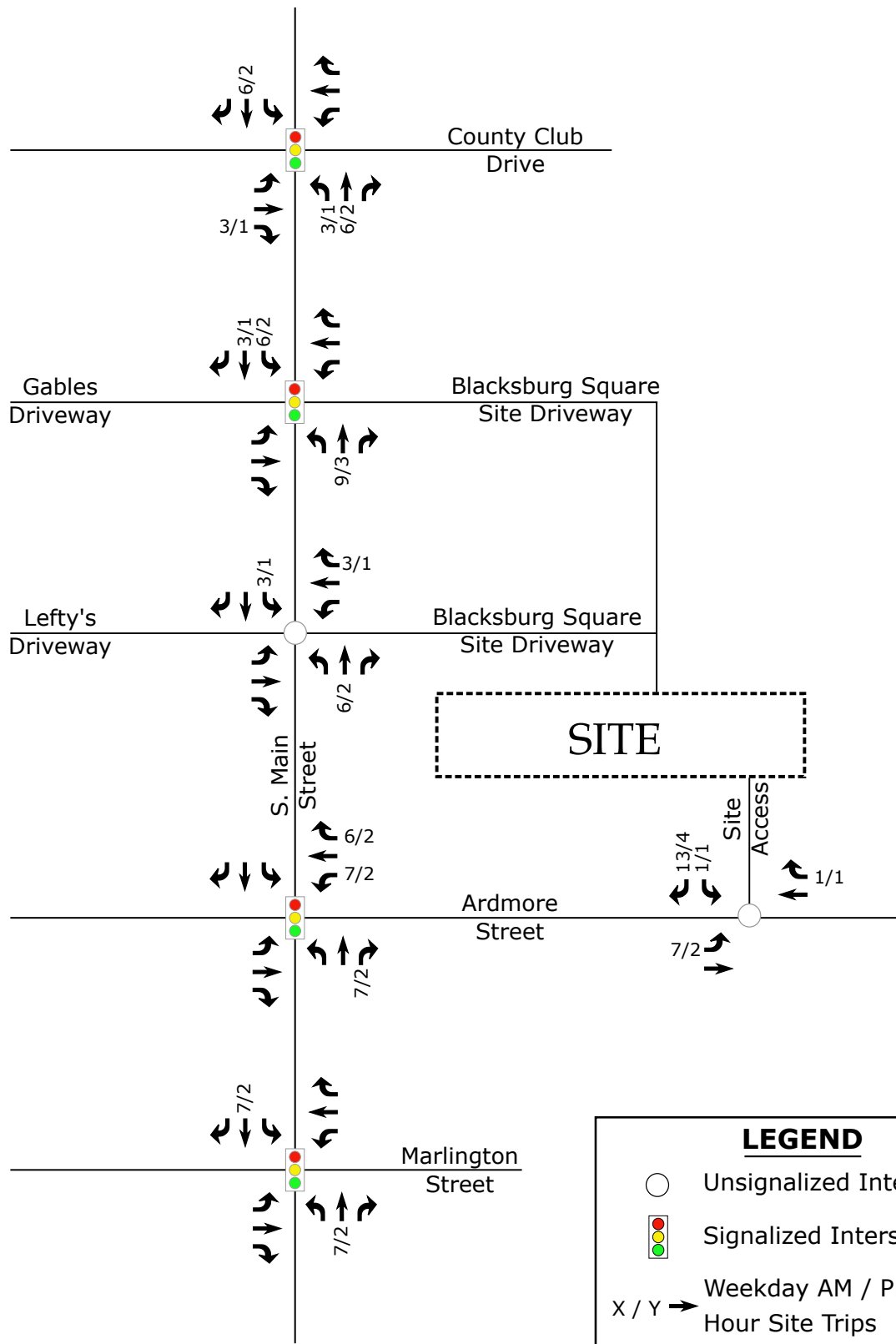
	7Brew Coffee Shop Blacksburg, VA	2025 No-Build Peak Hour Traffic	
		Scale: Not to Scale	Figure 5



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

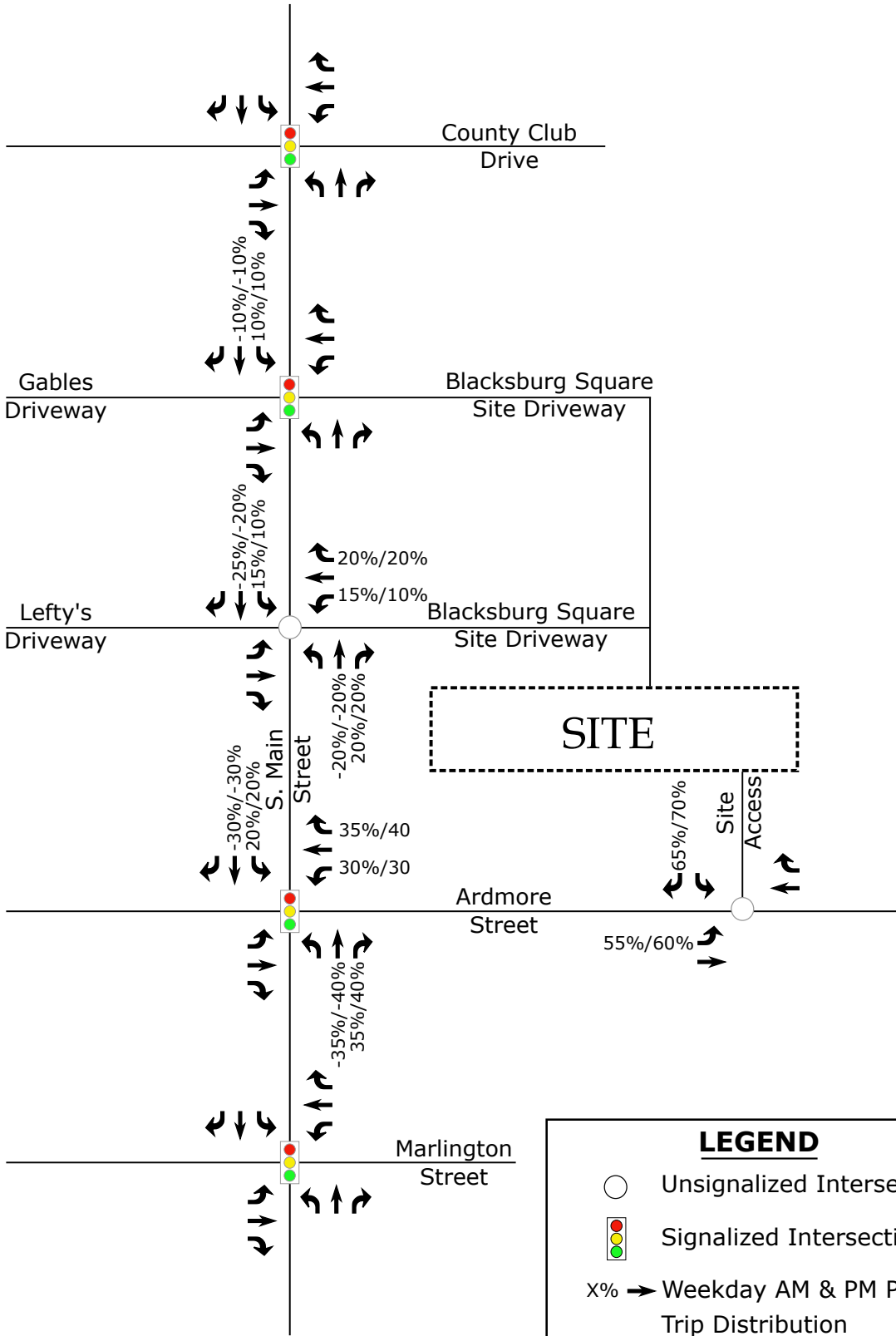
	<p>7Brew Coffee Shop Blacksburg, VA</p>	<p>Site Trip Distribution</p>	
		<p>Scale: Not to Scale</p>	<p>Figure 6</p>



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y Weekday AM / PM Peak Hour Site Trips

	<p>7Brew Coffee Shop Blacksburg, VA</p>	<p>Site Trip Assignment</p>	
			<p>Scale: Not to Scale Figure 7</p>



LEGEND

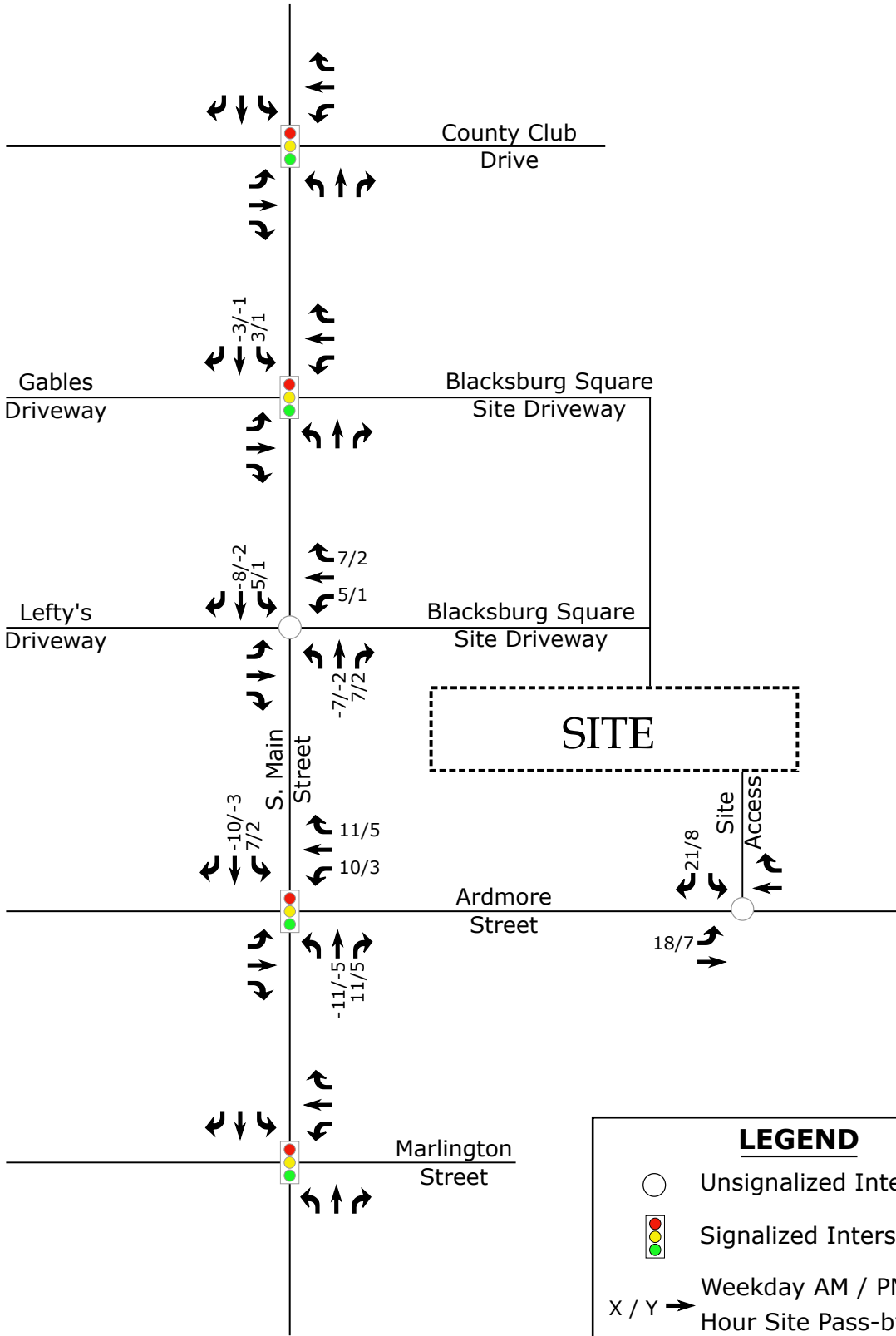
- Unsignalized Intersection
- 🚦 Signalized Intersection
- X% → Weekday AM & PM Pass-By Trip Distribution



7Brew Coffee Shop
Blacksburg, VA

Pass-By Site
Trip Distribution

Scale: Not to Scale Figure 8



LEGEND

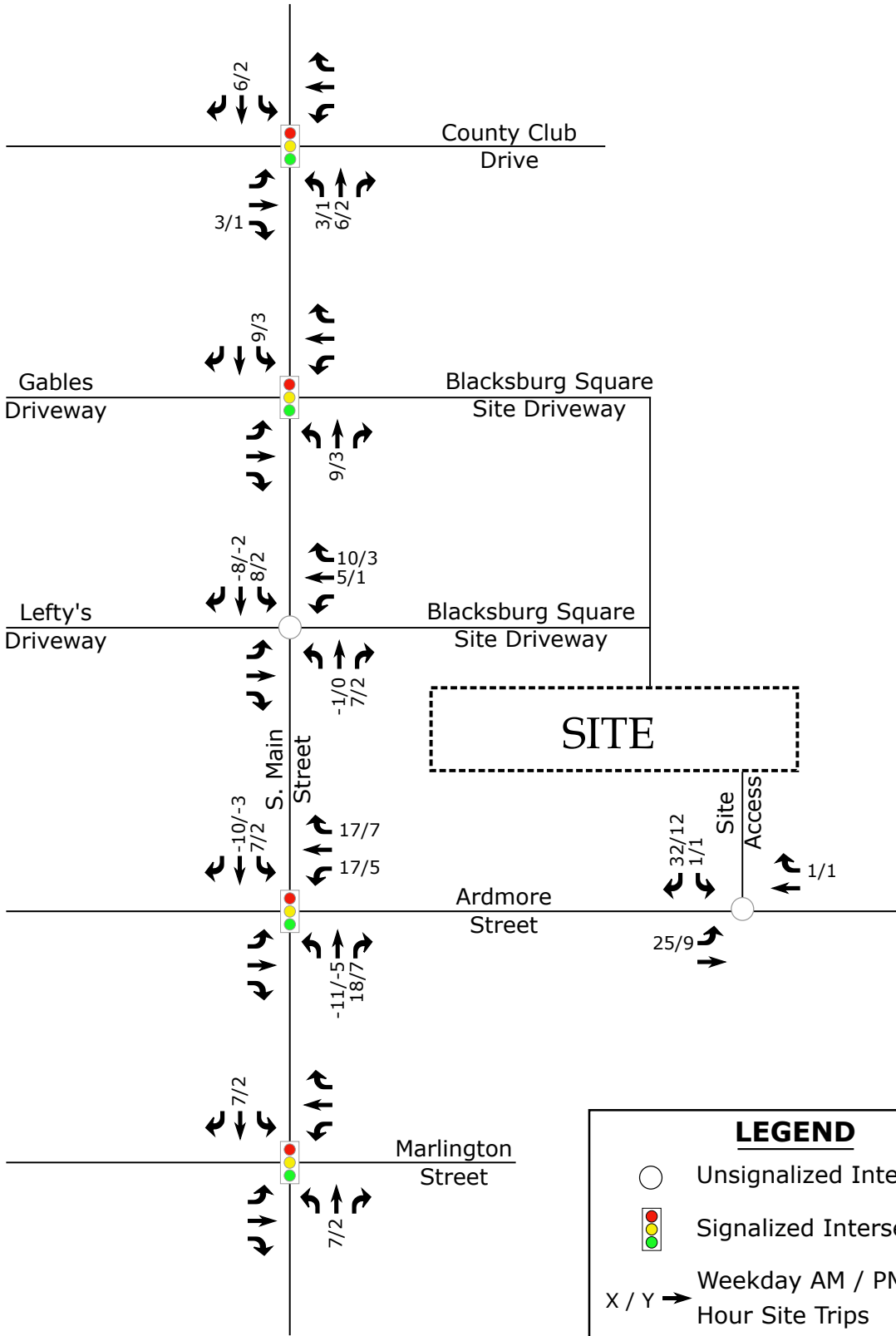
- Unsignalized Intersection
- ⬆️⬆️⬆️ Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Site Pass-by Trips



7Brew Coffee Shop
Blacksburg, VA

Pass-By Site
Trip Assignment

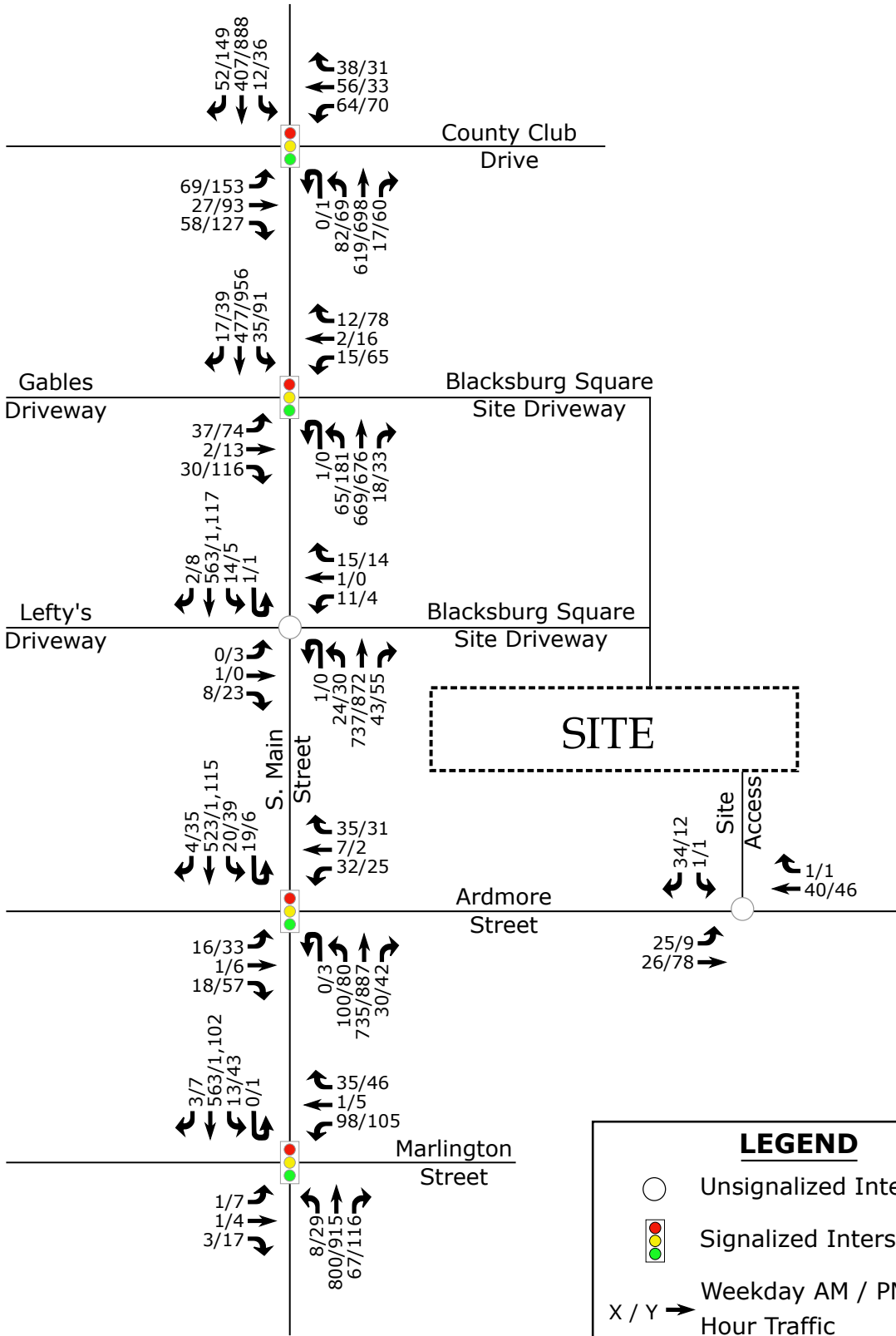
Scale: Not to Scale Figure 9



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

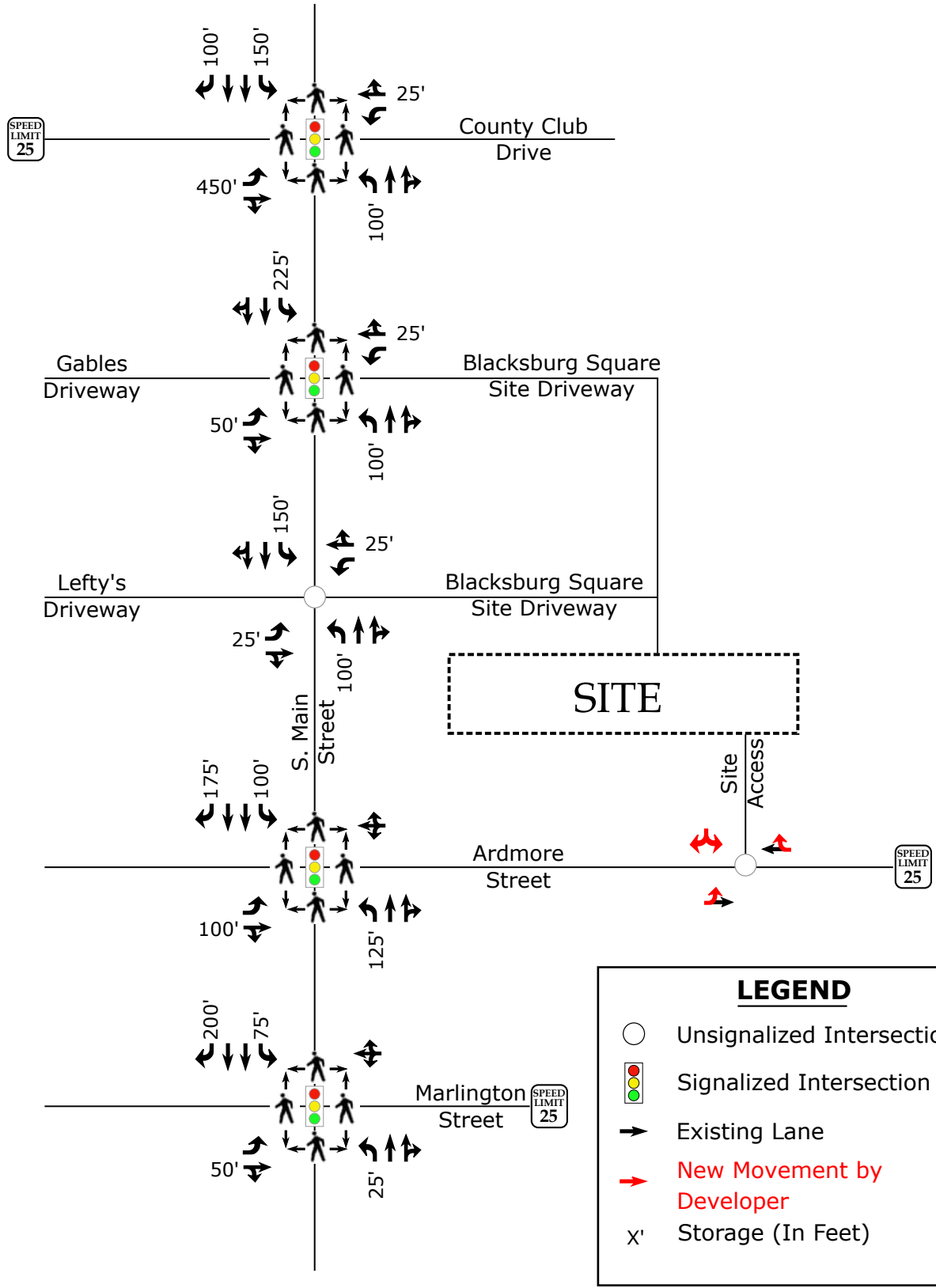
	7Brew Coffee Shop Blacksburg, VA	Total Site Trip Assignment	
		Scale: Not to Scale	Figure 10



LEGEND

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

	<p>7Brew Coffee Shop Blacksburg, VA</p>	<p>2025 Build Peak Hour Traffic</p>	
		<p>Scale: Not to Scale</p>	<p>Figure 11</p>



LEGEND

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ➔ Existing Lane
- ➔ New Movement by Developer
- x' Storage (In Feet)



7Brew Coffee Shop
Blacksburg, VA

2025 Recommended
Lane Configurations

Scale: Not to Scale Figure 12

ATTACHMENT C

TRAFFIC COUNT DATA



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Main Street and Leftys access) 03-19-24
 Site Code :
 Start Date : 3/19/2024
 Page No : 1

Groups Printed- Cars + - Trucks

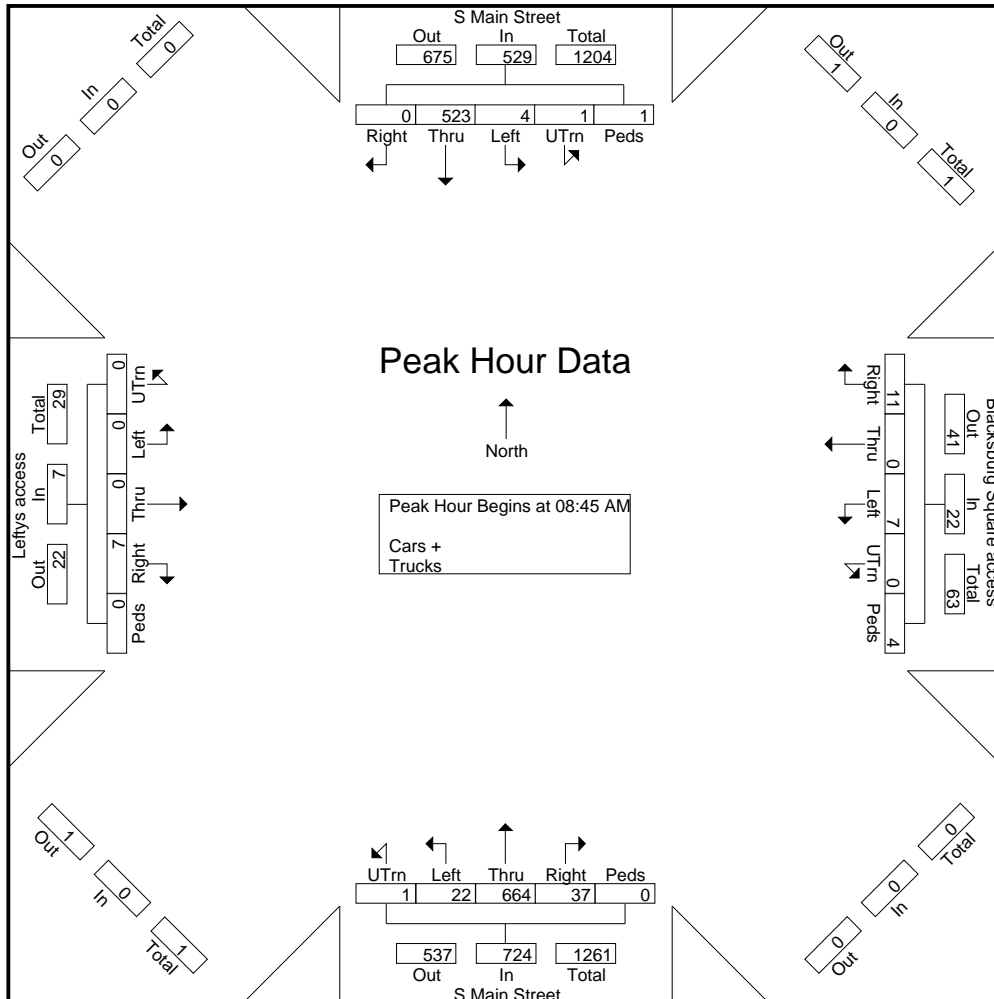
Start Time	S Main Street Southbound						Blacksburg Square access Westbound						S Main Street Northbound						Leftys access Eastbound						Int. Total	
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total		
07:00 AM	0	51	3	0	0	54	0	0	0	0	0	0	2	65	3	0	0	70	0	0	1	0	0	1	125	
07:15 AM	0	71	4	0	0	75	0	0	0	0	0	0	6	116	4	0	0	126	0	0	1	0	0	1	202	
07:30 AM	1	96	3	1	0	101	1	0	1	0	0	2	3	127	3	0	0	133	2	0	0	0	0	2	238	
07:45 AM	1	120	0	0	0	121	0	0	0	0	1	1	2	177	3	1	0	183	1	0	0	0	1	2	307	
Total	2	338	10	1	0	351	1	0	1	0	1	3	13	485	13	1	0	512	3	0	2	0	1	6	872	
08:00 AM	3	132	1	0	0	136	5	0	1	0	0	6	3	155	5	0	0	163	2	0	0	0	0	2	307	
08:15 AM	0	131	0	0	0	131	0	0	0	0	0	0	8	147	7	0	0	162	0	0	0	0	0	0	293	
08:30 AM	0	112	2	0	0	114	1	0	0	0	0	1	4	159	5	0	0	168	1	0	0	0	0	1	284	
08:45 AM	0	143	2	0	0	145	4	0	2	0	0	6	7	192	7	1	0	207	2	0	0	0	0	2	360	
Total	3	518	5	0	0	526	10	0	3	0	0	13	22	653	24	1	0	700	5	0	0	0	0	5	1244	
09:00 AM	0	112	0	1	1	114	3	0	4	0	1	8	12	167	4	0	0	183	1	0	0	0	0	1	306	
09:15 AM	0	129	0	0	0	129	2	0	1	0	2	5	9	157	5	0	0	171	0	0	0	0	0	0	305	
09:30 AM	0	139	2	0	0	141	2	0	0	0	1	3	9	148	6	0	0	163	4	0	0	0	0	4	311	
09:45 AM	0	142	5	0	0	147	1	1	0	0	0	2	12	136	7	2	0	157	1	0	0	0	0	1	307	
Total	0	522	7	1	1	531	8	1	5	0	4	18	42	608	22	2	0	674	6	0	0	0	0	6	1229	
Grand Total	5	1378	22	2	1	1408	19	1	9	0	5	34	77	1746	59	4	0	1886	14	0	2	0	1	17	3345	
Apprch %	0.4	97.9	1.6	0.1	0.1	55.9	2.9	26.5	0	14.7	4.1	92.6	3.1	0.2	0	82.4	0	11.8	0	5.9						
Total %	0.1	41.2	0.7	0.1	0	42.1	0.6	0	0.3	0	0.1	1	2.3	52.2	1.8	0.1	0	56.4	0.4	0	0.1	0	0	0.5		
Cars +	4	1335	22	2	1	1364	16	1	9	0	3	29	73	1695	59	4	0	1831	11	0	2	0	1	14	3238	
% Cars +	80	96.9	100	100	100	96.9	84.2	100	100	0	60	85.3	94.8	97.1	100	100	0	97.1	78.6	0	100	0	100	82.4	96.8	
Trucks	1	43	0	0	0	44	3	0	0	0	2	5	4	51	0	0	0	55	3	0	0	0	0	3	107	
% Trucks	20	3.1	0	0	0	3.1	15.8	0	0	0	40	14.7	5.2	2.9	0	0	0	2.9	21.4	0	0	0	0	17.6	3.2	



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Main Street and Leftys access) 03-19-24
 Site Code :
 Start Date : 3/19/2024
 Page No : 2

Start Time	S Main Street Southbound						Blacksburg Square access Westbound						S Main Street Northbound						Leftys access Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:45 AM																									
08:45 AM	0	143	2	0	0	145	4	0	2	0	0	6	7	192	7	1	0	207	2	0	0	0	0	2	360
09:00 AM	0	112	0	1	1	114	3	0	4	0	1	8	12	167	4	0	0	183	1	0	0	0	0	1	306
09:15 AM	0	129	0	0	0	129	2	0	1	0	2	5	9	157	5	0	0	171	0	0	0	0	0	0	305
09:30 AM	0	139	2	0	0	141	2	0	0	0	1	3	9	148	6	0	0	163	4	0	0	0	0	4	311
Total Volume	0	523	4	1	1	529	11	0	7	0	4	22	37	664	22	1	0	724	7	0	0	0	0	7	1282
% App. Total	0	98.9	0.8	0.2	0.2		50	0	31.8	0	18.2		5.1	91.7	3	0.1	0		100	0	0	0	0	0	
PHF	.000	.914	.500	.250	.250	.912	.688	.000	.438	.000	.500	.688	.771	.865	.786	.250	.000	.874	.438	.000	.000	.000	.000	.438	.890





TRAFFIC DATA COLLECTION

File Name : Blacksburg(Main Street and Leftys access) 03-19-24
 Site Code :
 Start Date : 3/19/2024
 Page No : 1

Groups Printed- Cars + - Trucks

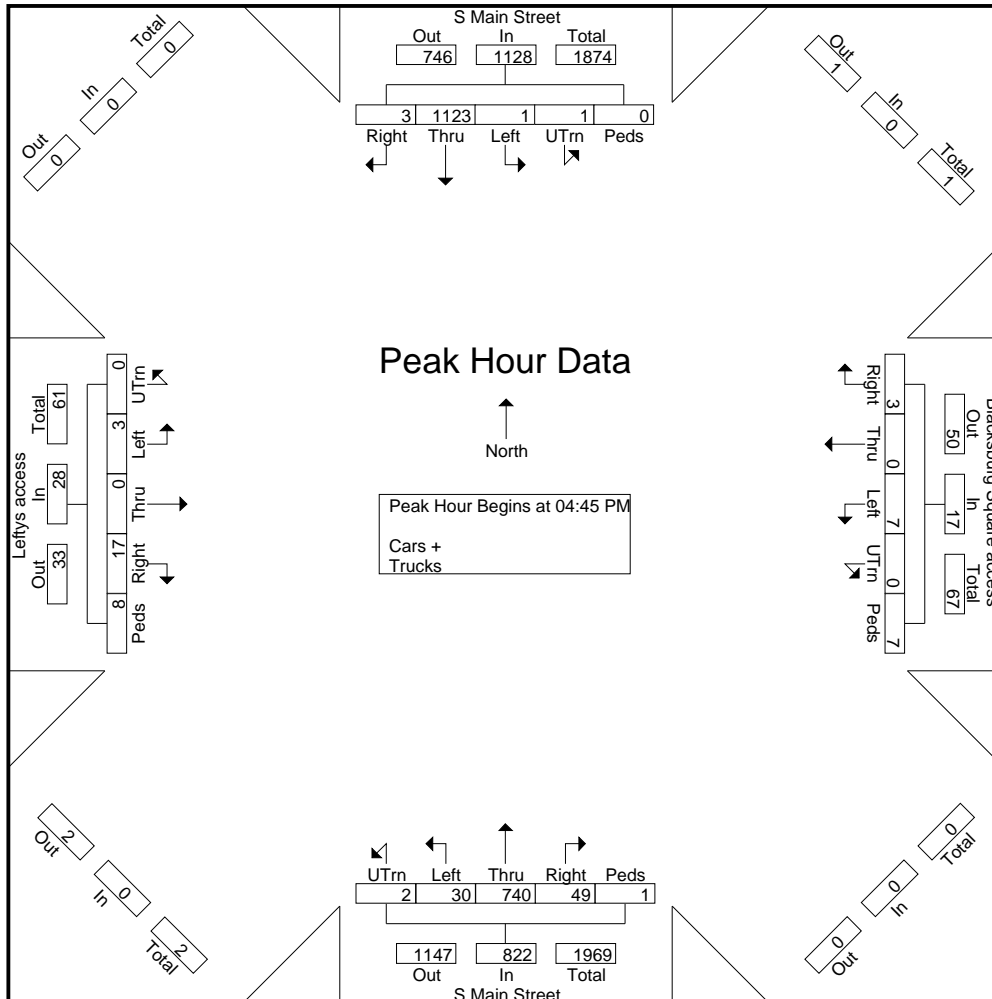
Start Time	S Main Street Southbound						Blacksburg Square access Westbound						S Main Street Northbound						Leftys access Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
03:00 PM	0	183	4	0	0	187	0	0	0	0	1	1	10	166	8	0	0	184	1	0	1	0	2	4	376
03:15 PM	0	212	4	0	0	216	4	0	4	0	2	10	23	169	6	1	0	199	2	1	0	0	1	4	429
03:30 PM	0	196	0	0	0	196	2	0	0	0	0	2	11	149	6	0	0	166	2	0	1	0	1	4	368
03:45 PM	0	252	1	0	1	254	5	0	6	0	2	13	14	163	7	0	0	184	10	0	0	0	0	10	461
Total	0	843	9	0	1	853	11	0	10	0	5	26	58	647	27	1	0	733	15	1	2	0	4	22	1634
04:00 PM	5	227	2	0	0	234	4	1	8	0	0	13	16	192	7	1	0	216	2	0	1	0	4	7	470
04:15 PM	0	256	0	0	0	256	2	0	0	0	3	5	12	190	6	0	0	208	5	0	1	0	3	9	478
04:30 PM	0	258	1	0	0	259	2	0	3	0	2	7	14	165	4	1	0	184	2	0	1	0	0	3	453
04:45 PM	0	227	0	0	0	227	0	0	2	0	0	2	15	179	10	0	0	204	3	0	2	0	1	6	439
Total	5	968	3	0	0	976	8	1	13	0	5	27	57	726	27	2	0	812	12	0	5	0	8	25	1840
05:00 PM	2	319	0	0	0	321	1	0	3	0	1	5	9	174	5	2	0	190	4	0	0	0	1	5	521
05:15 PM	1	305	0	0	0	306	2	0	1	0	1	4	16	197	8	0	0	221	7	0	0	0	1	8	539
05:30 PM	0	272	1	1	0	274	0	0	1	0	5	6	9	190	7	0	1	207	3	0	1	0	5	9	496
05:45 PM	0	206	3	1	0	210	1	0	1	0	1	3	13	194	7	0	0	214	4	0	0	0	2	6	433
Total	3	1102	4	2	0	1111	4	0	6	0	8	18	47	755	27	2	1	832	18	0	1	0	9	28	1989
Grand Total	8	2913	16	2	1	2940	23	1	29	0	18	71	162	2128	81	5	1	2377	45	1	8	0	21	75	5463
Apprch %	0.3	99.1	0.5	0.1	0		32.4	1.4	40.8	0	25.4		6.8	89.5	3.4	0.2	0		60	1.3	10.7	0	28		
Total %	0.1	53.3	0.3	0	0	53.8	0.4	0	0.5	0	0.3	1.3	3	39	1.5	0.1	0	43.5	0.8	0	0.1	0	0.4	1.4	
Cars +	8	2885	15	2	1	2911	22	1	29	0	16	68	161	2105	81	5	1	2353	45	1	8	0	20	74	5406
% Cars +	100	99	93.8	100	100	99	95.7	100	100	0	88.9	95.8	99.4	98.9	100	100	100	99	100	100	100	0	95.2	98.7	99
Trucks	0	28	1	0	0	29	1	0	0	0	2	3	1	23	0	0	0	24	0	0	0	0	1	1	57
% Trucks	0	1	6.2	0	0	1	4.3	0	0	0	11.1	4.2	0.6	1.1	0	0	0	1	0	0	0	0	4.8	1.3	1



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Main Street and Leftys access) 03-19-24
 Site Code :
 Start Date : 3/19/2024
 Page No : 2

Start Time	S Main Street Southbound					Blacksburg Square access Westbound					S Main Street Northbound					Leftys access Eastbound					Int. Total				
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru		Left	UTrn	Peds	App. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	227	0	0	0	227	0	0	2	0	0	2	15	179	10	0	0	204	3	0	2	0	1	6	439
05:00 PM	2	319	0	0	0	321	1	0	3	0	1	5	9	174	5	2	0	190	4	0	0	0	1	5	521
05:15 PM	1	305	0	0	0	306	2	0	1	0	1	4	16	197	8	0	0	221	7	0	0	0	1	8	539
05:30 PM	0	272	1	1	0	274	0	0	1	0	5	6	9	190	7	0	1	207	3	0	1	0	5	9	496
Total Volume	3	1123	1	1	0	1128	3	0	7	0	7	17	49	740	30	2	1	822	17	0	3	0	8	28	1995
% App. Total	0.3	99.6	0.1	0.1	0		17.6	0	41.2	0	41.2		6	90	3.6	0.2	0.1		60.7	0	10.7	0	28.6		
PHF	.375	.880	.250	.250	.000	.879	.375	.000	.583	.000	.350	.708	.766	.939	.750	.250	.250	.930	.607	.000	.375	.000	.400	.778	.925





TRAFFIC DATA COLLECTION

File Name : Blacksburg(Main Street and Leftys access) 03-20-24
 Site Code :
 Start Date : 3/20/2024
 Page No : 1

Groups Printed- Cars + - Trucks

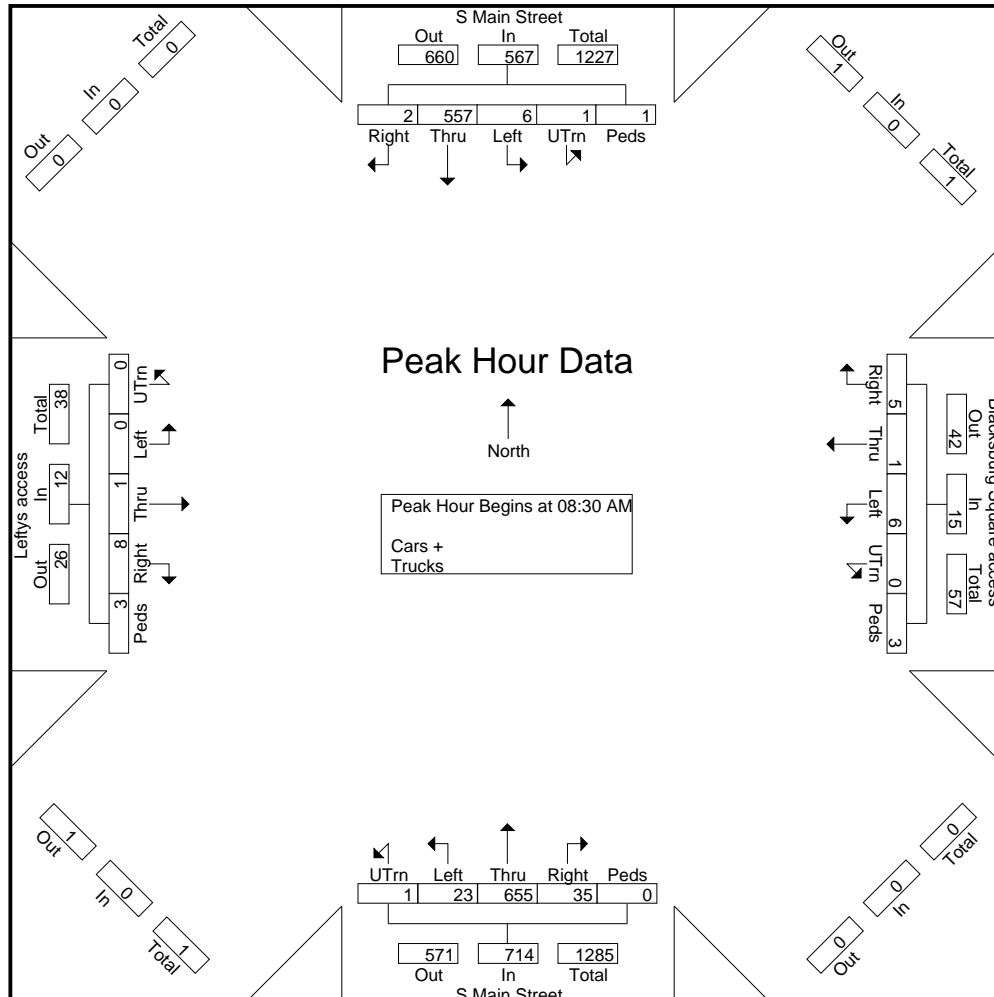
Start Time	S Main Street Southbound						Blacksburg Square access Westbound						S Main Street Northbound						Leftys access Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
07:00 AM	0	62	1	0	0	63	1	0	0	0	0	1	2	65	4	1	0	72	0	0	1	0	0	1	137
07:15 AM	0	83	6	0	0	89	0	0	1	0	0	1	7	104	6	1	0	118	0	0	1	0	0	1	209
07:30 AM	0	108	1	0	1	110	0	0	1	0	0	1	5	123	3	0	0	131	3	0	0	0	0	3	245
07:45 AM	2	131	0	0	0	133	2	0	1	0	0	3	2	191	5	0	0	198	2	0	0	0	0	2	336
Total	2	384	8	0	1	395	3	0	3	0	0	6	16	483	18	2	0	519	5	0	2	0	0	7	927
08:00 AM	0	110	2	0	0	112	5	0	1	0	0	6	11	156	4	0	0	171	0	0	0	0	0	0	289
08:15 AM	1	128	0	0	0	129	2	1	1	0	2	6	4	141	5	0	0	150	1	1	0	0	2	4	289
08:30 AM	1	114	1	0	0	116	0	0	2	0	0	2	7	191	4	0	0	202	2	0	0	0	0	2	322
08:45 AM	0	160	1	0	0	161	3	1	3	0	3	10	6	180	9	0	0	195	2	0	0	0	0	2	368
Total	2	512	4	0	0	518	10	2	7	0	5	24	28	668	22	0	0	718	5	1	0	0	2	8	1268
09:00 AM	0	155	1	0	0	156	1	0	0	0	0	1	13	147	4	1	0	165	1	1	0	0	1	3	325
09:15 AM	1	128	3	1	1	134	1	0	1	0	0	2	9	137	6	0	0	152	3	0	0	0	2	5	293
09:30 AM	1	117	3	0	0	121	1	0	1	0	1	3	9	136	7	0	0	152	4	0	0	0	0	4	280
09:45 AM	1	132	0	0	0	133	2	0	0	0	1	3	11	160	12	0	0	183	4	1	0	0	0	5	324
Total	3	532	7	1	1	544	5	0	2	0	2	9	42	580	29	1	0	652	12	2	0	0	3	17	1222
Grand Total	7	1428	19	1	2	1457	18	2	12	0	7	39	86	1731	69	3	0	1889	22	3	2	0	5	32	3417
Apprch %	0.5	98	1.3	0.1	0.1		46.2	5.1	30.8	0	17.9		4.6	91.6	3.7	0.2	0		68.8	9.4	6.2	0	15.6		
Total %	0.2	41.8	0.6	0	0.1	42.6	0.5	0.1	0.4	0	0.2	1.1	2.5	50.7	2	0.1	0	55.3	0.6	0.1	0.1	0	0.1	0.9	
Cars +	6	1390	18	1	2	1417	15	2	11	0	7	35	82	1688	68	3	0	1841	22	3	2	0	4	31	3324
% Cars +	85.7	97.3	94.7	100	100	97.3	83.3	100	91.7	0	100	89.7	95.3	97.5	98.6	100	0	97.5	100	100	100	0	80	96.9	97.3
Trucks	1	38	1	0	0	40	3	0	1	0	0	4	4	43	1	0	0	48	0	0	0	0	1	1	93
% Trucks	14.3	2.7	5.3	0	0	2.7	16.7	0	8.3	0	0	10.3	4.7	2.5	1.4	0	0	2.5	0	0	0	0	20	3.1	2.7



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Main Street and Leftys access) 03-20-24
 Site Code :
 Start Date : 3/20/2024
 Page No : 2

Start Time	S Main Street Southbound						Blacksburg Square access Westbound						S Main Street Northbound						Leftys access Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:30 AM																									
08:30 AM	1	114	1	0	0	116	0	0	2	0	0	2	7	191	4	0	0	202	2	0	0	0	0	2	322
08:45 AM	0	160	1	0	0	161	3	1	3	0	3	10	6	180	9	0	0	195	2	0	0	0	0	2	368
09:00 AM	0	155	1	0	0	156	1	0	0	0	0	1	13	147	4	1	0	165	1	1	0	0	1	3	325
09:15 AM	1	128	3	1	1	134	1	0	1	0	0	2	9	137	6	0	0	152	3	0	0	0	2	5	293
Total Volume	2	557	6	1	1	567	5	1	6	0	3	15	35	655	23	1	0	714	8	1	0	0	3	12	1308
% App. Total	0.4	98.2	1.1	0.2	0.2		33.3	6.7	40	0	20		4.9	91.7	3.2	0.1	0		66.7	8.3	0	0	25		
PHF	.500	.870	.500	.250	.250	.880	.417	.250	.500	.000	.250	.375	.673	.857	.639	.250	.000	.884	.667	.250	.000	.000	.375	.600	.889





TRAFFIC DATA COLLECTION

File Name : Blacksburg(Main Street and Leftys access) 03-20-24
 Site Code :
 Start Date : 3/20/2024
 Page No : 1

Groups Printed- Cars + - Trucks

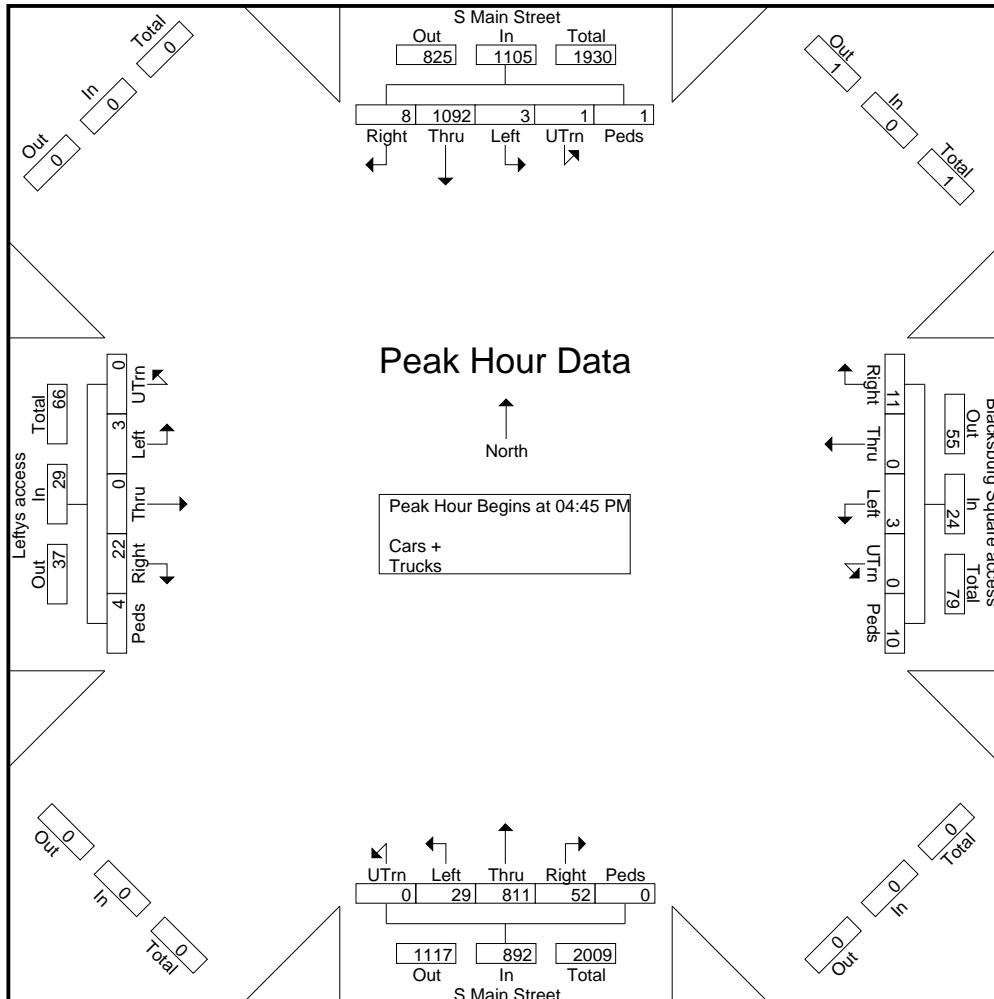
Start Time	S Main Street Southbound						Blacksburg Square access Westbound						S Main Street Northbound						Leftys access Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
03:00 PM	0	176	4	2	0	182	2	0	3	0	3	8	12	165	9	0	0	186	2	0	0	0	2	4	380
03:15 PM	0	222	1	0	0	223	4	1	5	0	2	12	16	175	6	1	0	198	5	0	0	0	3	8	441
03:30 PM	3	170	0	0	0	173	1	0	1	0	1	3	12	172	4	0	0	188	8	0	1	0	2	11	375
03:45 PM	1	251	0	0	0	252	6	0	2	0	3	11	12	195	6	0	0	213	3	0	1	0	4	8	484
Total	4	819	5	2	0	830	13	1	11	0	9	34	52	707	25	1	0	785	18	0	2	0	11	31	1680
04:00 PM	0	263	1	0	0	264	5	0	8	0	0	13	17	151	5	1	0	174	4	0	0	0	2	6	457
04:15 PM	0	249	0	0	0	249	1	0	2	0	2	5	8	164	4	1	0	177	2	0	0	0	3	5	436
04:30 PM	0	217	0	0	0	217	3	0	6	0	1	10	10	201	9	0	0	220	9	0	2	0	0	11	458
04:45 PM	0	262	2	0	1	265	0	0	0	0	5	5	13	173	8	0	0	194	4	0	2	0	1	7	471
Total	0	991	3	0	1	995	9	0	16	0	8	33	48	689	26	2	0	765	19	0	4	0	6	29	1822
05:00 PM	2	301	0	0	0	303	6	0	1	0	4	11	12	212	8	0	0	232	6	0	1	0	3	10	556
05:15 PM	5	253	0	0	0	258	5	0	1	0	0	6	9	226	4	0	0	239	8	0	0	0	0	8	511
05:30 PM	1	276	1	1	0	279	0	0	1	0	1	2	18	200	9	0	0	227	4	0	0	0	0	4	512
05:45 PM	3	231	0	0	0	234	1	0	2	0	2	5	14	181	9	0	0	204	2	0	1	0	4	7	450
Total	11	1061	1	1	0	1074	12	0	5	0	7	24	53	819	30	0	0	902	20	0	2	0	7	29	2029
Grand Total	15	2871	9	3	1	2899	34	1	32	0	24	91	153	2215	81	3	0	2452	57	0	8	0	24	89	5531
Apprch %	0.5	99	0.3	0.1	0		37.4	1.1	35.2	0	26.4		6.2	90.3	3.3	0.1	0		64	0	9	0	27		
Total %	0.3	51.9	0.2	0.1	0	52.4	0.6	0	0.6	0	0.4	1.6	2.8	40	1.5	0.1	0	44.3	1	0	0.1	0	0.4	1.6	
Cars +	15	2835	9	3	1	2863	32	1	32	0	23	88	152	2185	81	3	0	2421	57	0	8	0	24	89	5461
% Cars +	100	98.7	100	100	100	98.8	94.1	100	100	0	95.8	96.7	99.3	98.6	100	100	0	98.7	100	0	100	0	100	100	98.7
Trucks	0	36	0	0	0	36	2	0	0	0	1	3	1	30	0	0	0	31	0	0	0	0	0	0	70
% Trucks	0	1.3	0	0	0	1.2	5.9	0	0	0	4.2	3.3	0.7	1.4	0	0	0	1.3	0	0	0	0	0	0	1.3



TRAFFIC DATA COLLECTION

File Name : Blacksburg(Main Street and Leftys access) 03-20-24
 Site Code :
 Start Date : 3/20/2024
 Page No : 2

Start Time	S Main Street Southbound						Blacksburg Square access Westbound						S Main Street Northbound						Leftys access Eastbound						Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	262	2	0	1	265	0	0	0	0	5	5	13	173	8	0	0	194	4	0	2	0	1	7	471
05:00 PM	2	301	0	0	0	303	6	0	1	0	4	11	12	212	8	0	0	232	6	0	1	0	3	10	556
05:15 PM	5	253	0	0	0	258	5	0	1	0	0	6	9	226	4	0	0	239	8	0	0	0	0	8	511
05:30 PM	1	276	1	1	0	279	0	0	1	0	1	2	18	200	9	0	0	227	4	0	0	0	0	4	512
Total Volume	8	1092	3	1	1	1105	11	0	3	0	10	24	52	811	29	0	0	892	22	0	3	0	4	29	2050
% App. Total	0.7	98.8	0.3	0.1	0.1		45.8	0	12.5	0	41.7		5.8	90.9	3.3	0	0		75.9	0	10.3	0	13.8		
PHF	.400	.907	.375	.250	.250	.912	.458	.000	.750	.000	.500	.545	.722	.897	.806	.000	.000	.933	.688	.000	.375	.000	.333	.725	.922



Peggy Malone and Associates
904-992-8072

File Name : 5-S Main St & Country Club Dr
Site Code :
Start Date : 8/31/2022
Page No : 1

Groups Printed- Cars

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	5	44	3	0	52	8	7	5	0	20	1	75	10	0	86	4	1	7	0	12	170
07:15 AM	4	86	0	0	90	6	9	8	0	23	2	87	4	0	93	6	2	7	0	15	221
07:30 AM	8	76	0	0	84	7	14	15	0	36	5	124	11	0	140	9	4	10	0	23	283
07:45 AM	10	86	0	0	96	13	9	18	0	40	4	139	13	0	156	10	4	14	0	28	320
Total	27	292	3	0	322	34	39	46	0	119	12	425	38	0	475	29	11	38	0	78	994
08:00 AM	18	88	5	0	111	8	11	13	0	32	6	164	17	0	187	10	4	5	0	19	349
08:15 AM	9	90	3	0	102	9	12	6	0	27	6	133	19	0	158	10	5	19	0	34	321
08:30 AM	13	83	0	0	96	12	20	14	0	46	3	121	25	0	149	11	4	9	0	24	315
08:45 AM	9	107	4	0	120	14	15	13	0	42	3	118	19	0	140	16	2	18	0	36	338
Total	49	368	12	0	429	43	58	46	0	147	18	536	80	0	634	47	15	51	0	113	1323
09:00 AM	20	103	4	0	127	5	13	9	0	27	3	102	17	0	122	15	11	16	0	42	318
09:15 AM	21	125	4	0	150	4	5	6	0	15	4	116	13	0	133	15	3	5	0	23	321
09:30 AM	14	101	6	0	121	6	9	10	0	25	2	120	14	0	136	16	3	15	0	34	316
09:45 AM	17	112	1	0	130	7	11	15	0	33	7	132	10	0	149	12	6	14	0	32	344
Total	72	441	15	0	528	22	38	40	0	100	16	470	54	0	540	58	23	50	0	131	1299
10:00 AM	13	85	4	0	102	5	3	14	0	22	6	104	11	0	121	15	4	6	0	25	270
10:15 AM	12	130	6	0	148	5	6	7	0	18	7	122	4	0	133	5	5	11	0	21	320
10:30 AM	10	128	7	0	145	2	6	8	0	16	7	128	9	0	144	10	1	21	0	32	337
10:45 AM	4	110	6	0	120	10	10	7	0	27	5	136	11	0	152	11	2	14	0	27	326
Total	39	453	23	0	515	22	25	36	0	83	25	490	35	0	550	41	12	52	0	105	1253
11:00 AM	21	134	5	0	160	2	5	9	0	16	11	116	13	0	140	13	5	22	0	40	356
11:15 AM	17	136	6	0	159	6	2	9	0	17	7	145	5	0	157	13	5	10	0	28	361
11:30 AM	19	118	5	0	142	7	8	8	0	23	5	129	12	0	146	15	12	18	0	45	356
11:45 AM	17	134	9	0	160	8	6	12	0	26	10	139	7	0	156	16	9	23	0	48	390
Total	74	522	25	0	621	23	21	38	0	82	33	529	37	0	599	57	31	73	0	161	1463
12:00 PM	22	156	1	0	179	5	5	9	0	19	7	131	12	0	150	17	5	20	0	42	390
12:15 PM	20	170	6	0	196	5	6	15	0	26	6	147	15	0	168	15	7	29	0	51	441
12:30 PM	21	158	3	0	182	8	5	15	0	28	7	134	14	0	155	22	5	24	0	51	416
12:45 PM	16	128	4	0	148	4	9	10	0	23	6	186	10	0	202	10	5	12	0	27	400
Total	79	612	14	0	705	22	25	49	0	96	26	598	51	0	675	64	22	85	0	171	1647
01:00 PM	12	136	6	0	154	9	12	4	0	25	6	158	12	0	176	14	6	20	0	40	395
01:15 PM	22	150	11	0	183	4	5	17	0	26	5	127	12	0	144	12	4	11	0	27	380
01:30 PM	16	157	7	0	180	6	7	6	0	19	9	132	11	0	152	11	9	19	0	39	390
01:45 PM	22	127	4	0	153	7	8	10	0	25	7	129	10	0	146	11	5	28	0	44	368
Total	72	570	28	0	670	26	32	37	0	95	27	546	45	0	618	48	24	78	0	150	1533
02:00 PM	16	134	8	0	158	6	7	13	0	26	5	121	15	0	141	5	6	17	0	28	353
02:15 PM	16	138	7	0	161	4	5	11	0	20	5	119	6	0	130	9	10	24	0	43	354
02:30 PM	18	172	6	0	196	6	10	8	0	24	13	125	6	0	144	17	9	19	0	45	409
02:45 PM	23	147	5	0	175	11	4	12	0	27	12	140	17	0	169	12	7	11	0	30	401
Total	73	591	26	0	690	27	26	44	0	97	35	505	44	0	584	43	32	71	0	146	1517
03:00 PM	19	157	8	0	184	6	5	11	0	22	8	139	16	0	163	17	13	23	0	53	422
03:15 PM	22	150	4	0	176	8	6	13	0	27	9	143	12	0	164	18	13	20	0	51	418
03:30 PM	16	166	7	0	189	5	11	14	0	30	13	136	10	0	159	19	12	23	0	54	432
03:45 PM	21	167	7	0	195	6	8	15	0	29	7	134	15	0	156	23	12	19	0	54	434
Total	78	640	26	0	744	25	30	53	0	108	37	552	53	0	642	77	50	85	0	212	1706
04:00 PM	21	197	3	0	221	2	6	14	0	22	7	123	13	0	143	25	11	17	0	53	439
04:15 PM	25	191	5	0	221	7	7	12	0	26	15	155	14	0	184	17	10	26	0	53	484
04:30 PM	25	190	8	0	223	4	7	12	0	23	13	153	12	0	178	24	13	28	0	65	489
04:45 PM	29	177	10	0	216	11	8	16	0	35	19	152	10	0	181	28	16	34	0	78	510
Total	100	755	26	0	881	24	28	54	0	106	54	583	49	0	686	94	50	105	0	249	1922
05:00 PM	30	223	10	0	263	4	17	17	0	38	10	178	15	0	203	22	20	21	0	63	567
05:15 PM	34	187	3	0	224	6	13	22	0	41	14	152	12	0	178	35	24	35	0	94	537
05:30 PM	26	198	4	0	228	4	10	20	0	34	12	152	18	0	182	18	16	30	0	64	508
05:45 PM	27	216	7	0	250	9	9	19	0	37	16	140	8	0	164	31	15	36	0	82	533
Total	117	824	24	0	965	23	49	78	0	150	52	622	53	0	727	106	75	122	0	303	2145
06:00 PM	35	207	11	0	253	4	8	10	0	22	9	164	10	0	183	20	19	32	0	71	529
06:15 PM	15	152	12	0	179	8	10	7	0	25	11	141	13	0	165	9	7	25	0	41	410
06:30 PM	16	162	14	0	192	10	7	5	0	22	11	150	4	0	165	18	13	24	0	55	434
06:45 PM	14	144	7	0	165	10	9	8	0	27	15	168	6	0	189	8	8	33	0	49	430
Total	80	665	44	0	789	32	34	30	0	96	46	623	33	0	702	55	47	114	0	216	1803

Peggy Malone and Associates

904-992-8072

File Name : 5-S Main St & Country Club Dr
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Cars

	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	860	6733	266	0	7859	323	405	551	0	1279	381	6479	572	0	7432	719	392	924	0	2035	18605
Apprch %	10.9	85.7	3.4	0		25.3	31.7	43.1	0		5.1	87.2	7.7	0		35.3	19.3	45.4	0		
Total %	4.6	36.2	1.4	0	42.2	1.7	2.2	3	0	6.9	2	34.8	3.1	0	39.9	3.9	2.1	5	0	10.9	

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	21	134	5	160		2	5	9	16		11	116	13	140		13	5	22	40		356
11:15 AM	17	136	6	159		6	2	9	17		7	145	5	157		13	5	10	28		361
11:30 AM	19	118	5	142		7	8	8	23		5	129	12	146		15	12	18	45		356
11:45 AM	17	134	9	160		8	6	12	26		10	139	7	156		16	9	23	48		390
Total Volume	74	522	25	621		23	21	38	82		33	529	37	599		57	31	73	161		1463
% App. Total	11.9	84.1	4			28	25.6	46.3			5.5	88.3	6.2			35.4	19.3	45.3			
PHF	.881	.960	.694	.970		.719	.656	.792	.788		.750	.912	.712	.954		.891	.646	.793	.839		.938

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	30	223	10	263		4	17	17	38		10	178	15	203		22	20	21	63		567
05:15 PM	34	187	3	224		6	13	22	41		14	152	12	178		35	24	35	94		537
05:30 PM	26	198	4	228		4	10	20	34		12	152	18	182		18	16	30	64		508
05:45 PM	27	216	7	250		9	9	19	37		16	140	8	164		31	15	36	82		533
Total Volume	117	824	24	965		23	49	78	150		52	622	53	727		106	75	122	303		2145
% App. Total	12.1	85.4	2.5			15.3	32.7	52			7.2	85.6	7.3			35	24.8	40.3			
PHF	.860	.924	.600	.917		.639	.721	.886	.915		.813	.874	.736	.895		.757	.781	.847	.806		.946

Peggy Malone and Associates

904-992-8072

File Name : 5-S Main St & Country Club Dr
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Trucks

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	9
07:15 AM	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	10
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	7
07:45 AM	0	7	0	0	7	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	11
Total	1	12	0	0	13	0	2	0	0	2	1	16	2	0	19	1	0	2	0	3	37
08:00 AM	1	2	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	9
08:15 AM	0	4	0	0	4	0	0	0	0	0	1	6	1	0	8	1	0	0	0	1	13
08:30 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	8
08:45 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	2	0	0	0	2	8
Total	2	11	0	0	13	1	0	0	0	1	2	16	1	0	19	4	0	1	0	5	38
09:00 AM	1	3	0	0	4	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	15
09:15 AM	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
09:30 AM	1	2	0	0	3	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	11
09:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	2	16	0	0	18	1	0	0	0	1	0	20	1	0	21	1	0	1	0	2	42
10:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	9
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	7	1	0	8	1	0	1	0	2	13
10:30 AM	1	1	1	0	3	0	0	0	0	0	0	7	0	0	7	1	0	1	0	2	12
10:45 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	7
Total	1	9	1	0	11	0	0	1	0	1	0	20	2	0	22	2	1	4	0	7	41
11:00 AM	2	2	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
11:15 AM	0	5	0	0	5	1	0	0	0	1	0	3	1	0	4	1	0	0	0	1	11
11:30 AM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
Total	4	10	0	0	14	1	0	0	0	1	0	14	2	0	16	2	0	0	0	2	33
12:00 PM	1	0	0	0	1	0	0	0	0	0	1	3	1	0	5	1	0	0	0	1	7
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	9
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	12
Total	1	14	0	0	15	0	0	0	0	0	1	14	3	0	18	2	0	0	0	2	35
01:00 PM	1	3	0	0	4	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	11
01:15 PM	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	0	0	2	0	2	13
01:30 PM	1	5	0	0	6	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	10
01:45 PM	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	10
Total	2	18	0	0	20	1	0	0	0	1	1	15	4	0	20	0	0	3	0	3	44
02:00 PM	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	2	0	1	0	3	13
02:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
02:45 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
Total	1	12	0	0	13	1	0	0	0	1	0	16	0	0	16	2	0	1	0	3	33
03:00 PM	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
03:15 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	12
03:30 PM	1	4	0	0	5	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	9
03:45 PM	0	7	0	0	7	0	0	1	0	1	0	1	0	0	1	1	0	1	0	2	11
Total	2	20	0	0	22	0	1	2	0	3	0	13	0	0	13	1	2	1	0	4	42
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	6	2	0	8	2	1	0	0	3	12
04:15 PM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
04:30 PM	1	3	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
04:45 PM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	2	14	1	0	17	0	0	1	0	1	0	10	2	0	12	2	1	0	0	3	33
05:00 PM	1	0	0	0	1	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	7
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
05:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
Total	2	8	0	0	10	0	0	1	0	1	0	10	0	0	10	0	1	0	0	1	22
06:00 PM	0	2	0	0	2	0	0	1	0	1	1	3	0	0	4	1	0	0	0	1	8
06:15 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
06:30 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	1	15	0	0	16	0	0	1	0	1	1	7	0	0	8	1	0	0	0	1	26

Peggy Malone and Associates
904-992-8072

File Name : 5-S Main St & Country Club Dr
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Trucks

	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	21	159	2	0	182	5	3	6	0	14	6	171	17	0	194	18	5	13	0	36	426
Apprch %	11.5	87.4	1.1	0		35.7	21.4	42.9	0		3.1	88.1	8.8	0		50	13.9	36.1	0		
Total %	4.9	37.3	0.5	0	42.7	1.2	0.7	1.4	0	3.3	1.4	40.1	4	0	45.5	4.2	1.2	3.1	0	8.5	

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	4	0	0	4	0	0	0	0	0	1	6	1	8	1	0	0	0	1	13	
08:30 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	3	1	0	0	1	2	8	
08:45 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	2	2	0	0	0	2	8	
09:00 AM	1	3	0	0	4	1	0	0	0	1	0	9	0	9	0	0	1	1	1	15	
Total Volume	2	12	0	0	14	2	0	0	0	2	1	20	1	22	4	0	2	2	6	44	
% App. Total	14.3	85.7	0	0		100	0	0	0		4.5	90.9	4.5		66.7	0	33.3	0			
PHF	.500	.750	.000	.000	.875	.500	.000	.000	.000	.500	.250	.556	.250	.611	.500	.000	.500	.750	.733		

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	1	7	0	0	0	0	0	12	
01:00 PM	1	3	0	0	4	0	0	0	0	0	0	5	2	7	0	0	0	0	0	11	
01:15 PM	0	5	0	0	5	0	0	0	0	0	1	5	0	6	0	0	2	2	2	13	
01:30 PM	1	5	0	0	6	1	0	0	0	1	0	2	1	3	0	0	0	0	0	10	
Total Volume	2	18	0	0	20	1	0	0	0	1	1	18	4	23	0	0	2	2	2	46	
% App. Total	10	90	0	0		100	0	0	0		4.3	78.3	17.4		0	0	100	0			
PHF	.500	.900	.000	.000	.833	.250	.000	.000	.250	.250	.250	.750	.500	.821	.000	.000	.250	.250	.885		

Peggy Malone and Associates

904-992-8072

File Name : 5-S Main St & Country Club Dr
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
02:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	2
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	1	3
06:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	3	3	3	6

Peggy Malone and Associates
904-992-8072

File Name : 5-S Main St & Country Club Dr
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Bicycles on Crosswalk

	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	0	0	0	3	3	0	0	0	13	13	0	0	0	5	5	0	0	0	5	5	26
Approch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	11.5	11.5	0	0	0	50	50	0	0	0	19.2	19.2	0	0	0	19.2	19.2	

Start Time	S. Main St Southbound				Country Club Dr Westbound				S. Main St Northbound				Country Club Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Start Time	S. Main St Southbound				Country Club Dr Westbound				S. Main St Northbound				Country Club Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peggy Malone and Associates

904-992-8072

File Name : 5-S Main St & Country Club Dr
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Pedestrians

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	6	6	0	0	0	1	1	1	1	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	1	3	
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	2	2	6
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2	2	2	6
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	3	3	0	0	0	2	2	2	2	8
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	1	1	3
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	4	4	0	0	0	1	1	1	1	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	3	3	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	4	4	6
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	1	2
01:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	3	3	4
01:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	3	3	0	0	0	4	4	4	4	10
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	1	1	5
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	2
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	4	4	0	0	0	2	2	2	2	9
03:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	1	2
03:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	0	0	0	5	5	5	5	9
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	5	5	0	0	0	8	8	8	8	16
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	1	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	1	1	4
04:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	2	2	5
04:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	3	3	5
Total	0	0	0	1	1	0	0	0	4	4	0	0	0	6	6	0	0	0	7	7	7	7	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	5	5	0	0	0	3	3	3	3	10
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	8	8	0	0	0	3	3	3	3	15
06:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3	0	0	0	6	6	6	6	12
06:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	2	3
06:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	2	2	5
Total	0	0	0	1	1	0	0	0	5	5	0	0	0	6	6	0	0	0	10	10	10	10	22

Peggy Malone and Associates
904-992-8072

File Name : 5-S Main St & Country Club Dr
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Pedestrians

	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	0	0	0	9	9	0	0	0	26	26	0	0	0	53	53	0	0	0	44	44	132
Approch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	6.8	6.8	0	0	0	19.7	19.7	0	0	0	40.2	40.2	0	0	0	33.3	33.3	

Start Time	S. Main St Southbound				Country Club Dr Westbound				S. Main St Northbound				Country Club Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Start Time	S. Main St Southbound				Country Club Dr Westbound				S. Main St Northbound				Country Club Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peggy Malone and Associates

904-992-8072

File Name : 5-S Main St & Country Club Dr
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Combined

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	5	46	3	0	54	8	7	5	0	20	1	81	11	0	93	4	1	7	0	12	179
07:15 AM	4	89	0	1	94	6	11	8	0	25	2	91	4	1	98	6	2	8	0	16	233
07:30 AM	9	76	0	1	86	7	14	15	0	36	5	128	12	2	147	9	4	11	0	24	293
07:45 AM	10	93	0	0	103	13	9	18	0	40	5	141	13	1	160	11	4	14	0	29	332
Total	28	304	3	2	337	34	41	46	0	121	13	441	40	4	498	30	11	40	0	81	1037
08:00 AM	19	90	5	0	114	8	11	13	0	32	7	169	17	0	193	10	4	5	1	20	359
08:15 AM	9	94	3	0	106	9	12	6	0	27	7	139	20	1	167	11	5	19	0	35	335
08:30 AM	14	85	0	0	99	12	20	14	2	48	3	124	25	3	155	12	4	10	0	26	328
08:45 AM	9	110	4	0	123	15	15	13	1	44	3	120	19	3	145	18	2	18	0	38	350
Total	51	379	12	0	442	44	58	46	3	151	20	552	81	7	660	51	15	52	1	119	1372
09:00 AM	21	106	4	0	131	6	13	9	0	28	3	111	17	0	131	15	11	17	1	44	334
09:15 AM	21	132	4	0	157	4	5	6	0	15	4	119	13	2	138	15	3	5	0	23	333
09:30 AM	15	103	6	0	124	6	9	10	0	25	2	126	15	0	143	17	3	15	0	35	327
09:45 AM	17	116	1	0	134	7	11	15	2	35	7	134	10	0	151	12	6	14	1	33	353
Total	74	457	15	0	546	23	38	40	2	103	16	490	55	2	563	59	23	51	2	135	1347
10:00 AM	13	88	4	1	106	5	3	14	2	24	6	107	12	2	127	15	4	8	0	27	284
10:15 AM	12	133	6	1	152	5	6	7	2	20	7	129	5	1	142	6	5	12	2	25	339
10:30 AM	11	129	8	0	148	2	6	8	0	16	7	135	9	0	151	11	1	22	0	34	349
10:45 AM	4	112	6	0	122	10	10	8	0	28	5	139	11	0	155	11	3	14	0	28	333
Total	40	462	24	2	528	22	25	37	4	88	25	510	37	3	575	43	13	56	2	114	1305
11:00 AM	23	136	5	0	164	2	5	9	2	18	11	123	13	2	149	13	5	22	0	40	371
11:15 AM	17	141	6	1	165	7	2	9	1	19	7	148	6	1	162	14	5	10	0	29	375
11:30 AM	21	120	5	0	146	7	8	8	1	24	5	130	12	1	148	16	12	18	1	47	365
11:45 AM	17	135	9	0	161	8	6	12	1	27	10	142	8	0	160	16	9	23	0	48	396
Total	78	532	25	1	636	24	21	38	5	88	33	543	39	4	619	59	31	73	1	164	1507
12:00 PM	23	156	1	0	180	5	5	9	1	20	8	134	13	0	155	18	5	20	1	44	399
12:15 PM	20	174	6	0	200	5	6	15	0	26	6	150	16	0	172	16	7	29	0	52	450
12:30 PM	21	163	3	0	187	8	5	15	0	28	7	136	14	1	158	22	5	24	3	54	427
12:45 PM	16	133	4	0	153	4	9	10	0	23	6	192	11	1	210	10	5	12	0	27	413
Total	80	626	14	0	720	22	25	49	1	97	27	612	54	2	695	66	22	85	4	177	1689
01:00 PM	13	139	6	0	158	9	12	4	0	25	6	163	14	1	184	14	6	20	1	41	408
01:15 PM	22	155	11	0	188	4	5	17	1	27	6	132	12	2	152	12	4	13	0	29	396
01:30 PM	17	162	7	0	186	7	7	6	1	21	9	134	12	0	155	11	9	19	3	42	404
01:45 PM	22	132	4	1	159	7	8	10	0	25	7	132	11	1	151	11	5	29	0	45	380
Total	74	588	28	1	691	27	32	37	2	98	28	561	49	4	642	48	24	81	4	157	1588
02:00 PM	17	138	8	1	164	6	7	13	1	27	5	126	15	0	146	7	6	18	0	31	368
02:15 PM	16	142	7	1	166	4	5	11	2	22	5	124	6	1	136	9	10	24	1	44	368
02:30 PM	18	174	6	0	198	6	10	8	0	24	13	128	6	2	149	17	9	19	0	45	416
02:45 PM	23	149	5	0	177	12	4	12	0	28	12	143	17	1	173	12	7	11	1	31	409
Total	74	603	26	2	705	28	26	44	3	101	35	521	44	4	604	45	32	72	2	151	1561
03:00 PM	20	161	8	0	189	6	5	11	1	23	8	144	16	0	168	17	13	23	1	54	434
03:15 PM	22	155	4	1	182	8	6	13	2	29	9	148	12	2	171	18	15	20	6	59	441
03:30 PM	17	170	7	0	194	5	12	15	0	32	13	138	10	3	164	19	12	23	0	54	444
03:45 PM	21	174	7	0	202	6	8	16	0	30	7	135	15	0	157	24	12	20	2	58	447
Total	80	660	26	1	767	25	31	55	3	114	37	565	53	5	660	78	52	86	9	225	1766
04:00 PM	22	197	3	0	222	2	6	14	2	24	7	129	15	2	153	27	12	17	1	57	456
04:15 PM	25	199	5	0	229	7	7	12	0	26	15	156	14	3	188	17	10	26	1	54	497
04:30 PM	26	193	8	1	228	4	7	13	1	25	13	154	12	1	180	24	13	28	2	67	500
04:45 PM	29	180	11	0	220	11	8	16	2	37	19	154	10	1	184	28	16	34	3	81	522
Total	102	769	27	1	899	24	28	55	5	112	54	593	51	7	705	96	51	105	7	259	1975
05:00 PM	31	223	10	0	264	4	17	18	0	39	10	183	15	1	209	22	20	21	1	64	576
05:15 PM	34	189	3	0	226	6	13	22	2	43	14	156	12	1	183	35	24	35	0	94	546
05:30 PM	27	201	4	1	233	4	10	20	3	37	12	152	18	5	187	18	16	30	3	67	524
05:45 PM	27	219	7	0	253	9	9	19	0	37	16	141	8	1	166	31	16	36	0	83	539
Total	119	832	24	1	976	23	49	79	5	156	52	632	53	8	745	106	76	122	4	308	2185
06:00 PM	35	209	11	0	255	4	8	11	4	27	10	167	10	3	190	21	19	32	6	78	550
06:15 PM	15	159	12	0	186	8	10	7	2	27	11	143	13	0	167	9	7	25	1	42	422
06:30 PM	17	165	14	0	196	10	7	5	0	22	11	151	4	1	167	18	13	24	4	59	444
06:45 PM	14	147	7	1	169	10	9	8	0	27	15	169	6	4	194	8	8	33	2	51	441
Total	81	680	44	1	806	32	34	31	6	103	47	630	33	8	718	56	47	114	13	230	1857

Peggy Malone and Associates

904-992-8072

File Name : 5-S Main St & Country Club Dr
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Combined

	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	881	6892	268	12	8053	328	408	557	39	1332	387	6650	589	58	7684	737	397	937	49	2120	19189
Apprch %	10.9	85.6	3.3	0.1		24.6	30.6	41.8	2.9		5	86.5	7.7	0.8		34.8	18.7	44.2	2.3		
Total %	4.6	35.9	1.4	0.1	42	1.7	2.1	2.9	0.2	6.9	2	34.7	3.1	0.3	40	3.8	2.1	4.9	0.3	11	

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	23	136	5		164	2	5	9	16		11	123	13	147	13	5	22	40		367	
11:15 AM	17	141	6		164	7	2	9	18		7	148	6	161	14	5	10	29		372	
11:30 AM	21	120	5		146	7	8	8	23		5	130	12	147	16	12	18	46		362	
11:45 AM	17	135	9		161	8	6	12	26		10	142	8	160	16	9	23	48		395	
Total Volume	78	532	25		635	24	21	38	83		33	543	39	615	59	31	73	163		1496	
% App. Total	12.3	83.8	3.9			28.9	25.3	45.8			5.4	88.3	6.3		36.2	19	44.8				
PHF	.848	.943	.694		.968	.750	.656	.792	.798		.750	.917	.750	.955	.922	.646	.793	.849		.947	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Start Time	S. Main St Southbound					Country Club Dr Westbound					S. Main St Northbound					Country Club Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	31	223	10		264	4	17	18	39		10	183	15	208	22	20	21	63		574	
05:15 PM	34	189	3		226	6	13	22	41		14	156	12	182	35	24	35	94		543	
05:30 PM	27	201	4		232	4	10	20	34		12	152	18	182	18	16	30	64		512	
05:45 PM	27	219	7		253	9	9	19	37		16	141	8	165	31	16	36	83		538	
Total Volume	119	832	24		975	23	49	79	151		52	632	53	737	106	76	122	304		2167	
% App. Total	12.2	85.3	2.5			15.2	32.5	52.3			7.1	85.8	7.2		34.9	25	40.1				
PHF	.875	.933	.600		.923	.639	.721	.898	.921		.813	.863	.736	.886	.757	.792	.847	.809		.944	

Peggy Malone and Associates
904-992-8072

File Name : 4-S Main St & Gables Shopping
Site Code :
Start Date : 8/31/2022
Page No : 1

Groups Printed- Cars

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	51	1	0	54	2	0	1	0	3	6	81	10	0	97	2	0	1	0	3	157
07:15 AM	4	91	2	0	97	2	0	1	0	3	0	89	15	0	104	1	0	5	0	6	210
07:30 AM	2	91	3	0	96	2	1	2	0	5	3	136	13	0	152	4	1	3	0	8	261
07:45 AM	5	98	3	0	106	5	1	3	0	9	1	144	18	0	163	9	0	4	0	13	291
Total	13	331	9	0	353	11	2	7	0	20	10	450	56	0	516	16	1	13	0	30	919
08:00 AM	0	112	2	0	114	1	1	3	0	5	3	178	14	0	195	10	0	4	0	14	328
08:15 AM	1	99	7	0	107	3	0	1	0	4	5	157	16	0	178	7	1	6	0	14	303
08:30 AM	4	94	6	0	104	4	0	5	0	9	1	130	13	0	144	9	0	3	0	12	269
08:45 AM	6	119	12	0	137	6	1	2	0	9	3	127	9	0	139	5	0	9	0	14	299
Total	11	424	27	0	462	14	2	11	0	27	12	592	52	0	656	31	1	22	0	54	1199
09:00 AM	5	112	10	0	127	5	1	3	0	9	6	107	10	0	123	10	1	6	0	17	276
09:15 AM	10	126	6	0	142	6	1	6	0	13	3	115	15	0	133	10	1	9	0	20	308
09:30 AM	7	111	14	0	132	6	0	4	0	10	4	121	10	0	135	12	1	5	0	18	295
09:45 AM	9	121	7	0	137	10	1	5	0	16	10	131	19	0	160	13	2	8	0	23	336
Total	31	470	37	0	538	27	3	18	0	48	23	474	54	0	551	45	5	28	0	78	1215
10:00 AM	7	102	10	0	119	9	2	14	0	25	4	99	21	0	124	15	2	9	0	26	294
10:15 AM	11	121	9	0	141	13	3	6	0	22	2	111	19	0	132	8	2	11	0	21	316
10:30 AM	10	116	17	0	143	12	1	8	0	21	2	123	25	0	150	12	2	12	0	26	340
10:45 AM	4	122	7	0	133	16	5	6	0	27	3	127	35	0	165	13	3	12	0	28	353
Total	32	461	43	0	536	50	11	34	0	95	11	460	100	0	571	48	9	44	0	101	1303
11:00 AM	16	121	19	0	156	16	2	17	0	35	10	107	16	0	133	13	3	12	0	28	352
11:15 AM	8	126	21	0	155	18	2	17	0	37	11	132	28	0	171	9	10	9	0	28	391
11:30 AM	7	128	13	0	148	22	4	15	0	41	9	121	32	0	162	31	5	8	0	44	395
11:45 AM	11	122	19	0	152	18	0	13	0	31	14	125	46	0	185	24	5	16	0	45	413
Total	42	497	72	0	611	74	8	62	0	144	44	485	122	0	651	77	23	45	0	145	1551
12:00 PM	14	152	29	0	195	15	6	24	0	45	10	122	33	0	165	22	6	10	0	38	443
12:15 PM	6	175	18	0	199	24	6	11	0	41	15	136	46	0	197	25	3	14	0	42	479
12:30 PM	13	162	20	0	195	27	8	28	0	63	6	117	25	0	148	33	7	11	0	51	457
12:45 PM	6	129	18	0	153	20	3	24	0	47	5	167	20	0	192	28	6	15	0	49	441
Total	39	618	85	0	742	86	23	87	0	196	36	542	124	0	702	108	22	50	0	180	1820
01:00 PM	9	130	14	0	153	14	5	18	0	37	10	142	26	0	178	14	1	15	0	30	398
01:15 PM	6	163	14	0	183	16	2	17	0	35	5	116	25	0	146	17	4	13	0	34	398
01:30 PM	8	143	15	0	166	20	8	16	0	44	9	114	30	0	153	27	2	19	0	48	411
01:45 PM	9	124	13	0	146	19	5	14	0	38	10	119	35	0	164	19	1	11	0	31	379
Total	32	560	56	0	648	69	20	65	0	154	34	491	116	0	641	77	8	58	0	143	1586
02:00 PM	12	128	13	0	153	13	6	14	0	33	5	117	20	0	142	24	3	12	0	39	367
02:15 PM	9	138	6	0	153	12	6	10	0	28	11	107	23	0	141	19	3	14	0	36	358
02:30 PM	14	164	15	0	193	22	2	12	0	36	5	112	21	0	138	19	4	13	0	36	403
02:45 PM	13	156	12	0	181	12	5	12	0	29	7	151	25	0	183	24	3	8	0	35	428
Total	48	586	46	0	680	59	19	48	0	126	28	487	89	0	604	86	13	47	0	146	1556
03:00 PM	8	162	14	0	184	17	4	20	0	41	8	131	27	0	166	23	0	13	0	36	427
03:15 PM	14	154	14	0	182	18	4	6	0	28	5	137	35	0	177	22	4	14	0	40	427
03:30 PM	10	164	21	0	195	18	2	10	0	30	4	125	24	0	153	27	1	16	0	44	422
03:45 PM	14	182	14	0	210	17	4	16	0	37	6	126	29	0	161	28	4	8	0	40	448
Total	46	662	63	0	771	70	14	52	0	136	23	519	115	0	657	100	9	51	0	160	1724
04:00 PM	13	212	12	0	237	15	2	20	0	37	8	118	43	0	169	21	3	12	0	36	479
04:15 PM	17	179	11	0	207	14	3	10	0	27	8	151	20	0	179	25	3	15	0	43	456
04:30 PM	18	191	18	0	227	16	3	16	0	35	8	143	36	0	187	26	2	19	0	47	496
04:45 PM	9	194	15	0	218	18	4	13	0	35	5	159	33	0	197	24	2	15	0	41	491
Total	57	776	56	0	889	63	12	59	0	134	29	571	132	0	732	96	10	61	0	167	1922
05:00 PM	9	227	17	0	253	13	4	16	0	33	12	166	43	0	221	23	6	17	0	46	553
05:15 PM	10	215	23	0	248	18	6	24	0	48	7	153	44	0	204	33	7	11	0	51	551
05:30 PM	14	198	22	0	234	21	2	22	0	45	9	151	39	0	199	37	6	17	0	60	538
05:45 PM	12	227	32	0	271	22	6	15	0	43	8	124	37	0	169	33	5	19	0	57	540
Total	45	867	94	0	1006	74	18	77	0	169	36	594	163	0	793	126	24	64	0	214	2182
06:00 PM	10	190	21	0	221	19	3	23	0	45	7	142	36	0	185	31	2	10	0	43	494
06:15 PM	15	140	16	0	171	22	7	14	0	43	9	136	20	0	165	27	3	13	0	43	422

Peggy Malone and Associates

904-992-8072

File Name : 4-S Main St & Gables Shopping
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Cars

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 PM	10	157	16	0	183	23	5	19	0	47	7	123	30	0	160	20	3	18	0	41	431
06:45 PM	13	130	15	0	158	20	3	10	0	33	5	165	31	0	201	21	3	13	0	37	429
Total	48	617	68	0	733	84	18	66	0	168	28	566	117	0	711	99	11	54	0	164	1776
Grand Total	444	6869	656	0	7969	681	150	586	0	1417	314	6231	1240	0	7785	909	136	537	0	1582	18753
Apprch %	5.6	86.2	8.2	0		48.1	10.6	41.4	0		4	80	15.9	0		57.5	8.6	33.9	0		
Total %	2.4	36.6	3.5	0	42.5	3.6	0.8	3.1	0	7.6	1.7	33.2	6.6	0	41.5	4.8	0.7	2.9	0	8.4	

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	16	121	19	156	16	2	17	35	10	107	16	133	13	3	12	28	352
11:15 AM	8	126	21	155	18	2	17	37	11	132	28	171	9	10	9	28	391
11:30 AM	7	128	13	148	22	4	15	41	9	121	32	162	31	5	8	44	395
11:45 AM	11	122	19	152	18	0	13	31	14	125	46	185	24	5	16	45	413
Total Volume	42	497	72	611	74	8	62	144	44	485	122	651	77	23	45	145	1551
% App. Total	6.9	81.3	11.8		51.4	5.6	43.1		6.8	74.5	18.7		53.1	15.9	31		
PHF	.656	.971	.857	.979	.841	.500	.912	.878	.786	.919	.663	.880	.621	.575	.703	.806	.939

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	227	17	253	13	4	16	33	12	166	43	221	23	6	17	46	553
05:15 PM	10	215	23	248	18	6	24	48	7	153	44	204	33	7	11	51	551
05:30 PM	14	198	22	234	21	2	22	45	9	151	39	199	37	6	17	60	538
05:45 PM	12	227	32	271	22	6	15	43	8	124	37	169	33	5	19	57	540
Total Volume	45	867	94	1006	74	18	77	169	36	594	163	793	126	24	64	214	2182
% App. Total	4.5	86.2	9.3		43.8	10.7	45.6		4.5	74.9	20.6		58.9	11.2	29.9		
PHF	.804	.955	.734	.928	.841	.750	.802	.880	.750	.895	.926	.897	.851	.857	.842	.892	.986

Peggy Malone and Associates

904-992-8072

File Name : 4-S Main St & Gables Shopping
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Trucks

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	2	0	0	2	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	10
07:15 AM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	6
07:45 AM	0	7	0	0	7	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	14
Total	0	11	1	0	12	3	0	0	0	3	1	22	0	0	23	0	0	0	0	0	38
08:00 AM	0	2	0	0	2	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	10
08:15 AM	0	5	0	0	5	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	14
08:30 AM	0	3	1	0	4	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	10
08:45 AM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Total	0	15	2	0	17	2	0	2	0	4	1	19	2	0	22	0	0	0	0	0	43
09:00 AM	0	3	0	0	3	2	1	0	0	3	1	5	0	0	6	0	0	0	0	0	12
09:15 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
09:30 AM	0	3	1	0	4	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	11
09:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	17	1	0	18	2	1	1	0	4	1	16	1	0	18	0	0	0	0	0	40
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
10:15 AM	0	5	0	0	5	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	13
10:30 AM	0	2	0	0	2	1	0	0	0	1	2	6	0	0	8	0	1	0	0	1	12
10:45 AM	0	2	0	0	2	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	7
Total	0	13	0	0	13	3	0	1	0	4	2	21	0	0	23	0	1	0	0	1	41
11:00 AM	0	3	1	0	4	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	11
11:15 AM	0	7	0	0	7	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	12
11:30 AM	0	3	0	0	3	0	0	1	0	1	0	2	2	0	4	0	0	0	0	0	8
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	15	1	0	16	1	0	1	0	2	0	14	3	0	17	0	0	1	0	1	36
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	6
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
12:30 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	9
12:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
Total	0	16	0	0	16	0	0	0	0	0	0	17	0	0	17	2	0	0	0	2	35
01:00 PM	0	1	1	0	2	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	11
01:15 PM	0	6	0	0	6	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	12
01:30 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
01:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	0	17	1	0	18	1	0	1	0	2	0	19	1	0	20	0	0	0	0	0	40
02:00 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	11
02:15 PM	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
02:45 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	11	2	0	13	0	0	0	0	0	0	16	0	0	16	1	0	0	0	1	30
03:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	10
03:15 PM	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
03:30 PM	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
03:45 PM	0	10	0	0	10	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	13
Total	0	24	1	0	25	1	0	2	0	3	0	12	0	0	12	0	0	1	0	1	41
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
04:15 PM	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	17	1	0	18	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	29
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	0	8	1	0	9	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	20
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
06:15 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8

Peggy Malone and Associates

904-992-8072

File Name : 4-S Main St & Gables Shopping
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Trucks

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:30 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
06:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
Total	0	20	0	0	20	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	27
Grand Total	0	184	11	0	195	13	1	10	0	24	5	183	7	0	195	3	1	2	0	6		420
Apprch %	0	94.4	5.6	0		54.2	4.2	41.7	0		2.6	93.8	3.6	0		50	16.7	33.3	0			
Total %	0	43.8	2.6	0	46.4	3.1	0.2	2.4	0	5.7	1.2	43.6	1.7	0	46.4	0.7	0.2	0.5	0	1.4		

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	7	0	7	0	0	0	0	1	6	0	7	0	0	0	0	14
08:00 AM	0	2	0	2	1	0	0	1	0	6	1	7	0	0	0	0	10
08:15 AM	0	5	0	5	0	0	1	1	0	7	1	8	0	0	0	0	14
08:30 AM	0	3	1	4	1	0	1	2	1	3	0	4	0	0	0	0	10
Total Volume	0	17	1	18	2	0	2	4	2	22	2	26	0	0	0	0	48
% App. Total	0	94.4	5.6		50	0	50		7.7	84.6	7.7		0	0	0		
PHF	.000	.607	.250	.643	.500	.000	.500	.500	.500	.786	.500	.813	.000	.000	.000	.000	.857

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	6	0	6	0	0	0	0	0	2	0	2	1	0	0	1	9
12:45 PM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
01:00 PM	0	1	1	2	0	0	1	1	0	8	0	8	0	0	0	0	11
01:15 PM	0	6	0	6	1	0	0	1	0	4	1	5	0	0	0	0	12
Total Volume	0	18	1	19	1	0	1	2	0	20	1	21	1	0	0	1	43
% App. Total	0	94.7	5.3		50	0	50		0	95.2	4.8		100	0	0		
PHF	.000	.750	.250	.792	.250	.000	.250	.500	.000	.625	.250	.656	.250	.000	.000	.250	.896

Peggy Malone and Associates
904-992-8072

File Name : 4-S Main St & Gables Shopping
Site Code :
Start Date : 8/31/2022
Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
06:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peggy Malone and Associates

904-992-8072

File Name : 4-S Main St & Gables Shopping
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Bicycles on Crosswalk

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	0	0	0	1	1	6
Apprch %	0	0	0	0		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	0		0	0	0	66.7	66.7	0	0	0	16.7	16.7	0	0	0	16.7	16.7	

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone and Associates

904-992-8072

File Name : 4-S Main St & Gables Shopping
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Pedestrians

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	4	4	0	0	0	1	1	0	0	0	1	1	1	1	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	1	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	2
10:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
10:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	6
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	0	0	0	1	1	1	1	11
11:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	2	2	4
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	4	4	0	0	0	2	2	2	2	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	1	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2
12:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	3	3	8
01:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	2	2	6
01:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	4	4	4	4	6
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	4	4	0	0	0	6	6	6	6	14
02:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	0	0	0	1	1	1	1	7
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	9	9	0	0	0	2	2	2	2	14
03:00 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	5
03:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	6	6	10
03:30 PM	0	0	0	6	6	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	8
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	2	3
Total	0	0	0	9	9	0	0	0	2	2	0	0	0	7	7	0	0	0	8	8	8	8	26
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	2
04:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	4	4	0	0	0	4	4	4	4	10
04:45 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	1	1	6
Total	0	0	0	3	3	0	0	0	3	3	0	0	0	7	7	0	0	0	6	6	6	6	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	2	2	2	2	7
05:30 PM	0	0	0	4	4	0	0	0	3	3	0	0	0	4	4	0	0	0	1	1	1	1	12
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	2
Total	0	0	0	4	4	0	0	0	3	3	0	0	0	11	11	0	0	0	4	4	4	4	22
06:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	6	6	0	0	0	3	3	3	3	11
06:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	5

Peggy Malone and Associates

904-992-8072

File Name : 4-S Main St & Gables Shopping
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Pedestrians

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	5
Total	0	0	0	4	4	0	0	0	1	1	0	0	0	12	12	0	0	0	7	7	24
Grand Total	0	0	0	35	35	0	0	0	18	18	0	0	0	67	67	0	0	0	41	41	161
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	21.7	21.7	0	0	0	11.2	11.2	0	0	0	41.6	41.6	0	0	0	25.5	25.5	

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone and Associates

904-992-8072

File Name : 4-S Main St & Gables Shopping
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Combined

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	53	1	0	56	4	0	1	0	5	6	87	10	0	103	2	0	1	0	3	167
07:15 AM	4	93	3	1	101	2	0	1	0	3	0	94	15	1	110	1	0	5	0	6	220
07:30 AM	2	91	3	0	96	3	1	2	0	6	3	141	13	1	158	4	1	3	0	8	268
07:45 AM	5	105	3	0	113	5	1	3	0	9	2	150	18	1	171	9	0	4	0	13	306
Total	13	342	10	1	366	14	2	7	0	23	11	472	56	3	542	16	1	13	0	30	961
08:00 AM	0	114	2	0	116	2	1	3	0	6	3	184	15	0	202	10	0	4	1	15	339
08:15 AM	1	104	7	0	112	3	0	2	0	5	5	164	17	1	187	7	1	6	0	14	318
08:30 AM	4	97	7	2	110	5	0	6	3	14	2	133	13	0	148	9	0	3	0	12	284
08:45 AM	6	124	13	0	143	6	1	2	2	11	3	130	9	0	142	5	0	9	0	14	310
Total	11	439	29	2	481	16	2	13	5	36	13	611	54	1	679	31	1	22	1	55	1251
09:00 AM	5	115	10	0	130	7	2	3	0	12	7	112	10	0	129	10	1	6	1	18	289
09:15 AM	10	133	6	0	149	6	1	6	0	13	3	119	15	0	137	10	1	9	0	20	319
09:30 AM	7	114	15	0	136	6	0	5	1	12	4	126	11	0	141	12	1	5	0	18	307
09:45 AM	9	125	7	0	141	10	1	5	0	16	10	133	19	0	162	13	2	8	0	23	342
Total	31	487	38	0	556	29	4	19	1	53	24	490	55	0	569	45	5	28	1	79	1257
10:00 AM	7	106	10	0	123	9	2	14	0	25	4	104	21	0	129	15	2	9	0	26	303
10:15 AM	11	126	9	0	146	14	3	6	0	23	2	118	19	1	140	8	2	11	1	22	331
10:30 AM	10	118	17	2	147	13	1	8	0	22	4	129	25	1	159	12	3	12	0	27	355
10:45 AM	4	124	7	2	137	17	5	7	0	29	3	130	35	4	172	13	3	12	0	28	366
Total	32	474	43	4	553	53	11	35	0	99	13	481	100	6	600	48	10	44	1	103	1355
11:00 AM	16	124	20	2	162	16	2	17	1	36	10	113	17	2	142	13	3	12	0	28	368
11:15 AM	8	133	21	0	162	19	2	17	0	38	11	135	28	0	174	9	10	10	0	29	403
11:30 AM	7	131	13	0	151	22	4	16	0	42	9	123	34	2	168	31	5	8	2	46	407
11:45 AM	11	124	19	0	154	18	0	13	1	32	14	128	46	0	188	24	5	16	0	45	419
Total	42	512	73	2	629	75	8	63	2	148	44	499	125	4	672	77	23	46	2	148	1597
12:00 PM	14	152	29	0	195	15	6	24	1	46	10	127	33	1	171	23	6	10	0	39	451
12:15 PM	6	180	18	0	204	24	6	11	0	41	15	140	46	2	203	25	3	14	1	43	491
12:30 PM	13	168	20	0	201	27	8	28	0	63	6	119	25	0	150	34	7	11	2	54	468
12:45 PM	6	134	18	1	159	20	3	24	1	48	5	173	20	0	198	28	6	15	0	49	454
Total	39	634	85	1	759	86	23	87	2	198	36	559	124	3	722	110	22	50	3	185	1864
01:00 PM	9	131	15	1	156	14	5	19	1	39	10	150	26	0	186	14	1	15	0	30	411
01:15 PM	6	169	14	1	190	17	2	17	0	36	5	120	26	3	154	17	4	13	2	36	416
01:30 PM	8	148	15	0	171	20	8	16	1	45	9	117	30	1	157	27	2	19	4	52	425
01:45 PM	9	129	13	0	151	19	5	14	0	38	10	123	35	0	168	19	1	11	0	31	388
Total	32	577	57	2	668	70	20	66	2	158	34	510	117	4	665	77	8	58	6	149	1640
02:00 PM	12	133	13	2	160	13	6	14	0	33	5	122	20	1	148	25	3	12	0	40	381
02:15 PM	9	141	7	0	157	12	6	10	0	28	11	113	23	1	148	19	3	14	1	37	370
02:30 PM	14	166	15	0	195	22	2	12	0	36	5	115	21	2	143	19	4	13	0	36	410
02:45 PM	13	157	13	1	184	12	5	12	0	29	7	153	25	5	190	24	3	8	1	36	439
Total	48	597	48	3	696	59	19	48	0	126	28	503	89	9	629	87	13	47	2	149	1600
03:00 PM	8	166	14	2	190	17	4	20	1	42	8	136	27	2	173	23	0	14	0	37	442
03:15 PM	14	159	15	1	189	18	4	6	0	28	5	142	35	3	185	22	4	14	6	46	448
03:30 PM	10	169	21	6	206	19	2	10	1	32	4	126	24	1	155	27	1	16	0	44	437
03:45 PM	14	192	14	0	220	17	4	18	0	39	6	127	29	1	163	28	4	8	2	42	464
Total	46	686	64	9	805	71	14	54	2	141	23	531	115	7	676	100	9	52	8	169	1791
04:00 PM	13	216	12	0	241	15	2	20	0	37	8	125	43	1	177	21	3	12	0	36	491
04:15 PM	17	186	12	0	215	14	3	10	0	27	8	152	20	1	181	25	3	15	1	44	467
04:30 PM	18	195	18	1	232	16	3	16	1	36	8	144	36	4	192	26	2	19	4	51	511
04:45 PM	9	196	15	2	222	18	4	13	2	37	5	161	33	1	200	24	2	15	1	42	501
Total	57	793	57	3	910	63	12	59	3	137	29	582	132	7	750	96	10	61	6	173	1970
05:00 PM	9	228	17	0	254	13	4	16	0	33	12	171	43	1	227	23	6	17	1	47	561
05:15 PM	10	216	23	0	249	18	6	24	0	48	7	156	44	6	213	33	7	11	2	53	563
05:30 PM	14	202	22	4	242	21	2	23	3	49	9	151	39	4	203	37	6	17	1	61	555
05:45 PM	12	229	33	0	274	22	6	16	0	44	8	125	37	1	171	33	5	19	1	58	547
Total	45	875	95	4	1019	74	18	79	3	174	36	603	163	12	814	126	24	64	5	219	2226
06:00 PM	10	194	21	1	226	19	3	23	2	47	7	145	36	6	194	31	2	10	3	46	513
06:15 PM	15	146	16	3	180	22	7	14	0	43	9	138	20	1	168	27	3	13	1	44	435

Peggy Malone and Associates

904-992-8072

File Name : 4-S Main St & Gables Shopping
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Combined

Start Time	S. Main St Southbound					Shopping Plaza Entrance/Exit Westbound					S. Main St Northbound					Shopping Plaza Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 PM	10	162	16	0	188	23	5	19	0	47	7	124	30	2	163	20	3	18	1	42	440
06:45 PM	13	135	15	0	163	20	3	10	0	33	5	166	31	3	205	21	3	13	2	39	440
Total	48	637	68	4	757	84	18	66	2	170	28	573	117	12	730	99	11	54	7	171	1828
Grand Total	444	7053	667	35	8199	694	151	596	22	1463	319	6414	1247	68	8048	912	137	539	42	1630	19340
Apprch %	5.4	86	8.1	0.4		47.4	10.3	40.7	1.5		4	79.7	15.5	0.8		56	8.4	33.1	2.6		
Total %	2.3	36.5	3.4	0.2	42.4	3.6	0.8	3.1	0.1	7.6	1.6	33.2	6.4	0.4	41.6	4.7	0.7	2.8	0.2	8.4	

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	16	124	20	160	16	2	17	35	10	113	17	140	13	3	12	28	363
11:15 AM	8	133	21	162	19	2	17	38	11	135	28	174	9	10	10	29	403
11:30 AM	7	131	13	151	22	4	16	42	9	123	34	166	31	5	8	44	403
11:45 AM	11	124	19	154	18	0	13	31	14	128	46	188	24	5	16	45	418
Total Volume	42	512	73	627	75	8	63	146	44	499	125	668	77	23	46	146	1587
% App. Total	6.7	81.7	11.6		51.4	5.5	43.2		6.6	74.7	18.7		52.7	15.8	31.5		
PHF	.656	.962	.869	.968	.852	.500	.926	.869	.786	.924	.679	.888	.621	.575	.719	.811	.949

Start Time	S. Main St Southbound				Shopping Plaza Entrance/Exit Westbound				S. Main St Northbound				Shopping Plaza Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	228	17	254	13	4	16	33	12	171	43	226	23	6	17	46	559
05:15 PM	10	216	23	249	18	6	24	48	7	156	44	207	33	7	11	51	555
05:30 PM	14	202	22	238	21	2	23	46	9	151	39	199	37	6	17	60	543
05:45 PM	12	229	33	274	22	6	16	44	8	125	37	170	33	5	19	57	545
Total Volume	45	875	95	1015	74	18	79	171	36	603	163	802	126	24	64	214	2202
% App. Total	4.4	86.2	9.4		43.3	10.5	46.2		4.5	75.2	20.3		58.9	11.2	29.9		
PHF	.804	.955	.720	.926	.841	.750	.823	.891	.750	.882	.926	.887	.851	.857	.842	.892	.985

Peggy Malone and Associates 904-992-8072

File Name : 3-S Main St & Ardmore St
Site Code :
Start Date : 8/31/2022
Page No : 1

Groups Printed- Cars

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	55	3	0	58	1	1	0	0	2	1	91	9	0	101	3	0	5	0	8	169
07:15 AM	0	97	1	0	98	4	2	5	0	11	2	109	15	0	126	1	0	4	0	5	240
07:30 AM	0	91	8	0	99	3	2	3	0	8	1	146	12	0	159	2	0	2	0	4	270
07:45 AM	1	123	3	0	127	4	0	3	0	7	1	163	29	0	193	7	0	4	0	11	338
Total	1	366	15	0	382	12	5	11	0	28	5	509	65	0	579	13	0	15	0	28	1017
08:00 AM	1	132	8	0	141	4	2	2	0	8	3	178	20	0	201	4	0	5	0	9	359
08:15 AM	2	94	5	0	101	7	3	6	0	16	2	167	25	0	194	4	0	1	0	5	316
08:30 AM	3	113	8	0	124	4	2	5	0	11	4	135	14	0	153	4	0	4	0	8	296
08:45 AM	2	127	10	0	139	4	3	5	0	12	2	142	22	0	166	9	0	5	0	14	331
Total	8	466	31	0	505	19	10	18	0	47	11	622	81	0	714	21	0	15	0	36	1302
09:00 AM	5	125	12	0	142	8	0	4	0	12	3	128	21	0	152	6	1	3	0	10	316
09:15 AM	3	148	10	0	161	5	2	3	0	10	4	136	19	0	159	5	0	2	0	7	337
09:30 AM	4	122	9	0	135	4	2	2	0	8	3	143	17	0	163	3	1	5	0	9	315
09:45 AM	4	136	10	0	150	6	1	4	0	11	8	153	16	0	177	4	1	2	0	7	345
Total	16	531	41	0	588	23	5	13	0	41	18	560	73	0	651	18	3	12	0	33	1313
10:00 AM	3	136	7	0	146	6	1	3	0	10	5	120	13	0	138	4	0	5	0	9	303
10:15 AM	5	128	14	0	147	6	2	3	0	11	5	129	10	0	144	6	0	8	0	14	316
10:30 AM	4	123	11	0	138	8	3	2	0	13	5	145	16	0	166	4	0	2	0	6	323
10:45 AM	5	142	12	0	159	3	1	3	0	7	2	166	12	0	180	4	0	13	0	17	363
Total	17	529	44	0	590	23	7	11	0	41	17	560	51	0	628	18	0	28	0	46	1305
11:00 AM	5	152	9	0	166	7	0	5	0	12	1	126	16	0	143	8	0	6	0	14	335
11:15 AM	3	140	12	0	155	4	2	3	0	9	6	173	18	0	197	10	0	10	0	20	381
11:30 AM	9	163	8	0	180	3	3	1	0	7	3	171	24	0	198	6	2	7	0	15	400
11:45 AM	11	162	5	0	178	2	1	3	0	6	7	197	20	0	224	3	0	10	0	13	421
Total	28	617	34	0	679	16	6	12	0	34	17	667	78	0	762	27	2	33	0	62	1537
12:00 PM	8	181	8	0	197	6	0	2	0	8	5	169	17	0	191	11	2	10	0	23	419
12:15 PM	9	201	10	0	220	6	1	2	0	9	5	202	30	0	237	10	1	7	0	18	484
12:30 PM	14	221	6	0	241	6	0	2	0	8	8	156	18	0	182	9	0	9	0	18	449
12:45 PM	3	189	11	0	203	7	0	3	0	10	5	167	23	0	195	11	0	12	0	23	431
Total	34	792	35	0	861	25	1	9	0	35	23	694	88	0	805	41	3	38	0	82	1783
01:00 PM	7	163	7	0	177	4	1	4	0	9	9	177	14	0	200	8	2	13	0	23	409
01:15 PM	9	198	9	0	216	6	1	3	0	10	7	141	9	0	157	9	2	12	0	23	406
01:30 PM	9	191	11	0	211	12	2	4	0	18	7	143	20	0	170	10	1	15	0	26	425
01:45 PM	8	161	7	0	176	4	2	4	0	10	4	162	12	0	178	9	0	14	0	23	387
Total	33	713	34	0	780	26	6	15	0	47	27	623	55	0	705	36	5	54	0	95	1627
02:00 PM	2	176	10	0	188	3	0	0	0	3	9	135	18	0	162	7	0	6	0	13	366
02:15 PM	7	157	3	0	167	3	3	9	0	15	1	136	11	0	148	5	0	11	0	16	346
02:30 PM	6	193	20	0	219	3	1	3	0	7	3	127	16	0	146	15	0	10	0	25	397
02:45 PM	3	187	10	0	200	7	0	3	0	10	5	165	25	0	195	4	1	10	0	15	420
Total	18	713	43	0	774	16	4	15	0	35	18	563	70	0	651	31	1	37	0	69	1529
03:00 PM	7	189	6	0	202	5	3	5	0	13	10	175	13	0	198	4	1	11	0	16	429
03:15 PM	4	199	11	0	214	9	2	3	0	14	1	166	13	0	180	2	2	7	0	11	419
03:30 PM	4	195	9	0	208	2	1	6	0	9	4	154	13	0	171	7	1	5	0	13	401
03:45 PM	11	216	8	0	235	5	1	3	0	9	8	157	15	0	180	5	0	10	0	15	439
Total	26	799	34	0	859	21	7	17	0	45	23	652	54	0	729	18	4	33	0	55	1688
04:00 PM	4	245	9	0	258	2	1	4	0	7	5	181	22	0	208	7	1	1	0	9	482
04:15 PM	6	223	15	0	244	3	0	4	0	7	5	165	9	0	179	7	3	17	0	27	457
04:30 PM	5	247	9	0	261	5	1	3	0	9	7	184	19	0	210	7	1	9	0	17	497
04:45 PM	5	224	5	0	234	3	2	9	0	14	8	209	13	0	230	15	3	13	0	31	509
Total	20	939	38	0	997	13	4	20	0	37	25	739	63	0	827	36	8	40	0	84	1945
05:00 PM	6	271	6	0	283	7	1	7	0	15	4	223	21	0	248	8	1	11	0	20	566
05:15 PM	8	269	9	0	286	4	1	6	0	11	9	195	25	0	229	22	2	14	0	38	564
05:30 PM	17	261	9	0	287	3	2	3	0	8	2	203	21	0	226	9	1	7	0	17	538
05:45 PM	17	270	11	0	298	4	2	6	0	12	7	170	39	0	216	14	0	13	0	27	553
Total	48	1071	35	0	1154	18	6	22	0	46	22	791	106	0	919	53	4	45	0	102	2221
06:00 PM	16	226	5	0	247	9	3	4	0	16	7	174	25	0	206	17	1	15	0	33	502
06:15 PM	12	174	13	0	199	6	3	2	0	11	6	166	25	0	197	5	1	7	0	13	420
06:30 PM	10	185	6	0	201	5	0	2	0	7	7	152	24	0	183	9	2	14	0	25	416
06:45 PM	14	166	12	0	192	9	1	2	0	12	6	181	8	0	195	10	2	14	0	26	425
Total	52	751	36	0	839	29	7	10	0	46	26	673	82	0	781	41	6	50	0	97	1763

Peggy Malone and Associates

904-992-8072

File Name : 3-S Main St & Ardmore St
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Cars

	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	301	8287	420	0	9008	241	68	173	0	482	232	7653	866	0	8751	353	36	400	0	789	19030
Apprch %	3.3	92	4.7	0		50	14.1	35.9	0		2.7	87.5	9.9	0		44.7	4.6	50.7	0		
Total %	1.6	43.5	2.2	0	47.3	1.3	0.4	0.9	0	2.5	1.2	40.2	4.6	0	46	1.9	0.2	2.1	0	4.1	

Start Time	S. Main St Southbound				Ardmore St Westbound				S. Main St Northbound				Ardmore St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	5	152	9	166	7	0	5	12	1	126	16	143	8	0	6	14	335
11:15 AM	3	140	12	155	4	2	3	9	6	173	18	197	10	0	10	20	381
11:30 AM	9	163	8	180	3	3	1	7	3	171	24	198	6	2	7	15	400
11:45 AM	11	162	5	178	2	1	3	6	7	197	20	224	3	0	10	13	421
Total Volume	28	617	34	679	16	6	12	34	17	667	78	762	27	2	33	62	1537
% App. Total	4.1	90.9	5		47.1	17.6	35.3		2.2	87.5	10.2		43.5	3.2	53.2		
PHF	.636	.946	.708	.943	.571	.500	.600	.708	.607	.846	.813	.850	.675	.250	.825	.775	.913

Start Time	S. Main St Southbound				Ardmore St Westbound				S. Main St Northbound				Ardmore St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	271	6	283	7	1	7	15	4	223	21	248	8	1	11	20	566
05:15 PM	8	269	9	286	4	1	6	11	9	195	25	229	22	2	14	38	564
05:30 PM	17	261	9	287	3	2	3	8	2	203	21	226	9	1	7	17	538
05:45 PM	17	270	11	298	4	2	6	12	7	170	39	216	14	0	13	27	553
Total Volume	48	1071	35	1154	18	6	22	46	22	791	106	919	53	4	45	102	2221
% App. Total	4.2	92.8	3		39.1	13	47.8		2.4	86.1	11.5		52	3.9	44.1		
PHF	.706	.988	.795	.968	.643	.750	.786	.767	.611	.887	.679	.926	.602	.500	.804	.671	.981

Peggy Malone and Associates

904-992-8072

File Name : 3-S Main St & Ardmore St
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Trucks

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
07:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
Total	0	10	0	0	10	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	30
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
08:15 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
08:30 AM	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	11
08:45 AM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
Total	1	18	0	0	19	0	0	0	0	0	1	24	1	0	26	0	0	0	0	0	45
09:00 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	12
09:15 AM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
09:30 AM	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	12
09:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	19	0	0	19	1	0	0	0	1	0	21	0	0	21	0	1	0	0	1	42
10:00 AM	0	5	0	0	5	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	12
10:15 AM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
10:30 AM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	8
10:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	14	0	0	14	1	0	0	0	1	0	21	2	0	23	0	0	0	0	0	38
11:00 AM	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	13
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	8
Total	0	14	0	0	14	0	0	0	0	0	0	19	2	0	21	0	0	0	0	0	35
12:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
12:15 PM	0	6	0	0	6	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	11
12:30 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
12:45 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Total	0	21	0	0	21	0	0	1	0	1	0	15	0	0	15	2	0	0	0	2	39
01:00 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
01:15 PM	0	6	0	0	6	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	12
01:30 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
01:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	0	21	0	0	21	1	0	0	0	1	1	17	0	0	18	0	0	0	0	0	40
02:00 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
02:15 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
02:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	15	0	0	15	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	33
03:00 PM	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	11
03:15 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
03:30 PM	0	7	0	0	7	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	10
03:45 PM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13
Total	0	28	0	0	28	0	0	1	0	1	1	13	1	0	15	0	0	1	0	1	45
04:00 PM	0	1	0	0	1	0	0	0	0	0	1	7	1	0	9	1	0	0	0	1	11
04:15 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
04:30 PM	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6
04:45 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
Total	0	15	0	0	15	0	0	1	0	1	2	11	1	0	14	1	0	0	0	1	31
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	17
06:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
06:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
06:30 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
06:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	0	22	0	0	22	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	30

Peggy Malone and Associates
904-992-8072

File Name : 3-S Main St & Ardmore St
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Trucks

	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	1	207	0	0	208	3	0	3	0	6	5	192	7	0	204	5	1	1	0	7	425
Approch %	0.5	99.5	0	0		50	0	50	0		2.5	94.1	3.4	0		71.4	14.3	14.3	0		
Total %	0.2	48.7	0	0	48.9	0.7	0	0.7	0	1.4	1.2	45.2	1.6	0	48	1.2	0.2	0.2	0	1.6	

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	11
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	10
08:15 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	16
08:30 AM	1	4	0	0	5	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	11
Total Volume	1	20	0	0	21	0	0	0	0	0	0	26	1	27	0	0	0	0	0	0	48
% App. Total	4.8	95.2	0	0		0	0	0	0		0	96.3	3.7		0	0	0	0	0		
PHF	.250	.714	.000	.000	.750	.000	.000	.000	.000	.000	.000	.722	.250	.750	.000	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	4	0	0	4	0	0	0	0	0	1	6	0	7	0	0	0	0	0	0	11
03:15 PM	0	5	0	0	5	0	0	1	1	1	0	5	0	5	0	0	0	0	0	0	11
03:30 PM	0	7	0	0	7	0	0	0	0	0	0	1	1	2	0	0	0	1	1	1	10
03:45 PM	0	12	0	0	12	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	13
Total Volume	0	28	0	0	28	0	0	1	1	1	1	13	1	15	0	0	1	1	1	1	45
% App. Total	0	100	0	0		0	0	100			6.7	86.7	6.7		0	0	100				
PHF	.000	.583	.000	.000	.583	.000	.000	.250	.250	.250	.250	.542	.250	.536	.000	.000	.250	.250	.250	.250	.865

Peggy Malone and Associates

904-992-8072

File Name : 3-S Main St & Ardmore St
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
09:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
01:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
04:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1

Peggy Malone and Associates
904-992-8072

File Name : 3-S Main St & Ardmore St
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Bicycles on Crosswalk

	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	0	0	0	5	5	0	0	0	9	9	0	0	0	6	6	0	0	0	1	1	21
Approch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	23.8	23.8	0	0	0	42.9	42.9	0	0	0	28.6	28.6	0	0	0	4.8	4.8	

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
07:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
07:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
Total Volume	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
PHF	.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
12:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
12:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
12:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
Total Volume	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
PHF	.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000

Peggy Malone and Associates

904-992-8072

File Name : 3-S Main St & Ardmore St
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Pedestrians

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	2
Total	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1	0	0	0	3	3	9	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	2	4
Total	0	0	0	0	0	0	0	0	5	5	0	0	0	1	1	0	0	0	4	4	10	
09:00 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	2
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	1	1	0	0	0	1	1	6	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	3	3	5	
11:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	3
11:30 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	8	
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	1	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
12:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	2
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	0	0	0	3	3	8	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
01:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	6	6	6	9
01:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	2	5
01:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	4	0	0	0	2	2	0	0	0	2	2	0	0	0	9	9	17	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	1	7
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	0	0	0	5	5	11	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	5
03:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	4
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	0	0	0	7	7	12	
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
04:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	3	7
04:30 PM	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	2	6
Total	0	0	0	6	6	0	0	0	4	4	0	0	0	3	3	0	0	0	6	6	19	
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2	2	5
05:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	1	3
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	3	5
Total	0	0	0	1	1	0	0	0	6	6	0	0	0	1	1	0	0	0	6	6	14	
06:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	4
06:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	1	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	3
06:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4	4	5
Total	0	0	0	2	2	0	0	0	3	3	0	0	0	2	2	0	0	0	9	9	16	

Peggy Malone and Associates
904-992-8072

File Name : 3-S Main St & Ardmore St
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Pedestrians

	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	0	0	0	26	26	0	0	0	36	36	0	0	0	17	17	0	0	0	56	56	135
Approch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	19.3	19.3	0	0	0	26.7	26.7	0	0	0	12.6	12.6	0	0	0	41.5	41.5	

Start Time	S. Main St Southbound				Ardmore St Westbound				S. Main St Northbound				Ardmore St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Start Time	S. Main St Southbound				Ardmore St Westbound				S. Main St Northbound				Ardmore St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peggy Malone and Associates

904-992-8072

File Name : 3-S Main St & Ardmore St
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Combined

Start Time	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	56	3	0	59	1	1	0	0	2	1	96	9	0	106	3	0	5	1	9	176
07:15 AM	0	100	1	2	103	4	2	5	1	12	2	113	15	0	130	1	0	4	0	5	250
07:30 AM	0	91	8	1	100	3	2	3	1	9	1	152	12	0	165	2	0	2	1	5	279
07:45 AM	1	129	3	0	133	4	0	3	0	7	1	168	29	1	199	7	0	4	1	12	351
Total	1	376	15	3	395	12	5	11	2	30	5	529	65	1	600	13	0	15	3	31	1056
08:00 AM	1	135	8	0	144	4	2	2	0	8	3	185	20	0	208	4	0	5	1	10	370
08:15 AM	2	101	5	0	108	7	3	6	2	18	2	176	25	0	203	4	0	1	1	6	335
08:30 AM	4	117	8	0	129	4	2	5	1	12	4	140	15	1	160	4	0	4	0	8	309
08:45 AM	2	131	10	0	143	4	3	5	3	15	3	145	22	1	171	9	0	5	2	16	345
Total	9	484	31	0	524	19	10	18	6	53	12	646	82	2	742	21	0	15	4	40	1359
09:00 AM	5	128	12	1	146	8	0	4	3	15	3	136	21	0	160	6	2	3	0	11	332
09:15 AM	3	156	10	2	171	5	2	3	0	10	4	140	19	0	163	5	0	2	0	7	351
09:30 AM	4	126	9	0	139	5	2	2	0	9	3	150	17	0	170	3	1	5	0	9	327
09:45 AM	4	140	10	0	154	6	1	4	0	11	8	155	16	1	180	4	1	2	1	8	353
Total	16	550	41	3	610	24	5	13	3	45	18	581	73	1	673	18	4	12	1	35	1363
10:00 AM	3	141	7	1	152	6	1	3	1	11	5	125	15	1	146	4	0	5	0	9	318
10:15 AM	5	133	14	0	152	6	2	3	0	11	5	137	10	0	152	6	0	8	0	14	329
10:30 AM	4	124	11	0	139	9	3	2	1	15	5	151	16	0	172	4	0	2	1	7	333
10:45 AM	5	145	12	0	162	3	1	3	0	7	2	168	12	0	182	4	0	13	2	19	370
Total	17	543	44	1	605	24	7	11	2	44	17	581	53	1	652	18	0	28	3	49	1350
11:00 AM	5	156	9	1	171	7	0	5	2	14	1	134	17	0	152	8	0	6	0	14	351
11:15 AM	3	146	12	1	162	4	2	3	1	10	6	176	18	1	201	10	0	10	0	20	393
11:30 AM	9	165	8	1	183	3	3	1	2	9	3	174	24	0	201	6	2	7	0	15	408
11:45 AM	11	164	5	0	180	2	1	3	1	7	7	202	21	0	230	3	0	10	0	13	430
Total	28	631	34	3	696	16	6	12	6	40	17	686	80	1	784	27	2	33	0	62	1582
12:00 PM	8	184	8	1	201	6	0	2	3	11	5	172	17	0	194	12	2	10	0	24	430
12:15 PM	9	207	10	0	226	6	1	3	2	12	5	205	30	1	241	11	1	7	1	20	499
12:30 PM	14	227	6	0	247	6	0	2	0	8	8	159	18	0	185	9	0	9	1	19	459
12:45 PM	3	195	11	0	209	7	0	3	1	11	5	173	23	0	201	11	0	12	1	24	445
Total	34	813	35	1	883	25	1	10	6	42	23	709	88	1	821	43	3	38	3	87	1833
01:00 PM	7	167	7	0	181	4	1	4	1	10	9	183	14	0	206	8	2	13	1	24	421
01:15 PM	9	204	9	1	223	7	1	3	2	13	8	145	9	1	163	9	2	12	6	29	428
01:30 PM	9	197	11	1	218	12	2	4	1	19	7	146	20	1	174	10	1	15	2	28	439
01:45 PM	8	166	7	2	183	4	2	4	0	10	4	166	12	0	182	9	0	14	0	23	398
Total	33	734	34	4	805	27	6	15	4	52	28	640	55	2	725	36	5	54	9	104	1686
02:00 PM	2	182	10	0	194	3	0	0	0	3	9	141	18	0	168	7	0	6	2	15	380
02:15 PM	7	162	3	0	172	3	3	9	0	15	1	141	11	0	153	5	0	11	2	18	358
02:30 PM	6	195	20	0	221	3	1	3	0	7	3	130	16	0	149	16	0	10	0	26	403
02:45 PM	3	189	10	2	204	7	0	3	2	12	5	168	25	2	200	4	1	10	1	16	432
Total	18	728	43	2	791	16	4	15	2	37	18	580	70	2	670	32	1	37	5	75	1573
03:00 PM	7	193	6	0	206	5	3	5	0	13	11	181	13	0	205	4	1	11	0	16	440
03:15 PM	4	204	11	1	220	9	2	4	0	15	1	171	13	0	185	2	2	7	4	15	435
03:30 PM	4	202	9	2	217	2	1	6	0	9	4	155	14	0	173	7	1	6	1	15	414
03:45 PM	11	228	8	1	248	5	1	3	0	9	8	158	15	1	182	5	0	10	2	17	456
Total	26	827	34	4	891	21	7	18	0	46	24	665	55	1	745	18	4	34	7	63	1745
04:00 PM	4	246	9	1	260	2	1	4	0	7	6	188	23	2	219	8	1	1	1	11	497
04:15 PM	6	230	15	3	254	3	0	4	1	8	5	166	9	2	182	7	3	17	3	30	474
04:30 PM	5	251	9	1	266	5	1	3	3	12	8	185	19	2	214	7	1	9	1	18	510
04:45 PM	5	227	5	2	239	3	2	10	1	16	8	211	13	1	233	15	3	13	2	33	521
Total	20	954	38	7	1019	13	4	21	5	43	27	750	64	7	848	37	8	40	7	92	2002
05:00 PM	6	272	6	1	285	7	1	7	0	15	4	227	21	0	252	8	1	11	0	20	572
05:15 PM	8	270	9	0	287	4	1	6	2	13	9	197	25	1	232	22	2	14	2	40	572
05:30 PM	17	265	9	0	291	3	2	3	2	10	2	203	21	0	226	9	1	7	1	18	545
05:45 PM	17	274	11	0	302	4	2	6	2	14	7	171	39	0	217	14	0	13	3	30	563
Total	48	1081	35	1	1165	18	6	22	6	52	22	798	106	1	927	53	4	45	6	108	2252
06:00 PM	16	232	5	2	255	9	3	4	0	16	7	178	25	0	210	17	1	15	2	35	516
06:15 PM	12	180	13	0	205	6	3	2	2	13	6	167	25	2	200	5	1	7	1	14	432
06:30 PM	10	190	6	0	206	5	0	2	0	7	7	153	24	1	185	10	2	14	2	28	426
06:45 PM	14	171	12	0	197	9	1	2	1	13	6	182	8	0	196	10	2	14	4	30	436
Total	52	773	36	2	863	29	7	10	3	49	26	680	82	3	791	42	6	50	9	107	1810

Peggy Malone and Associates
904-992-8072

File Name : 3-S Main St & Ardmore St
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Combined

	S. Main St Southbound					Ardmore St Westbound					S. Main St Northbound					Ardmore St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	302	8494	420	31	9247	244	68	176	45	533	237	7845	873	23	8978	358	37	401	57	853	19611
Apprch %	3.3	91.9	4.5	0.3		45.8	12.8	33	8.4		2.6	87.4	9.7	0.3		42	4.3	47	6.7		
Total %	1.5	43.3	2.1	0.2	47.2	1.2	0.3	0.9	0.2	2.7	1.2	40	4.5	0.1	45.8	1.8	0.2	2	0.3	4.3	

Start Time	S. Main St Southbound				Ardmore St Westbound				S. Main St Northbound				Ardmore St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	5	156	9	170	7	0	5	12	1	134	17	152	8	0	6	14	348
11:15 AM	3	146	12	161	4	2	3	9	6	176	18	200	10	0	10	20	390
11:30 AM	9	165	8	182	3	3	1	7	3	174	24	201	6	2	7	15	405
11:45 AM	11	164	5	180	2	1	3	6	7	202	21	230	3	0	10	13	429
Total Volume	28	631	34	693	16	6	12	34	17	686	80	783	27	2	33	62	1572
% App. Total	4	91.1	4.9		47.1	17.6	35.3		2.2	87.6	10.2		43.5	3.2	53.2		
PHF	.636	.956	.708	.952	.571	.500	.600	.708	.607	.849	.833	.851	.675	.250	.825	.775	.916

Start Time	S. Main St Southbound				Ardmore St Westbound				S. Main St Northbound				Ardmore St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	272	6	284	7	1	7	15	4	227	21	252	8	1	11	20	571
05:15 PM	8	270	9	287	4	1	6	11	9	197	25	231	22	2	14	38	567
05:30 PM	17	265	9	291	3	2	3	8	2	203	21	226	9	1	7	17	542
05:45 PM	17	274	11	302	4	2	6	12	7	171	39	217	14	0	13	27	558
Total Volume	48	1081	35	1164	18	6	22	46	22	798	106	926	53	4	45	102	2238
% App. Total	4.1	92.9	3		39.1	13	47.8		2.4	86.2	11.4		52	3.9	44.1		
PHF	.706	.986	.795	.964	.643	.750	.786	.767	.611	.879	.679	.919	.602	.500	.804	.671	.980

Peggy Malone and Associates
904-992-8072

File Name : 2-S Main St & Marlinton St
Site Code :
Start Date : 8/31/2022
Page No : 1

Groups Printed- Cars

Start Time	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	58	1	0	59	4	0	12	0	16	6	98	0	0	104	0	0	0	0	0	179
07:15 AM	0	102	2	0	104	7	0	22	0	29	10	119	1	0	130	1	0	0	0	1	264
07:30 AM	0	100	1	0	101	11	0	37	0	48	8	147	0	0	155	0	0	0	0	0	304
07:45 AM	0	139	5	0	144	5	1	21	0	27	13	205	0	0	218	1	0	0	0	1	390
Total	0	399	9	0	408	27	1	92	0	120	37	569	1	0	607	2	0	0	0	2	1137
08:00 AM	1	138	3	0	142	13	0	29	0	42	12	180	0	0	192	2	0	0	0	2	378
08:15 AM	1	98	5	0	104	13	1	28	0	42	17	172	4	0	193	1	0	0	0	1	340
08:30 AM	2	111	3	0	116	11	0	16	0	27	13	142	3	0	158	1	0	2	0	3	304
08:45 AM	0	131	6	0	137	11	1	22	0	34	12	149	3	0	164	2	1	0	0	3	338
Total	4	478	17	0	499	48	2	95	0	145	54	643	10	0	707	6	1	2	0	9	1360
09:00 AM	0	127	7	0	134	4	0	24	0	28	11	142	6	0	159	3	0	1	0	4	325
09:15 AM	0	135	8	0	143	9	0	10	0	19	7	142	1	0	150	1	0	0	0	1	313
09:30 AM	2	126	3	0	131	16	0	10	0	26	9	138	1	0	148	1	0	0	0	1	306
09:45 AM	0	135	6	0	141	9	0	19	0	28	14	163	4	0	181	0	0	0	0	0	350
Total	2	523	24	0	549	38	0	63	0	101	41	585	12	0	638	5	0	1	0	6	1294
10:00 AM	0	136	5	0	141	5	0	5	0	10	10	134	2	0	146	2	0	0	0	2	299
10:15 AM	2	126	12	0	140	4	0	11	0	15	11	129	2	0	142	0	0	1	0	1	298
10:30 AM	1	122	7	0	130	7	0	8	0	15	13	149	2	0	164	2	1	0	0	3	312
10:45 AM	0	138	14	0	152	10	0	10	0	20	15	162	2	0	179	0	0	0	0	0	351
Total	3	522	38	0	563	26	0	34	0	60	49	574	8	0	631	4	1	1	0	6	1260
11:00 AM	1	144	7	0	152	6	0	12	0	18	8	136	3	0	147	2	0	0	0	2	319
11:15 AM	3	136	10	0	149	7	0	7	0	14	13	200	1	0	214	4	0	1	0	5	382
11:30 AM	1	157	12	0	170	6	0	12	0	18	10	178	3	0	191	4	0	1	0	5	384
11:45 AM	2	162	5	0	169	9	0	7	0	16	12	208	3	0	223	2	0	1	0	3	411
Total	7	599	34	0	640	28	0	38	0	66	43	722	10	0	775	12	0	3	0	15	1496
12:00 PM	2	186	5	0	193	8	0	10	0	18	5	199	6	0	210	3	0	0	0	3	424
12:15 PM	2	188	14	0	204	3	0	8	0	11	10	200	4	0	214	2	2	0	0	4	433
12:30 PM	2	206	10	0	218	12	0	12	0	24	19	162	2	0	183	4	2	2	0	8	433
12:45 PM	1	177	8	0	186	8	1	11	0	20	11	175	3	0	189	5	0	1	0	6	401
Total	7	757	37	0	801	31	1	41	0	73	45	736	15	0	796	14	4	3	0	21	1691
01:00 PM	1	161	7	0	169	6	0	19	0	25	9	181	1	0	191	3	0	1	0	4	389
01:15 PM	2	192	11	0	205	7	0	14	0	21	13	146	3	0	162	5	2	2	0	9	397
01:30 PM	3	188	7	0	198	7	0	12	0	19	13	167	2	0	182	4	0	1	0	5	404
01:45 PM	2	165	5	0	172	10	0	11	0	21	8	159	3	0	170	2	1	0	0	3	366
Total	8	706	30	0	744	30	0	56	0	86	43	653	9	0	705	14	3	4	0	21	1556
02:00 PM	1	168	6	0	175	15	0	12	0	27	16	143	1	0	160	5	0	3	0	8	370
02:15 PM	3	158	9	0	170	8	0	9	0	17	5	142	4	0	151	1	0	0	0	1	339
02:30 PM	0	193	9	0	202	6	1	14	0	21	13	147	2	0	162	3	0	0	0	3	388
02:45 PM	1	185	9	0	195	6	0	11	0	17	9	186	1	0	196	3	1	1	0	5	413
Total	5	704	33	0	742	35	1	46	0	82	43	618	8	0	669	12	1	4	0	17	1510
03:00 PM	0	185	11	0	196	6	0	11	0	17	13	187	3	0	203	6	1	2	0	9	425
03:15 PM	0	184	13	0	197	6	1	18	0	25	18	179	2	0	199	3	0	2	0	5	426
03:30 PM	3	186	12	0	201	7	1	12	0	20	16	150	1	0	167	6	3	0	0	9	397
03:45 PM	4	200	11	0	215	9	0	9	0	18	18	174	7	0	199	3	0	3	0	6	438
Total	7	755	47	0	809	28	2	50	0	80	65	690	13	0	768	18	4	7	0	29	1686
04:00 PM	4	226	18	0	248	7	0	16	0	23	27	177	5	0	209	2	1	0	0	3	483
04:15 PM	0	223	13	0	236	2	0	16	0	18	20	164	8	0	192	5	0	0	0	5	451
04:30 PM	2	235	10	0	247	14	0	17	0	31	24	182	6	0	212	3	1	0	0	4	494
04:45 PM	1	226	9	0	236	8	0	27	0	35	24	214	3	0	241	4	2	2	0	8	520
Total	7	910	50	0	967	31	0	76	0	107	95	737	22	0	854	14	4	2	0	20	1948
05:00 PM	1	273	9	0	283	16	2	27	0	45	28	246	4	0	278	6	1	1	0	8	614
05:15 PM	4	271	8	0	283	13	0	20	0	33	25	209	3	0	237	3	0	1	0	4	557
05:30 PM	3	264	7	0	274	15	0	10	0	25	27	209	8	0	244	4	1	1	0	6	549
05:45 PM	2	263	16	0	281	6	3	13	0	22	35	209	8	0	252	4	0	0	0	4	559
Total	10	1071	40	0	1121	50	5	70	0	125	115	873	23	0	1011	17	2	3	0	22	2279
06:00 PM	3	225	11	0	239	8	2	17	0	27	18	189	9	0	216	10	1	0	0	11	493
06:15 PM	3	152	19	0	174	15	0	11	0	26	20	181	13	0	214	5	0	3	0	8	422
06:30 PM	9	164	13	0	186	13	1	8	0	22	10	167	3	0	180	3	1	2	0	6	394
06:45 PM	5	156	16	0	177	6	2	7	0	15	21	174	8	0	203	4	1	3	0	8	403
Total	20	697	59	0	776	42	5	43	0	90	69	711	33	0	813	22	3	8	0	33	1712

Peggy Malone and Associates

904-992-8072

File Name : 2-S Main St & Marlinton St
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Cars

	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	80	8121	418	0	8619	414	17	704	0	1135	699	8111	164	0	8974	140	23	38	0	201	18929
Apprch %	0.9	94.2	4.8	0		36.5	1.5	62	0		7.8	90.4	1.8	0		69.7	11.4	18.9	0		
Total %	0.4	42.9	2.2	0	45.5	2.2	0.1	3.7	0	6	3.7	42.8	0.9	0	47.4	0.7	0.1	0.2	0	1.1	

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	1	144	7	152	6	0	12	18	8	136	3	147	2	0	0	2	319
11:15 AM	3	136	10	149	7	0	7	14	13	200	1	214	4	0	1	5	382
11:30 AM	1	157	12	170	6	0	12	18	10	178	3	191	4	0	1	5	384
11:45 AM	2	162	5	169	9	0	7	16	12	208	3	223	2	0	1	3	411
Total Volume	7	599	34	640	28	0	38	66	43	722	10	775	12	0	3	15	1496
% App. Total	1.1	93.6	5.3		42.4	0	57.6		5.5	93.2	1.3		80	0	20		
PHF	.583	.924	.708	.941	.778	.000	.792	.917	.827	.868	.833	.869	.750	.000	.750	.750	.910

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	273	9	283	16	2	27	45	28	246	4	278	6	1	1	8	614
05:15 PM	4	271	8	283	13	0	20	33	25	209	3	237	3	0	1	4	557
05:30 PM	3	264	7	274	15	0	10	25	27	209	8	244	4	1	1	6	549
05:45 PM	2	263	16	281	6	3	13	22	35	209	8	252	4	0	0	4	559
Total Volume	10	1071	40	1121	50	5	70	125	115	873	23	1011	17	2	3	22	2279
% App. Total	0.9	95.5	3.6		40	4	56		11.4	86.4	2.3		77.3	9.1	13.6		
PHF	.625	.981	.625	.990	.781	.417	.648	.694	.821	.887	.719	.909	.708	.500	.750	.688	.928

Peggy Malone and Associates

904-992-8072

File Name : 2-S Main St & Marlinton St
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Trucks

Start Time	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	8
07:15 AM	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	5
07:45 AM	0	6	0	0	6	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	14
Total	0	10	0	0	10	5	0	1	0	6	1	18	0	0	19	0	0	0	0	0	35
08:00 AM	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	10
08:15 AM	0	5	1	0	6	1	0	0	0	1	1	9	0	0	10	0	0	0	0	0	17
08:30 AM	0	5	0	0	5	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	11
08:45 AM	1	4	0	0	5	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	10
Total	1	17	1	0	19	4	0	3	0	7	1	21	0	0	22	0	0	0	0	0	48
09:00 AM	0	3	0	0	3	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	12
09:15 AM	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	10
09:30 AM	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	12
09:45 AM	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	18	0	0	18	5	0	0	0	5	0	16	0	0	16	0	0	0	0	0	39
10:00 AM	0	4	1	0	5	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	13
10:15 AM	0	6	0	0	6	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	15
10:30 AM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	7
10:45 AM	0	4	0	0	4	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	8
Total	0	14	1	0	15	4	0	0	0	4	2	22	0	0	24	0	0	0	0	0	43
11:00 AM	0	4	0	0	4	1	0	1	0	2	1	6	1	0	8	0	0	0	0	0	14
11:15 AM	1	5	0	0	6	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	10
11:30 AM	0	3	0	0	3	1	0	0	0	1	1	1	0	0	2	1	0	0	0	1	7
11:45 AM	0	2	0	0	2	1	0	2	0	3	1	7	0	0	8	0	0	0	0	0	13
Total	1	14	0	0	15	4	0	3	0	7	5	15	1	0	21	1	0	0	0	1	44
12:00 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
12:15 PM	0	6	0	0	6	1	0	0	0	1	1	1	0	0	2	1	0	0	0	1	10
12:30 PM	0	6	1	0	7	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	10
12:45 PM	0	4	2	0	6	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	12
Total	0	17	3	0	20	4	0	0	0	4	1	10	0	0	11	1	0	0	0	1	36
01:00 PM	0	3	0	0	3	2	0	1	0	3	2	5	0	0	7	0	0	0	0	0	13
01:15 PM	0	4	0	0	4	2	0	3	0	5	0	2	0	0	2	0	0	0	0	0	11
01:30 PM	1	4	0	0	5	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	8
01:45 PM	0	6	0	0	6	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	13
Total	1	17	0	0	18	7	0	4	0	11	4	11	0	0	15	1	0	0	0	1	45
02:00 PM	0	5	0	0	5	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	12
02:15 PM	0	4	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
02:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
02:45 PM	0	2	0	0	2	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	5
Total	0	13	0	0	13	5	0	2	0	7	0	12	0	0	12	0	0	0	0	0	32
03:00 PM	0	3	0	0	3	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	12
03:15 PM	0	6	0	0	6	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	12
03:30 PM	0	6	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9
03:45 PM	0	10	1	0	11	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	14
Total	0	25	1	0	26	4	0	4	0	8	1	12	0	0	13	0	0	0	0	0	47
04:00 PM	0	2	0	0	2	2	0	0	0	2	0	6	0	0	6	0	2	0	0	2	12
04:15 PM	0	7	0	0	7	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	9
04:30 PM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	6
04:45 PM	0	3	0	0	3	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	7
Total	0	15	0	0	15	5	1	0	0	6	1	9	1	0	11	0	2	0	0	2	34
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	11
06:00 PM	0	5	0	0	5	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	9
06:15 PM	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
06:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	0	22	0	0	22	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	29

Peggy Malone and Associates
904-992-8072

File Name : 2-S Main St & Marlinton St
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Trucks

	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	3	191	6	0	200	51	1	18	0	70	16	149	2	0	167	4	2	0	0	6	443
Approch %	1.5	95.5	3	0		72.9	1.4	25.7	0		9.6	89.2	1.2	0		66.7	33.3	0	0		
Total %	0.7	43.1	1.4	0	45.1	11.5	0.2	4.1	0	15.8	3.6	33.6	0.5	0	37.7	0.9	0.5	0	0	1.4	

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	6	0	6	1	0	1	2	0	6	0	6	0	0	0	0	14
08:00 AM	0	3	0	3	1	0	0	1	0	6	0	6	0	0	0	0	10
08:15 AM	0	5	1	6	1	0	0	1	1	9	0	10	0	0	0	0	17
08:30 AM	0	5	0	5	1	0	2	3	0	3	0	3	0	0	0	0	11
Total Volume	0	19	1	20	4	0	3	7	1	24	0	25	0	0	0	0	52
% App. Total	0	95	5		57.1	0	42.9		4	96	0		0	0	0		
PHF	.000	.792	.250	.833	1.00	.000	.375	.583	.250	.667	.000	.625	.000	.000	.000	.000	.765

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	3	0	3	1	0	1	2	1	6	0	7	0	0	0	0	12
03:15 PM	0	6	0	6	1	0	1	2	0	4	0	4	0	0	0	0	12
03:30 PM	0	6	0	6	1	0	0	1	0	2	0	2	0	0	0	0	9
03:45 PM	0	10	1	11	1	0	2	3	0	0	0	0	0	0	0	0	14
Total Volume	0	25	1	26	4	0	4	8	1	12	0	13	0	0	0	0	47
% App. Total	0	96.2	3.8		50	0	50		7.7	92.3	0		0	0	0		
PHF	.000	.625	.250	.591	1.00	.000	.500	.667	.250	.500	.000	.464	.000	.000	.000	.000	.839

Peggy Malone and Associates

904-992-8072

File Name : 2-S Main St & Marlinton St
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1

Peggy Malone and Associates
904-992-8072

File Name : 2-S Main St & Marlinton St
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Bicycles on Crosswalk

	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	0	0	0	2	2	0	0	0	6	6	0	0	0	6	6	0	0	0	3	3	17
Approch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	11.8	11.8	0	0	0	35.3	35.3	0	0	0	35.3	35.3	0	0	0	17.6	17.6	

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peggy Malone and Associates

904-992-8072

File Name : 2-S Main St & Marlinton St
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Pedestrians

Start Time	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	4
07:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
07:45 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	1	1	0	0	0	6	6	0	0	0	2	2	0	0	0	4	4	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	0	0	0	2	2	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	4
09:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	5	5	0	0	0	1	1	9
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
10:30 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
Total	0	0	0	1	1	0	0	0	5	5	0	0	0	6	6	0	0	0	1	1	13
11:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
11:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	5	5	0	0	0	1	1	1	7
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	7	7	0	0	0	2	2	13
12:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	0	0	0	2	2	7
01:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	4
01:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	6	6	0	0	0	5	5	13
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	9	9	0	0	0	8	8	20
02:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
02:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	6
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	5
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	9	9	0	0	0	4	4	16
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
03:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	6	6	0	0	0	1	1	1	8
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	1	1	1	7
Total	0	0	0	1	1	0	0	0	0	0	0	0	13	13	0	0	0	4	4	4	18
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	4
04:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	6
04:45 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	4
Total	0	0	0	2	2	0	0	0	6	6	0	0	0	6	6	0	0	0	1	1	15
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	3
05:15 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	7
05:30 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	26	26	0	0	0	1	1	30
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	1	1	1	13
Total	0	0	0	2	2	0	0	0	5	5	0	0	0	41	41	0	0	0	5	5	53
06:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	4
06:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	6
06:30 PM	0	0	0	1	1	0	0	0	3	3	0	0	0	2	2	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	1	1	1	11
Total	0	0	0	2	2	0	0	0	6	6	0	0	0	17	17	0	0	0	2	2	27

Peggy Malone and Associates
904-992-8072

File Name : 2-S Main St & Marlinton St
Site Code :
Start Date : 8/31/2022
Page No : 2

Groups Printed- Pedestrians

	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	0	0	0	13	13	0	0	0	44	44	0	0	0	119	119	0	0	0	36	36	212
Approch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	6.1	6.1	0	0	0	20.8	20.8	0	0	0	56.1	56.1	0	0	0	17	17	

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone and Associates

904-992-8072

File Name : 2-S Main St & Marlinton St
 Site Code :
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Combined

Start Time	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	59	1	0	60	5	0	12	0	17	7	103	0	1	111	0	0	0	1	1	189
07:15 AM	0	105	2	0	107	8	0	22	1	31	10	123	1	1	135	1	0	0	2	3	276
07:30 AM	0	100	1	0	101	13	0	37	3	53	8	150	0	0	158	0	0	0	1	1	313
07:45 AM	0	145	5	2	152	6	1	22	2	31	13	211	0	1	225	1	0	0	0	1	409
Total	0	409	9	2	420	32	1	93	6	132	38	587	1	3	629	2	0	0	4	6	1187
08:00 AM	1	141	3	0	145	14	0	29	0	43	12	186	0	0	198	2	0	0	2	4	390
08:15 AM	1	103	6	0	110	14	1	28	0	43	18	181	4	0	203	1	0	0	0	1	357
08:30 AM	2	116	3	0	121	12	0	18	2	32	13	145	3	3	164	1	0	2	0	3	320
08:45 AM	1	135	6	0	142	12	1	23	2	38	12	152	3	0	167	2	1	0	0	3	350
Total	5	495	18	0	518	52	2	98	4	156	55	664	10	3	732	6	1	2	2	11	1417
09:00 AM	0	130	7	1	138	6	0	24	0	30	11	149	6	1	167	3	0	1	0	4	339
09:15 AM	0	142	8	0	150	10	0	10	1	21	7	144	1	2	154	1	0	0	1	2	327
09:30 AM	2	130	3	0	135	17	0	10	2	29	9	145	1	1	156	1	0	0	0	1	321
09:45 AM	0	139	6	0	145	10	0	19	0	29	14	163	4	1	182	0	0	0	0	0	356
Total	2	541	24	1	568	43	0	63	3	109	41	601	12	5	659	5	0	1	1	7	1343
10:00 AM	0	140	6	0	146	6	0	5	0	11	10	141	2	1	154	2	0	0	0	2	313
10:15 AM	2	132	12	0	146	5	0	11	0	16	12	136	2	5	155	0	0	1	0	1	318
10:30 AM	1	122	7	1	131	8	0	8	2	18	13	155	2	0	170	2	1	0	0	3	322
10:45 AM	0	142	14	0	156	11	0	10	3	24	16	164	2	0	182	0	0	0	1	1	363
Total	3	536	39	1	579	30	0	34	5	69	51	596	8	6	661	4	1	1	1	7	1316
11:00 AM	1	148	7	0	156	7	0	13	2	22	9	142	4	1	156	2	0	0	0	2	336
11:15 AM	4	141	10	1	156	8	0	7	0	15	15	201	1	5	222	4	0	1	1	6	399
11:30 AM	1	160	12	0	173	7	0	12	0	19	11	179	3	0	193	5	0	1	0	6	391
11:45 AM	2	164	5	0	171	10	0	9	1	20	13	215	3	1	232	2	0	1	1	4	427
Total	8	613	34	1	656	32	0	41	3	76	48	737	11	7	803	13	0	3	2	18	1553
12:00 PM	2	187	5	0	194	9	0	10	3	22	5	201	6	0	212	3	0	0	0	3	431
12:15 PM	2	194	14	0	210	4	0	8	1	13	11	201	4	1	217	3	2	0	0	5	445
12:30 PM	2	212	11	0	225	13	0	12	0	25	19	164	2	1	186	4	2	2	1	9	445
12:45 PM	1	181	10	0	192	9	1	11	0	21	11	180	3	0	194	5	0	1	1	7	414
Total	7	774	40	0	821	35	1	41	4	81	46	746	15	2	809	15	4	3	2	24	1735
01:00 PM	1	164	7	0	172	8	0	20	1	29	11	186	1	1	199	3	0	1	0	4	404
01:15 PM	2	196	11	0	209	9	0	17	2	28	13	148	3	1	165	5	2	2	3	12	414
01:30 PM	4	192	7	0	203	9	0	12	2	23	13	167	2	6	188	5	0	1	5	11	425
01:45 PM	2	171	5	0	178	11	0	11	0	22	10	163	3	1	177	2	1	0	0	3	380
Total	9	723	30	0	762	37	0	60	5	102	47	664	9	9	729	15	3	4	8	30	1623
02:00 PM	1	173	6	2	182	17	0	12	0	29	16	148	1	1	166	5	0	3	0	8	385
02:15 PM	3	162	9	1	175	9	0	10	0	19	5	145	4	3	157	1	0	0	2	3	354
02:30 PM	0	195	9	0	204	7	1	14	1	23	13	150	2	2	167	3	0	0	1	4	398
02:45 PM	1	187	9	0	197	7	0	12	0	19	9	187	1	4	201	3	1	1	1	6	423
Total	5	717	33	3	758	40	1	48	1	90	43	630	8	10	691	12	1	4	4	21	1560
03:00 PM	0	188	11	0	199	7	0	12	0	19	14	193	3	1	211	6	1	2	1	10	439
03:15 PM	0	190	13	1	204	7	1	19	0	27	18	183	2	6	209	3	0	2	1	6	446
03:30 PM	3	192	12	0	207	8	1	12	0	21	16	152	1	0	169	6	3	0	2	11	408
03:45 PM	4	210	12	0	226	10	0	11	0	21	18	174	7	6	205	3	0	3	1	7	459
Total	7	780	48	1	836	32	2	54	0	88	66	702	13	13	794	18	4	7	5	34	1752
04:00 PM	4	228	18	0	250	9	0	16	0	25	27	183	5	1	216	2	3	0	0	5	496
04:15 PM	0	230	13	1	244	3	0	16	2	21	21	164	8	2	195	5	0	0	1	6	466
04:30 PM	2	238	10	0	250	14	1	17	2	34	24	184	6	5	219	3	1	0	1	5	508
04:45 PM	1	229	9	1	240	10	0	27	2	39	24	215	4	1	244	4	2	2	0	8	531
Total	7	925	50	2	984	36	1	76	6	119	96	746	23	9	874	14	6	2	2	24	2001
05:00 PM	1	274	9	1	285	16	2	27	1	46	28	246	4	1	279	7	1	1	1	10	620
05:15 PM	4	271	8	1	284	13	0	21	2	36	25	209	3	2	239	3	0	1	2	6	565
05:30 PM	3	268	7	0	278	15	0	10	3	28	27	209	8	26	270	4	1	1	1	7	583
05:45 PM	2	267	16	0	285	6	3	13	1	23	35	209	8	12	264	4	0	0	1	5	577
Total	10	1080	40	2	1132	50	5	71	7	133	115	873	23	41	1052	18	2	3	5	28	2345
06:00 PM	3	230	11	0	244	10	2	17	2	31	18	191	9	1	219	10	1	0	2	13	507
06:15 PM	3	158	19	1	181	16	0	11	1	28	20	181	13	4	218	5	0	3	0	8	435
06:30 PM	9	170	13	1	193	14	1	8	3	26	10	167	3	2	182	3	1	2	0	6	407
06:45 PM	5	161	16	0	182	6	2	7	0	15	21	175	8	10	214	4	1	3	1	9	420
Total	20	719	59	2	800	46	5	43	6	100	69	714	33	17	833	22	3	8	3	36	1769

Peggy Malone and Associates

904-992-8072

File Name : 2-S Main St & Marlinton St
 Site Code :
 Start Date : 8/31/2022
 Page No : 2

Groups Printed- Combined

	S. Main St Southbound					Marlinton St Westbound					S. Main St Northbound					Business Entrance/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	83	8312	424	15	8834	465	18	722	50	1255	715	8260	166	125	9266	144	25	38	39	246	19601
Apprch %	0.9	94.1	4.8	0.2		37.1	1.4	57.5	4		7.7	89.1	1.8	1.3		58.5	10.2	15.4	15.9		
Total %	0.4	42.4	2.2	0.1	45.1	2.4	0.1	3.7	0.3	6.4	3.6	42.1	0.8	0.6	47.3	0.7	0.1	0.2	0.2	1.3	

Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	1	148	7	156	7	0	13	20	9	142	4	155	2	0	0	2	333
11:15 AM	4	141	10	155	8	0	7	15	15	201	1	217	4	0	1	5	392
11:30 AM	1	160	12	173	7	0	12	19	11	179	3	193	5	0	1	6	391
11:45 AM	2	164	5	171	10	0	9	19	13	215	3	231	2	0	1	3	424
Total Volume	8	613	34	655	32	0	41	73	48	737	11	796	13	0	3	16	1540
% App. Total	1.2	93.6	5.2		43.8	0	56.2		6	92.6	1.4		81.2	0	18.8		
PHF	.500	.934	.708	.947	.800	.000	.788	.913	.800	.857	.688	.861	.650	.000	.750	.667	.908























Start Time	S. Main St Southbound				Marlinton St Westbound				S. Main St Northbound				Business Entrance/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	274	9	284	16	2	27	45	28	246	4	278	7	1	1	9	616
05:15 PM	4	271	8	283	13	0	21	34	25	209	3	237	3	0	1	4	558
05:30 PM	3	268	7	278	15	0	10	25	27	209	8	244	4	1	1	6	553
05:45 PM	2	267	16	285	6	3	13	22	35	209	8	252	4	0	0	4	563
Total Volume	10	1080	40	1130	50	5	71	126	115	873	23	1011	18	2	3	23	2290
% App. Total	0.9	95.6	3.5		39.7	4	56.3		11.4	86.4	2.3		78.3	8.7	13		
PHF	.625	.985	.625	.991	.781	.417	.657	.700	.821	.887	.719	.909	.643	.500	.750	.639	.929

ATTACHMENT D

SYNCHRO REPORTS

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 Timing Plan: Existing (2024) AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	26	54	62	55	37	77	600	17	12	391	51
Future Volume (vph)	67	26	54	62	55	37	77	600	17	12	391	51
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	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1663		1786	1747		1769	3522		1769	3539	1568
Flt Permitted	0.65	1.00		0.70	1.00		0.48	1.00		0.35	1.00	1.00
Satd. Flow (perm)	1230	1663		1313	1747		889	3522		647	3539	1568
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	75	29	61	70	62	42	87	674	19	13	439	57
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	75	90	0	70	104	0	87	693	0	13	439	57
Confl. Peds. (#/hr)			1	1		1	1		2	1		
Heavy Vehicles (%)	1%	1%	2%	1%	2%	1%	2%	2%	2%	2%	2%	3%
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	3	8		7	4		5	2		1	6	3
Permitted Phases	4			8			6			2		6
Actuated Green, G (s)	17.3	10.9		17.3	10.9		59.5	58.2		59.5	53.6	60.0
Effective Green, g (s)	20.9	12.7		20.9	12.7		64.1	60.5		64.1	55.9	64.6
Actuated g/C Ratio	0.20	0.12		0.20	0.12		0.61	0.58		0.61	0.53	0.62
Clearance Time (s)	6.8	6.8		6.8	6.8		7.3	7.3		7.3	7.3	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	3.0
Lane Grp Cap (vph)	288	201		298	211		611	2029		433	1884	964
v/s Ratio Prot	c0.02	0.05		0.02	c0.06		c0.01	c0.20		0.00	0.12	0.00
v/s Ratio Perm	0.03			0.03			0.08			0.02		0.03
v/c Ratio	0.26	0.45		0.23	0.49		0.14	0.34		0.03	0.23	0.06
Uniform Delay, d1	35.2	42.9		35.1	43.1		8.4	11.7		8.2	13.1	8.1
Progression Factor	1.00	1.00		1.00	1.00		0.42	0.36		1.00	1.00	1.00
Incremental Delay, d2	0.5	1.6		0.4	1.8		0.1	0.5		0.0	0.3	0.0
Delay (s)	35.6	44.5		35.5	44.9		3.7	4.7		8.2	13.4	8.1
Level of Service	D	D		D	D		A	A		A	B	A
Approach Delay (s)		40.5			41.1			4.5			12.7	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.6				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			44.4%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

Blacksburg 7Brew

2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square Plan: Existing (2024) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↗	↘		↗	↘			↗	↕	↘	↗	↕
Traffic Volume (vph)	36	2	29	15	2	12	1	63	646	18	25	465
Future Volume (vph)	36	2	29	15	2	12	1	63	646	18	25	465
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
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	0.95		1.00	0.95
Frbp, ped/bikes	1.00	0.99		1.00	0.99			1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.86		1.00	0.87			1.00	1.00		1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1802	1609		1780	1616			1802	3490		1786	3520
Flt Permitted	0.75	1.00		0.73	1.00			0.45	1.00		0.36	1.00
Satd. Flow (perm)	1419	1609		1377	1616			862	3490		682	3520
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)	39	2	32	16	2	13	1	68	702	20	27	505
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	39	34	0	16	15	0	0	69	722	0	27	523
Confl. Peds. (#/hr)	1		2	3		2		2		3	2	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4			8			6	6			2	
Actuated Green, G (s)	7.3	7.3		7.3	7.3			77.1	73.5		77.1	71.9
Effective Green, g (s)	9.1	9.1		9.1	9.1			80.9	75.4		80.9	73.8
Actuated g/C Ratio	0.09	0.09		0.09	0.09			0.77	0.72		0.77	0.70
Clearance Time (s)	6.8	6.8		6.8	6.8			6.9	6.9		6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	5.0		3.0	5.0
Lane Grp Cap (vph)	122	139		119	140			727	2506		583	2474
v/s Ratio Prot		0.02			0.01			c0.01	c0.21		0.00	0.15
v/s Ratio Perm	c0.03			0.01				0.07			0.03	
v/c Ratio	0.32	0.24		0.13	0.11			0.09	0.29		0.05	0.21
Uniform Delay, d1	45.0	44.7		44.3	44.2			2.9	5.3		2.9	5.4
Progression Factor	1.00	1.00		1.00	1.00			0.81	0.97		0.77	0.70
Incremental Delay, d2	1.5	0.9		0.5	0.3			0.1	0.3		0.0	0.2
Delay (s)	46.6	45.7		44.8	44.5			2.4	5.4		2.2	4.0
Level of Service	D	D		D	D			A	A		A	A
Approach Delay (s)		46.1			44.7				5.1			3.9
Approach LOS		D			D				A			A

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	18
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 Timing Plan: Existing (2024) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	0	1	8	6	1	5	1	23	722	35	1	6
Future Volume (Veh/h)	0	1	8	6	1	5	1	23	722	35	1	6
Sign Control	Stop			Stop			Free					
Grade	0%			0%			0%					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	1	9	7	1	6	0	26	811	39	0	7
Pedestrians	3						3					
Lane Width (ft)	12.0						12.0					
Walking Speed (ft/s)	3.5						3.5					
Percent Blockage	0						0					
Right turn flare (veh)												
Median type	None											
Median storage veh												
Upstream signal (ft)	473											
pX, platoon unblocked	0.98	0.98	0.96	0.98	0.98	0.96	0.00	0.96			0.00	0.96
vC, conflicting volume	1111	1546	320	1222	1528	428	0	631			0	850
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	898	1342	210	1011	1323	327	0	534			0	766
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	100	99	99	96	99	99	0	97			0	99
cM capacity (veh/h)	218	142	760	181	146	641	0	987			0	812
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	0	10	7	7	26	541	309	7	417	211		
Volume Left	0	0	7	0	26	0	0	7	0	0		
Volume Right	0	9	0	6	0	0	39	0	0	2		
cSH	1700	530	181	432	987	1700	1700	812	1700	1700		
Volume to Capacity	0.00	0.02	0.04	0.02	0.03	0.32	0.18	0.01	0.25	0.12		
Queue Length 95th (ft)	0	1	3	1	2	0	0	1	0	0		
Control Delay (s)	0.0	11.9	25.7	13.5	8.7	0.0	0.0	9.5	0.0	0.0		
Lane LOS	A	B	D	B	A			A				
Approach Delay (s)	11.9		19.6		0.3			0.1				
Approach LOS	B		C									
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			33.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 Timing Plan: Existing (2024) AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	557	2
Future Volume (Veh/h)	557	2
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.89	0.89
Hourly flow rate (vph)	626	2
Pedestrians	3	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	3.5	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage (veh)		
Upstream signal (ft)	470	
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis
 4: S Main Street & Ardmore Street

Blacksburg 7Brew
 Timing Plan: Existing (2024) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	1	18	15	7	18	98	728	12	19	13	520
Future Volume (vph)	16	1	18	15	7	18	98	728	12	19	13	520
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	0.99			0.99		1.00	1.00			1.00	1.00
Flpb, ped/bikes	0.99	1.00			1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.86			0.94		1.00	1.00			1.00	1.00
Flt Protected	0.95	1.00			0.98		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1777	1592			1737		1804	3530			1798	3539
Flt Permitted	0.91	1.00			0.87		0.41	1.00			0.36	1.00
Satd. Flow (perm)	1695	1592			1533		784	3530			675	3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1	19	16	7	19	103	766	13	20	14	547
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	17	20	0	0	42	0	103	779	0	0	34	547
Confl. Peds. (#/hr)	5		2	1		4	2		1		4	
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	2%	1%	0%	0%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	Perm	NA
Protected Phases		4			8		5	2				6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)	5.8	5.8			5.8		84.8	84.8			71.1	71.1
Effective Green, g (s)	8.1	8.1			8.1		86.9	86.9			73.2	73.2
Actuated g/C Ratio	0.08	0.08			0.08		0.83	0.83			0.70	0.70
Clearance Time (s)	7.3	7.3			7.3		7.1	7.1			7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	130	122			118		733	2921			470	2467
v/s Ratio Prot		0.01					0.01	c0.22				0.15
v/s Ratio Perm	0.01				c0.03		0.10				0.05	
v/c Ratio	0.13	0.16			0.36		0.14	0.27			0.07	0.22
Uniform Delay, d1	45.2	45.3			46.0		1.9	2.0			5.1	5.7
Progression Factor	1.00	1.00			1.00		2.12	2.33			0.61	0.58
Incremental Delay, d2	0.5	0.6			1.8		0.1	0.2			0.3	0.2
Delay (s)	45.6	45.9			47.8		4.0	4.9			3.4	3.5
Level of Service	D	D			D		A	A			A	A
Approach Delay (s)		45.8			47.8			4.8				3.5
Approach LOS		D			D			A				A

Intersection Summary		
HCM 2000 Control Delay	6.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.30	A
Actuated Cycle Length (s)	105.0	Sum of lost time (s)
Intersection Capacity Utilization	56.3%	17.1
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group





















HCM Signalized Intersection Capacity Analysis
 4: S Main Street & Ardmore Street

Blacksburg 7Brew
 Timing Plan: Existing (2024) AM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1545
Flt Permitted	1.00
Satd. Flow (perm)	1545
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	4
RTOR Reduction (vph)	0
Lane Group Flow (vph)	4
Confl. Peds. (#/hr)	5
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	71.1
Effective Green, g (s)	73.2
Actuated g/C Ratio	0.70
Clearance Time (s)	7.1
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	1077
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.00
Uniform Delay, d1	4.8
Progression Factor	0.65
Incremental Delay, d2	0.0
Delay (s)	3.2
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 5: S Main Street & Malington Street

Blacksburg 7Brew
 Timing Plan: Existing (2024) AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	3	96	1	34	8	774	65	13	542	3
Future Volume (vph)	1	1	3	96	1	34	8	774	65	13	542	3
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.99			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89			0.96		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1767	1635			1663		1782	3520		1787	3539	1571
Flt Permitted	0.70	1.00			0.78		0.43	1.00		0.30	1.00	1.00
Satd. Flow (perm)	1295	1635			1348		810	3520		557	3539	1571
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1	1	3	98	1	35	8	790	66	13	553	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	4	0	0	134	0	8	856	0	13	553	3
Confl. Peds. (#/hr)	2		4	2			4		2			2
Heavy Vehicles (%)	2%	7%	0%	4%	5%	12%	1%	1%	3%	1%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	15.7	15.7			15.7		67.7	66.5		67.7	66.5	66.5
Effective Green, g (s)	18.1	18.1			18.1		71.9	68.6		71.9	68.6	68.6
Actuated g/C Ratio	0.17	0.17			0.17		0.68	0.65		0.68	0.65	0.65
Clearance Time (s)	7.4	7.4			7.4		7.1	7.1		7.1	7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	223	281			232		585	2299		420	2312	1026
v/s Ratio Prot		0.00					0.00	c0.24		c0.00	0.16	
v/s Ratio Perm	0.00				c0.10		0.01			0.02		0.00
v/c Ratio	0.00	0.01			0.58		0.01	0.37		0.03	0.24	0.00
Uniform Delay, d1	36.0	36.0			39.9		5.3	8.3		5.5	7.5	6.3
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.76	0.96	0.90
Incremental Delay, d2	0.0	0.0			3.5		0.0	0.5		0.0	0.2	0.0
Delay (s)	36.0	36.1			43.4		5.3	8.8		4.2	7.4	5.7
Level of Service	D	D			D		A	A		A	A	A
Approach Delay (s)		36.1			43.4			8.8			7.3	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.3				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			45.9%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

Blacksburg 7Brew
 Queuing and Blocking Report

Existing (2024) AM Peak Hour

Intersection: 1: S Main Street & Coutry Club Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	114	132	182	124	69	117	125	32	152	116	55
Average Queue (ft)	43	53	66	65	25	32	38	6	71	35	13
95th Queue (ft)	91	106	148	116	54	84	94	25	131	86	41
Link Distance (ft)		964	995			520	520		1068	1068	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			25	100			150			100
Storage Blk Time (%)			36	56	0	0			0	0	
Queuing Penalty (veh)			33	35	0	0			0	0	

Intersection: 2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	UL	T	TR	L	T	TR
Maximum Queue (ft)	61	79	50	65	56	116	127	43	82	80
Average Queue (ft)	26	27	14	15	18	35	44	12	25	19
95th Queue (ft)	57	63	40	46	45	87	103	38	63	59
Link Distance (ft)		1046		969		390	390		520	520
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	50		25		100			225		
Storage Blk Time (%)	9	7	15	15	0	0				
Queuing Penalty (veh)	3	2	2	2	0	0				

Intersection: 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	TR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	30	32	33	38	35	38	25	21	19
Average Queue (ft)	6	6	6	9	2	2	3	1	1
95th Queue (ft)	26	25	26	31	18	16	17	11	10
Link Distance (ft)	1020		960		393	393		390	390
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		25		100			150		
Storage Blk Time (%)	1	2	1						
Queuing Penalty (veh)	0	0	0						

Intersection: 4: S Main Street & Ardmore Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	UL	T	TR	UL	T	T	R		
Maximum Queue (ft)	71	59	99	98	185	169	42	119	130	10		
Average Queue (ft)	17	17	39	35	65	55	13	32	35	0		
95th Queue (ft)	50	47	82	79	148	136	37	83	96	5		
Link Distance (ft)	976	976	1023		812	812		393	393			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				125				100				175
Storage Blk Time (%)				0	1				0	0		
Queuing Penalty (veh)				0	1				0	0		

Intersection: 5: S Main Street & Malington Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	L	T	TR	L	T	T	R		
Maximum Queue (ft)	14	34	217	33	248	186	35	126	146	6		
Average Queue (ft)	1	5	100	3	94	58	8	39	49	0		
95th Queue (ft)	7	21	177	19	191	146	29	98	118	6		
Link Distance (ft)	983		1039		730	730		812	812			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50			25			75			200
Storage Blk Time (%)			0			1	20			2		
Queuing Penalty (veh)			0			4	2			0		

Network Summary

Network wide Queuing Penalty: 86

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 Timing Plan: Existing (2024) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↗	↘		↖	↗			↖	↗		↖	↗
Traffic Volume (vph)	149	91	123	68	32	30	1	66	678	59	35	864
Future Volume (vph)	149	91	123	68	32	30	1	66	678	59	35	864
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
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	0.95		1.00	0.95
Frbp, ped/bikes	1.00	0.98		1.00	0.99			1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.91		1.00	0.93			1.00	0.99		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1787	1679		1780	1723			1768	3479		1769	3539
Flt Permitted	0.71	1.00		0.36	1.00			0.23	1.00		0.29	1.00
Satd. Flow (perm)	1343	1679		677	1723			427	3479		535	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	159	97	131	72	34	32	1	70	721	63	37	919
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	159	228	0	72	66	0	0	71	784	0	37	919
Confl. Peds. (#/hr)			11	13		2		11		13	2	
Heavy Vehicles (%)	1%	1%	2%	1%	2%	1%	0%	2%	2%	2%	2%	2%
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases	3	8		7	4		5	5	2		1	6
Permitted Phases	4			8			6	6			2	
Actuated Green, G (s)	29.6	23.0		29.6	16.1			72.2	66.7		72.2	65.7
Effective Green, g (s)	33.2	24.8		33.2	17.9			76.8	69.0		76.8	68.0
Actuated g/C Ratio	0.26	0.19		0.26	0.14			0.59	0.53		0.59	0.52
Clearance Time (s)	6.8	6.8		6.8	6.8			7.3	7.3		7.3	7.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	5.0		3.0	5.0
Lane Grp Cap (vph)	395	320		244	237			343	1846		390	1851
v/s Ratio Prot	c0.05	c0.14		0.02	0.04			c0.01	0.23		0.01	c0.26
v/s Ratio Perm	0.06			0.06				0.11			0.05	
v/c Ratio	0.40	0.71		0.30	0.28			0.21	0.42		0.09	0.50
Uniform Delay, d1	39.6	49.3		38.0	50.3			12.7	18.5		11.8	20.0
Progression Factor	1.00	1.00		1.00	1.00			0.36	0.55		1.00	1.00
Incremental Delay, d2	0.7	7.3		0.7	0.6			0.3	0.7		0.1	1.0
Delay (s)	40.2	56.6		38.7	50.9			4.9	10.9		11.9	20.9
Level of Service	D	E		D	D			A	B		B	C
Approach Delay (s)		49.9			44.5				10.4			19.0
Approach LOS		D			D				B			B

Intersection Summary		
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.53	C
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	63.5%	20.3
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 Timing Plan: Existing (2024) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	145
Future Volume (vph)	145
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frbp, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	154
RTOR Reduction (vph)	0
Lane Group Flow (vph)	154
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	3%
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	6
Actuated Green, G (s)	79.2
Effective Green, g (s)	83.8
Actuated g/C Ratio	0.64
Clearance Time (s)	6.8
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	1010
v/s Ratio Prot	0.02
v/s Ratio Perm	0.08
v/c Ratio	0.15
Uniform Delay, d1	9.1
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	9.2
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

Blacksburg 7Brew

2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square Plan: Existing (2024) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↕	
Traffic Volume (vph)	72	13	113	63	16	76	177	656	32	86	932	38
Future Volume (vph)	72	13	113	63	16	76	177	656	32	86	932	38
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	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.88		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1794	1609		1780	1626		1805	3480		1787	3516	
Flt Permitted	0.64	1.00		0.52	1.00		0.23	1.00		0.34	1.00	
Satd. Flow (perm)	1199	1609		968	1626		435	3480		645	3516	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	77	14	122	68	17	82	190	705	34	92	1002	41
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	77	136	0	68	99	0	190	739	0	92	1043	0
Confl. Peds. (#/hr)	4		7	3		2	7		3			4
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	3%	0%	1%	2%	0%
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	16.3	16.3		16.3	16.3		93.1	86.0		93.1	84.1	
Effective Green, g (s)	18.1	18.1		18.1	18.1		96.9	87.9		96.9	86.0	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.75	0.68		0.75	0.66	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.9	6.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	166	224		134	226		439	2353		559	2325	
v/s Ratio Prot		c0.08			0.06		c0.04	0.21		0.01	c0.30	
v/s Ratio Perm	0.06			0.07			0.29			0.11		
v/c Ratio	0.46	0.61		0.51	0.44		0.43	0.31		0.16	0.45	
Uniform Delay, d1	51.5	52.6		51.8	51.3		5.9	8.7		4.6	10.6	
Progression Factor	1.00	1.00		1.00	1.00		2.34	1.35		0.63	0.81	
Incremental Delay, d2	2.0	4.6		3.0	1.4		0.7	0.3		0.1	0.6	
Delay (s)	53.5	57.2		54.8	52.6		14.6	12.0		3.1	9.2	
Level of Service	D	E		D	D		B	B		A	A	
Approach Delay (s)		55.9			53.5			12.6			8.7	
Approach LOS		E			D			B			A	

Intersection Summary		
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.47	B
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	68.0%	15.0
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 Timing Plan: Existing (2024) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	
Lane Configurations	↗	↘		↗	↘		↗	↑			↗	↑	
Traffic Volume (veh/h)	3	0	22	3	0	11	29	850	52	1	3	1092	
Future Volume (Veh/h)	3	0	22	3	0	11	29	850	52	1	3	1092	
Sign Control	Stop		Stop				Free				Free		
Grade	0%		0%				0%				0%		
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	
Hourly flow rate (vph)	3	0	24	3	0	12	32	924	57	0	3	1187	
Pedestrians	4		10				4				10		
Lane Width (ft)	12.0		12.0				12.0				12.0		
Walking Speed (ft/s)	3.5		3.5				3.5				3.5		
Percent Blockage	0		1				0				1		
Right turn flare (veh)													
Median type							None			None			
Median storage (veh)													
Upstream signal (ft)							473			470			
pX, platoon unblocked	0.89	0.89	0.86	0.89	0.89	0.95	0.86			0.00	0.95		
vC, conflicting volume	1750	2256	606	1654	2232	510	1200			0	991		
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1309	1882	210	1202	1855	366	902			0	875		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			0.0	4.1		
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			0.0	2.2		
p0 queue free %	97	100	96	97	100	98	95			0	100		
cM capacity (veh/h)	95	58	677	112	60	585	640			0	718		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3			
Volume Total	3	24	3	12	32	616	365	3	791	405			
Volume Left	3	0	3	0	32	0	0	3	0	0			
Volume Right	0	24	0	12	0	0	57	0	0	9			
cSH	95	677	112	585	640	1700	1700	718	1700	1700			
Volume to Capacity	0.03	0.04	0.03	0.02	0.05	0.36	0.21	0.00	0.47	0.24			
Queue Length 95th (ft)	2	3	2	2	4	0	0	0	0	0			
Control Delay (s)	44.2	10.5	37.9	11.3	10.9	0.0	0.0	10.0	0.0	0.0			
Lane LOS	E	B	E	B	B			B					
Approach Delay (s)	14.3	16.6		0.3				0.0					
Approach LOS	B	C											
Intersection Summary													
Average Delay	0.4												
Intersection Capacity Utilization	43.3%		ICU Level of Service					A					
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street



















Blacksburg 7Brew
 Timing Plan: Existing (2024) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	8
Future Volume (Veh/h)	8
Sign Control	
Grade	
Peak Hour Factor	0.92
Hourly flow rate (vph)	9
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis

4: S Main Street & Ardmore Street

Blacksburg 7Brew
Timing Plan: Existing (2024) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	32	6	56	20	2	23	3	78	870	34	6	36
Future Volume (vph)	32	6	56	20	2	23	3	78	870	34	6	36
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
Lane Util. Factor	1.00	1.00			1.00			1.00	0.95			1.00
Frbp, ped/bikes	1.00	0.98			0.98			1.00	1.00			1.00
Flpb, ped/bikes	0.99	1.00			0.99			1.00	1.00			0.99
Frt	1.00	0.86			0.93			1.00	0.99			1.00
Flt Protected	0.95	1.00			0.98			0.95	1.00			0.95
Satd. Flow (prot)	1768	1594			1690			1804	3513			1783
Flt Permitted	0.79	1.00			0.83			0.21	1.00			0.30
Satd. Flow (perm)	1462	1594			1427			392	3513			570
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	33	6	58	21	2	24	3	81	906	35	6	38
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	33	64	0	0	47	0	0	84	941	0	0	44
Confl. Peds. (#/hr)	8		7	12			13	7		12		13
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA		Perm	Perm
Protected Phases		4			8			5	2			
Permitted Phases	4			8			5	2			6	6
Actuated Green, G (s)	9.3	9.3			9.3			106.3	106.3			92.6
Effective Green, g (s)	11.6	11.6			11.6			108.4	108.4			94.7
Actuated g/C Ratio	0.09	0.09			0.09			0.83	0.83			0.73
Clearance Time (s)	7.3	7.3			7.3			7.1	7.1			7.1
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)	130	142			127			421	2929			415
v/s Ratio Prot		c0.04						0.01	c0.27			
v/s Ratio Perm	0.02				0.03			0.15				0.08
v/c Ratio	0.25	0.45			0.37			0.20	0.32			0.11
Uniform Delay, d1	55.2	56.2			55.8			3.3	2.5			5.2
Progression Factor	1.00	1.00			1.00			0.96	0.93			0.74
Incremental Delay, d2	1.0	2.3			1.8			0.2	0.3			0.5
Delay (s)	56.2	58.4			57.6			3.4	2.5			4.3
Level of Service	E	E			E			A	A			A
Approach Delay (s)		57.7			57.6				2.6			
Approach LOS		E			E				A			
Intersection Summary												
HCM 2000 Control Delay			7.2									A
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			130.0									17.1
Intersection Capacity Utilization			64.5%									C
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 4: S Main Street & Ardmore Street

Blacksburg 7Brew
 Timing Plan: Existing (2024) PM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑	↗
Traffic Volume (vph)	1091	34
Future Volume (vph)	1091	34
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	5.0
Lane Util. Factor	0.95	1.00
Frbp, ped/bikes	1.00	0.95
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1524
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1524
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1136	35
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1136	35
Confl. Peds. (#/hr)		8
Heavy Vehicles (%)	2%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	92.6	92.6
Effective Green, g (s)	94.7	94.7
Actuated g/C Ratio	0.73	0.73
Clearance Time (s)	7.1	7.1
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2578	1110
v/s Ratio Prot	c0.32	
v/s Ratio Perm		0.02
v/c Ratio	0.44	0.03
Uniform Delay, d1	7.1	4.9
Progression Factor	0.66	0.78
Incremental Delay, d2	0.5	0.0
Delay (s)	5.1	3.9
Level of Service	A	A
Approach Delay (s)	5.1	
Approach LOS	A	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

5: S Main Street & Malington Street

Blacksburg 7Brew
Timing Plan: Existing (2024) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↗	↘			↔		↗	↕			↗	↕
Traffic Volume (vph)	7	4	17	102	5	45	28	891	113	1	42	1073
Future Volume (vph)	7	4	17	102	5	45	28	891	113	1	42	1073
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	0.97			0.99		1.00	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.98		1.00	1.00			1.00	1.00
Frt	1.00	0.88			0.96		1.00	0.98			1.00	1.00
Flt Protected	0.95	1.00			0.97		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1761	1592			1622		1787	3471			1788	3539
Flt Permitted	0.66	1.00			0.78		0.20	1.00			0.21	1.00
Satd. Flow (perm)	1231	1592			1314		374	3471			396	3539
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	8	4	18	110	5	48	30	958	122	1	45	1154
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	8	22	0	0	163	0	30	1080	0	0	46	1154
Confl. Peds. (#/hr)	5		16	15		4	16		15		4	
Heavy Vehicles (%)	2%	7%	0%	4%	5%	12%	1%	1%	3%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)	20.9	20.9			20.9		86.1	82.2			88.9	83.6
Effective Green, g (s)	23.3	23.3			23.3		90.3	84.3			93.1	85.7
Actuated g/C Ratio	0.18	0.18			0.18		0.69	0.65			0.72	0.66
Clearance Time (s)	7.4	7.4			7.4		7.1	7.1			7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	5.0			3.0	5.0
Lane Grp Cap (vph)	220	285			235		325	2250			362	2333
v/s Ratio Prot		0.01					0.00	0.31			c0.01	c0.33
v/s Ratio Perm	0.01				c0.12		0.06				0.08	
v/c Ratio	0.04	0.08			0.69		0.09	0.48			0.13	0.49
Uniform Delay, d1	44.1	44.4			50.0		7.2	11.7			6.7	11.2
Progression Factor	1.00	1.00			1.00		1.00	1.00			0.37	0.53
Incremental Delay, d2	0.1	0.1			8.6		0.1	0.7			0.1	0.7
Delay (s)	44.1	44.5			58.6		7.4	12.4			2.6	6.6
Level of Service	D	D			E		A	B			A	A
Approach Delay (s)		44.4			58.6			12.3				6.4
Approach LOS		D			E			B				A

Intersection Summary

HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.1
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 5: S Main Street & Malington Street

Blacksburg 7Brew
 Timing Plan: Existing (2024) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.96
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1546
Flt Permitted	1.00
Satd. Flow (perm)	1546
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	8
RTOR Reduction (vph)	0
Lane Group Flow (vph)	8
Confl. Peds. (#/hr)	5
Heavy Vehicles (%)	0%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	83.6
Effective Green, g (s)	85.7
Actuated g/C Ratio	0.66
Clearance Time (s)	7.1
Vehicle Extension (s)	5.0
Lane Grp Cap (vph)	1019
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.01
Uniform Delay, d1	7.6
Progression Factor	0.42
Incremental Delay, d2	0.0
Delay (s)	3.2
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Blacksburg 7Brew
 Queuing and Blocking Report

Existing (2024) PM Peak Hour

Intersection: 1: S Main Street & Coutry Club Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	UL	T	TR	L	T	T	R
Maximum Queue (ft)	202	281	149	116	127	241	249	118	340	318	199
Average Queue (ft)	91	153	59	52	36	105	122	23	189	157	60
95th Queue (ft)	165	248	121	97	86	204	218	81	302	277	161
Link Distance (ft)		964	995			520	520		1068	1068	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			25	100			150			100
Storage Blk Time (%)			43	50	0	9			15	14	1
Queuing Penalty (veh)			26	34	0	6			5	21	4

Intersection: 2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	138	214	117	181	145	186	202	205	359	348
Average Queue (ft)	62	102	52	74	64	75	85	38	154	163
95th Queue (ft)	124	182	101	142	119	150	162	105	305	309
Link Distance (ft)		1046		969		390	390		520	520
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	50		25		100			225		
Storage Blk Time (%)	27	46	48	53	2	4			3	
Queuing Penalty (veh)	35	33	45	33	8	8			3	

Intersection: 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	UL	T	TR
Maximum Queue (ft)	27	48	30	35	56	60	62	27	96	84
Average Queue (ft)	3	16	3	10	12	5	3	2	8	8
95th Queue (ft)	15	42	19	34	38	30	24	14	44	47
Link Distance (ft)		1020		960		393	393		390	390
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	25		25		100			150		
Storage Blk Time (%)	1	5	2	2		0			0	
Queuing Penalty (veh)	0	0	0	0		0			0	

Intersection: 4: S Main Street & Ardmore Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	UL	T	TR	UL	T	T	R		
Maximum Queue (ft)	75	115	102	96	188	178	64	172	197	28		
Average Queue (ft)	28	49	39	37	92	79	22	67	78	5		
95th Queue (ft)	64	96	84	73	166	151	52	144	158	20		
Link Distance (ft)	976	976	1023		812	812		393	393			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				125				100				175
Storage Blk Time (%)				0	2				0	3	0	
Queuing Penalty (veh)				0	2				0	1	0	

Intersection: 5: S Main Street & Malington Street

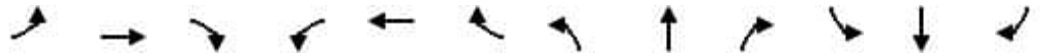
Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	L	T	TR	UL	T	T	R		
Maximum Queue (ft)	36	53	265	88	259	236	69	128	143	10		
Average Queue (ft)	7	16	127	17	124	100	24	38	52	0		
95th Queue (ft)	28	46	223	54	224	200	55	101	113	5		
Link Distance (ft)	983		1039		730	730		812	812			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50			25			75			200
Storage Blk Time (%)	0	4			10	23			0	2		
Queuing Penalty (veh)	0	0			45	6			2	1		

Network Summary

Network wide Queuing Penalty: 319

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 No-Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	27	55	64	56	38	79	613	17	12	401	52
Future Volume (vph)	69	27	55	64	56	38	79	613	17	12	401	52
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	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1665		1786	1748		1769	3523		1769	3539	1568
Flt Permitted	0.66	1.00		0.70	1.00		0.48	1.00		0.35	1.00	1.00
Satd. Flow (perm)	1244	1665		1314	1748		892	3523		655	3539	1568
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)	75	29	60	70	61	41	86	666	18	13	436	57
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	75	89	0	70	102	0	86	684	0	13	436	57
Confl. Peds. (#/hr)			1	1		1	1		2	1		
Heavy Vehicles (%)	1%	1%	2%	1%	2%	1%	2%	2%	2%	2%	2%	3%
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	3	8		7	4		5	2		1	6	3
Permitted Phases	4			8			6			2		6
Actuated Green, G (s)	17.3	10.9		17.3	10.9		59.5	58.2		59.5	53.6	60.0
Effective Green, g (s)	20.9	12.7		20.9	12.7		64.1	60.5		64.1	55.9	64.6
Actuated g/C Ratio	0.20	0.12		0.20	0.12		0.61	0.58		0.61	0.53	0.62
Clearance Time (s)	6.8	6.8		6.8	6.8		7.3	7.3		7.3	7.3	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	3.0
Lane Grp Cap (vph)	290	201		298	211		613	2029		438	1884	964
v/s Ratio Prot	c0.02	0.05		0.02	c0.06		c0.01	c0.19		0.00	0.12	0.00
v/s Ratio Perm	0.03			0.03			0.07			0.02		0.03
v/c Ratio	0.26	0.44		0.23	0.48		0.14	0.34		0.03	0.23	0.06
Uniform Delay, d1	35.2	42.9		35.1	43.1		8.4	11.7		8.2	13.1	8.1
Progression Factor	1.00	1.00		1.00	1.00		0.39	0.32		1.00	1.00	1.00
Incremental Delay, d2	0.5	1.6		0.4	1.7		0.1	0.4		0.0	0.3	0.0
Delay (s)	35.6	44.4		35.5	44.8		3.4	4.2		8.2	13.4	8.1
Level of Service	D	D		D	D		A	A		A	B	A
Approach Delay (s)		40.4			41.0			4.1			12.7	
Approach LOS		D			D			A			B	

Intersection Summary		
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.35	B
Actuated Cycle Length (s)	105.0	Sum of lost time (s)
Intersection Capacity Utilization	44.9%	20.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

Blacksburg 7Brew

2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square No-Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↗	↘		↗	↘			↗	↕		↗	↕
Traffic Volume (vph)	37	2	30	15	2	12	1	65	660	18	26	477
Future Volume (vph)	37	2	30	15	2	12	1	65	660	18	26	477
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
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	0.95		1.00	0.95
Frbp, ped/bikes	1.00	0.99		1.00	0.99			1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.86		1.00	0.87			1.00	1.00		1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1802	1609		1780	1616			1802	3490		1786	3521
Flt Permitted	0.75	1.00		0.73	1.00			0.45	1.00		0.36	1.00
Satd. Flow (perm)	1419	1609		1376	1616			849	3490		669	3521
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)	40	2	33	16	2	13	1	71	717	20	28	518
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	40	35	0	16	15	0	0	72	737	0	28	536
Confl. Peds. (#/hr)	1		2	3		2		2		3	2	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4			8			6	6			2	
Actuated Green, G (s)	7.4	7.4		7.4	7.4			77.0	73.4		77.0	71.7
Effective Green, g (s)	9.2	9.2		9.2	9.2			80.8	75.3		80.8	73.6
Actuated g/C Ratio	0.09	0.09		0.09	0.09			0.77	0.72		0.77	0.70
Clearance Time (s)	6.8	6.8		6.8	6.8			6.9	6.9		6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	5.0		3.0	5.0
Lane Grp Cap (vph)	124	140		120	141			718	2502		573	2468
v/s Ratio Prot		0.02			0.01			c0.01	c0.21		0.00	0.15
v/s Ratio Perm	c0.03			0.01				0.07			0.04	
v/c Ratio	0.32	0.25		0.13	0.11			0.10	0.29		0.05	0.22
Uniform Delay, d1	45.0	44.7		44.2	44.1			2.9	5.3		2.9	5.5
Progression Factor	1.00	1.00		1.00	1.00			0.79	0.95		0.77	0.71
Incremental Delay, d2	1.5	0.9		0.5	0.3			0.1	0.3		0.0	0.2
Delay (s)	46.5	45.6		44.7	44.4			2.4	5.4		2.3	4.1
Level of Service	D	D		D	D			A	A		A	A
Approach Delay (s)		46.1			44.6				5.1			4.0
Approach LOS		D			D				A			A

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	18
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

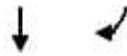
Blacksburg 7Brew
 No-Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↔	↔		↔	↔			↔	↔			↔
Traffic Volume (veh/h)	0	1	8	6	1	5	1	24	738	36	1	6
Future Volume (Veh/h)	0	1	8	6	1	5	1	24	738	36	1	6
Sign Control	Stop			Stop			Free					
Grade	0%			0%			0%					
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
Hourly flow rate (vph)	0	1	9	7	1	5	0	26	802	39	0	7
Pedestrians	3			3								
Lane Width (ft)	12.0			12.0								
Walking Speed (ft/s)	3.5			3.5								
Percent Blockage	0			0								
Right turn flare (veh)												
Median type	None											
Median storage veh												
Upstream signal (ft)	473											
pX, platoon unblocked	0.98	0.98	0.96	0.98	0.98	0.96	0.00	0.96			0.00	0.96
vC, conflicting volume	1100	1532	318	1210	1514	424	0	626			0	841
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	875	1316	200	987	1297	317	0	522			0	751
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	100	99	99	96	99	99	0	97			0	99
cM capacity (veh/h)	227	147	769	188	151	650	0	994			0	820
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	0	10	7	6	26	535	306	7	414	209		
Volume Left	0	0	7	0	26	0	0	7	0	0		
Volume Right	0	9	0	5	0	0	39	0	0	2		
cSH	1700	541	188	420	994	1700	1700	820	1700	1700		
Volume to Capacity	0.04	0.02	0.04	0.01	0.03	0.31	0.18	0.01	0.24	0.12		
Queue Length 95th (ft)	0	1	3	1	2	0	0	1	0	0		
Control Delay (s)	0.0	11.8	24.9	13.7	8.7	0.0	0.0	9.4	0.0	0.0		
Lane LOS	A	B	C	B	A			A				
Approach Delay (s)	11.8		19.7		0.3			0.1				
Approach LOS	B		C									
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			34.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 No-Build (2025) AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	571	2
Future Volume (Veh/h)	571	2
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.92	0.92
Hourly flow rate (vph)	621	2
Pedestrians	3	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	3.5	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage (veh)		
Upstream signal (ft)	470	
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis

4: S Main Street & Ardmore Street

Blacksburg 7Brew
No-Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	1	18	15	7	18	100	746	12	19	13	533
Future Volume (vph)	16	1	18	15	7	18	100	746	12	19	13	533
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	0.99			0.99		1.00	1.00			1.00	1.00
Flpb, ped/bikes	0.99	1.00			1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.86			0.94		1.00	1.00			1.00	1.00
Flt Protected	0.95	1.00			0.98		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1777	1592			1737		1804	3530			1798	3539
Flt Permitted	0.91	1.00			0.87		0.41	1.00			0.35	1.00
Satd. Flow (perm)	1695	1592			1533		771	3530			663	3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1	19	16	7	19	105	785	13	20	14	561
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	17	20	0	0	42	0	105	798	0	0	34	561
Confl. Peds. (#/hr)	5		2	1		4	2		1		4	
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	2%	1%	0%	0%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	Perm	NA
Protected Phases		4			8		5	2				6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)	5.8	5.8			5.8		84.8	84.8			71.1	71.1
Effective Green, g (s)	8.1	8.1			8.1		86.9	86.9			73.2	73.2
Actuated g/C Ratio	0.08	0.08			0.08		0.83	0.83			0.70	0.70
Clearance Time (s)	7.3	7.3			7.3		7.1	7.1			7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	130	122			118		723	2921			462	2467
v/s Ratio Prot		0.01					0.01	c0.23				0.16
v/s Ratio Perm	0.01				c0.03		0.11				0.05	
v/c Ratio	0.13	0.16			0.36		0.15	0.27			0.07	0.23
Uniform Delay, d1	45.2	45.3			46.0		1.9	2.0			5.1	5.7
Progression Factor	1.00	1.00			1.00		2.13	2.37			0.60	0.57
Incremental Delay, d2	0.5	0.6			1.8		0.1	0.2			0.3	0.2
Delay (s)	45.6	45.9			47.8		4.1	5.0			3.3	3.5
Level of Service	D	D			D		A	A			A	A
Approach Delay (s)		45.8			47.8			4.9				3.4
Approach LOS		D			D			A				A

Intersection Summary

HCM 2000 Control Delay	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

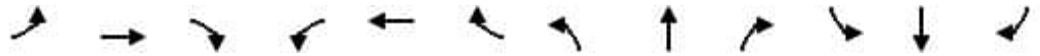
HCM Signalized Intersection Capacity Analysis
 4: S Main Street & Ardmore Street

Blacksburg 7Brew
 No-Build (2025) AM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1545
Flt Permitted	1.00
Satd. Flow (perm)	1545
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	4
RTOR Reduction (vph)	0
Lane Group Flow (vph)	4
Confl. Peds. (#/hr)	5
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	71.1
Effective Green, g (s)	73.2
Actuated g/C Ratio	0.70
Clearance Time (s)	7.1
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	1077
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.00
Uniform Delay, d1	4.8
Progression Factor	0.64
Incremental Delay, d2	0.0
Delay (s)	3.1
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 5: S Main Street & Malington Street

Blacksburg 7Brew
 No-Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	3	98	1	35	8	793	67	13	556	3
Future Volume (vph)	1	1	3	98	1	35	8	793	67	13	556	3
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.99			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89			0.96		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1767	1635			1663		1783	3520		1787	3539	1571
Flt Permitted	0.69	1.00			0.78		0.43	1.00		0.29	1.00	1.00
Satd. Flow (perm)	1292	1635			1349		798	3520		540	3539	1571
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1	1	3	100	1	36	8	809	68	13	567	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	4	0	0	137	0	8	877	0	13	567	3
Confl. Peds. (#/hr)	2		4	2			4		2			2
Heavy Vehicles (%)	2%	7%	0%	4%	5%	12%	1%	1%	3%	1%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	15.9	15.9			15.9		67.4	66.2		67.6	66.3	66.3
Effective Green, g (s)	18.3	18.3			18.3		71.6	68.3		71.8	68.4	68.4
Actuated g/C Ratio	0.17	0.17			0.17		0.68	0.65		0.68	0.65	0.65
Clearance Time (s)	7.4	7.4			7.4		7.1	7.1		7.1	7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	225	284			235		575	2289		409	2305	1023
v/s Ratio Prot		0.00					0.00	c0.25		c0.00	0.16	
v/s Ratio Perm	0.00				c0.10		0.01			0.02		0.00
v/c Ratio	0.00	0.01			0.58		0.01	0.38		0.03	0.25	0.00
Uniform Delay, d1	35.8	35.9			39.8		5.4	8.5		5.6	7.6	6.4
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.72	0.95	0.85
Incremental Delay, d2	0.0	0.0			3.7		0.0	0.5		0.0	0.3	0.0
Delay (s)	35.8	35.9			43.5		5.4	9.0		4.1	7.5	5.4
Level of Service	D	D			D		A	A		A	A	A
Approach Delay (s)		35.9			43.5			9.0			7.4	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.4				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			46.7%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

Blacksburg 7Brew
 Queuing and Blocking Report

No-Build (2025) AM Peak Hour

Intersection: 1: S Main Street & Coutry Club Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	117	160	195	124	79	128	140	39	155	128	63
Average Queue (ft)	43	61	76	68	29	33	42	8	77	37	14
95th Queue (ft)	93	124	162	118	64	88	104	29	137	94	45
Link Distance (ft)		964	995			520	520		1068	1068	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			25	100			150			100
Storage Blk Time (%)			40	57	0	0			0	0	0
Queuing Penalty (veh)			38	37	0	0			0	0	0

Intersection: 2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	TR	L	TR	UL	T	TR	L	T	TR	
Maximum Queue (ft)	74	87	50	54	59	133	139	47	75	96	
Average Queue (ft)	31	31	15	15	20	39	48	12	26	23	
95th Queue (ft)	64	70	42	45	46	99	110	38	63	69	
Link Distance (ft)		1046		969		390	390		520	520	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		25		100			225			
Storage Blk Time (%)	11	8	17	15	0	1					
Queuing Penalty (veh)	4	3	2	2	0	0					

Intersection: 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	TR	L	TR	UL	T	TR	UL	T	TR	
Maximum Queue (ft)	32	30	31	44	37	29	27	24	22	
Average Queue (ft)	8	4	7	11	2	1	4	2	1	
95th Queue (ft)	29	20	29	34	15	12	18	13	13	
Link Distance (ft)	1020		960		393	393		390	390	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		25		100			150			
Storage Blk Time (%)	1	1	2							
Queuing Penalty (veh)	0	0	0							

Intersection: 4: S Main Street & Ardmore Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	UL	T	TR	UL	T	T	R		
Maximum Queue (ft)	56	59	99	87	187	178	44	112	128	13		
Average Queue (ft)	15	16	34	33	69	58	12	33	33	0		
95th Queue (ft)	43	46	79	72	154	143	37	86	94	5		
Link Distance (ft)	976	976	1023		812	812		393	393			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				125				100				175
Storage Blk Time (%)				0	2				0	0		
Queuing Penalty (veh)				0	2				0	0		

Intersection: 5: S Main Street & Malington Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	L	TR	LTR	L	T	TR	L	T	T	R	
Maximum Queue (ft)	9	28	214	42	212	175	37	125	140	10	
Average Queue (ft)	0	4	103	4	91	51	7	42	49	0	
95th Queue (ft)	5	18	182	29	174	128	28	101	119	4	
Link Distance (ft)	983		1039		730	730		812	812		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50				25			75			200
Storage Blk Time (%)					2	20			0	2	0
Queuing Penalty (veh)					7	2			0	0	0

Network Summary

Network wide Queuing Penalty: 100

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 No-Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	153	93	126	70	33	31	1	68	696	60	36	886
Future Volume (vph)	153	93	126	70	33	31	1	68	696	60	36	886
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
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	0.95		1.00	0.95
Frbp, ped/bikes	1.00	0.98		1.00	0.99			1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.91		1.00	0.93			1.00	0.99		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1787	1672		1780	1723			1768	3480		1769	3539
Flt Permitted	0.71	1.00		0.36	1.00			0.22	1.00		0.28	1.00
Satd. Flow (perm)	1341	1672		669	1723			407	3480		516	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	163	99	134	74	35	33	1	72	740	64	38	943
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	163	233	0	74	68	0	0	73	804	0	38	943
Confl. Peds. (#/hr)			11	13		2		11		13	2	
Heavy Vehicles (%)	1%	2%	2%	1%	2%	1%	0%	2%	2%	2%	2%	2%
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases	3	8		7	4		5	5	2		1	6
Permitted Phases	4			8			6	6			2	
Actuated Green, G (s)	30.1	23.5		30.1	16.5			71.7	66.1		71.7	65.1
Effective Green, g (s)	33.7	25.3		33.7	18.3			76.3	68.4		76.3	67.4
Actuated g/C Ratio	0.26	0.19		0.26	0.14			0.59	0.53		0.59	0.52
Clearance Time (s)	6.8	6.8		6.8	6.8			7.3	7.3		7.3	7.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	5.0		3.0	5.0
Lane Grp Cap (vph)	400	325		245	242			332	1831		378	1834
v/s Ratio Prot	c0.05	c0.14		0.02	0.04			c0.02	0.23		0.01	c0.27
v/s Ratio Perm	0.06			0.06				0.11			0.05	
v/c Ratio	0.41	0.72		0.30	0.28			0.22	0.44		0.10	0.51
Uniform Delay, d1	39.2	49.0		37.7	50.0			13.1	19.0		12.1	20.6
Progression Factor	1.00	1.00		1.00	1.00			0.36	0.54		1.00	1.00
Incremental Delay, d2	0.7	7.3		0.7	0.6			0.3	0.7		0.1	1.0
Delay (s)	39.9	56.3		38.4	50.6			5.0	11.0		12.2	21.6
Level of Service	D	E		D	D			A	B		B	C
Approach Delay (s)		49.6			44.2				10.5			19.6
Approach LOS		D			D				B			B
Intersection Summary												
HCM 2000 Control Delay			22.5	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			130.0	Sum of lost time (s)				20.3				
Intersection Capacity Utilization			64.3%	ICU Level of Service				C				
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 No-Build (2025) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	149
Future Volume (vph)	149
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	159
RTOR Reduction (vph)	0
Lane Group Flow (vph)	159
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	3%
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	6
Actuated Green, G (s)	78.7
Effective Green, g (s)	83.3
Actuated g/C Ratio	0.64
Clearance Time (s)	6.8
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	1004
v/s Ratio Prot	0.02
v/s Ratio Perm	0.08
v/c Ratio	0.16
Uniform Delay, d1	9.3
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	9.4
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

Blacksburg 7Brew

2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square No-Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (vph)	74	13	116	65	16	78	181	673	33	88	956	39
Future Volume (vph)	74	13	116	65	16	78	181	673	33	88	956	39
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	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.88		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1794	1608		1780	1625		1805	3480		1787	3516	
Flt Permitted	0.63	1.00		0.51	1.00		0.22	1.00		0.33	1.00	
Satd. Flow (perm)	1189	1608		955	1625		418	3480		629	3516	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	80	14	125	70	17	84	195	724	35	95	1028	42
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	80	139	0	70	101	0	195	759	0	95	1070	0
Confl. Peds. (#/hr)	4		7	3		2	7		3			4
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	3%	0%	1%	2%	0%
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	16.5	16.5		16.5	16.5		92.9	85.7		92.9	83.7	
Effective Green, g (s)	18.3	18.3		18.3	18.3		96.7	87.6		96.7	85.6	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.74	0.67		0.74	0.66	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.9	6.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	167	226		134	228		429	2344		548	2315	
v/s Ratio Prot		c0.09			0.06		c0.04	0.22		0.01	c0.30	
v/s Ratio Perm	0.07			0.07			0.30			0.12		
v/c Ratio	0.48	0.62		0.52	0.44		0.45	0.32		0.17	0.46	
Uniform Delay, d1	51.5	52.5		51.8	51.2		6.2	8.8		4.7	10.9	
Progression Factor	1.00	1.00		1.00	1.00		2.43	1.39		0.62	0.81	
Incremental Delay, d2	2.2	4.9		3.6	1.4		0.7	0.4		0.1	0.6	
Delay (s)	53.6	57.4		55.4	52.6		15.9	12.7		3.1	9.4	
Level of Service	D	E		E	D		B	B		A	A	
Approach Delay (s)		56.0			53.7			13.3			8.9	
Approach LOS		E			D			B			A	

Intersection Summary		
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.49	B
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	69.1%	15.0
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 No-Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	
Lane Configurations	↗	↘		↗	↘		↗	↑			↗	↑	
Traffic Volume (veh/h)	3	0	23	3	0	11	30	872	53	1	3	1119	
Future Volume (Veh/h)	3	0	23	3	0	11	30	872	53	1	3	1119	
Sign Control	Stop		Stop				Free				Free		
Grade	0%		0%				0%				0%		
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	
Hourly flow rate (vph)	3	0	25	3	0	12	33	948	58	0	3	1216	
Pedestrians	4		10				4				10		
Lane Width (ft)	12.0		12.0				12.0				12.0		
Walking Speed (ft/s)	3.5		3.5				3.5				3.5		
Percent Blockage	0		1				0				1		
Right turn flare (veh)													
Median type	None								None				
Median storage (veh)													
Upstream signal (ft)									473		470		
pX, platoon unblocked	0.88	0.88	0.85	0.88	0.88	0.94	0.85			0.00	0.94		
vC, conflicting volume	1792	2312	620	1696	2288	523	1229			0	1016		
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1333	1924	204	1223	1896	372	919			0	895		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			0.0	4.1		
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			0.0	2.2		
p0 queue free %	97	100	96	97	100	98	95			0	100		
cM capacity (veh/h)	90	54	678	107	56	578	626			0	704		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3			
Volume Total	3	25	3	12	33	632	374	3	811	414			
Volume Left	3	0	3	0	33	0	0	3	0	0			
Volume Right	0	25	0	12	0	0	58	0	0	9			
cSH	90	678	107	578	626	1700	1700	704	1700	1700			
Volume to Capacity	0.03	0.04	0.03	0.02	0.05	0.37	0.22	0.00	0.48	0.24			
Queue Length 95th (ft)	3	3	2	2	4	0	0	0	0	0			
Control Delay (s)	46.2	10.5	39.6	11.4	11.1	0.0	0.0	10.1	0.0	0.0			
Lane LOS	E	B	E	B	B			B					
Approach Delay (s)	14.3	17.0		0.4				0.0					
Approach LOS	B	C											
Intersection Summary													
Average Delay	0.5												
Intersection Capacity Utilization	44.0%		ICU Level of Service					A					
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 No-Build (2025) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	8
Future Volume (Veh/h)	8
Sign Control	
Grade	
Peak Hour Factor	0.92
Hourly flow rate (vph)	9
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis
4: S Main Street & Ardmore Street

Blacksburg 7Brew
No-Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	33	6	57	20	2	24	3	80	892	35	6	37
Future Volume (vph)	33	6	57	20	2	24	3	80	892	35	6	37
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
Lane Util. Factor	1.00	1.00			1.00			1.00	0.95			1.00
Frbp, ped/bikes	1.00	0.98			0.98			1.00	1.00			1.00
Flpb, ped/bikes	0.99	1.00			0.99			1.00	1.00			0.99
Frt	1.00	0.86			0.93			1.00	0.99			1.00
Flt Protected	0.95	1.00			0.98			0.95	1.00			0.95
Satd. Flow (prot)	1768	1592			1688			1804	3513			1784
Flt Permitted	0.78	1.00			0.83			0.20	1.00			0.30
Satd. Flow (perm)	1453	1592			1429			377	3513			557
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	34	6	59	21	2	25	3	83	929	36	6	39
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	34	65	0	0	48	0	0	86	965	0	0	45
Confl. Peds. (#/hr)	8		7	12			13	7		12		13
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA		Perm	Perm
Protected Phases		4			8			5	2			
Permitted Phases	4			8			5	2			6	6
Actuated Green, G (s)	9.4	9.4			9.4			106.2	106.2			92.4
Effective Green, g (s)	11.7	11.7			11.7			108.3	108.3			94.5
Actuated g/C Ratio	0.09	0.09			0.09			0.83	0.83			0.73
Clearance Time (s)	7.3	7.3			7.3			7.1	7.1			7.1
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)	130	143			128			410	2926			404
v/s Ratio Prot		c0.04						0.01	c0.27			
v/s Ratio Perm	0.02				0.03			0.16				0.08
v/c Ratio	0.26	0.45			0.38			0.21	0.33			0.11
Uniform Delay, d1	55.1	56.1			55.7			3.5	2.5			5.3
Progression Factor	1.00	1.00			1.00			0.96	0.93			0.73
Incremental Delay, d2	1.1	2.3			1.8			0.2	0.3			0.5
Delay (s)	56.2	58.4			57.6			3.6	2.6			4.4
Level of Service	E	E			E			A	A			A
Approach Delay (s)		57.7			57.6				2.7			
Approach LOS		E			E				A			
Intersection Summary												
HCM 2000 Control Delay			7.2									A
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			130.0									17.1
Intersection Capacity Utilization			65.2%									C
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 4: S Main Street & Ardmore Street

Blacksburg 7Brew
 No-Build (2025) PM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑	↗
Traffic Volume (vph)	1118	35
Future Volume (vph)	1118	35
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	5.0
Lane Util. Factor	0.95	1.00
Frbp, ped/bikes	1.00	0.95
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1524
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1524
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1165	36
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1165	36
Confl. Peds. (#/hr)		8
Heavy Vehicles (%)	2%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	92.4	92.4
Effective Green, g (s)	94.5	94.5
Actuated g/C Ratio	0.73	0.73
Clearance Time (s)	7.1	7.1
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2572	1107
v/s Ratio Prot	c0.33	
v/s Ratio Perm		0.02
v/c Ratio	0.45	0.03
Uniform Delay, d1	7.2	5.0
Progression Factor	0.64	0.76
Incremental Delay, d2	0.5	0.1
Delay (s)	5.1	3.8
Level of Service	A	A
Approach Delay (s)	5.1	
Approach LOS	A	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

5: S Main Street & Malington Street

Blacksburg 7Brew
No-Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	4	17	105	5	46	29	913	116	1	43	1100
Future Volume (vph)	7	4	17	105	5	46	29	913	116	1	43	1100
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	0.97			0.99		1.00	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.98		1.00	1.00			1.00	1.00
Frt	1.00	0.88			0.96		1.00	0.98			1.00	1.00
Flt Protected	0.95	1.00			0.97		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1761	1613			1622		1787	3471			1788	3539
Flt Permitted	0.66	1.00			0.78		0.19	1.00			0.20	1.00
Satd. Flow (perm)	1230	1613			1314		358	3471			379	3539
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	8	4	18	113	5	49	31	982	125	1	46	1183
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	8	22	0	0	167	0	31	1107	0	0	47	1183
Confl. Peds. (#/hr)	5		16	15		4	16		15		4	
Heavy Vehicles (%)	2%	0%	0%	4%	5%	12%	1%	1%	3%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)	21.2	21.2			21.2		85.7	81.8			88.7	83.3
Effective Green, g (s)	23.6	23.6			23.6		89.9	83.9			92.9	85.4
Actuated g/C Ratio	0.18	0.18			0.18		0.69	0.65			0.71	0.66
Clearance Time (s)	7.4	7.4			7.4		7.1	7.1			7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	5.0			3.0	5.0
Lane Grp Cap (vph)	223	292			238		313	2240			352	2324
v/s Ratio Prot		0.01					0.00	0.32			c0.01	c0.33
v/s Ratio Perm	0.01				c0.13		0.06				0.09	
v/c Ratio	0.04	0.08			0.70		0.10	0.49			0.13	0.51
Uniform Delay, d1	43.8	44.1			49.9		7.5	12.0			6.9	11.5
Progression Factor	1.00	1.00			1.00		1.00	1.00			0.36	0.52
Incremental Delay, d2	0.1	0.1			9.0		0.1	0.8			0.2	0.7
Delay (s)	43.9	44.3			58.9		7.6	12.8			2.7	6.7
Level of Service	D	D			E		A	B			A	A
Approach Delay (s)		44.2			58.9			12.6				6.5
Approach LOS		D			E			B				A

Intersection Summary

HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.1
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 5: S Main Street & Malington Street

Blacksburg 7Brew
 No-Build (2025) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.96
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1546
Flt Permitted	1.00
Satd. Flow (perm)	1546
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	8
RTOR Reduction (vph)	0
Lane Group Flow (vph)	8
Confl. Peds. (#/hr)	5
Heavy Vehicles (%)	0%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	83.3
Effective Green, g (s)	85.4
Actuated g/C Ratio	0.66
Clearance Time (s)	7.1
Vehicle Extension (s)	5.0
Lane Grp Cap (vph)	1015
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.01
Uniform Delay, d1	7.7
Progression Factor	0.41
Incremental Delay, d2	0.0
Delay (s)	3.2
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Blacksburg 7Brew
 Queuing and Blocking Report

No-Build (2025) PM Peak Hour

Intersection: 1: S Main Street & Coutry Club Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	UL	T	TR	L	T	T	R
Maximum Queue (ft)	196	299	174	121	134	246	246	229	379	337	199
Average Queue (ft)	97	159	68	55	40	106	124	28	199	164	57
95th Queue (ft)	166	262	138	103	98	205	225	107	320	288	159
Link Distance (ft)		964	995			520	520		1068	1068	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			25	100			150			100
Storage Blk Time (%)			41	51	0	10			16	15	1
Queuing Penalty (veh)			26	36	1	7			6	23	4

Intersection: 2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	147	230	124	211	169	205	195	239	353	349
Average Queue (ft)	64	107	54	82	66	80	88	44	158	165
95th Queue (ft)	129	188	107	158	125	162	165	134	310	311
Link Distance (ft)		1046		969		390	390		520	520
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	50		25		100			225		
Storage Blk Time (%)	29	47	46	58	3	4			3	
Queuing Penalty (veh)	37	35	43	37	9	8			3	

Intersection: 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	UL	T	TR
Maximum Queue (ft)	22	49	23	35	46	65	60	24	91	97
Average Queue (ft)	2	19	1	12	13	6	5	2	7	8
95th Queue (ft)	13	47	11	37	37	34	29	12	38	44
Link Distance (ft)		1020		960		393	393		390	390
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	25		25		100			150		
Storage Blk Time (%)	1	7	1	2		0			0	
Queuing Penalty (veh)	0	0	0	0		0			0	

Blacksburg 7Brew
 Queuing and Blocking Report

No-Build (2025) PM Peak Hour

Intersection: 4: S Main Street & Ardmore Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	UL	T	TR	UL	T	T	R		
Maximum Queue (ft)	89	130	102	105	192	170	59	189	202	31		
Average Queue (ft)	27	53	41	38	93	76	22	70	83	5		
95th Queue (ft)	65	108	81	75	166	152	49	144	158	20		
Link Distance (ft)	976	976	1023		812	812		393	393			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				125				100				175
Storage Blk Time (%)				0	3				3	0		
Queuing Penalty (veh)				0	2				1	0		

Intersection: 5: S Main Street & Malington Street

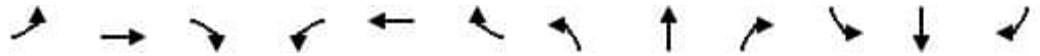
Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	L	T	TR	UL	T	T	R		
Maximum Queue (ft)	45	56	255	102	270	251	73	149	163	4		
Average Queue (ft)	7	17	128	18	134	100	24	44	57	0		
95th Queue (ft)	30	48	218	54	229	200	56	114	128	3		
Link Distance (ft)	983		1039		730	730		812	812			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50			25			75			200
Storage Blk Time (%)	0	4			11	24			0	2	0	
Queuing Penalty (veh)	0	0			52	7			1	1	0	

Network Summary

Network wide Queuing Penalty: 342

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑	↘	↗	↑↑	↗
Traffic Volume (vph)	69	27	58	64	56	38	82	619	17	12	407	52
Future Volume (vph)	69	27	58	64	56	38	82	619	17	12	407	52
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	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1656		1786	1748		1769	3523		1769	3539	1568
Flt Permitted	0.66	1.00		0.70	1.00		0.48	1.00		0.35	1.00	1.00
Satd. Flow (perm)	1244	1656		1311	1748		885	3523		649	3539	1568
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)	75	29	63	70	61	41	89	673	18	13	442	57
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	75	92	0	70	102	0	89	691	0	13	442	57
Confl. Peds. (#/hr)			1	1		1	1		2	1		
Heavy Vehicles (%)	1%	2%	2%	1%	2%	1%	2%	2%	2%	2%	2%	3%
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	3	8		7	4		5	2		1	6	3
Permitted Phases	4			8			6			2		6
Actuated Green, G (s)	17.3	10.9		17.3	10.9		59.5	58.2		59.5	53.6	60.0
Effective Green, g (s)	20.9	12.7		20.9	12.7		64.1	60.5		64.1	55.9	64.6
Actuated g/C Ratio	0.20	0.12		0.20	0.12		0.61	0.58		0.61	0.53	0.62
Clearance Time (s)	6.8	6.8		6.8	6.8		7.3	7.3		7.3	7.3	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	3.0
Lane Grp Cap (vph)	290	200		298	211		609	2029		434	1884	964
v/s Ratio Prot	c0.02	0.06		0.02	c0.06		c0.01	c0.20		0.00	0.12	0.00
v/s Ratio Perm	0.03			0.03			0.08			0.02		0.03
v/c Ratio	0.26	0.46		0.23	0.48		0.15	0.34		0.03	0.23	0.06
Uniform Delay, d1	35.2	43.0		35.1	43.1		8.4	11.7		8.2	13.1	8.1
Progression Factor	1.00	1.00		1.00	1.00		0.38	0.32		1.00	1.00	1.00
Incremental Delay, d2	0.5	1.7		0.4	1.7		0.1	0.4		0.0	0.3	0.0
Delay (s)	35.6	44.6		35.5	44.8		3.3	4.2		8.2	13.4	8.1
Level of Service	D	D		D	D		A	A		A	B	A
Approach Delay (s)		40.6			41.0			4.1			12.7	
Approach LOS		D			D			A			B	

Intersection Summary		
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.35	B
Actuated Cycle Length (s)	105.0	Sum of lost time (s)
Intersection Capacity Utilization	45.1%	20.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square

Blacksburg 7Brew
 Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↗	↘		↗	↘			↗	↕		↗	↘
Traffic Volume (vph)	37	2	30	15	2	12	1	65	669	18	35	477
Future Volume (vph)	37	2	30	15	2	12	1	65	669	18	35	477
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
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	0.95		1.00	0.95
Frbp, ped/bikes	1.00	0.99		1.00	0.99			1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.86		1.00	0.87			1.00	1.00		1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1802	1609		1780	1616			1802	3491		1786	3521
Flt Permitted	0.75	1.00		0.73	1.00			0.45	1.00		0.35	1.00
Satd. Flow (perm)	1419	1609		1376	1616			849	3491		661	3521
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)	40	2	33	16	2	13	1	71	727	20	38	518
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	40	35	0	16	15	0	0	72	747	0	38	536
Confl. Peds. (#/hr)	1		2	3		2		2		3	2	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4			8			6	6			2	
Actuated Green, G (s)	7.4	7.4		7.4	7.4			77.0	73.3		77.0	71.7
Effective Green, g (s)	9.2	9.2		9.2	9.2			80.8	75.2		80.8	73.6
Actuated g/C Ratio	0.09	0.09		0.09	0.09			0.77	0.72		0.77	0.70
Clearance Time (s)	6.8	6.8		6.8	6.8			6.9	6.9		6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	5.0		3.0	5.0
Lane Grp Cap (vph)	124	140		120	141			718	2500		568	2468
v/s Ratio Prot		0.02			0.01			c0.01	c0.21		0.00	0.15
v/s Ratio Perm	c0.03			0.01				0.07			0.05	
v/c Ratio	0.32	0.25		0.13	0.11			0.10	0.30		0.07	0.22
Uniform Delay, d1	45.0	44.7		44.2	44.1			2.9	5.4		2.9	5.5
Progression Factor	1.00	1.00		1.00	1.00			0.77	0.93		0.76	0.70
Incremental Delay, d2	1.5	0.9		0.5	0.3			0.1	0.3		0.0	0.2
Delay (s)	46.5	45.6		44.7	44.4			2.3	5.3		2.3	4.1
Level of Service	D	D		D	D			A	A		A	A
Approach Delay (s)		46.1			44.6				5.0			4.0
Approach LOS		D			D				A			A





















Intersection Summary		
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.29	A
Actuated Cycle Length (s)	105.0	Sum of lost time (s)
Intersection Capacity Utilization	45.1%	15.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	18
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

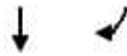
HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 Build (2025) AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	0	1	8	11	1	15	1	24	737	43	1	14
Future Volume (Veh/h)	0	1	8	11	1	15	1	24	737	43	1	14
Sign Control	Stop			Stop			Free					
Grade	0%			0%			0%					
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
Hourly flow rate (vph)	0	1	9	12	1	16	0	26	801	47	0	15
Pedestrians	3			3								
Lane Width (ft)	12.0			12.0								
Walking Speed (ft/s)	3.5			3.5								
Percent Blockage	0			0								
Right turn flare (veh)												
Median type	None											
Median storage veh												
Upstream signal (ft)	473											
pX, platoon unblocked	0.97	0.97	0.96	0.97	0.97	0.95	0.00	0.96			0.00	0.95
vC, conflicting volume	1118	1546	313	1225	1524	427	0	617			0	848
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	872	1313	198	982	1290	293	0	515			0	736
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	100	99	99	94	99	98	0	97			0	98
cM capacity (veh/h)	221	146	772	187	150	667	0	1001			0	823
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	0	10	12	17	26	534	314	15	408	206		
Volume Left	0	0	12	0	26	0	0	15	0	0		
Volume Right	0	9	0	16	0	0	47	0	0	2		
cSH	1700	540	187	555	1001	1700	1700	823	1700	1700		
Volume to Capacity	0.03	0.02	0.06	0.03	0.03	0.31	0.18	0.02	0.24	0.12		
Queue Length 95th (ft)	0	1	5	2	2	0	0	1	0	0		
Control Delay (s)	0.0	11.8	25.6	11.7	8.7	0.0	0.0	9.5	0.0	0.0		
Lane LOS	A	B	D	B	A			A				
Approach Delay (s)	11.8		17.5		0.3			0.2				
Approach LOS	B		C									
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			36.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 Build (2025) AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	563	2
Future Volume (Veh/h)	563	2
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.92	0.92
Hourly flow rate (vph)	612	2
Pedestrians	3	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	3.5	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage (veh)		
Upstream signal (ft)	470	
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis

4: S Main Street & Ardmore Street

Blacksburg 7Brew
Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	1	18	32	7	35	100	735	30	19	20	523
Future Volume (vph)	16	1	18	32	7	35	100	735	30	19	20	523
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	0.99			0.99		1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.86			0.94		1.00	0.99			1.00	1.00
Flt Protected	0.95	1.00			0.98		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1778	1591			1726		1804	3516			1798	3539
Flt Permitted	0.71	1.00			0.85		0.41	1.00			0.35	1.00
Satd. Flow (perm)	1333	1591			1499		770	3516			657	3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1	19	34	7	37	105	774	32	20	21	551
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	17	20	0	0	78	0	105	806	0	0	41	551
Confl. Peds. (#/hr)	5		2	1		4	2		1		4	
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	2%	1%	0%	0%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	Perm	NA
Protected Phases		4			8		5	2				6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)	9.0	9.0			9.0		81.6	81.6			67.7	67.7
Effective Green, g (s)	11.3	11.3			11.3		83.7	83.7			69.8	69.8
Actuated g/C Ratio	0.11	0.11			0.11		0.80	0.80			0.66	0.66
Clearance Time (s)	7.3	7.3			7.3		7.1	7.1			7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	143	171			161		701	2802			436	2352
v/s Ratio Prot		0.01					0.01	c0.23				0.16
v/s Ratio Perm	0.01				c0.05		0.11				0.06	
v/c Ratio	0.12	0.12			0.48		0.15	0.29			0.09	0.23
Uniform Delay, d1	42.3	42.3			44.1		2.5	2.8			6.3	7.0
Progression Factor	1.00	1.00			1.00		1.89	2.00			0.58	0.56
Incremental Delay, d2	0.4	0.3			2.3		0.1	0.2			0.4	0.2
Delay (s)	42.7	42.6			46.4		4.9	5.9			4.1	4.1
Level of Service	D	D			D		A	A			A	A
Approach Delay (s)		42.7			46.4			5.7				4.1
Approach LOS		D			D			A				A

Intersection Summary

HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

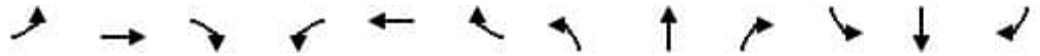
HCM Signalized Intersection Capacity Analysis
 4: S Main Street & Ardmore Street

Blacksburg 7Brew
 Build (2025) AM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1545
Flt Permitted	1.00
Satd. Flow (perm)	1545
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	4
RTOR Reduction (vph)	0
Lane Group Flow (vph)	4
Confl. Peds. (#/hr)	5
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	67.7
Effective Green, g (s)	69.8
Actuated g/C Ratio	0.66
Clearance Time (s)	7.1
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	1027
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.00
Uniform Delay, d1	5.9
Progression Factor	0.62
Incremental Delay, d2	0.0
Delay (s)	3.7
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 5: S Main Street & Malington Street

Blacksburg 7Brew
 Build (2025) AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘			↔		↗	↕		↗	↕	↘
Traffic Volume (vph)	1	1	3	98	1	35	8	800	67	13	563	3
Future Volume (vph)	1	1	3	98	1	35	8	800	67	13	563	3
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frb, ped/bikes	1.00	0.99			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89			0.96		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1767	1664			1663		1783	3520		1787	3539	1571
Flt Permitted	0.69	1.00			0.78		0.42	1.00		0.28	1.00	1.00
Satd. Flow (perm)	1292	1664			1349		791	3520		535	3539	1571
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1	1	3	100	1	36	8	816	68	13	574	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	4	0	0	137	0	8	884	0	13	574	3
Confl. Peds. (#/hr)	2		4	2			4		2			2
Heavy Vehicles (%)	2%	0%	0%	4%	5%	12%	1%	1%	3%	1%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	15.9	15.9			15.9		67.4	66.2		67.6	66.3	66.3
Effective Green, g (s)	18.3	18.3			18.3		71.6	68.3		71.8	68.4	68.4
Actuated g/C Ratio	0.17	0.17			0.17		0.68	0.65		0.68	0.65	0.65
Clearance Time (s)	7.4	7.4			7.4		7.1	7.1		7.1	7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	225	290			235		570	2289		406	2305	1023
v/s Ratio Prot		0.00					0.00	c0.25		c0.00	0.16	
v/s Ratio Perm	0.00				c0.10		0.01			0.02		0.00
v/c Ratio	0.00	0.01			0.58		0.01	0.39		0.03	0.25	0.00
Uniform Delay, d1	35.8	35.9			39.8		5.4	8.6		5.6	7.6	6.4
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.65	0.93	0.82
Incremental Delay, d2	0.0	0.0			3.7		0.0	0.5		0.0	0.3	0.0
Delay (s)	35.8	35.9			43.5		5.4	9.1		3.7	7.3	5.3
Level of Service	D	D			D		A	A		A	A	A
Approach Delay (s)		35.9			43.5			9.0			7.2	
Approach LOS		D			D			A			A	

Intersection Summary		
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.41	B
Actuated Cycle Length (s)	105.0	Sum of lost time (s)
Intersection Capacity Utilization	46.9%	15.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
6: Ardmore Street & Site Access Road

Blacksburg 7Brew
Build (2025) AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	25	26	40	1	1	34
Future Volume (Veh/h)	25	26	40	1	1	34
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	28	43	1	1	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		348				
pX, platoon unblocked						
vC, conflicting volume	44			126	44	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44			126	44	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	98			100	96	
cM capacity (veh/h)	1564			854	1027	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	55	44	38			
Volume Left	27	0	1			
Volume Right	0	1	37			
cSH	1564	1700	1021			
Volume to Capacity	0.02	0.03	0.04			
Queue Length 95th (ft)	1	0	3			
Control Delay (s)	3.7	0.0	8.7			
Lane LOS	A		A			
Approach Delay (s)	3.7	0.0	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			19.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Blacksburg 7Brew
 Queuing and Blocking Report

No-Build (2025) AM Peak Hour

Intersection: 1: S Main Street & Coutry Club Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	109	145	209	120	93	126	140	29	172	136	61
Average Queue (ft)	44	61	69	64	29	30	39	6	76	37	12
95th Queue (ft)	89	121	158	115	67	81	95	23	142	97	42
Link Distance (ft)		964	995			520	520		1068	1068	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			25	100			150			100
Storage Blk Time (%)			38	56	0	0			0	0	0
Queuing Penalty (veh)			35	36	0	0			0	0	0

Intersection: 2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	UL	T	TR	L	T	TR
Maximum Queue (ft)	77	77	53	51	63	136	144	55	74	77
Average Queue (ft)	28	31	15	15	19	40	47	18	23	22
95th Queue (ft)	63	66	44	44	43	100	112	46	57	62
Link Distance (ft)		1046		969		390	390		520	520
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	50		25		100			225		
Storage Blk Time (%)	10	8	17	16		1				
Queuing Penalty (veh)	3	3	2	3		1				

Intersection: 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	TR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	34	40	35	32	40	36	34	20	19
Average Queue (ft)	8	11	13	8	2	2	6	1	1
95th Queue (ft)	30	34	38	28	20	18	25	12	12
Link Distance (ft)	1020		960		393	393		390	390
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		25		100			150		
Storage Blk Time (%)	1	4	3		0				
Queuing Penalty (veh)	0	1	0		0				

Blacksburg 7Brew
 Queuing and Blocking Report

No-Build (2025) AM Peak Hour

Intersection: 4: S Main Street & Ardmore Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	UL	T	TR	UL	T	T	R		
Maximum Queue (ft)	62	66	154	81	192	182	44	101	114	18		
Average Queue (ft)	15	17	61	33	76	62	16	34	38	1		
95th Queue (ft)	45	47	122	67	159	149	42	79	90	9		
Link Distance (ft)	976	976	275		812	812		393	393			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				125				100				175
Storage Blk Time (%)				0	2				0			
Queuing Penalty (veh)				0	2				0			

Intersection: 5: S Main Street & Malington Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	L	T	TR	L	T	T	R		
Maximum Queue (ft)	9	34	182	58	198	171	33	135	140	14		
Average Queue (ft)	1	4	101	6	91	56	7	42	51	1		
95th Queue (ft)	7	20	170	31	172	136	27	102	114	7		
Link Distance (ft)	983		1039		730	730		812	812			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50			25			75			200
Storage Blk Time (%)			0			2	20			2		
Queuing Penalty (veh)			0			9	2			0		

Intersection: 6: Ardmore Street & Site Access Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	25	46
Average Queue (ft)	1	22
95th Queue (ft)	11	47
Link Distance (ft)	275	193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 97

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	153	93	127	70	33	31	1	69	698	60	36	888	
Future Volume (vph)	153	93	127	70	33	31	1	69	698	60	36	888	
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	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	0.95		1.00	0.95	
Frb, ped/bikes	1.00	0.98		1.00	0.99			1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	0.93			1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1671		1780	1723			1768	3480		1769	3539	
Flt Permitted	0.71	1.00		0.36	1.00			0.22	1.00		0.28	1.00	
Satd. Flow (perm)	1341	1671		668	1723			405	3480		513	3539	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	163	99	135	74	35	33	1	73	743	64	38	945	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	163	234	0	74	68	0	0	74	807	0	38	945	
Confl. Peds. (#/hr)			11	13		2		11		13	2		
Heavy Vehicles (%)	1%	2%	2%	1%	2%	1%	0%	2%	2%	2%	2%	2%	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	5	2		1	6	
Permitted Phases	4			8			6	6			2		
Actuated Green, G (s)	30.2	23.6		30.2	16.6			71.6	66.0		71.6	65.0	
Effective Green, g (s)	33.8	25.4		33.8	18.4			76.2	68.3		76.2	67.3	
Actuated g/C Ratio	0.26	0.20		0.26	0.14			0.59	0.53		0.59	0.52	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.3	7.3		7.3	7.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	401	326		245	243			330	1828		377	1832	
v/s Ratio Prot	c0.05	c0.14		0.02	0.04			c0.02	0.23		0.01	c0.27	
v/s Ratio Perm	0.06			0.06				0.12			0.05		
v/c Ratio	0.41	0.72		0.30	0.28			0.22	0.44		0.10	0.52	
Uniform Delay, d1	39.2	48.9		37.6	49.9			13.2	19.1		12.2	20.6	
Progression Factor	1.00	1.00		1.00	1.00			0.36	0.53		1.00	1.00	
Incremental Delay, d2	0.7	7.4		0.7	0.6			0.3	0.7		0.1	1.0	
Delay (s)	39.8	56.3		38.3	50.5			5.1	10.9		12.3	21.7	
Level of Service	D	E		D	D			A	B		B	C	
Approach Delay (s)		49.5			44.1				10.4			19.7	
Approach LOS		D			D				B			B	
Intersection Summary													
HCM 2000 Control Delay			22.5									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.54										
Actuated Cycle Length (s)			130.0									Sum of lost time (s)	20.3
Intersection Capacity Utilization			64.4%									ICU Level of Service	C
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 1: S Main Street & Coutry Club Drive

Blacksburg 7Brew
 Build (2025) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	149
Future Volume (vph)	149
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frbp, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	159
RTOR Reduction (vph)	0
Lane Group Flow (vph)	159
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	3%
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	6
Actuated Green, G (s)	78.6
Effective Green, g (s)	83.2
Actuated g/C Ratio	0.64
Clearance Time (s)	6.8
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	1003
v/s Ratio Prot	0.02
v/s Ratio Perm	0.08
v/c Ratio	0.16
Uniform Delay, d1	9.4
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	9.4
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square

Blacksburg 7Brew
 Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↕	
Traffic Volume (vph)	74	13	116	65	16	78	181	676	33	91	956	39
Future Volume (vph)	74	13	116	65	16	78	181	676	33	91	956	39
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	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.88		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1794	1608		1780	1625		1805	3480		1787	3516	
Flt Permitted	0.63	1.00		0.51	1.00		0.22	1.00		0.33	1.00	
Satd. Flow (perm)	1189	1608		955	1625		418	3480		627	3516	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	80	14	125	70	17	84	195	727	35	98	1028	42
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	80	139	0	70	101	0	195	762	0	98	1070	0
Confl. Peds. (#/hr)	4		7	3		2	7		3			4
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	3%	0%	1%	2%	0%
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	16.5	16.5		16.5	16.5		92.9	85.7		92.9	83.7	
Effective Green, g (s)	18.3	18.3		18.3	18.3		96.7	87.6		96.7	85.6	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.74	0.67		0.74	0.66	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.9	6.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	167	226		134	228		429	2344		547	2315	
v/s Ratio Prot		c0.09			0.06		c0.04	0.22		0.01	c0.30	
v/s Ratio Perm	0.07			0.07			0.30			0.12		
v/c Ratio	0.48	0.62		0.52	0.44		0.45	0.33		0.18	0.46	
Uniform Delay, d1	51.5	52.5		51.8	51.2		6.2	8.9		4.7	10.9	
Progression Factor	1.00	1.00		1.00	1.00		2.39	1.39		0.63	0.81	
Incremental Delay, d2	2.2	4.9		3.6	1.4		0.7	0.4		0.1	0.6	
Delay (s)	53.6	57.4		55.4	52.6		15.6	12.7		3.2	9.4	
Level of Service	D	E		E	D		B	B		A	A	
Approach Delay (s)		56.0			53.7			13.3			8.9	
Approach LOS		E			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			17.7				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			69.1%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↗	↘		↗	↘		↗	↑			↗	↑
Traffic Volume (veh/h)	3	0	23	4	0	14	30	872	55	1	5	1117
Future Volume (Veh/h)	3	0	23	4	0	14	30	872	55	1	5	1117
Sign Control	Stop		Stop				Free				Free	
Grade	0%		0%				0%				0%	
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
Hourly flow rate (vph)	3	0	25	4	0	15	33	948	60	0	5	1214
Pedestrians	4		10				4				10	
Lane Width (ft)	12.0		12.0				12.0				12.0	
Walking Speed (ft/s)	3.5		3.5				3.5				3.5	
Percent Blockage	0		1				0				1	
Right turn flare (veh)												
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)									473		470	
pX, platoon unblocked	0.88	0.88	0.85	0.88	0.88	0.94	0.85			0.00	0.94	
vC, conflicting volume	1798	2316	620	1700	2291	524	1227			0	1018	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1340	1930	204	1229	1901	373	917			0	897	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			0.0	4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			0.0	2.2	
p0 queue free %	97	100	96	96	100	97	95			0	99	
cM capacity (veh/h)	89	54	679	106	56	577	627			0	702	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	3	25	4	15	33	632	376	5	809	414		
Volume Left	3	0	4	0	33	0	0	5	0	0		
Volume Right	0	25	0	15	0	0	60	0	0	9		
cSH	89	679	106	577	627	1700	1700	702	1700	1700		
Volume to Capacity	0.03	0.04	0.04	0.03	0.05	0.37	0.22	0.01	0.48	0.24		
Queue Length 95th (ft)	3	3	3	2	4	0	0	1	0	0		
Control Delay (s)	47.1	10.5	40.4	11.4	11.1	0.0	0.0	10.2	0.0	0.0		
Lane LOS	E	B	E	B	B			B				
Approach Delay (s)	14.4	17.5		0.4				0.0				
Approach LOS	B	C										
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	44.0%		ICU Level of Service					A				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Blacksburg 7Brew
 Build (2025) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	8
Future Volume (Veh/h)	8
Sign Control	
Grade	
Peak Hour Factor	0.90
Hourly flow rate (vph)	9
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis
 4: S Main Street & Ardmore Street

Blacksburg 7Brew
 Build (2025) PM Peak Hour

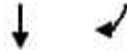


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	33	6	57	25	2	31	3	80	887	42	6	39
Future Volume (vph)	33	6	57	25	2	31	3	80	887	42	6	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0	5.0			5.0
Lane Util. Factor	1.00	1.00			1.00			1.00	0.95			1.00
Frbp, ped/bikes	1.00	0.98			0.98			1.00	1.00			1.00
Flpb, ped/bikes	0.99	1.00			0.99			1.00	1.00			0.99
Frt	1.00	0.86			0.93			1.00	0.99			1.00
Flt Protected	0.95	1.00			0.98			0.95	1.00			0.95
Satd. Flow (prot)	1769	1592			1685			1804	3507			1784
Flt Permitted	0.73	1.00			0.83			0.20	1.00			0.30
Satd. Flow (perm)	1351	1592			1428			379	3507			556
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	34	6	59	26	2	32	3	83	924	44	6	41
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	34	65	0	0	60	0	0	86	968	0	0	47
Confl. Peds. (#/hr)	8		7	12		13		7		12		13
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA		Perm	Perm
Protected Phases		4			8			5	2			
Permitted Phases	4			8			5	2			6	6
Actuated Green, G (s)	9.4	9.4			9.4			106.2	106.2			92.4
Effective Green, g (s)	11.7	11.7			11.7			108.3	108.3			94.5
Actuated g/C Ratio	0.09	0.09			0.09			0.83	0.83			0.73
Clearance Time (s)	7.3	7.3			7.3			7.1	7.1			7.1
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)	121	143			128			412	2921			404
v/s Ratio Prot		0.04						0.01	c0.28			
v/s Ratio Perm	0.03				c0.04			0.16				0.08
v/c Ratio	0.28	0.45			0.47			0.21	0.33			0.12
Uniform Delay, d1	55.2	56.1			56.2			3.5	2.5			5.3
Progression Factor	1.00	1.00			1.00			0.96	0.93			0.73
Incremental Delay, d2	1.3	2.3			2.7			0.2	0.3			0.5
Delay (s)	56.5	58.4			58.9			3.6	2.6			4.4
Level of Service	E	E			E			A	A			A
Approach Delay (s)		57.8			58.9				2.7			
Approach LOS		E			E				A			
Intersection Summary												
HCM 2000 Control Delay			7.5									A
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			130.0									17.1
Intersection Capacity Utilization			65.8%									C
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 4: S Main Street & Ardmore Street

Blacksburg 7Brew
 Build (2025) PM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1115	35
Future Volume (vph)	1115	35
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	5.0
Lane Util. Factor	0.95	1.00
Frbp, ped/bikes	1.00	0.95
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1524
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1524
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1161	36
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1161	36
Confl. Peds. (#/hr)		8
Heavy Vehicles (%)	2%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	92.4	92.4
Effective Green, g (s)	94.5	94.5
Actuated g/C Ratio	0.73	0.73
Clearance Time (s)	7.1	7.1
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2572	1107
v/s Ratio Prot	c0.33	
v/s Ratio Perm		0.02
v/c Ratio	0.45	0.03
Uniform Delay, d1	7.2	5.0
Progression Factor	0.64	0.76
Incremental Delay, d2	0.5	0.1
Delay (s)	5.1	3.8
Level of Service	A	A
Approach Delay (s)	5.1	
Approach LOS	A	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

5: S Main Street & Malington Street

Blacksburg 7Brew
Build (2025) PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↗	↘			↔		↗	↕			↗	↕
Traffic Volume (vph)	7	4	17	105	5	46	29	915	116	1	43	1102
Future Volume (vph)	7	4	17	105	5	46	29	915	116	1	43	1102
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
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	0.97			0.99		1.00	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.98		1.00	1.00			1.00	1.00
Frt	1.00	0.88			0.96		1.00	0.98			1.00	1.00
Flt Protected	0.95	1.00			0.97		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1761	1613			1622		1787	3471			1788	3539
Flt Permitted	0.66	1.00			0.78		0.19	1.00			0.20	1.00
Satd. Flow (perm)	1230	1613			1314		357	3471			378	3539
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	8	4	18	113	5	49	31	984	125	1	46	1185
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	8	22	0	0	167	0	31	1109	0	0	47	1185
Confl. Peds. (#/hr)	5		16	15		4	16		15		4	
Heavy Vehicles (%)	2%	0%	0%	4%	5%	12%	1%	1%	3%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)	21.2	21.2			21.2		85.7	81.8			88.7	83.3
Effective Green, g (s)	23.6	23.6			23.6		89.9	83.9			92.9	85.4
Actuated g/C Ratio	0.18	0.18			0.18		0.69	0.65			0.71	0.66
Clearance Time (s)	7.4	7.4			7.4		7.1	7.1			7.1	7.1
Vehicle Extension (s)	3.0	3.0			3.0		3.0	5.0			3.0	5.0
Lane Grp Cap (vph)	223	292			238		312	2240			351	2324
v/s Ratio Prot		0.01					0.00	0.32			c0.01	c0.33
v/s Ratio Perm	0.01				c0.13		0.06				0.09	
v/c Ratio	0.04	0.08			0.70		0.10	0.50			0.13	0.51
Uniform Delay, d1	43.8	44.1			49.9		7.5	12.0			6.9	11.5
Progression Factor	1.00	1.00			1.00		1.00	1.00			0.38	0.54
Incremental Delay, d2	0.1	0.1			9.0		0.1	0.8			0.2	0.7
Delay (s)	43.9	44.3			58.9		7.6	12.8			2.8	6.9
Level of Service	D	D			E		A	B			A	A
Approach Delay (s)		44.2			58.9			12.7				6.7
Approach LOS		D			E			B				A

Intersection Summary

HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.1
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 5: S Main Street & Malington Street

Blacksburg 7Brew
 Build (2025) PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Total Lost time (s)	5.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.96
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1546
Flt Permitted	1.00
Satd. Flow (perm)	1546
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	8
RTOR Reduction (vph)	0
Lane Group Flow (vph)	8
Confl. Peds. (#/hr)	5
Heavy Vehicles (%)	0%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	83.3
Effective Green, g (s)	85.4
Actuated g/C Ratio	0.66
Clearance Time (s)	7.1
Vehicle Extension (s)	5.0
Lane Grp Cap (vph)	1015
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.01
Uniform Delay, d1	7.7
Progression Factor	0.44
Incremental Delay, d2	0.0
Delay (s)	3.4
Level of Service	A
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
6: Ardmore Street & Site Access Road

Blacksburg 7Brew
Build (2025) PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1	1		2	
Traffic Volume (veh/h)	9	78	46	1	1	12
Future Volume (Veh/h)	9	78	46	1	1	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	85	50	1	1	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		348				
pX, platoon unblocked						
vC, conflicting volume	51				156	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	51				156	50
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1555				831	1018
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	95	51	14			
Volume Left	10	0	1			
Volume Right	0	1	13			
cSH	1555	1700	1002			
Volume to Capacity	0.01	0.03	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.8	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	0.8	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			21.3%	ICU Level of Service		A
Analysis Period (min)			15			

Blacksburg 7Brew
 Queuing and Blocking Report

No-Build (2025) PM Peak Hour

Intersection: 1: S Main Street & Coutry Club Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	UL	T	TR	L	T	T	R
Maximum Queue (ft)	199	309	176	115	135	242	262	191	357	330	198
Average Queue (ft)	95	157	63	53	39	104	123	29	197	159	60
95th Queue (ft)	167	252	134	100	91	201	221	108	313	286	156
Link Distance (ft)		964	995			520	520		1068	1068	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	450			25	100			150			100
Storage Blk Time (%)			41	51	0	9			16	16	1
Queuing Penalty (veh)			26	36	1	6			6	23	6

Intersection: 2: S. Main Street /S Main Street & Gables Driveway/Blacksburg Square

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	146	231	120	172	162	183	193	156	359	366
Average Queue (ft)	63	103	54	78	71	77	89	39	166	177
95th Queue (ft)	128	183	104	138	131	155	167	102	330	333
Link Distance (ft)		1046		969		390	390		520	520
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	50		25		100			225		
Storage Blk Time (%)	26	44	48	55	3	5			4	
Queuing Penalty (veh)	34	33	45	36	10	8			4	

Intersection: 3: Lefty's Driveway/Blacksburg Square & S. Main Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	UL	T	TR
Maximum Queue (ft)	27	54	31	35	53	52	64	25	81	82
Average Queue (ft)	2	19	4	12	15	5	5	3	7	8
95th Queue (ft)	14	48	21	36	43	29	32	16	40	46
Link Distance (ft)		1020		960		393	393		390	390
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	25		25		100			150		
Storage Blk Time (%)	1	6	3	2	0	0				
Queuing Penalty (veh)	0	0	0	0	0	0				

Blacksburg 7Brew
 Queuing and Blocking Report

No-Build (2025) PM Peak Hour

Intersection: 4: S Main Street & Ardmore Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	UL	T	TR	UL	T	T	R		
Maximum Queue (ft)	81	132	123	105	194	179	68	160	170	37		
Average Queue (ft)	29	51	47	39	89	75	23	70	80	5		
95th Queue (ft)	68	103	99	83	165	151	54	142	150	22		
Link Distance (ft)	976	976	275		812	812		393	393			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				125				100				175
Storage Blk Time (%)				0	2				0	3	0	
Queuing Penalty (veh)				0	2				0	1	0	

Intersection: 5: S Main Street & Malington Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	L	TR	LTR	L	T	TR	UL	T	T	R		
Maximum Queue (ft)	42	58	235	101	257	224	58	161	177	12		
Average Queue (ft)	7	18	117	18	126	95	23	39	53	1		
95th Queue (ft)	29	47	201	58	225	187	51	106	119	6		
Link Distance (ft)	983		1039		730	730		812	812			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50			25			75			200
Storage Blk Time (%)	0	3			11	23			0	2	0	
Queuing Penalty (veh)	0	0			48	7			1	1	0	

Intersection: 6: Ardmore Street & Site Access Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	33
Average Queue (ft)	0	10
95th Queue (ft)	6	34
Link Distance (ft)	275	193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 334

ATTACHMENT E

TURN LANE WARRANTS

WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

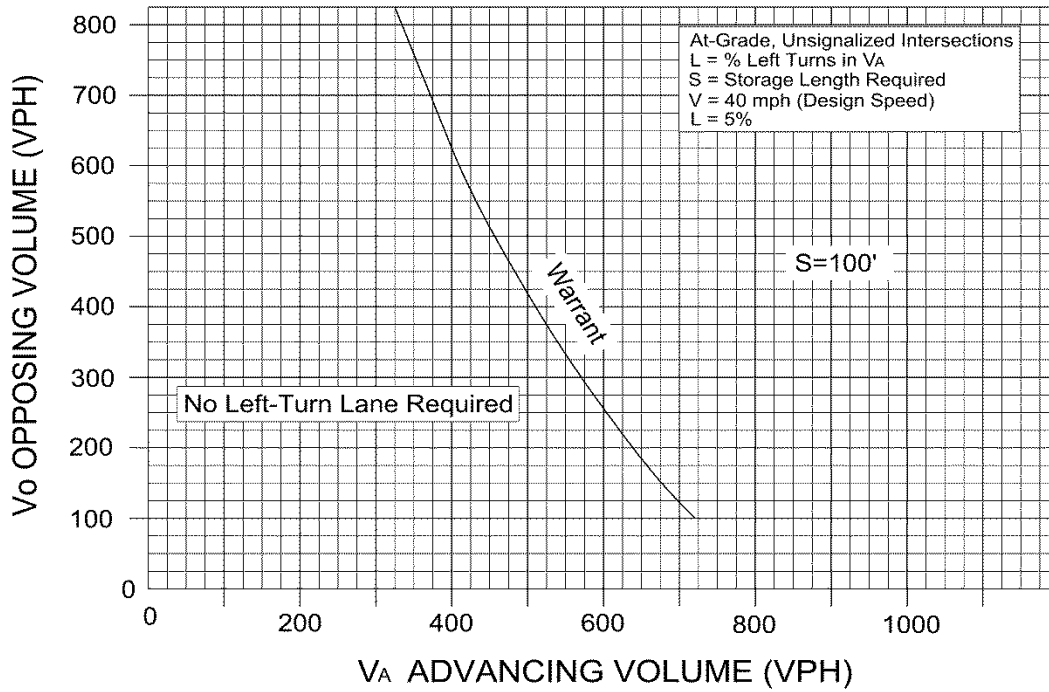


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

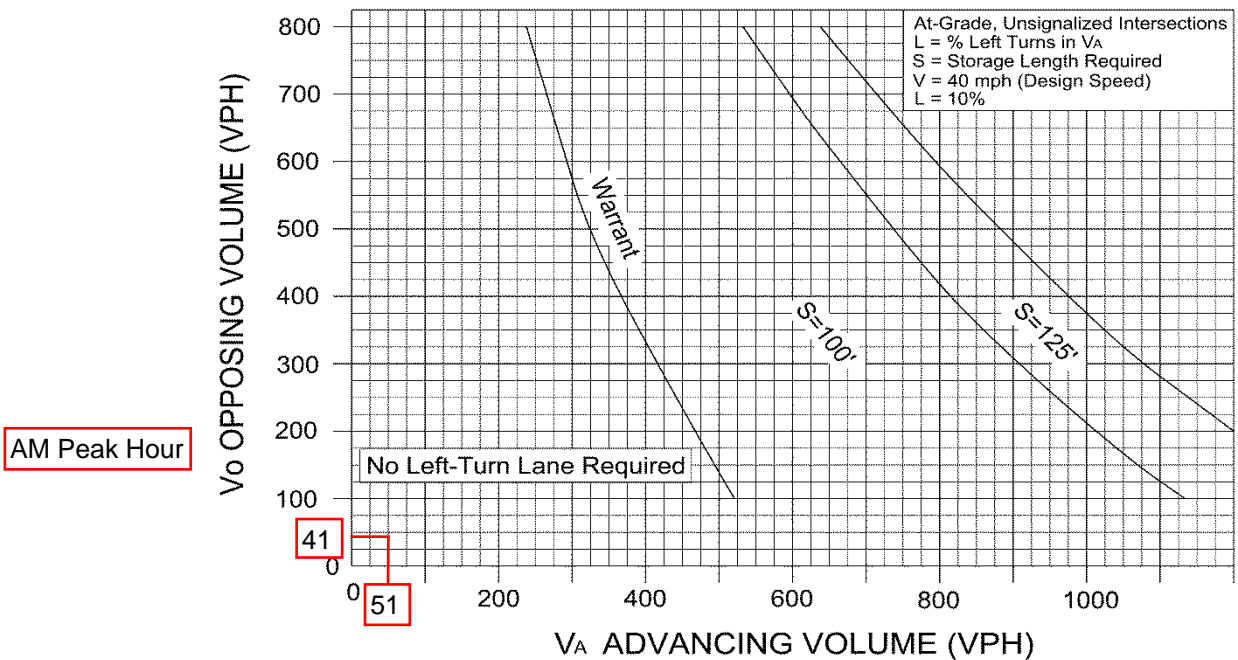


FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

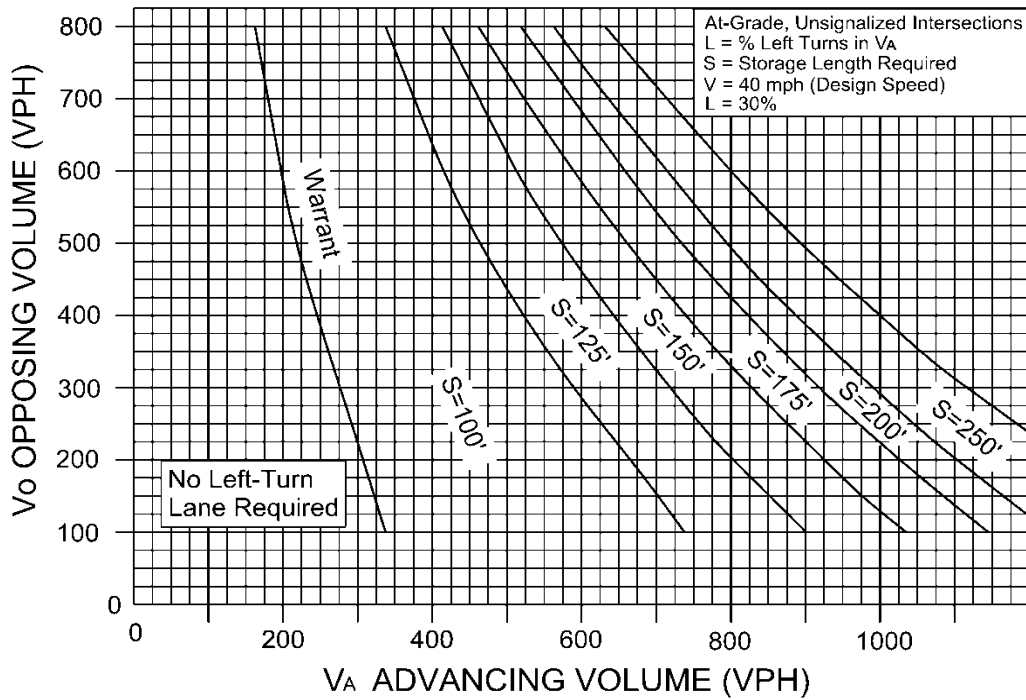


FIGURE 3-8 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

PM Peak Hour

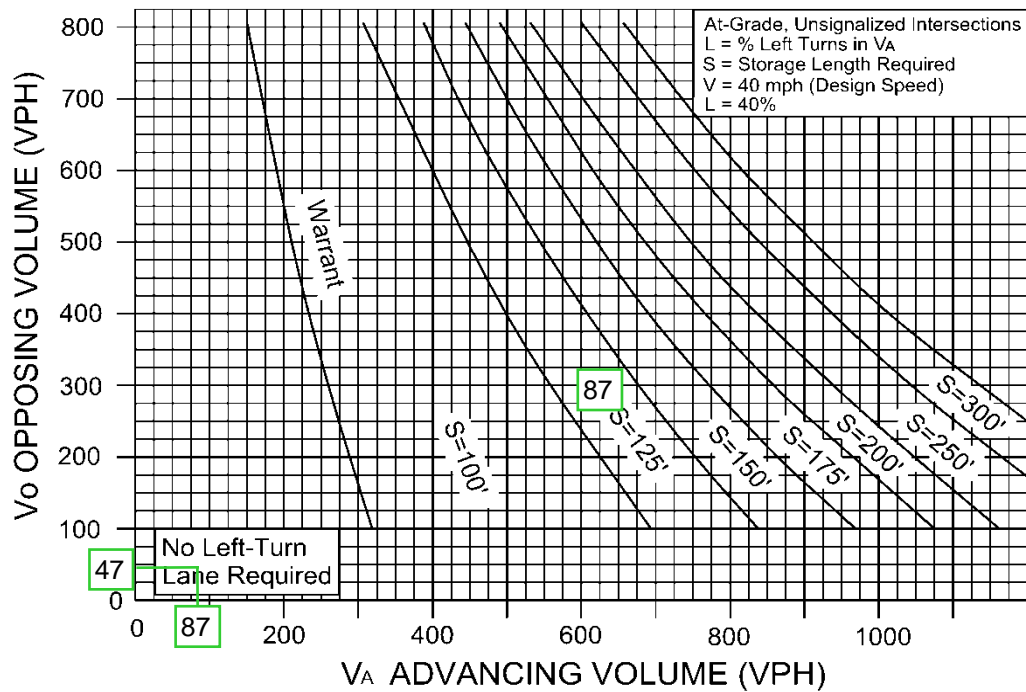


FIGURE 3-9 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

2025 Build Volumes - Westbound Approach
(Ardmore Street and Site Access Road)

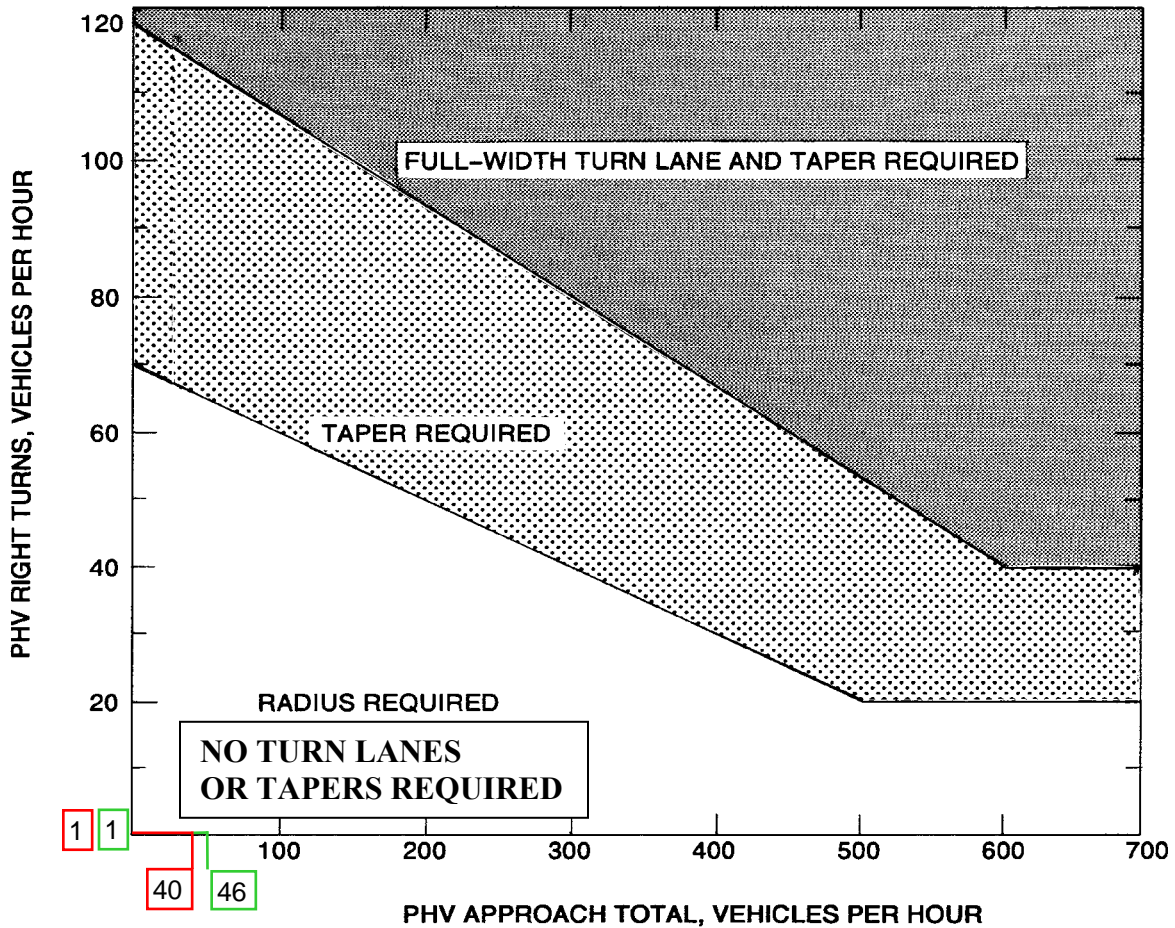


FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)

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.*

* Rev. 1/15