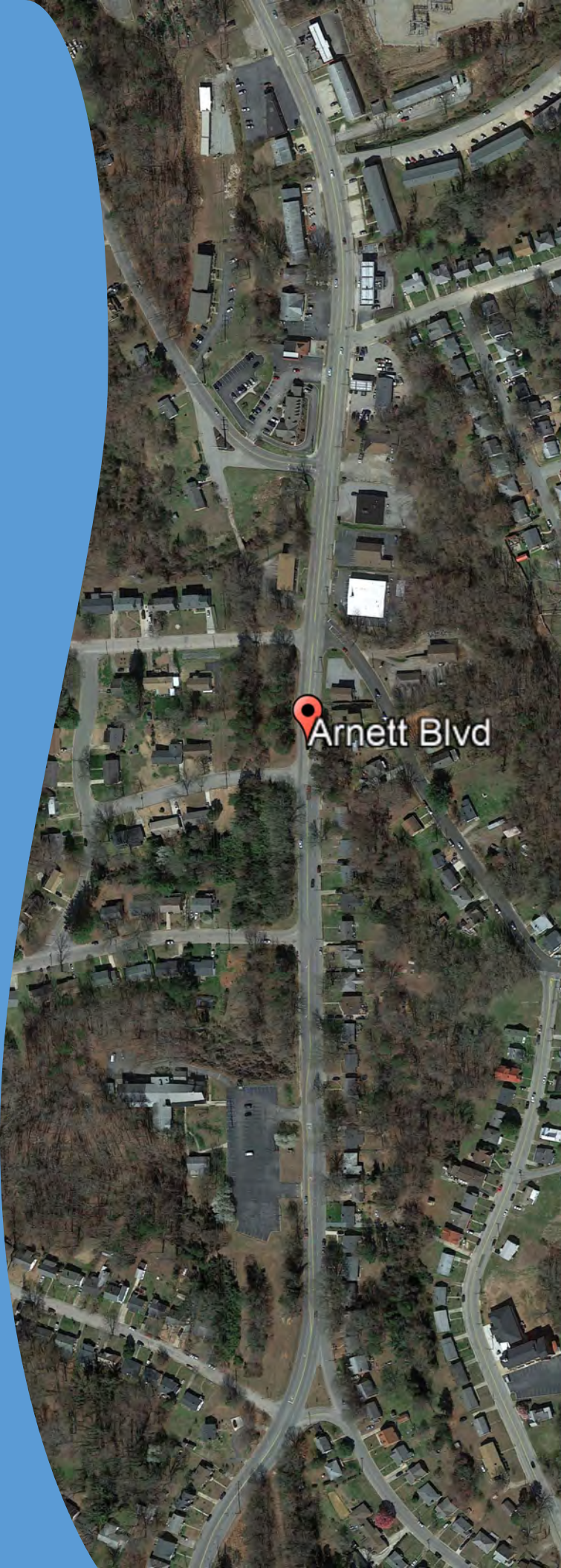


Memorandum for
City of Danville, Virginia
Arnett Boulevard Corridor
Analysis
Sherwood Drive to
Guildford Street

An aerial photograph of a suburban neighborhood. A red location pin is placed on a road, with the text 'Arnett Blvd' next to it. The surrounding area includes houses, trees, and other streets.

Arnett Blvd

Submitted by

EPRPC

October 14th, 2020

Introduction

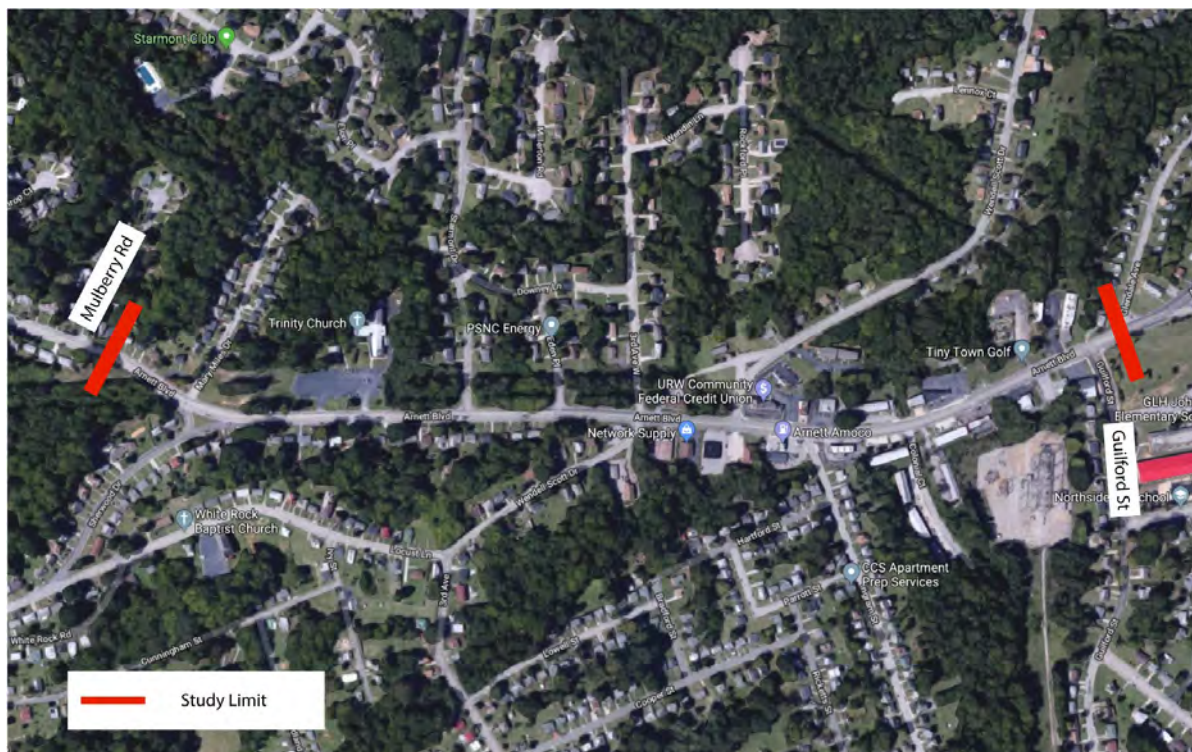
The City of Danville engaged EPR, PC to perform a transportation study of Arnett Boulevard between Sherwood Drive and Guilford Road. The purpose of the study is to identify any concerns about existing conditions, and examine opportunities for improvements. The study effort included the following technical analyses that were necessary to inform development of improvement ideas and concepts:

- Signal warrant analyses at the following intersections
 - o Guilford St and Arnett Blvd.
 - o Wendell Scott EB and Arnett Blvd.
 - o Wendell Scott WB/3rd Ave West and Arnett Blvd.
- Speed study to examine prevailing speeds along the study corridor
- Mid-block pedestrian crossing analysis for the area between Ingram Street and Colonial Court
- Examination of the multimodal environment

Study Area

Arnett Boulevard is a minor arterial roadway with a posted speed limit of 35 mph that accommodates north-south travel in north central Danville. The corridor provides a connection between Riverside Drive on the south to Piney Forest Road on the north. The typical section of Arnett Boulevard changes between a wide two lane road with parking on both sides, to a four lane undivided roadway through the study area, and then back to a two lane roadway north of the study area. The majority of the two lane section traverses through abutting residential development, though within the study area the land use transition to neighborhood commercial uses. Presently there are no marked bicycle accommodations, and there is no sidewalk for the majority of the study area. However there is a short section of sidewalk in the vicinity of the western approach of Wendell Scott Drive, and the City has plans to construct sidewalk improvements along the east side of Arnett Boulevard from approximately Ingraham Street to Guilford Street to provide a connection to GLH Johnson Elementary School **Figure 1** below illustrates the project area for this study.

Figure 1. Project Area



Existing Conditions

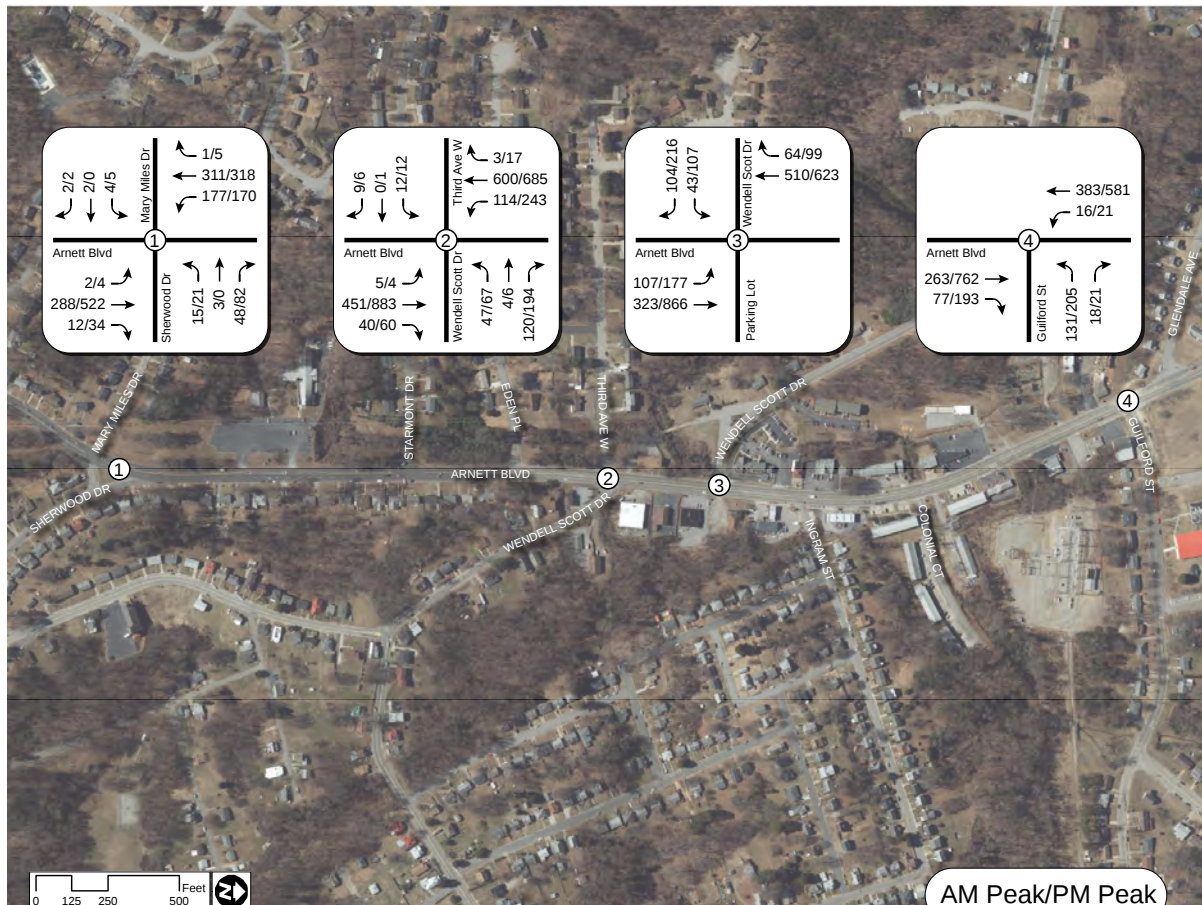
Volume Data Collection

Traffic data for this study was provided by the City of Danville staff. Four hours of turning movement counts were conducted at the four study intersections during the morning and evening weekday peak hours as follows:

1. Arnett Blvd. and Guilford St. – 7/25/2019, Thursday
2. Arnett Blvd. and Wendell Scott Dr. EB – 7/2/2019, Tuesday
3. Arnett Blvd. and Wendell Scott Dr. WB/3rd Ave West – 8/8/2019, Thursday
4. Arnett Blvd. and Sherwood Dr. – 6/17/2019, Monday

Traffic count summary documents are provided in **Appendix A**. The existing turning movement counts are summarized in **Figure 2** below.

Figure 2: Existing Turning Movement Counts*



*The variance in the traffic counts reflect daily traffic volume variations between the count days.

Existing Conditions

Existing Traffic Conditions

The traffic operational analyses for the study intersections were completed using Synchro/SimTraffic 10.3, a computer-based traffic operation model that replicates procedures from the Highway Capacity Manual (HCM, Transportation Research Board, 2010). The traffic operations models were developed using aerial mapping, roadway geometry, site observation and the traffic volumes as provided by the City. The output from the modeling process includes a summary of level of service, average delays for each approach, and predicted queuing.

Intersection LOS is a qualitative measure of vehicular delay and considers several conditions related to intersection design and traffic volume, and the perception of those conditions by motorists. Ratings range from A to F, with LOS A indicating little or no average delay and LOS F indicating severe average delays. Typically, LOS A-C are considered acceptable ratings for an intersection, while LOS D-F indicate the potential need for improvements. To note, LOS D (and sometimes LOS E), with greater vehicle delay, are often considered acceptable for more urbanized areas because of the accessibility benefits and higher pedestrian interactions that result from increased density. summarizes the LOS criteria, as specified in HCM 2010.

Level of Service (LOS)	Signalized Intersection	Unsignalized Intersection
	Control Delay (seconds/vehicle)	Control Delay (seconds/vehicle)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Source: 2010 Highway Capacity Manual

Existing Condition Summary

Based on the traffic modeling, levels of service, average delays, and queues were identified and summarized in **Table 1** next page. The detailed computer analysis output sheets are included in **Appendix B and C**.

Existing Conditions

Table 1: Existing Traffic Operational Analysis Results

Intersection	Approach	Movement	Effective Storage	AM			PM		
				LOS	Delay	Queue	LOS	Delay	Queue
1.Arnett Blvd & Guilford St	Guilford WB	WBL	100	B	13.3	58	C	20.1	85
		WBR		A	8.9	35	A	9.9	55
	Arnett NB	NBT		A	0	0	A	0	0
		NBT/R		A	0	0	A	0	2
	Arnett SB	SBL	150	A	7.7	27	A	8.5	31
		SBT		A	0	0	A	0	0
Overall				A	2.4		A	2.3	
2. Arnett Blvd & Wendell Scott EB	Wendell Scott EB	EBL	75	C	15.2	52	C	20.1	65
		EBR		A	9.8	72	B	10.1	76
	Arnett NB	NBL/T		A	8.3	62	A	8.3	76
		NBT		A	0.2	0	A	0.3	8
	Arnett SB	SBT		A	0	0	A	0	2
		SBT/R		A	0	8	A	0	14
Overall				A	2.3		A	3	
3. Arnett Blvd & Third Ave/ Wendell Scott WB	Third Ave EB	EBL/T/R		B	13.9	44	C	21.8	56
	Wendell Scott WB	WBL	50	C	16.2	10	D	29.4	15
		WBT/R		A	9.2	0	B	10.1	0
	Arnett NB	NBL/T		A	8.1	2	A	8.1	23
		NBT/R		A	0	4	A	0	10
	Arnett SB	SBL/T		A	8.1	66	A	9.2	107
		SBT/R		A	0.2	0	A	0.5	40
Overall				A	1.5		A	2	

As shown in Table 1, in the existing conditions:

All of the study intersections are operating at overall LOS A for both AM and PM peak hours. All individual turning movements are operating at LOS C or better except for Wendell Scott westbound left movement during PM peak at intersection 3 which is operating at LOS D.

SimTraffic queuing analysis result suggested that minor queues, usually below 3 vehicles, will be observed for all turning movements. For the turning movements that currently have storage bays, the maximum queue length is shorter than the storage length provided.

Turn Lane Warrant Analysis

The Virginia Department of Transportation (VDOT) provides nomographs, in Appendix F of the Roadway Design Manual, for analyzing if turn lanes are needed at intersections and entrances. The VDOT turn lane warrants are based on criteria developed by the Federal Highways Agency (FHWA). The turn lane warrants were examined to identify if turn lane are warranted at sidestreet intersections along Arnett Blvd within the study limits. The warrants summarized below are for the existing conditions of a four lane undivided roadway.

Table 2 below summarizes the results of the turn lane warrant analyses for the study intersections. The detailed turn lane warrant analysis graphics are provided in **Appendix D**:

Table 2: Turn Lane Warrant Analysis Summary

Intersection	Direction	AM	PM
1. Arnett&Guilford	Northbound Right	No Taper Required	Full Width Turn Lane and Taper Required
	Southbound Left	No Left Turn Lane Required	No Left Turn Lane Required
2. Arnett&Wendell Scott EB	Northbound Left	100' Storage plus 100' Taper Required	100' Storage plus 100' Taper Required
	Southbound Right	Taper Required	Taper Required
3. Arnett&Wendell Scott WB	Northbound Right	No Taper Required	Taper Required
	Southbound Left	100' Storage plus 100' Taper Required	100' Storage plus 100' Taper Required

Note that for the southbound left turn movement at the Arnett Boulevard and Guilford Street intersection, there is currently a 150' storage lane provided, though according to the turn lane warrant analysis, no turn lane is warranted at this location.

Crash History Summary

A five-year (2013 to 2018) summary of crashes was examined for the study area. Data for this summary was obtained through the VDOT Tableau database. The following table summarizes the five year of crash history in the study area along Arnett Boulevard within the study area, and **Figure 3-5** illustrates the crash history at each segment.

Collision Type	No.
Rear-end	23
Angle	25
Head on	6
Side swipe - same direction	5
Side swipe - opposite direction	6
Fixed object - in road	2
Fixed object - off road	10
Non-Collision	2
Other animal	1
Ped	2
Backed Into	2
Other	5
Total	89

Crash History Summary: Figure 3

Arnett Blvd Crash Map Segment 1



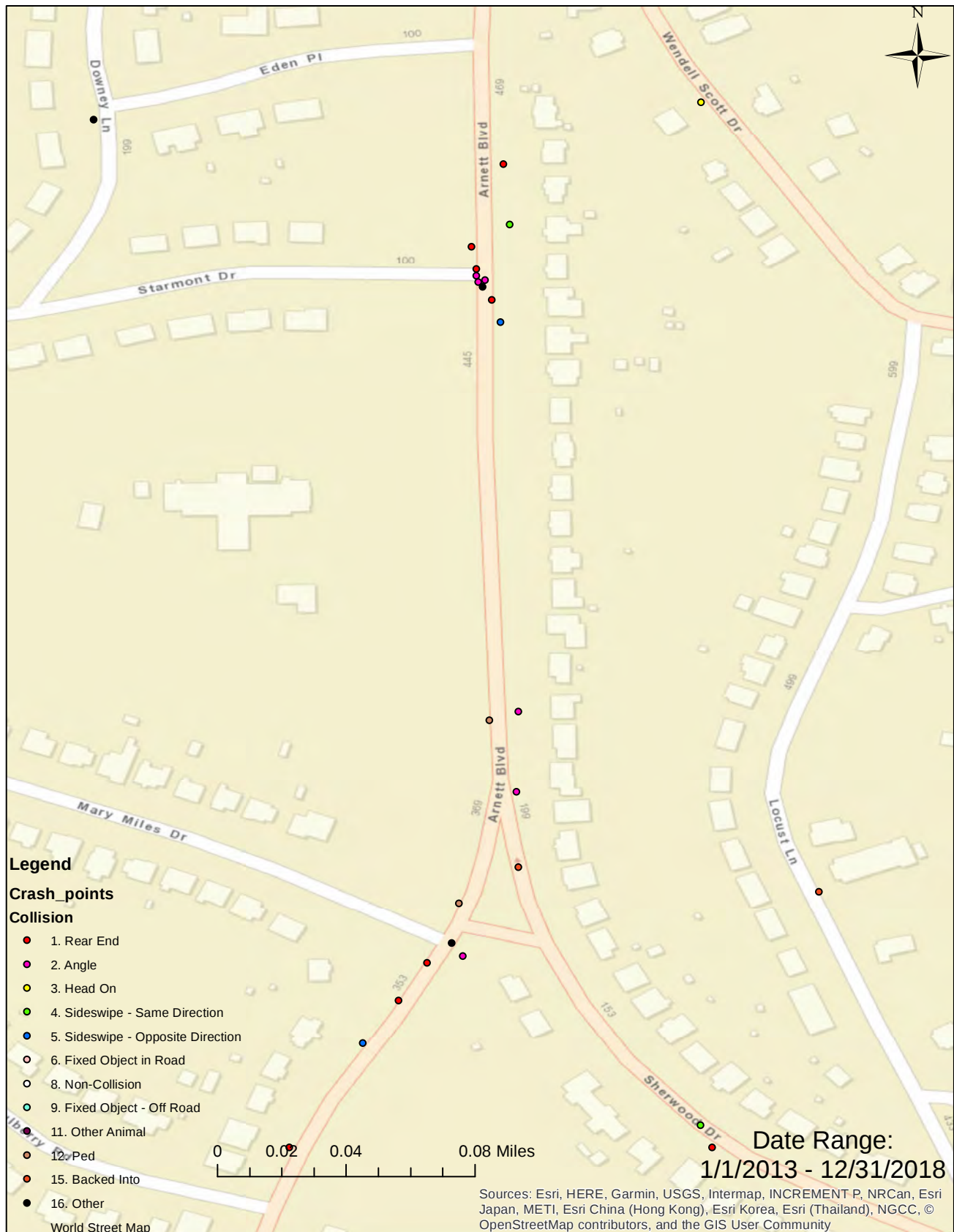
Crash History Summary: Figure 4

Arnett Blvd Crash Map Segment 2



Crash History Summary: Figure 5

Arnett Blvd Crash Map Segment 3



Traffic Signal Warrant Analysis

For this study effort, three of the study intersections were examined to check if the existing traffic volumes meet the warrants for installing a traffic signal. Traffic signal warrants are established guidelines by the FHWA, through the Manual on Uniform Traffic Control Devices (MUTCD). A full warrant analysis requires eight hours of turning movement counts, however on a planning level if the four peak hours of data (i.e. morning and evening) data do not meet or exceed the minimum warranting volumes, then we can safely assume that there is no need to conduct the additional hours of counting and can declare that the signal does not meet the minimum requirements for installation of a traffic signal. Per this planning level analysis, the following results were found:

Table 3: Signal Warrant Analysis Summary

Warrant	Intersection		
	Arnett& Guilford	Arnett& Wendell Scott EB	Arnett& Wendell Scott WB
1. Eight Hour Vehicular Volume	Not Satisfied (0/4 Satisfied)	Not Satisfied (0/4 Satisfied)	Not Satisfied (0/4 Satisfied)
2. Four Hour Vehicular Volume	Not Satisfied	Not Satisfied	Not Satisfied
3. Peak Hour Volume	Not Satisfied	Not Satisfied	Not Satisfied
4. Pedestrian Volume	N/A	N/A	N/A
5. School Crossing	N/A	N/A	N/A
6. Coordinated Signal System	N/A	N/A	N/A
7. Crash Experience	Not Satisfied	Not Satisfied	Not Satisfied
8. Roadway Network	N/A	N/A	N/A
9. Intersection Near a Grade Crossing	N/A	N/A	N/A

As summarized in Table 3 above, under existing conditions, traffic signalization was not found to be warranted for any of the three study intersections. The full MUTCD signal warrant forms are provided in **Appendix E**.

Speed Study

The bidirectional speed data was collected by the City of Danville along Arnett Boulevard at following locations and dates:

1. Colonial Court (From 8/20/2019, Tuesday to 8/23/2019, Friday)
2. Starmont Drive (From 8/14/2019, Wednesday to 8/20/2019, Tuesday)
3. Mulberry Road (From 8/14/2019, Wednesday to 8/20/2019, Tuesday)
4. Verne Street (From 8/20/2019, Tuesday to 8/23/2019, Friday)

Locations three and four are outside of the study area, however they provide a comparison regarding speeds of vehicles in two lane sections of Arnett Boulevard versus the four lane sections (study area). Mulberry Road is south of the study area and Verne Street is north of the study area. The raw speed data is included in **Appendix I**.

Figures 6-9 illustrate the bidirectional speed distribution at each location. Direction **1** is traveling **northbound** and direction **2** is traveling **southbound**.

Figure 6. Speed distribution at Colonial Court

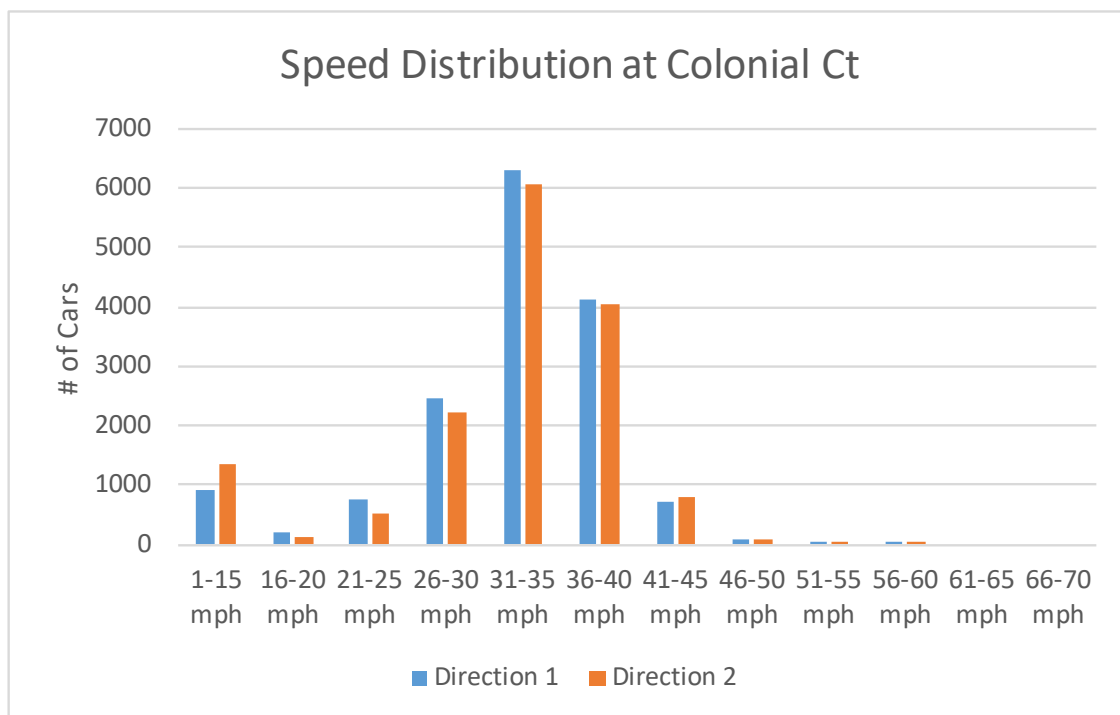


Figure 7. Speed distribution at Mulberry Road

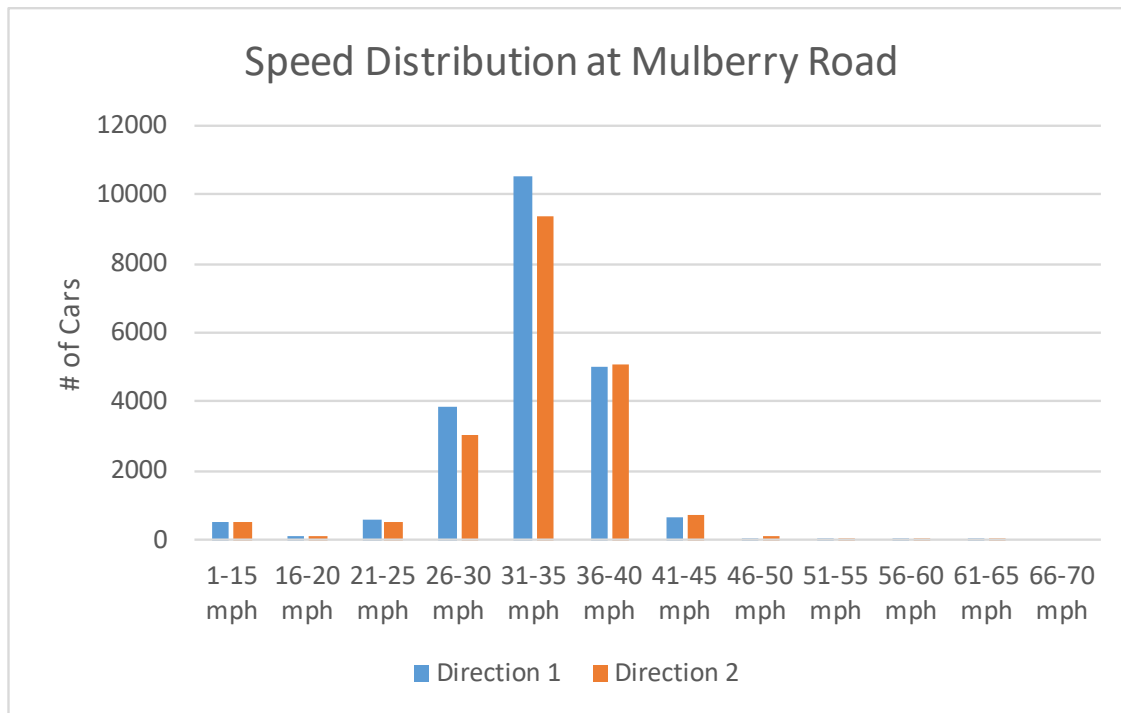


Figure 8. Speed distribution at Starmont Drive

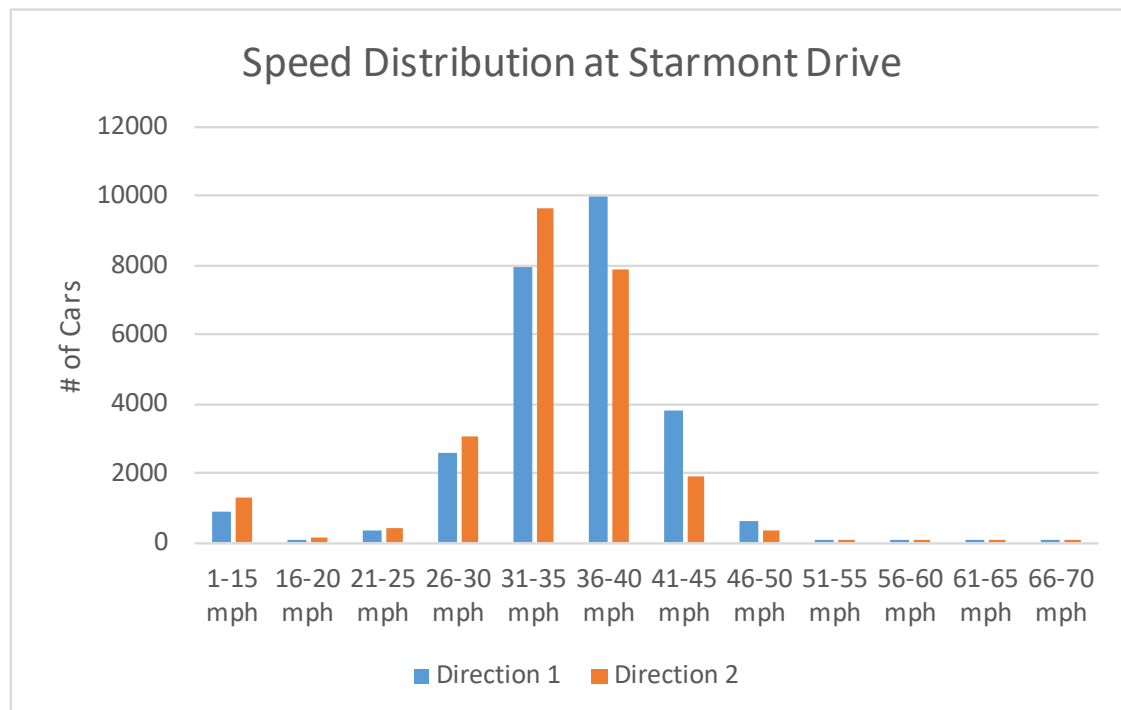


Figure 9. Speed distribution at Verne Street

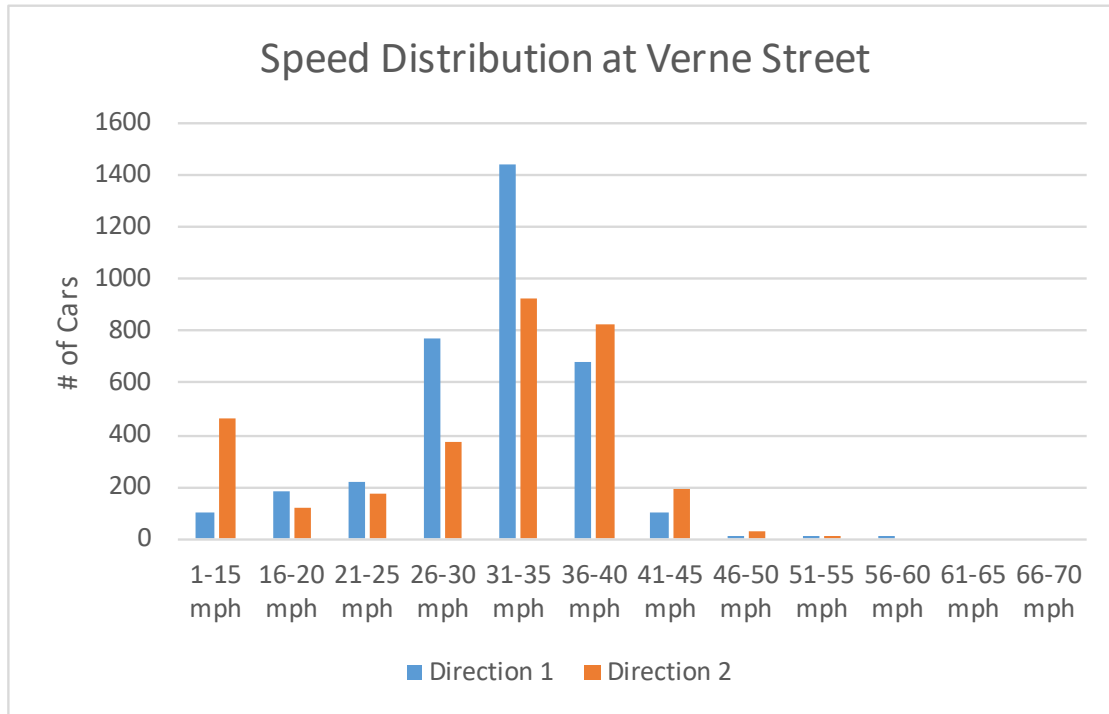


Table 4. 85th percentile, average(mean), and median speeds at the four locations:

	Colonial		Mulberry		Starmont		Verne	
	Direction 1	Direction 2	Direction 1	Direction 2	Direction 1	Direction 2	Direction 1	Direction 2
85th Percentile Speed	38 mph	38 mph	37 mph	37 mph	40 mph	39 mph	36 mph	38 mph
Mean Speed	32 mph	32 mph	33 mph	33 mph	35 mph	33 mph	31 mph	32 mph
Median Speed	32 mph	32 mph	32 mph	32 mph	35 mph	33 mph	31 mph	30 mph

Based on the speed distribution graphics and data above:

- Travel speed is fairly comparable across the data sets, however may be slightly higher in the four-lane section around Colonial Court.
- Most of the vehicles (around 70%) are traveling between 30-40 mph at study locations.
- There is a noticeable number of vehicles traveling at slow speeds (1-15 mph) at Verne Street and Colonial Court.

Pedestrian Volume and Crossing Analysis

Data Collection

Pedestrian counts were conducted to determine how many pedestrians were crossing Arnett Boulevard in the vicinity of Ingram Street on a typical weekday, and Saturday. Weather conditions were mild during the field data effort. The data effort was conducted on 6/13/2019 thru 6/15/2019 which corresponded to a Thursday, Friday and Saturday. The study area was recorded by video camera for 72 hours consecutively. **Figure 10** below shows the camera angle for the video recorded.

Overall, it was observed that there are significant numbers of pedestrians crossing Arnett Blvd in the immediate vicinity of the gas station and convenience shop. During this 72-hour study period, the daily pedestrian volume was observed to be 105, 151, 103 respectively and the hourly volume ranged from 0 to 14. **Figures 11-13** illustrate the observed daily pedestrian volumes.

Figure 10. Camera Coverage Area



Pedestrian Volume and Crossing Analysis

Figure 11. Hourly Pedestrian Volume – 6/13/2019, Thursday

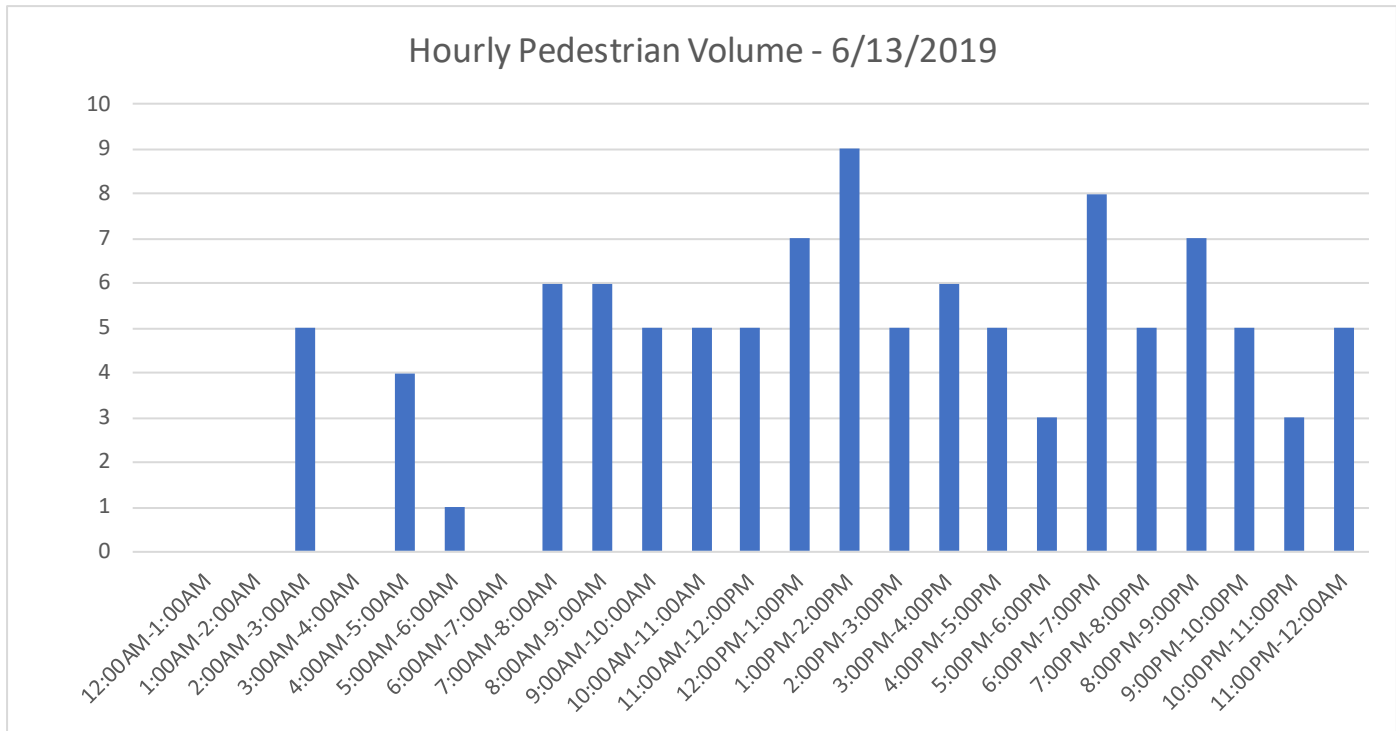
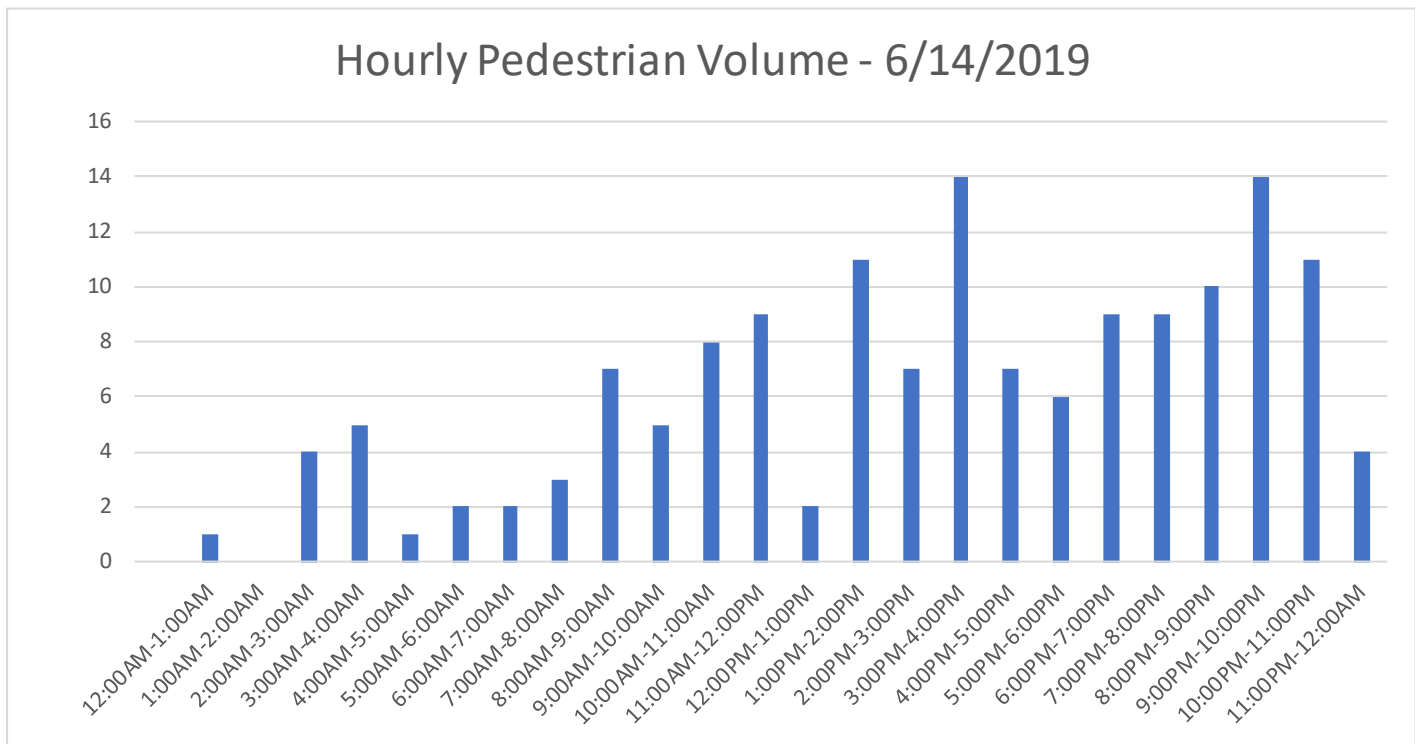
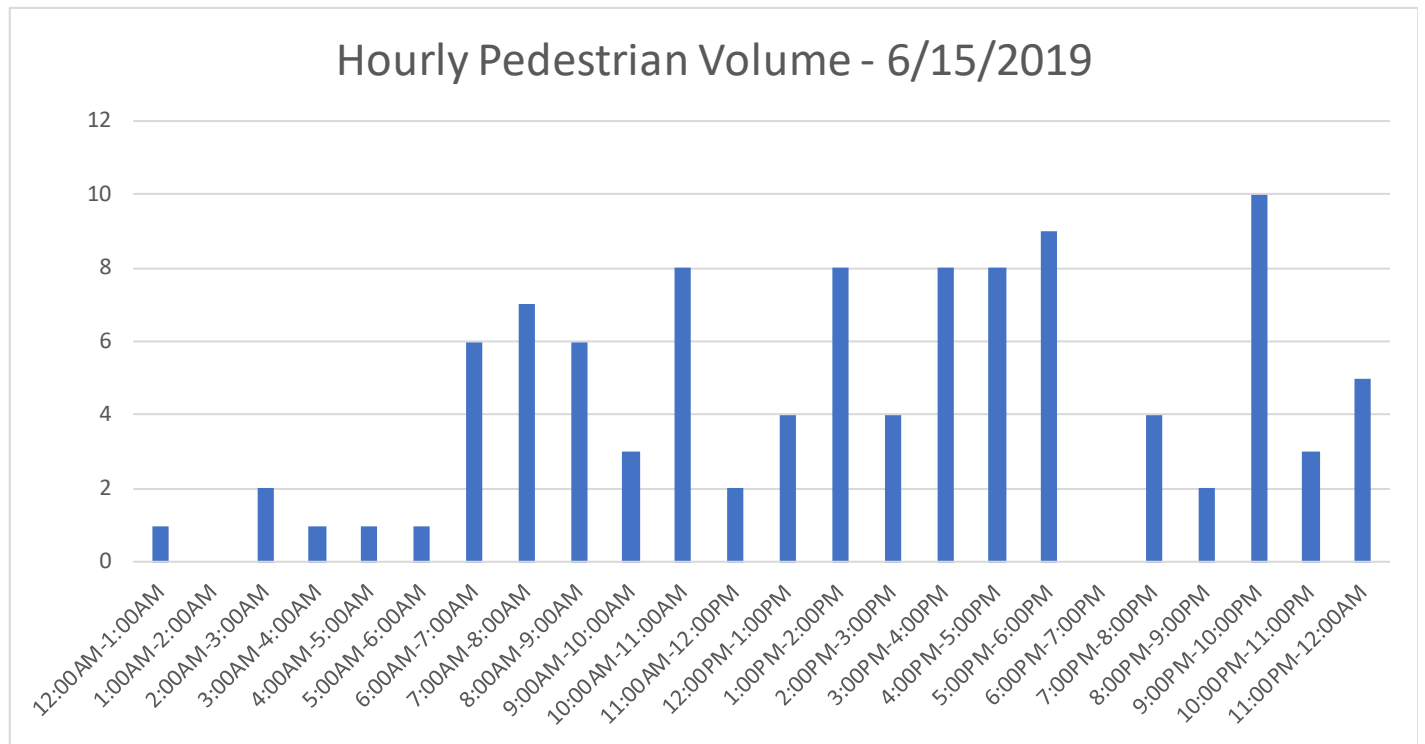


Figure 12. Hourly Pedestrian Volume – 6/14/2019, Friday



Pedestrian Volume and Crossing Analysis

Figure 13. Hourly Pedestrian Volume – 6/15/2019, Saturday



Pedestrian Crosswalk Recommendation

The area examined for consideration of a mid-block pedestrian crosswalk is located just north of Ingram St, the segment between Colonial Mart and Valero Gas station. The prevailing (85th percentile) speed along Arnett Boulevard in this area, as derived from the data recorded just south of Colonial Court, is 38 mph. The average daily traffic, per the recorded count data, is 6,800 vehicles per day (VPD).

VDOT's Instructional and Informational Memorandum TE-384 provides guidance on when to install marked crosswalks at uncontrolled or mid-block locations and when other pedestrian crossing safety treatments, including rectangular rapid flashing beacons (RRFBs) and in-roadway warning lights, are appropriate. The criteria is as shown in **Figure 14**. Four different conditions, A through D, are identified. These conditions, and corresponding recommendations are based on the following variable:

- number of lanes,
- median type,
- daily traffic volumes, and
- speed limits

Pedestrian Volume and Crossing Analysis

Figure 14. Unsignalized Marked Crosswalk Standards, VDOT TE-384

Roadway Configuration	Roadway ADT and Speed Limit															
	1,500 to 9,000 VPD				9,000 to 12,000 VPD				12,000 to 15,000 VPD				More than 15,000 VPD			
	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH
2 Lanes (undivided two-way street or two-lane one-way street)	A	A	B	B	A	A	B	B	A	A	B	B	B	B	B	C
3 Lanes with refuge island OR 2 Lanes with raised median*	A	A	B	B	A	B	B	B	A	A	B	B	B	B	B	C
3 Lanes (center turn lane)	A	A	B	B	A	B	B	B	A	B	B	C	B	C	C	C
4 Lanes (two-way street with no median)	A	B	C	C	B	B	C	C	B	C	C	D	C	C	C	D
5 Lanes with refuge island OR 4 lanes with raised median*	A	A	B	B	A	B	B	C	B	B	C	C	B	B	C	D
5 Lanes (center turn lane)	A	B	C	C	B	B	C	C	C	C	C	D	C	C	C	D
6 Lanes (two-way street with* or without median)	A	B	D	D	B	B	D	D	D	D	D	D	D	D	D	D

Where:

Condition A: Candidate site for marked crosswalk along (standard if speed limit is 30 mph or less, high visibility if speed limit is 35 mph or greater). Evaluate the need for advance signing.

Condition B: Potential candidate site for marked crosswalk. Location should be monitored & consideration given to providing a high-visibility crosswalk and/or warning signs.

Condition C: Marked crosswalks alone are insufficient. The crosswalk shall use a high-visibility pattern and other improvements (warning signs and/or geometric/traffic calming improvements) will likely be necessary.

Condition D: Marked crosswalks shall not be installed.

Based on the speed study results, under the existing condition, the study segment scored a “C” which suggest that “Marked crosswalks alone are insufficient. The crosswalk shall use a high-visibility pattern and other improvements will likely be necessary.”

However, by comparison, if the study segment is reduced to 3 Lanes (one lane of through traffic in each direction, and a center left turn lane, then the study segment will score a “B”. Under condition “B”, a marked crosswalk without additional traffic control devices would be sufficient. Note that a concept of a three-lane roadway conversion with center left turn lane is discussed in the upcoming section.

Pedestrian Volume and Crossing Analysis

VDOT's guidance of the minimum criteria for marking crosswalks at uncontrolled location was also evaluated per **Table 5** below:

Table 5: VDOT's Minimum Criteria for Marking Crosswalks at Uncontrolled Locations (TE-384 Section 5.3)

Minimum Criteria for Marking a Crosswalk at an Uncontrolled Location	Applicability at Study Area
The crossing is on a direct route between significant pedestrian generator(s) and attractor(s), where engineering judgment determines that the crosswalk would likely see a minimum of 20 pedestrians or bicyclists using the crosswalk in an hour. That threshold may be reduced to 10 pedestrians per hour if the crossing is expected to be used by a high number of vulnerable pedestrians (pedestrians who are disabled, age 65 and over, or age 15 and under), or if the reduced volume is met for three consecutive hours.	Not met. - The maximum hourly pedestrian volume is observed as 14 on Friday between 3-4 pm and 9-10 pm. But the proposed crossing is on a direct route between a large residential area and convenience store and is in the vicinity of a school.
The location is 300 feet or more from another marked crosswalk across the same road, or engineering judgment determines that sufficient demand and pedestrian desire lines exist to justify both crosswalks.	Yes. No marked crosswalk currently exists within 300 feet. The closest marked crosswalk is located roughly 1000 ft away from north at Guilford St. The recorded pedestrian counts indicate that the location is a desired crossing.
Drivers will have an unrestricted view of the entire length of the crosswalk, including the waiting areas at either end of the crosswalk. If possible, this unrestricted view should be equal to or exceeding the Stopping Sight Distance (SSD) requirements... If the SSD requirements cannot be met and the crosswalk cannot be relocated to a place where SSD requirements will be met, warning signs shall be used.	Yes. Per field observations, it appears that drivers will have acceptable sight distance for both the crossing area and the waiting. Per, VDOT's Road Design Manual, Appendix F, Stopping Sight Distance table (based on AASHTO criteria), the stopping sight distance at 35mph is 250', and 40 mph is 305'. The crossing area included overhead cobrahead lighting.
The required engineering study determines that the introduction of a marked crosswalk will not produce an unacceptable safety hazard.	Yes. Considering the vehicular volumes, sight distances, land use context, and pedestrian demand to cross at this location, introduction of a properly designed crosswalk should not result in traffic safety (i.e. rear end or other crashes) concern.

The crosswalk under consideration should connect between the sidewalk just north of the Colonial Mart (West side) and the bus stop (East side). **Figures 15a** and **15b** show two alternative designs for the crosswalk. Considering the crossing distance, prevailing speeds, and frequency of crossings, the traffic control devices should address criteria listed under Condition C in the preceding section. Thus, the features of the crossing should include:

- High emphasis crosswalk markings
- Advance signage
- Rapid flash beacon
- ADA sidewalk ramps

Pedestrian Volume and Crossing Analysis

Figure 15a. Illustration of Proposed Crosswalk Location



Figure 15b. Illustration of Proposed Crosswalk design with Pedestrian Refuge



Build Condition with Road Diet Analysis

A future design scenario was examined based on a “road diet” concept. Given the volume of traffic using the corridor, it is possible to re-mark the pavement within the existing typical 53’ curb to curb width to retain one through travel lane (similar to how the street is marked to the south and north of this section), a center turn lane for the left turns, and then variations of bicycle accommodations depending on where turn lanes are necessary. Potential benefits of this concept include:

- Vehicular safety
 - o Reducing the number and width of lanes has been shown to help slow traffic.
 - o Creating a center turn lane removes the turns from the through lane.
 - o The center turn lane can become a receiving lane for left turns from commercial entrances, making it easier to enter traffic without need for simultaneous gaps in traffic on both directions.
- Pedestrian Safety
 - o Pedestrians only have two through lanes of traffic to cross and therefore have a decreased amount of time being exposed to mainline traffic.
 - o Potential ability to create pedestrian refuge areas within the center turn lane by building raised islands where feasible (i.e. do not interfere with where traffic needs to use the center turn lane).
- Improve the bicycle environment
 - o The remarking scheme will allow opportunities to mark bicycle lanes, some of which could be “buffered” from adjacent traffic.
 - o As noted above, the narrower vehicle travel lanes could result in slowing down vehicles to be consistent with the posted speed limit.
- Consistency with land use context
 - o The study area of the corridor, particularly between the southern Wendel Scott intersections to north of Guilford Street, has land uses consistent with neighborhood commercial uses, versus residential uses to the south and north of the study area.
 - o The road marking scheme as described above will help to give a visual queue to motorists to expect commercial traffic entering and exiting the roadway, and expect to see increased levels of pedestrian and bicycle activity.
 - o The investment to enhance the multimodal environment will further a “sense of place” to enhance the overall neighborhood commercial environment, which in turn could help to spur additional interest in reinvestment in the commercial uses within this district.

With the above benefits in mind, analyses was performed to examine how the corridor would function if this transformative pavement marking plan were to be implemented.

Build Condition with Road Diet Analysis

Traffic Operation Condition after Road Diet

The turn lane warrants were re-evaluated under the three-lane (road diet) scenario and summarized in **Table 6** below. This analysis informs where turn lanes would be needed within the existing 53' of existing curb to curb pavement.

Table 6. Turn Lane Warrants for Two-Lane Build Condition

Intersection	Direction	AM	PM
1. Arnett&Guilford	Northbound Right	No Taper Required	Full Width Turn Lane and Taper Required
	Southbound Left	No Left Turn Lane Required	No Left Turn Lane Required
2. Arnett&Wendell Scott EB	Northbound Left	100' Storage plus 100' Taper Required	100' Storage plus 100' Taper Required
	Southbound Right	Taper Required	Taper Required
3. Arnett&Wendell Scott WB	Northbound Right	No Taper Required	Taper Required
	Southbound Left	100' Storage plus 100' Taper Required	125' Storage plus 100' Taper Required

The turn lane warrant forms for build condition are included in **Appendix F**.

Synchro/SimTraffic 10.3 was used to analyze the study intersections considering the three lane traffic operations. The scenario for the remarked pavement is referred to as the "Build Condition". The build condition includes turn lanes where found to be warranted as noted in **Table 7**. The level of service, delay and queue results are summarized in Table 7 below and included in **Appendix G and H**.

Build Condition with Road Diet Analysis

Table 7. Build Condition Traffic Operation Results

Intersection	Approach	Movement	Effective Storage	AM			PM		
				LOS	Delay	Queue	LOS	Delay	Queue
1.Arnett Blvd & Guilford St	Guilford WB	WBL	100	B	11.9	62	B	14.2	86
		WBR		A	9.2	32	B	10.7	38
	Arnett NB	NBT		A	0	0	A	0	0
		NBR	150	A	0	0	A	0	6
	Arnett SB	SBL	150	A	7.7	24	A	8.4	33
		SBT		A	0	0	A	0	0
Overall				A	2.2		A	1.7	
2. Arnett Blvd & Wendell Scott EB	Wendell Scott EB	EBL	75	B	13.1	54	C	16.4	69
		EBR		B	10.8	67	B	11.3	86
	Arnett NB	NBL	150	A	8.3	62	A	8.3	67
		NBT		A	0	0	A	0	0
	Arnett SB	SBT		A	0	0	A	0	0
		SBR		A	0	11	A	0	15
Overall				A	2.3		A	2.8	
3. Arnett Blvd & Third Ave/ Wendell Scott WB	Third Ave EB	EBL/T/R		C	15.7	47	C	19.2	47
	Wendell Scott WB	WBL	50	C	19	13	C	22.4	12
		WBT/R		B	10	0	B	11.8	0
	Arnett NB	NBL/T		A	8.1	3	A	8.4	13
		NBT/R		A	0	2	A	0	2
	Arnett SB	SBL	150	A	8.1	44	A	8.6	37
SBT/R			A	0	0	A	0	2	
Overall				A	1.5		A	0.7	

As shown in Table 7 for the build condition:

All the study intersections are operating at overall LOS A for both AM and PM peak hours. All individual turning movements are operating at LOS C or better. **Comparing the existing to the build conditions, intersection performance is basically identical, though some delays are shown to slightly decrease under the build conditions.** SimTraffic queuing analysis results indicated that queueing remains minor **and there is no appreciable difference between the existing and no-build conditions.**

Build Condition with Road Diet Analysis

Pedestrian Crosswalk Analysis in Build Condition

Since the build condition changes the laneage criteria to be analyzed in the preceding Figure 14, a new analysis is shown in the **Figure 16** below.

Figure 16. Unsignalized Marked Crosswalk Standards, VDOT TE-384

Roadway Configuration	Roadway ADT and Speed Limit															
	1,500 to 9,000 VPD				9,000 to 12,000 VPD				12,000 to 15,000 VPD				More than 15,000 VPD			
	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH
2 Lanes (undivided two-way street or two-lane one-way street)	A	A	B	B	A	A	B	B	A	A	B	B	B	B	B	C
3 Lanes with refuge island OR 2 Lanes with raised median*	A	A	B	B	A	B	B	B	A	A	B	B	B	B	B	C
3 Lanes (center turn lane)	A	A	B	B	A	B	B	B	A	B	B	C	B	C	C	C
4 Lanes (two-way street with no median)	A	B	C	C	B	B	C	C	B	C	C	D	C	C	C	D
5 Lanes with refuge island OR 4 lanes with raised median*	A	A	B	B	A	B	B	C	B	B	C	C	B	B	C	D
5 Lanes (center turn lane)	A	B	C	C	B	B	C	C	C	C	C	D	C	C	C	D
6 Lanes (two-way street with* or without median)	A	B	D	D	B	B	D	D	D	D	D	D	D	D	D	D

As shown in the figure above, the three lane section moves the results from Condition C down to a Condition B. The Condition B assumes that the 85th percentile speeds will remain above the posted 35 mph. If the new pavement marking scheme brings down the 85th percentile speed to 35 mph or less, then the results shift down to Condition A.

Considering the modified marking scheme, prevailing speeds, and frequency of crossings, the traffic control devices should address criteria listed under Condition B in the preceding section. Thus, the features of the crossing should include:

- High emphasis crosswalk markings
- Advance signage
- ADA sidewalk ramps

Build Condition with Road Diet Analysis

Figure 17a. Concept Sketch of the Location of Proposed Sidewalk

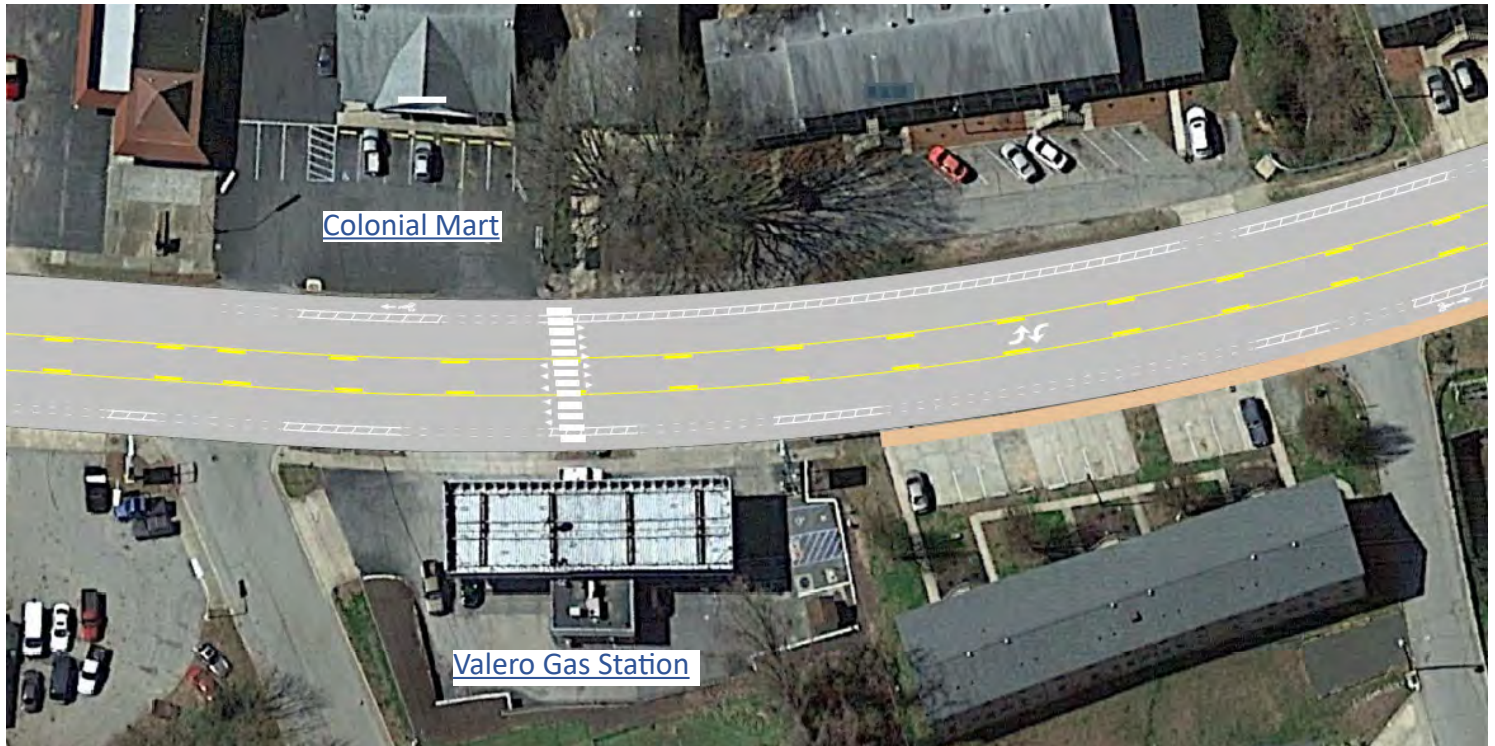
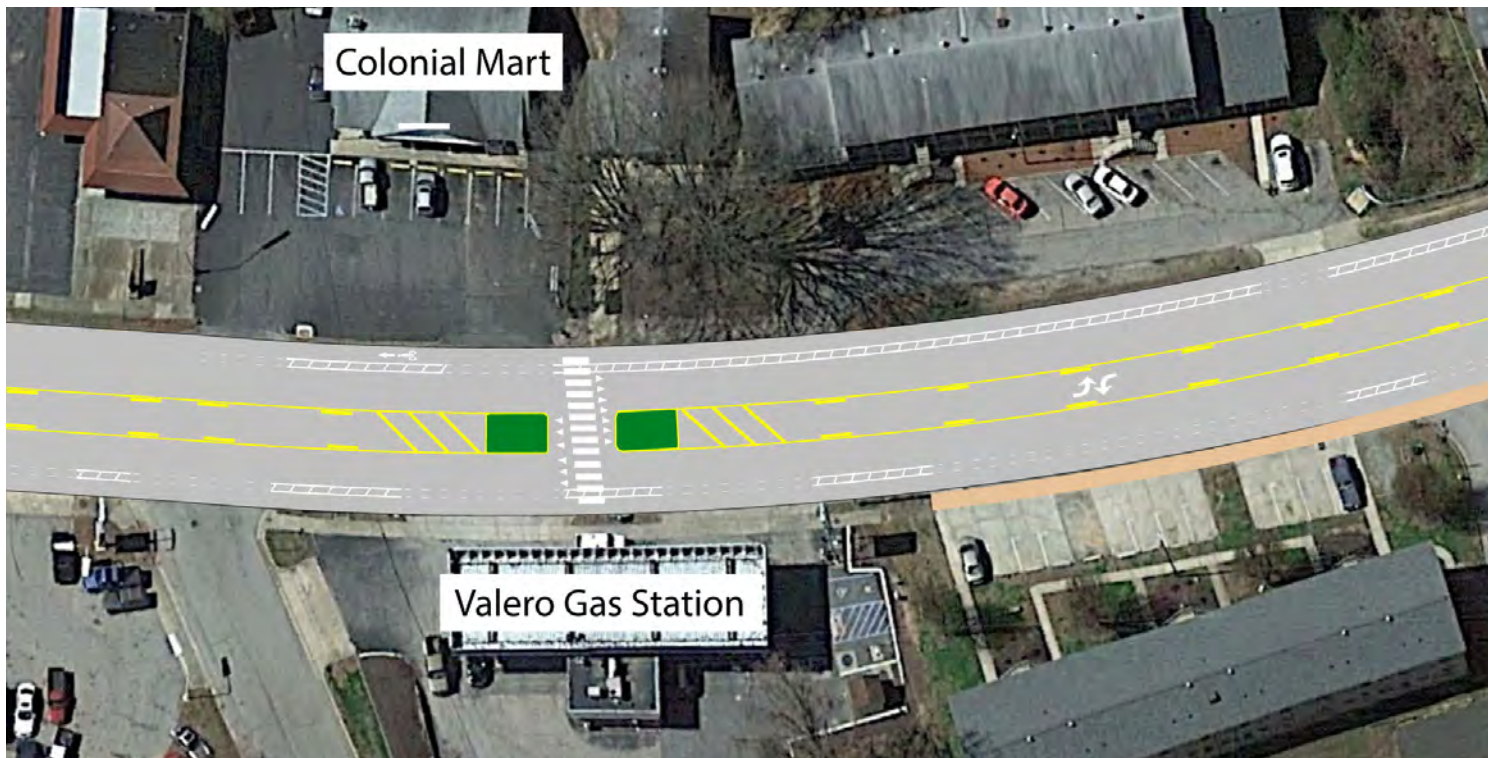


Figure 17b. Alternative concept Sketch of the Location of Proposed Sidewalk (w/physical pedestrian refuge)



The alternative design depicted in **Figure 17b** includes a median refuge island. The median refuge island provides a protected space that decreases the crossing distance that is exposed to vehicles. The refuge island also calms traffic by physically and visually narrowing the roadway.

Recommendations

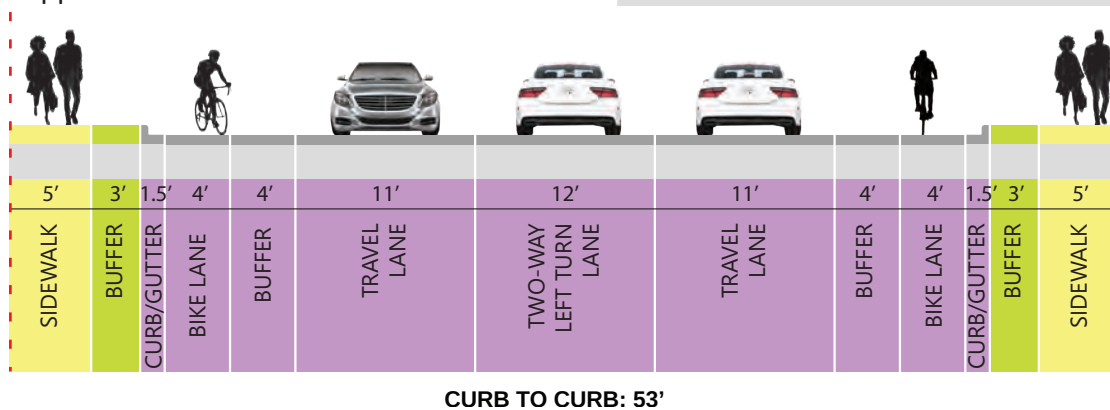
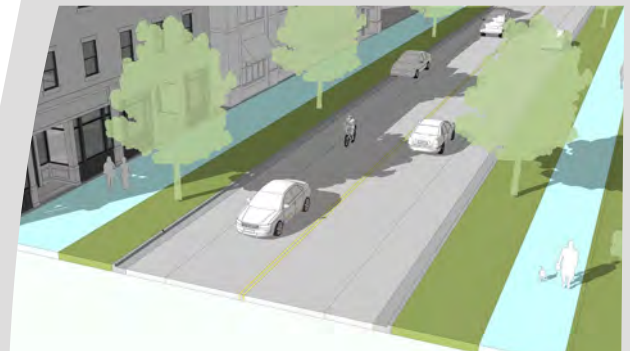
The characteristics of the study area and existing traffic operations lead to the ability to recommend a transformative pavement (re) marking project. As shown in the concept renderings, the new pavement marking plan will result in the following benefits:

- o Improved safety for vehicles turning from and to Arnett Boulevard
- o Reduced travel speeds resulting from lesser width travel lanes and bicycle markings
- o Improved awareness of motorists of the change in land use context.
- o There will be no adverse impact to vehicular travel and intersection delays and queuing.
- o Improved safety for pedestrians, and an ability to add a marked mid-block crossing that doesn't require a rapid flashing beacon
- o Safer multimodal environment

Renderings of the re-marking plan are provided in the following section of this document.

Re-marking of this section of Arnett Boulevard could also serve as a catalyst for future enhancements to the transportation environment. These could include:

- o Additional marked bicycle lanes to the south and north of the project. Arnett Boulevard could then be an important part of the City's overall bicycle plan to further encourage bicycle travel in the City.
- o Addition of raised medians to further enhance the pedestrian crossing safety, and complement future streetscape opportunities.



Typical Section

(May vary depending on gutter pan width and turn lane needs)

Street Renderings for Study Corridor



Street Renderings for Study Corridor



Street Renderings for Study Corridor



Street Renderings for Study Corridor



Street Renderings for Study Corridor



Appendix A: Existing Traffic Count

City Of Danville VA Traffic Control

310 Industrial Ave
Danville VA 24541

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

Groups Printed- Unshifted

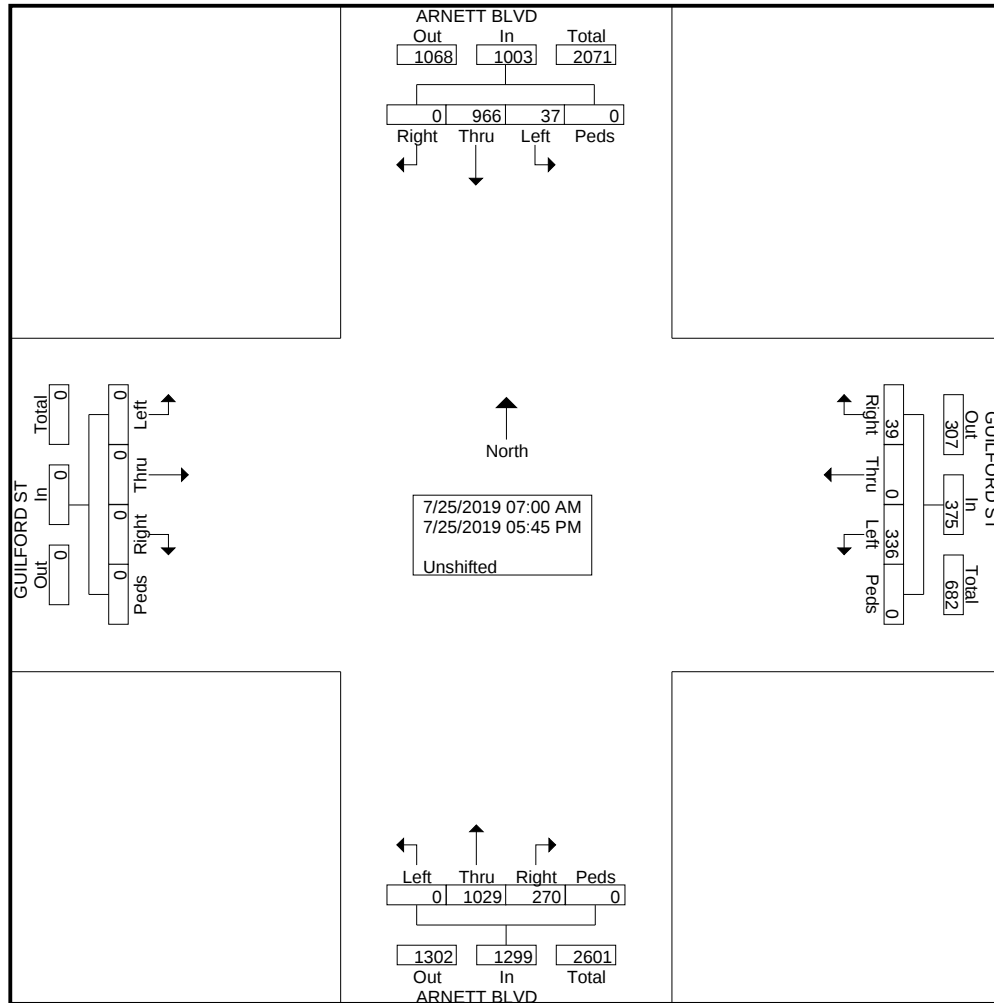
Start Time	ARNETT BLVD From North					GUILFORD ST From East					ARNETT BLVD From South					GUILFORD ST From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	35	1	0	36	2	0	11	0	13	13	23	0	0	36	0	0	0	0	0	85
07:15 AM	0	36	2	0	38	1	0	8	0	9	8	29	0	0	37	0	0	0	0	0	84
07:30 AM	0	51	2	0	53	2	0	11	0	13	13	39	0	0	52	0	0	0	0	0	118
07:45 AM	0	74	4	0	78	4	0	23	0	27	8	35	0	0	43	0	0	0	0	0	148
Total	0	196	9	0	205	9	0	53	0	62	42	126	0	0	168	0	0	0	0	0	435
08:00 AM	0	53	3	0	56	2	0	13	0	15	6	34	0	0	40	0	0	0	0	0	111
08:15 AM	0	44	0	0	44	1	0	15	0	16	11	23	0	0	34	0	0	0	0	0	94
08:30 AM	0	45	2	0	47	2	0	26	0	28	7	44	0	0	51	0	0	0	0	0	126
08:45 AM	0	45	2	0	47	4	0	24	0	28	11	36	0	0	47	0	0	0	0	0	122
Total	0	187	7	0	194	9	0	78	0	87	35	137	0	0	172	0	0	0	0	0	453
*** BREAK ***																					
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
04:00 PM	0	74	2	0	76	2	0	36	0	38	16	79	0	0	95	0	0	0	0	0	209
04:15 PM	0	69	4	0	73	4	0	26	0	30	18	100	0	0	118	0	0	0	0	0	221
04:30 PM	0	60	0	0	60	4	0	19	0	23	28	85	0	0	113	0	0	0	0	0	196
04:45 PM	0	88	0	0	88	0	0	22	0	22	33	93	0	0	126	0	0	0	0	0	236
Total	0	291	6	0	297	10	0	103	0	113	95	357	0	0	452	0	0	0	0	0	862
05:00 PM	0	80	5	0	85	2	0	22	0	24	22	105	0	0	127	0	0	0	0	0	236
05:15 PM	0	71	4	0	75	3	0	22	0	25	22	110	0	0	132	0	0	0	0	0	232
05:30 PM	0	73	3	0	76	3	0	31	0	34	23	95	0	0	118	0	0	0	0	0	228
05:45 PM	0	66	3	0	69	3	0	27	0	30	31	95	0	0	126	0	0	0	0	0	225
Total	0	290	15	0	305	11	0	102	0	113	98	405	0	0	503	0	0	0	0	0	921

City Of Danville VA Traffic Control

310 Industrial Ave
Danville VA 24541

Groups Printed- Unshifted

	ARNETT BLVD From North					GUILFORD ST From East					ARNETT BLVD From South					GUILFORD ST From West					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	966	37	0	1003	39	0	336	0	375	270	1029	0	0	1299	0	0	0	0	0	2677
Apprch %	0	96.3	3.7	0		10.4	0	89.6	0		20.8	79.2	0	0		0	0	0	0		
Total %	0	36.1	1.4	0	37.5	1.5	0	12.6	0	14	10.1	38.4	0	0	48.5	0	0	0	0	0	



City Of Danville Traffic Control

310 Industrial Ave
Danville Virginia

Groups Printed- Unshifted

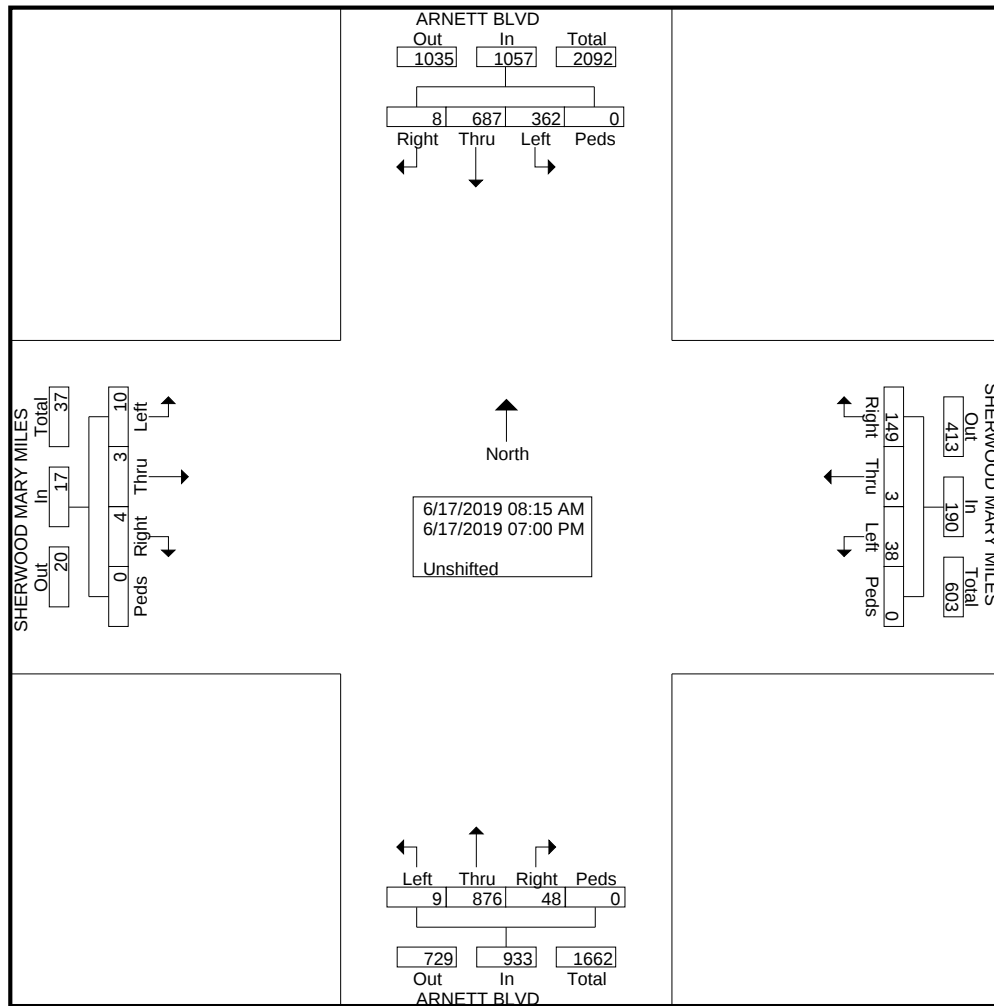
Start Time	ARNETT BLVD From North					SHERWOOD MARY MILES From East					ARNETT BLVD From South					SHERWOOD MARY MILES From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
08:15 AM	0	30	8	0	38	3	0	2	0	5	0	26	0	0	26	0	0	0	0	0	69
08:30 AM	0	27	19	0	46	6	0	0	0	6	3	30	0	0	33	1	0	0	0	1	86
08:45 AM	0	30	25	0	55	9	1	3	0	13	3	43	2	0	48	0	0	0	0	0	116
Total	0	87	52	0	139	18	1	5	0	24	6	99	2	0	107	1	0	0	0	1	271
09:00 AM	0	56	30	0	86	3	0	2	0	5	0	26	0	0	26	0	0	1	0	1	118
09:15 AM	0	37	21	0	58	4	1	3	0	8	0	37	0	0	37	0	2	1	0	3	106
09:30 AM	1	39	17	0	57	7	1	2	0	10	1	37	0	0	38	0	0	0	0	0	105
09:45 AM	0	44	26	0	70	5	0	1	0	6	4	49	0	0	53	0	0	1	0	1	130
Total	1	176	94	0	271	19	2	8	0	29	5	149	0	0	154	0	2	3	0	5	459
10:00 AM	0	48	31	0	79	11	0	2	0	13	1	40	0	0	41	1	0	1	0	2	135
*** BREAK ***																					
Total	0	48	31	0	79	11	0	2	0	13	1	40	0	0	41	1	0	1	0	2	135
*** BREAK ***																					
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:15 PM	0	40	22	0	62	15	0	2	0	17	6	68	1	0	75	0	0	1	0	1	155
05:30 PM	2	38	18	0	58	11	0	4	0	15	2	63	0	0	65	0	0	0	0	0	138
05:45 PM	1	48	18	0	67	8	0	3	0	11	7	57	0	0	64	1	0	1	0	2	144
Total	3	127	58	0	188	34	0	9	0	43	15	190	1	0	206	1	0	2	0	3	440
06:00 PM	0	54	23	0	77	12	0	3	0	15	4	76	1	0	81	0	0	1	0	1	174
06:15 PM	0	37	36	0	73	14	0	3	0	17	9	97	0	0	106	1	0	1	0	2	198
06:30 PM	1	56	32	0	89	12	0	3	0	15	2	65	0	0	67	0	0	0	0	0	171
06:45 PM	1	44	21	0	66	10	0	3	0	13	4	94	2	0	100	0	0	1	0	1	180
Total	2	191	112	0	305	48	0	12	0	60	19	332	3	0	354	1	0	3	0	4	723
07:00 PM	2	58	15	0	75	19	0	2	0	21	2	66	3	0	71	0	1	1	0	2	169

City Of Danville Traffic Control

310 Industrial Ave
Danville Virginia

Groups Printed- Unshifted

	ARNETT BLVD From North					SHERWOOD MARY MILES From East					ARNETT BLVD From South					SHERWOOD MARY MILES From West					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	8	687	362	0	1057	149	3	38	0	190	48	876	9	0	933	4	3	10	0	17	2197
Apprch %	0.8	65	34.2	0		78.4	1.6	20	0		5.1	93.9	1	0		23.5	17.6	58.8	0		
Total %	0.4	31.3	16.5	0	48.1	6.8	0.1	1.7	0	8.6	2.2	39.9	0.4	0	42.5	0.2	0.1	0.5	0	0.8	



City Of Danville VA Traffic Control

310 Industrial Ave
Danville VA 24541

City Of Danville Traffic Control

Groups Printed- Unshifted

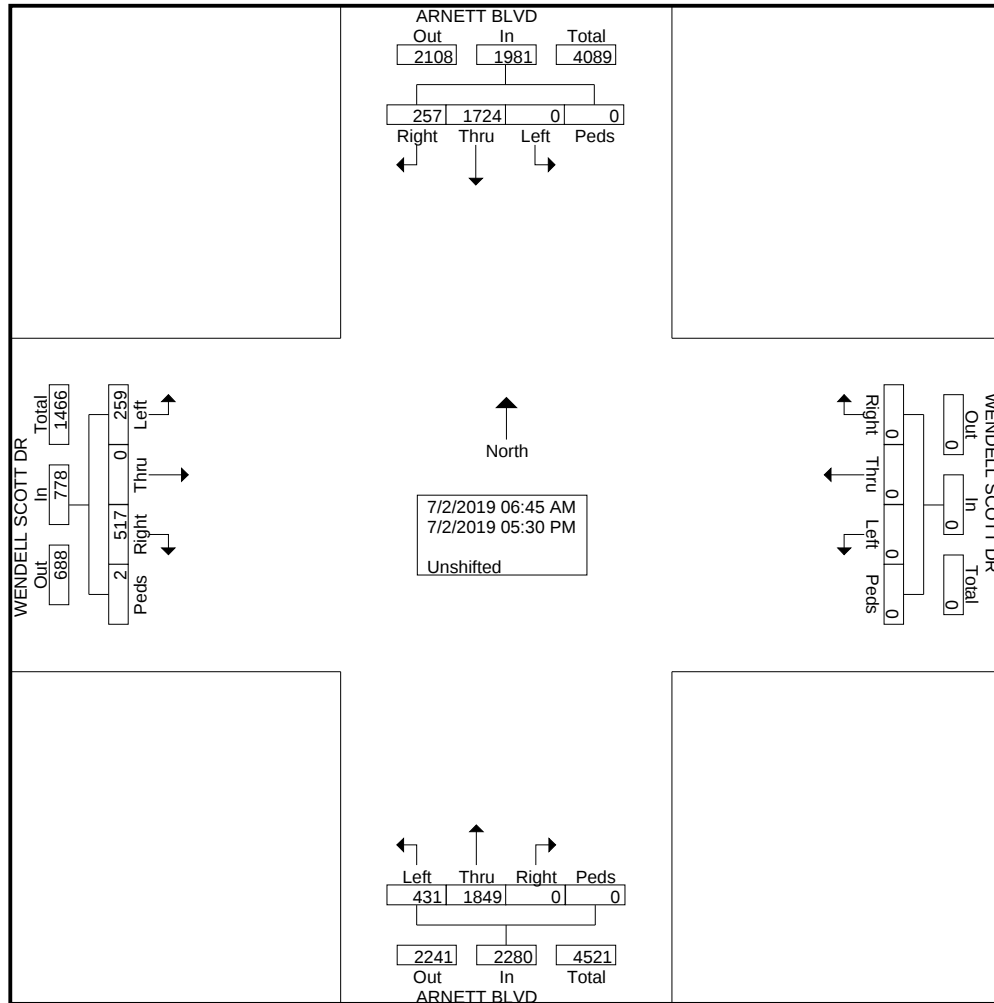
	ARNETT BLVD From North					WENDELL SCOTT DR From East					ARNETT BLVD From South					WENDELL SCOTT DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	1	39	0	0	40	0	0	0	0	0	0	29	8	0	37	8	0	4	0	12	89
Total	1	39	0	0	40	0	0	0	0	0	0	29	8	0	37	8	0	4	0	12	89
07:00 AM	5	48	0	0	53	0	0	0	0	0	0	32	9	0	41	11	0	5	0	16	110
07:15 AM	6	59	0	0	65	0	0	0	0	0	0	42	12	0	54	14	0	6	0	20	139
07:30 AM	12	93	0	0	105	0	0	0	0	0	0	44	14	0	58	16	0	5	0	21	184
07:45 AM	10	73	0	0	83	0	0	0	0	0	0	43	21	0	64	16	0	6	0	22	169
Total	33	273	0	0	306	0	0	0	0	0	0	161	56	0	217	57	0	22	0	79	602
08:00 AM	5	74	0	0	79	0	0	0	0	0	0	47	9	0	56	15	0	12	0	27	162
08:15 AM	13	84	0	0	97	0	0	0	0	0	0	62	18	0	80	14	0	4	0	18	195
08:30 AM	13	79	0	0	92	0	0	0	0	0	0	53	24	0	77	17	0	5	0	22	191
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	31	237	0	0	268	0	0	0	0	0	0	162	51	0	213	47	0	21	0	68	549
*** BREAK ***																					
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	13	76	0	0	89	0	0	0	0	0	0	60	21	0	81	23	0	9	0	32	202
Total	13	77	0	0	90	0	0	0	0	0	0	60	21	0	81	23	0	9	0	32	203
11:00 AM	13	67	0	0	80	0	0	0	0	0	0	71	17	0	88	22	0	12	0	34	202
11:15 AM	12	74	0	0	86	0	0	0	0	0	0	78	16	0	94	27	0	17	0	44	224
11:30 AM	7	69	0	0	76	0	0	0	0	0	0	68	15	0	83	20	0	14	1	35	194
11:45 AM	6	47	0	0	53	0	0	0	0	0	0	88	11	0	99	15	0	10	0	25	177
Total	38	257	0	0	295	0	0	0	0	0	0	305	59	0	364	84	0	53	1	138	797
12:00 PM	19	72	0	0	91	0	0	0	0	0	0	78	16	0	94	32	0	14	0	46	231
12:15 PM	11	70	0	0	81	0	0	0	0	0	0	90	18	0	108	25	0	12	0	37	226
12:30 PM	12	76	0	0	88	0	0	0	0	0	0	98	25	0	123	25	0	17	0	42	253
*** BREAK ***																					
Total	42	218	0	0	260	0	0	0	0	0	0	266	59	0	325	82	0	43	0	125	710
*** BREAK ***																					
03:45 PM	10	90	0	0	100	0	0	0	0	0	0	110	22	0	132	23	0	15	0	38	270
Total	10	90	0	0	100	0	0	0	0	0	0	110	22	0	132	23	0	15	0	38	270
04:00 PM	16	75	0	0	91	0	0	0	0	0	0	102	29	0	131	24	0	13	1	38	260
04:15 PM	17	82	0	0	99	0	0	0	0	0	0	105	23	0	128	34	0	17	0	51	278
04:30 PM	12	81	0	0	93	0	0	0	0	0	0	96	16	0	112	28	0	18	0	46	251
04:45 PM	11	74	0	0	85	0	0	0	0	0	0	136	23	0	159	25	0	10	0	35	279
Total	56	312	0	0	368	0	0	0	0	0	0	439	91	0	530	111	0	58	1	170	1068
05:00 PM	9	72	0	0	81	0	0	0	0	0	0	103	26	0	129	26	0	9	0	35	245
05:15 PM	12	74	0	0	86	0	0	0	0	0	0	108	17	0	125	28	0	13	0	41	252
05:30 PM	12	75	0	0	87	0	0	0	0	0	0	106	21	0	127	28	0	12	0	40	254

City Of Danville VA Traffic Control

310 Industrial Ave
Danville VA 24541

Groups Printed- Unshifted

	ARNETT BLVD From North					WENDELL SCOTT DR From East					ARNETT BLVD From South					WENDELL SCOTT DR From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Grand Total	257	1724	0	0	1981	0	0	0	0	0	0	1849	431	0	2280	517	0	259	2	778	5039
Apprch %	13	87	0	0		0	0	0	0		0	81.1	18.9	0		66.5	0	33.3	0.3		
Total %	5.1	34.2	0	0	39.3	0	0	0	0	0	0	36.7	8.6	0	45.2	10.3	0	5.1	0	15.4	



City Of Danville VA Traffic Control

310 Industrial Ave
Danville VA 24541

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

Groups Printed- Unshifted

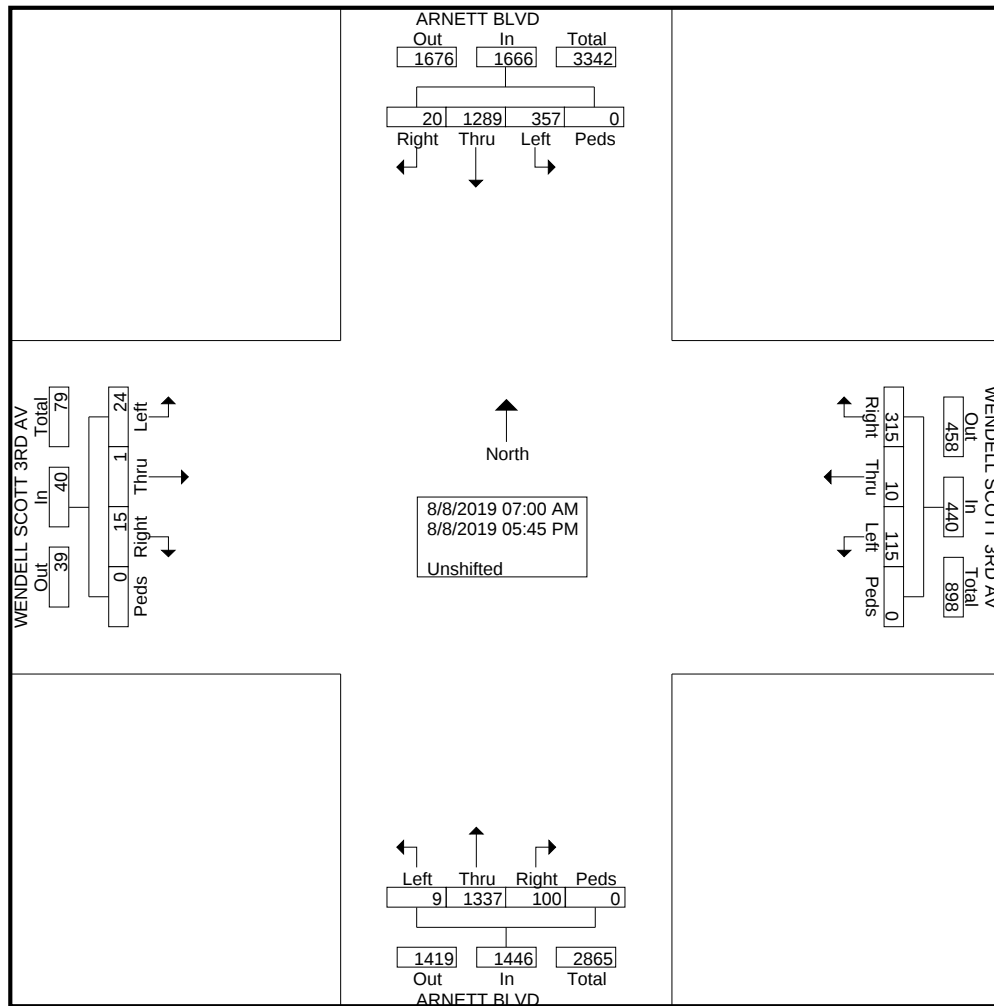
Start Time	ARNETT BLVD From North					WENDELL SCOTT 3RD AV From East					ARNETT BLVD From South					WENDELL SCOTT 3RD AV From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	52	9	0	62	11	1	5	0	17	6	38	0	0	44	1	0	0	0	1	124
07:15 AM	1	61	10	0	72	13	1	10	0	24	1	44	1	0	46	2	0	4	0	6	148
07:30 AM	0	76	8	0	84	15	2	3	0	20	9	50	1	0	60	1	0	1	0	2	166
07:45 AM	0	107	14	0	121	8	0	3	0	11	6	77	2	0	85	0	0	2	0	2	219
Total	2	296	41	0	339	47	4	21	0	72	22	209	4	0	235	4	0	7	0	11	657
08:00 AM	0	80	17	0	97	18	0	8	0	26	3	64	0	0	67	1	0	0	0	1	191
08:15 AM	1	67	20	0	88	11	0	7	0	18	6	66	0	0	72	2	0	5	0	7	185
08:30 AM	0	74	13	0	87	19	0	8	0	27	4	52	0	0	56	1	0	0	0	1	171
08:45 AM	0	83	23	0	106	25	0	3	0	28	5	60	1	0	66	1	0	0	0	1	201
Total	1	304	73	0	378	73	0	26	0	99	18	242	1	0	261	5	0	5	0	10	748
*** BREAK ***																					
03:45 PM	0	4	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
Total	0	4	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
04:00 PM	2	92	28	0	122	24	1	15	0	40	9	104	1	0	114	2	0	3	0	5	281
04:15 PM	0	89	27	0	116	29	1	5	0	35	6	96	0	0	102	0	0	2	0	2	255
04:30 PM	4	91	26	0	121	23	3	10	0	36	4	99	0	0	103	0	0	0	0	0	260
04:45 PM	2	74	40	0	116	24	0	6	0	30	7	103	1	0	111	0	0	3	0	3	260
Total	8	346	121	0	475	100	5	36	0	141	26	402	2	0	430	2	0	8	0	10	1056
05:00 PM	2	87	28	0	117	26	0	8	0	34	12	145	0	0	157	3	0	1	0	4	312
05:15 PM	2	99	29	0	130	26	0	7	0	33	4	126	1	0	131	1	0	3	0	4	298
05:30 PM	3	82	39	0	124	20	1	6	0	27	7	110	1	0	118	0	0	0	0	0	269
05:45 PM	2	71	26	0	99	22	0	10	0	32	11	100	0	0	111	0	1	0	0	1	243
Total	9	339	122	0	470	94	1	31	0	126	34	481	2	0	517	4	1	4	0	9	1122

City Of Danville VA Traffic Control

310 Industrial Ave
Danville VA 24541

Groups Printed- Unshifted

	ARNETT BLVD From North					WENDELL SCOTT 3RD AV From East					ARNETT BLVD From South					WENDELL SCOTT 3RD AV From West					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	20	1289	357	0	1666	315	10	115	0	440	100	1337	9	0	1446	15	1	24	0	40	3592
Apprch %	1.2	77.4	21.4	0		71.6	2.3	26.1	0		6.9	92.5	0.6	0		37.5	2.5	60	0		
Total %	0.6	35.9	9.9	0	46.4	8.8	0.3	3.2	0	12.2	2.8	37.2	0.3	0	40.3	0.4	0	0.7	0	1.1	



Appendix B: Existing Synchro HCM Results

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	77	9	136	32	9	216
Future Vol, veh/h	77	9	136	32	9	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	11	168	40	11	267

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	477	104	0
Stage 1	188	-	-
Stage 2	289	-	-
Critical Hdwy	6.63	6.93	-
Critical Hdwy Stg 1	5.83	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.519	3.319	-
Pot Cap-1 Maneuver	532	931	-
Stage 1	826	-	-
Stage 2	759	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	528	931	-
Mov Cap-2 Maneuver	528	-	-
Stage 1	826	-	-
Stage 2	753	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	528	931
HCM Lane V/C Ratio	-	-	0.18	0.012
HCM Control Delay (s)	-	-	13.3	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	62	72	205	310	41
Future Vol, veh/h	27	62	72	205	310	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	67	78	223	337	45

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	628	191	382	0	-	0
Stage 1	360	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	415	818	1173	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	383	818	1173	-	-	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1173	-	383	818	-	-
HCM Lane V/C Ratio	0.067	-	0.077	0.082	-	-
HCM Control Delay (s)	8.3	0.2	15.2	9.8	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.3	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	9	7	0	4	2	259	19	64	328	1
Future Vol, veh/h	12	0	9	7	0	4	2	259	19	64	328	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	10	8	0	5	2	298	22	74	377	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	679	850	189	650	839	160	378	0	0	320	0	0
Stage 1	526	526	-	313	313	-	-	-	-	-	-	-
Stage 2	153	324	-	337	526	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	338	296	821	354	300	857	1177	-	-	1237	-	-
Stage 1	503	527	-	672	656	-	-	-	-	-	-	-
Stage 2	834	648	-	651	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	273	821	329	277	857	1177	-	-	1237	-	-
Mov Cap-2 Maneuver	316	273	-	329	277	-	-	-	-	-	-	-
Stage 1	502	487	-	671	655	-	-	-	-	-	-	-
Stage 2	828	647	-	594	487	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.9		13.7		0.1		1.5					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1177	-	-	429	329	857	1237	-	-			
HCM Lane V/C Ratio	0.002	-	-	0.056	0.024	0.005	0.059	-	-			
HCM Control Delay (s)	8.1	0	-	13.9	16.2	9.2	8.1	0.2	-			
HCM Lane LOS	A	A	-	B	C	A	A	A	-			
HCM 95th %tile O(veh)	0	-	-	0.2	0.1	0	0.2	-	-			

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	8	403	100	12	312
Future Vol, veh/h	97	8	403	100	12	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	8	407	101	12	315

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	797	254	0
Stage 1	458	-	-
Stage 2	339	-	-
Critical Hdwy	6.63	6.93	-
Critical Hdwy Stg 1	5.83	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.519	3.319	-
Pot Cap-1 Maneuver	339	746	-
Stage 1	604	-	-
Stage 2	721	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	335	746	-
Mov Cap-2 Maneuver	335	-	-
Stage 1	604	-	-
Stage 2	713	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 335 746 1055	-	-
HCM Lane V/C Ratio	-	- 0.292 0.011 0.011	-	-
HCM Control Delay (s)	-	- 20.1 9.9 8.5	-	-
HCM Lane LOS	-	- C A A	-	-
HCM 95th %tile Q(veh)	-	- 1.2 0 0	-	-

HCM 2010 TWSC
2: Arnett Blvd & Wendell Scott EB

08/27/2019

Intersection

Int Delay, s/veh 3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	111	91	439	312	56
Future Vol, veh/h	58	111	91	439	312	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	116	95	457	325	58

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	773	192	383	0	-	0
Stage 1	354	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	336	817	1172	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	817	1172	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1172	-	299	817	-	-
HCM Lane V/C Ratio	0.081	-	0.202	0.142	-	-
HCM Control Delay (s)	8.3	0.3	20.1	10.1	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	0.5	-	-

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	12	1	6	7	0	4	3	484	30	136	342	9
Future Vol, veh/h	12	1	6	7	0	4	3	484	30	136	342	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	94	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	7	8	0	4	3	532	33	149	376	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	951	1250	193	1042	1239	283	386	0	0	565	0	0
Stage 1	679	679	-	555	555	-	-	-	-	-	-	-
Stage 2	272	571	-	487	684	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	214	172	816	184	174	714	1169	-	-	1003	-	-
Stage 1	408	449	-	484	511	-	-	-	-	-	-	-
Stage 2	711	503	-	531	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	181	139	816	155	141	714	1169	-	-	1003	-	-
Mov Cap-2 Maneuver	181	139	-	155	141	-	-	-	-	-	-	-
Stage 1	406	364	-	482	509	-	-	-	-	-	-	-
Stage 2	704	501	-	426	363	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.8		22.4		0		2.9	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	235 155 714	1003	-	-
HCM Lane V/C Ratio	0.003	-	-	0.089 0.05 0.006	0.149	-	-
HCM Control Delay (s)	8.1	0	-	21.8 29.4 10.1	9.2	0.5	-
HCM Lane LOS	A	A	-	C D B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3 0.2 0	0.5	-	-

Appendix C: Existing SimTraffic Results

Queuing and Blocking Report

Existing AM

08/27/2019

Intersection: 1: Arnett Blvd & Guilford St

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	58	35	27
Average Queue (ft)	25	8	2
95th Queue (ft)	47	30	13
Link Distance (ft)	1124		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Arnett Blvd & Wendell Scott EB

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	52	72	62	8
Average Queue (ft)	18	31	17	0
95th Queue (ft)	45	56	49	3
Link Distance (ft)	865		293	238
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 3: Arnett Blvd & Third Ave W/Wendell Scott WB

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	L	TR	LT	TR	LT
Maximum Queue (ft)	44	10	0	2	4	66
Average Queue (ft)	15	2	0	0	0	17
95th Queue (ft)	40	8	0	2	2	49
Link Distance (ft)	400		792	1479	1479	293
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Existing PM

08/27/2019

Intersection: 1: Arnett Blvd & Guilford St

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	85	55	2	31
Average Queue (ft)	33	7	0	5
95th Queue (ft)	63	32	2	22
Link Distance (ft)		1124	238	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			150
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 2: Arnett Blvd & Wendell Scott EB

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	65	76	76	8	2	14
Average Queue (ft)	31	39	24	0	0	0
95th Queue (ft)	57	61	60	4	2	7
Link Distance (ft)		865	293	293	238	238
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75					
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

Intersection: 3: Arnett Blvd & Third Ave W/Wendell Scott WB

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	TR	LT	TR
Maximum Queue (ft)	56	15	0	23	10	107	40
Average Queue (ft)	17	2	0	1	0	43	1
95th Queue (ft)	44	9	0	9	5	85	19
Link Distance (ft)	400		792	1479	1479	293	293
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		50					
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 0

Appendix D: Existing Condition Turn Lane Warrant Analysis

Warrant for Right-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Guilford St.

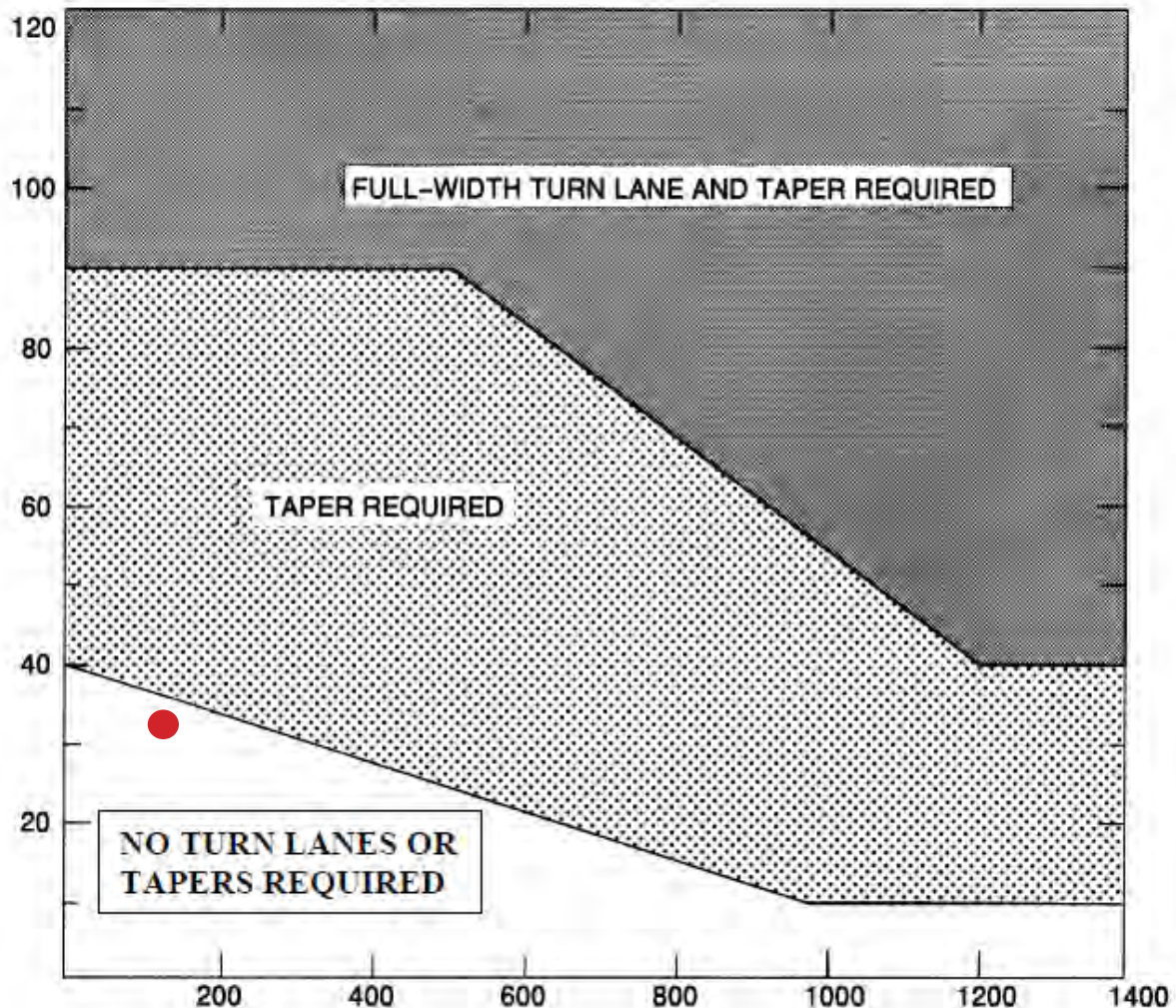
Approach Direction: Northbound

Peak Hour: AM

Peak Hour Right Turns (V_R): 32 vph

Peak Hour Approach Total (V): 168 vph

Conclusion: No Tapers Required



Warrant for Right-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Guilford St.

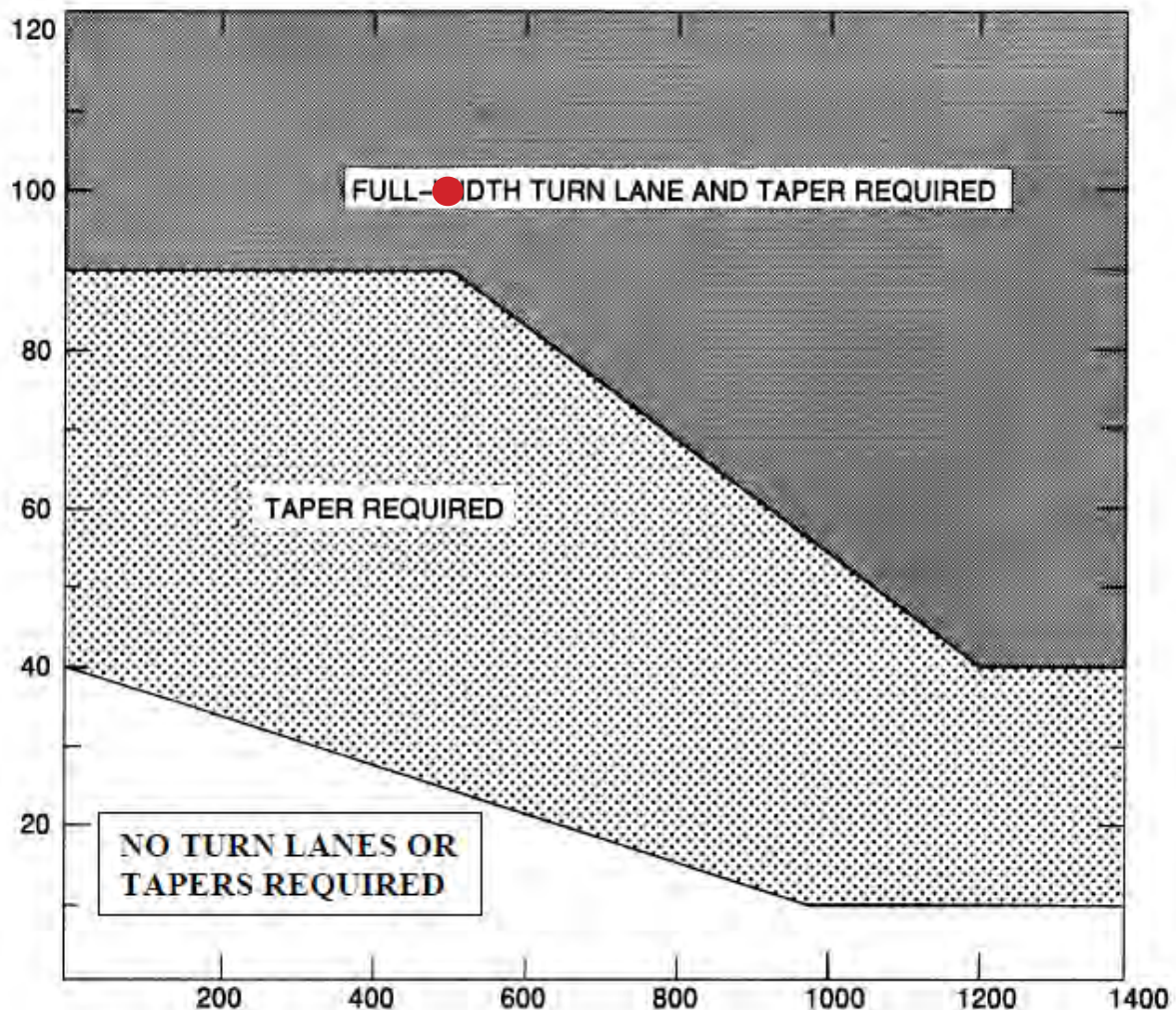
Approach Direction: Northbound

Peak Hour: PM

Peak Hour Right Turns (V_R): 100 vph

Peak Hour Approach Total (V): 503 vph

Conclusion: Full-Width Turn Lane and Taper Required



Warrant for Left-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Guilford St.

Approach Direction: Southbound

Peak Hour: AM

Peak Hour Left Turns (V_L): 9 vph

Advancing Volume (V_A): 225 vph

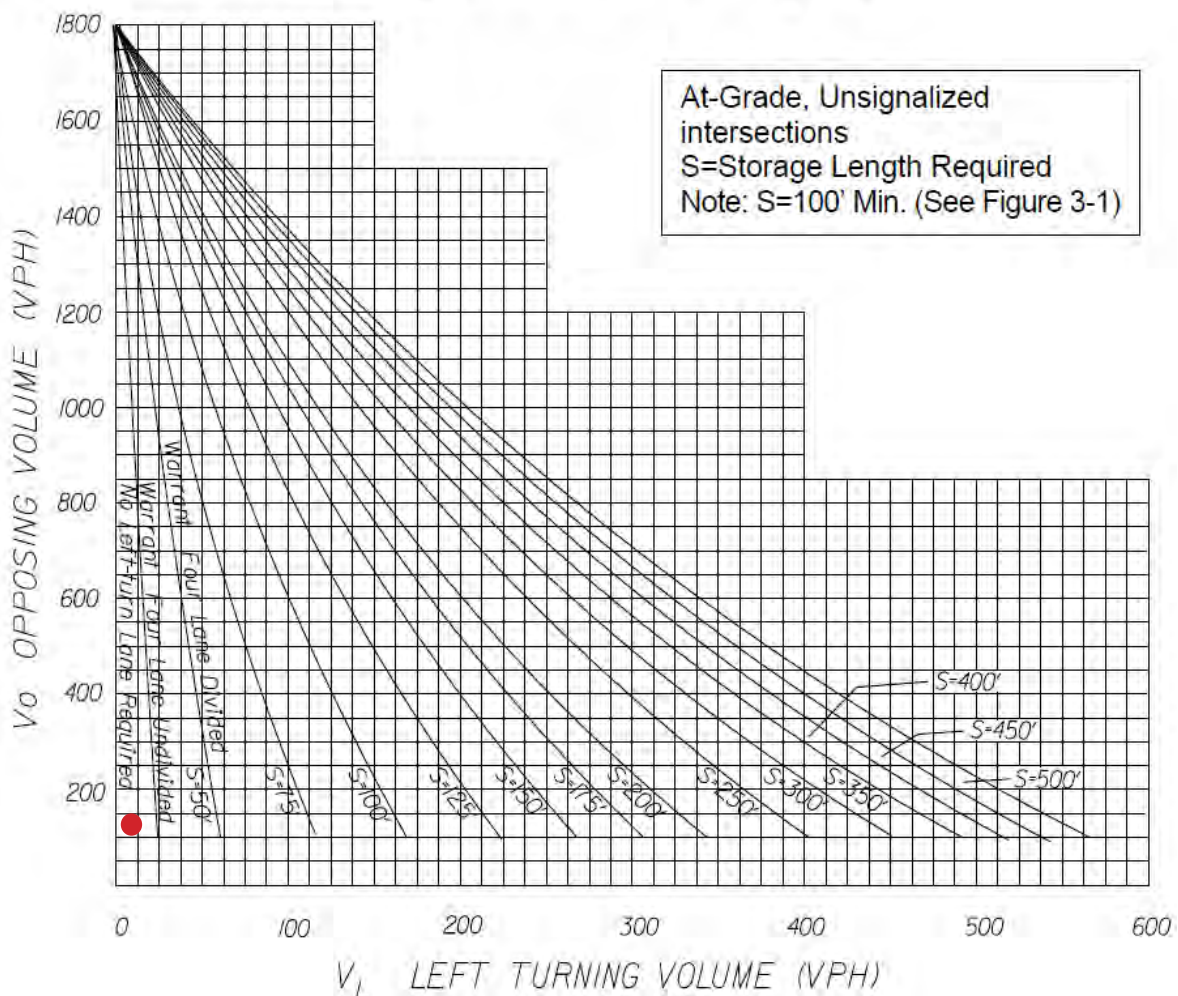
Opposing Volume (V_O): 136 vph

Operating/Design Speed (V): 35 mph

% Left Turns in V_A (L): 5% (Calculated: 4%)

Conclusion: No Left Turn Lane Required

Warrants for Left Turn Storage Lanes on Four-Lane Highways



Warrant for Left-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Guilford St.

Approach Direction: Southbound

Peak Hour: PM

Peak Hour Left Turns (V_L): 12 vph

Advancing Volume (V_A): 324 vph

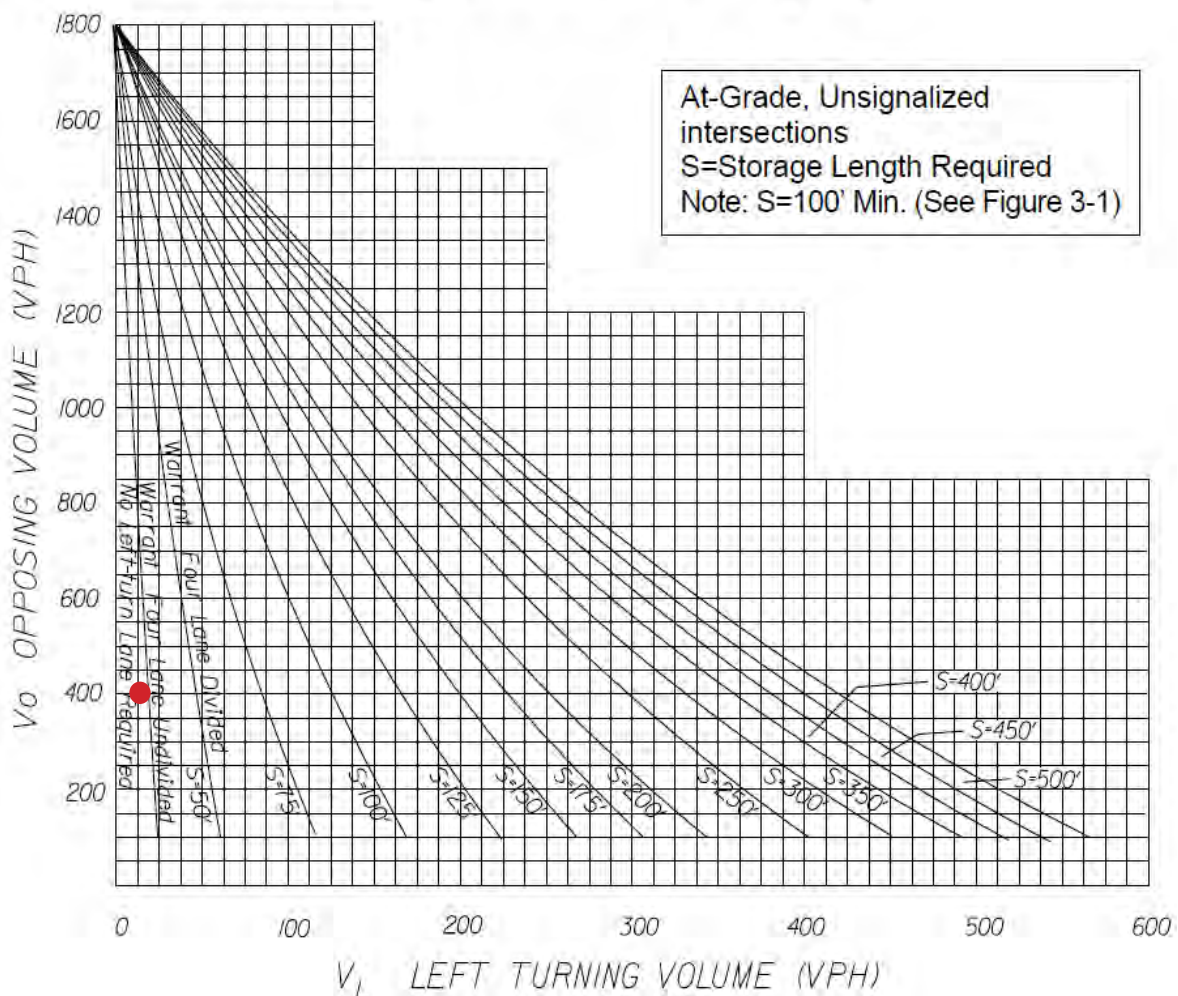
Opposing Volume (V_O): 403 vph

Operating/Design Speed (V): 35 mph

% Left Turns in V_A (L): 5% (Calculated: 3%)

Conclusion: No Left Turn Lane Required

Warrants for Left Turn Storage Lanes on Four-Lane Highways



Warrant for Right-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Wendell Scott EB

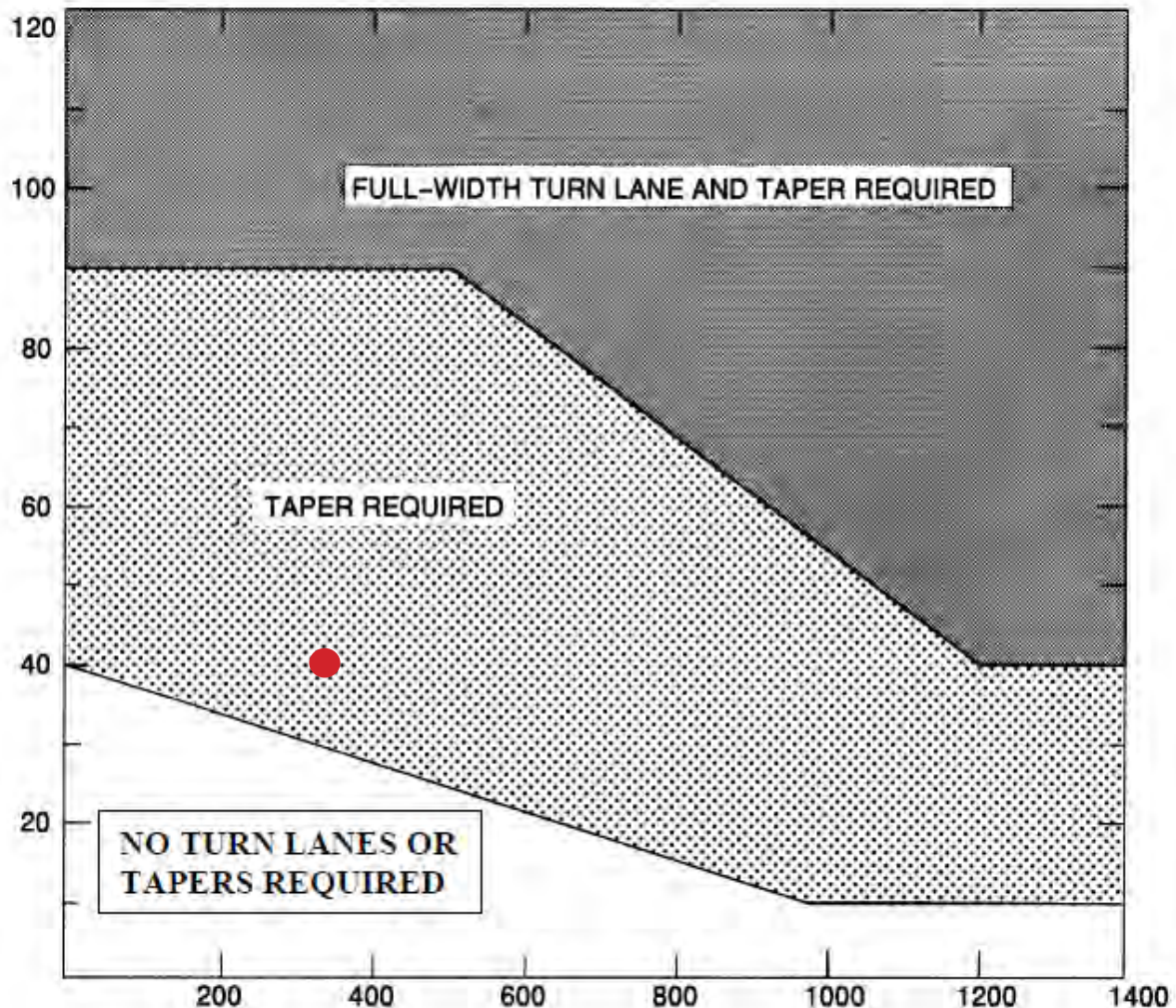
Approach Direction: Southbound

Peak Hour: AM

Peak Hour Right Turns (V_R): 41 vph

Peak Hour Approach Total (V): 351 vph

Conclusion: Taper Required



Warrant for Right-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Wendell Scott EB

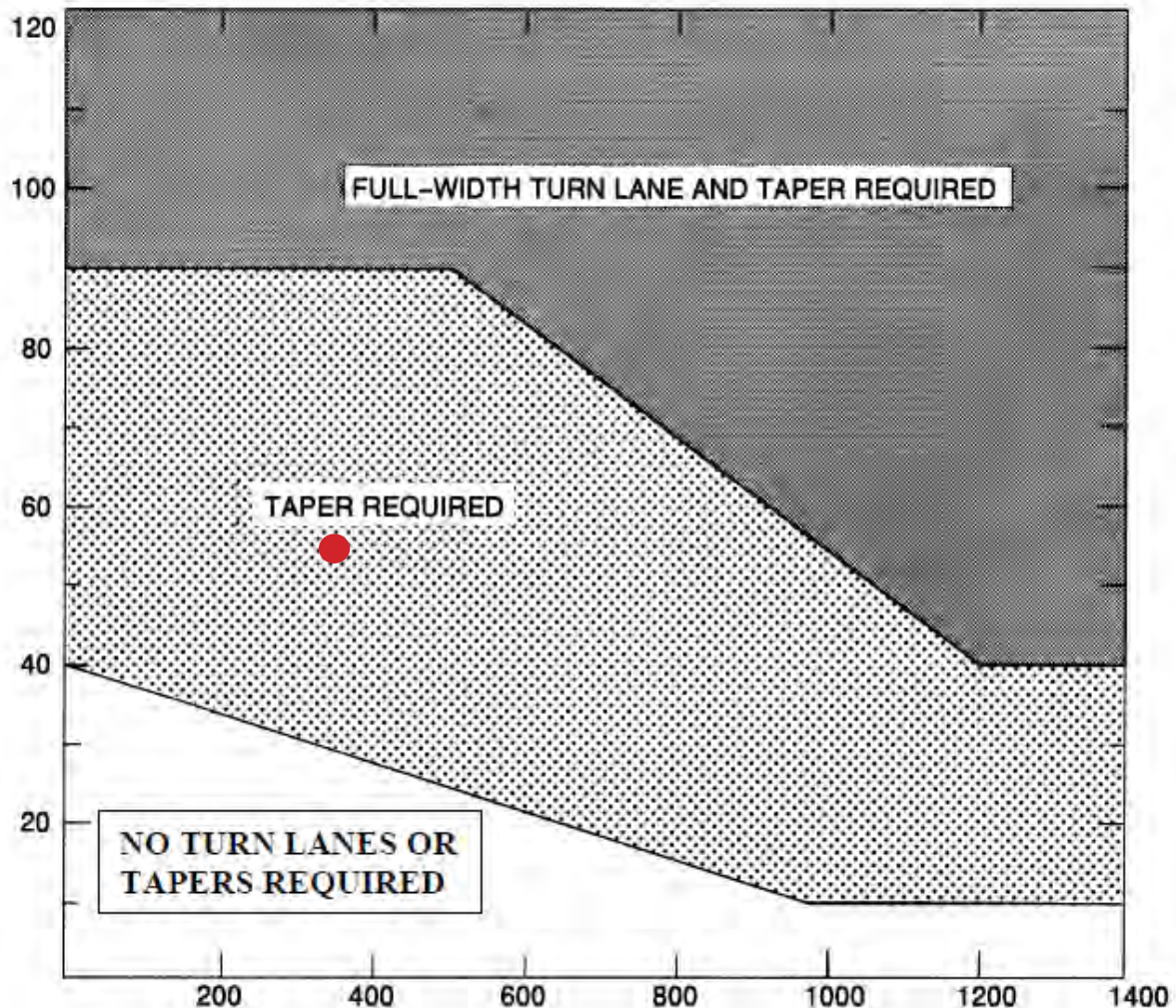
Approach Direction: Southbound

Peak Hour: PM

Peak Hour Right Turns (V_R): 56 vph

Peak Hour Approach Total (V): 368 vph

Conclusion: Taper Required



Warrant for Left-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Wendell Scott EB

Approach Direction: Northbound

Peak Hour: AM

Peak Hour Left Turns (V_L): 72 vph

Advancing Volume (V_A): 277 vph

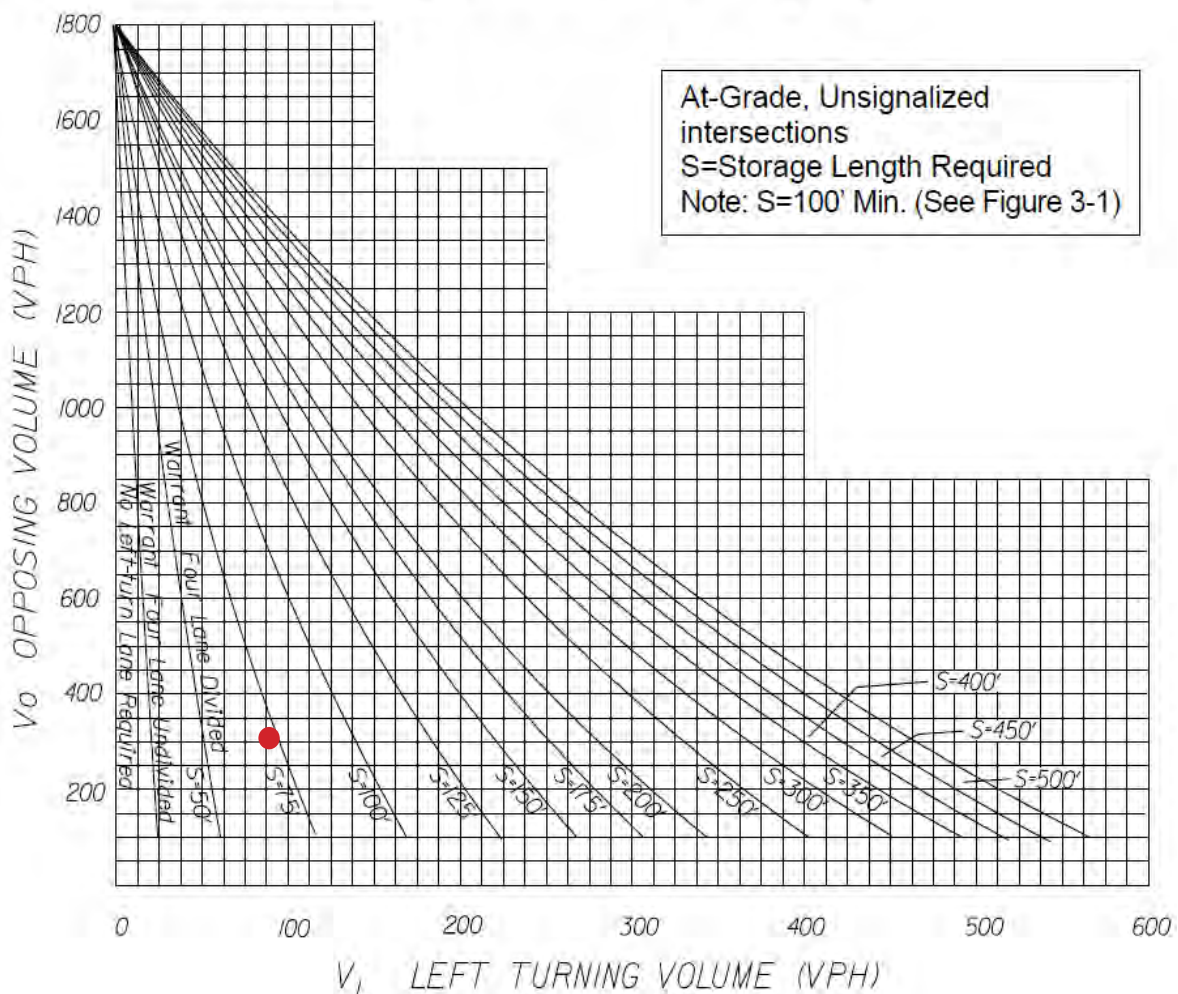
Opposing Volume (V_O): 310 vph

Operating/Design Speed (V): 35 mph

% Left Turns in V_A (L): 30% (Calculated: 26%)

Conclusion: 100' Storage Lane Plus 100' Taper Required

Warrants for Left Turn Storage Lanes on Four-Lane Highways



Warrant for Left-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Wendell Scott EB

Approach Direction: Northbound

Peak Hour: PM

Peak Hour Left Turns (V_L): 91 vph

Advancing Volume (V_A): 530 vph

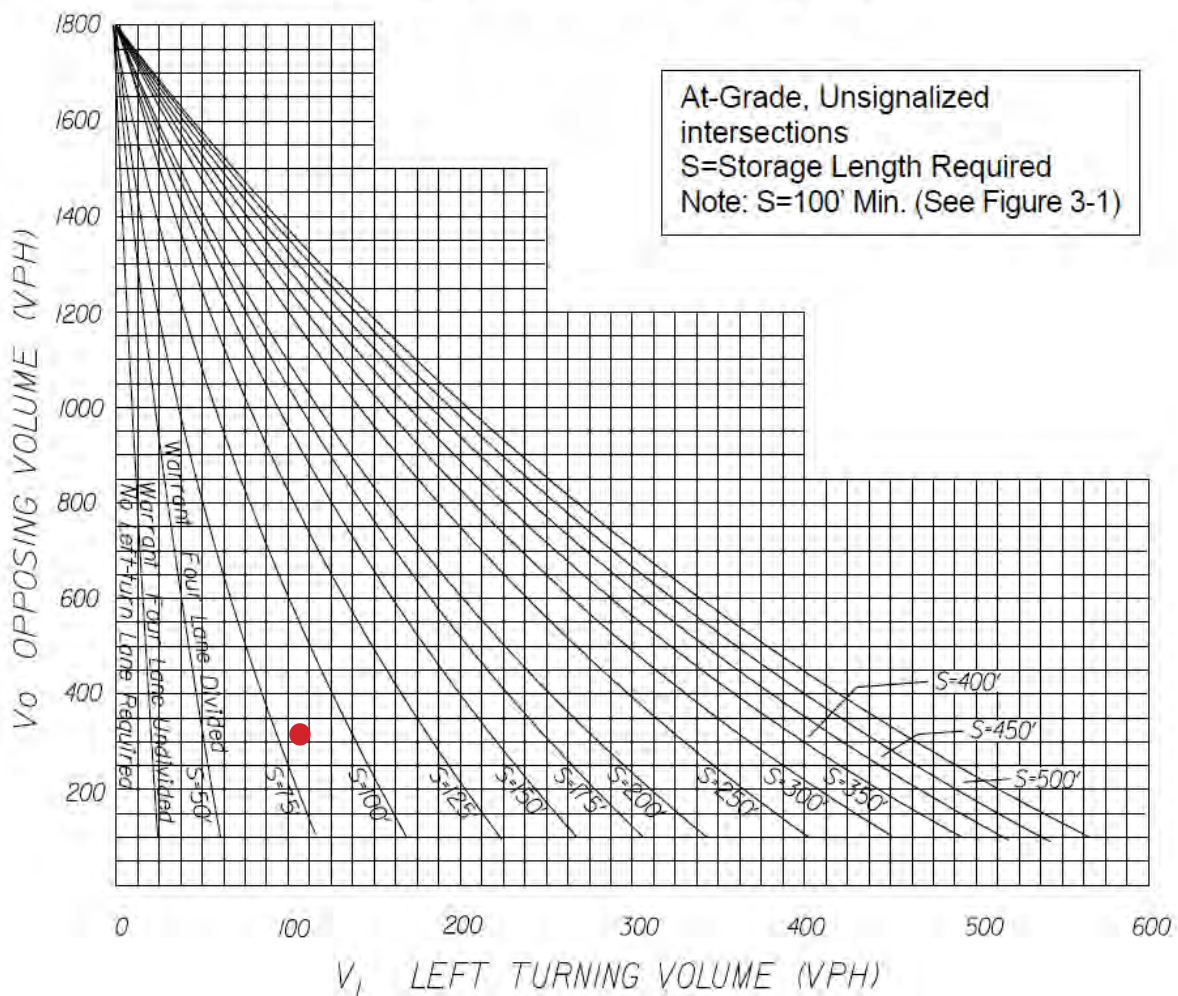
Opposing Volume (V_O): 312 vph

Operating/Design Speed (V): 35 mph

% Left Turns in V_A (L): 20% (Calculated: 17%)

Conclusion: 100' Storage Lane Plus 100' Taper Required

Warrants for Left Turn Storage Lanes on Four-Lane Highways



Warrant for Right-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Wendell Scott WB

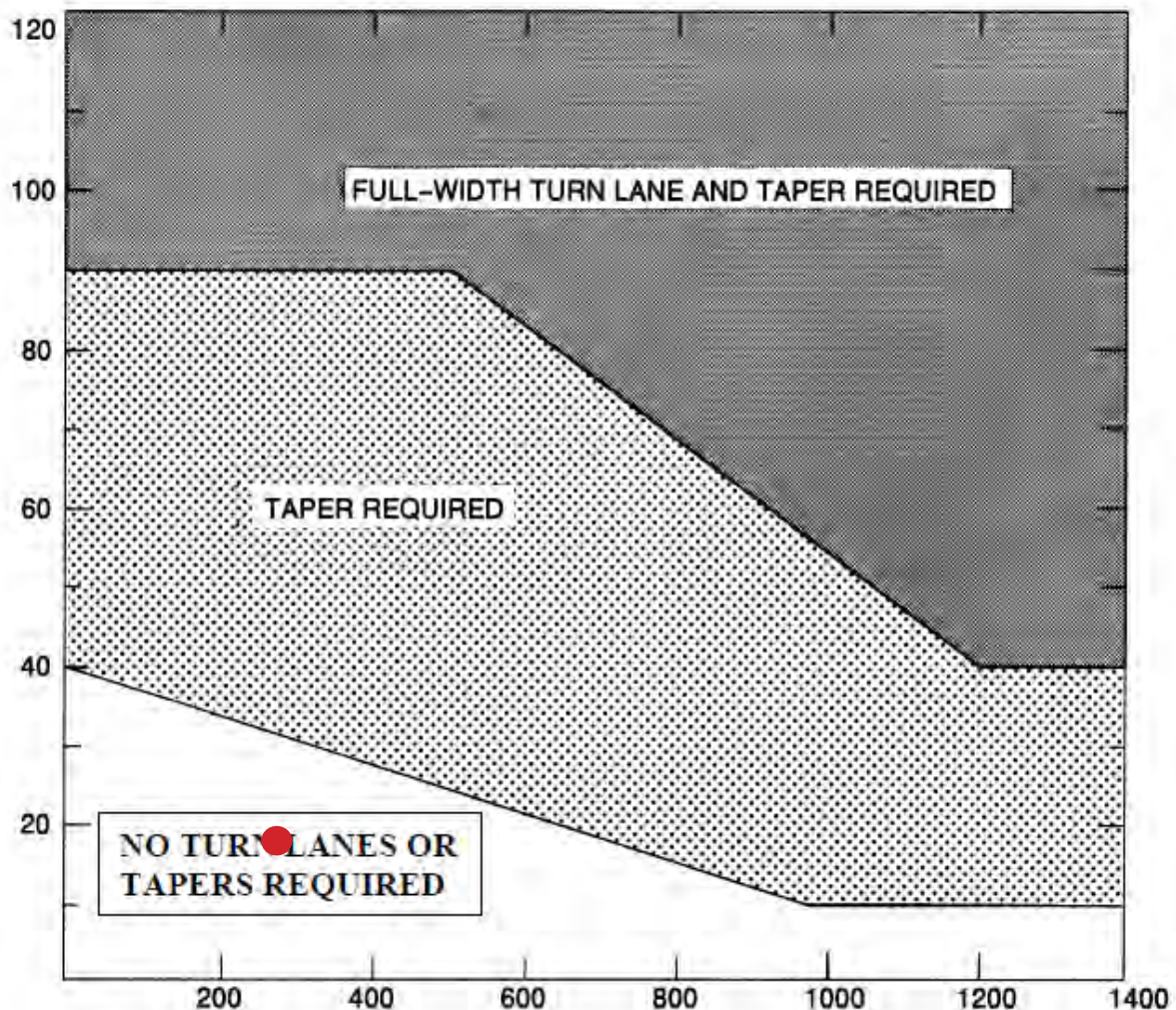
Approach Direction: Nouthbound

Peak Hour: AM

Peak Hour Right Turns (V_R): 19 vph

Peak Hour Approach Total (V): 278 vph

Conclusion: No Taper Required



Warrant for Right-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Wendell Scott WB

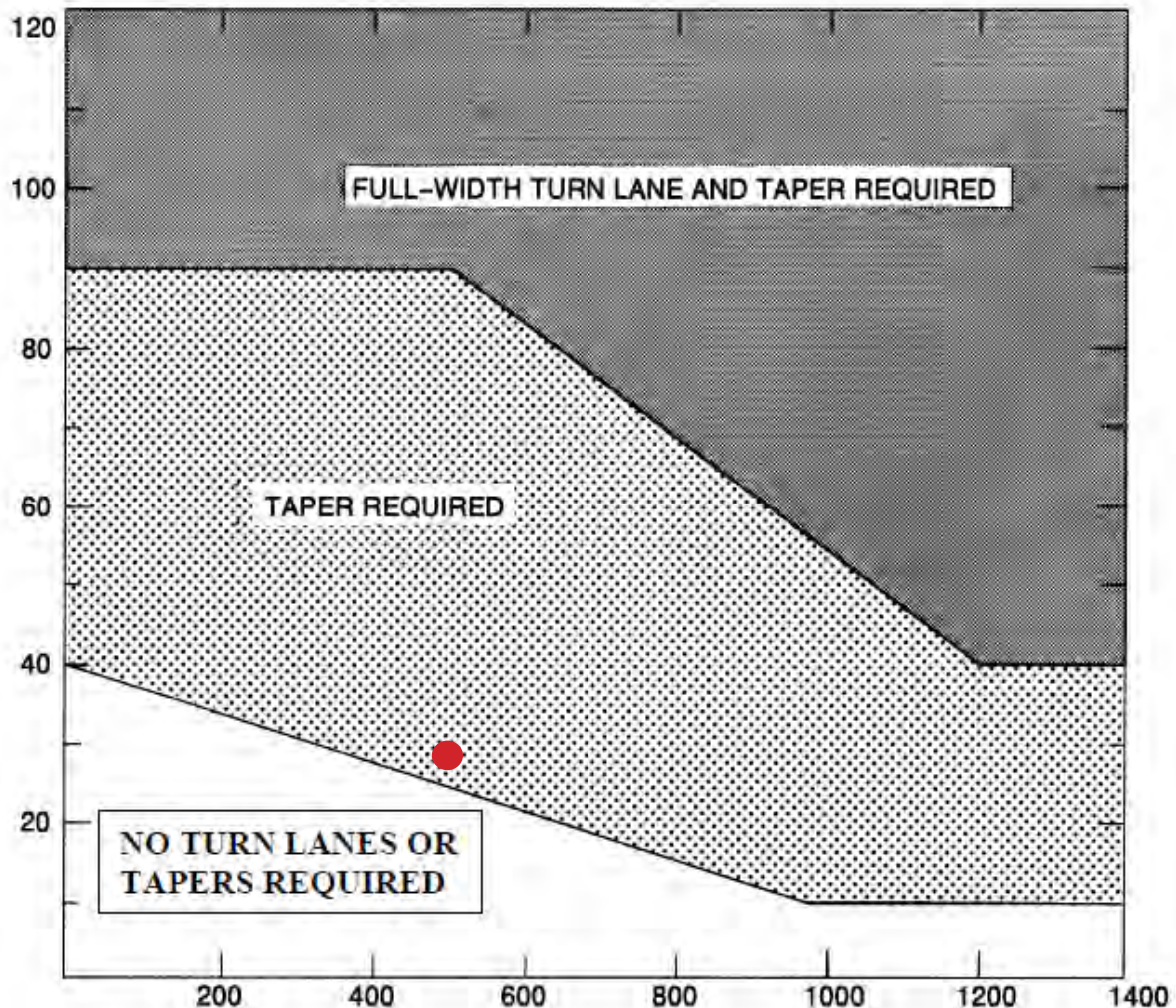
Approach Direction: Nouthbound

Peak Hour: PM

Peak Hour Right Turns (V_R): 30 vph

Peak Hour Approach Total (V): 514 vph

Conclusion: Taper Required



Warrant for Left-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Wendell Scott WB

Approach Direction: Southbound

Peak Hour: AM

Peak Hour Left Turns (V_L): 64 vph

Advancing Volume (V_A): 392 vph

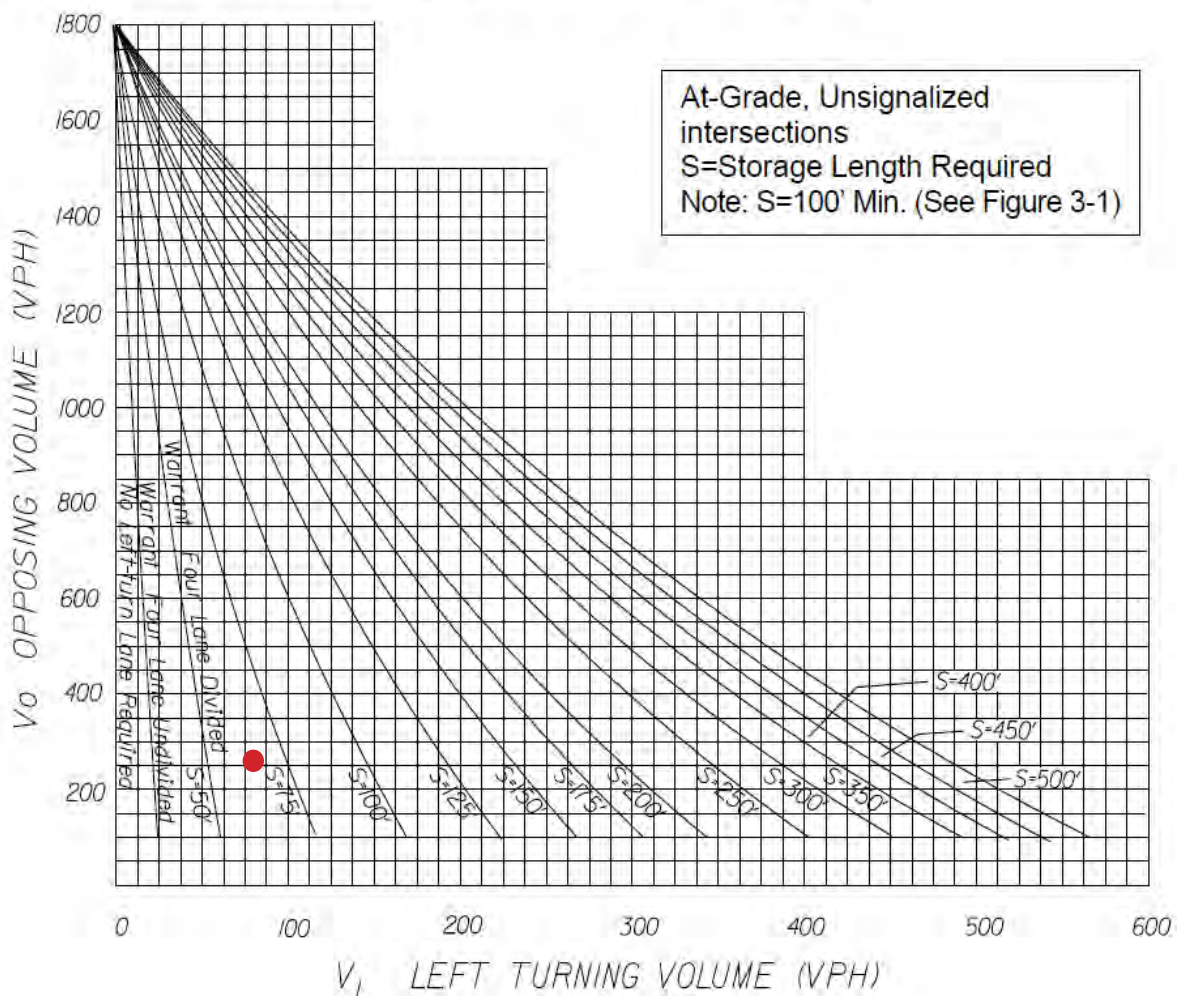
Opposing Volume (V_O): 259 vph

Operating/Design Speed (V): 35 mph

% Left Turns in V_A (L): 20% (Calculated: 16%)

Conclusion: 100' Storage Lane Plus 100' Taper Required

Warrants for Left Turn Storage Lanes on Four-Lane Highways



Warrant for Left-Turn Storage Lanes on Four-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Existing)

Intersection: Arnett Blvd./Wendell Scott WB

Approach Direction: Southbound

Peak Hour: PM

Peak Hour Left Turns (V_L): 136 vph

Advancing Volume (V_A): 478 vph

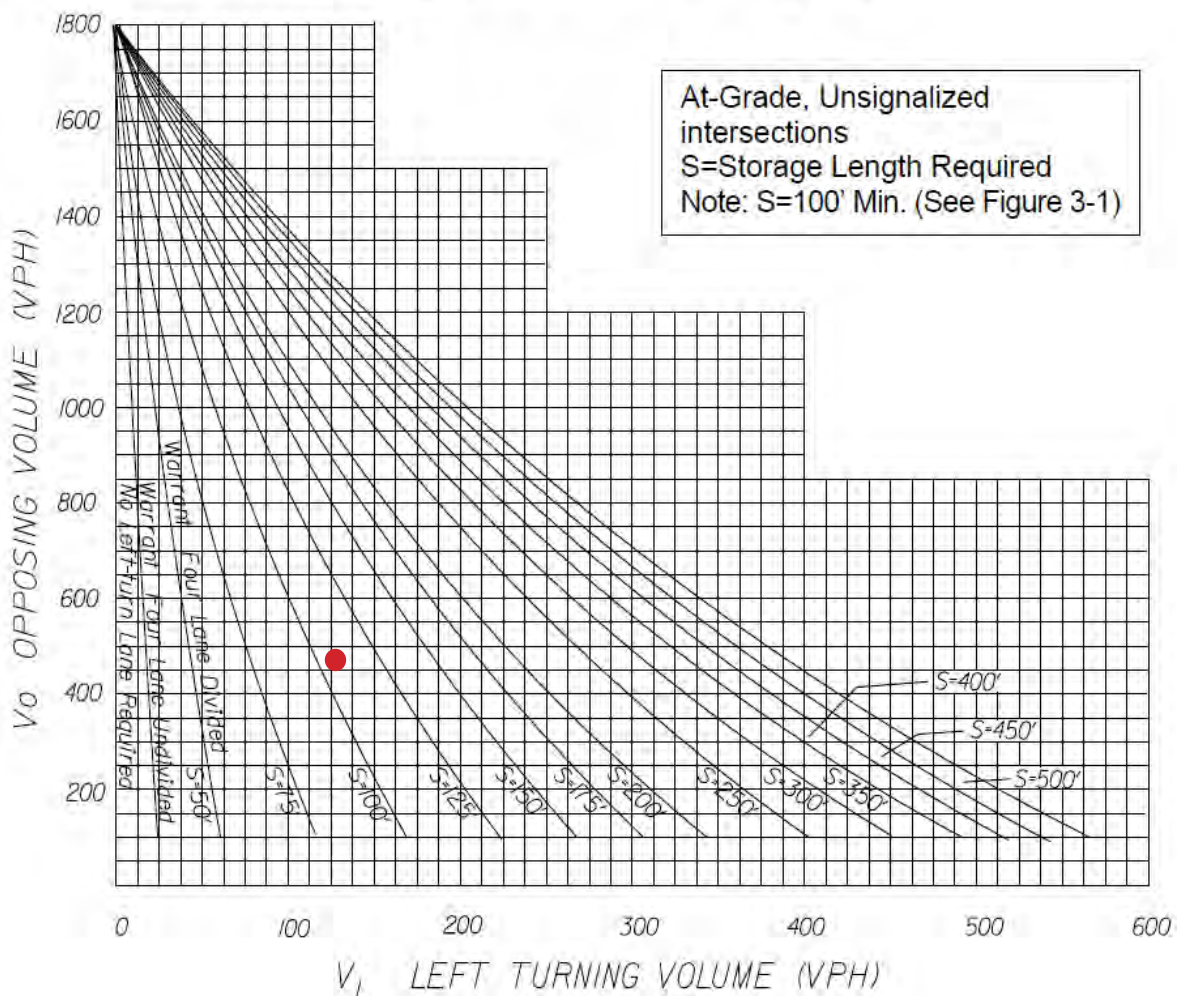
Opposing Volume (V_O): 484 vph

Operating/Design Speed (V): 35 mph

% Left Turns in V_A (L): 30% (Calculated: 28%)

Conclusion: 100' Storage Lane Plus 100' Taper Required

Warrants for Left Turn Storage Lanes on Four-Lane Highways



Appendix E: Existing Condition Signal Warrant Forms

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Guilford St. Lanes 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☒

Condition A - Minimum Vehicular Volume

100% Satisfied Yes ☐ No ☒

80% Satisfied Yes ☐ No ☒

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					5PM- 6PM	4PM- 5PM	7AM- 8AM	8AM- 9AM				
	1		2 or more									
Approach Lanes												
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400)	350	600 (480)	420 (336)	808	722	373	366				
Highest Approach on Minor Street	150 (120)	105	200 (160)	140 (112)	113	113	62	87				

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable Yes ☒ No ☐

100% Satisfied Yes ☐ No ☒

80% Satisfied Yes ☐ No ☒

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					5PM- 6PM	4PM- 5PM	7AM- 8AM	8AM- 9AM				
	1		2 or more									
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600)	525	900 (720)	630 (504)	808	722	373	366				
Highest Approach on Minor Street	75 (60)	53	100 (80)	70 (56)	113	113	62	87				

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Guilford St. Lanes 2

Volume Level Criteria

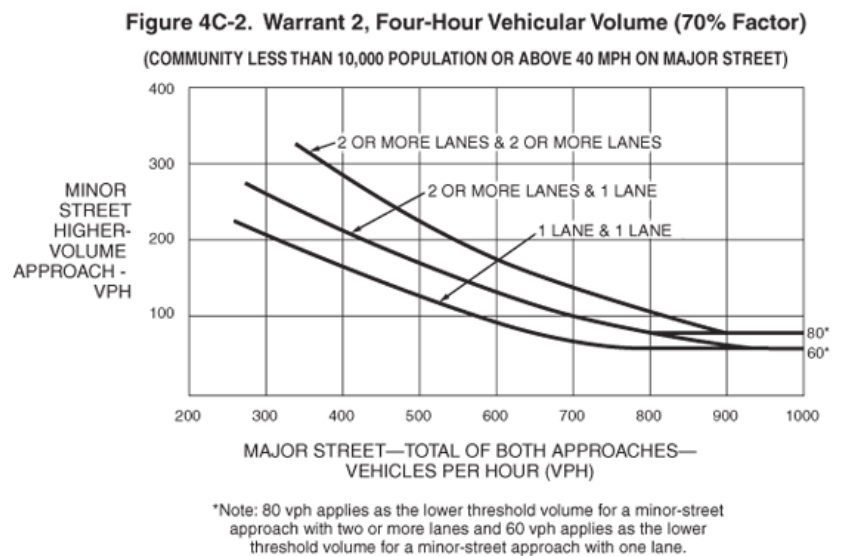
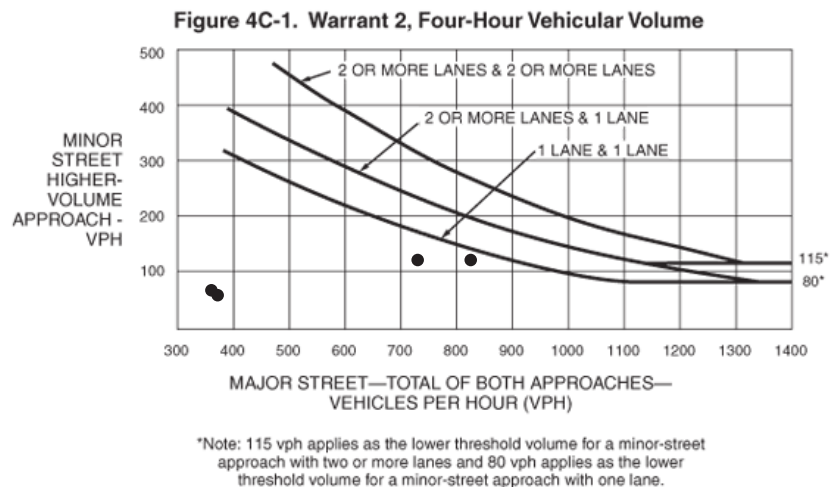
1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable Yes ☒ No ☐
 Satisfied Yes ☐ No ☒

Four Highest Hours	Volumes	
	Major Street	Minor Street
7AM-8AM	373	62
8AM-9AM	366	87
4PM-5PM	722	113
5PM-6PM	808	113



Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Guilford St. Lanes 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 3 - PEAK HOUR

Applicable Yes ☒ No ☐
 Satisfied Yes ☐ No ☒

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		
future	808	113

Criteria

If all three criteria are fulfilled or the plotted point lies above the appropriate line, then the warrant is satisfied.

1. Delay on Minor Approach

*(vehicle-hours)

Approach Lanes 1 2

Delay Criteria* 4.0 5.0

Delay*

Fulfilled? Yes ☐ No ☐

2. Volume on Minor Approach

*(vehicles per hour)

Approach Lanes 1 2

Volume Criteria* 100 150

Volume*

Fulfilled? Yes ☐ No ☐

3. Total Entering Volume

*(vehicles per hour)

No. of Approaches 3 4

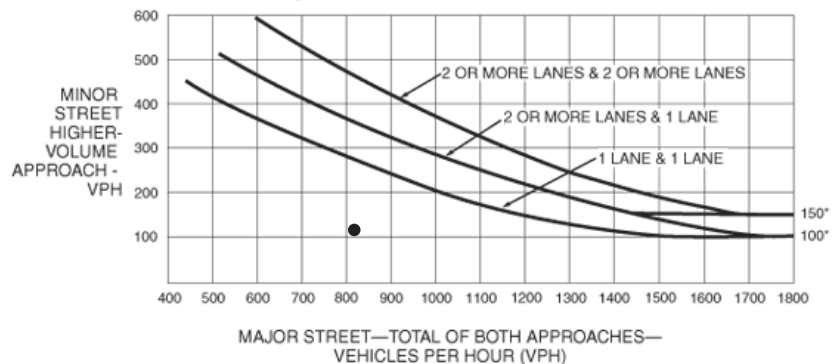
Volume Criteria* 650 800

Volume*

Fulfilled? Yes ☐ No ☐

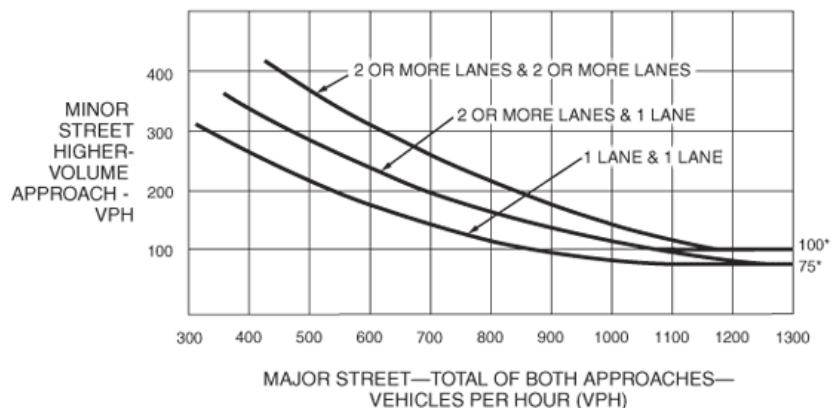
Source: Revised from NCHRP Report 457 per MUTCD 2009

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Guilford St. Lanes 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 35 mph? Yes ☐ No ☐
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☐
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☐

WARRANT 4 - PEDESTRIAN VOLUME

Four Highest Hours	Volumes	
	Major Street Total Vehicles (VPH)	Total Pedestrians Crossing Major Street (PPH)

Applicable Yes ☐ No ☒
 Satisfied Yes ☐ No ☐

The warrant is satisfied if four-hour volume or peak hour volume criteria is satisfied and the distance requirement is fulfilled.

Satisfied Yes ☐ No ☐

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

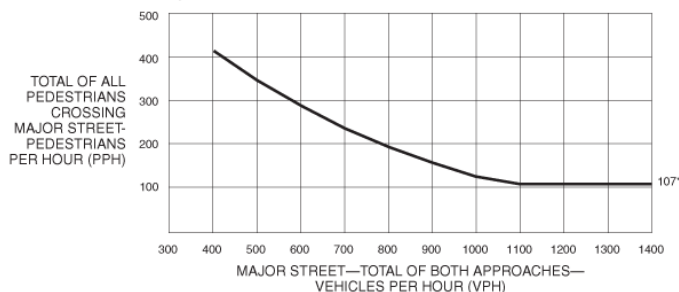


Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

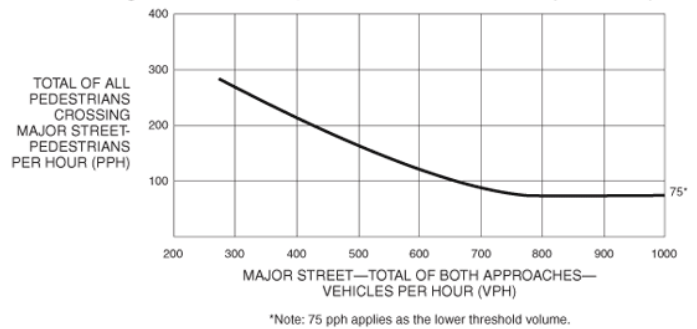


Figure 4C-7. Warrant 4, Pedestrian Peak Hour

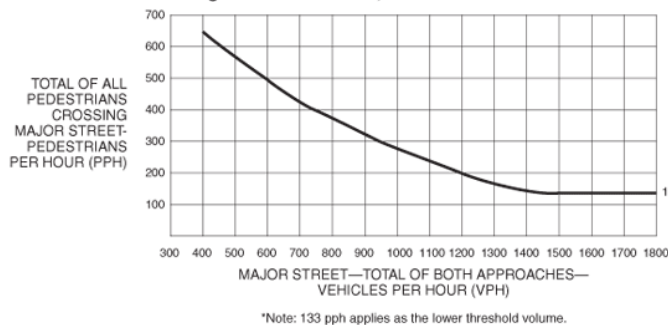
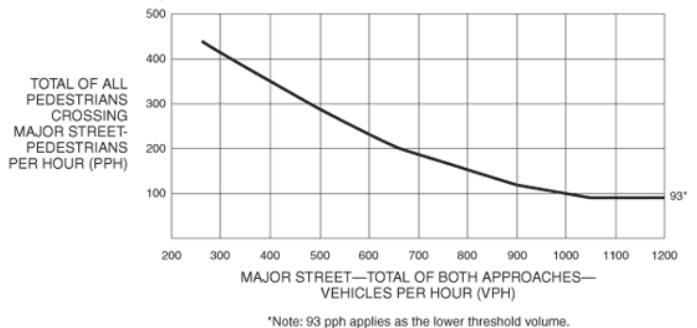


Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.

Satisfied Yes ☐ No ☐

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Guilford St. Lanes 2

WARRANT 5 - SCHOOL CROSSING

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria				Fulfilled?	
				Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.	Minutes:	Gaps:			
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.					

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Criteria				Fulfilled?	
				Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.					
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.					

WARRANT 7 - CRASH EXPERIENCE

Applicable Yes ☒ No ☐

Satisfied Yes ☐ No ☒

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria		Hour	Volume	Met?		Fulfilled?	
				Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)				X		
	Warrant 1, Condition B (80% satisfied)				X		
	Warrant 4, Pedestrian Volume at 80% of volume requirements:				X		X
	80 ped/hr for four (4) hours or						
	152 ped/hr for one (1) hour						
2. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:		N/A				X
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.	Number of crashes per 12 months:		3				X

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2017

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Guilford St. Lanes 2

WARRANT 8 - ROADWAY NETWORK

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the characteristics listed.

Criteria						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.			Entering Volume:					
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.			Warrant:	1 2 3				
				Satisfied?:					
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)						← Hour			
						← Volume			

Characteristics of Major Routes						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.					Major Street:				
					Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.					Major Street:				
					Minor Street:				
3. Appears as a major route on an official plan.					Major Street:				
					Minor Street:				

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that should be considered or tried are:

- A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or
- B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach.

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Wendell Scott Dr EB Lanes 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Applicable Yes ☒ No ☐
Satisfied Yes ☐ No ☒

Condition A - Minimum Vehicular Volume

100% Satisfied Yes ☐ No ☒
80% Satisfied Yes ☐ No ☒

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					5PM- 6PM	4PM- 5PM	7AM- 8AM	8AM- 9AM				
	1		2 or more									
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400)	350	600 (480)	420 (336)	635	898	523	481				
Highest Approach on Minor Street	150 (120)	105	200 (160)	140 (112)	116	170	79	68				

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable Yes ☒ No ☐
100% Satisfied Yes ☐ No ☒
80% Satisfied Yes ☐ No ☒

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					5PM- 6PM	4PM- 5PM	7AM- 8AM	8AM- 9AM				
	1		2 or more									
	Approach Lanes											
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600)	525	900 (720)	630 (504)	635	898	523	481				
Highest Approach on Minor Street	75 (60)	53	100 (80)	70 (56)	116	170	79	68				

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Wendell Scott Dr EB Lanes 2

Volume Level Criteria

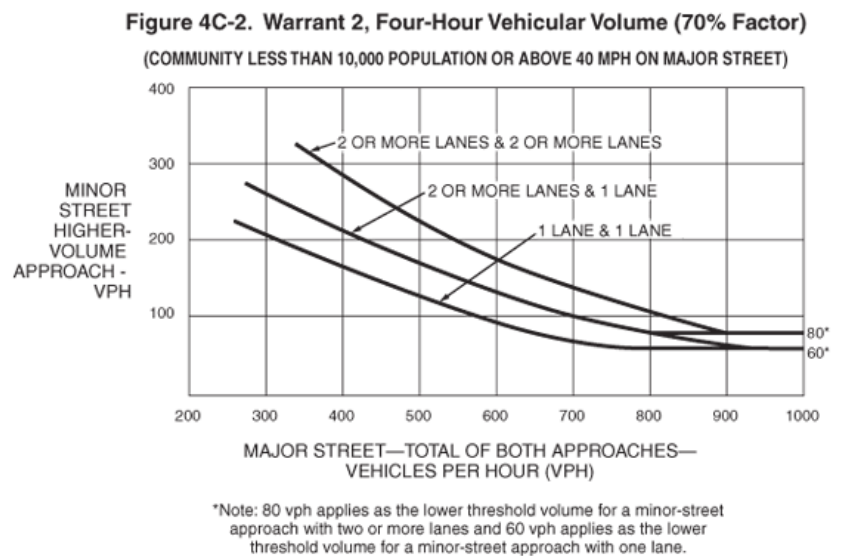
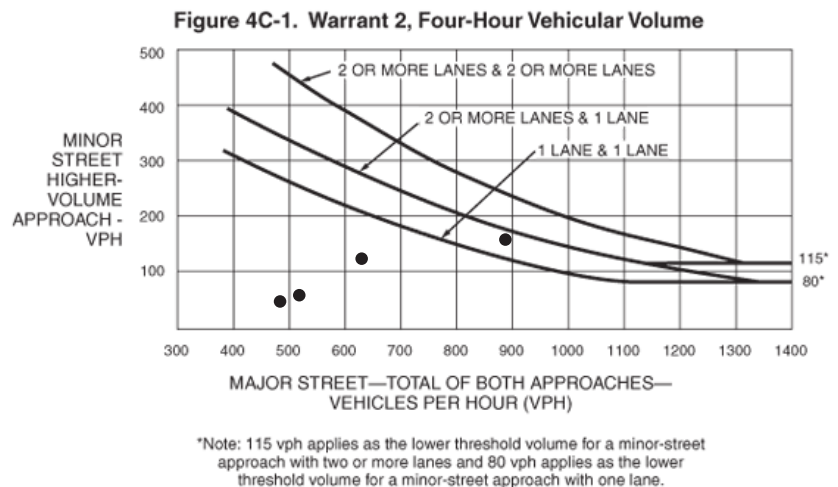
1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable Yes ☒ No ☐
 Satisfied Yes ☐ No ☒

Four Highest Hours	Volumes	
	Major Street	Minor Street
7AM-8AM	523	79
8AM-9AM	481	68
4PM-5PM	898	170
5PM-6PM	635	116



Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Wendell Scott Dr EB Lanes 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 3 - PEAK HOUR

Applicable Yes ☒ No ☐
 Satisfied Yes ☐ No ☒

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		
future	898	170

Criteria

If all three criteria are fulfilled or the plotted point lies above the appropriate line, then the warrant is satisfied.

1. Delay on Minor Approach

*(vehicle-hours)

Approach Lanes 1 2

Delay Criteria* 4.0 5.0

Delay*

Fulfilled? Yes ☐ No ☐

2. Volume on Minor Approach

*(vehicles per hour)

Approach Lanes 1 2

Volume Criteria* 100 150

Volume*

Fulfilled? Yes ☐ No ☐

3. Total Entering Volume

*(vehicles per hour)

No. of Approaches 3 4

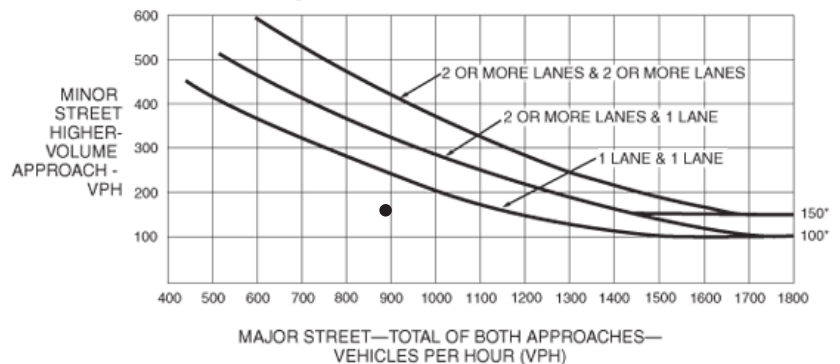
Volume Criteria* 650 800

Volume*

Fulfilled? Yes ☐ No ☐

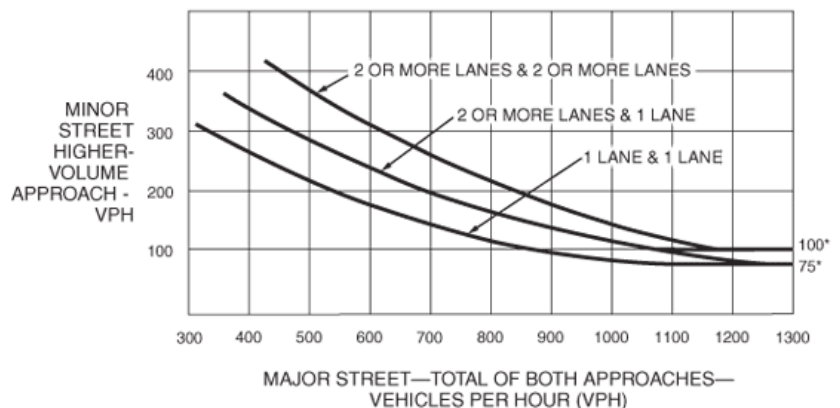
Source: Revised from NCHRP Report 457 per MUTCD 2009

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Wendell Scott Dr EB Lanes 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 35 mph? Yes ☐ No ☐
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☐
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☐

WARRANT 4 - PEDESTRIAN VOLUME

Four Highest Hours	Volumes	
	Major Street Total Vehicles (VPH)	Total Pedestrians Crossing Major Street (PPH)

Applicable Yes ☐ No ☒
 Satisfied Yes ☐ No ☐

The warrant is satisfied if four-hour volume or peak hour volume criteria is satisfied and the distance requirement is fulfilled.

Satisfied Yes ☐ No ☐

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

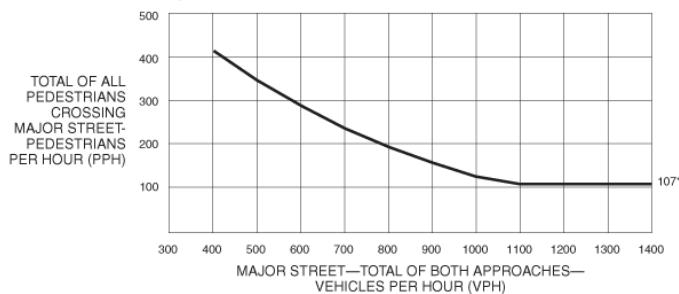


Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

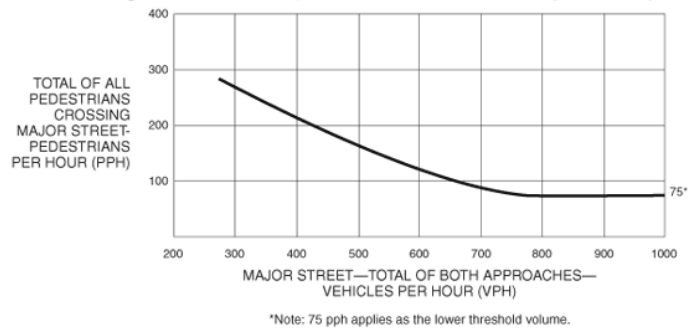


Figure 4C-7. Warrant 4, Pedestrian Peak Hour

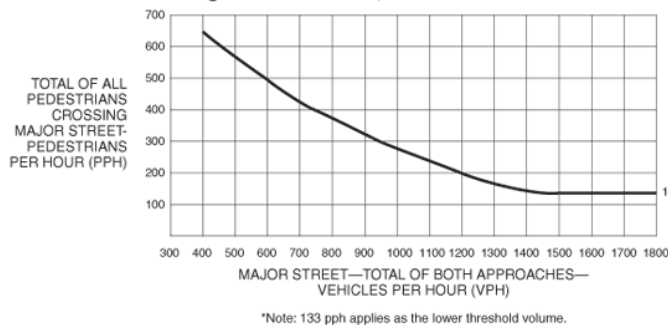
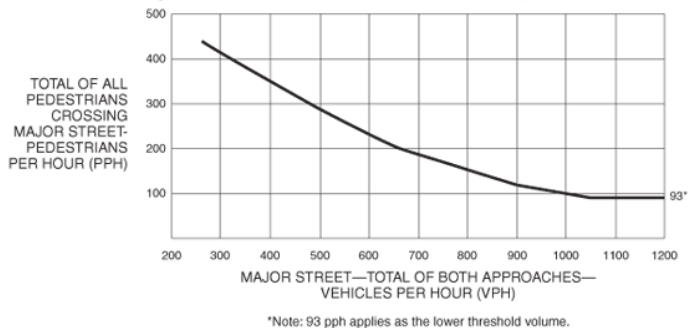


Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.

Satisfied Yes ☐ No ☐

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Wendell Scott Dr EB Lanes 2

WARRANT 5 - SCHOOL CROSSING

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria				Fulfilled?	
				Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.	Minutes:	Gaps:			
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.					

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Criteria				Fulfilled?	
				Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.					
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.					

WARRANT 7 - CRASH EXPERIENCE

Applicable Yes ☒ No ☐

Satisfied Yes ☐ No ☒

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria		Hour	Volume	Met?		Fulfilled?	
				Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)				X		
	Warrant 1, Condition B (80% satisfied)				X		
	Warrant 4, Pedestrian Volume at 80% of volume requirements:				X		X
	80 ped/hr for four (4) hours or						
	152 ped/hr for one (1) hour						
2. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:		N/A				X
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.	Number of crashes per 12 months:		4				X

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2017

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Wendell Scott Dr EB Lanes 2

WARRANT 8 - ROADWAY NETWORK

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the characteristics listed.

Criteria						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.			Entering Volume:					
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.			Warrant:					
				Satisfied?:					
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)						← Hour			
						← Volume			

Characteristics of Major Routes						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:								
	Minor Street:								
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:								
	Minor Street:								
3. Appears as a major route on an official plan.	Major Street:								
	Minor Street:								

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that should be considered or tried are:

- A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or
- B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach.

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Wendell Scott Dr WB Lanes 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Applicable Yes ☒ No ☐
Satisfied Yes ☐ No ☒

Condition A - Minimum Vehicular Volume

100% Satisfied Yes ☐ No ☒
80% Satisfied Yes ☐ No ☒

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					5PM- 6PM	4PM- 5PM	7AM- 8AM	8AM- 9AM				
	1		2 or more									
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400)	350	600 (480)	420 (336)	987	905	574	639				
Highest Approach on Minor Street	150 (120)	105	200 (160)	140 (112)	126	141	72	99				

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable Yes ☒ No ☐
100% Satisfied Yes ☐ No ☒
80% Satisfied Yes ☐ No ☒

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					5PM- 6PM	4PM- 5PM	7AM- 8AM	8AM- 9AM				
	1		2 or more									
	Approach Lanes											
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600)	525	900 (720)	630 (504)	987	905	574	639				
Highest Approach on Minor Street	75 (60)	53	100 (80)	70 (56)	126	141	72	99				

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Wendell Scott Dr WB Lanes 1

Volume Level Criteria

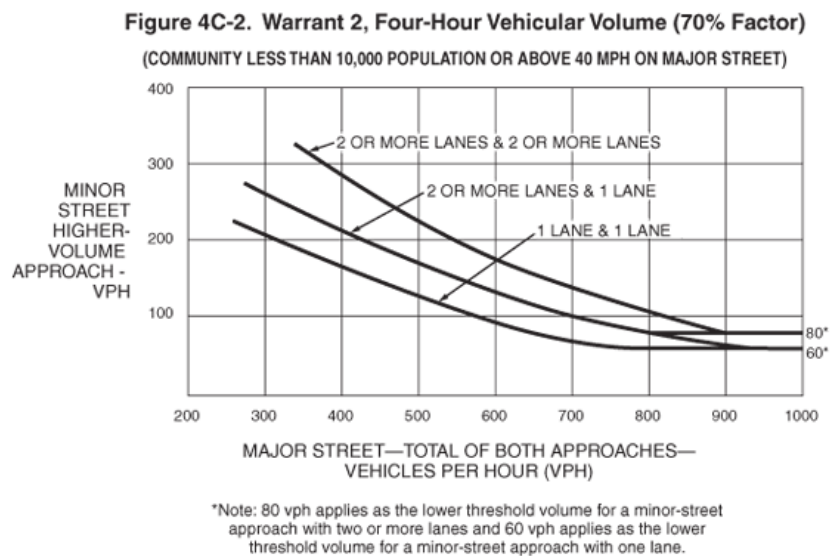
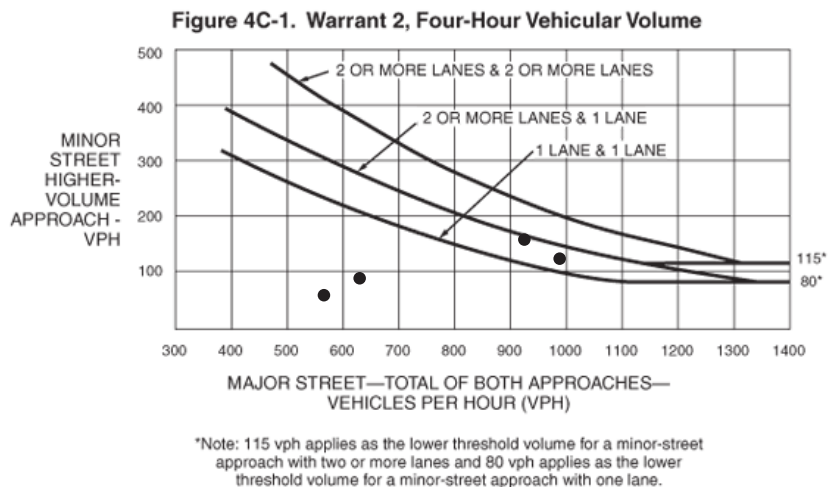
1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable Yes ☒ No ☐
 Satisfied Yes ☐ No ☒

Four Highest Hours	Volumes	
	Major Street	Minor Street
7AM-8AM	574	72
8AM-9AM	639	99
4PM-5PM	905	141
5PM-6PM	987	126



Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Wendell Scott Dr EB Lanes 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 40 mph? Yes ☐ No ☒
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☒
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☒

WARRANT 3 - PEAK HOUR

Applicable Yes ☒ No ☐
 Satisfied Yes ☐ No ☒

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		
future	987	126

Criteria

If all three criteria are fulfilled or the plotted point lies above the appropriate line, then the warrant is satisfied.

1. Delay on Minor Approach

*(vehicle-hours)

Approach Lanes 1 2

Delay Criteria* 4.0 5.0

Delay*

Fulfilled? Yes ☐ No ☐

2. Volume on Minor Approach

*(vehicles per hour)

Approach Lanes 1 2

Volume Criteria* 100 150

Volume*

Fulfilled? Yes ☐ No ☐

3. Total Entering Volume

*(vehicles per hour)

No. of Approaches 3 4

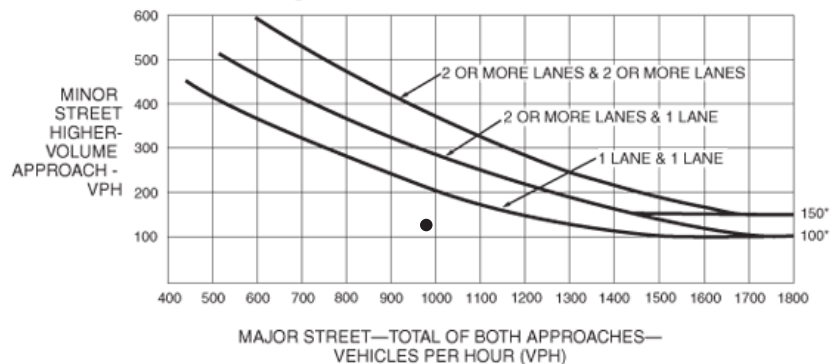
Volume Criteria* 650 800

Volume*

Fulfilled? Yes ☐ No ☐

Source: Revised from NCHRP Report 457 per MUTCD 2009

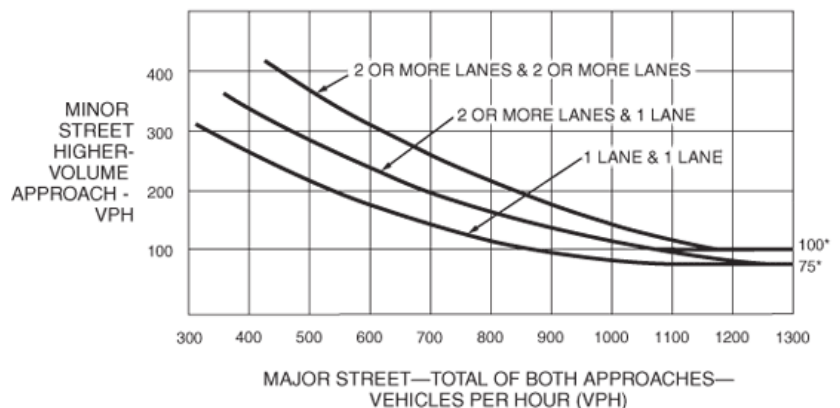
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019
 Condition: Existing Engineer: Bill Wuensch, P.E.
 Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph
 Minor Street Wendell Scott Dr WB Lanes 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 35 mph? Yes ☐ No ☐
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes ☐ No ☐
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% ☐ 100% ☐

WARRANT 4 - PEDESTRIAN VOLUME

Four Highest Hours	Volumes	
	Major Street Total Vehicles (VPH)	Total Pedestrians Crossing Major Street (PPH)

Applicable Yes ☐ No ☒
 Satisfied Yes ☐ No ☐

The warrant is satisfied if four-hour volume or peak hour volume criteria is satisfied and the distance requirement is fulfilled.

Satisfied Yes ☐ No ☐

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

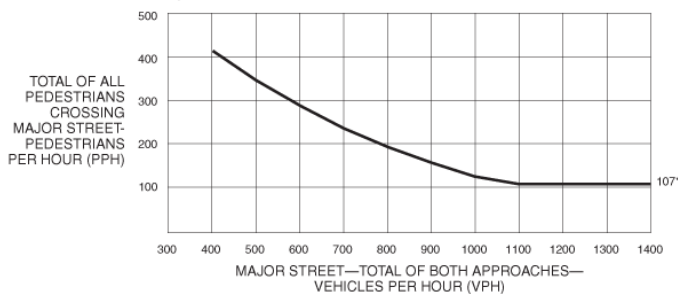


Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

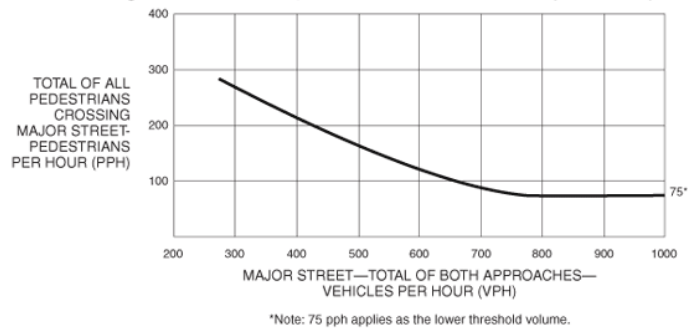


Figure 4C-7. Warrant 4, Pedestrian Peak Hour

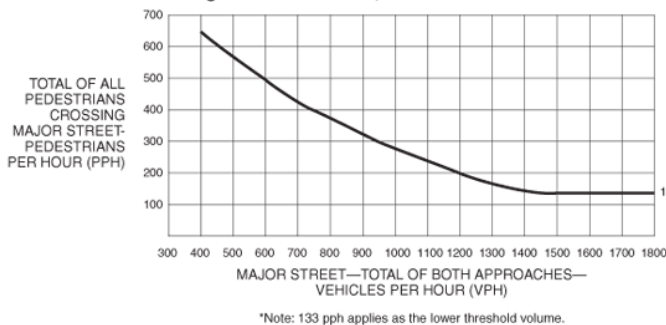
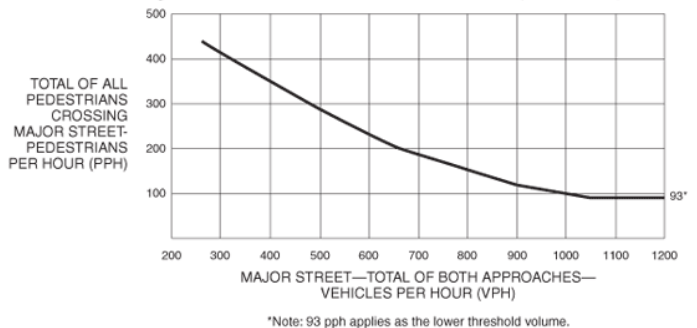


Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.

Satisfied Yes ☐ No ☐

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2019

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Wendell Scott Dr WB Lanes 1

WARRANT 5 - SCHOOL CROSSING

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria				Fulfilled?	
				Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.	Minutes:	Gaps:			
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.					

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Criteria				Fulfilled?	
				Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.					
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.					

WARRANT 7 - CRASH EXPERIENCE

Applicable Yes ☒ No ☐

Satisfied Yes ☐ No ☒

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria		Hour	Volume	Met?		Fulfilled?	
				Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)				X		
	Warrant 1, Condition B (80% satisfied)				X		
	Warrant 4, Pedestrian Volume at 80% of volume requirements:				X		X
	80 ped/hr for four (4) hours or						
	152 ped/hr for one (1) hour						
2. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:		N/A				X
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.	Number of crashes per 12 months:		3				X

Traffic Signal Warrant Summary

City: Danville Analysis Date: 8/26/2017

Condition: Existing Engineer: Bill Wuensch, P.E.

Major Street Arnett Blvd. Lanes 2 Critical Approach Speed 35 mph

Minor Street Wendell Scott Dr WB Lanes 1

WARRANT 8 - ROADWAY NETWORK

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the characteristics listed.

Criteria						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.			Entering Volume:					
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.			Warrant:	1 2 3				
				Satisfied?:					
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)						← Hour			
						← Volume			

Characteristics of Major Routes						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.					Major Street:				
					Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.					Major Street:				
					Minor Street:				
3. Appears as a major route on an official plan.					Major Street:				
					Minor Street:				

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

Applicable Yes ☐ No ☒

Satisfied Yes ☐ No ☐

The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that should be considered or tried are:

- A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or
- B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach.

Appendix F: Build Condition Turn Lane Warrant Analysis

Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Guilford St.

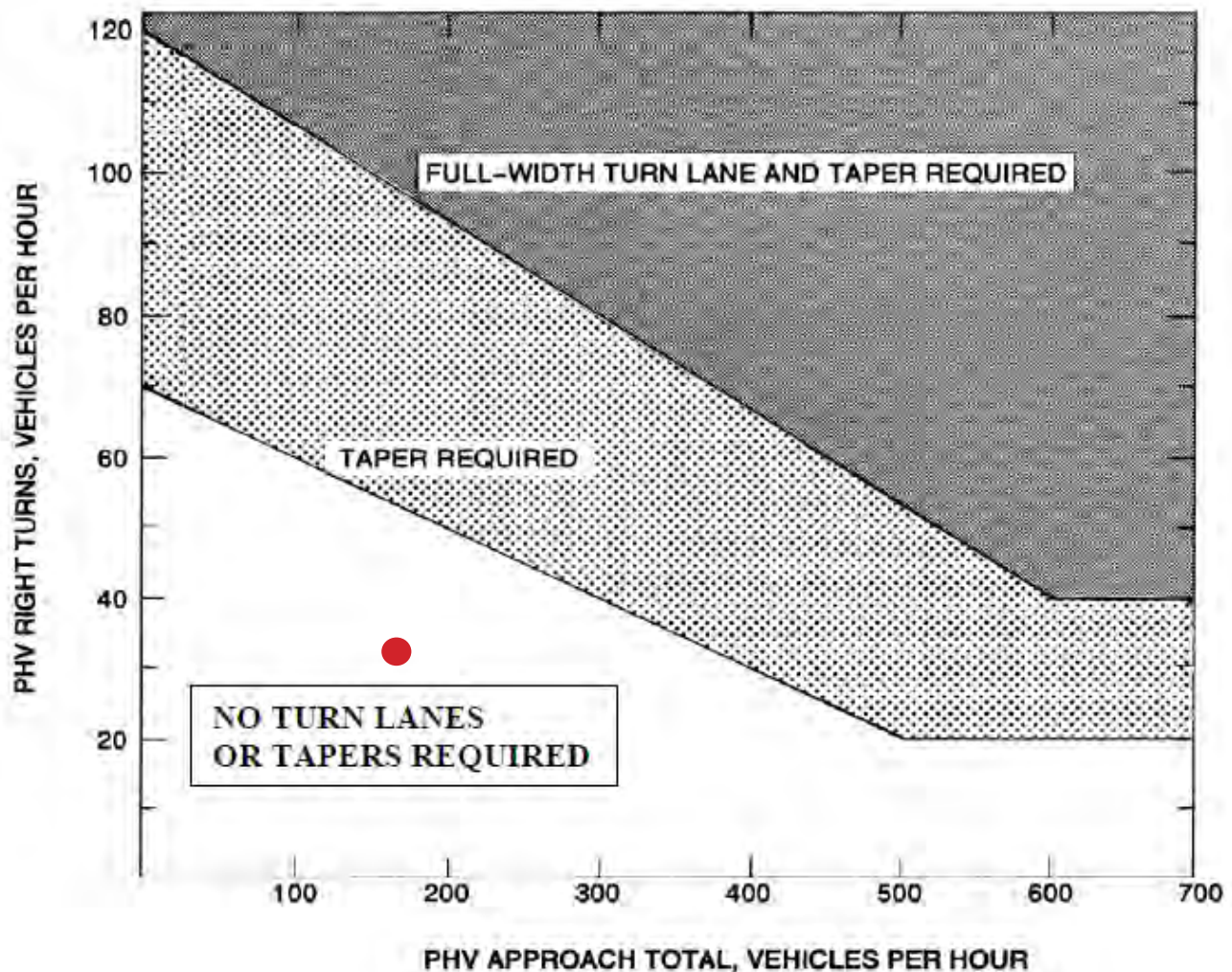
Approach Direction: Northbound

Peak Hour: AM

Peak Hour Right Turns (V_R): 32 vph

Peak Hour Approach Total (V): 168 vph

Conclusion: No Tapers Required



Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Guilford St.

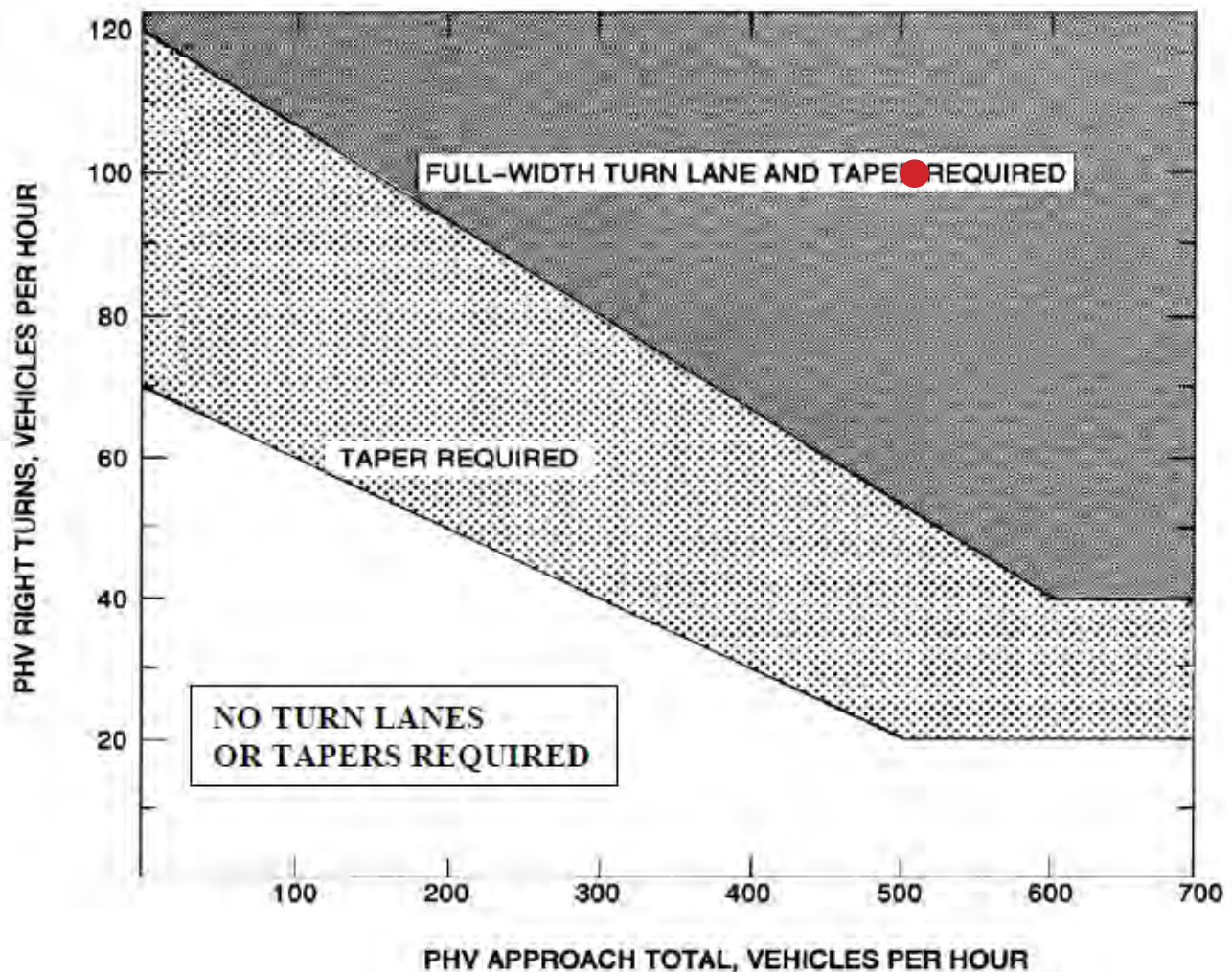
Approach Direction: Northbound

Peak Hour: PM

Peak Hour Right Turns (V_R): 100 vph

Peak Hour Approach Total (V): 503 vph

Conclusion: Full-Width Turn Lane and Taper Required



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Guilford St.

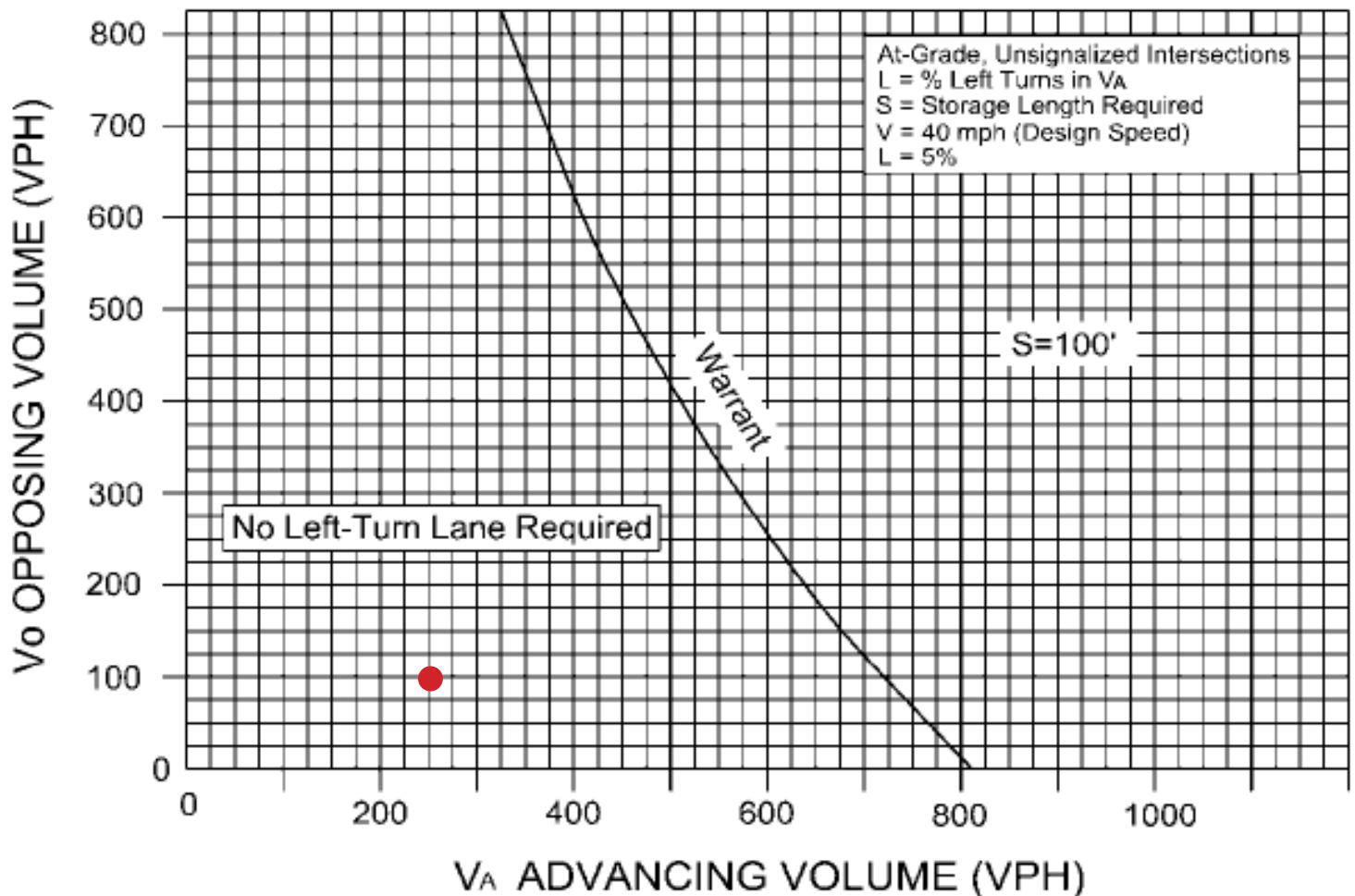
Approach Direction: Southbound

Peak Hour: AM

Peak Hour Left Turns (V_L): 9 vph
Advancing Volume (V_A): 225 vph
Opposing Volume (V_O): 136 vph
Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 5% (Calculated: 4%)

Conclusion: No Left Turn Lane Required



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Guilford St.

Approach Direction: Southbound

Peak Hour: PM

Peak Hour Left Turns (V_L): 12 vph

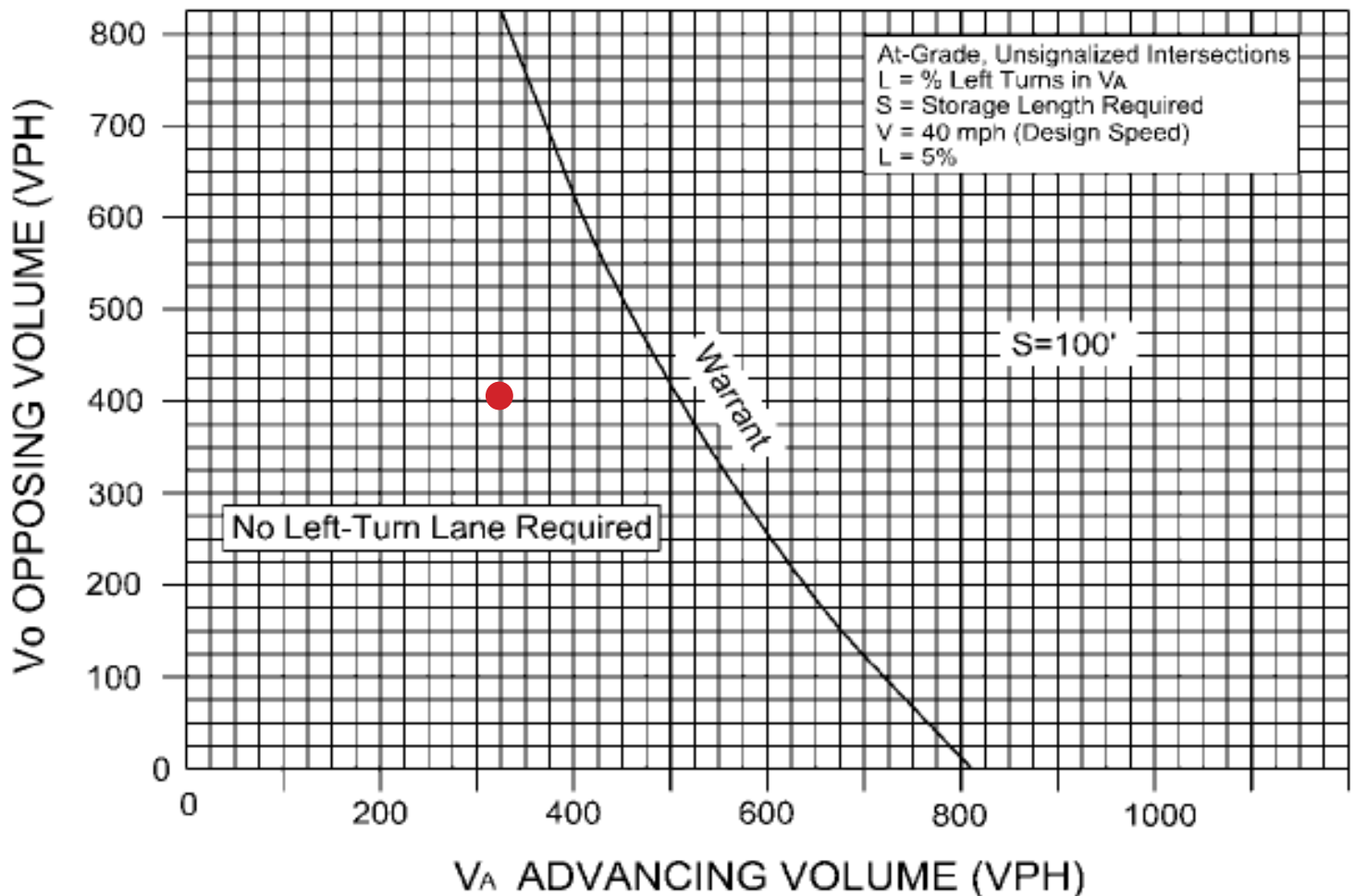
Advancing Volume (V_A): 324 vph

Opposing Volume (V_O): 403 vph

Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 5% (Calculated: 3%)

Conclusion: No Left Turn Lane Required



Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Wendell Scott EB

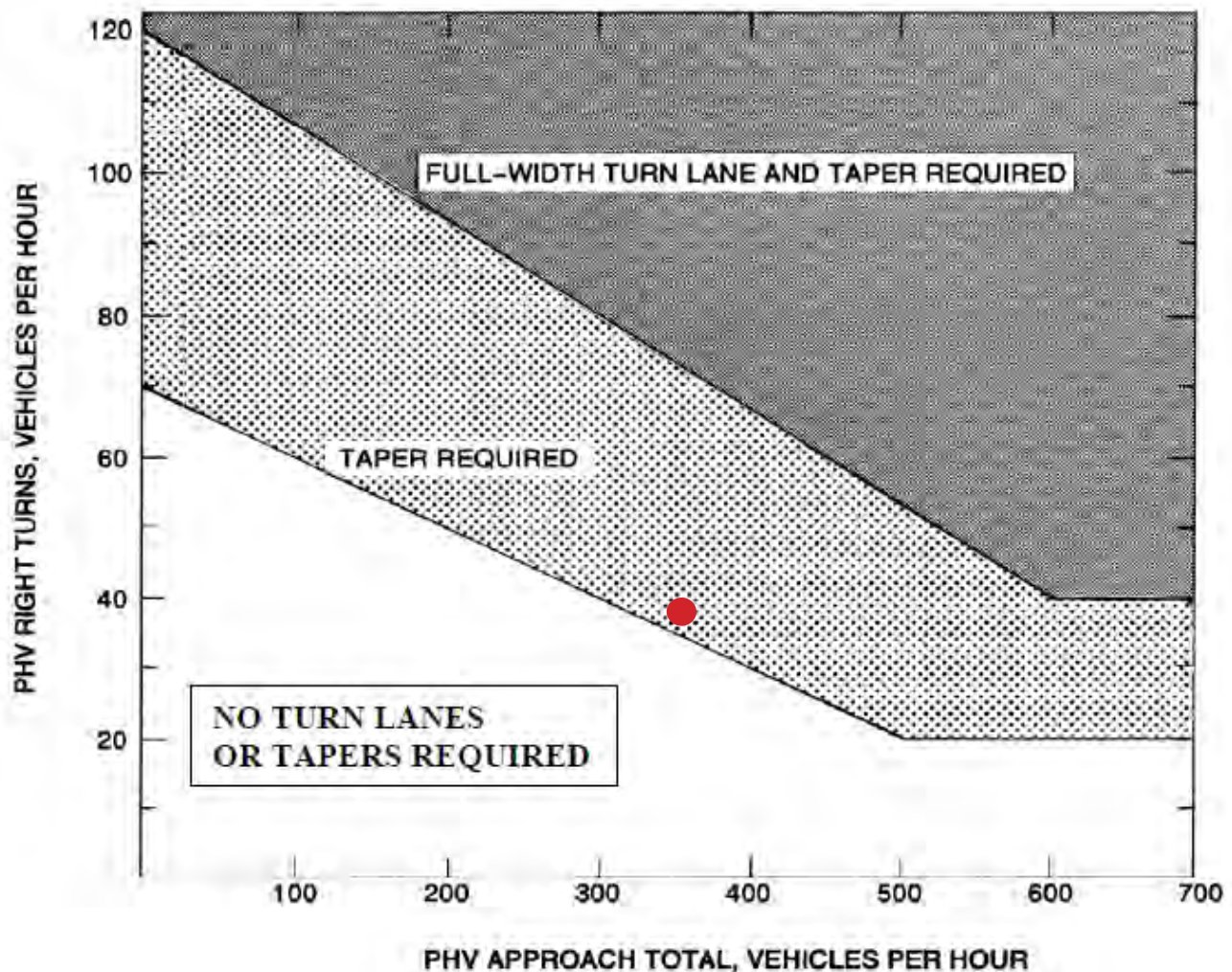
Approach Direction: Southbound

Peak Hour: AM

Peak Hour Right Turns (V_R): 41 vph

Peak Hour Approach Total (V): 351 vph

Conclusion: Taper Required



Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Wendell Scott EB

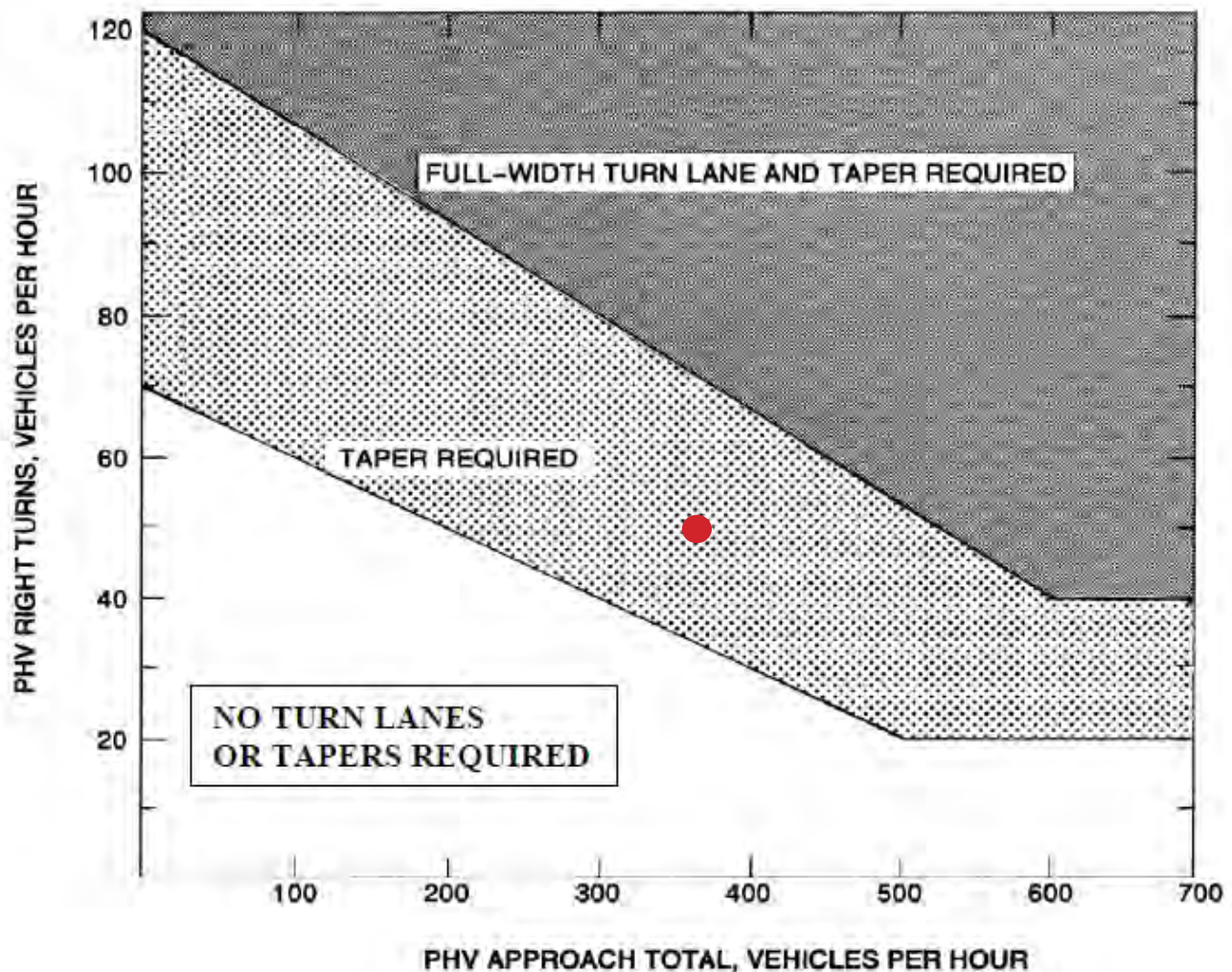
Approach Direction: Southbound

Peak Hour: PM

Peak Hour Right Turns (V_R): 56 vph

Peak Hour Approach Total (V): 368 vph

Conclusion: Taper Required



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Wendell Scott EB

Approach Direction: Northbound

Peak Hour: AM

Peak Hour Left Turns (V_L): 72 vph

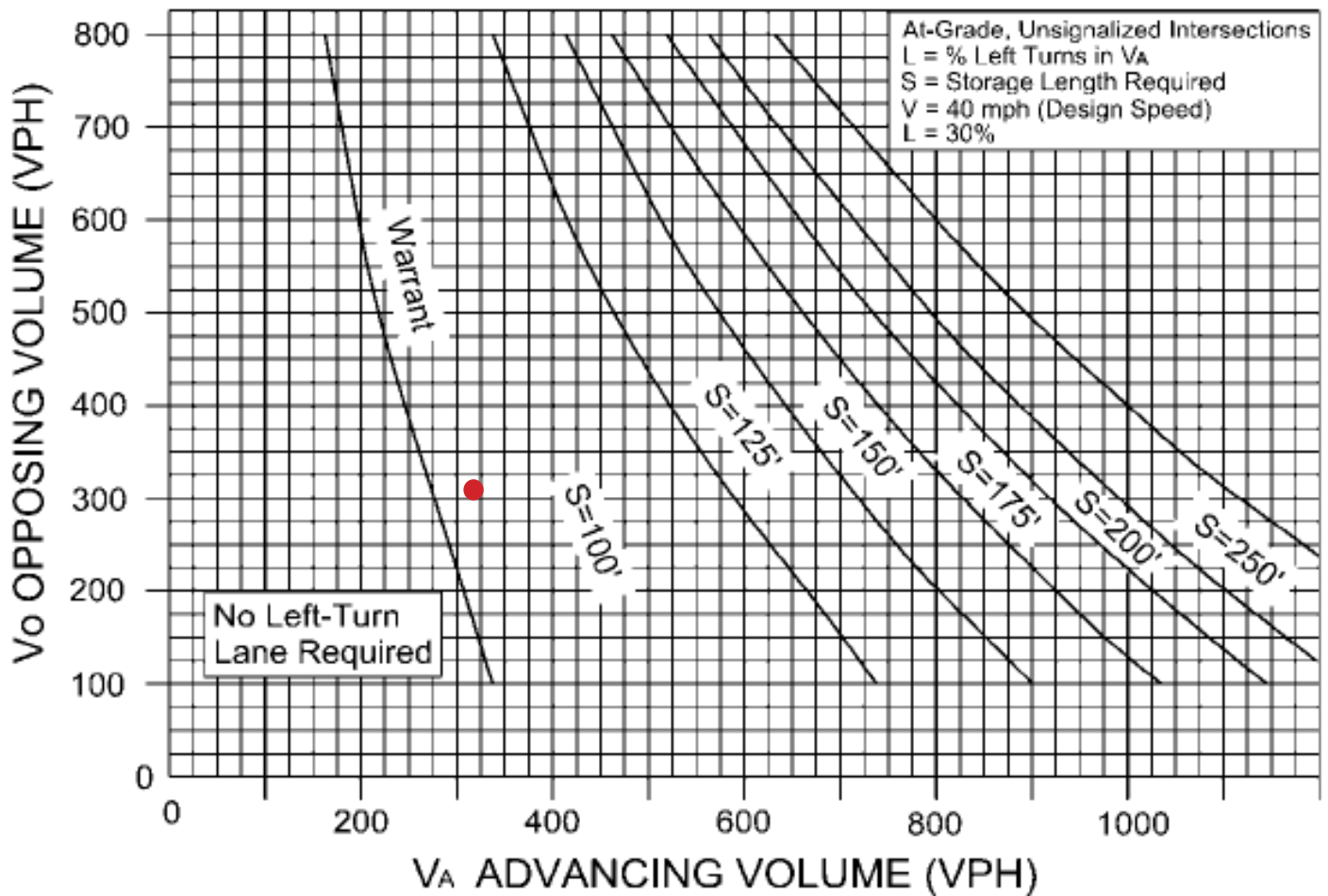
Advancing Volume (V_A): 277 vph

Opposing Volume (V_O): 310 vph

Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 30% (Calculated: 26%)

Conclusion: 100' Storage Lane Required



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Wendell Scott EB

Approach Direction: Northbound

Peak Hour: PM

Peak Hour Left Turns (V_L): 91 vph

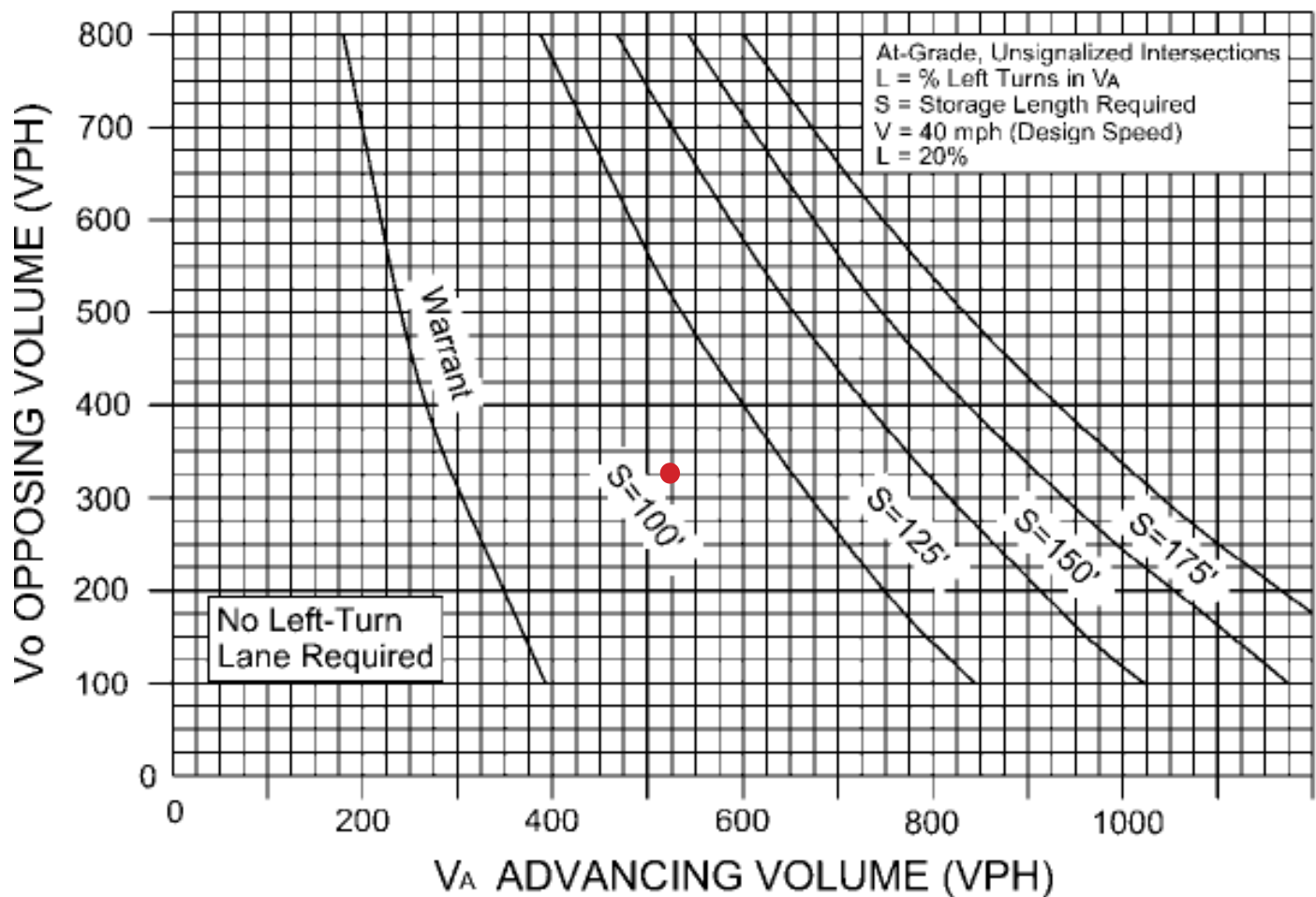
Advancing Volume (V_A): 530 vph

Opposing Volume (V_O): 312 vph

Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 20% (Calculated: 17%)

Conclusion: 100' Storage Lane Required



Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Wendell Scott WB

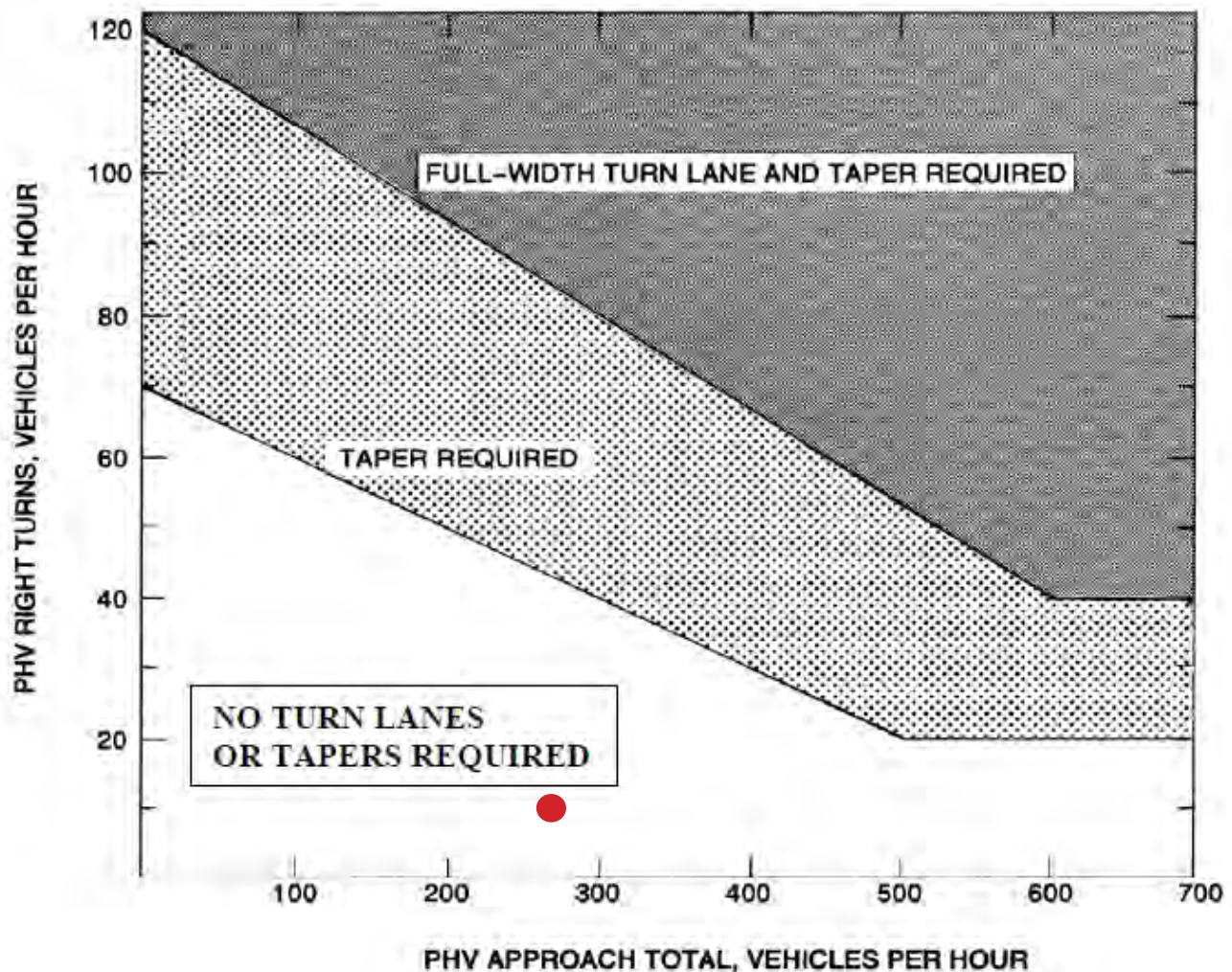
Approach Direction: Nouthbound

Peak Hour: AM

Peak Hour Right Turns (V_R): 19 vph

Peak Hour Approach Total (V): 278 vph

Conclusion: No Taper Required



Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Wendell Scott WB

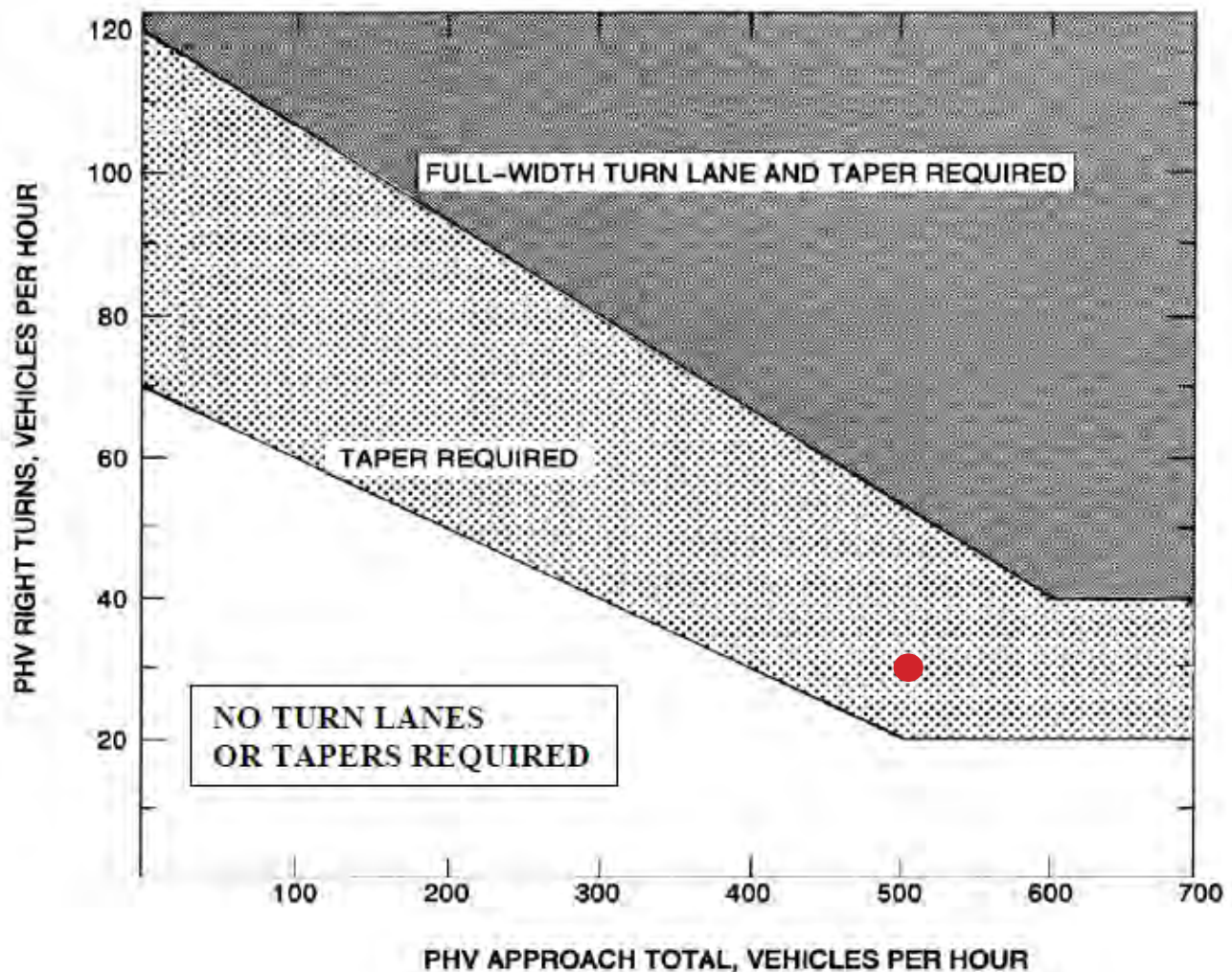
Approach Direction: Nouthbound

Peak Hour: PM

Peak Hour Right Turns (V_R): 30 vph

Peak Hour Approach Total (V): 514 vph

Conclusion: Taper Required



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Wendell Scott WB

Approach Direction: Southbound

Peak Hour: AM

Peak Hour Left Turns (V_L): 64 vph

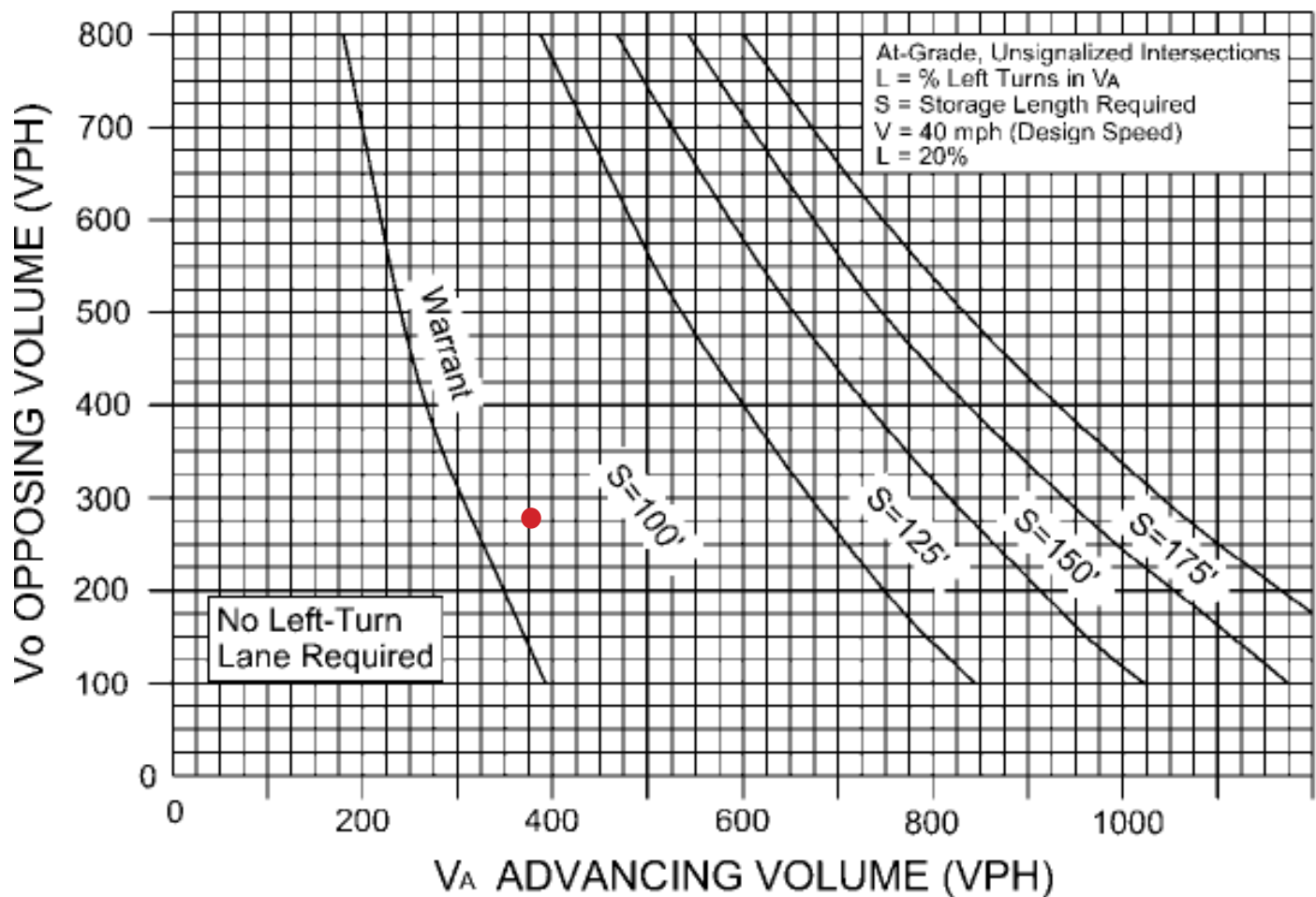
Advancing Volume (V_A): 392 vph

Opposing Volume (V_O): 259 vph

Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 20% (Calculated: 16%)

Conclusion: 100' Storage Lane Required



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Arnett Blvd. Road Diet (2019 Build)

Intersection: Arnett Blvd./Wendell Scott WB

Approach Direction: Southbound

Peak Hour: PM

Peak Hour Left Turns (V_L): 136 vph

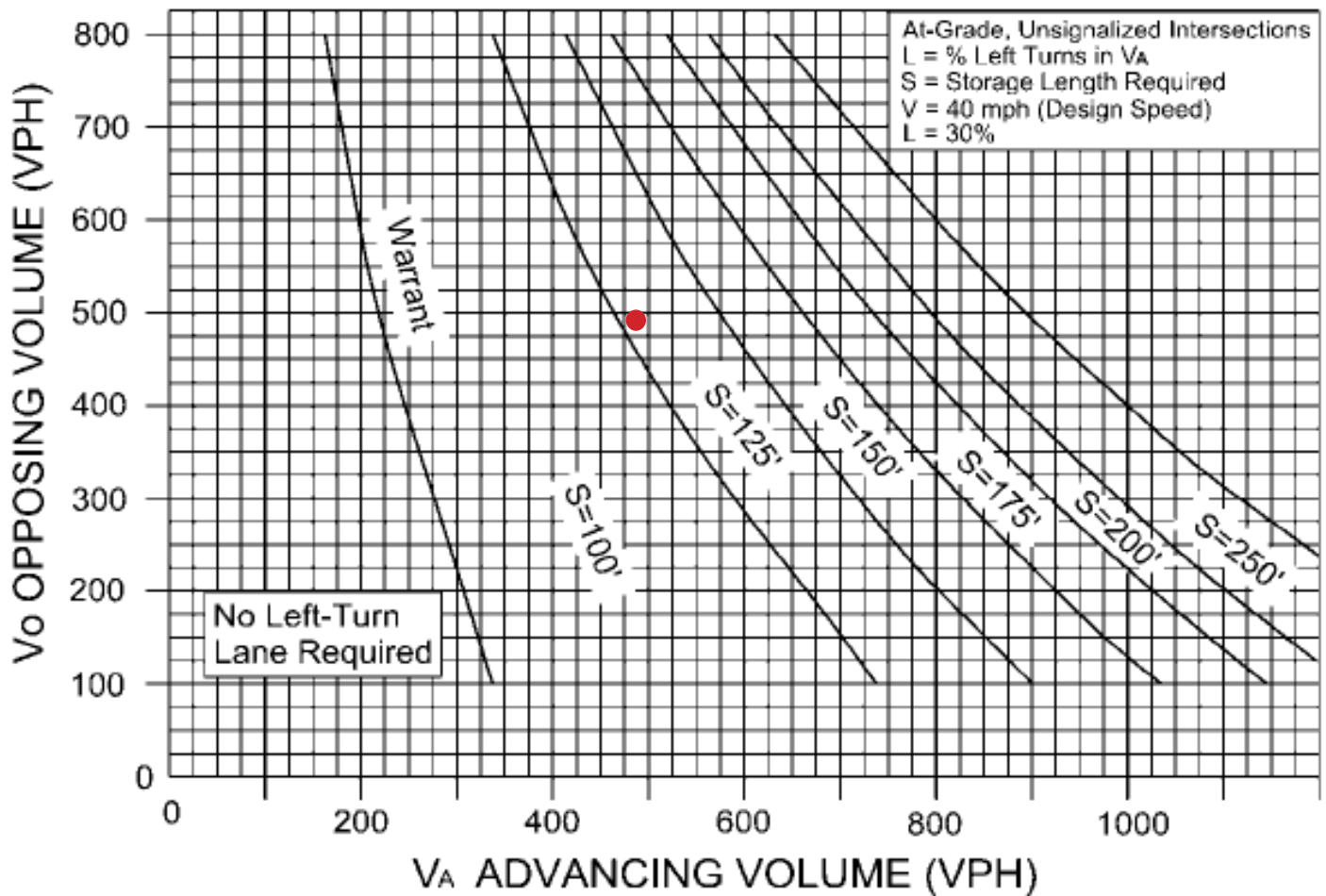
Advancing Volume (V_A): 478 vph

Opposing Volume (V_O): 484 vph

Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 30% (Calculated: 28%)

Conclusion: 125' Storage Lane Required



Appendix G: Build Condition Synchro HCM Results

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	77	9	136	32	9	216
Future Vol, veh/h	77	9	136	32	9	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	300	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	11	168	40	11	267

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	457	168	0
Stage 1	168	-	-
Stage 2	289	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	562	876	-
Stage 1	862	-	-
Stage 2	760	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	558	876	-
Mov Cap-2 Maneuver	618	-	-
Stage 1	862	-	-
Stage 2	754	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 618 876 1363	-	-
HCM Lane V/C Ratio	-	- 0.154 0.013 0.008	-	-
HCM Control Delay (s)	-	- 11.9 9.2 7.7	-	-
HCM Lane LOS	-	- B A A	-	-
HCM 95th %tile Q(veh)	-	- 0.5 0 0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	62	72	205	310	41
Future Vol, veh/h	27	62	72	205	310	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	67	78	223	337	45
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	739	360	382	0	-	0
Stage 1	360	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	385	684	1176	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	360	684	1176	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	2.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1176	-	472	684	-	-
HCM Lane V/C Ratio	0.067	-	0.062	0.099	-	-
HCM Control Delay (s)	8.3	-	13.1	10.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.3	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	0	9	7	0	4	2	259	19	64	328	1
Future Vol, veh/h	12	0	9	7	0	4	2	259	19	64	328	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	10	8	0	5	2	298	22	74	377	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	842	850	378	844	839	309	378	0	0	320	0	0
Stage 1	526	526	-	313	313	-	-	-	-	-	-	-
Stage 2	316	324	-	531	526	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	284	298	669	283	302	731	1180	-	-	1240	-	-
Stage 1	535	529	-	698	657	-	-	-	-	-	-	-
Stage 2	695	650	-	532	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	269	280	669	265	283	731	1180	-	-	1240	-	-
Mov Cap-2 Maneuver	269	280	-	265	283	-	-	-	-	-	-	-
Stage 1	534	497	-	697	656	-	-	-	-	-	-	-
Stage 2	689	649	-	493	497	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.7		15.7		0.1		1.3					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1180	-	-	362	265	731	1240	-	-			
HCM Lane V/C Ratio	0.002	-	-	0.067	0.03	0.006	0.059	-	-			
HCM Control Delay (s)	8.1	-	-	15.7	19	10	8.1	-	-			
HCM Lane LOS	A	-	-	C	C	B	A	-	-			
HCM 95th %tile O(veh)	0	-	-	0.2	0.1	0	0.2	-	-			

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	8	403	100	12	312
Future Vol, veh/h	97	8	403	100	12	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	300	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	8	407	101	12	315

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	746	407	0
Stage 1	407	-	-
Stage 2	339	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	381	644	-
Stage 1	672	-	-
Stage 2	722	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	377	644	-
Mov Cap-2 Maneuver	488	-	-
Stage 1	672	-	-
Stage 2	714	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 488 644 1057	-	-
HCM Lane V/C Ratio	-	- 0.201 0.013 0.011	-	-
HCM Control Delay (s)	-	- 14.2 10.7 8.4	-	-
HCM Lane LOS	-	- B B A	-	-
HCM 95th %tile Q(veh)	-	- 0.7 0 0	-	-

HCM 2010 TWSC
2: Arnett Blvd & Wendell Scott EB

09/04/2019

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	111	91	439	312	56
Future Vol, veh/h	58	111	91	439	312	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	116	95	457	325	58

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1001	354	383
Stage 1	354	-	-
Stage 2	647	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	269	690	1175
Stage 1	710	-	-
Stage 2	521	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	247	690	1175
Mov Cap-2 Maneuver	375	-	-
Stage 1	652	-	-
Stage 2	521	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1175	-	375	690	-	-
HCM Lane V/C Ratio	0.081	-	0.161	0.168	-	-
HCM Control Delay (s)	8.3	-	16.4	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.6	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	12	1	6	7	0	4	3	484	30	9	342	136
Future Vol, veh/h	12	1	6	7	0	4	3	484	30	9	342	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	87	87	87	91	91	91	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	7	8	0	5	3	532	33	9	356	142

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1002	1016	427	1004	1071	549	498	0	0	565	0	0
Stage 1	445	445	-	555	555	-	-	-	-	-	-	-
Stage 2	557	571	-	449	516	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	221	238	628	220	221	535	1066	-	-	1007	-	-
Stage 1	592	575	-	516	513	-	-	-	-	-	-	-
Stage 2	515	505	-	589	534	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	217	235	628	215	218	535	1066	-	-	1007	-	-
Mov Cap-2 Maneuver	217	235	-	215	218	-	-	-	-	-	-	-
Stage 1	590	570	-	514	511	-	-	-	-	-	-	-
Stage 2	509	503	-	576	529	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.2		18.5		0		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1066	-	-	275 215 535	1007	-	-
HCM Lane V/C Ratio	0.003	-	-	0.076 0.037 0.009	0.009	-	-
HCM Control Delay (s)	8.4	-	-	19.2 22.4 11.8	8.6	-	-
HCM Lane LOS	A	-	-	C C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.1 0	0	-	-

Appendix H: Build Condition SimTraffic Results

Queuing and Blocking Report

Build AM

09/04/2019

Intersection: 1: Arnett Blvd & Guilford St

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	62	32	24
Average Queue (ft)	31	8	1
95th Queue (ft)	54	31	9
Link Distance (ft)	1139		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Arnett Blvd & Wendell Scott EB

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	54	67	62	11
Average Queue (ft)	20	31	18	0
95th Queue (ft)	46	55	48	5
Link Distance (ft)	871		240	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75	150		
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 3: Arnett Blvd & Third Ave W/Wendell Scott WB

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	L	TR	L	TR	L
Maximum Queue (ft)	47	13	0	3	2	44
Average Queue (ft)	15	2	0	0	0	14
95th Queue (ft)	40	9	0	2	2	41
Link Distance (ft)	406		800		1483	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50		150		150
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Arnett Blvd & Guilford St

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	86	38	6	33
Average Queue (ft)	39	7	0	5
95th Queue (ft)	69	28	3	23
Link Distance (ft)	1139			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		300	150
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 2: Arnett Blvd & Wendell Scott EB

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	69	86	67	15
Average Queue (ft)	32	39	23	0
95th Queue (ft)	59	67	53	6
Link Distance (ft)		871		240
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75		150	
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	1	0		

Intersection: 3: Arnett Blvd & Third Ave W/Wendell Scott WB

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	47	12	0	13	2	37	2
Average Queue (ft)	16	2	0	1	0	5	0
95th Queue (ft)	42	9	0	6	2	23	2
Link Distance (ft)	406		800		1483		291
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		50		150		150	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 1

Appendix I: Raw Speed Data

City of Danville

TRAFFIC CONTROL

Danville, VA

Change These in File > Preferences > Titles

Page 1

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
08/20/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	10	4	4	32	60	35	5	3	0	0	0	0	0	0	153	31-40	95
09:00	11	6	9	38	127	70	10	0	0	0	0	0	0	0	271	31-40	197
10:00	24	5	7	43	140	86	16	0	0	0	0	0	0	0	321	31-40	226
11:00	13	3	14	31	124	103	28	2	0	0	0	0	0	0	318	31-40	227
12 PM	12	4	18	27	131	83	23	1	0	0	0	0	0	0	299	31-40	214
13:00	22	6	20	40	148	121	16	1	0	1	0	0	0	0	375	31-40	269
14:00	38	5	25	64	187	104	17	4	0	0	0	0	0	0	444	31-40	291
15:00	23	4	31	68	167	110	23	2	0	0	0	0	0	0	428	31-40	277
16:00	35	4	19	59	190	153	29	0	0	0	0	0	0	0	489	31-40	343
17:00	19	5	10	57	130	95	25	5	0	0	0	0	0	0	346	31-40	225
18:00	9	3	10	47	116	78	7	1	0	0	0	0	0	0	271	31-40	194
19:00	11	0	12	52	126	57	4	2	0	0	0	0	0	0	264	31-40	183
20:00	3	7	16	26	50	33	6	0	0	0	0	0	0	0	141	31-40	83
21:00	0	1	8	22	41	9	2	1	0	0	0	0	0	0	84	26-35	63
22:00	1	1	3	16	33	11	1	0	0	0	0	0	0	0	66	26-35	49
23:00	3	0	0	3	15	11	2	0	0	0	0	0	0	0	34	31-40	26
Total	234	58	206	625	1785	1159	214	22	0	1	0	0	0	0	4304		
Percent	5.4%	1.3%	4.8%	14.5%	41.5%	26.9%	5.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	11:00	10:00	10:00	11:00	11:00	08:00							10:00		
Vol.	24	6	14	43	140	103	28	3							321		
PM Peak	14:00	20:00	15:00	15:00	16:00	16:00	16:00	17:00		13:00					16:00		
Vol.	38	7	31	68	190	153	29	5		1					489		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 2

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/21/19	0	2	2	4	10	12	1	0	0	0	0	0	0	0	31	31-40	22
01:00	0	0	3	4	8	3	0	0	0	0	0	0	0	0	18	26-35	12
02:00	0	0	0	3	4	5	0	0	0	0	0	0	0	0	12	30-39	9
03:00	0	0	1	5	8	7	0	0	0	0	0	0	0	0	21	30-39	15
04:00	3	0	1	4	17	17	0	0	0	0	0	0	0	0	42	31-40	34
05:00	7	3	6	29	33	21	3	0	1	0	0	0	0	0	103	26-35	62
06:00	13	1	9	35	99	66	8	0	0	0	0	0	0	0	231	31-40	165
07:00	25	7	19	55	107	52	8	0	0	0	0	0	0	0	273	26-35	162
08:00	14	3	9	46	100	53	11	1	0	0	0	0	0	0	237	31-40	153
09:00	13	2	8	49	103	74	17	2	0	0	0	0	0	0	268	31-40	177
10:00	22	5	12	47	117	71	14	1	0	0	0	0	0	0	289	31-40	188
11:00	22	2	19	53	155	94	16	3	0	0	0	0	0	0	364	31-40	249
12 PM	26	5	12	43	131	92	24	1	0	0	0	0	0	0	334	31-40	223
13:00	26	7	14	63	140	96	23	3	0	0	0	0	0	0	372	31-40	236
14:00	44	13	11	85	174	130	14	3	0	0	0	0	0	0	474	31-40	304
15:00	34	7	14	45	159	134	22	5	0	0	0	0	0	0	420	31-40	293
16:00	30	5	22	61	167	159	26	2	0	0	0	0	0	0	472	31-40	326
17:00	15	7	12	60	165	101	21	3	0	0	0	0	0	0	384	31-40	266
18:00	27	3	12	41	126	93	15	0	0	0	0	0	0	0	317	31-40	219
19:00	11	4	10	48	100	45	9	2	0	0	0	0	0	0	229	26-35	148
20:00	11	4	14	29	79	39	5	0	1	0	0	0	0	0	182	31-40	118
21:00	4	1	8	29	44	24	2	1	0	0	0	0	0	0	113	26-35	73
22:00	0	1	2	16	28	7	4	1	0	0	0	0	0	0	59	26-35	44
23:00	0	0	4	7	13	10	4	0	0	0	0	0	0	0	38	31-40	23
Total	347	82	224	861	2087	1405	247	28	2	0	0	0	0	0	5283		
Percent	6.6%	1.6%	4.2%	16.3%	39.5%	26.6%	4.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	11:00	11:00	09:00	11:00	05:00						11:00		
Vol.	25	7	19	55	155	94	17	3	1						364		
PM Peak	14:00	14:00	16:00	14:00	14:00	16:00	16:00	15:00	20:00						14:00		
Vol.	44	13	22	85	174	159	26	5	1						474		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 3

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/22/19	0	0	0	2	11	3	0	0	0	0	0	0	0	0	16	31-40	14
01:00	1	0	1	7	8	4	2	0	0	0	0	0	0	0	23	26-35	15
02:00	0	0	1	3	3	6	0	0	0	0	0	0	0	0	13	31-40	9
03:00	0	1	2	3	5	6	2	0	0	0	0	0	0	0	19	31-40	11
04:00	4	0	1	7	19	4	2	0	0	0	0	0	0	0	37	26-35	26
05:00	4	0	8	20	30	28	2	1	0	0	0	0	0	0	93	31-40	58
06:00	13	1	14	31	79	71	13	0	0	0	0	0	0	0	222	31-40	150
07:00	34	3	20	55	104	62	13	3	0	0	0	0	0	0	294	31-40	166
08:00	12	2	7	30	98	65	10	4	0	0	0	0	0	0	228	31-40	163
09:00	15	2	20	38	106	69	11	1	0	0	0	0	0	0	262	31-40	175
10:00	13	3	13	50	124	78	18	3	0	0	0	0	0	0	302	31-40	202
11:00	21	3	11	49	124	100	24	1	0	0	0	0	0	0	333	31-40	224
12 PM	23	3	15	39	126	121	31	2	0	0	0	0	0	0	360	31-40	247
13:00	19	6	20	59	178	126	17	2	0	0	0	0	0	0	427	31-40	304
14:00	23	8	18	70	175	134	19	3	1	0	0	0	0	0	451	31-40	309
15:00	32	6	28	83	164	87	11	0	0	0	0	0	0	0	411	31-40	251
16:00	36	2	23	74	206	100	13	0	0	0	0	0	0	0	454	31-40	306
17:00	10	5	20	54	148	102	17	3	0	0	0	0	0	0	359	31-40	250
18:00	10	3	10	46	110	57	10	0	0	0	0	0	0	0	246	31-40	167
19:00	8	9	19	42	109	40	3	0	0	0	0	0	0	0	230	26-35	151
20:00	10	3	8	30	63	35	6	1	0	0	0	0	0	0	156	31-40	98
21:00	1	0	10	34	43	25	7	1	1	0	0	0	0	0	122	26-35	77
22:00	0	0	5	6	33	13	2	0	0	0	0	0	0	0	59	31-40	46
23:00	4	2	1	13	19	11	2	0	0	0	0	0	0	0	52	26-35	32
Total	293	62	275	845	2085	1347	235	25	2	0	0	0	0	0	5169		
Percent	5.7%	1.2%	5.3%	16.3%	40.3%	26.1%	4.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	10:00	11:00	11:00	08:00							11:00		
Vol.	34	3	20	55	124	100	24	4							333		
PM Peak	16:00	19:00	15:00	15:00	16:00	14:00	12:00	14:00	14:00						16:00		
Vol.	36	9	28	83	206	134	31	3	1						454		

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Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																		
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace	
08/23/19	0	1	0	3	15	4	0	0	0	0	0	0	0	0	23	29-38	19	
01:00	0	0	4	5	8	4	0	1	0	0	0	0	0	0	22	26-35	13	
02:00	1	0	1	2	6	2	2	1	0	0	0	0	0	0	15	31-40	8	
03:00	0	0	0	3	7	3	0	0	0	0	0	0	0	0	13	26-35	10	
04:00	1	0	1	5	21	15	4	0	2	0	0	0	0	0	49	31-40	36	
05:00	5	2	5	16	36	19	4	0	0	0	0	0	0	0	87	31-40	55	
06:00	18	2	13	32	71	73	13	0	0	0	0	0	0	0	222	31-40	144	
07:00	15	9	18	60	122	67	12	1	0	0	0	0	0	0	304	31-40	189	
08:00	11	1	3	11	43	30	2	0	0	0	0	0	0	0	101	31-40	73	
09:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
Total	53	15	45	137	329	217	37	3	2	0	0	0	0	0	838			
Percent	6.3%	1.8%	5.4%	16.3%	39.3%	25.9%	4.4%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	06:00	07:00	07:00	07:00	07:00	06:00	06:00	01:00	04:00						07:00			
Vol.	18	9	18	60	122	73	13	1	2						304			
PM Peak																		
Vol.																		

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Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

[illegible]

Change These in File > Preferences > Titles

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

[illegible]

Change These in File > Preferences > Titles

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

[illegible]

Change These in File > Preferences > Titles

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total	Pace Speed	Number in Pace
08/27/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	
Total Percent	9275.9%	2171.4%	7504.8%	246815.8%	628640.3%	412826.5%	7334.7%	780.5%	60.0%	10.0%	00.0%	00.0%	00.0%	00.0%	15594		
	15th Percentile :				25 MPH												
	50th Percentile :				32 MPH												
	85th Percentile :				38 MPH												
	95th Percentile :				40 MPH												

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	10414
	Percent in Pace :	66.8%
	Number of Vehicles > 40 MPH :	818
	Percent of Vehicles > 40 MPH :	5.2%
	Mean Speed(Average) :	32 MPH

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
08/20/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	21	2	5	23	84	47	5	1	0	0	0	0	0	0	188	31-40	131
09:00	18	4	10	35	116	66	18	2	1	0	0	0	0	0	270	31-40	182
10:00	24	4	9	45	126	73	16	0	0	0	0	0	0	0	297	31-40	199
11:00	21	2	11	48	132	83	13	4	0	0	0	0	0	0	314	31-40	215
12 PM	27	2	14	40	115	89	8	1	0	1	0	0	0	0	297	31-40	204
13:00	32	4	10	51	141	87	29	2	1	0	0	0	0	0	357	31-40	228
14:00	52	1	12	75	175	90	15	2	0	0	0	0	0	0	422	31-40	265
15:00	42	8	11	59	142	107	16	0	0	0	0	0	0	0	385	31-40	249
16:00	45	7	14	26	134	120	24	0	0	0	0	0	0	0	370	31-40	254
17:00	34	3	8	32	114	91	22	2	1	0	0	0	0	0	307	31-40	205
18:00	21	0	9	41	106	69	4	4	0	0	0	0	0	0	254	31-40	175
19:00	13	1	9	49	95	31	4	1	0	0	0	0	0	0	203	26-35	144
20:00	14	1	10	29	44	26	7	0	0	0	0	0	0	0	131	26-35	73
21:00	5	1	4	15	33	13	2	0	0	0	0	0	0	0	73	26-35	48
22:00	3	0	1	13	35	16	1	0	0	0	0	0	0	0	69	31-40	51
23:00	2	0	0	6	14	4	0	1	0	0	0	0	0	0	27	26-35	20
Total	374	40	137	587	1606	1012	184	20	3	1	0	0	0	0	3964		
Percent	9.4%	1.0%	3.5%	14.8%	40.5%	25.5%	4.6%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	11:00	11:00	11:00	11:00	09:00	11:00	09:00						11:00		
Vol.	24	4	11	48	132	83	18	4	1						314		
PM Peak	14:00	15:00	12:00	14:00	14:00	16:00	13:00	18:00	13:00	12:00					14:00		
Vol.	52	8	14	75	175	120	29	4	1	1					422		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
08/21/19	1	0	1	8	10	6	1	0	0	0	0	0	0	0	27	26-35	18
01:00	0	0	0	2	5	6	0	0	0	0	0	0	0	0	13	31-40	11
02:00	2	1	1	3	6	5	1	0	0	0	0	0	0	0	19	30-39	11
03:00	1	0	3	3	18	6	3	0	0	0	0	0	0	0	34	31-40	24
04:00	4	1	2	6	28	16	1	0	0	0	0	0	0	0	58	31-40	44
05:00	4	2	4	13	46	41	13	2	0	0	0	0	0	1	126	31-40	87
06:00	15	5	10	40	124	107	24	4	0	0	0	0	0	0	329	31-40	231
07:00	39	5	12	72	160	78	17	2	0	0	0	0	0	0	385	31-40	238
08:00	19	3	12	36	110	70	15	2	2	0	0	0	0	0	269	31-40	180
09:00	26	1	9	44	110	75	18	4	0	0	0	0	0	0	287	31-40	185
10:00	28	3	6	32	110	90	10	1	0	1	0	0	0	0	281	31-40	200
11:00	27	4	8	38	126	80	11	2	0	0	0	0	0	0	296	31-40	206
12 PM	20	1	10	40	125	94	22	1	1	0	0	0	0	0	314	31-40	219
13:00	36	5	9	45	137	78	18	2	0	0	0	0	0	0	330	31-40	215
14:00	50	5	16	65	155	67	13	0	0	0	0	0	0	0	371	30-39	222
15:00	47	1	22	50	134	110	26	4	0	0	0	0	0	0	394	31-40	244
16:00	40	2	4	34	148	95	23	2	0	0	0	0	0	0	348	31-40	243
17:00	34	2	8	40	133	98	15	1	0	0	0	0	0	0	331	31-40	231
18:00	23	3	8	34	96	64	17	0	0	0	0	0	0	0	245	31-40	160
19:00	15	2	7	51	105	62	6	0	0	0	0	0	0	0	248	31-40	167
20:00	14	4	11	42	66	33	2	0	0	0	0	0	0	0	172	26-35	108
21:00	8	1	5	25	37	18	2	0	0	1	0	0	0	0	97	26-35	62
22:00	4	0	3	13	21	12	0	0	0	0	0	0	0	0	53	26-35	34
23:00	5	0	2	8	13	8	1	0	1	0	0	0	0	0	38	26-35	21
Total	462	51	173	744	2023	1319	259	27	4	2	0	0	0	1	5065		
Percent	9.1%	1.0%	3.4%	14.7%	39.9%	26.0%	5.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	06:00	07:00	07:00	07:00	06:00	06:00	06:00	08:00	10:00				05:00	07:00		
Vol.	39	5	12	72	160	107	24	4	2	1				1	385		
PM Peak	14:00	13:00	15:00	14:00	14:00	15:00	15:00	15:00	12:00	21:00					15:00		
Vol.	50	5	22	65	155	110	26	4	1	1					394		

City of Danville

TRAFFIC CONTROL

Danville,VA

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Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/22/19	0	0	0	6	11	4	0	0	0	0	0	0	0	0	21	26-35	17
01:00	0	2	0	2	2	2	2	0	0	0	0	0	0	0	10	36-45	4
02:00	0	1	1	2	5	3	2	0	0	0	0	0	0	0	14	29-38	8
03:00	0	1	2	4	15	10	2	0	0	0	0	0	0	0	34	31-40	25
04:00	8	1	3	5	22	14	5	2	0	0	0	0	0	0	60	31-40	36
05:00	11	2	5	12	46	55	10	3	0	0	0	0	0	0	144	31-40	101
06:00	18	1	6	19	117	134	33	3	0	0	0	0	0	0	331	31-40	251
07:00	33	1	14	57	152	107	15	4	1	0	0	0	0	0	384	31-40	259
08:00	19	1	3	27	119	91	22	3	0	0	0	0	0	0	285	31-40	210
09:00	27	2	8	42	129	91	19	3	0	0	0	0	0	0	321	31-40	220
10:00	26	1	11	40	120	94	13	4	1	0	0	0	0	0	310	31-40	214
11:00	33	4	6	24	140	104	22	1	0	0	0	0	0	0	334	31-40	244
12 PM	36	4	16	45	132	86	15	0	0	0	0	0	0	0	334	31-40	218
13:00	26	4	10	40	124	106	13	2	0	0	0	0	0	0	325	31-40	230
14:00	32	2	19	82	174	94	16	0	0	0	0	0	0	0	419	31-40	268
15:00	45	2	16	73	141	92	19	4	1	0	0	0	0	0	393	31-40	233
16:00	40	1	10	58	123	61	13	2	0	1	0	0	0	0	309	31-40	184
17:00	26	2	13	38	111	87	23	3	1	0	0	0	0	1	305	31-40	198
18:00	15	3	6	42	105	44	12	1	0	0	0	0	0	0	228	31-40	149
19:00	18	3	10	56	77	30	11	0	0	0	0	0	0	0	205	26-35	133
20:00	4	0	11	23	66	23	1	0	1	0	0	0	0	0	129	31-40	89
21:00	7	1	7	21	47	26	3	0	0	0	0	0	0	0	112	31-40	73
22:00	3	3	3	17	26	8	3	0	0	0	0	0	0	0	63	26-35	43
23:00	1	1	1	11	12	11	0	0	0	0	0	0	0	0	37	31-40	23
Total	428	43	181	746	2016	1377	274	35	5	1	0	0	0	1	5107		
Percent	8.4%	0.8%	3.5%	14.6%	39.5%	27.0%	5.4%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	07:00	07:00	07:00	06:00	06:00	07:00	07:00						07:00		
Vol.	33	4	14	57	152	134	33	4	1						384		
PM Peak	15:00	12:00	14:00	14:00	14:00	13:00	17:00	15:00	15:00	16:00				17:00	14:00		
Vol.	45	4	19	82	174	106	23	4	1	1				1	419		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 13

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
08/23/19	1	0	0	3	10	3	1	0	0	0	0	0	0	0	18	26-35	13
01:00	1	0	0	3	2	2	2	0	0	0	0	0	0	0	10	26-35	5
02:00	0	1	0	1	8	5	1	0	0	0	0	0	0	0	16	31-40	13
03:00	1	0	1	7	11	8	3	0	0	0	0	0	0	0	31	29-38	19
04:00	1	2	2	7	20	22	3	0	0	0	0	0	0	0	57	31-40	42
05:00	7	3	4	20	50	54	7	3	0	0	0	0	0	0	148	31-40	104
06:00	24	2	5	32	110	130	25	5	1	0	0	0	0	0	334	31-40	240
07:00	31	2	18	69	163	88	29	3	0	0	0	0	0	0	403	31-40	251
08:00	22	0	3	10	38	37	7	2	0	0	0	0	0	0	119	31-40	75
09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1-10	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	92	10	33	152	412	349	78	13	1	0	0	0	0	0	1140		
Percent	8.1%	0.9%	2.9%	13.3%	36.1%	30.6%	6.8%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	07:00	05:00	07:00	07:00	07:00	06:00	07:00	06:00	06:00						07:00		
PM Peak Vol.	31	3	18	69	163	130	29	5	1						403		

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Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

[illegible]

Change These in File > Preferences > Titles

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

[illegible]

Change These in File > Preferences > Titles

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

[illegible]

Change These in File > Preferences > Titles

Site Code: Clonial PI
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/27/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	
Total	1356	144	524	2229	6057	4057	795	95	13	4	0	0	0	2	15276		
Percent	8.9%	0.9%	3.4%	14.6%	39.7%	26.6%	5.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
15th Percentile :				25 MPH													
50th Percentile :				32 MPH													
85th Percentile :				38 MPH													
95th Percentile :				40 MPH													

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	10114
	Percent in Pace :	66.2%
	Number of Vehicles > 40 MPH :	909
	Percent of Vehicles > 40 MPH :	6.0%
	Mean Speed(Average) :	32 MPH

City of Danville

TRAFFIC CONTROL

Danville,VA

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Page 1

Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 1																
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed
	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Number in Pace
08/14/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	26	6	9	44	50	13	2	0	0	0	0	0	0	0	150	26-35 94
11:00	4	0	6	40	120	53	3	0	0	0	0	0	0	0	226	31-40 173
12 PM	6	1	6	30	141	76	8	0	0	0	0	0	0	0	268	31-40 217
13:00	5	0	3	49	152	41	4	1	0	0	0	0	0	0	255	26-35 201
14:00	10	1	5	50	160	52	6	1	1	0	0	0	0	0	286	30-39 212
15:00	12	2	4	65	180	52	8	0	0	0	0	0	0	0	323	26-35 245
16:00	12	0	15	37	211	74	7	0	0	0	0	0	0	0	356	31-40 285
17:00	9	0	8	68	204	90	9	0	0	0	0	0	0	0	388	31-40 294
18:00	8	2	14	42	137	62	6	0	0	0	0	0	0	0	271	31-40 199
19:00	2	0	0	23	106	60	5	0	1	0	0	0	0	0	197	31-40 166
20:00	5	3	10	52	73	27	2	0	0	0	0	0	0	0	172	26-35 125
21:00	2	0	7	40	51	12	3	0	0	0	0	0	0	0	115	26-35 91
22:00	0	1	3	21	41	13	3	0	0	0	1	0	0	0	83	26-35 62
23:00	0	0	0	16	27	6	0	0	0	0	0	0	0	0	49	26-35 43
Total	101	16	90	577	1653	631	66	2	2	0	1	0	0	0	3139	
Percent	3.2%	0.5%	2.9%	18.4%	52.7%	20.1%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	10:00	10:00	10:00	10:00	11:00	11:00	11:00								11:00	
Vol.	26	6	9	44	120	53	3								226	
PM Peak	15:00	20:00	16:00	17:00	16:00	17:00	17:00	13:00	14:00		22:00				17:00	
Vol.	12	3	15	68	211	90	9	1	1		1				388	

City of Danville

TRAFFIC CONTROL

Danville,VA

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Page 2

Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/15/19	0	0	0	6	12	8	3	0	0	0	0	0	0	0	29	30-39	20
01:00	0	0	0	2	11	1	0	0	0	0	0	0	0	0	14	26-35	13
02:00	0	0	1	3	6	1	1	0	0	0	0	0	0	0	12	26-35	9
03:00	0	0	0	3	8	0	0	0	0	0	0	0	0	0	11	26-35	11
04:00	0	0	1	2	5	1	0	0	0	0	0	0	0	0	9	26-35	7
05:00	0	0	1	7	14	7	2	0	0	0	0	0	0	0	31	31-40	21
06:00	0	0	1	10	30	16	3	0	0	0	0	0	0	0	60	31-40	46
07:00	11	0	3	18	79	50	5	1	0	0	0	0	0	0	167	31-40	129
08:00	11	1	3	36	86	47	8	3	0	0	0	0	0	0	195	31-40	133
09:00	9	0	4	30	108	29	5	1	0	1	0	0	0	0	187	26-35	138
10:00	6	2	5	30	117	55	4	3	0	0	0	0	0	0	222	31-40	172
11:00	13	3	8	57	124	60	5	0	0	0	0	0	0	0	270	31-40	184
12 PM	7	0	1	34	133	63	11	0	2	0	0	0	0	0	251	31-40	196
13:00	5	1	7	44	137	66	9	1	0	0	0	0	0	0	270	31-40	203
14:00	17	1	12	77	162	57	4	0	0	0	0	0	0	0	330	26-35	239
15:00	6	3	12	50	188	83	6	0	0	0	0	0	0	0	348	31-40	271
16:00	8	2	8	47	169	75	8	0	0	0	0	0	0	0	317	31-40	244
17:00	10	2	14	38	228	87	6	0	0	0	0	0	0	0	385	31-40	315
18:00	8	0	2	25	157	63	14	2	0	0	0	0	0	0	271	31-40	220
19:00	3	1	4	50	88	45	3	2	0	0	0	0	0	0	196	26-35	138
20:00	2	0	8	46	84	35	3	1	0	0	0	0	0	0	179	26-35	130
21:00	1	0	10	22	69	28	4	0	0	0	0	0	0	0	134	31-40	97
22:00	0	2	8	19	48	20	1	0	0	0	0	0	0	0	98	31-40	68
23:00	0	0	2	15	26	14	3	0	0	0	0	0	0	0	60	26-35	41
Total	117	18	115	671	2089	911	108	14	2	1	0	0	0	0	4046		
Percent	2.9%	0.4%	2.8%	16.6%	51.6%	22.5%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00		09:00					11:00		
Vol.	13	3	8	57	124	60	8	3		1					270		
PM Peak	14:00	15:00	17:00	14:00	17:00	17:00	18:00	18:00	12:00						17:00		
Vol.	17	3	14	77	228	87	14	2	2						385		

City of Danville

TRAFFIC CONTROL

Danville,VA

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Page 3

Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/16/19	1	0	2	19	12	9	1	0	0	0	0	0	0	0	44	26-35	31
01:00	0	0	4	8	4	7	1	0	0	0	0	0	0	0	24	21-30	12
02:00	0	0	2	4	5	5	0	0	0	0	0	0	0	0	16	29-38	10
03:00	0	0	1	5	7	0	0	0	0	0	0	0	0	0	13	26-35	12
04:00	0	0	2	3	4	6	1	0	0	0	0	0	0	0	16	31-40	10
05:00	0	0	1	5	13	7	0	0	0	0	0	0	0	0	26	30-39	20
06:00	1	0	1	14	32	13	3	0	0	0	0	0	0	0	64	26-35	46
07:00	8	1	4	25	83	44	5	1	0	0	0	0	0	0	171	31-40	127
08:00	8	1	4	44	106	37	4	1	0	0	0	0	0	0	205	26-35	150
09:00	5	3	3	59	115	37	6	2	0	0	0	0	0	0	230	26-35	174
10:00	7	0	8	40	107	32	4	0	0	0	0	0	0	0	198	26-35	147
11:00	13	2	8	58	110	41	5	0	0	0	0	0	0	0	237	26-35	168
12 PM	9	3	11	62	147	51	17	1	0	1	0	0	0	0	302	26-35	209
13:00	4	0	6	49	156	55	7	0	0	0	0	0	0	0	277	31-40	211
14:00	10	1	9	58	165	67	7	1	0	0	0	0	0	0	318	31-40	232
15:00	13	2	14	63	178	87	7	1	0	0	0	0	0	0	365	31-40	265
16:00	15	0	4	45	194	88	6	0	0	0	0	0	0	0	352	31-40	282
17:00	14	2	14	58	231	81	12	0	0	0	0	0	0	0	412	31-40	312
18:00	9	1	15	39	134	67	9	0	0	0	0	0	0	0	274	31-40	201
19:00	2	0	3	42	114	72	5	0	0	0	0	0	0	0	238	31-40	186
20:00	3	2	12	70	125	37	3	2	0	0	0	0	0	0	254	26-35	195
21:00	1	0	5	40	88	15	2	0	0	0	0	0	0	0	151	26-35	128
22:00	1	1	3	26	50	18	2	0	0	0	0	0	0	0	101	26-35	76
23:00	1	1	2	27	29	16	2	0	0	0	0	0	0	0	78	26-35	56
Total	125	20	138	863	2209	892	109	9	0	1	0	0	0	0	4366		
Percent	2.9%	0.5%	3.2%	19.8%	50.6%	20.4%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	10:00	09:00	09:00	07:00	09:00	09:00							11:00		
Vol.	13	3	8	59	115	44	6	2							237		
PM Peak	16:00	12:00	18:00	20:00	17:00	16:00	12:00	20:00		12:00					17:00		
Vol.	15	3	15	70	231	88	17	2		1					412		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/17/19	0	0	3	16	22	7	3	0	0	0	0	0	0	0	51	26-35	38
01:00	1	0	1	15	14	0	3	0	0	1	0	0	0	0	35	26-35	29
02:00	0	0	0	8	11	5	3	0	0	0	0	0	0	0	27	26-35	19
03:00	0	0	0	9	8	4	3	1	0	0	0	0	0	0	25	26-35	17
04:00	0	0	0	3	3	4	1	0	0	0	0	0	0	0	11	31-40	7
05:00	0	0	0	7	9	1	0	0	0	0	0	0	0	0	17	26-35	16
06:00	0	0	0	8	20	8	2	0	0	0	0	0	0	0	38	26-35	28
07:00	0	1	1	16	39	23	5	1	0	0	0	0	0	0	86	31-40	62
08:00	2	1	1	15	47	30	8	2	0	0	0	0	0	0	106	31-40	77
09:00	5	1	4	28	84	51	4	0	0	0	0	0	0	0	177	31-40	135
10:00	5	3	7	42	89	57	5	1	0	0	0	0	0	0	209	31-40	146
11:00	4	0	9	37	108	52	8	0	0	0	0	0	0	0	218	31-40	160
12 PM	3	1	16	66	97	47	7	0	0	0	0	0	0	0	237	26-35	163
13:00	6	3	7	43	105	60	13	2	2	1	0	0	0	0	242	31-40	165
14:00	3	3	11	36	95	55	9	0	0	0	0	0	0	0	212	31-40	150
15:00	1	1	4	42	90	72	6	0	0	0	0	0	0	0	216	31-40	162
16:00	5	0	7	25	111	59	8	1	1	0	0	0	0	0	217	31-40	170
17:00	5	1	4	31	116	51	9	0	0	0	0	0	0	0	217	31-40	167
18:00	4	0	3	25	98	66	11	2	0	1	0	0	0	0	210	31-40	164
19:00	4	1	2	41	108	38	6	1	0	0	0	0	0	0	201	26-35	149
20:00	1	1	6	39	85	28	6	1	1	0	0	0	0	0	168	26-35	124
21:00	1	1	7	39	54	20	4	0	0	0	0	0	0	0	126	26-35	93
22:00	2	0	10	26	37	21	2	0	0	0	0	0	0	0	98	26-35	63
23:00	0	0	1	34	40	20	3	0	0	0	0	0	0	0	98	26-35	74
Total	52	18	104	651	1490	779	129	12	4	3	0	0	0	0	3242		
Percent	1.6%	0.6%	3.2%	20.1%	46.0%	24.0%	4.0%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	11:00	10:00	11:00	10:00	08:00	08:00		01:00					11:00		
Vol.	5	3	9	42	108	57	8	2		1					218		
PM Peak	13:00	13:00	12:00	12:00	17:00	15:00	13:00	13:00	13:00	13:00					13:00		
Vol.	6	3	16	66	116	72	13	2	2	1					242		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
08/18/19	0	0	3	8	18	7	1	1	2	0	0	0	0	0	40	26-35	26
01:00	0	0	0	11	19	7	1	0	0	0	0	0	0	0	38	26-35	30
02:00	0	1	2	8	12	7	3	0	0	0	0	0	0	0	33	26-35	20
03:00	0	0	0	4	7	3	1	0	0	0	0	0	0	0	15	26-35	11
04:00	0	0	1	3	2	3	1	0	0	0	0	0	0	0	10	28-37	5
05:00	0	0	2	5	2	4	0	0	0	0	0	0	0	0	13	26-35	7
06:00	0	0	1	5	13	9	2	0	0	0	0	0	0	0	30	31-40	22
07:00	0	0	1	5	26	19	1	1	0	0	0	0	0	0	53	31-40	45
08:00	2	1	2	6	23	22	7	2	0	0	0	0	0	0	65	31-40	45
09:00	1	0	2	24	54	31	3	0	0	0	0	0	0	0	115	31-40	85
10:00	1	2	2	22	50	39	10	1	0	0	0	0	0	0	127	31-40	89
11:00	2	0	1	23	58	46	7	1	0	0	0	0	0	0	138	31-40	104
12 PM	4	0	2	52	93	50	10	0	0	0	0	0	0	0	211	26-35	145
13:00	3	1	7	43	109	51	13	1	1	0	0	0	0	0	229	31-40	160
14:00	3	0	4	39	106	50	4	1	0	0	0	0	0	0	207	31-40	156
15:00	3	1	3	20	87	63	5	0	0	0	0	0	0	0	182	31-40	150
16:00	7	0	5	19	73	64	12	0	1	0	0	0	0	0	181	31-40	137
17:00	4	0	4	17	73	56	10	1	0	1	0	0	0	0	166	31-40	129
18:00	4	1	4	23	93	60	9	1	0	0	0	0	0	0	195	31-40	153
19:00	5	0	4	34	84	52	5	2	1	0	0	0	0	0	187	31-40	136
20:00	1	0	9	37	87	24	2	1	0	0	0	0	0	0	161	26-35	124
21:00	1	0	5	33	42	15	5	0	0	0	0	0	0	0	101	26-35	75
22:00	0	1	2	13	24	10	1	0	0	0	0	0	0	0	51	26-35	37
23:00	0	0	2	15	22	6	1	0	1	0	0	0	0	0	47	26-35	37
Total	41	8	68	469	1177	698	114	13	6	1	0	0	0	0	2595		
Percent	1.6%	0.3%	2.6%	18.1%	45.4%	26.9%	4.4%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	00:00	09:00	11:00	11:00	10:00	08:00	00:00						11:00		
Vol.	2	2	3	24	58	46	10	2	2						138		
PM Peak	16:00	13:00	20:00	12:00	13:00	16:00	13:00	19:00	13:00	17:00					13:00		
Vol.	7	1	9	52	109	64	13	2	1	1					229		

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Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

[illegible]

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	15551
	Percent in Pace :	72.5%
	Number of Vehicles > 40 MPH :	739
	Percent of Vehicles > 40 MPH :	3.4%
	Mean Speed(Average) :	33 MPH

City of Danville

TRAFFIC CONTROL

Danville,VA

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Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
08/14/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	5	0	1	16	56	15	3	0	0	0	0	0	0	0	96	26-35	72
11:00	5	1	1	31	104	59	10	1	0	0	0	0	0	0	212	31-40	163
12 PM	3	0	3	20	121	81	12	1	0	0	0	0	0	0	241	31-40	202
13:00	3	2	3	31	121	55	7	3	0	0	0	0	0	0	225	31-40	176
14:00	16	0	9	57	134	58	7	0	0	0	0	0	0	0	281	31-40	192
15:00	9	3	12	32	113	63	6	1	0	0	0	0	0	0	239	31-40	176
16:00	9	3	10	48	124	61	7	2	0	0	0	0	0	0	264	31-40	185
17:00	12	1	4	23	115	79	8	0	0	0	0	0	0	0	242	31-40	194
18:00	8	1	3	24	92	60	7	2	0	1	0	0	0	0	198	31-40	152
19:00	4	0	0	23	77	53	5	1	0	0	0	0	0	0	163	31-40	130
20:00	5	2	6	26	58	21	6	0	0	0	0	0	0	0	124	26-35	84
21:00	2	0	2	27	49	12	0	1	0	0	1	0	0	0	94	26-35	76
22:00	0	0	1	14	25	16	1	1	0	0	0	0	0	0	58	30-39	41
23:00	0	0	2	10	16	9	3	0	0	0	0	0	0	0	40	26-35	26
Total	81	13	57	382	1205	642	82	13	0	1	1	0	0	0	2477		
Percent	3.3%	0.5%	2.3%	15.4%	48.6%	25.9%	3.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00							11:00		
Vol.	5	1	1	31	104	59	10	1							212		
PM Peak	14:00	15:00	15:00	14:00	14:00	12:00	12:00	13:00		18:00	21:00				14:00		
Vol.	16	3	12	57	134	81	12	3		1	1				281		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/16/19	0	0	0	6	12	1	0	1	0	0	0	0	0	0	20	26-35	18
01:00	0	0	0	7	3	2	0	0	0	0	0	0	0	0	12	26-35	10
02:00	0	0	4	2	2	0	0	0	0	0	0	0	0	0	8	20-29	6
03:00	1	0	0	5	11	2	0	0	0	0	0	0	0	0	19	26-35	16
04:00	0	0	0	3	14	10	1	1	1	0	0	0	0	0	30	31-40	24
05:00	0	0	3	2	20	18	4	1	0	0	0	0	0	0	48	31-40	38
06:00	0	0	5	19	62	38	0	1	0	0	0	0	0	0	125	31-40	100
07:00	6	8	13	38	126	76	7	2	0	0	0	0	0	0	276	31-40	202
08:00	8	0	24	66	149	57	5	3	0	0	0	0	0	0	312	26-35	215
09:00	6	2	4	43	95	57	6	1	0	0	0	0	0	0	214	31-40	152
10:00	7	0	2	36	102	53	6	1	1	0	0	0	0	0	208	31-40	155
11:00	5	0	3	47	107	52	9	1	0	0	0	0	0	0	224	31-40	159
12 PM	6	1	8	34	94	76	9	1	1	0	0	0	0	0	230	31-40	170
13:00	6	0	2	31	147	64	10	0	0	0	0	0	0	0	260	31-40	211
14:00	18	5	6	42	140	77	10	2	0	0	0	0	0	0	300	31-40	217
15:00	13	1	8	53	116	81	10	1	0	0	0	0	0	0	283	31-40	197
16:00	14	0	13	44	125	80	7	1	1	0	0	0	0	0	285	31-40	205
17:00	7	0	3	31	194	76	14	0	0	0	0	0	0	0	325	31-40	270
18:00	8	4	9	27	125	75	8	2	0	0	0	0	0	0	258	31-40	200
19:00	6	0	3	21	88	50	8	1	0	0	0	0	0	0	177	31-40	138
20:00	6	2	5	34	62	33	5	0	0	0	0	0	0	0	147	26-35	96
21:00	0	0	3	25	53	16	2	0	0	0	0	0	0	0	99	26-35	78
22:00	1	0	2	20	32	11	4	1	0	0	0	0	0	0	71	26-35	52
23:00	0	0	0	24	28	9	3	0	0	0	0	0	0	0	64	26-35	52
Total	118	23	120	660	1907	1014	128	21	4	0	0	0	0	0	3995		
Percent	3.0%	0.6%	3.0%	16.5%	47.7%	25.4%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	08:00	08:00	07:00	11:00	08:00	04:00						08:00		
Vol.	8	8	24	66	149	76	9	3	1						312		
PM Peak	14:00	14:00	16:00	15:00	17:00	15:00	17:00	14:00	12:00						17:00		
Vol.	18	5	13	53	194	81	14	2	1						325		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/17/19	1	0	0	6	11	7	3	1	0	0	0	0	0	0	29	29-38	18
01:00	0	0	0	7	12	3	1	0	0	0	0	0	0	0	23	26-35	19
02:00	0	0	0	5	4	3	1	0	1	0	0	0	0	0	14	26-35	9
03:00	2	0	1	3	2	5	1	0	0	0	0	0	0	0	14	31-40	7
04:00	0	0	1	3	11	3	1	0	0	0	0	0	0	0	19	26-35	14
05:00	0	0	1	2	15	7	1	1	0	0	0	0	0	0	27	31-40	22
06:00	0	0	1	8	31	17	1	2	0	0	0	0	0	0	60	31-40	48
07:00	1	1	2	22	49	25	9	3	0	0	0	0	0	0	112	31-40	74
08:00	5	0	2	32	65	44	10	3	0	0	0	0	0	0	161	31-40	109
09:00	3	0	9	25	91	55	10	1	0	0	0	0	0	0	194	31-40	146
10:00	9	0	5	30	94	58	7	1	0	0	0	0	0	0	204	31-40	152
11:00	5	0	4	31	105	63	8	0	0	0	0	0	0	0	216	31-40	168
12 PM	6	1	5	25	83	45	9	1	0	0	0	0	0	0	175	31-40	128
13:00	4	0	8	24	104	68	9	0	1	0	0	0	0	0	218	31-40	172
14:00	4	1	4	12	107	50	5	2	0	0	0	0	0	0	185	31-40	157
15:00	1	0	6	26	80	57	5	1	0	1	0	0	0	0	177	31-40	137
16:00	3	1	1	29	96	58	12	0	0	0	0	0	0	0	200	31-40	154
17:00	7	1	2	49	98	52	9	1	0	0	0	0	0	0	219	31-40	150
18:00	2	1	3	31	87	48	5	0	0	0	0	0	0	0	177	31-40	135
19:00	1	1	2	39	83	48	3	1	0	0	0	0	0	0	178	31-40	131
20:00	0	0	2	21	60	25	4	0	0	0	0	0	0	0	112	31-40	85
21:00	0	0	5	31	50	15	2	0	0	0	0	0	0	0	103	26-35	81
22:00	0	1	3	13	30	18	2	0	0	0	0	0	0	0	67	31-40	48
23:00	0	0	1	13	34	12	2	0	0	0	0	0	0	0	62	26-35	47
Total	54	8	68	487	1402	786	120	18	2	1	0	0	0	0	2946		
Percent	1.8%	0.3%	2.3%	16.5%	47.6%	26.7%	4.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	09:00	08:00	11:00	11:00	08:00	07:00	02:00						11:00		
Vol.	9	1	9	32	105	63	10	3	1						216		
PM Peak	17:00	12:00	13:00	17:00	14:00	13:00	16:00	14:00	13:00	15:00					17:00		
Vol.	7	1	8	49	107	68	12	2	1	1					219		

City of Danville

TRAFFIC CONTROL

Danville,VA

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Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
08/18/19	0	0	0	5	11	5	1	0	0	0	0	0	0	0	22	26-35	16
01:00	0	0	0	9	10	8	2	0	1	0	0	0	0	0	30	26-35	19
02:00	0	0	1	3	10	1	1	0	0	0	0	0	0	0	16	26-35	13
03:00	0	0	0	1	5	3	0	0	0	0	0	0	0	0	9	30-39	8
04:00	0	0	1	4	4	3	1	0	1	0	0	0	0	0	14	26-35	8
05:00	1	0	0	3	4	9	1	0	0	0	0	0	0	0	18	31-40	13
06:00	0	0	1	8	19	10	2	1	0	0	0	0	0	0	41	30-39	29
07:00	0	0	1	9	23	13	7	1	0	0	0	0	0	0	54	31-40	36
08:00	2	1	2	5	41	21	3	0	0	0	0	0	0	0	75	31-40	62
09:00	1	0	8	19	57	41	6	1	0	0	0	0	0	0	133	31-40	98
10:00	3	0	2	13	65	70	8	1	0	0	0	0	0	0	162	31-40	135
11:00	4	1	0	26	52	39	12	2	0	0	0	0	0	0	136	31-40	91
12 PM	3	2	4	49	125	53	5	0	0	0	0	0	0	0	241	31-40	178
13:00	2	0	4	28	81	50	4	0	1	0	0	0	0	0	170	31-40	131
14:00	4	1	3	25	71	58	5	0	1	0	0	0	0	0	168	31-40	129
15:00	4	2	4	22	93	53	3	0	0	0	0	0	0	0	181	31-40	146
16:00	1	0	3	22	76	44	10	1	0	0	0	0	0	0	157	31-40	120
17:00	2	0	6	19	84	49	4	1	0	0	0	0	0	0	165	31-40	133
18:00	4	0	2	17	72	43	9	1	0	0	0	0	0	0	148	31-40	115
19:00	4	1	3	27	82	37	6	1	0	0	0	0	0	0	161	31-40	119
20:00	2	0	3	23	60	28	5	1	0	0	0	0	0	0	122	31-40	88
21:00	2	0	4	27	41	22	1	1	0	1	0	0	0	0	99	26-35	68
22:00	0	0	1	13	25	8	0	0	0	0	0	0	0	0	47	26-35	38
23:00	0	0	2	6	20	7	0	0	0	0	0	0	0	0	35	29-38	27
Total	39	8	55	383	1131	675	96	12	4	1	0	0	0	0	2404		
Percent	1.6%	0.3%	2.3%	15.9%	47.0%	28.1%	4.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	09:00	11:00	10:00	10:00	11:00	11:00	01:00						10:00		
Vol.	4	1	8	26	65	70	12	2	1						162		
PM Peak	14:00	12:00	17:00	12:00	12:00	14:00	16:00	16:00	13:00	21:00					12:00		
Vol.	4	2	6	49	125	58	10	1	1	1					241		

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Site Code: Mulberry

Station ID: 03/11/19

Latitude: 0' 0.0000 South

[illegible]

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	14455
	Percent in Pace :	74.0%
	Number of Vehicles > 40 MPH :	865
	Percent of Vehicles > 40 MPH :	4.4%
	Mean Speed(Average) :	33 MPH

City of Danville

TRAFFIC CONTROL

Danville,VA

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Page 1

Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
08/14/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	8	0	2	23	61	65	26	2	0	0	0	0	0	0	187	31-40	126
11:00	10	0	0	21	71	136	65	11	2	0	0	0	0	0	316	31-40	207
12 PM	10	2	5	26	99	127	43	6	4	0	0	0	0	0	322	31-40	226
13:00	21	0	4	37	123	144	44	12	2	1	0	0	0	0	388	31-40	267
14:00	18	1	6	35	129	169	47	8	1	0	0	0	0	0	414	31-40	298
15:00	14	1	3	40	124	183	73	2	0	0	0	0	0	0	440	31-40	307
16:00	15	2	2	32	109	180	87	9	4	0	0	0	0	0	440	31-40	289
17:00	14	0	6	30	71	131	69	7	0	0	0	1	0	0	329	31-40	202
18:00	7	0	4	21	73	112	38	3	2	0	0	0	0	0	260	31-40	185
19:00	7	0	4	33	80	71	13	3	0	0	0	0	0	0	211	31-40	151
20:00	5	2	8	20	56	46	9	2	0	0	0	0	0	0	148	31-40	102
21:00	2	0	0	9	35	42	7	1	1	0	0	0	0	0	97	31-40	77
22:00	0	0	1	6	28	17	8	0	0	0	0	0	0	0	60	31-40	45
23:00	1	2	1	5	21	13	3	1	0	0	0	0	0	0	47	31-40	34
Total	132	10	46	338	1080	1436	532	67	16	1	0	1	0	0	3659		
Percent	3.6%	0.3%	1.3%	9.2%	29.5%	39.2%	14.5%	1.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00		10:00	10:00	11:00	11:00	11:00	11:00	11:00						11:00		
Vol.	10		2	23	71	136	65	11	2						316		
PM Peak	13:00	12:00	20:00	15:00	14:00	15:00	16:00	13:00	12:00	13:00		17:00			15:00		
Vol.	21	2	8	40	129	183	87	12	4	1		1			440		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 2

Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/15/19	0	0	0	4	6	11	0	0	0	0	0	0	0	0	21	31-40	17
01:00	0	0	0	2	6	5	2	0	0	0	0	0	0	0	15	31-40	11
02:00	1	0	1	2	5	3	1	0	0	0	0	0	0	0	13	29-38	8
03:00	0	0	0	1	2	7	0	0	0	0	0	0	0	0	10	31-40	9
04:00	1	1	0	6	13	11	4	1	0	0	0	0	0	0	37	31-40	24
05:00	3	0	2	8	25	26	9	0	0	0	0	0	0	0	73	31-40	51
06:00	10	0	3	27	60	76	39	6	0	0	0	0	0	0	221	31-40	136
07:00	9	0	3	33	96	70	27	2	1	0	0	0	0	0	241	31-40	166
08:00	13	1	5	25	68	84	27	1	1	0	0	0	0	0	225	31-40	152
09:00	9	0	5	31	71	127	33	1	2	1	0	0	0	0	280	31-40	198
10:00	14	0	5	27	85	139	39	7	2	0	0	0	0	0	318	31-40	224
11:00	7	1	4	28	79	122	41	12	2	0	1	0	0	0	297	31-40	201
12 PM	20	1	6	27	90	137	56	9	1	0	0	0	0	0	347	31-40	227
13:00	24	1	6	46	129	142	52	7	1	0	0	0	0	0	408	31-40	271
14:00	14	0	4	42	118	165	66	17	0	0	0	0	0	0	426	31-40	283
15:00	21	0	3	36	117	155	56	9	3	0	0	0	0	0	400	31-40	272
16:00	26	0	4	29	134	171	83	8	0	0	0	0	0	0	455	31-40	305
17:00	6	1	5	19	91	141	67	8	4	0	0	0	0	0	342	31-40	232
18:00	8	0	3	25	82	84	29	11	2	1	0	0	0	0	245	31-40	166
19:00	12	0	2	29	83	76	19	1	0	0	0	0	0	0	222	31-40	159
20:00	4	0	1	28	67	48	15	3	0	0	0	0	0	0	166	31-40	115
21:00	2	3	2	22	43	39	10	1	1	0	0	0	0	0	123	31-40	82
22:00	0	0	2	11	25	28	6	2	0	0	0	0	0	0	74	31-40	53
23:00	0	0	2	12	21	13	9	0	0	0	0	0	0	0	57	31-40	34
Total	204	9	68	520	1516	1880	690	106	20	2	1	0	0	0	5016		
Percent	4.1%	0.2%	1.4%	10.4%	30.2%	37.5%	13.8%	2.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	04:00	08:00	07:00	07:00	10:00	11:00	11:00	09:00	09:00	11:00				10:00		
Vol.	14	1	5	33	96	139	41	12	2	1	1				318		
PM Peak	16:00	21:00	12:00	13:00	16:00	16:00	16:00	14:00	17:00	18:00					16:00		
Vol.	26	3	6	46	134	171	83	17	4	1					455		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 3

Site Code: Stamont Dr

Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/16/19	0	0	1	3	8	8	1	0	0	0	0	0	0	0	21	31-40	16
01:00	0	0	0	5	7	6	0	2	0	0	0	0	0	0	20	29-38	13
02:00	0	0	0	0	8	4	0	0	0	0	0	0	0	0	12	31-40	12
03:00	0	0	1	3	10	5	2	0	0	0	0	0	0	0	21	31-40	15
04:00	1	0	2	3	13	15	3	0	0	0	0	0	0	0	37	31-40	28
05:00	4	0	0	8	21	32	7	3	0	0	0	0	0	0	75	31-40	53
06:00	5	0	3	37	74	70	42	5	2	0	0	0	0	0	238	31-40	144
07:00	7	1	2	26	84	98	34	5	0	0	0	0	0	0	257	31-40	182
08:00	8	1	6	25	89	104	23	5	2	0	0	0	0	0	263	31-40	193
09:00	7	0	4	24	74	94	33	6	0	0	0	0	0	0	242	31-40	168
10:00	14	0	2	22	92	113	34	3	0	0	0	0	0	0	280	31-40	205
11:00	10	0	2	28	104	133	60	6	1	0	0	0	0	0	344	31-40	237
12 PM	20	2	4	35	90	142	48	3	1	0	0	0	0	0	345	31-40	232
13:00	21	2	3	49	138	176	66	10	2	0	0	0	0	0	467	31-40	314
14:00	25	0	2	40	123	183	66	18	1	0	0	0	0	0	458	31-40	306
15:00	13	1	4	39	114	172	80	14	0	0	0	0	0	0	437	31-40	286
16:00	26	3	6	35	111	200	90	18	1	0	0	0	0	0	490	31-40	311
17:00	19	1	2	31	100	141	62	9	2	0	0	0	0	0	367	31-40	241
18:00	13	1	6	32	89	107	45	3	1	0	0	0	0	0	297	31-40	196
19:00	11	2	9	32	103	107	25	3	3	2	1	0	0	0	298	31-40	210
20:00	1	0	5	21	78	78	16	2	0	0	0	0	0	0	201	31-40	156
21:00	1	1	4	19	55	41	12	1	1	0	0	0	0	0	135	31-40	96
22:00	2	0	2	16	44	31	9	0	1	0	0	0	0	0	105	31-40	75
23:00	1	0	0	5	31	15	9	2	0	0	0	0	0	0	63	31-40	46
Total	209	15	70	538	1660	2075	767	118	18	2	1	0	0	0	5473		
Percent	3.8%	0.3%	1.3%	9.8%	30.3%	37.9%	14.0%	2.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	08:00	06:00	11:00	11:00	11:00	09:00	06:00						11:00		
Vol.	14	1	6	37	104	133	60	6	2						344		
PM Peak	16:00	16:00	19:00	13:00	13:00	16:00	16:00	14:00	19:00	19:00	19:00				16:00		
Vol.	26	3	9	49	138	200	90	18	3	2	1				490		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/17/19	0	0	0	5	17	16	0	0	0	0	0	0	0	0	38	31-40	33
01:00	0	0	0	3	9	8	3	2	0	0	0	0	0	0	25	31-40	17
02:00	0	0	3	4	11	10	1	2	0	0	0	0	0	0	31	31-40	21
03:00	1	0	1	0	5	4	2	0	0	0	0	0	0	0	13	31-40	9
04:00	0	0	0	2	9	8	1	0	0	0	0	0	0	0	20	31-40	17
05:00	2	0	0	4	13	20	4	2	0	0	0	0	0	0	45	31-40	33
06:00	1	0	6	7	37	41	13	3	1	0	0	0	0	0	109	31-40	78
07:00	2	0	3	18	55	48	23	2	0	0	0	0	0	0	151	31-40	103
08:00	12	0	8	20	60	70	39	6	1	0	0	0	0	0	216	31-40	130
09:00	4	2	1	19	78	94	37	7	1	0	0	0	0	0	243	31-40	172
10:00	12	0	4	21	88	125	35	8	3	0	0	0	0	0	296	31-40	213
11:00	12	0	2	40	91	118	34	2	1	1	0	0	0	0	301	31-40	209
12 PM	13	2	1	20	79	105	56	8	1	0	0	0	0	0	285	31-40	184
13:00	5	0	1	24	74	99	41	8	0	0	0	0	0	0	252	31-40	173
14:00	7	1	4	19	82	98	40	8	1	0	0	0	0	0	260	31-40	180
15:00	8	1	5	20	84	121	33	9	1	0	1	0	0	0	283	31-40	205
16:00	11	1	3	17	69	106	49	10	1	1	0	0	0	0	268	31-40	175
17:00	8	1	4	29	75	94	43	10	2	0	0	0	0	0	266	31-40	169
18:00	12	0	0	27	68	100	40	2	2	0	0	0	0	0	251	31-40	168
19:00	6	0	0	25	78	75	27	3	0	0	0	0	0	0	214	31-40	153
20:00	0	0	5	18	74	58	12	4	0	0	0	0	0	0	171	31-40	132
21:00	2	0	2	15	50	42	15	3	1	0	0	0	0	0	130	31-40	92
22:00	7	1	3	12	45	32	12	2	0	0	0	0	0	0	114	31-40	77
23:00	0	1	1	8	17	16	2	0	0	2	0	0	0	0	47	31-40	33
Total	125	10	57	377	1268	1508	562	101	16	4	1	0	0	0	4029		
Percent	3.1%	0.2%	1.4%	9.4%	31.5%	37.4%	13.9%	2.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	08:00	11:00	11:00	10:00	08:00	10:00	10:00	11:00					11:00		
Vol.	12	2	8	40	91	125	39	8	3	1					301		
PM Peak	12:00	12:00	15:00	17:00	15:00	15:00	12:00	16:00	17:00	23:00	15:00				12:00		
Vol.	13	2	5	29	84	121	56	10	2	2	1				285		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/18/19	0	0	3	7	20	8	6	1	0	0	0	0	0	0	45	29-38	28
01:00	0	0	3	9	12	7	2	3	0	0	0	0	0	0	36	26-35	21
02:00	0	0	3	6	5	8	1	0	0	0	0	0	0	0	23	30-39	13
03:00	0	0	0	1	6	4	1	0	0	0	0	0	0	0	12	31-40	10
04:00	0	0	0	2	6	6	2	0	0	0	0	0	0	0	16	31-40	12
05:00	1	0	0	2	11	12	2	1	0	0	0	0	0	0	29	31-40	23
06:00	0	0	2	5	11	27	11	2	0	0	0	0	0	0	58	31-40	38
07:00	1	0	2	11	24	27	8	1	1	0	0	0	0	0	75	31-40	51
08:00	0	0	1	17	53	59	16	3	0	0	0	0	0	0	149	31-40	112
09:00	2	0	1	17	57	55	33	7	1	0	0	0	0	0	173	31-40	112
10:00	0	0	3	6	35	72	32	12	1	0	0	0	0	0	161	31-40	107
11:00	9	1	1	25	72	102	39	9	0	0	0	0	0	0	258	31-40	174
12 PM	4	1	3	20	62	109	52	13	2	0	0	0	0	0	266	31-40	171
13:00	8	0	2	24	70	104	50	8	0	0	0	0	0	0	266	31-40	174
14:00	6	1	3	21	50	98	53	7	0	0	0	0	0	0	239	36-45	151
15:00	8	1	1	29	60	91	34	10	0	1	0	0	0	0	235	31-40	151
16:00	5	0	4	27	45	84	58	10	2	0	0	0	0	0	235	36-45	142
17:00	6	0	0	27	67	83	49	7	2	0	0	0	0	0	241	31-40	150
18:00	9	0	4	22	75	88	37	4	2	1	0	0	0	0	242	31-40	163
19:00	5	1	6	31	66	73	26	1	0	0	0	0	0	0	209	31-40	139
20:00	2	0	1	27	49	46	6	3	0	0	0	0	0	0	134	31-40	95
21:00	0	1	2	12	26	25	6	3	0	0	0	0	0	0	75	31-40	51
22:00	0	0	2	10	20	20	1	0	2	0	0	0	0	0	55	31-40	40
23:00	0	0	0	6	17	15	2	1	0	0	0	0	0	0	41	31-40	32
Total	66	6	47	364	919	1223	527	106	13	2	0	0	0	0	3273		
Percent	2.0%	0.2%	1.4%	11.1%	28.1%	37.4%	16.1%	3.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	00:00	11:00	11:00	11:00	11:00	10:00	07:00						11:00		
Vol.	9	1	3	25	72	102	39	12	1						258		
PM Peak	18:00	12:00	19:00	19:00	18:00	12:00	16:00	12:00	12:00	15:00					12:00		
Vol.	9	1	6	31	75	109	58	13	2	1					266		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 6

Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/19/19	1	0	0	3	7	7	1	1	0	0	0	0	0	0	20	31-40	14
01:00	0	0	0	3	6	6	1	1	0	0	0	0	0	0	17	31-40	12
02:00	1	0	0	5	2	4	1	0	1	0	0	0	0	0	14	26-35	7
03:00	0	0	1	0	8	5	1	0	0	0	0	0	0	0	15	31-40	13
04:00	0	0	0	7	12	8	3	1	0	0	0	0	0	0	31	29-38	20
05:00	1	0	1	8	21	26	15	3	1	0	0	0	0	0	76	31-40	47
06:00	10	0	2	28	68	87	31	6	0	0	0	0	0	0	232	31-40	155
07:00	13	0	5	23	65	87	39	8	2	1	0	0	0	0	243	31-40	152
08:00	8	1	2	19	71	88	30	2	0	0	0	0	0	0	221	31-40	159
09:00	5	0	4	16	72	93	46	7	1	0	0	0	0	0	244	31-40	165
10:00	9	0	3	25	76	100	47	7	1	0	0	0	0	0	268	31-40	176
11:00	11	0	5	17	108	131	46	8	1	0	0	0	0	0	327	31-40	239
12 PM	10	3	5	31	70	125	44	6	2	0	0	0	0	0	296	31-40	195
13:00	12	0	7	31	119	140	43	12	2	0	0	0	0	0	366	31-40	259
14:00	29	1	6	34	121	138	54	6	2	0	0	0	0	0	391	31-40	259
15:00	17	1	6	32	115	160	52	10	1	0	0	0	0	0	394	31-40	275
16:00	19	3	4	26	119	184	69	8	3	0	0	0	0	0	435	31-40	303
17:00	6	0	3	26	65	119	57	8	0	0	0	0	0	0	284	31-40	184
18:00	7	0	3	19	81	118	33	5	2	0	0	0	0	0	268	31-40	199
19:00	3	1	3	35	75	45	17	1	0	0	0	0	0	0	180	31-40	120
20:00	3	0	3	12	61	39	13	1	0	0	0	0	0	0	132	31-40	100
21:00	1	0	1	14	27	25	8	0	0	0	0	0	0	0	76	31-40	52
22:00	1	0	3	14	18	16	9	1	0	0	0	0	0	0	62	30-39	34
23:00	0	0	2	6	16	8	4	0	0	0	0	0	0	0	36	31-40	24
Total	167	10	69	434	1403	1759	664	102	19	1	0	0	0	0	4628		
Percent	3.6%	0.2%	1.5%	9.4%	30.3%	38.0%	14.3%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	06:00	11:00	11:00	10:00	07:00	07:00	07:00					11:00		
Vol.	13	1	5	28	108	131	47	8	2	1					327		
PM Peak	14:00	12:00	13:00	19:00	14:00	16:00	16:00	13:00	16:00						16:00		
Vol.	29	3	7	35	121	184	69	12	3						435		

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Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

[illegible]

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	17984
	Percent in Pace :	68.0%
	Number of Vehicles > 40 MPH :	4521
	Percent of Vehicles > 40 MPH :	17.1%
	Mean Speed(Average) :	35 MPH

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
08/14/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	11	3	4	26	62	58	18	4	0	0	0	0	0	0	186	31-40	120
11:00	18	2	5	29	127	96	25	6	0	0	0	0	0	0	308	31-40	223
12 PM	18	1	1	31	130	89	15	3	0	0	0	0	0	0	288	31-40	219
13:00	31	6	6	35	136	94	21	5	0	0	0	0	0	0	334	31-40	230
14:00	33	4	6	43	131	103	25	6	0	0	0	0	0	0	351	31-40	234
15:00	20	1	8	34	154	94	21	2	3	0	0	0	0	0	337	31-40	248
16:00	31	0	2	29	116	102	29	4	0	0	0	0	0	0	313	31-40	218
17:00	15	1	9	21	86	99	22	8	1	0	0	0	0	1	263	31-40	185
18:00	10	0	1	20	69	77	16	3	3	0	0	0	0	0	199	31-40	146
19:00	11	0	9	36	72	46	8	1	1	0	0	0	0	0	184	31-40	118
20:00	2	0	6	20	67	25	3	1	0	0	0	0	0	0	124	31-40	92
21:00	2	0	1	22	23	25	5	2	0	0	0	1	0	0	81	31-40	48
22:00	1	1	1	12	25	15	2	0	0	0	0	0	0	0	57	31-40	40
23:00	0	0	0	3	12	7	2	0	0	0	0	0	0	0	24	31-40	19
Total	203	19	59	361	1210	930	212	45	8	0	0	1	0	1	3049		
Percent	6.7%	0.6%	1.9%	11.8%	39.7%	30.5%	7.0%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00							11:00		
Vol.	18	3	5	29	127	96	25	6							308		
PM Peak	14:00	13:00	17:00	14:00	15:00	14:00	16:00	17:00	15:00			21:00		17:00	14:00		
Vol.	33	6	9	43	154	103	29	8	3			1		1	351		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 10

Site Code: Stamont Dr

Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/15/19	1	0	1	5	7	5	0	0	1	0	0	0	0	0	20	26-35	12
01:00	0	1	0	2	4	5	0	1	0	0	0	0	0	0	13	31-40	9
02:00	0	0	2	4	7	2	3	0	0	0	0	0	0	0	18	26-35	11
03:00	0	0	1	4	7	11	1	1	1	0	0	0	0	0	26	31-40	18
04:00	3	1	1	5	16	28	6	1	0	0	0	0	0	0	61	31-40	44
05:00	3	0	2	12	59	42	11	0	1	0	0	0	0	0	130	31-40	101
06:00	11	0	3	30	105	115	35	12	0	0	0	0	0	1	312	31-40	220
07:00	13	5	6	54	137	118	32	3	0	0	0	0	0	0	368	31-40	255
08:00	19	2	4	31	118	82	21	2	1	0	0	0	0	0	280	31-40	200
09:00	20	1	8	28	106	82	24	3	0	0	0	0	0	0	272	31-40	188
10:00	13	2	4	38	97	94	25	3	0	0	0	0	0	0	276	31-40	191
11:00	10	3	6	45	103	102	18	5	0	0	0	0	0	0	292	31-40	205
12 PM	23	2	3	40	121	119	22	5	1	0	0	0	0	0	336	31-40	240
13:00	34	2	4	46	143	105	17	3	0	0	0	0	0	0	354	31-40	248
14:00	24	3	9	47	134	121	17	3	2	0	0	0	0	0	360	31-40	255
15:00	31	1	8	35	134	128	23	8	1	0	0	0	0	0	369	31-40	262
16:00	32	4	8	26	115	101	26	2	0	0	0	0	0	0	314	31-40	216
17:00	11	2	1	26	102	102	28	6	0	0	0	0	0	0	278	31-40	204
18:00	8	1	3	28	74	82	15	3	0	0	0	0	0	0	214	31-40	156
19:00	5	1	1	28	66	51	11	1	0	0	0	0	0	0	164	31-40	117
20:00	3	1	4	15	46	28	7	5	0	0	0	0	0	0	109	31-40	74
21:00	3	0	4	19	30	22	1	0	0	0	0	0	0	0	79	31-40	52
22:00	2	0	1	12	24	14	4	0	0	0	0	0	0	0	57	31-40	38
23:00	0	0	0	6	20	4	1	0	0	0	0	0	0	0	31	26-35	26
Total	269	32	84	586	1775	1563	348	67	8	0	0	0	0	1	4733		
Percent	5.7%	0.7%	1.8%	12.4%	37.5%	33.0%	7.4%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	09:00	07:00	07:00	07:00	06:00	06:00	00:00					06:00	07:00		
Vol.	20	5	8	54	137	118	35	12	1					1	368		
PM Peak	13:00	16:00	14:00	14:00	13:00	15:00	17:00	15:00	14:00						15:00		
Vol.	34	4	9	47	143	128	28	8	2						369		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
08/16/19	0	0	1	4	8	3	1	0	0	0	0	0	0	0	17	26-35	12
01:00	1	0	0	3	3	0	0	0	0	0	0	0	0	0	7	26-35	6
02:00	0	0	0	6	9	8	0	0	0	0	0	0	0	0	23	30-39	17
03:00	0	0	0	10	12	11	2	2	2	0	0	0	0	0	39	29-38	23
04:00	1	0	1	6	13	21	3	1	1	0	0	0	0	0	47	31-40	34
05:00	6	0	1	13	54	57	11	6	0	1	0	0	0	0	149	31-40	111
06:00	10	3	5	31	144	111	18	1	2	0	0	0	0	0	325	31-40	255
07:00	18	3	5	41	165	97	40	3	2	0	0	0	0	0	374	31-40	262
08:00	14	1	6	42	109	75	14	4	0	0	0	0	0	0	265	31-40	184
09:00	12	0	5	33	96	89	21	3	1	0	0	0	0	0	260	31-40	185
10:00	17	3	1	42	123	68	15	5	0	0	0	0	0	0	274	31-40	191
11:00	17	2	6	41	126	93	24	4	0	1	0	0	0	0	314	31-40	219
12 PM	31	2	2	40	140	95	26	7	1	0	0	0	0	0	344	31-40	235
13:00	31	4	7	50	115	109	29	5	1	0	0	0	0	0	351	31-40	224
14:00	28	1	5	43	131	134	26	4	1	1	0	0	0	0	374	31-40	265
15:00	23	3	5	44	145	106	29	6	1	0	0	0	0	0	362	31-40	251
16:00	35	0	4	35	138	147	36	4	0	0	0	0	0	0	399	31-40	285
17:00	21	0	6	25	112	129	32	4	0	0	0	0	0	0	329	31-40	241
18:00	10	1	2	17	78	78	26	2	0	0	0	0	0	0	214	31-40	156
19:00	14	1	4	36	76	53	6	3	1	0	0	0	0	0	194	31-40	129
20:00	4	1	2	24	59	40	9	1	0	0	0	0	0	0	140	31-40	99
21:00	1	0	2	22	38	25	6	0	0	0	0	0	0	0	94	31-40	63
22:00	3	0	0	19	39	25	6	1	0	0	0	0	0	0	93	31-40	64
23:00	1	0	2	9	25	12	2	1	0	0	0	0	0	0	52	31-40	37
Total	298	25	72	636	1958	1586	382	67	13	3	0	0	0	0	5040		
Percent	5.9%	0.5%	1.4%	12.6%	38.8%	31.5%	7.6%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	06:00	08:00	08:00	07:00	06:00	07:00	05:00	03:00	05:00					07:00		
Vol.	18	3	6	42	165	111	40	6	2	1					374		
PM Peak	16:00	13:00	13:00	13:00	15:00	16:00	16:00	12:00	12:00	14:00					16:00		
Vol.	35	4	7	50	145	147	36	7	1	1					399		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 12

Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/17/19	1	0	0	7	11	8	2	0	0	0	0	0	0	0	29	31-40	19
01:00	2	1	0	1	13	10	1	0	0	0	0	0	0	0	28	31-40	23
02:00	2	1	2	4	7	2	3	1	0	0	0	0	0	0	22	26-35	11
03:00	0	1	0	1	7	4	1	0	0	0	0	0	0	0	14	31-40	11
04:00	1	0	1	2	12	14	3	1	0	0	0	0	0	0	34	31-40	26
05:00	1	1	2	8	27	19	3	1	1	0	0	0	0	0	63	31-40	46
06:00	0	0	0	13	53	48	15	1	1	0	0	0	0	0	131	31-40	101
07:00	5	0	3	24	64	78	21	6	0	0	0	0	0	0	201	31-40	142
08:00	12	1	6	21	87	93	16	4	0	0	0	0	0	0	240	31-40	180
09:00	13	0	2	27	106	84	25	2	2	1	0	0	0	0	262	31-40	190
10:00	11	1	6	29	107	103	22	4	0	0	0	0	0	0	283	31-40	210
11:00	14	0	1	28	96	82	18	3	0	0	0	0	0	0	242	31-40	178
12 PM	8	2	3	28	113	82	27	2	0	0	0	0	0	0	265	31-40	195
13:00	15	0	3	22	91	83	18	5	0	0	0	0	0	0	237	31-40	174
14:00	12	2	4	21	87	76	23	2	1	1	0	0	0	0	229	31-40	163
15:00	11	0	3	23	81	98	24	5	2	1	0	0	0	0	248	31-40	179
16:00	17	2	3	39	95	84	29	4	0	0	0	0	0	0	273	31-40	179
17:00	12	0	5	29	95	82	18	0	1	1	0	0	0	0	243	31-40	177
18:00	11	2	3	26	100	76	12	3	0	0	0	0	0	0	233	31-40	176
19:00	7	0	1	22	83	48	14	0	0	0	0	0	0	0	175	31-40	131
20:00	3	2	3	28	67	41	4	0	0	0	0	0	0	0	148	31-40	108
21:00	5	0	1	17	39	13	4	1	0	0	0	1	0	0	81	26-35	56
22:00	7	0	3	18	32	23	4	0	1	0	0	0	0	0	88	31-40	55
23:00	0	0	2	6	18	10	4	1	0	0	0	0	0	0	41	31-40	28
Total	170	16	57	444	1491	1261	311	46	9	4	0	1	0	0	3810		
Percent	4.5%	0.4%	1.5%	11.7%	39.1%	33.1%	8.2%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	01:00	08:00	10:00	10:00	10:00	09:00	07:00	09:00	09:00					10:00		
Vol.	14	1	6	29	107	103	25	6	2	1					283		
PM Peak	16:00	12:00	17:00	16:00	12:00	15:00	16:00	13:00	15:00	14:00		21:00			16:00		
Vol.	17	2	5	39	113	98	29	5	2	1		1			273		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/18/19	0	0	1	8	13	9	3	1	1	0	0	0	0	0	36	29-38	22
01:00	0	0	0	9	10	2	0	0	0	0	0	0	0	0	21	26-35	19
02:00	1	0	1	3	5	5	0	0	0	0	0	0	0	0	15	30-39	10
03:00	0	0	1	6	6	5	3	0	1	0	0	0	0	0	22	26-35	12
04:00	0	0	0	4	6	6	2	0	0	0	0	0	0	0	18	31-40	12
05:00	0	0	2	3	19	10	2	0	0	0	0	0	0	0	36	31-40	29
06:00	0	0	2	7	19	26	8	2	0	0	0	0	0	0	64	31-40	45
07:00	3	0	1	21	37	26	10	0	0	0	0	0	0	0	98	31-40	63
08:00	1	2	5	25	66	50	16	3	0	0	0	0	0	0	168	31-40	116
09:00	4	0	5	21	88	82	19	3	0	0	0	0	0	0	222	31-40	170
10:00	6	0	2	16	63	63	20	6	0	0	0	0	0	0	176	31-40	126
11:00	11	2	3	41	129	86	10	3	0	0	0	0	0	0	285	31-40	215
12 PM	5	1	10	39	95	73	19	3	0	1	0	0	0	0	246	31-40	168
13:00	5	0	3	24	66	95	14	4	0	1	0	0	0	0	212	31-40	161
14:00	11	0	3	14	81	79	17	1	1	0	0	0	0	0	207	31-40	160
15:00	14	2	5	22	90	72	19	3	2	0	0	0	0	0	229	31-40	162
16:00	5	0	1	31	70	67	28	3	0	0	0	0	0	0	205	31-40	137
17:00	8	0	1	19	79	75	12	3	0	0	0	0	0	0	197	31-40	154
18:00	9	0	2	25	71	70	18	1	0	0	0	0	0	0	196	31-40	141
19:00	9	1	2	28	63	53	11	2	0	0	0	0	0	0	169	31-40	116
20:00	2	0	0	19	59	26	4	2	0	0	1	0	0	0	113	31-40	85
21:00	0	0	4	16	26	24	1	0	0	0	0	0	0	0	71	31-40	50
22:00	1	0	1	13	21	13	0	0	0	0	0	0	0	0	49	31-40	34
23:00	0	1	0	7	8	5	0	0	0	0	0	0	0	0	21	26-35	15
Total	95	9	55	421	1190	1022	236	40	5	2	1	0	0	0	3076		
Percent	3.1%	0.3%	1.8%	13.7%	38.7%	33.2%	7.7%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	11:00	11:00	11:00	10:00	10:00	00:00						11:00		
Vol.	11	2	5	41	129	86	20	6	1						285		
PM Peak	15:00	15:00	12:00	12:00	12:00	13:00	16:00	13:00	15:00	12:00	20:00				12:00		
Vol.	14	2	10	39	95	95	28	4	2	1	1				246		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
08/19/19	1	0	0	5	7	4	1	0	0	0	0	0	0	0	18	26-35	12
01:00	0	0	0	2	4	1	0	0	0	1	0	0	0	0	8	26-35	6
02:00	0	0	1	2	5	4	1	0	0	0	0	0	0	0	13	31-40	9
03:00	0	2	0	2	11	14	3	0	0	0	0	0	0	0	32	31-40	25
04:00	2	0	1	4	25	18	11	3	1	0	0	0	0	0	65	31-40	43
05:00	0	0	2	12	50	36	18	1	0	0	0	0	0	0	119	31-40	86
06:00	17	2	4	36	144	116	21	9	0	0	0	0	0	0	349	31-40	260
07:00	15	1	4	45	144	118	32	4	1	1	0	0	0	0	365	31-40	262
08:00	14	1	5	29	125	78	29	2	0	0	0	0	0	0	283	31-40	203
09:00	12	2	5	27	113	78	25	6	0	0	0	0	0	0	268	31-40	191
10:00	10	1	5	28	105	91	20	4	0	0	0	0	0	0	264	31-40	196
11:00	14	1	3	31	104	100	17	3	1	0	0	0	0	0	274	31-40	204
12 PM	16	0	5	30	119	107	20	2	2	0	0	0	0	0	301	31-40	226
13:00	17	3	3	28	122	91	25	8	2	0	0	0	0	0	299	31-40	213
14:00	47	4	8	42	116	92	19	4	0	0	0	0	0	0	332	31-40	208
15:00	20	1	8	42	116	87	20	5	0	0	0	0	0	0	299	31-40	203
16:00	30	4	3	40	133	115	20	3	4	0	0	0	0	0	352	31-40	248
17:00	13	0	1	29	105	90	18	5	1	0	0	0	0	0	262	31-40	195
18:00	10	0	3	30	63	57	18	1	0	0	0	0	0	0	182	31-40	120
19:00	3	1	7	30	62	45	4	1	0	0	0	0	0	0	153	31-40	107
20:00	3	1	3	18	38	23	5	2	0	0	0	0	0	0	93	31-40	61
21:00	1	1	4	9	28	16	4	1	0	0	0	0	0	0	64	31-40	44
22:00	0	0	1	10	17	7	1	1	0	0	0	0	0	0	37	26-35	27
23:00	0	0	1	7	8	7	1	0	0	0	0	0	0	0	24	26-35	15
Total	245	25	77	538	1764	1395	333	65	12	2	0	0	0	0	4456		
Percent	5.5%	0.6%	1.7%	12.1%	39.6%	31.3%	7.5%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	03:00	08:00	07:00	06:00	07:00	07:00	06:00	04:00	01:00					07:00		
Vol.	17	2	5	45	144	118	32	9	1	1					365		
PM Peak	14:00	14:00	14:00	14:00	16:00	16:00	13:00	13:00	16:00						16:00		
Vol.	47	4	8	42	133	115	25	8	4						352		

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Site Code: Stamont Dr
Station ID: 02/19/2019

Latitude: 0' 0.0000 South

Direction 2																Total	Pace Speed	Number in Pace
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999				
08/20/19	0	1	0	2	5	7	1	0	0	0	0	0	0	0	16	31-40	12	
01:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	25-34	4	
02:00	2	0	1	3	8	2	0	0	0	0	0	0	0	0	16	26-35	11	
03:00	0	0	1	1	12	10	4	1	0	0	0	0	0	0	29	31-40	22	
04:00	2	0	1	7	15	16	7	2	0	0	0	0	0	0	50	31-40	31	
05:00	7	1	0	17	44	36	16	4	1	0	0	0	0	0	126	31-40	80	
06:00	15	3	5	36	147	90	32	4	0	0	0	0	0	0	332	31-40	237	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	26	5	8	68	233	161	60	11	1	0	0	0	0	0	573			
Percent	4.5%	0.9%	1.4%	11.9%	40.7%	28.1%	10.5%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak Vol.	06:00	06:00	06:00	06:00	06:00	06:00	06:00	05:00	05:00							06:00		
PM Peak Vol.	15	3	5	36	147	90	32	4	1							332		
Total	1306	131	412	3054	9621	7918	1882	341	56	11	1	2	0	2	24737			
Percent	5.3%	0.5%	1.7%	12.3%	38.9%	32.0%	7.6%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%				
15th Percentile :					28 MPH													
50th Percentile :					33 MPH													
85th Percentile :					39 MPH													
95th Percentile :					42 MPH													

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	17539
	Percent in Pace :	70.9%
	Number of Vehicles > 40 MPH :	2295
	Percent of Vehicles > 40 MPH :	9.3%
	Mean Speed(Average) :	33 MPH

City of Danville

TRAFFIC CONTROL

Danville,VA

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Page 1

Site Code: Verne Bd
Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/20/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	5	0	0	2	3	0	0	0	0	0	0	0	0	0	10	26-35	5
10:00	3	4	2	20	21	14	0	0	0	0	0	0	0	0	64	26-35	41
11:00	2	4	6	18	30	13	0	2	0	0	0	0	0	0	75	26-35	48
12 PM	2	3	4	13	26	16	5	2	0	0	0	0	0	0	71	31-40	42
13:00	1	5	6	17	20	18	2	0	1	0	0	0	0	0	70	31-40	38
14:00	7	7	9	11	32	17	3	1	0	0	0	0	0	0	87	31-40	49
15:00	2	6	7	13	34	17	2	0	0	0	0	0	0	0	81	31-40	51
16:00	3	2	5	16	34	13	1	0	0	0	0	0	0	0	74	26-35	50
17:00	2	3	7	10	38	11	4	0	0	0	0	0	0	0	75	31-40	49
18:00	1	3	4	11	25	16	2	0	0	0	0	0	0	0	62	31-40	41
19:00	1	2	3	12	33	15	1	0	0	0	0	0	0	0	67	31-40	48
20:00	0	4	6	18	13	8	1	0	0	0	0	0	0	0	50	26-35	31
21:00	1	2	1	9	16	6	0	0	0	0	0	0	0	0	35	26-35	25
22:00	0	1	3	5	8	2	0	0	0	0	0	0	0	0	19	26-35	13
23:00	0	4	1	7	5	3	0	0	0	0	0	0	0	0	20	26-35	12
Total	30	50	64	182	338	169	21	5	1	0	0	0	0	0	860		
Percent	3.5%	5.8%	7.4%	21.2%	39.3%	19.7%	2.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	11:00	10:00	11:00	10:00		11:00							11:00		
Vol.	5	4	6	20	30	14		2							75		
PM Peak	14:00	14:00	14:00	20:00	17:00	13:00	12:00	12:00	13:00						14:00		
Vol.	7	7	9	18	38	18	5	2	1						87		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 2

Site Code: Verne Bd
Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 1																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/21/19	0	0	1	6	5	0	0	0	0	0	0	0	0	0	12	26-35	11
01:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	10-19	2
02:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4	24-33	3
03:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	31-40	4
04:00	1	0	1	2	0	4	0	0	0	0	0	0	0	0	8	30-39	4
05:00	1	0	1	2	6	4	0	0	0	0	0	0	0	0	14	30-39	10
06:00	0	0	3	7	9	1	1	0	0	0	0	0	0	0	21	26-35	16
07:00	1	6	7	18	49	13	4	0	0	0	0	0	0	0	98	26-35	67
08:00	2	5	2	12	32	21	5	0	0	0	0	0	0	0	79	31-40	53
09:00	2	6	6	21	35	13	1	0	0	0	0	0	0	0	84	26-35	56
10:00	1	3	3	17	26	21	1	0	0	0	0	0	0	0	72	31-40	47
11:00	2	1	3	17	28	17	2	0	0	0	0	0	0	0	70	26-35	45
12 PM	1	4	7	13	29	10	4	0	0	0	0	0	0	0	68	26-35	42
13:00	2	3	3	22	34	14	2	0	0	0	0	0	0	0	80	26-35	56
14:00	1	4	9	14	29	20	2	0	0	0	0	0	0	0	79	31-40	49
15:00	1	3	5	16	25	16	2	0	0	0	0	0	0	0	68	26-35	41
16:00	0	7	7	18	37	12	3	1	0	0	0	0	0	0	85	26-35	55
17:00	1	2	4	15	42	5	1	0	0	0	0	0	0	0	70	26-35	57
18:00	5	4	5	16	31	12	1	1	0	0	0	0	0	0	75	26-35	47
19:00	0	3	2	19	25	18	1	0	0	0	0	0	0	0	68	26-35	44
20:00	0	1	3	18	18	5	0	0	0	0	0	0	0	0	45	26-35	36
21:00	2	1	2	12	16	3	1	0	0	0	0	0	0	0	37	26-35	28
22:00	1	3	2	4	7	3	1	0	0	1	0	0	0	0	22	26-35	11
23:00	0	0	1	4	4	1	1	0	0	0	0	0	0	0	11	26-35	8
Total	24	58	77	278	491	215	33	2	0	1	0	0	0	0	1179		
Percent	2.0%	4.9%	6.5%	23.6%	41.6%	18.2%	2.8%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	09:00	07:00	08:00	08:00								07:00		
Vol.	2	6	7	21	49	21	5								98		
PM Peak	18:00	16:00	14:00	13:00	17:00	14:00	12:00	16:00		22:00					16:00		
Vol.	5	7	9	22	42	20	4	1		1					85		

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Site Code: Verne Bd
Station ID: 03/11/19

Latitude: 0' 0.0000 South

[illegible]

Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	2216
	Percent in Pace :	62.8%
	Number of Vehicles > 40 MPH :	120
	Percent of Vehicles > 40 MPH :	3.4%
	Mean Speed(Average) :	31 MPH

City of Danville

TRAFFIC CONTROL

Danville, VA

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Site Code: Verne Bd
Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76 999	Total	Pace Speed	Number in Pace
08/20/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	26-35	5
10:00	11	2	7	12	21	19	6	0	0	0	0	0	0	0	78	31-40	40
11:00	9	7	8	6	23	23	2	0	0	0	0	0	0	0	78	31-40	46
12 PM	9	1	4	12	15	13	2	2	0	0	0	0	0	0	58	29-38	28
13:00	7	3	3	7	16	16	4	0	0	0	0	0	0	0	56	31-40	32
14:00	9	2	7	10	29	18	7	1	0	0	0	0	0	0	83	31-40	47
15:00	9	3	5	4	20	18	5	0	0	0	0	0	0	0	64	31-40	38
16:00	15	4	6	15	21	20	4	0	0	0	0	0	0	0	85	31-40	41
17:00	11	4	5	4	21	35	7	0	0	0	0	0	0	0	87	31-40	56
18:00	15	4	1	5	18	28	6	1	0	0	0	0	0	0	78	31-40	46
19:00	5	2	0	6	16	12	0	0	0	0	0	0	0	0	41	31-40	28
20:00	5	3	4	10	18	11	0	0	1	0	0	0	0	0	52	29-38	29
21:00	6	2	1	5	8	8	1	0	0	0	0	0	0	0	31	31-40	16
22:00	2	5	4	2	3	6	0	0	0	0	0	0	0	0	22	16-25	9
23:00	1	0	0	3	7	2	0	0	0	0	0	0	0	0	13	26-35	10
Total	118	42	55	101	241	229	44	4	1	0	0	0	0	0	835		
Percent	14.1%	5.0%	6.6%	12.1%	28.9%	27.4%	5.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	10:00	11:00	11:00	10:00								10:00		
Vol.	11	7	8	12	23	23	6								78		
PM Peak	16:00	22:00	14:00	16:00	14:00	17:00	14:00	12:00	20:00						17:00		
Vol.	15	5	7	15	29	35	7	2	1						87		

City of Danville

TRAFFIC CONTROL

Danville, VA

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Page 7

Site Code: Verne Bd
Station ID: 03/11/19

Latitude: 0' 0.0000 South

Direction 2																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
08/21/19	1	1	0	1	2	1	0	0	0	0	0	0	0	0	6	31-40	3
01:00	1	0	1	0	1	1	0	1	0	0	0	0	0	0	5	31-40	2
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
04:00	2	0	1	0	1	4	0	0	0	0	0	0	0	0	8	31-40	5
05:00	5	1	0	2	4	9	1	1	0	0	0	0	0	0	23	31-40	13
06:00	5	1	0	3	8	6	0	1	0	0	0	0	0	0	24	31-40	14
07:00	7	2	4	6	13	8	2	1	0	0	0	0	0	0	43	30-39	21
08:00	12	4	3	7	20	12	3	0	0	0	0	0	0	0	61	31-40	32
09:00	9	1	7	7	8	9	2	0	0	0	0	0	0	0	43	30-39	17
10:00	5	4	2	5	13	16	2	0	0	0	0	0	0	0	47	31-40	29
11:00	11	2	3	6	12	21	3	0	0	0	0	0	0	0	58	31-40	33
12 PM	7	1	1	9	31	22	2	1	0	0	0	0	0	0	74	31-40	53
13:00	3	1	0	3	14	13	5	0	0	0	0	0	0	0	39	31-40	27
14:00	14	2	8	10	15	16	7	1	1	0	0	0	0	0	74	31-40	31
15:00	6	3	3	4	31	27	8	0	0	0	0	0	0	0	82	31-40	58
16:00	10	4	2	12	17	30	5	1	0	0	0	0	0	0	81	31-40	47
17:00	14	2	1	6	28	30	8	1	0	0	0	0	0	0	90	31-40	58
18:00	12	2	4	2	17	18	8	1	0	0	0	0	0	0	64	31-40	35
19:00	5	1	2	5	16	16	2	0	0	0	0	0	0	0	47	31-40	32
20:00	8	1	5	8	17	14	3	1	0	0	0	0	0	0	57	31-40	31
21:00	7	2	3	5	14	7	2	0	0	0	0	0	0	0	40	30-39	21
22:00	2	1	0	4	9	6	0	1	0	0	0	0	0	0	23	30-39	15
23:00	2	1	0	0	3	4	0	0	0	0	0	0	0	0	10	31-40	7
Total	148	37	50	105	296	290	64	11	1	0	0	0	0	0	1002		
Percent	14.8%	3.7%	5.0%	10.5%	29.5%	28.9%	6.4%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	09:00	08:00	08:00	11:00	08:00	01:00							08:00		
Vol.	12	4	7	7	20	21	3	1							61		
PM Peak	14:00	16:00	14:00	16:00	12:00	16:00	15:00	12:00	14:00						17:00		
Vol.	14	4	8	12	31	30	8	1	1						90		

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Site Code: Verne Bd
Station ID: 03/11/19

Latitude: 0' 0.0000 South

[illegible]

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	1748
	Percent in Pace :	56.4%
	Number of Vehicles > 40 MPH :	225
	Percent of Vehicles > 40 MPH :	7.3%
	Mean Speed(Average) :	30 MPH