



**ELCON RECYCLING SERVICES, LLC
PHASE II-HAZARDOUS WASTE SITING CRITERIA:
TRANSPORATION STANDARDS**

For Submission to:

PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION

Prepared For:

**Elcon Recycling Services, LLC
Neot Hovav Eco-Industrial Park
6 Havered Street
Beer Sheva
Israel**

**February 15, 2017
Rev: April 2019 for Submission to
Falls Township
TPD # KERG.00001**

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EXECUTIVE SUMMARY

The purpose of this study is to examine the potential traffic impact associated with the proposed Elcon Recycling Services, LLC Facility on the roadway network in Falls Township, Bucks County, PA. Based on this evaluation, the following conclusions were reached:

1. The project scope and the extent of the study area were confirmed with representatives of Pennsylvania DEP at a meeting on December 22, 2015. The study area included is the potential route taken by trucks to and from the site:
 - Tyburn Road (S.R. 2020)
 - New Ford Mill Road (S.R. 2059)
 - Enterprise Avenue
 - Steel Road South
 - Dean Sievers Place
2. Tyburn Road is a limited access highway for portions between New Ford Mill Road and U.S. 0013. Taking a conservative approach, the study will assume Bristol Pike (U.S. 0013) as the first limited access highway trucks will use when heading to and leaving the site. As indicated in Falls Township Comprehensive plan, Tyburn Road is a limited access highway with the exception being the portions of roadway between U.S. 0013 and Newbold Road.
3. The project site is located on the western side of Dean Sievers Place.
4. Access to the site is proposed via one full-access driveway to Dean Sievers Place located approximately 950 feet north of Steel Road South and an emergency access.
5. The driveway location sight distances will exceed PennDOT's Safe Stopping Sight Distance (SSSD) criteria.
6. Intersection movements along the proposed route will exceed PennDOT's Safe Stopping Sight Distance (SSSD) criteria.
7. Upon full build-out (**phase 2**), the proposed development will conservatively generate 135 new vehicle-trips during the weekday A.M. peak hour and 135 new vehicle-trips during the weekday P.M. peak hour. These trips include truck and employee vehicles. A breakdown of expected traffic per day is as follows:
 - a. At most 23 trucks per day (waste water to be processed): Based on 50 weeks per year. It is expected on average 20 trucks will be processed per day.
 - b. 3 trucks per month for sludge removal, at most 1 truck per day.
 - c. 19 trucks per month for salt removal, at most 1 truck per day.
 - d. 120 employee vehicles.



8. The recommendations from this report are:
 - a. Truck Route: To meet the Phase II- Hazardous Waste Siting criteria, the following route should be used by trucks entering and exiting the site.
 - i. Begin at the interchange of U.S. Route 13 and Tyburn Road.
 - ii. Take Tyburn Road to New Ford Mill Road.
 - iii. Take New Ford Mill Road to Enterprise Avenue.
 - iv. Take Enterprise Avenue to Steel Road South
 - v. Take Steel Road South to Dean Sievers Place and enter/exit site driveway.
 - b. It is recommended to continue to retime the intersection of Tyburn Road and New Ford Mill Road. This will alleviate any delay conditions the intersection would experience in 2023 with or without the development. Please note, the intersection was recently retimed and should be revisited every three years as recommended by PennDOT or when a development impacts the intersection.
9. As part of Elcon's waste acceptance policy, a hauler agreement should be in place confirming that the hauling company will abide by the route agreed to by Elcon and/or approved by Pennsylvania DEP in any permit issued for the Elcon Facility.



INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has completed a Transportation Analysis for the proposed Elcon Recycling Services, LLC Facility in Falls Township, Bucks County, Pennsylvania. The project site is located on the northwestern side of Dean Sievers Place, east of the intersection of Steel Road South and Dean Sievers Place as shown in **Figure 1**.

This report has been prepared using PennDOT's *Policies and Procedures for Transportation Impact Studies*, dated January 28, 2009. The project scope and the extent of the study area were confirmed with representatives of Department of Environmental Protection (DEP) at a meeting on December 22, 2015. All relevant correspondence pertaining to this project has been included in **Appendix A**.

Site Access Locations

The proposed site will be served by one full-movement driveway on to Dean Sievers Place located approximately 950 feet north of Steel Road South & one emergency access onto Dean Sievers Place.

Proposed Primary Truck Route

The proposed truck route between a limited access highway and the site will be:

- Begin at the interchange of U.S. Route 13 and Tyburn Road.
- Take Tyburn Road to New Ford Mill Road.
- Take New Ford Mill Road to Enterprise Avenue.
- Take Enterprise Avenue to Steel Road South
- Take Steel Road South to Dean Sievers Place and enter/exit site driveway.

This route will be within the "5-mile site to limited access highway" criteria. It should be noted this route/study could be shortened to Tyburn Road due to sections of this roadway being a limited access highway, but to take a conservative approach the study assumes U.S. 0013 as the first limited access highway vehicles will take when leaving the site.

Due to the location of the site, surrounding constraints, and Elcon's commitments to the community, a secondary route for truck traffic is not being proposed.

The proposed route does not have more than four intersections per mile between the entrance to the facility and the nearest limited access highway.

The proposed route is not a primary access for more than five residential dwellings. The closest neighborhood to this route is Pennwood Crossing that has a minor access off of Tyburn Road. Full access driveways are along Old Bristol Pike and Penn Valley Road. With these two roads being served by separate interchanges along U.S. 0013, Tyburn Road would be considered a secondary access route to Pennwood Crossing.



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The proposed route does not have any residences that are closer than 50 feet to the existing travel lanes on any roadways. There are no schools, hospitals, or nursing homes along the route.

EXISTING ROADWAY NETWORK

A field review of the existing roadway system in the study area was conducted. The existing roadway characteristics within the study area are summarized in **Table 1**. The existing lane configuration and intersection controls for the study area intersections are shown in **Figure 3**. Photographs of the study area intersections are included in **Appendix B**.

TABLE 1
ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Roadway	Ownership	Functional Classification/ Roadway Type	Predominant Directional Orientation	Average Daily Traffic (Max for Both Directions)			Posted Speed Limit
				Counts	iTMS 2016	iTMS 2019**	
Tyburn Road	State (S.R. 2020)	Minor Arterial	East-West	10698	17185	13,595	45 mph
New Ford Mill Road	State (S.R. 2059)	Urban Collector	North-South	8085	--*	--*	45 mph
Enterprise Avenue	Township	Local Road	East-West	1473	--	--	Not Posted
Steel Road South	Township	Local Road	North-South	1123	--	--	Not Posted
Dean Sievers Place	Township	Local Road	East-West	809	--	--	Not Posted

*iTMS count location is not near/on the proposed truck route.

**iTMS count data from 2018 extrapolated per current PennDOT growth rate 0.60%.

As indicated above, the highest vehicular Average Daily Traffic (ADT) counted along Tyburn Road (S.R. 2020) is 10,698 vehicles. As indicated on approved roadway construction plans dated July 31, 2012 the current ADT in 2012 was shown as 19,175 vehicles and the design year ADT for 2032 was 28,492 vehicles. With the ADT in 2012 being higher than what was indicated during the traffic counts done in 2016 and the design year volume being more than double of what was determined by the 2016 traffic counts and what is seen in the 2019 iTMS volumes, the roadway will have capacity to handle the proposed increase in volume from the Elcon Recycling site. These roadway plans can be found in **Appendix F**. Please note the discrepancies in the count data and the data found on iTMS could be caused by iTMS using older counts and larger than necessary growth rates for this area to extrapolate the count to the current year 2016.

Roadway Type

In Chapter 5 of the Smart Transportation Guidebook, there is guidance pertaining to defining the transportation context(s) for a given area. Comparing the existing condition roadway characteristics



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to the various options presented in Table 5.1 of the *Smart Transportation Guidebook*, the study area roadways best fit the following categories, as described below:

Community Arterial, traffic volumes of 5,000 to 25,000 vehicles per day, intersection spacing of 300 to 1,320 feet, a desired operating speed of 25-55 mph, and a description as follows: “often classified as *Minor Arterial* in traditional classification but may include road segments classified as *Principal Arterial*.”

- Tyburn Road (S.R. 2020)

Community Collector, traffic volumes of 5,000 to 15,000 vehicles per day, intersection spacing of 300 to 660 feet, a desired operating speed of 25-55 mph, and a description as follows: “often similar in appearance to a community arterial. Typically classified as *Major Collector*.”

- New Ford Mill Road (S.R. 2059)

Local Road, traffic volumes of <3,000 vehicles per day, intersection spacing of 000 to 660 feet, a desired operating speed of 20-30 mph.

- Enterprise Avenue
- Steel Road South
- Dean Sievers Place

Roadway Grades

A field review of the existing roadway grades in the study area was conducted. The existing roadway grades observed in the field are summarized and compared to the American Association of State Highway and Transportation Officials (AASHTO) recommended maximum design grades in **Table 2**.

TABLE 2
ROADWAY GRADES

Roadway	Roadway Type	Existing Grade	Roadway Speed (85 th speed limit rounded up) MPH	AASHTO Recommended Maximum Grade based on Roadway Speed
Tyburn Road	Arterial	+/-1.4	70	+/- 3%
New Ford Mill Road	Collector	+/-2.9	50	+/-6%
Enterprise Avenue	Local	+/-1.3	40	+/-7%
Steel Road South	Local	+/-1.4	40	+/-7%
Dean Sievers Place	Local	+/-1.4	40	+/-7%

As noted above there are no grades higher than +/-3%. Grades can begin to be considered hazardous and a speed restriction can be posted at -3% slope for a continuous 20,000 feet or if crashes have occurred on a downgrade. Throughout the proposed route as noted above, grades do



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not meet the -3% criteria and after reviewing the crash data, it does not indicate crashes that are caused by grade. Also, at the time when preparing this study, there were no observed speed restrictions due to grade.

Structural Investigation

Structural reports were obtained from PennDOT for the study area structures. Approximate structure locations are indicated in **Figure 9**. An overview of the structures found along the proposed truck route are summarized in **Table 3**.

TABLE 3
STRUCTURAL CHARACTERISTICS

Structure	Structure ID Number	Road Name	Type	Height Restriction	Width (lanes/shoulder)	Lanes	Weight Bearing Capacities
RT 13 Interchange	6773	Tyburn Road	Underpass	13' 8"	12'/5'	4	N/A, roadway under bridge
Bridge	7184	Tyburn Road	Overpass (creek)	N/A	12'/6'	4	No Weight Restrictions
Bridge	7185	Tyburn Road	Overpass (Newbold Road)	N/A	12'/6'	4	No Weight Restrictions
Bridge	7186	Tyburn Road	Overpass (Amtrak)	N/A	12'/6'	4	No Weight Restrictions
Bridge	7187	Tyburn Road	Overpass (Old 13)	N/A	12'/6'	4	No Weight Restrictions
Bridge	7188	Tyburn Road	Overpass (Warner Access Road)	N/A	12'/6'	4	No Weight Restrictions
Culvert	7189	Tyburn Road	Overpass (water)	N/A	12'/6'	4	No Weight Restrictions

It should be noted that structures from the site to U.S. 13 (Limited Access Highway) are sufficient to handle the weight of the proposed trucks that are using this site. Structure reports can be found in **Appendix G**.

Intersection Characteristics

The intersections along the proposed route were investigated to determine control type and turning radii. An overview of the intersections along the proposed truck route are summarized in **Table 4**. It should be noted that these intersections are frequently used by tractor trailers today and are able to accommodate the trucks proposed to be used by Elcon.



TABLE 4
 INTERSECTION CHARACTERISTICS

Intersection Roadways		Intersection Control	Turning Radii			
North/South	East/West		NW	NE	SW	SE
Steel Road South	Dean Sievers Place	Stop	N/A	45'	N/A	45'
Steel Road South	Enterprise Avenue	Stop	50'	N/A	50'	N/A
New Ford Mill Road	Enterprise Avenue	Stop	N/A	50'	N/A	50'
New Ford Mill Road	Steel Road West	Stop	N/A	40'	35'	45'
New Ford Mill Road	Tyburn Road	Signalized	40'	35'	N/A	N/A
Old 13	Tyburn Road	Interchange	N/A	N/A	N/A	N/A
Newbold Road	Tyburn Road	Interchange	N/A	N/A	N/A	N/A
Cedar Lane	Tyburn Road	Stop	N/A	N/A	25'	20'
U.S. Route 0013	Tyburn Road	Interchange	N/A	N/A	N/A	N/A

Sight Distance Analysis

A sight distance analysis was prepared for the existing intersections/truck route movements. In general, recommended safe sight distances depend upon the posted speed limit and roadway grades. The existing sight distances at the proposed driveways were measured in accordance with PennDOT Publication 282 Highway Occupancy Permit Guidelines and compared to PennDOT's desirable sight distance standard, which is identified in 67 PA Code Chapter 441.8(h), "Access to and Occupancy of Highways by Driveways and Local Roads." In addition, measured sight distances at the proposed driveways were compared to PennDOT's safe stopping sight distance standard, which is calculated by the following equation:

$$SSSD = 1.47VT + V^2/[30(f \pm g)]$$

SSSD = safe stopping sight distance (acceptable sight distance)

V = Vehicle Speed

T = Perception Reaction Time of Driver (2.5 seconds)

f = Coefficient of Friction for Wet Pavements

g = Percent of Roadway Grade Divided by 100

Tables 5 show the measured, desirable, acceptable (SSSD), and required sight distances at the site driveways for vehicles entering and exiting the site.



**TABLE 5
 INTERSECTION SIGHT DISTANCE**

Intersection		Direction	Posted Speed (mph)	Travel Speed (mph)	Sight Distances (feet)		
					Grade ¹ (%)	SSSD ²	EXIST
Dean Sievers Place and Steel Road South	Exiting Movements (Dean Sievers Place)	To the left	--	--	0	--	150*
		To the right	--	37	1.4	270	640
	Entering Left Turns	Approaching same direction	--	37	1.4	270	611
		Approaching opposite direction	--	--	0	--	185*

*Sight Distance measured to control gate. Vehicles turning into and out of Dean Sievers Place can see past gate and vehicles coming from gate will be stopped. Therefore, existing sight distance for this approach is acceptable.

SSSD = PennDOT Acceptable Sight Distance

EXIST = Existing (measured) Sight Distance

1 = Roadway Grade Approaching Intersection

2 = Calculated using 85th percentile speed (travel speed)



**TABLE 5 CONTINUED
 INTERSECTION SIGHT DISTANCE**

Intersection		Direction	Posted Speed (mph)	Travel Speed (mph)	Sight Distances (feet)		
					Grade ¹ (%)	SSSD ²	EXIST
Enterprise Avenue and Steel Road South	Exiting Movements (Enterprise Ave)	To the left	--	37	1.1	270	715
		To the right	--	36	0.2	274	1000+
	Entering Left Turns	Approaching same direction	--	37	0.2	274	1000+
		Approaching opposite direction	--	36	1.1	270	823
New Ford Mill Road and Enterprise Avenue	Exiting Movements (New Ford Mill Road)	To the left	--	50	-0.8	471	1000+
		To the right	--	50	-0.3	471	1000+
	Entering Left Turns	Approaching same direction	--	50	-0.3	471	1000+
		Approaching opposite direction	--	50	-0.8	471	1000+
New Ford Mill Road and Steel Road West	Eastbound Exiting Movements (Steel Road West)	To the left	--	37	-2.9	288	700'
		To the right	--	50	0.7	462	1000'+
	Westbound Exiting Movements (Steel Road West)	To the left	--	50	0.7	462	1000'+
		To the right	--	37	-2.9	288	600'
	Southbound Entering Left Turns	Approaching same direction	--	37	-2.9	288	1000'+
		Approaching opposite direction	--	50	0.7	462	NA
	Northbound Entering Left Turns	Approaching same direction	--	50	0.7	462	NA
		Approaching opposite direction	--	37	-2.9	288	650

SSSD = PennDOT Acceptable Sight Distance
 EXIST = Existing (measured) Sight Distance

1 = Roadway Grade Approaching Intersection
 2 = Calculated using 85th percentile speed (travel speed)



TABLE 5 CONTINUED
INTERSECTION SIGHT DISTANCE

Intersection		Direction	Posted Speed (mph)	Travel Speed (mph)	Grade ¹ (%)	Sight Distances (feet)		
						SSSD ³ (Speed Limit)	SSSD ²	EXIST
Tyburn Road and New Ford Mill Road	Northbound Exiting Movements (New Ford Mill Road)	To the left	45	65	-1.4	398	761	850
		To the right	45	63	1.0	376	673	NA
	Westbound Entering Left Turns	Approaching same direction	45	63	1.0	376	673	550*
		Approaching opposite direction	45	65	-1.4	398	761	720*
Tyburn Road and Cedar Lane	Northbound Exiting Movements (Cedar Lane)	To the left	45	59	-0.7		631	1000'+
		To the right	45	64	-0.5		723	1000'+
	Westbound Entering Left Turns	Approaching same direction	45	64	-0.5		723	1000'+
		Approaching opposite direction	45	59	-0.7		631	1000'+

*Sight distance deficiency is created by excessive speeding. It should be noted that trucks proposed by Elcon will not be on these movements. Trucks used for Elcon will be controlled by the Yield sign and will be able to see westbound vehicles turning left onto New Ford Mill Road.

SSSD = PennDOT Acceptable Sight Distance

1 = Roadway Grade Approaching Intersection

EXIST = Existing (measured) Sight Distance

2 = Calculated using 85th percentile speed (travel speed)

3 = Calculated using posted speed limit.

As shown in Table 5 above, the measured sight distances at the site driveways exceed PennDOT's acceptable sight distance requirements. Additionally, there were no signs warning of hazardous curves observed during field visits and accident history does not show an existing hazardous curve condition.

Crash Data Investigation

Crash data was obtained from PennDOT and Falls Township for the study area intersections. PennDOT defines a reportable crash as follows, "A reportable (crash) is one in which an injury or fatality occurs or if at least one of the vehicles involved requires towing from the scene." Reportable crashes were tabulated for the five-year time period beginning 01/01/2010 and ending 12/31/2018. For a given intersection, PennDOT considers a crash occurrence of **5 reportable, correctable crashes over a continuous twelve-month period during the past five years to be a threshold value**, above which the intersection design should be reviewed to examine if corrective measures can be taken to enhance safety. The number of reportable crashes at the study area intersections is shown in Table 6.



**TABLE 6
 PENNDOT AND TOWNSHIP REPORTABLE CRASH DATA**

Study Area Intersection	Number of Reportable Crashes								
	2010	2011	2012	2013	2014	2015	2016	2017	2018+
Tyburn Road at U.S. 13 Interchange	8*	7*	4	5*	10*	7*	9*	3	2
Tyburn Road and Cedar Lane	0	0	0	0	4	3	1	1	1
Tyburn Road and Newbold Road	0	0	1	1	3	1	0	1	0
Tyburn Road and Old 13	2	4	2	1	2	2	1	0	0
Tyburn Road and New Ford Mill Road	1	1	2	3	5*	0	5*	2	3
New Ford Mill Road and Steel Road West	0	1	0	1	1	0	0	2	2
New Ford Mill Road and Enterprise Avenue	1	1	2	5*	3	0	0	2	0
Enterprise Avenue and Steel Road South	0	0	1	1	0	0	1	0	0
Steel Road South and Dean Sievers Place	0	0	0	0	0	0	0	0	0

*upon review of accident data, there was not 5 correctable crashes within a 12 month period.

+ = PennDOT data not available for 2018

Based on a review of the crash data, there were **no continuous twelve-month periods during the past five years where 5 or more crashes occurred that were deemed correctable.**

At all intersections, the majority of the crashes were attributable to running red lights/not obeying traffic control devices, speeding, driver distraction, driver impairment, poor weather conditions, etc. These factors resulted in less than 5 reportable, correctable crashes within a continuous twelve-month period. The type of crashes are noted in the Table 7 below. Note, due to confidentiality reasons, additional information such as date and location cannot be given in this report. Also, Township data received categorized the accident types as Reportable, DUI, Struck Deer, and Hit and Run. If the crash received from the Township matched a record from PennDOT, the crash was categorized accordingly.



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TABLE 7
PENNDOT AND TOWNSHIP REPORTABLE CRASH DATA BY TYPE

Year	Type of Crash								
	Angle/ Sideswipe	Rear-End	Hit Fixed Object	Head on	Backing	Non- Collision	Ped	TWP Data	Total
Tyburn Road & U.S. 13									
2010		4	2			1		1	8
2011		3	3					1	7
2012		2	1					1	4
2013	1		2					2	5
2014	1	2	3			1		3	10
2015	2	2	1					2	7
2016	1	3	4			1			9
2017			2		1				3
2018								2	2
Total	5	16	18	0	1	3	0	12	55
Tyburn Road and Cedar Lane									
2010									0
2011									0
2012									0
2013									0
2014	1						1	2	4
2015				1				2	3
2016								1	1
2017	1								1
2018								1	1
Total	2	0	0	1	0	0	1	6	10
Tyburn Road and Newbold Road									
2010									0
2011									0
2012						1			1
2013			1						1
2014	1		1	1					3
2015		1							1
2016									0
2017		1							1
2018									0
Total	1	2	2	1	0	1	0	0	7



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Year	Type of Crash								
	Angle/ Sideswipe	Rear-End	Hit Fixed Object	Head on	Backing	Non- Collision	Ped	TWP Data	Total
Tyburn Road and Old 13									
2010		2							2
2011			3					1	4
2012	1		1						2
2013								1	1
2014								2	2
2015	1							1	2
2016								1	1
2017									0
2018									0
Total	2	2	4	0	0	0	0	6	14
Tyburn Road and New Ford Mill Road									
2010			1						1
2011			1						1
2012								2	2
2013			2			1			3
2014			2					3	5
2015									0
2016	1	1				1		2	5
2017	1		1						2
2018								3	3
Total	2	1	7	0	0	2	0	10	22
New Ford Mill Road and Steel Road West									
2010									0
2011	1								1
2012									0
2013	1								1
2014								1	1
2015									0
2016									0
2017								2	2
2018								2	2
Total	2	0	0	0	0	0	0	5	7



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Year	Type of Crash								
	Angle/ Sideswipe	Rear-End	Hit Fixed Object	Head on	Backing	Non- Collision	Ped	TWP Data	Total
New Ford Mill Road and Enterprise Avenue									
2010	1								1
2011	1								1
2012	1			1					2
2013	2		1			1		1	5
2014			2					1	3
2015									0
2016									0
2017								2	2
2018									0
Total	5	0	3	1	0	1	0	2	14
Enterprise Avenue and Steel Road South									
2010									0
2011									0
2012								1	1
2013								1	1
2014									0
2015									0
2016								1	1
2017									0
2018									0
Total	0	0	0	0	0	0	0	3	3
Steel Road South and Dean Sievers Place									
2010									0
2011									0
2012									0
2013									0
2014									0
2015									0
2016									0
2017									0
2018									0
Total	0	0	0	0	0	0	0	0	0



EXISTING TRAFFIC CONDITIONS

Manual Turning Movement Counts

Manual traffic counts were conducted in 15-minute intervals during peak periods on a weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) at Tyburn Road and New Ford Mill Road. Data pertaining to heavy vehicles, pedestrians and transit vehicles were observed during the manual counts. Peak hours and count dates for the intersection is identified in **Table 8**.

**TABLE 8
 MANUAL TRAFFIC COUNT INFORMATION**

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour¹
<i>Tyburn Road & New Ford Mill Road</i>	Wednesday, February 17, 2016	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:30 to 5:30 P.M.

1. Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

Existing condition traffic volumes for the weekday A.M. and weekday P.M. peak hours are illustrated in **Figure 7**, respectively. Manual traffic count data sheets are provided in **Appendix C**.

Automatic Traffic Recorder Counts

Automatic Traffic Recorder (ATR) counts were conducted along the following roadways in the vicinity of the proposed site in order to determine the existing traffic volumes/patterns on a 24-hour weekday basis and to confirm the existing Average Daily Traffic (ADT) volume data that was obtained from PennDOT's Internet Traffic Monitoring System (iTMS) website for the nearby State Routes:

- Tyburn Road between the U.S. 0013 interchange and Cedar Lane
- Tyburn Road between Cedar Lane and Newbold Road
- Tyburn Road between the Newbold Road and Old 13
- Tyburn Road between the Old 13 and New Ford Mill Road
- New Ford Mill Road between Tyburn Road and Steel Road West
- New Ford Mill Road between Steel Road West and Enterprise Avenue
- Enterprise Avenue between New Ford Mill Road and Steel Road South
- Steel Road South between Enterprise Avenue and Dean Sievers Place
- Dean Sievers Place between Steel Road South and Site Driveway

The existing ADT volumes (ATR counts and iTMS data) are shown on **Figure 4**. ATR count sheets are provided in **Appendix C**.



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HAZARDOUS WASTE SITING CRITERIA: TRANSPORTATION STANDARDS

Speed Study

In addition to traffic volumes, the ATR counters also collected the speeds of vehicles traveling on the above noted roadway segments. Based upon the data collected, the 85th percentile speed, which is defined to be the speed which 85% of drivers travel at or below as they pass the sampling location (or the speed which 15% of drivers exceed), was determined for each location. **Table 9** summarizes the recorded 85th percentile speeds.

TABLE 9
85TH PERCENTILE TRAVEL SPEED SUMMARY

Location	Direction of Travel	Posted Speed Limit	85 th Percentile Speed MPH
Tyburn Road between the U.S. 0013 interchange and Cedar Lane	Eastbound	45	51(59)
	Westbound	45	53(58)
Tyburn Road between Cedar Lane and Newbold Road	Eastbound	45	59(68)
	Westbound	45	61(64)
Tyburn Road between the Newbold Road and Old 13	Eastbound	45	53(63)
	Westbound	45	54(64)
Tyburn Road between the Old 13 and New Ford Mill Road	Eastbound	45	58(65)
	Westbound	45	55(63)
New Ford Mill Road between Tyburn Road and Steel Road West	Northbound	45	41
	Southbound	45	37
New Ford Mill Road between Steel Road West and Enterprise Avenue	Northbound	45	50
	Southbound	45	50
Enterprise Avenue between New Ford Mill Road and Steel Road South	Eastbound	Not Posted	40
	Westbound	Not Posted	40
Steel Road South between Enterprise Avenue and Dean Sievers Place	Northbound	Not Posted	36
	Southbound	Not Posted	37
Dean Sievers Place between Steel Road South and Site Driveway	Eastbound	Not Posted	35
	Westbound	Not Posted	37

(xx) = 85th percentile speed for passing/left lane.

The existing 85th Percentile speeds are shown on **Figure 8**. 85th Percentile speed count sheets are found in **Appendix C**.

PROPOSED SITE ACCESS

The proposed site will be served by one full-movement driveway and an emergency access onto Dean Sievers Place.

Sight Distance Analysis

A sight distance analysis was prepared for the proposed site driveway. In general, recommended safe sight distances depend upon the posted speed limit and roadway grades. The existing sight distances at the proposed driveways were measured in accordance with PennDOT Publication 282



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Highway Occupancy Permit Guidelines and compared to PennDOT's desirable sight distance standard, which is identified in 67 PA Code Chapter 441.8(h), "Access to and Occupancy of Highways by Driveways and Local Roads." In addition, measured sight distances at the proposed driveways were compared to PennDOT's safe stopping sight distance standard, which is calculated by the following equation:

$$SSSD = 1.47VT + V^2/[30(f \pm g)]$$

SSSD = safe stopping sight distance (acceptable sight distance)

V = Vehicle Speed

T = Perception Reaction Time of Driver (2.5 seconds)

f = Coefficient of Friction for Wet Pavements

g = Percent of Roadway Grade Divided by 100

Table 10 shows the measured, desirable, acceptable (SSSD), and required sight distances at the site driveway for vehicles entering and exiting the site.

TABLE 10
SIGHT DISTANCE ANALYSIS
SITE DRIVEWAY TO DEAN SIEVERS PLACE

	<i>Direction</i>	<i>85th Speed</i>	<i>Grade¹</i>	<i>Sight Distances (feet)</i>	
				SSSD	EXIST
Exiting Movements	<i>To the left</i>	37	-0.5%	279	490
	<i>To the right</i>	35	0.7%	249	750
Entering Left Turns	<i>Approaching same direction</i>	37	0.7%	249	767
	<i>Approaching opposite direction</i>	35	-0.5%	279	320

DES = PennDOT Desirable Sight Distance
 SSSD = PennDOT Acceptable Sight Distance
 EXIST = Existing (measured) Sight Distance

¹ = Roadway Grade Approaching Driveway

As shown in Table 10 above, the measured sight distances at the site driveways exceed PennDOT's safe stopping sight distance requirements.



TRIP GENERATION

The trip generation rates for the proposed facility were obtained from the manual *Trip Generation*, Tenth Edition, 2012, an Institute of Transportation Engineers (ITE) Informational Report and used to supplement the information provided by Elcon.

ELCON Trip Generation Information

The site expects to see the following truck traffic based on information from Elcon’s representatives:

- a. Based on a 50 weeks per year operation schedule, at most 23 waste water trucks per day will be traveling to and from the site. It is expected that 20 waste water trucks will use the site daily.
- b. 3 trucks per month for sludge removal, at most 1 truck per day.
- c. 19 trucks per month for salt removal, at most 1 truck per day.
- d. 120 employee vehicles.

Based on this information, the site will have at most 25 trucks throughout one day and 120 employee vehicles per day. To take a conservative approach, TPD assumed 20% of trucks will arrive and depart the site during the A.M. and P.M. peak hours and all 120 employee vehicles will arrive and depart the site during the A.M. and P.M. peak hours.

The calculated trip generation for the proposed development for the opening year is shown in **Table 11**. For the purposes of this study, TPD assumed a full build out year of 2023.

TABLE 11
ELCON TRIP GENERATION SUMMARY

Time Period	Elcon		
	Enter	Exit	Total
A.M. Peak Hour	120 (employees), 5 trucks	5 trucks	130
P.M. Peak Hour	5 trucks	120 (employees), 5 trucks	130

Based on the trip generation analysis summarized in **Table 11**, the Elcon Recycling site will generate approximately 130 new trips during the weekday A.M. peak hour and 130 new trips during the weekday P.M. peak hour at full build out. Details of the trip generation calculations are included in **Appendix D**.



ITE Trip Generation Information

To confirm that the above is a conservative approach, information from the ITE Trip Generation manual tenth edition was used for two types of land uses, General Light Industrial and Industrial Park that could apply to Elcon's Recycling facility. This information is based on employees that will be working at the site and deliveries to and from the site.

General Light Industrial ITE Description:

Light industrial facilities are free-standing facilities devoted to a single use. The facilities have an emphasis on activities other than manufacturing and typically have minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment.

Industrial Park ITE Description:

Industrial parks contain a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities-some with a large number of small businesses and others with one or two dominant industries.

TABLE 12
ITE TRIP GENERATION SUMMARY

Time Period	General Light Industrial		
	Enter	Exit	Total
A.M. Peak Hour	52	11	63
P.M. Peak Hour	13	48	61
Time Period	Industrial Park		
	Enter	Exit	Total
A.M. Peak Hour	65	10	75
P.M. Peak Hour	18	70	88

Based on the trip generation analysis summarized in **Table 12** and compared to **Table 11**, the Elcon trip generation information in **Table 11** will be used to create a conservative analysis.

TRIP DISTRIBUTION

The distribution and assignment of new trips generated by the multi-use development was based upon an analysis of the proposed truck route to and from the site. To depict a worst case scenario, employee vehicles were assigned to the same route as truck traffic. It should be noted that employees have the option to use Bordentown Road to get to the site.



The assignment of site-generated trips for the proposed development during the weekday A.M. and P.M. peak hours are shown in **Figures 5 and 6**, respectively.

ANNUAL BACKGROUND GROWTH

A background growth factor for the roadways in the study area was developed based on growth factors for August 2015 to July 2016 obtained from the PennDOT Bureau of Planning and Research (BPR). The PennDOT BPR suggests using a background growth trend factor of 1.32% per year in Bucks County for urban non-interstate roadways. As such, the background growth factor was applied annually to yield overall growth percentage of 9.61% (1.32% per year, compounded over 7 years) for the 2023 projected (build) conditions.

It should be noted, the 1.32% rate was held from the previous study for comparative and conservative reasons. This growth rate has had a steady decrease and the current August 2018 to July 2019 growth rate is 0.60%, which yields an overall growth percentage of 4.28% (0.60% per year, compounded over 7 years).

PROJECTED (BUILD) CONDITION TRAFFIC VOLUMES

The site-generated trips for the proposed development were added to the 2023 base (no-build) condition traffic volumes to develop 2023 projected (build) condition traffic volumes.

Projected condition traffic volumes for the opening year of 2023 for the weekday A.M. and P.M. peak hours are shown in **Figure 7**, respectively. Traffic volume development worksheets are contained in **Appendix D**.

DRIVEWAY CLASSIFICATION

Driveways intersecting state roads are classified in the Pennsylvania Code, Title 67, Chapter 441. Low volume driveways are used by 25 to 750 vehicles per day. A medium volume driveway is used by 750 to 1500 vehicles per day. High volume driveways are used by more than 1500 vehicles per day. Based on the anticipated site trip generation and the assignment of site traffic, the classification of the site driveway is low volume.

LEVELS OF SERVICE FOR AN INTERSECTION

For analysis of intersections, level of service (LOS) is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 13**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length, the green time ratio (green time for approach for each cycle length), and the volume/capacity ratio for the lane group in question. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and



the driver’s discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

**TABLE 13
 LEVEL OF SERVICE CRITERIA
 UNSIGNALIZED AND SIGNALIZED INTERSECTIONS ¹**

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

¹ Obtained from Exhibits 18-4 and 19-1 of the Transportation Research Board’s *Highway Capacity Manual 2010*

CAPACITY ANALYSIS METHODOLOGY

Capacity analyses were conducted for the weekday A.M. and P.M. peak hours at Tyburn Road and New Ford Mill Road. This intersection was analyzed due to it being the critical intersection within the area and would experience the worst delays along the proposed truck route. These analyses were conducted according to the methodologies contained in the *Highway Capacity Manual* (HCM) 2010, using *Synchro 10* software, a Trafficware product.

The following conditions were analyzed, as applicable:

- Existing conditions (Old timings);
- 2023 Base conditions (Build-out year without development using Township updated timings)
- 2023 Base conditions (Build-out year without development);
- 2023 Projected conditions (Build-out year with development);

It should be noted that based on methodologies contained in Chapter 10 of PennDOT’s Publication 46, TPD adjusted the following HCM 2010 default values in the *Synchro 10* capacity analysis. These adjustments were made at the signalized intersections within the study area for all time periods based on the study area location being classified as Suburban. As noted in PennDOT’s Publication 46:

“A limited number of studies throughout Pennsylvania have been conducted that provide initial estimates for some default values, which are organized by land use context only. These initial studies were conducted at select location through the Commonwealth between April and May of 2012 under a myriad of geometric and operational conditions. These defaults are representative of



conditions surveyed in Pennsylvania, but they may not be appropriate for all projects. Project Specific data measured locally in the field may be collected in order to justify changes to the default values noted herein or those recommended by HCM 2010. In the absence of locally-derived values, the Pennsylvania default values are recommended and should be used”

In summary, the following adjustments calibrate the analysis software to the area of the site and is a standard practice when performing Traffic Analysis in Pennsylvania.

- Base saturation flow rates for signalized intersections. The saturation flow rate was changed from the default value of 1900 to 1800 based on Exhibit 10-9. **Changing this value from 1900 to 1800, lowers the capacity of the roadway, in turn creating a more conservative analysis.**
- Start-up lost time and extension of effective green time for signalized intersections. The startup lost time was changed from the default value of 2.0 seconds to 2.5 seconds. Based on the total clearance time (yellow plus all-red time) being greater than 5 seconds, the extension of green time was changed from the default value of 2 seconds to 3.5 seconds. These adjusted values were based on Exhibit 10-10. **These changes are done to show a more aggressive driver and will marginally improve capacity.**

The capacity analysis worksheets are included in **Appendix D**. The PennDOT-approved signal plans are included in **Appendix E**.

PennDOT’s Transportation Impact Study Guidelines outlined in Strike-Off Letter 470-09-4, dated February 12, 2009 contain the following criteria regarding levels of service:

- Page 29 of the Guidelines state that if evaluation of the With Development Horizon Year Scenario to the Without Development Horizon Year Scenario indicates that the overall intersection level of service has dropped, the applicant will be required to mitigate the level of service if the increase in overall intersection delay is greater than 10-seconds. If the overall intersection delay increase is less than or equal to 10-seconds, mitigation of the intersection will not be required.
- Page 29 of the Guidelines state that for mitigation scenarios, applicants are expected to mitigate the overall intersection LOS to the original Without Development LOS; the 10-second delay variance is not applied to mitigation scenarios. Applicants may be required to address available storage and queue lengths at critical movements or approaches even if the overall LOS requirements are met.
- Page 31 of the Guidelines state that if signalization is the preferred alternative for mitigation, overall intersection LOS C in rural areas and LOS D in urban areas is acceptable.

x



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- Page 31 of the Guidelines states new signalized or unsignalized intersection established to serve as access to the development shall be designed to operate at minimum LOS C for rural areas, and minimum LOS D for urban areas.

LEVELS OF SERVICE IN THE STUDY AREA

Levels of service (LOS) at the study area intersections for the weekday A.M. and P.M. peak hours are shown in Table 14. Per PennDOT standards, the signal timings at the signalized study area intersections have been optimized under base conditions and projected conditions.

TABLE 14
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour				Weekday P.M. Peak Hour			
		Existing – Previous Timings	2023 Base Twp Updated Timings	2023 Base ¹	2023 Projected ¹	Existing – Previous Timings	2023 Base Twp Updated Timings	2023 Base ¹	2023 projected ¹
Burn Road (S.R. 2020) & New Ford Mill Road (S.R. 2059)	EB L	A	B	B	B	B	B	B	C
	EB T/R	A	B	B	B	B	B	B	C
	WB L	A	C	B	B	B	C	B	C
	WB T/R	A	B	B	B	B	C	B	C
	NB L/T	F (88.0)*	D	B	B	F (94.7)*	D	B	B
	NBR	A	A	A	A	A	A	A	A
	SB L/T/R	C	C	A	A	C	C	A	A
	ILOS	D (51.5)	C (33.0)	B (12.8)	B (13.5)	E (75.6)	D (43.9)	B (13.0)	B (17.2)

Existing= Current Conditions
 Township Base = No-Build scenario (without Elcon and using updated Township Timings)
 Base = No-Build scenario (without Elcon and signal timing is optimized)
 Projected = Build scenario (with Elcon and signal timing is optimized)
 ILOS = Overall Intersection Level of Service; Unsignalized ILOS calculated in accordance with Figure 5 of Policies and Procedures for Transportation Impact Studies.
¹= Existing Traffic Signal Timing Optimized for future conditions
 *= The level of service “F” is a part of a grading system based on delay and not safety. Vehicles on this approach will experience the noted delay.

As shown in Table 14, under 2023 projected conditions with the development of the proposed site, the study area intersections will operate at the **same overall intersection level of service (ILOS) as under 2023 base conditions**, during the weekday A.M. and P.M. peak hours.

All approaches and turning movements at the intersection will operate at **LOS C or better** under 2023 Projected Conditions during the weekday A.M. and P.M. peak hours.

All levels of service at the study area intersection comply with the requirement outlined in PennDOT’s Traffic Impact Study (TIS) Guidelines.



ENVIRONMENTAL SITING CRITERIA

Below is a summary that outlines the traffic specific criteria for the DEP's Module 9 Environmental Siting Criteria. For ease of reference, numbering will coincide with that used in the Siting Criteria form.

Section 1, Phase 2:

A:

- 4. Is the facility located greater than five miles travel distance of interstate or limited access highways.**

No. The facility is within 5 miles of a limited access highway. U.S. 13 is the nearest continuous limited access highway. It should be noted that Tyburn Road is a limited access highway but not continuous. As mentioned in our introduction, U.S. 13 was considered the nearest limited access highway to be conservative.

- 5. Is any part of the facility not served by roads capable of handling anticipated truck traffic or by a dedicated limited access highway.**

No. The surrounding roadway network is currently used by trucks and as shown in the analysis, the existing roadway network will be able to handle the truck volume using the proposed site.

- 6. Is the facility located where the transportation corridor is the primary access for more than five residential dwellings per road mile, or less than five residential dwellings per road mile when schools, community parks, or hospitals are also located along the corridor.**

No. The proposed route is not a primary access for more than five residential dwellings per road mile or schools, community parks, or hospitals.

- 7. Is the facility located where there are more than four intersections per mile between any entrance to the facility and the nearest interstate or limited access highway.**

No. Throughout the route, there is no point where there are more than four intersections per a mile.

Section 2, Part A:

- 18. Will the project create an increase in traffic on the approach route leading to the project?**

Yes. A conservative estimate of 130 new vehicle trips will occur during the A.M. and P.M. weekday peak hour (120 vehicle trips and 10 truck trips).



- a. **Identify the approach route to the project site, and describe in terms of**
- **Design capacities, roadway width, and condition**
 - **Average daily traffic counts**
 - **Hazardous grades or curves.**

As noted within the study, roadway design capacities (volume, width, and existing structures) are sufficient to handle the increase in site and truck traffic. Roadways are in good condition with the exception of New Ford Mill Road. New Ford Mill Road is a state route and is in need of repaving with or without this project. Currently this roadway is preliminarily to be added to the twelve year improvement program (TIP) but has not been officially added. As noted above there are no hazardous grades or curves along this route. Grades can begin to be considered hazardous and a speed restriction can be posted at -3% for a continuous 20,000 feet or if crashes have occurred on a downgrade. Throughout the proposed route as noted in the report, grades do not meet the -3% criteria and reviewing the crash data, it does not indicate crashes that are caused by grade. Also, at the time of this study, there were no observed speed restrictions due to grade or roadway curvature.

- b. **Describe the expected traffic increase, include number, type, size, and weight of vehicles and distribution on approach route.**

- At most 25 trucks will use the site on a daily basis. Deliveries are expected to happen throughout the day, for purposes of this study, a heavy concentration of truck arrivals (20% of total trucks) were used to present a worst case scenario for the capacity analysis.
- 120 employee vehicles. As a worst case scenario, all 120 vehicles were assumed to arrive and depart during the peak hour, and they would travel on the proposed truck route. It should be noted employees will be able to approach the site using a southern route of Bordentown Road/New Ford Mill Road.
- Proposed Trucks to use Elcon's site:
 - Type: Tractor Trailer Bulk Tanker Combination
 - Height: 12'
 - Weight: 80,000 lbs or less (as required by law)
 - Length: 65'
 - Width: 8'2"

- c. **Identify and indicate number of residences fronting (50 feet setback or less) on approach routes to the project site.**

- None.



- d. Identify any schools, hospitals, or nursing homes located on the approach route to the project site.**
- There are no schools, hospitals, or nursing homes located on the route to the site.
- e. Describe any special routing or timing of traffic to the project site to be provided to minimize conflict with other traffic or to prevent safety hazards. Traffic impacts analyzed for previous questions should be briefly mentioned.**
- All trucks carrying hazardous waste will adhere to Elcon's proposed route.



RECOMMENDATIONS

TPD has made the following recommendations in relation to the proposed Elcon Development in Falls Township:

- a. Truck Route: To meet the Phase II- Hazardous Waste Siting criteria, the following route should be used by trucks entering and exiting the site.
 - i. Begin at the interchange of U.S. Route 13 and Tyburn Road.
 - ii. Take Tyburn Road to New Ford Mill Road.
 - iii. Take New Ford Mill Road to Enterprise Avenue.
 - iv. Take Enterprise Avenue to Steel Road South
 - v. Take Steel Road South to Dean Sievers Place and enter/exit site driveway.
- b. It is recommended to continue to retime the intersection of Tyburn Road and New Ford Mill Road. This will alleviate any delay conditions the intersection would experience in 2023 with or without the development. Please note, the intersection was recently retimed and should be revisited every three years as recommended by PennDOT or when a development impacts the intersection.
- c. As part of Elcon's waste acceptance policy, a hauler agreement should be in place confirming that the hauling company will abide by the route agreed to by Elcon and/or approved by Pennsylvania DEP in any permit issued for the Elcon Facility.



CONCLUSIONS

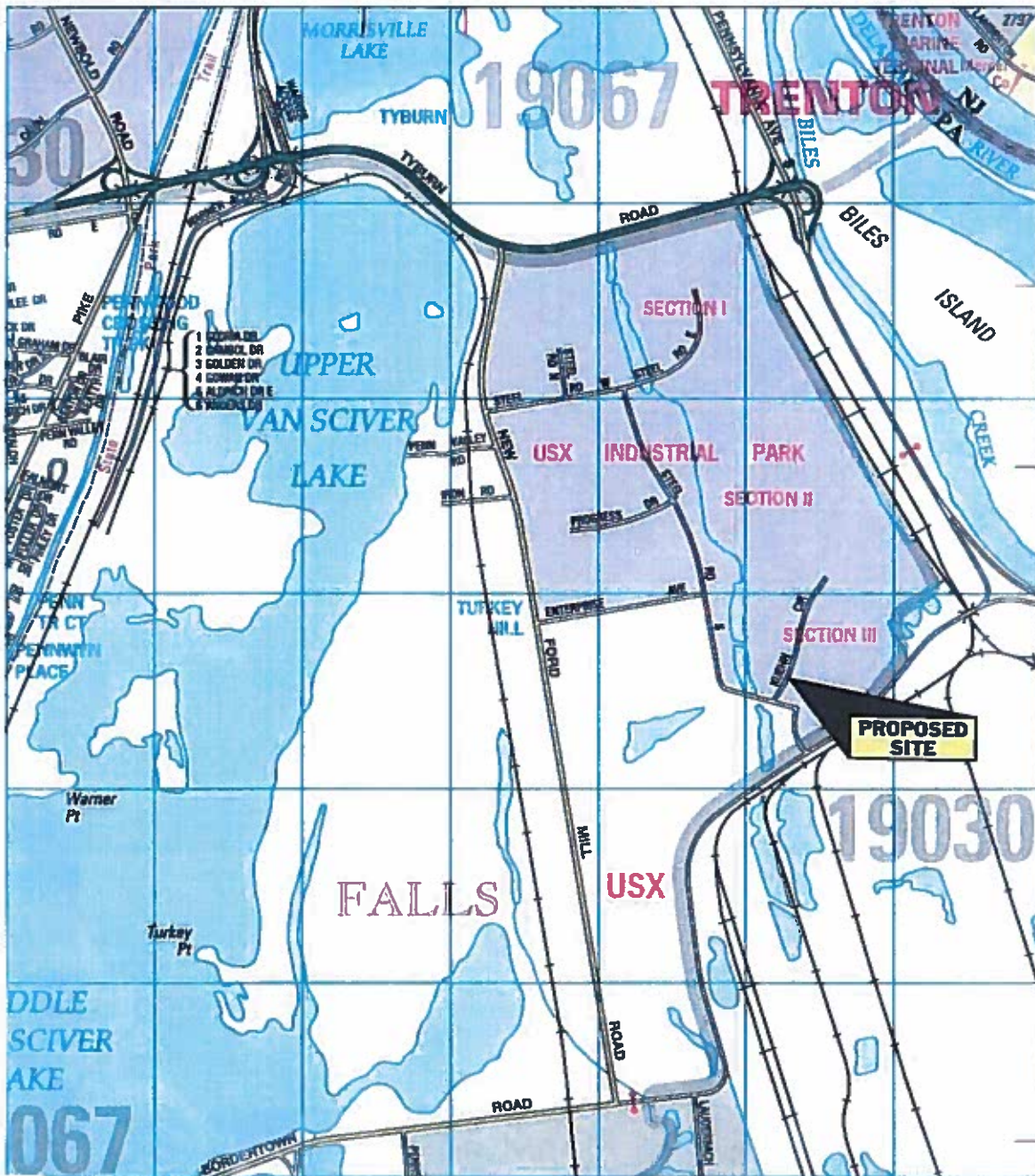
The purpose of this study is to examine the potential traffic impact associated with the proposed Elcon Recycling Services, LLC Facility on the roadway network in Falls Township, Bucks County, PA. Based on this evaluation, the following conclusions were reached:

1. The project scope and the extent of the study area were confirmed with representatives of Pennsylvania DEP at a meeting on December 22, 2015. The study area included is the potential route taken by trucks to and from the site:
 - Tyburn Road (S.R. 2020)
 - New Ford Mill Road (S.R. 2059)
 - Enterprise Avenue
 - Steel Road South
 - Dean Sievers Place
2. Tyburn Road is a limited access highway for portions between New Ford Mill Road and U.S. 0013. Taking a conservative approach, the study will assume Bristol Pike (U.S. 0013) as the first limited access highway trucks will use when heading to and leaving the site. As indicated in Falls Township Comprehensive plan, Tyburn Road is a limited access highway with the exception being the portions of roadway between U.S. 0013 and Newbold Road.
3. The project site is located on the western side of Dean Sievers Place.
4. Access to the site is proposed via one full-access driveway to Dean Sievers Place located approximately 950 feet north of Steel Road South and an emergency access.
5. The driveway location sight distances will exceed PennDOT's Safe Stopping Sight Distance (SSSD) criteria.
6. Intersection movements along the proposed route will exceed PennDOT's Safe Stopping Sight Distance (SSSD) criteria.
7. Upon full build-out, the proposed development will conservatively generate 130 new vehicle-trips during the weekday A.M. peak hour and 130 new vehicle-trips during the weekday P.M. peak hour. These trips include truck and employee vehicles. A breakdown of expected traffic per day is as follows:
 - a. At most 23 trucks per day (waste water to be processed): Based on 50 weeks per year. It is expected on average 20 trucks will be processed per day.
 - b. 3 trucks per month for sludge removal, at most 1 truck per day.
 - c. 19 trucks per month for salt removal, at most 1 truck per day.
 - d. 120 employee vehicles.



8. The recommendations from this report are:
 - a. Truck Route: To adhere to meet the Phase II- Hazardous Waste Siting criteria, the following route should be used by trucks entering and exiting the site.
 - i. Begin at the interchange of U.S. Route 13 and Tyburn Road.
 - ii. Take Tyburn Road to New Ford Mill Road.
 - iii. Take New Ford Mill Road to Enterprise Avenue.
 - iv. Take Enterprise Avenue to Steel Road South
 - v. Take Steel Road South to Dean Sievers Place and enter/exit site driveway.
 - b. It is recommended to continue to retime the intersection of Tyburn Road and New Ford Mill Road. This will alleviate any delay conditions the intersection would experience in 2023 with or without the development. Please note, the intersection was recently retimed and should be revisited every three years as recommended by PennDOT or when a development impacts the intersection.
9. As part of Elcon's waste acceptance policy, a hauler agreement should be in place confirming that the hauling company will abide by the route agreed to by Elcon and/or approved by Pennsylvania DEP in any permit issued for the Elcon Facility.





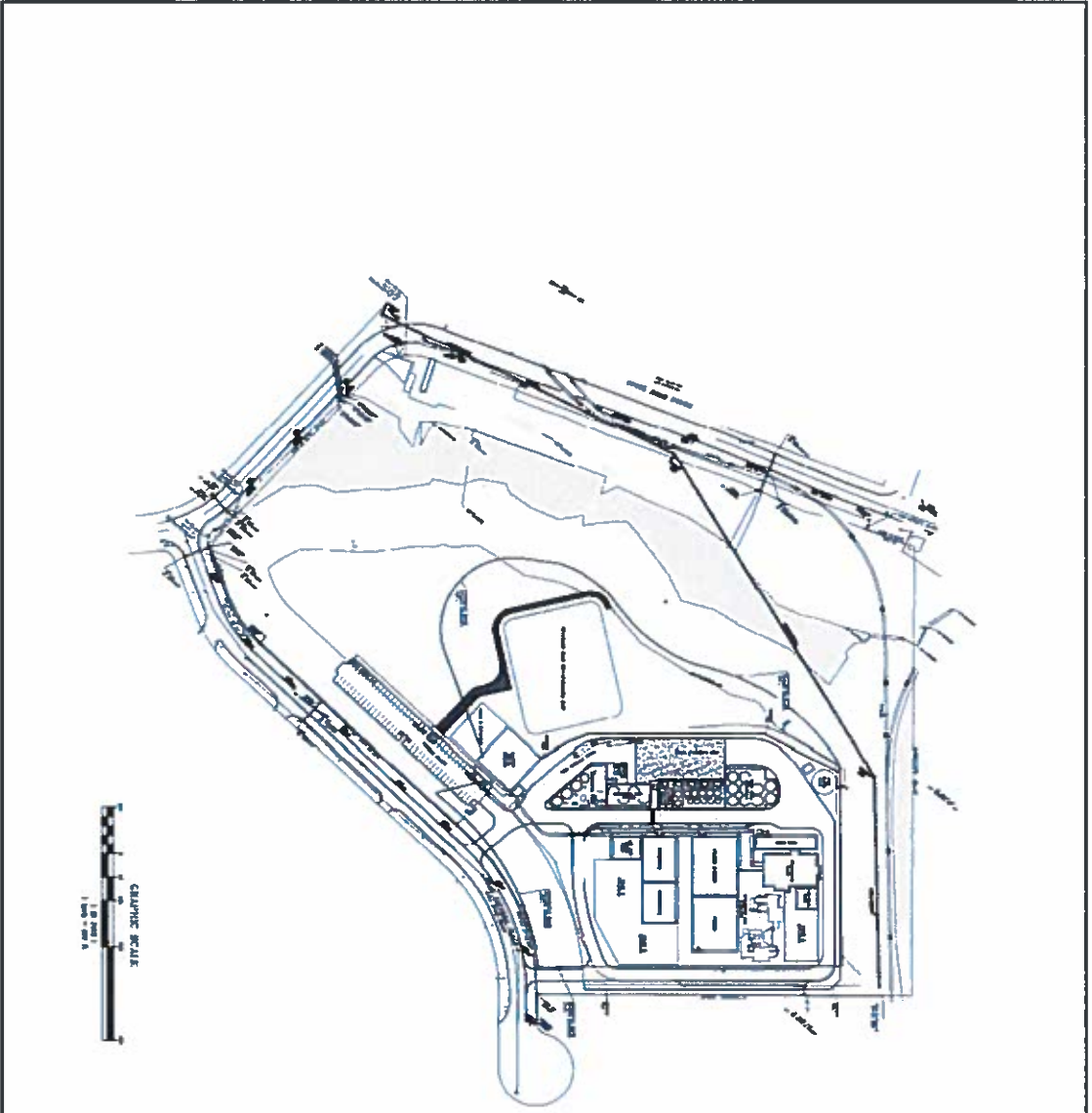
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FIGURE 1

SITE LOCATION





**PERMIT ISSUE
 NOT FOR CONSTRUCTION**



NO.	DATE	DESCRIPTION	BY
1	01-13-10	ISS FOR PERMIT	ISS
2	01-13-10	ISS FOR PERMIT	ISS

DESIGNER & ASSOCIATES
 INCORPORATED
 1000 W. 10TH STREET
 PITTSBURGH, PA 15222
 PHONE: 412-261-1100
 FAX: 412-261-1101
 WWW.ISS-PA.COM

ELCON RECYCLING FACILITY
 1400 S. 10TH ST., MCKESVILLE, PA

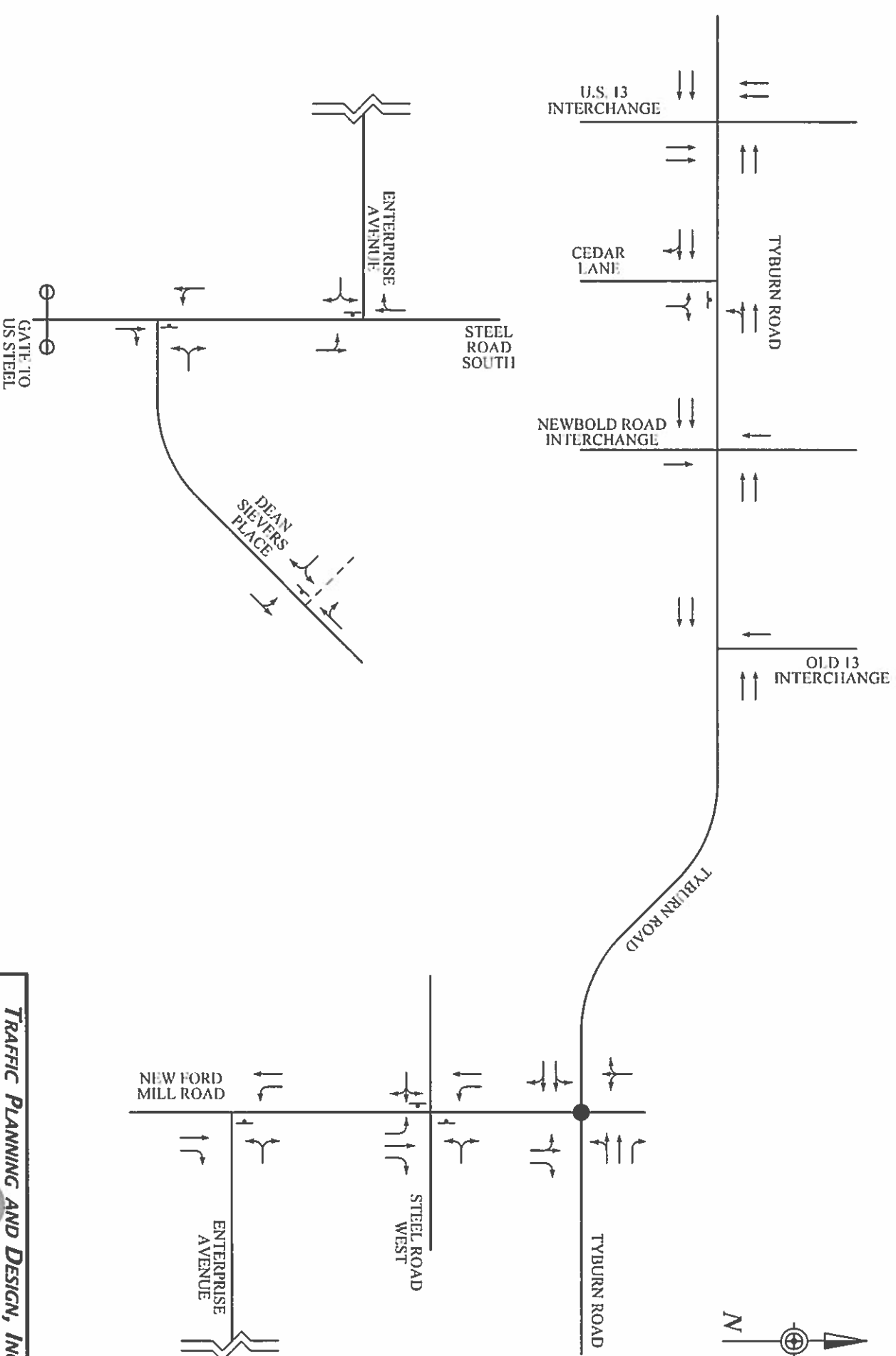
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NO.	DATE	DESCRIPTION	BY
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**FIGURE 2
 SITE PLAN**

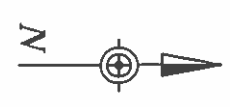




KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- - - PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE



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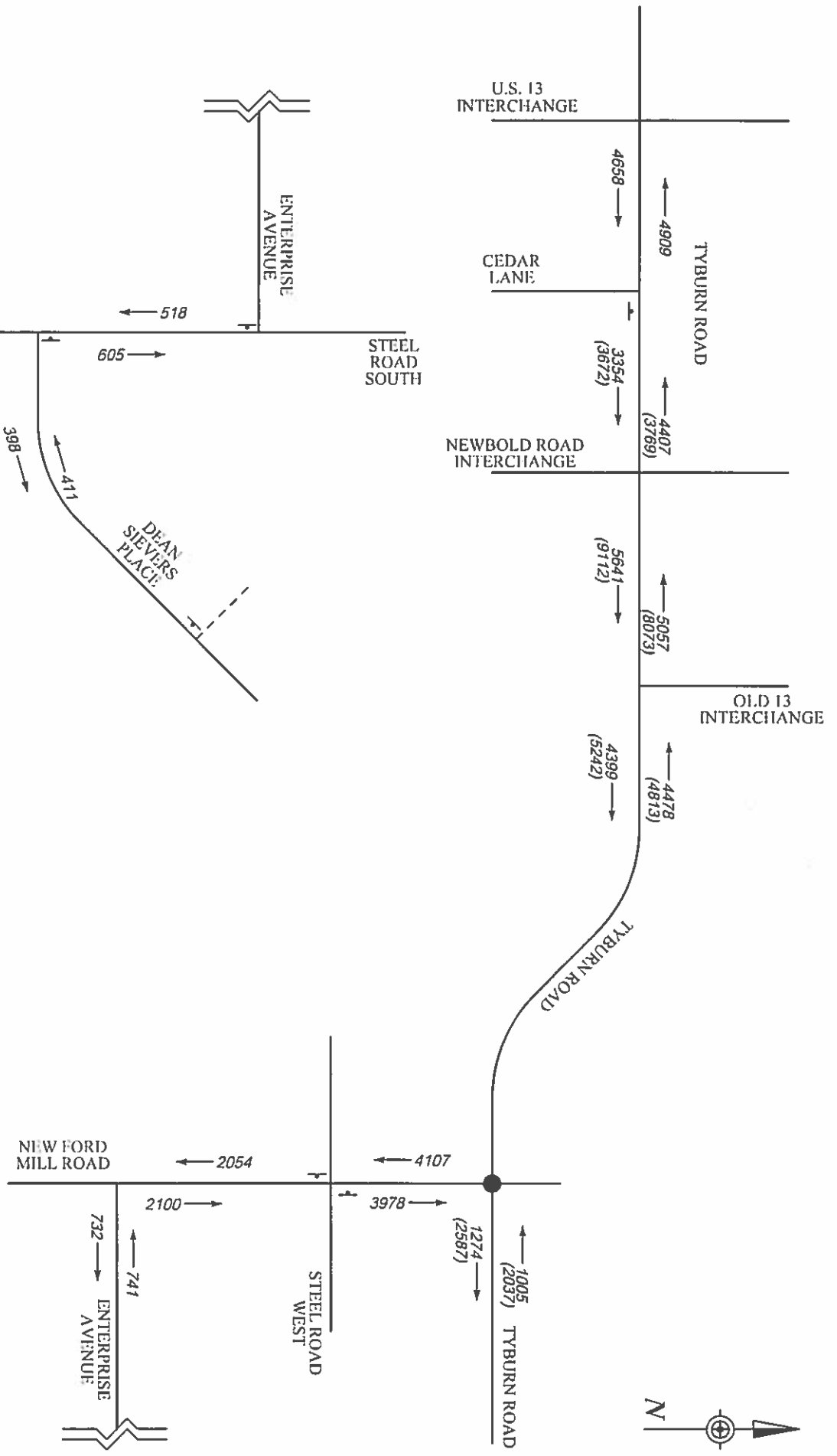
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FIGURE 3

EXISTING LANE CONFIGURATION AND INTERSECTION CONTROL





KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- PROPOSED DRIVEWAY
- SCHEMATIC DRAWING: NOT TO SCALE

400 COUNT VOLUME
 (400) TMS VOLUME (WHEN AVAILABLE)



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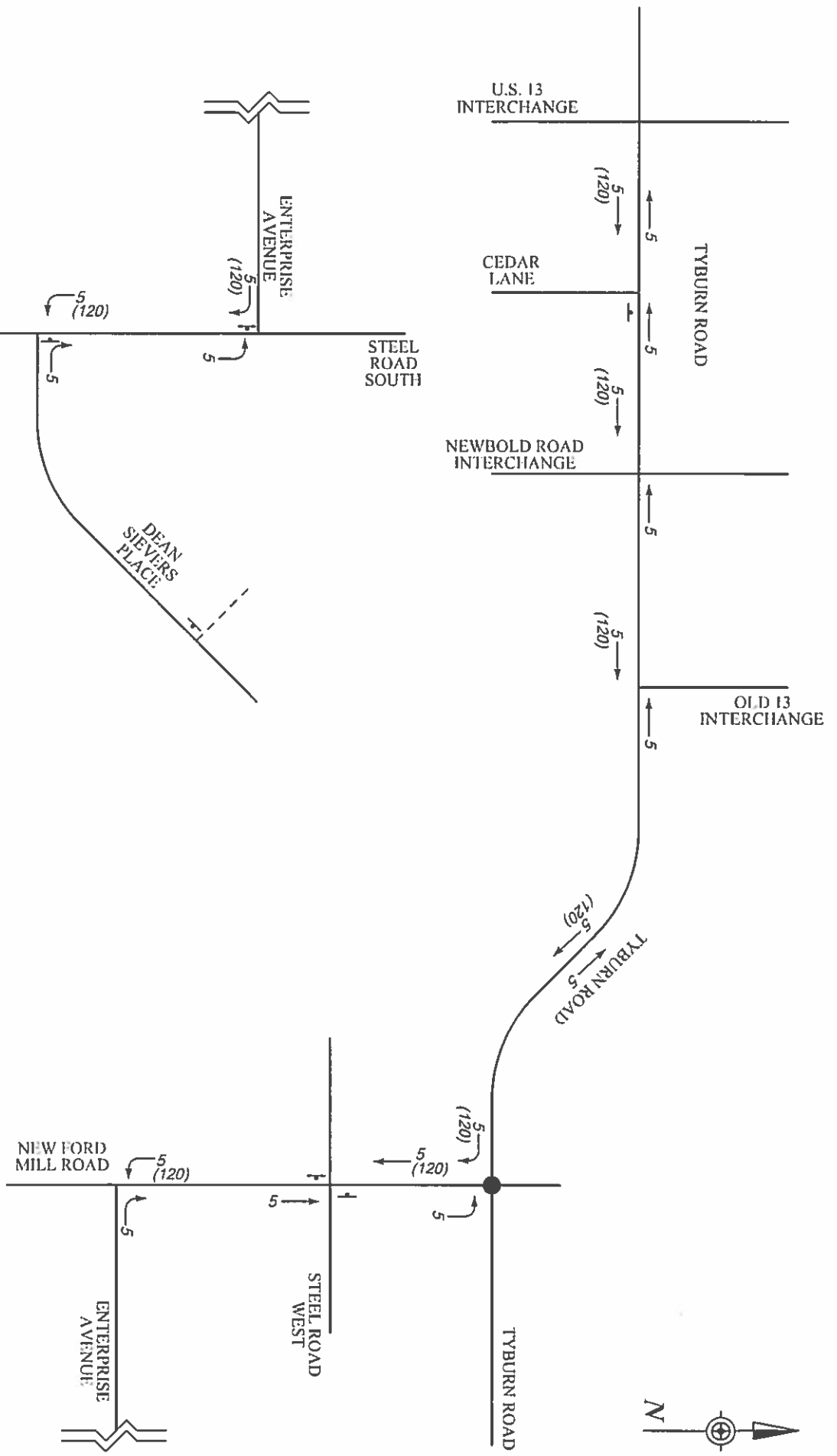
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 HARRISBURG (717) 234-1430
 SOUTH JERSEY (856) 966-4242

EXISTING CONDITIONS
 AVERAGE DAILY TRAFFIC
 TRAFFIC VOLUME

FIGURE 4





KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- PROPOSED DRIVEWAY

SCHEMATY DRAWING: NOT TO SCALE

40 TRUCK VOLUME
 (40) EMPLOYEE VOLUME

GATE TO
 US STEEL.

DEAN
 SIEVERS
 PLACE

TRAFFIC PLANNING AND DESIGN, INC.

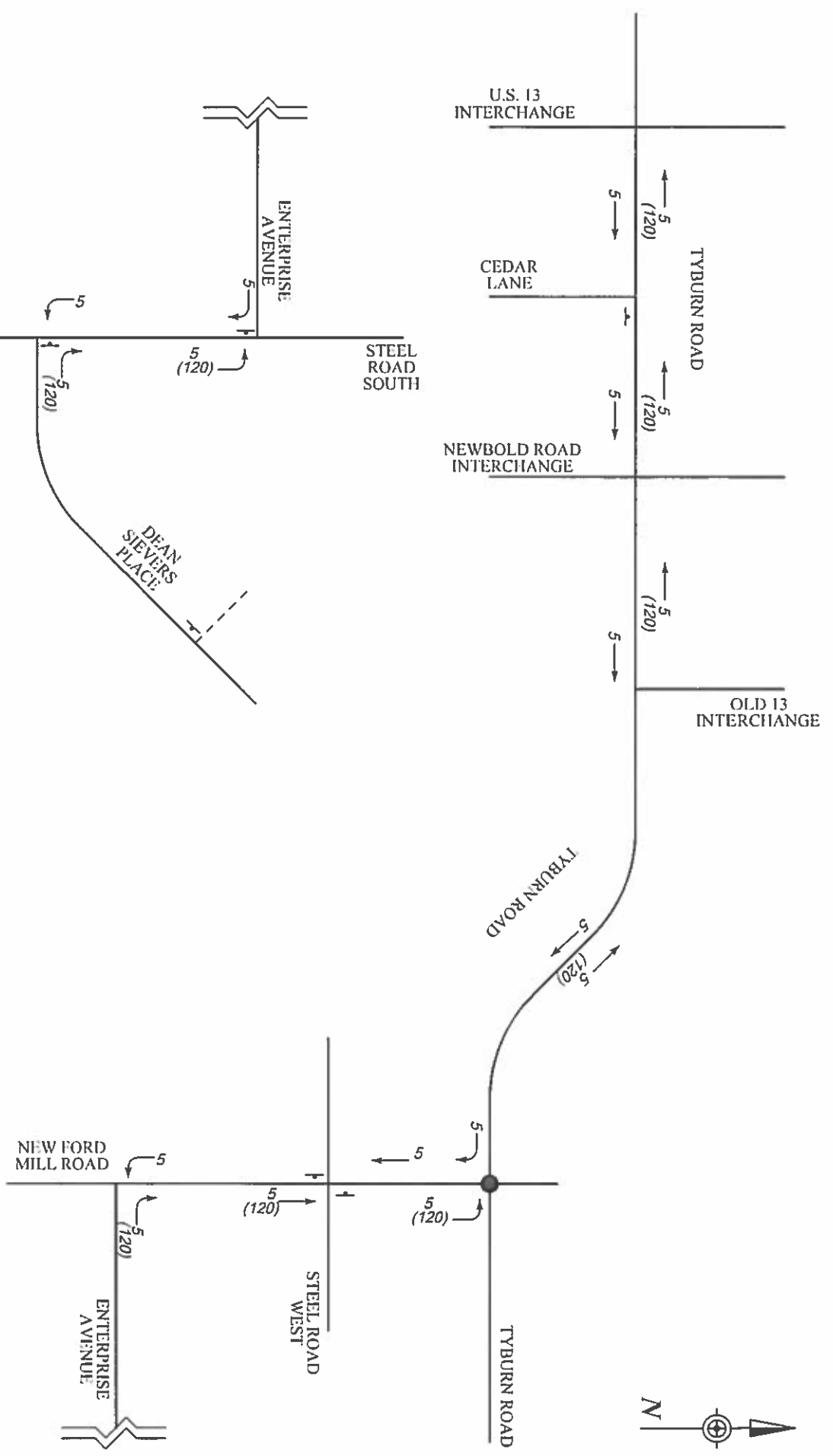
PITTSBURGH (412) 765-3717
 LEHIGH VALLEY (610) 625-4242
 WWW.TRAFFICPD.COM

POTTSTOWN (610) 261-8100
 HARRISBURG (717) 234-1430
 SOUTH JERSEY (856) 966-4242

PROPOSED CONDITIONS
 AM PEAK HOUR SITE
 TRAFFIC VOLUM

FIGURE 5





KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- - - - PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE

40 TRUCK VOLUME
 (40) EMPLOYEE VOLUME

Traffic Planning and Design, Inc.

PITTSBURGH (412) 765-3717
 POTTERDUNN (610) 826-3100
 LEHIGH VALLEY (610) 625-4242
 HARRISBURG (717) 234-1430
 SOUTH JERSEY (856) 966-4242

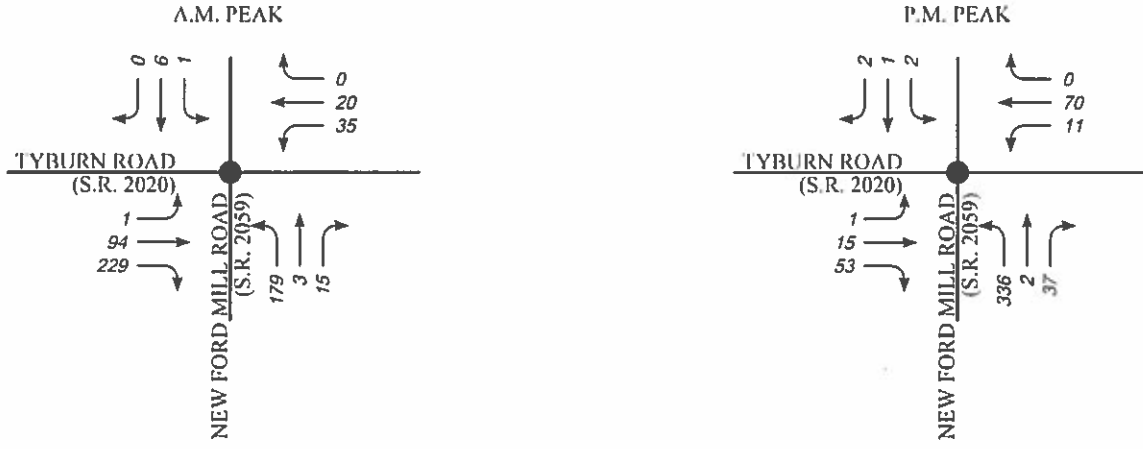
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PROPOSED CONDITIONS
 PM PEAK HOUR SITE
 TRAFFIC VOLUME

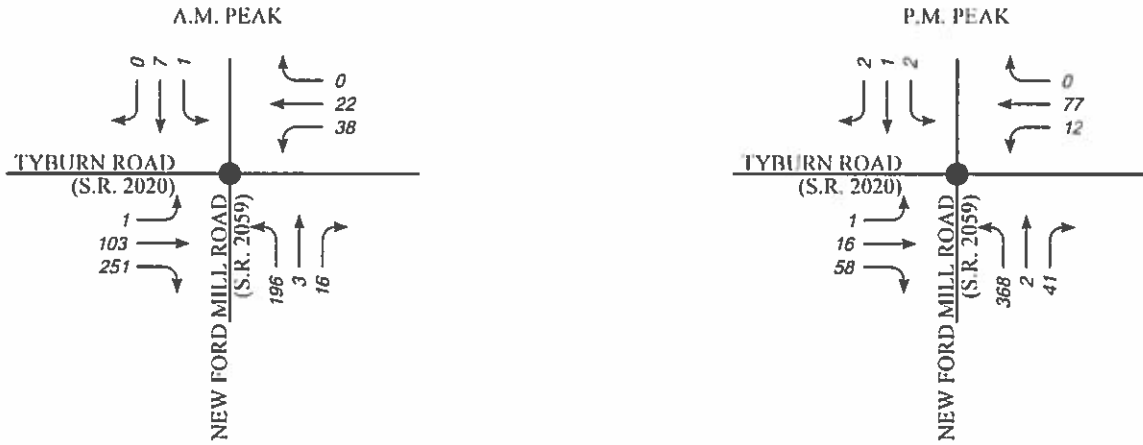
FIGURE 6



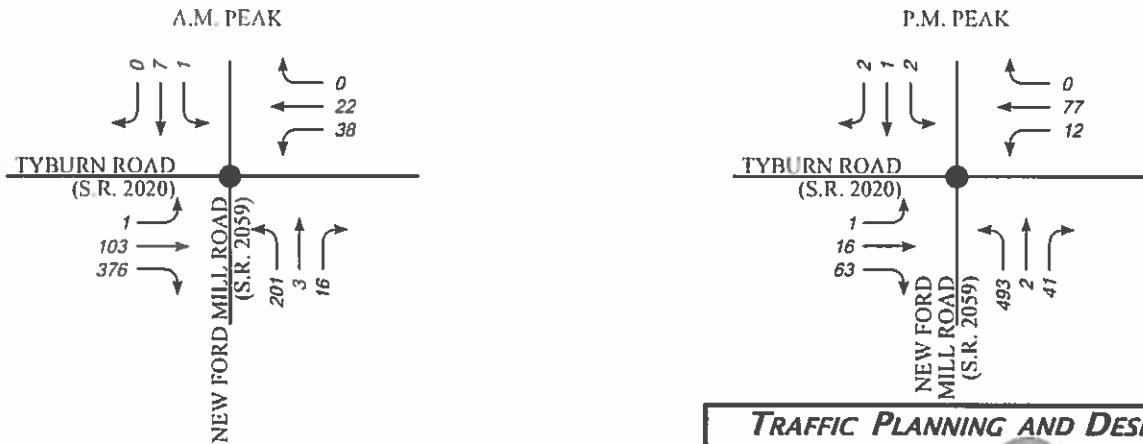
2016 EXISTING VOLUMES



2023 BASE VOLUMES



2023 PROJECTED VOLUMES



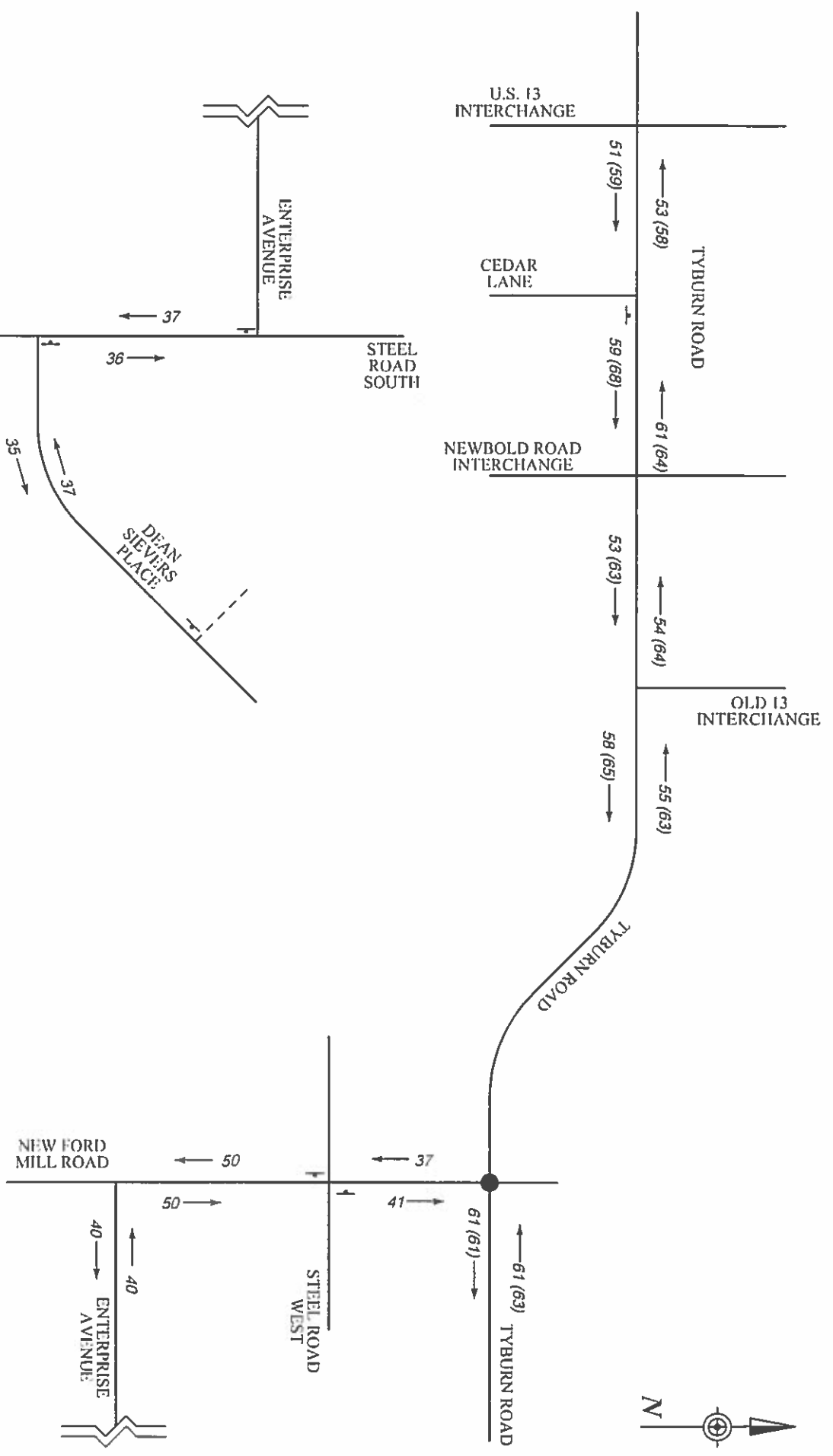
KEY:
SIGNALIZED INTERSECTION

TRAFFIC PLANNING AND DESIGN, INC.
 PITTSBURGH (412)765-3717 POTTSWOM (610)325-3100 HARRISBURG (717)234-1430
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FIGURE 7
 EXISTING/BASE/PROJECTED
 WEEKDAY AM AND PM PEAK HOURS
 TRAFFIC VOLUMES

01 FILES 01 LINES 01 USER 01 MODEL





KEY:

- STOP CONTROLLED
 - SIGNALIZED INTERSECTION
 - - - PROPOSED DRIVEWAY
- SCHEMATIC DRAWING: NOT TO SCALE

- 40 85TH PERCENTILE SPEED (RIGHT LANE)
- (40) 85TH PERCENTILE SPEED (LEFT LANE)

TRAFFIC PLANNING AND DESIGN, INC.

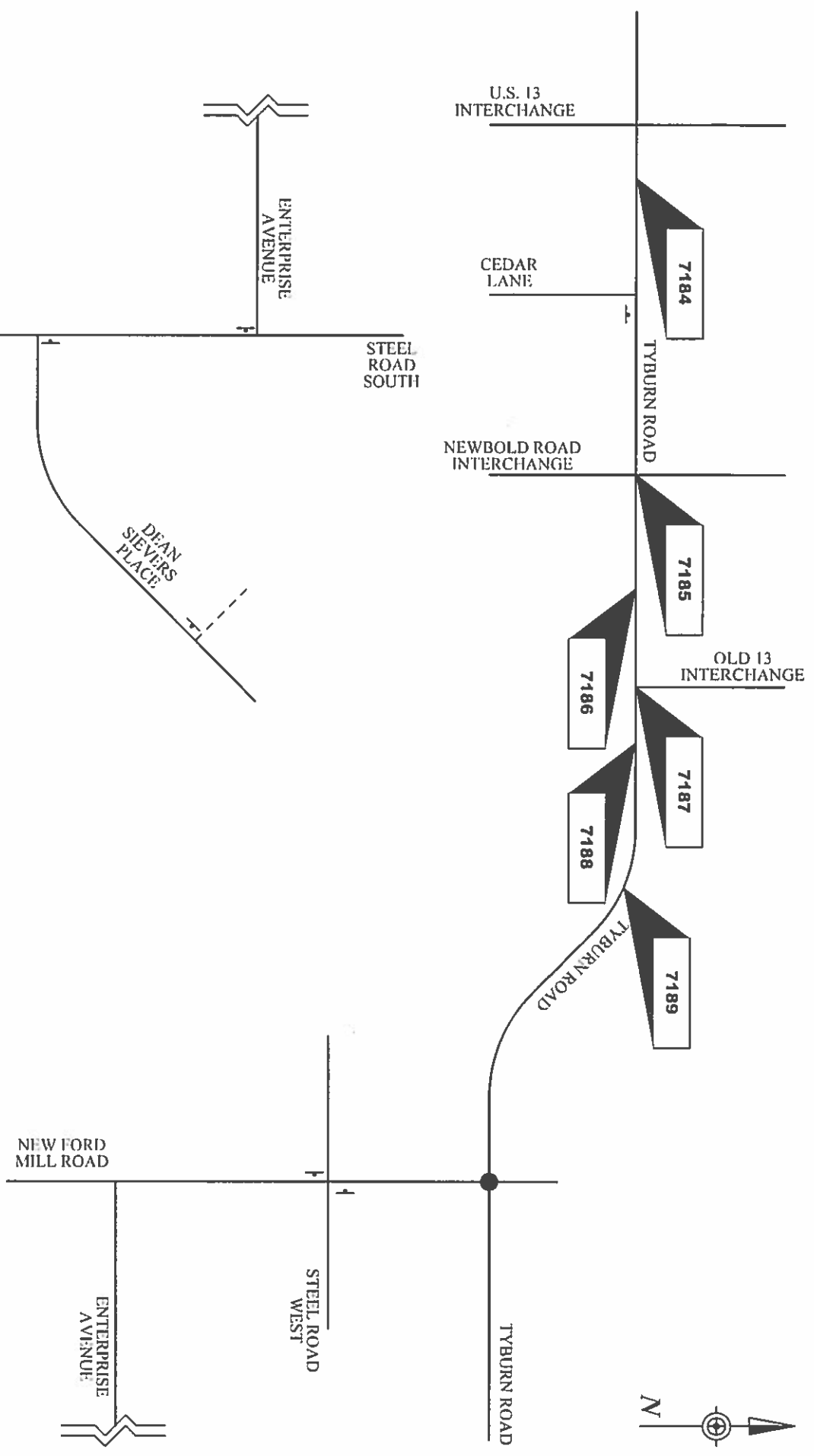
PITTSBURGH (412) 765-3717
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 HARRISBURG (717) 234-1430
 LEHIGH VALLEY (610) 625-4242
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FIGURE 8

EXISTING CONDITIONS
 85TH PERCENTILE SPEED





KEY:

- STOP CONTROLLED
 - SIGNALIZED INTERSECTION
 - - - PROPOSED DRIVEWAY
 - ▴ STRUCTURE LOCATION AND ID NUMBER
- SCHMATZ DRAWING: NOT TO SCALE

TRAFFIC PLANNING AND DESIGN, INC.

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EXISTING CONDITIONS
 STRUCTURE LOCATIONS

FIGURE 9



Appendix A: Project Correspondence

Active recreational facilities of the parks are supplemented by neighborhood school facilities including play equipment and ballfields.

Other park and recreation facilities in the Township include lake Caroline (County Park), Pennsbury Manor State Park and a County Golf Course.

The Township has not developed a plan for future acquisition, development or use of its park system. A plan to direct the Township Park system should be undertaken to ensure additional recreational facilities are developed in areas that best serve the Township residents.

E. TRANSPORTATION

There are a variety of transportation networks available to residents of Falls Township. These include highways for personal car use, bus, and commuter trains.

HIGHWAYS

There are numerous arterial and secondary highways servicing the Lower Bucks County region. These include Interstate 95, the U.S. Route 1 bypass, U.S. Route 13, and Tyburn Road, as limited access expressways.

- Interstate 95 is a primary north/south transportation link along the East Coast. In Falls Township, there are interchanges at Old Lincoln Highway (Business Route 1) and at the U.S. Route 1 Bypass (L.R. 281).
- The Route 1 Bypass (a four lane limited access highway) extends from the PA Turnpike interchange in Bensalem Township north to New Jersey. Before I-95 construction, Route 1 was the primary north/south corridor along the East Coast. While the highway still extends the entire coast, it now serves the regional transportation needs and not interstate transportation requirements.
- Route 13 extends along the East Coast although it was never as important as Route 1. In Falls Township, Route 13 is a four lane limited access highway with interchanges at Mill Creek Road, Penn Valley Road, Tyburn Road, Newbold Road and at the Route 1 Bypass.
- Tyburn Road is a limited access highway for approximately half of its length through Falls Township (Pennsylvania Avenue and extending to the Route 13 Expressway). Tyburn Road serves as primary means of access to the solid waste disposal facilities in the southern part of Falls Township.

ROUTE 13

The new Route 13 is a limited access highway with two through traffic lanes in each direction. This expressway forms grade separated interchanges with the following secondary and collector roads:

- Old Lincoln Highway
- Lower Morrisville Road
- Tyburn Road (full cloverleaf)
- Penn Valley Road (full diamond)
- Mill Creek Parkway (full diamond)

Route 13 serves as an excellent spine to the traffic circulation patterns within Study Area 2.

TYBURN ROAD

Tyburn Road, through most of its length in Study Area 2, is classified as a limited access facility. However, between New Route 13 and Newbold Road, there is a section of Tyburn that is not limited access, and in fact, has two at-grade intersections. Cedar Avenue and Old Tyburn Road form unsignalized intersections with Tyburn Road in this section. While no apparent deficiencies exist at Cedar Avenue, there have been complaints of unsafe conditions at Old Tyburn Road. In fact, the Old Tyburn Road intersection was the subject of an engineering investigation at the request of the Board of Supervisors. The resultant report is included in the Appendix of this plan update. The report offers the position that Huber Lane, Corbin Lane, Old Tyburn Road and New Tyburn Road all meet to form a potentially dangerous situation. The report goes on to highlight several alternative means of alleviating some of the danger and concludes that further study is needed to determine the preferred alternative. A complete study of this intersection should be undertaken to alleviate this hazardous condition. Any right-of-way acquisition requirements to accommodate the proposed improvements should be identified by the study and preserved.

COLLECTORS

One topographic feature that is characteristic of Study Area 2 is the numerous lakes, remnants of the previous mining operations. These lakes are located on collector roads, a necessity for the mining operation due to the need for earth moving vehicles. On roads such as Wheat Sheaf Lane and Penn Valley Road, both classified as collectors, a sliver of property is left between the roadway and the lake. The previous sections of this plan update, and more specifically the Land Use Plan section, recommend discouraging the use of this sliver of land for single lot residences. This also holds true from a traffic circulation standpoint. Numerous residences with driveways onto collector roads creates an undesirable traffic

Zadrovicz, Bill

From: Kulpa, Matthew <MKULPA@pa.gov>
Sent: Monday, April 04, 2016 9:11 AM
To: Zadrovicz, Bill
Subject: RE: Right-of-Way: Tyburn Road between US 13 & South PA Ave, Falls Township

Bill,

The only way that I am aware of to determine whether a highway is limited access is review of the plans. It appears that your research shows the area in question as Limited Access.

Matt

Matthew J. Kulpa, Jr. | District Right of Way Administrator
PA Department of Transportation
Engineering District 6-0
7000 Geerdes Boulevard | King of Prussia, PA 19406-1525
Phone: 610.205.6510 | Fax: 610.205.6599
www.dot.state.pa.us

From: Zadrovicz, Bill [mailto:bzadrovicz@trafficpd.com]
Sent: Tuesday, March 22, 2016 2:23 PM
To: Kulpa, Matthew <MKULPA@pa.gov>
Subject: FW: Right-of-Way: Tyburn Road between US 13 & South PA Ave, Falls Township
Importance: High

Matt,
I am following up on the request below. Please let me know if you have any questions, thanks

Bill

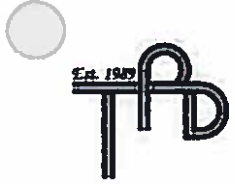
William Zadrovicz, E.I.T.
Traffic Signal Design Specialist

From: Zadrovicz, Bill
Sent: Monday, February 15, 2016 11:57 AM
To: 'mkulpa@pa.gov' <mkulpa@pa.gov>
Subject: Right-of-Way: Tyburn Road between US 13 & South PA Ave, Falls Township
Importance: High

Matt,
I am working on a project in the Old US Steel Plant in Falls Township and would like to get a determination if Tyburn Road is a Limited Access Highway. The section I am looking at is between U.S. Route 13 and South Pennsylvania Avenue. The research I have done so far shows Legal Right-of-Way and the comprehensive plan for Falls Township has this as a Limited Access in various sections but not the entire length between U.S. 13 and Pennsylvania Ave. Please let me know if you need additional information or if you have any questions. Thanks

Bill

William Zadrovicz, E.I.T.
Traffic Signal Design Specialist



Traffic Planning and Design, Inc.
253 West State Street
Suite B
Doylestown, PA, 18901
215.622.2525

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Connect with us!     



Appendix B:

Study Area Photographs



**NORTHBOUND
APPROACH
300'**



**NORTHBOUND
APPROACH
150'**



NORTHBOUND
APPROACH
0'



NORTHBOUND
DEPARTURE
0'



**NORTHBOUND
DEPARTURE
150'**



**SOUTHBOUND
APPROACH
300'**



**SOUTHBOUND
APPROACH
150'**



**SOUTHBOUND
APPROACH
0'**



**SOUTHBOUND
DEPARTURE
0'**



**SOUTHBOUND
DEPARTURE
150'**

EASTBOUND
APPROACH
300'

EASTBOUND
APPROACH
150'



**EASTBOUND
APPROACH
0'**



**EASTBOUND
DEPARTURE
0'**



**EASTBOUND
DEPARTURE
150'**



**WESTBOUND
APPROACH
300'**



WESTBOUND
APPROACH
150'



WESTBOUND
APPROACH
0'

WESTBOUND
DEPARTURE
0'

WESTBOUND
DEPARTURE
150'



NORTHBOUND
APPROACH
300'



NORTHBOUND
APPROACH
150'



NORTHBOUND
APPROACH
0'



NORTHBOUND
DEPARTURE
0'



**NORTHBOUND
DEPARTURE
150'**



**SOUTHBOUND
APPROACH
300'**



SOUTHBOUND
APPROACH
150'



SOUTHBOUND
APPROACH
0'



**SOUTHBOUND
DEPARTURE
0'**



**SOUTHBOUND
DEPARTURE
150'**



**EASTBOUND
APPROACH
300°**



**EASTBOUND
APPROACH
150°**



EASTBOUND
APPROACH
0'



EASTBOUND
DEPARTURE
0'



**EASTBOUND
DEPARTURE
150'**



**WESTBOUND
APPROACH
300'**



WESTBOUND
APPROACH
150'



WESTBOUND
APPROACH
0'



WESTBOUND
DEPARTURE
0'



WESTBOUND
DEPARTURE
150'



NORTHBOUND
APPROACH
300'



NORTHBOUND
APPROACH
150'



NORTHBOUND
APPROACH
0'



NORTHBOUND
DEPARTURE
0'

NORTHBOUND
DEPARTURE
150'



SOUTHBOUND
APPROACH
300'

SOUTHBOUND
APPROACH
150'



SOUTHBOUND
APPROACH
0'



**SOUTHBOUND
DEPARTURE
0'**



**SOUTHBOUND
DEPARTURE
150'**



EASTBOUND
APPROACH
300'



EASTBOUND
APPROACH
150'



EASTBOUND
APPROACH
0'



EASTBOUND
DEPARTURE
0'



**EASTBOUND
DEPARTURE
150'**



**WESTBOUND
APPROACH
300'**



WESTBOUND
APPROACH
150'



WESTBOUND
APPROACH
0'



WESTBOUND
DEPARTURE
0'



WESTBOUND
DEPARTURE
150'



**NORTHBOUND
APPROACH
300'**



**NORTHBOUND
APPROACH
150'**



**NORTHBOUND
APPROACH
0'**



**NORTHBOUND
DEPARTURE
0'**



**NORTHBOUND
DEPARTURE
150'**



**SOUTHBOUND
APPROACH
300'**



SOUTHBOUND
APPROACH
150'



SOUTHBOUND
APPROACH
0'



**SOUTHBOUND
DEPARTURE
0'**



**SOUTHBOUND
DEPARTURE
150'**

EASTBOUND
APPROACH
300'

EASTBOUND
APPROACH
150'



**EASTBOUND
APPROACH
0'**



**EASTBOUND
DEPARTURE
0'**



EASTBOUND
DEPARTURE
150'



WESTBOUND
APPROACH
300'



WESTBOUND
APPROACH
150'



WESTBOUND
APPROACH
0'

WESTBOUND
DEPARTURE
0'

WESTBOUND
DEPARTURE
150'



**NORTHBOUND
APPROACH
300'**



**NORTHBOUND
APPROACH
150'**



**NORTHBOUND
APPROACH**
0'



**NORTHBOUND
DEPARTURE**
0'



**NORTHBOUND
DEPARTURE
150'**



**SOUTHBOUND
APPROACH
300'**



**SOUTHBOUND
APPROACH
150'**



**SOUTHBOUND
APPROACH
0'**



**SOUTHBOUND
DEPARTURE
0'**



**SOUTHBOUND
DEPARTURE
150'**



**EASTBOUND
APPROACH
300'**



**EASTBOUND
APPROACH
150'**



**EASTBOUND
APPROACH
0'**

**EASTBOUND
DEPARTURE
0'**

EASTBOUND
DEPARTURE
150'

WESTBOUND
APPROACH
300'



WESTBOUND
APPROACH
150'



WESTBOUND
APPROACH
0'



WESTBOUND
DEPARTURE
0'



WESTBOUND
DEPARTURE
150'

Appendix C: Manual Traffic Counts

**Turning Movement Count:
Tyburn Road and
New Ford Mill Road**

Tri-State Traffic Data, Inc.

610-466-1469
www.TSTData.com

Location: Bucks County, PA
Intersection: Tyburn Rd/New Ford Mill Rd
Date: Wednesday, February 17, 2016
Counter: MIO

File Name : MB0217-1
Site Code :
Start Date : 2/17/2016
Page No : 1

Groups Printed- Cars - Medium Trucks - Articulated Trucks - Bicycles on Crosswalk - Pedestrians

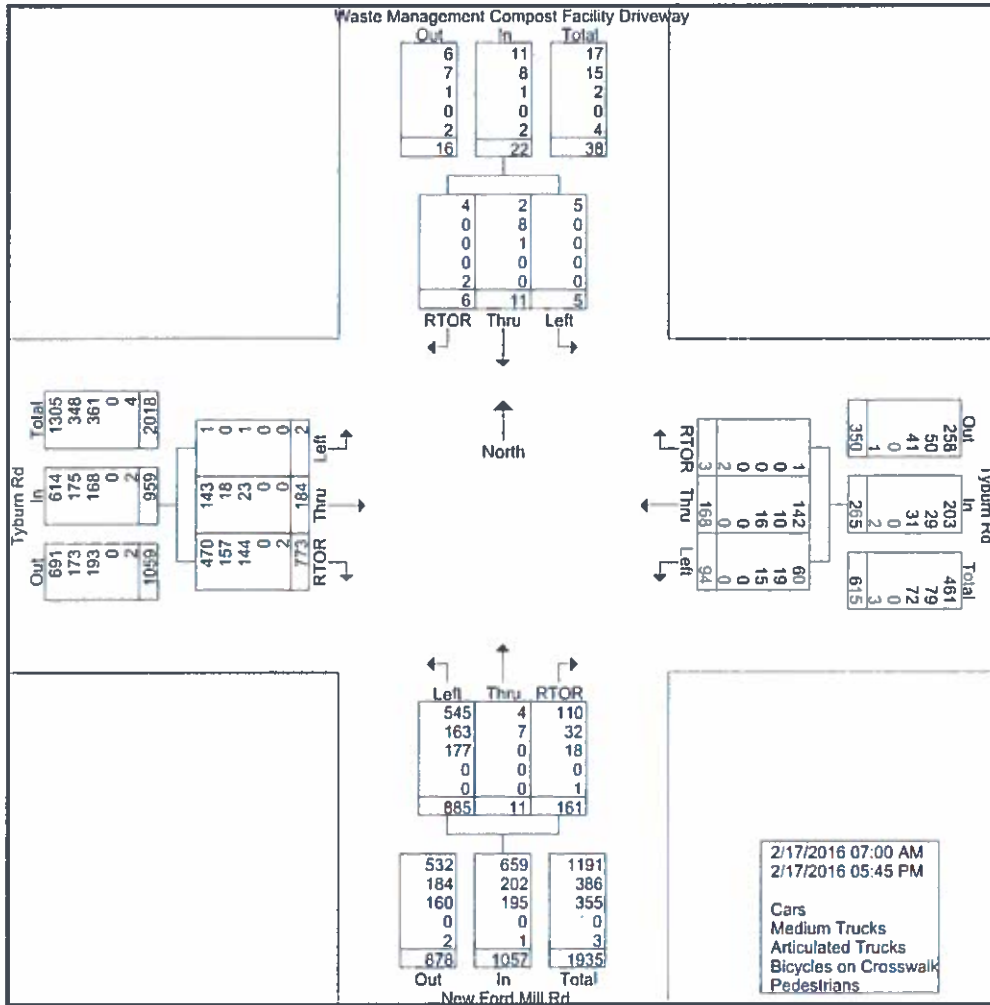
Start Time	Waste Management Compost Facility Driveway Southbound					Tyburn Rd Westbound					New Ford Mill Rd Northbound					Tyburn Rd Eastbound					Int. Total
	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	0	1	11	8	20	0	6	1	31	38	58	18	24	0	100	158
07:15 AM	0	0	4	0	4	0	0	3	7	10	1	3	0	45	49	47	34	18	0	99	162
07:30 AM	0	0	0	1	1	0	0	6	11	17	3	6	0	32	41	46	43	21	0	110	169
07:45 AM	0	0	1	0	1	0	0	8	8	16	5	2	2	49	58	90	42	35	0	167	242
Total	0	0	5	1	6	0	1	28	34	63	9	17	3	157	186	241	137	98	0	476	731
08:00 AM	0	0	1	0	1	0	0	3	9	12	6	3	1	53	63	46	26	20	1	93	169
08:15 AM	0	0	2	1	3	0	0	4	9	13	3	10	1	34	48	41	18	13	0	72	136
08:30 AM	0	0	0	0	0	0	0	4	9	13	3	5	1	42	51	43	33	11	0	87	151
08:45 AM	0	2	1	1	4	0	2	9	9	20	5	4	2	54	65	26	42	11	0	79	168
Total	0	2	4	2	8	0	2	20	36	58	17	22	5	183	227	156	119	55	1	331	624
04:00 PM	0	0	1	0	1	0	0	25	7	32	6	2	0	74	82	14	7	4	0	25	140
04:15 PM	0	0	0	0	0	0	0	11	3	14	11	1	0	54	66	16	2	6	0	24	104
04:30 PM	0	0	0	0	0	0	0	10	3	13	15	4	0	84	103	13	0	6	1	20	136
04:45 PM	1	1	0	0	2	0	0	14	3	17	9	3	1	65	78	25	0	5	0	30	127
Total	1	1	1	0	3	0	0	60	16	76	41	10	1	277	329	68	9	21	1	99	507
05:00 PM	0	1	1	0	2	0	0	31	2	33	7	10	1	125	143	9	7	2	0	18	196
05:15 PM	1	0	0	2	3	0	0	15	3	18	6	7	0	62	75	6	2	2	0	10	106
05:30 PM	0	0	0	0	0	0	0	7	3	10	4	6	0	44	54	4	6	2	0	12	76
05:45 PM	0	0	0	0	0	0	0	7	0	7	3	2	1	37	43	5	4	4	0	13	63
Total	1	1	1	2	5	0	0	60	8	68	20	25	2	268	315	24	19	10	0	53	441
Grand Total	2	4	11	5	22	0	3	168	94	265	87	74	11	885	1057	489	284	184	2	959	2303
Apprch %	9.1	18.2	50	22.7		0	1.1	63.4	35.5		8.2	7	1	83.7		51	29.6	19.2	0.2		
Total %	0.1	0.2	0.5	0.2	1	0	0.1	7.3	4.1	11.5	3.8	3.2	0.5	38.4	45.9	21.2	12.3	8	0.1	41.6	
Cars	2	2	2	5	11	0	1	142	60	203	65	45	4	545	659	304	166	143	1	614	1487
% Cars	100	50	18.2	100	50	0	33.3	84.5	63.8	76.6	74.7	60.8	36.4	61.6	62.3	62.2	58.5	77.7	50	64	64.6
Medium Trucks																					
% Medium Trucks	0	0	72.7	0	36.4	0	0	6	20.2	10.9	17.2	23	63.6	18.4	19.1	19	22.5	9.8	0	18.2	18
Articulated Trucks																					
% Articulated Trucks	0	0	9.1	0	4.5	0	0	9.5	16	11.7	8	14.9	0	20	18.4	18.8	18.3	12.5	50	17.5	17.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
% Pedestrians	0	50	0	0	9.1	0	66.7	0	0	0.8	0	1.4	0	0	0.1	0	0.7	0	0	0.2	0.3

Tri-State Traffic Data, Inc.

610-466-1469
www.TSTData.com

Location: Bucks County, PA
Intersection: Tyburn Rd/New Ford Mill Rd
Date: Wednesday, February 17, 2016
Counter: MIO

File Name : MB0217-1
Site Code :
Start Date : 2/17/2016
Page No : 2



Tri-State Traffic Data, Inc.

610-466-1469
www.TSTData.com

Location: Bucks County, PA
Intersection: Tyburn Rd/New Ford Mill Rd
Date: Wednesday, February 17, 2016
Counter: MIO

File Name : MB0217-1
Site Code :
Start Date : 2/17/2016
Page No : 3

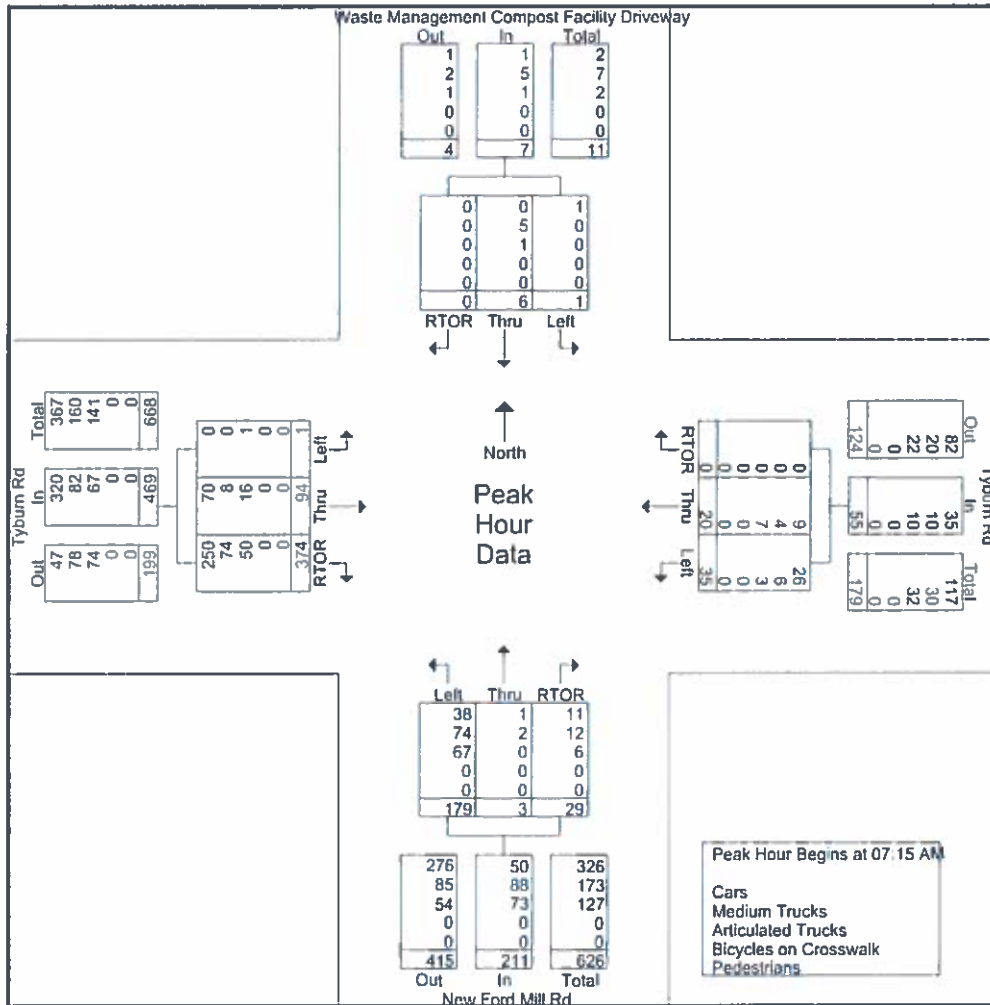
Start Time	Waste Management Compost Facility Driveway Southbound					Tyburn Rd Westbound					New Ford Mill Rd Northbound					Tyburn Rd Eastbound					Int. Total
	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	4	0	4	0	0	3	7	10	1	3	0	45	49	47	34	18	0	99	162
07:30 AM	0	0	0	1	1	0	0	6	11	17	3	6	0	32	41	46	43	21	0	110	169
07:45 AM	0	0	1	0	1	0	0	8	8	16	5	2	2	49	58	90	42	35	0	167	242
08:00 AM	0	0	1	0	1	0	0	3	9	12	6	3	1	53	63	46	26	20	1	93	169
Total Volume	0	0	6	1	7	0	0	20	35	55	15	14	3	179	211	229	145	94	1	469	742
% App. Total	0	0	85.7	14.3		0	0	36.4	63.6		7.1	6.6	1.4	84.8		48.8	30.9	20	0.2		
PHF	.000	.000	.375	.250	.438	.000	.000	.625	.795	.809	.625	.583	.375	.844	.837	.636	.843	.671	.250	.702	.767
Cars	0	0	0	1	1	0	0	9	26	35	6	5	1	38	50	155	95	70	0	320	406
% Cars	0	0	0	100	14.3	0	0	45.0	74.3	63.6	40.0	35.7	33.3	21.2	23.7	67.7	65.5	74.5	0	68.2	54.7
Medium Trucks																					
% Medium Trucks	0	0	83.3	0	71.4	0	0	20.0	17.1	18.2	46.7	35.7	66.7	41.3	41.7	19.7	20.0	8.5	0	17.5	24.9
Articulated Trucks																					
% Articulated Trucks	0	0	16.7	0	14.3	0	0	35.0	8.6	18.2	13.3	28.6	0	37.4	34.6	12.7	14.5	17.0	100	14.3	20.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tri-State Traffic Data, Inc.

610-466-1469
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File Name : MB0217-1
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Counter: MIO

File Name : MB0217-1
Site Code :
Start Date : 2/17/2016
Page No : 5

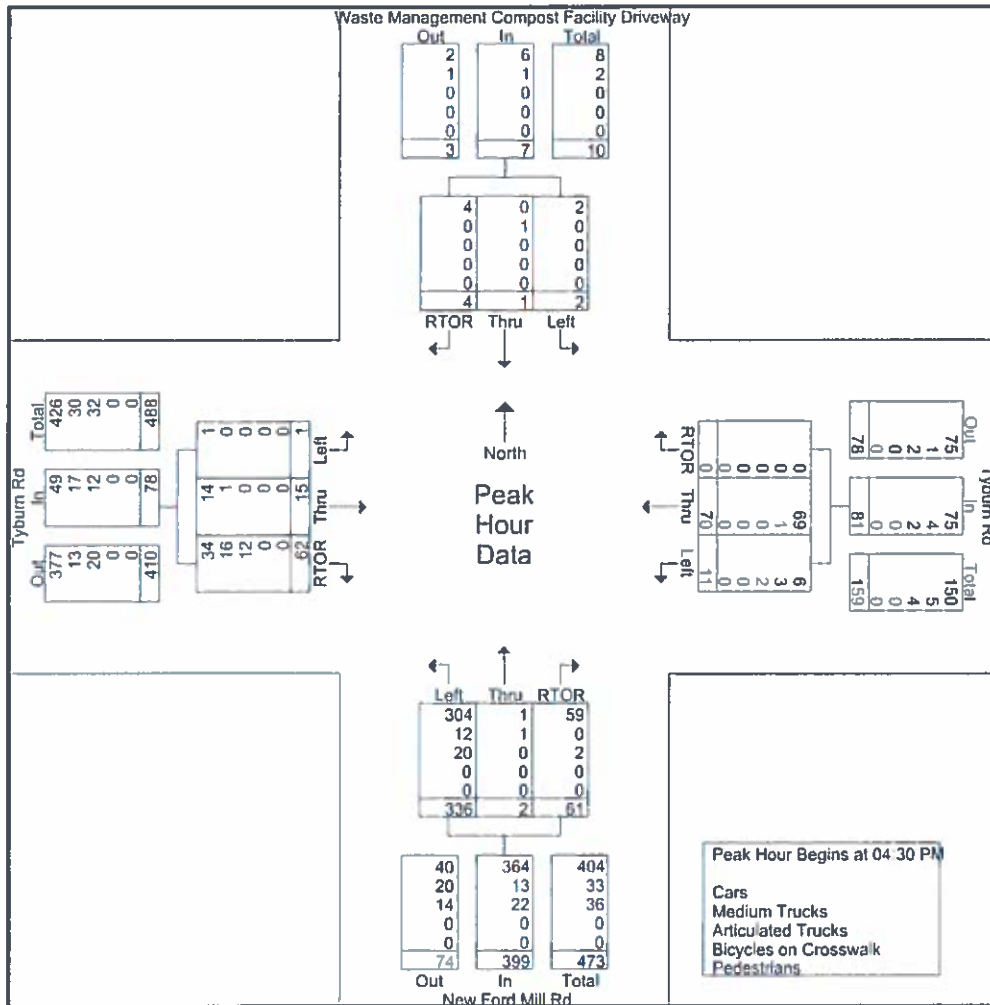
Start Time	Waste Management Compost Facility Driveway Southbound					Tyburn Rd Westbound					New Ford Mill Rd Northbound					Tyburn Rd Eastbound					Int. Total
	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	Right	RTOR	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	10	3	13	15	4	0	84	103	13	0	6	1	20	136
04:45 PM	1	1	0	0	2	0	0	14	3	17	9	3	1	65	78	25	0	5	0	30	127
05:00 PM	0	1	1	0	2	0	0	31	2	33	7	10	1	125	143	9	7	2	0	18	196
05:15 PM	1	0	0	2	3	0	0	15	3	18	6	7	0	62	75	6	2	2	0	10	106
Total Volume	2	2	1	2	7	0	0	70	11	81	37	24	2	336	399	53	9	15	1	78	565
% App. Total	28.6	28.6	14.3	28.6		0	0	86.4	13.6		9.3	6	0.5	84.2		67.9	11.5	19.2	1.3		
PHF	.500	.500	.250	.250	.583	.000	.000	.565	.917	.614	.617	.600	.500	.672	.698	.530	.321	.625	.250	.650	.721
Cars	2	2	0	2	6	0	0	69	6	75	36	23	1	304	364	27	7	14	1	49	494
% Cars	100	100	0	100	85.7	0	0	98.6	54.5	92.6	97.3	95.8	50.0	90.5	91.2	50.9	77.8	93.3	100	62.8	87.4
Medium Trucks	0	0	100	0	14.3	0	0	1.4	27.3	4.9	0	0	50.0	3.6	3.3	26.4	22.2	6.7	0	21.8	6.2
Articulated Trucks	0	0	0	0	0	0	0	0	18.2	2.5	2.7	4.2	0	6.0	5.5	22.6	0	0	0	15.4	6.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tri-State Traffic Data, Inc.

610-466-1469
www.TSTData.com

Location: Bucks County, PA
Intersection: Tyburn Rd/New Ford Mill Rd
Date: Wednesday, February 17, 2016
Counter: MIO

File Name : MB0217-1
Site Code :
Start Date : 2/17/2016
Page No : 6





Automated Traffic Recorder Traffic Data



Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers Pl
A-B NB
Longitude: 0° 0' 0.0000 Undefined
Latitude: 0° 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15:00	1	11	2	0	3	4	0	1	3	0	0	0	0	25
16:00	0	5	1	0	1	2	0	1	7	0	0	0	0	17
17:00	1	6	2	0	3	3	0	2	2	0	0	0	0	19
18:00	1	1	1	0	0	1	0	0	0	0	0	0	0	4
19:00	1	0	0	0	0	1	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
21:00	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
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	23	6	0	7	11	0	4	13	0	0	0	0	68
Percent	5.9%	33.8%	8.8%	0.0%	10.3%	16.2%	0.0%	5.9%	19.1%	0.0%	0.0%	0.0%	0.0%	

AM Peak

Vol.

PM Peak	15:00	15:00	15:00		15:00	15:00		17:00	16:00					15:00
---------	-------	-------	-------	--	-------	-------	--	-------	-------	--	--	--	--	-------

Vol.	1	11	2		3	4		2	7					25
------	---	----	---	--	---	---	--	---	---	--	--	--	--	----

Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers PI
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/17/16	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:00	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
03:00	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
05:00	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
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	2	0	0	0	1	0	0	1	0	0	0	0	5
10:00	1	3	0	0	1	2	0	0	1	0	0	0	1	9
11:00	0	7	3	0	3	1	0	1	5	0	0	0	0	20
12 PM	1	13	0	0	1	2	0	1	1	0	0	0	0	19
13:00	0	25	5	0	1	1	0	1	1	0	0	0	0	34
14:00	0	13	3	0	1	3	0	0	3	0	0	0	1	24
15:00	1	5	4	0	3	4	2	3	5	0	0	0	0	27
16:00	0	6	2	0	2	2	0	0	2	0	0	0	0	14
17:00	0	6	3	0	1	5	0	0	1	0	0	0	1	17
18:00	0	2	2	0	1	3	0	1	4	1	0	0	0	14
19:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	4	93	25	1	14	24	2	7	25	1	0	0	3	199
Percent	2.0%	46.7%	12.6%	0.5%	7.0%	12.1%	1.0%	3.5%	12.6%	0.5%	0.0%	0.0%	1.5%	
AM Peak	09:00	00:00	11:00		11:00	10:00		11:00	11:00				10:00	11:00
Vol.	1	7	3		3	2		1	5				1	20
PM Peak	12:00	13:00	13:00	23:00	15:00	17:00	15:00	15:00	15:00	18:00			14:00	13:00
Vol.	1	25	5	1	3	5	2	3	5	1			1	34

Tri-State Traffic Data, Inc.

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

www.TSTData.com

Site Code: Site 9
Station ID: Dean Sievers Pl
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/18/16	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
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
04:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
05:00	0	20	10	0	4	1	0	0	0	0	0	0	0	35
06:00	0	15	3	0	0	1	0	0	1	0	0	0	0	20
07:00	0	46	6	0	0	1	0	0	1	1	0	0	0	55
08:00	0	22	4	0	1	2	0	0	3	0	0	0	0	33
09:00	0	12	0	1	0	0	0	0	1	0	0	0	0	14
10:00	0	6	6	1	1	3	0	1	2	0	0	0	0	20
11:00	0	8	4	1	1	1	1	2	1	0	0	0	0	19
12 PM	1	16	4	0	2	0	0	2	2	0	0	0	0	27
13:00	0	23	6	1	1	2	0	0	4	0	0	0	0	37
14:00	0	20	3	0	0	2	1	1	2	0	0	0	1	30
15:00	0	4	6	0	4	5	0	3	3	1	0	0	0	26
16:00	0	4	1	0	0	4	0	3	2	0	0	0	0	14
17:00	0	8	4	0	1	2	0	1	4	0	0	0	0	20
18:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
19:00	0	2	0	0	0	1	0	0	1	0	0	0	0	4
20:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	238	64	4	16	26	2	13	29	3	0	0	2	398
Percent	0.3%	59.8%	16.1%	1.0%	4.0%	6.5%	0.5%	3.3%	7.3%	0.8%	0.0%	0.0%	0.5%	
AM Peak		07:00	05:00	09:00	05:00	10:00	11:00	11:00	08:00	07:00			08:00	07:00
Vol.		46	10	1	4	3	1	2	3	1			1	55
PM Peak	12:00	13:00	13:00	13:00	15:00	15:00	14:00	15:00	13:00	15:00			14:00	13:00
Vol	1	23	6	1	4	5	1	3	4	1			1	37

Tri-State Traffic Data, Inc.

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Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers PI
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/19/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	7	0	0	0	1	0	0	0	0	0	0	0	8
04:00	0	13	1	0	0	0	1	0	0	0	0	0	0	15
05:00	0	25	8	0	2	1	0	0	0	0	0	0	0	36
06:00	0	18	7	0	2	1	0	0	0	0	0	0	0	28
07:00	1	35	4	0	0	4	0	0	0	0	0	0	0	44
08:00	0	24	4	0	1	2	0	0	1	1	0	0	0	33
09:00	0	9	4	1	2	1	0	2	0	1	0	0	0	20
10:00	0	5	3	0	1	2	0	0	3	0	0	0	0	14
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	1	138	31	1	8	12	1	2	4	2	0	0	0	200
Percent	0.5%	69.0%	15.5%	0.5%	4.0%	6.0%	0.5%	1.0%	2.0%	1.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	05:00	09:00	05:00	07:00	04:00	09:00	10:00	08:00				07:00
Vol.	1	35	8	1	2	4	1	2	3	1				44
PM Peak														
Vol.														
Grand Total	10	492	126	6	45	73	5	26	71	6	0	0	5	865
Percent	1.2%	56.9%	14.6%	0.7%	5.2%	8.4%	0.6%	3.0%	8.2%	0.7%	0.0%	0.0%	0.6%	

Tri-State Traffic Data, Inc.

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

www.TSTData.com

Site Code: Site 9
Station ID: Dean Sievers Pl
A-B NB
Longitude: 0' 0 0000 Undefined
Latitude: 0' 0 0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15:00	0	20	4	0	6	2	0	3	0	0	0	0	0	35
16:00	0	30	6	0	4	0	0	1	1	0	0	0	0	42
17:00	0	32	12	0	3	0	0	2	2	0	0	0	0	51
18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	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
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	83	24	0	13	2	0	6	3	0	0	0	0	131
Percent	0.0%	63.4%	18.3%	0.0%	9.9%	1.5%	0.0%	4.6%	2.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		17.00	17.00		15.00	15.00		15.00	17.00					17.00
		32	12		6	2		3	2					51

Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers PI
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/17/16	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:00	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
03:00	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
05:00	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
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	1	1	1	0	0	1	2	0	0	0	0	7
10:00	2	4	2	1	0	0	0	2	1	1	0	0	0	13
11:00	1	9	3	0	4	2	0	1	1	0	0	0	0	21
12 PM	0	25	5	0	1	1	0	1	0	0	0	0	0	33
13:00	0	13	6	0	2	0	0	1	1	0	0	0	0	23
14:00	0	14	9	0	2	0	0	1	3	0	0	0	0	29
15:00	0	22	8	0	4	1	0	2	0	0	0	0	0	37
16:00	0	29	4	0	5	1	0	0	1	0	0	0	0	40
17:00	0	50	12	0	2	0	0	0	2	0	0	0	0	66
18:00	0	9	4	0	2	0	0	1	0	0	0	0	0	16
19:00	0	2	5	0	2	1	0	0	0	0	0	0	0	10
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	4	198	62	2	26	6	0	10	11	1	0	0	0	320
Percent	1.3%	61.9%	19.4%	0.6%	8.1%	1.9%	0.0%	3.1%	3.4%	0.3%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	09:00	11:00	11:00		10:00	09:00	10:00				11:00
Vol.	2	9	3	1	4	2		2	2	1				21
PM Peak		17:00	17:00		16:00	12:00		15:00	14:00					17:00
Vol.		50	12		5	1		2	3					66

Tri-State Traffic Data, Inc.

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

www.TSTData.com

Site Code: Site 9
Station ID: Dean Sievers Pl
A-B NB
Longitude: 0' 0' 0000 Undefined
Latitude: 0' 0' 0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/18/16	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	6	0	0	0	3	0	0	0	0	0	0	0	9
04:00	0	7	0	0	0	0	0	0	2	0	0	0	0	9
05:00	0	8	2	0	0	0	0	0	4	1	0	0	0	15
06:00	0	2	1	0	0	1	0	1	6	0	0	0	0	11
07:00	0	5	4	0	1	2	0	0	2	0	0	0	1	15
08:00	0	7	1	0	1	2	0	0	2	1	0	0	0	14
09:00	0	9	1	0	3	1	0	0	1	0	0	0	0	15
10:00	0	5	3	2	1	1	0	1	1	0	0	0	0	14
11:00	0	15	4	1	2	1	0	2	3	0	0	0	0	28
12 PM	1	20	7	0	3	2	0	1	3	0	0	0	0	37
13:00	0	5	2	0	1	0	0	2	3	0	0	0	0	13
14:00	0	20	9	1	4	1	0	0	0	0	0	0	0	35
15:00	0	29	6	0	3	1	0	4	0	0	0	0	0	43
16:00	0	28	11	0	3	1	0	1	0	0	0	0	0	44
17:00	0	56	10	0	3	0	0	0	0	0	0	0	0	69
18:00	0	11	4	0	0	1	0	0	0	0	0	0	0	16
19:00	1	5	1	0	1	2	0	0	0	0	0	0	0	10
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
Total	2	250	67	4	27	19	0	12	27	2	0	0	1	411
Percent	0.5%	60.8%	16.3%	1.0%	6.6%	4.6%	0.0%	2.9%	6.6%	0.5%	0.0%	0.0%	0.2%	
AM Peak		11:00	07:00	10:00	09:00	03:00		11:00	06:00	05:00			07:00	11:00
Vol.		15	4	2	3	3		2	6	1			1	28
PM Peak	12:00	17:00	16:00	14:00	14:00	12:00		15:00	12:00					17:00
Vol.	1	56	11	1	4	2		4	3					69

Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers PI
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/19/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	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
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	13	1	0	0	1	0	0	4	0	0	0	0	19
06:00	1	4	2	0	1	1	0	1	4	0	0	0	0	14
07:00	1	7	1	0	0	1	0	0	2	0	0	0	0	12
08:00	0	8	1	0	1	3	0	0	2	0	0	0	0	15
09:00	1	5	2	0	2	5	0	1	2	0	0	0	0	18
10:00	0	9	5	1	0	0	0	1	0	0	0	0	0	16
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	3	55	12	1	4	11	0	3	14	0	0	0	0	103
Percent	2.9%	53.4%	11.7%	1.0%	3.9%	10.7%	0.0%	2.9%	13.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	05:00	10:00	10:00	09:00	09:00		06:00	05:00					05:00
Vol.	1	13	5	1	2	5		1	4					19
PM Peak														
Vol														
Grand Total	9	586	165	7	70	38	0	31	55	3	0	0	1	965
Percent	0.9%	60.7%	17.1%	0.7%	7.3%	3.9%	0.0%	3.2%	5.7%	0.3%	0.0%	0.0%	0.1%	

Tri-State Traffic Data, Inc.

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

www.TSTData.com

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	1	13	4	0	1	2	0	2	18	0	0	0	0	41
15:00	0	15	0	1	2	2	0	2	11	1	0	0	0	34
16:00	0	16	3	0	0	6	0	0	10	0	0	0	0	35
17:00	1	6	2	1	0	3	0	2	8	0	0	0	0	23
18:00	1	9	3	0	0	2	0	0	1	0	0	0	0	16
19:00	0	1	1	0	0	2	0	1	3	0	0	0	0	8
20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
21:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	3	65	15	2	3	18	0	7	52	1	0	0	0	166
Percent	1.8%	39.2%	9.0%	1.2%	1.8%	10.8%	0.0%	4.2%	31.3%	0.6%	0.0%	0.0%	0.0%	

AM Peak Vol.

PM Peak Vol.	14:00	16:00	14:00	15:00	15:00	16:00		14:00	14:00	15:00				14:00
	1	16	4	1	2	6		2	18	1				41

Tri-State Traffic Data, Inc.

www.TSTData.com

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/17/16	0	1	0	0	1	1	0	0	2	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	16	5	0	2	2	0	0	2	0	0	0	0	27
05:00	0	37	23	0	5	0	0	0	2	0	0	0	0	67
06:00	1	44	15	1	1	2	0	0	5	0	0	0	0	69
07:00	0	61	12	0	1	0	0	0	4	0	0	0	0	78
08:00	1	32	13	1	3	1	1	1	8	0	0	0	1	62
09:00	0	15	8	0	4	1	1	1	8	1	0	0	0	39
10:00	0	11	4	0	2	4	0	1	12	0	0	0	0	34
11:00	2	12	2	3	5	1	0	1	13	0	0	0	0	39
12 PM	1	15	5	0	3	2	0	0	13	0	0	0	0	39
13:00	1	29	5	0	2	6	0	2	6	0	0	0	0	51
14:00	1	17	1	1	1	5	0	1	18	2	0	0	0	47
15:00	0	11	2	0	2	6	0	3	14	0	0	0	0	38
16:00	1	8	6	1	2	2	0	1	11	0	0	0	0	32
17:00	1	5	2	1	3	2	0	1	6	0	0	0	0	21
18:00	2	9	4	0	0	4	0	0	4	0	0	0	0	23
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	30	1	0	0	0	1	0	0	0	0	0	0	32
Total	11	373	115	8	38	39	3	12	129	3	0	0	1	732
Percent	1.5%	51.0%	15.7%	1.1%	5.2%	5.3%	0.4%	1.6%	17.6%	0.4%	0.0%	0.0%	0.1%	
AM Peak	11:00	07:00	05:00	11:00	05:00	10:00	08:00	08:00	11:00	09:00			08:00	07:00
Vol.	2	61	23	3	5	4	1	1	13	1			1	78
PM Peak	18:00	23:00	16:00	14:00	12:00	13:00	23:00	15:00	14:00	14:00				13:00
Vol.	2	30	6	1	3	6	1	3	18	2				51

Tri-State Traffic Data, Inc.

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

www.TSTData.com

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/18/16	0	19	0	0	1	0	1	0	0	0	0	0	0	21
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	12	1	0	0	1	0	0	1	0	0	0	0	15
04:00	1	19	6	0	1	1	0	0	0	0	0	0	0	28
05:00	0	28	24	0	4	1	0	0	1	0	0	0	0	58
06:00	1	43	12	0	1	1	0	0	4	0	0	0	1	63
07:00	2	72	12	3	0	4	0	1	6	1	0	0	0	101
08:00	0	32	9	2	2	3	0	3	9	0	0	0	0	60
09:00	1	10	3	1	1	5	1	1	7	0	0	0	0	30
10:00	2	8	6	3	1	5	0	2	6	0	0	0	0	33
11:00	0	11	6	2	0	2	0	1	10	0	0	0	0	32
12 PM	0	26	7	1	1	0	0	1	8	0	0	0	0	44
13:00	1	25	3	3	3	4	0	1	9	0	0	0	0	49
14:00	0	21	4	0	0	4	0	0	12	0	0	0	0	41
15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
16:00	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
18:00	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
20:00	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
22:00	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
Total	8	335	94	15	15	31	2	10	74	1	0	0	1	586
Percent	1.4%	57.2%	16.0%	2.6%	2.6%	5.3%	0.3%	1.7%	12.6%	0.2%	0.0%	0.0%	0.2%	
AM Peak	07:00	07:00	05:00	07:00	05:00	09:00	00:00	08:00	11:00	07:00			06:00	07:00
Vol.	2	72	24	3	4	5	1	3	10	1			1	101
PM Peak	13:00	12:00	12:00	13:00	13:00	13:00		12:00	14:00					13:00
Vol.	1	26	7	3	3	4		1	12					49

Tri-State Traffic Data, Inc.

www.TSTData.com

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/19/16	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
02:00	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
04:00	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
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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.

Grand Total	22	773	224	25	56	88	5	29	255	5	0	0	2	1484
Percent	1.5%	52.1%	15.1%	1.7%	3.8%	5.9%	0.3%	2.0%	17.2%	0.3%	0.0%	0.0%	0.1%	

Tri-State Traffic Data, Inc.

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

www.TSTData.com

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	1	22	12	1	4	0	0	1	6	0	0	0	0	47
15:00	0	57	15	1	4	3	0	5	7	0	0	0	0	92
16:00	0	55	17	0	3	0	0	0	5	0	0	0	0	80
17:00	0	66	21	0	1	1	0	2	4	0	0	0	0	95
18:00	1	23	6	0	0	0	0	1	0	0	0	0	0	31
19:00	0	11	1	0	0	1	0	1	0	0	0	0	0	14
20:00	0	0	3	0	1	0	0	0	0	0	0	0	0	4
21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	9	2	0	2	0	0	0	0	0	0	0	0	13
Total	2	246	80	2	15	5	0	10	22	0	0	0	0	382
Percent	0.5%	64.4%	20.9%	0.5%	3.9%	1.3%	0.0%	2.6%	5.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol														
PM Peak Vol	14:00	17:00	17:00	14:00	14:00	15:00		15:00	15:00					17:00
	1	66	21	1	4	3		5	7					95

Tri-State Traffic Data, Inc.

www.TSTData.com

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/17/16	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	4	0	0	0	2	0	0	1	0	0	0	0	7
04:00	1	1	0	0	0	1	0	0	3	0	0	0	0	6
05:00	0	9	5	0	1	1	0	0	8	1	0	0	0	25
06:00	0	4	1	0	0	1	0	1	10	0	0	0	0	17
07:00	1	20	4	0	1	3	0	0	14	0	0	0	0	43
08:00	0	6	10	3	5	3	0	0	8	0	0	0	0	35
09:00	1	10	7	2	4	2	0	1	6	0	0	0	0	35
10:00	1	7	5	1	1	0	0	0	10	0	0	0	0	25
11:00	1	17	7	2	2	3	0	1	7	1	0	0	0	41
12 PM	0	32	13	1	2	3	0	1	11	0	0	0	0	63
13:00	2	22	6	0	4	3	2	1	7	0	0	0	0	47
14:00	0	20	22	1	2	3	0	4	13	0	0	0	0	65
15:00	0	50	12	0	3	2	1	4	3	0	0	0	0	75
16:00	0	62	16	0	2	2	1	2	5	0	0	0	0	90
17:00	0	55	19	2	3	1	0	1	3	0	0	0	0	84
18:00	0	16	7	0	2	0	0	1	0	0	0	0	0	26
19:00	0	10	5	0	2	3	0	0	0	0	0	0	0	20
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
23:00	0	17	1	0	1	0	1	0	0	0	0	0	0	20
Total	7	374	143	12	37	33	5	17	111	2	0	0	0	741
Percent	0.9%	50.5%	19.3%	1.6%	5.0%	4.5%	0.7%	2.3%	15.0%	0.3%	0.0%	0.0%	0.0%	
AM Peak	04:00	07:00	08:00	08:00	08:00	07:00		06:00	07:00	05:00				07:00
Vol.	1	20	10	3	5	3		1	14	1				43
PM Peak	13:00	16:00	14:00	17:00	13:00	12:00	13:00	14:00	14:00					16:00
Vol.	2	62	22	2	4	3	2	4	13					90

Tri-State Traffic Data, Inc.

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

www.TSTData.com

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

WB	Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
	02/18/16	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	5	0	0	0	2	0	0	0	0	0	0	0	7
	04:00	0	1	0	0	0	0	0	0	4	0	0	0	0	5
	05:00	0	4	5	0	0	1	0	0	9	0	0	0	1	20
	06:00	2	9	3	2	0	2	0	1	10	0	0	0	0	29
	07:00	0	8	5	4	0	4	0	0	10	0	0	0	0	31
	08:00	0	8	4	4	0	4	0	0	11	1	0	0	0	32
	09:00	1	8	3	1	3	4	0	2	7	0	0	0	0	29
	10:00	1	8	3	1	3	4	0	1	5	0	0	0	0	26
	11:00	0	18	8	3	5	2	0	2	16	0	0	0	0	54
	12 PM	2	31	13	2	6	3	0	1	6	0	0	0	1	65
	13:00	2	11	2	1	2	6	0	0	8	0	0	0	0	32
	14:00	1	23	18	3	2	1	1	1	11	0	0	0	0	61
	15:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	17:00	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
	19:00	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
	21:00	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
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	9	150	64	21	21	34	1	8	97	1	0	0	2	408
	Percent	2.2%	36.8%	15.7%	5.1%	5.1%	8.3%	0.2%	2.0%	23.8%	0.2%	0.0%	0.0%	0.5%	
	AM Peak	06:00	11:00	11:00	07:00	11:00	07:00		09:00	11:00	08:00			05:00	11:00
	Vol	2	18	8	4	5	4		2	16	1			1	54
	PM Peak	12:00	12:00	14:00	14:00	12:00	13:00	14:00	12:00	14:00				12:00	12:00
	Vol	2	31	18	3	6	6	1	1	11				1	65

Tri-State Traffic Data, Inc.

www.TSTData.com

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/19/16	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
02:00	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
04:00	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
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			07:00											07:00
Vol.			1											1
PM Peak														
Vol.														
Grand Total	18	770	288	35	73	72	6	35	230	3	0	0	2	1532
Percent	1.2%	50.3%	18.8%	2.3%	4.8%	4.7%	0.4%	2.3%	15.0%	0.2%	0.0%	0.0%	0.1%	

Tri-State Traffic Data, Inc.

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

www.TSTData.com

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0 0.0000 Undefined
Latitude: 0 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	1	15	7	7	3	27	15	1	16	0	0	0	0	92
11:00	0	27	13	1	6	42	7	5	10	0	0	0	0	111
12 PM	1	37	8	2	5	32	16	2	23	0	0	0	0	126
13:00	2	44	11	4	3	35	5	4	19	2	0	0	0	129
14:00	1	27	20	3	8	33	2	0	21	1	0	0	1	117
15:00	0	69	18	1	9	25	2	4	22	0	0	0	0	150
16:00	0	75	23	1	2	9	0	5	10	0	0	0	0	125
17:00	0	71	26	0	7	2	0	1	4	0	0	0	0	111
18:00	0	31	9	0	1	0	0	3	1	0	0	0	0	45
19:00	0	19	11	0	0	1	0	2	1	0	0	0	0	34
20:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
21:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Total	5	444	158	19	44	206	47	27	127	3	0	0	1	1081
Percent	0.5%	41.1%	14.6%	1.8%	4.1%	19.1%	4.3%	2.5%	11.7%	0.3%	0.0%	0.0%	0.1%	
AM Peak	10:00	11:00	11:00	10:00	11:00	11:00	10:00	11:00	10:00					11:00
Vol	1	27	13	7	6	42	15	5	16					111
PM Peak	13:00	16:00	17:00	13:00	15:00	13:00	12:00	16:00	12:00	13:00			14:00	15:00
Vol	2	75	26	4	9	35	16	5	23	2			1	150

Tri-State Traffic Data, Inc.

www.TSTData.com

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/17/16	0	7	0	0	1	0	0	0	0	0	0	0	0	8
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3
03:00	0	3	1	1	0	1	1	0	2	0	0	0	0	9
04:00	0	9	0	0	0	1	0	0	6	0	0	0	0	16
05:00	1	14	6	0	0	1	0	0	9	0	0	0	0	33
06:00	0	23	9	0	2	8	14	1	17	0	0	0	0	74
07:00	0	34	6	5	1	16	28	0	27	1	0	0	0	118
08:00	1	23	14	12	6	28	28	1	27	0	0	0	0	140
09:00	1	32	16	9	3	30	17	0	30	1	0	0	0	139
10:00	2	34	13	6	13	23	26	2	28	1	0	0	0	148
11:00	2	49	8	3	14	31	23	1	22	1	0	0	0	154
12 PM	0	49	22	4	2	31	27	2	32	1	0	0	0	170
13:00	0	50	12	2	3	42	32	4	20	0	0	0	0	165
14:00	0	34	28	4	5	38	12	3	32	0	0	0	0	156
15:00	1	71	14	0	9	19	4	7	16	0	0	0	0	141
16:00	0	68	28	0	6	6	1	1	8	0	0	0	0	118
17:00	0	72	31	2	6	1	0	2	5	0	0	0	0	119
18:00	0	32	13	1	1	0	0	2	0	0	0	0	0	49
19:00	0	17	5	2	0	3	0	0	1	0	0	0	0	28
20:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10
21:00	0	14	2	0	0	1	0	0	0	0	0	0	0	17
22:00	0	8	0	0	1	1	0	0	0	0	0	0	0	10
23:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
Total	8	681	233	52	73	282	213	26	282	5	0	0	0	1855
Percent	0.4%	36.7%	12.6%	2.8%	3.9%	15.2%	11.5%	1.4%	15.2%	0.3%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	09:00	08:00	11:00	11:00	07:00	10:00	09:00	07:00				11:00
Vol.	2	49	16	12	14	31	28	2	30	1				154
PM Peak	15:00	17:00	17:00	12:00	15:00	13:00	13:00	15:00	12:00	12:00				12:00
Vol.	1	72	31	4	9	42	32	7	32	1				170

Tri-State Traffic Data, Inc.

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New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/18/16	0	23	0	0	0	0	0	0	0	0	0	0	0	23
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
03:00	0	5	1	1	0	2	0	0	0	0	0	0	0	9
04:00	0	5	2	0	0	0	0	0	3	2	0	0	0	12
05:00	0	17	4	1	1	1	2	0	10	0	0	0	0	36
06:00	0	31	9	2	1	17	14	1	19	1	0	0	0	95
07:00	1	31	10	8	2	46	29	0	23	0	0	0	2	152
08:00	1	31	12	13	6	39	23	0	31	0	0	0	1	157
09:00	1	41	10	10	8	51	22	1	20	0	0	0	0	164
10:00	1	23	14	10	4	51	25	1	33	1	0	0	0	163
11:00	1	46	18	6	3	39	38	2	29	0	0	0	1	183
12 PM	2	62	24	6	8	44	30	2	24	0	0	0	0	202
13:00	0	34	12	3	3	45	32	2	28	0	0	0	0	159
14:00	3	42	26	4	13	52	17	1	30	0	0	0	0	188
15:00	0	55	25	2	10	25	3	2	17	0	0	0	0	139
16:00	0	81	30	5	3	13	0	5	13	0	0	0	0	150
17:00	0	81	29	0	7	2	0	1	8	0	0	0	0	128
18:00	0	36	12	1	1	1	0	1	0	1	0	0	0	53
19:00	0	19	2	0	1	0	0	1	2	0	0	0	0	25
20:00	0	8	2	0	0	1	0	0	0	0	0	0	0	11
21:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
22:00	0	9	0	0	0	1	0	0	0	0	0	0	0	10
23:00	0	22	1	0	1	0	0	0	0	0	0	0	0	24
Total	10	714	246	72	73	431	235	20	290	5	0	0	4	2100
Percent	0.5%	34.0%	11.7%	3.4%	3.5%	20.5%	11.2%	1.0%	13.8%	0.2%	0.0%	0.0%	0.2%	
AM Peak	07:00	11:00	11:00	08:00	09:00	09:00	11:00	11:00	10:00	04:00			07:00	11:00
Vol.	1	46	18	13	8	51	38	2	33	2			2	183
PM Peak	14:00	16:00	16:00	12:00	14:00	14:00	13:00	16:00	14:00	18:00				12:00
Vol.	3	81	30	6	13	52	32	5	30	1				202

Tri-State Traffic Data, Inc.

www.TSTData.com

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/19/16	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	0	0	0	1	0	0	0	1	0	0	0	5
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	6	0	0	0	0	0	0	2	0	0	0	2	10
05:00	0	13	5	0	0	1	1	0	5	1	0	0	0	26
06:00	0	35	5	2	1	20	21	1	14	0	0	0	1	100
07:00	0	32	11	2	3	39	38	1	20	1	0	0	0	147
08:00	1	32	7	9	5	49	27	2	23	0	0	0	0	155
09:00	2	44	9	14	6	60	27	1	21	0	0	0	1	185
10:00	0	24	9	7	2	32	21	1	22	0	0	0	1	119
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	3	202	48	34	17	202	135	6	107	3	0	0	5	762
Percent	0.4%	26.5%	6.3%	4.5%	2.2%	26.5%	17.7%	0.8%	14.0%	0.4%	0.0%	0.0%	0.7%	
AM Peak	09:00	09:00	07:00	09:00	09:00	09:00	07:00	08:00	08:00	02:00			04:00	09:00
Vol.	2	44	11	14	6	60	38	2	23	1			2	185
PM Peak														
Vol														
Grand Total	26	2041	685	177	207	1121	630	79	806	16	0	0	10	5798
Percent	0.4%	35.2%	11.8%	3.1%	3.6%	19.3%	10.9%	1.4%	13.9%	0.3%	0.0%	0.0%	0.2%	

Tri-State Traffic Data, Inc.

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

www.TSTData.com

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	0	17	8	3	2	14	11	2	8	0	0	0	0	65
11:00	0	28	10	3	3	21	19	3	22	0	0	0	0	109
12 PM	1	29	14	1	5	17	18	2	23	0	0	0	0	110
13:00	1	41	9	5	4	17	21	1	31	0	0	0	0	130
14:00	0	29	16	3	3	11	12	2	25	1	0	0	0	102
15:00	0	28	7	3	3	10	1	2	17	0	0	0	0	71
16:00	0	29	13	0	2	9	0	0	17	0	0	0	0	70
17:00	0	35	9	2	1	3	0	2	10	0	0	0	0	62
18:00	0	22	5	1	0	1	0	0	1	0	0	0	0	31
19:00	0	4	3	1	1	2	0	1	4	0	0	0	0	16
20:00	0	4	2	2	1	0	0	0	1	0	0	0	0	10
21:00	0	3	1	0	0	0	1	0	0	0	0	0	0	5
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	276	98	24	25	105	83	15	159	1	0	0	1	789
Percent	0.3%	35.0%	12.4%	3.0%	3.2%	13.3%	10.5%	1.9%	20.2%	0.1%	0.0%	0.0%	0.1%	
AM Peak		11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00					11:00
Vol.		28	10	3	3	21	19	3	22					109
PM Peak	12:00	13:00	14:00	13:00	12:00	12:00	13:00	12:00	13:00	14:00			18:00	13:00
Vol.	1	41	16	5	5	17	21	2	31	1			1	130

Tri-State Traffic Data, Inc.

www.TSTData.com

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/17/16	0	3	0	0	0	2	0	0	1	0	0	0	0	6
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	2	2	0	0	2	0	0	0	0	0	0	0	6
03:00	0	5	3	0	1	1	0	0	1	0	0	0	0	11
04:00	0	17	4	2	3	13	0	0	2	0	0	0	0	41
05:00	0	56	25	1	4	16	1	0	0	1	0	0	1	105
06:00	1	67	27	8	6	32	12	1	15	1	0	0	1	171
07:00	1	62	19	8	5	18	8	0	15	0	0	0	1	137
08:00	1	80	19	3	6	29	16	4	17	0	0	0	0	175
09:00	1	41	16	5	5	38	12	1	25	2	0	0	0	146
10:00	3	42	17	2	5	42	14	1	15	1	0	0	0	142
11:00	1	45	17	5	10	32	13	2	32	0	0	0	0	157
12 PM	2	41	21	4	4	24	16	1	23	0	0	0	0	136
13:00	0	52	14	2	3	28	18	0	16	0	0	0	0	133
14:00	0	44	13	4	7	16	7	2	28	0	0	0	1	122
15:00	0	40	9	1	5	5	1	4	20	0	0	0	0	85
16:00	0	18	20	1	0	4	1	1	15	0	0	0	1	61
17:00	0	33	16	1	1	5	0	2	7	0	0	0	0	65
18:00	1	20	4	4	0	3	0	0	6	0	0	0	0	38
19:00	0	9	0	2	0	0	0	1	0	0	0	0	0	12
20:00	0	3	2	2	0	0	0	0	0	0	0	0	0	7
21:00	0	6	1	2	0	0	0	0	0	0	0	0	0	9
22:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7
23:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23
Total	11	722	250	57	65	311	119	20	238	5	0	0	5	1803
Percent	0.6%	40.0%	13.9%	3.2%	3.6%	17.2%	6.6%	1.1%	13.2%	0.3%	0.0%	0.0%	0.3%	
AM Peak	10:00	08:00	06:00	06:00	11:00	10:00	08:00	08:00	11:00	09:00			05:00	08:00
Vol.	3	80	27	8	10	42	16	4	32	2			1	175
PM Peak	12:00	13:00	12:00	12:00	14:00	13:00	13:00	15:00	14:00				14:00	12:00
Vol.	2	52	21	4	7	28	18	4	28				1	136

Tri-State Traffic Data, Inc.

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

www.TSTData.com

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/18/16	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	3	0	0	1	0	0	0	0	6
03:00	0	9	1	0	0	4	0	0	2	0	0	0	0	16
04:00	0	24	5	0	1	9	0	1	0	0	0	0	0	40
05:00	0	43	29	1	4	23	4	0	4	0	0	0	1	109
06:00	0	84	29	5	4	28	21	1	11	0	0	0	0	183
07:00	0	73	23	6	10	21	33	0	17	2	0	0	0	185
08:00	0	73	22	5	9	27	33	5	18	0	0	0	0	192
09:00	1	59	18	4	6	35	32	0	21	0	0	0	1	177
10:00	1	31	12	11	7	40	43	3	30	1	0	0	0	179
11:00	1	33	15	5	3	38	29	3	20	0	0	0	0	187
12 PM	0	51	27	7	7	43	35	1	22	0	0	0	1	194
13:00	1	45	20	8	5	28	38	2	27	0	0	0	0	173
14:00	1	37	14	3	5	24	23	0	32	1	0	0	0	140
15:00	2	32	18	5	7	14	3	2	20	1	0	0	0	104
16:00	0	25	15	1	1	8	0	1	18	0	0	0	1	70
17:00	0	30	11	2	0	3	0	2	9	0	0	0	0	57
18:00	0	14	5	3	0	0	0	1	0	1	0	0	0	24
19:00	0	9	2	1	0	2	0	0	1	0	0	0	0	15
20:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
Total	7	711	268	68	69	350	294	22	253	6	0	0	4	2052
Percent	0.3%	34.6%	13.1%	3.3%	3.4%	17.1%	14.3%	1.1%	12.3%	0.3%	0.0%	0.0%	0.2%	
AM Peak	09:00	06:00	05:00	10:00	07:00	10:00	10:00	08:00	10:00	07:00			05:00	08:00
Vol	1	84	29	11	10	40	43	5	30	2			1	192
PM Peak	15:00	12:00	12:00	13:00	12:00	12:00	13:00	13:00	14:00	14:00			12:00	12:00
Vol	2	51	27	8	7	43	38	2	32	1			1	194

Tri-State Traffic Data, Inc.

www.TSTData.com

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/19/16	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3
02:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
03:00	0	9	0	0	2	0	0	0	1	0	0	0	0	12
04:00	0	19	3	0	3	20	0	1	2	0	0	0	0	48
05:00	0	39	16	1	5	15	1	0	5	0	0	0	0	82
06:00	0	89	27	4	5	31	31	1	11	0	0	0	0	199
07:00	1	61	20	3	2	24	35	1	12	0	0	0	1	160
08:00	0	67	14	5	4	43	34	0	22	0	0	0	1	190
09:00	2	50	15	10	9	47	31	1	27	2	0	0	0	194
10:00	0	36	9	4	3	16	36	2	14	0	0	0	0	120
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	3	378	105	27	33	198	168	6	94	2	0	0	2	1016
Percent	0.3%	37.2%	10.3%	2.7%	3.2%	19.5%	16.5%	0.6%	9.3%	0.2%	0.0%	0.0%	0.2%	
AM Peak	09:00	06:00	06:00	09:00	09:00	09:00	10:00	10:00	09:00	09:00			07:00	06:00
Vol.	2	89	27	10	9	47	36	2	27	2			1	199
PM Peak														
Vol.														
Grand Total	23	2087	721	176	192	964	664	63	744	14	0	0	12	5660
Percent	0.4%	36.9%	12.7%	3.1%	3.4%	17.0%	11.7%	1.1%	13.1%	0.2%	0.0%	0.0%	0.2%	

Tri-State Traffic Data, Inc.

www.TSTDData.com

Street: New Ford Road NB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/07/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	15	61	19	16	13	97	5	9	46	1	0	0	0	282
14:00	8	78	61	7	22	78	1	1	52	1	0	0	0	309
15:00	10	150	52	4	17	53	0	9	36	0	0	0	1	332
16:00	12	204	69	3	14	39	0	4	24	0	0	0	0	369
17:00	11	219	57	4	9	17	0	1	14	0	0	0	0	332
18:00	2	72	33	0	8	2	0	3	2	0	0	0	0	122
19:00	1	15	16	1	5	1	0	0	4	0	0	0	0	43
20:00	0	18	5	0	1	1	0	0	0	0	0	0	0	25
21:00	5	18	0	0	0	2	0	0	0	0	0	0	0	25
22:00	0	39	5	0	0	0	0	0	1	0	0	0	0	45
23:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
Total	64	906	321	35	89	290	6	27	179	2	0	0	1	1920
Percent	3.3%	47.2%	16.7%	1.8%	4.6%	15.1%	0.3%	1.4%	9.3%	0.1%	0.0%	0.0%	0.1%	
AM Peak Vol														
PM Peak Vol	13:00	17:00	16:00	13:00	14:00	13:00	13:00	13:00	14:00	13:00			15:00	16:00
Vol	15	219	69	16	22	97	5	9	52	1			1	369

Tri-State Traffic Data, Inc.

Street: New Ford Road NB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03:00	0	11	5	0	2	0	0	0	0	0	0	0	0	18
04:00	1	6	2	0	0	2	0	0	1	0	0	0	0	12
05:00	5	8	1	1	1	4	0	0	3	0	0	0	0	23
06:00	2	7	1	2	1	3	0	0	20	0	0	0	0	36
07:00	4	6	0	1	1	6	0	1	31	0	0	0	0	50
08:00	3	18	7	6	2	4	0	0	27	0	0	0	0	67
09:00	4	15	11	5	4	32	7	1	34	0	0	0	0	113
10:00	7	30	6	11	6	61	3	2	58	0	0	0	0	204
11:00	9	25	20	29	13	103	4	3	55	0	0	0	0	261
12:00	7	30	25	23	6	96	0	1	48	0	0	0	0	236
13:00	11	28	20	16	17	92	8	5	48	0	0	0	0	245
14:00	11	60	38	13	19	61	8	5	52	0	0	0	1	288
15:00	11	109	28	15	22	108	7	2	57	2	0	0	0	361
16:00	13	70	36	13	12	102	3	3	47	0	0	0	0	299
17:00	12	101	48	15	19	86	1	9	38	0	0	0	0	329
18:00	12	167	62	4	18	57	0	7	46	0	0	0	0	373
19:00	18	211	64	3	13	48	0	7	30	0	0	0	0	394
20:00	13	228	51	0	12	10	0	1	13	0	0	0	0	328
21:00	3	77	30	1	6	6	0	2	5	0	0	0	0	130
22:00	0	41	6	0	4	0	0	2	1	0	0	0	0	54
23:00	0	24	4	0	1	0	0	0	0	0	0	0	0	29
00:00	2	19	4	0	1	3	0	0	1	0	0	0	0	30
01:00	1	46	3	0	4	1	0	0	0	0	0	0	0	55
02:00	0	39	4	0	0	0	0	0	0	0	0	0	0	43
Total	149	1376	476	158	184	925	41	51	615	2	0	0	1	3978
Percent	3.7%	34.6%	12.0%	4.0%	4.6%	23.3%	1.0%	1.3%	15.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	11:00	08:00	10:00	10:00	07:00				11:00	11:00
Vol.	11	60	38	29	19	103	8	5	58				1	288
PM Peak	16:00	17:00	16:00	12:00	12:00	12:00	12:00	14:00	12:00	12:00				16:00
Vol.	18	228	64	15	22	108	7	9	57	2				394

Tri-State Traffic Data, Inc.

Street: New Ford Road NB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com

Site Code: 1
 Station ID:

Longitude: 0° 0.0000 Undefined
 Latitude: 0° 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/09/16	0	11	2	0	0	0	0	0	0	0	0	0	0	13
01:00	2	5	1	1	0	3	0	0	1	0	0	0	0	13
02:00	2	7	0	0	1	2	0	0	11	0	0	0	0	23
03:00	0	4	0	1	0	4	0	1	22	0	0	0	0	32
04:00	3	8	3	1	0	6	0	0	30	0	0	0	0	51
05:00	5	19	4	4	3	10	0	1	28	0	0	0	0	74
06:00	7	15	12	5	5	39	1	1	40	0	0	0	0	125
07:00	8	37	7	15	9	74	7	4	51	0	0	0	0	212
08:00	13	14	24	19	12	95	5	2	41	0	0	0	0	225
09:00	5	41	18	13	9	78	4	5	52	0	0	0	0	225
10:00	14	31	21	14	19	84	7	4	59	0	0	0	0	253
11:00	7	76	32	15	16	89	2	8	51	0	0	0	0	296
12 PM	11	99	37	21	18	85	5	6	46	0	0	0	0	328
13:00	14	72	25	17	13	87	4	4	36	0	0	0	1	273
14:00	11	100	48	7	16	96	2	7	36	1	0	0	0	324
15:00	17	181	63	4	22	51	1	5	36	0	0	0	0	380
16:00	13	207	61	3	16	29	0	6	37	0	0	0	0	372
17:00	5	225	60	1	10	8	0	3	22	0	0	0	0	334
18:00	0	99	35	2	5	2	0	1	2	0	0	0	0	146
19:00	1	31	8	1	5	2	0	1	0	0	0	0	0	49
20:00	0	15	6	0	0	1	0	0	0	0	0	0	0	22
21:00	0	25	3	0	1	0	0	0	0	0	0	0	0	29
22:00	1	36	3	0	2	2	0	0	1	0	0	0	0	45
23:00	0	36	5	0	0	1	0	0	2	0	0	0	0	44
Total	139	1394	478	144	182	848	38	59	604	1	0	0	1	3888
Percent	3.6%	35.9%	12.3%	3.7%	4.7%	21.8%	1.0%	1.5%	15.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	10:00	08:00	07:00	11:00	10:00					11:00
Vol	14	76	32	19	19	95	7	8	59					296
PM Peak	15:00	17:00	15:00	12:00	15:00	14:00	12:00	14:00	12:00	14:00			13:00	15:00
Vol	17	225	63	21	22	96	5	7	46	1			1	380

Tri-State Traffic Data, Inc.

Street: New Ford Road NB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/10/16	1	14	2	1	0	2	0	0	3	0	0	0	0	23
01:00	0	7	2	0	0	0	0	0	2	0	0	0	0	11
02:00	2	10	1	0	1	4	0	0	8	0	0	0	0	26
03:00	2	6	0	0	0	7	0	0	15	0	0	0	0	30
04:00	1	8	4	1	0	3	0	0	37	0	0	0	0	54
05:00	3	18	7	1	1	10	0	0	28	0	0	0	0	68
06:00	6	23	14	7	2	29	4	1	33	0	0	0	0	119
07:00	9	30	9	14	9	80	17	3	76	0	0	0	0	247
08:00	5	25	15	21	8	86	5	1	61	0	0	0	0	227
09:00	6	35	19	13	8	86	14	5	35	0	0	0	0	221
10:00	6	29	17	17	10	80	9	6	62	0	0	0	0	236
11:00	11	63	29	10	17	90	10	5	43	1	0	0	0	279
12 PM	8	119	37	20	14	93	11	7	53	0	1	0	0	363
13:00	10	44	30	10	14	86	7	6	58	0	0	0	0	267
14:00	11	101	48	12	22	100	3	9	53	0	0	0	0	359
15:00	9	157	61	10	18	48	0	4	37	0	0	0	0	344
16:00	8	227	68	5	15	34	1	6	32	0	0	0	0	396
17:00	5	233	49	0	8	10	0	7	11	0	0	0	0	323
18:00	3	71	33	0	9	1	0	1	2	0	0	0	0	120
19:00	1	38	9	0	6	2	0	2	2	1	0	0	0	61
20:00	0	18	3	0	1	1	0	0	0	0	0	0	0	23
21:00	0	24	2	0	3	0	0	1	2	0	0	0	0	32
22:00	1	50	6	0	1	2	0	0	2	0	0	0	0	62
23:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
Total	108	1379	468	142	167	856	81	64	655	2	1	0	0	3923
Percent	2.8%	35.2%	11.9%	3.6%	4.3%	21.8%	2.1%	1.6%	16.7%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	11:00	11:00	07:00	10:00	07:00	11:00				11:00
Vol.	11	63	29	21	17	90	17	6	76	1				279
PM Peak	14:00	17:00	16:00	12:00	14:00	14:00	12:00	14:00	13:00	19:00	12:00			16:00
Vol.	11	233	68	20	22	100	11	9	58	1	1			396

Tri-State Traffic Data, Inc.

Street: New Ford Road NB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com

Site Code: 1
 Station ID: 1

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/16	0	13	1	0	0	1	0	0	2	0	0	0	0	17
01:00	1	13	0	0	1	2	0	0	2	0	0	0	0	19
02:00	1	8	2	1	0	3	0	0	11	0	0	0	0	26
03:00	3	13	2	2	1	5	0	0	23	0	0	0	0	49
04:00	2	5	1	1	0	4	1	0	31	0	0	0	0	45
05:00	4	25	5	1	5	11	0	0	36	0	0	0	0	87
06:00	10	22	12	4	3	26	19	1	32	0	0	0	1	130
07:00	8	35	11	17	7	61	2	1	63	1	0	0	0	206
08:00	9	26	14	27	11	72	11	4	45	1	0	0	0	220
09:00	5	36	14	13	13	62	6	5	57	0	0	0	0	211
10:00	3	42	23	15	12	68	5	4	52	0	0	0	0	224
11:00	9	71	32	17	11	72	5	10	61	1	0	0	0	289
12 PM	7	132	27	15	15	75	6	7	49	1	0	0	0	334
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	62	441	144	113	79	462	55	32	464	4	0	0	1	1857
Percent	3.3%	23.7%	7.8%	6.1%	4.3%	24.9%	3.0%	1.7%	25.0%	0.2%	0.0%	0.0%	0.1%	
AM Peak	06:00	11:00	11:00	08:00	09:00	08:00	06:00	11:00	07:00	07:00			06:00	11:00
Vol	10	71	32	27	13	72	19	10	63	1			1	289
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00				12:00
Vol	7	132	27	15	15	75	6	7	49	1				334
Grand Total	522	5496	1887	592	701	3381	221	233	2517	11	1	0	4	15566
Percent	3.4%	35.3%	12.1%	3.8%	4.5%	21.7%	1.4%	1.5%	16.2%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

www.TSTData.com

Street: New Ford Rd SB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/07/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	9	108	28	4	15	27	52	7	43	1	0	0	1	295
14:00	7	64	30	7	11	26	51	2	47	0	0	0	0	245
15:00	6	34	19	7	7	26	21	6	53	0	0	0	0	179
16:00	1	32	16	3	6	16	2	3	30	0	0	0	0	109
17:00	2	25	16	4	1	7	0	2	8	0	0	0	0	66
18:00	2	20	7	2	1	5	0	1	2	0	0	0	0	40
19:00	1	6	10	3	1	2	0	0	3	0	0	0	0	26
20:00	0	10	2	1	1	1	0	0	2	0	0	0	0	17
21:00	5	13	4	0	1	3	0	0	3	0	0	0	0	29
22:00	3	12	3	0	0	3	0	0	2	0	0	0	0	23
23:00	3	3	2	1	1	2	0	0	2	0	0	0	0	14
Total	39	328	137	32	45	118	126	21	195	1	0	0	1	1043
Percent	3.7%	31.4%	13.1%	3.1%	4.3%	11.3%	12.1%	2.0%	18.7%	0.1%	0.0%	0.0%	0.1%	
AM Peak Vol.														
PM Peak Vol.	13:00	13:00	14:00	14:00	13:00	13:00	13:00	13:00	15:00	13:00			13:00	13:00
	9	108	30	7	15	27	52	7	53	1			1	295

Tri-State Traffic Data, Inc.

Street: New Ford Rd SB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com

Site Code: 1
 Station ID: 1

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/08/16	1	3	0	0	1	2	0	0	3	0	0	0	0	10
01:00	2	7	4	0	0	3	0	0	8	0	0	0	0	24
02:00	2	6	2	0	0	2	0	0	11	0	0	0	0	23
03:00	4	26	7	1	2	4	2	0	13	0	0	0	0	59
04:00	9	32	6	2	6	14	3	0	9	0	0	0	0	81
05:00	14	128	54	0	11	16	14	0	22	0	0	0	0	259
06:00	14	200	79	6	14	38	37	2	35	0	0	0	0	425
07:00	7	184	46	7	18	22	64	2	45	1	0	0	0	396
08:00	9	139	35	8	12	21	107	5	38	0	0	0	0	374
09:00	9	60	24	9	25	30	69	4	41	0	0	0	0	271
10:00	11	49	26	7	7	41	75	7	62	0	0	0	0	285
11:00	12	54	31	6	18	33	64	3	51	1	0	0	0	273
12 PM	9	116	45	8	14	35	92	5	56	0	0	0	0	380
13:00	7	102	33	6	13	26	77	6	56	0	0	0	0	326
14:00	9	69	26	6	11	26	54	6	49	3	0	0	1	260
15:00	11	52	15	6	10	34	17	11	52	1	0	0	0	209
16:00	6	40	24	2	11	11	2	2	23	1	0	0	0	122
17:00	7	38	11	3	5	5	0	3	0	0	0	0	0	72
18:00	2	21	9	2	2	6	0	2	2	0	0	0	0	46
19:00	1	17	6	0	2	1	0	0	0	0	0	0	0	27
20:00	1	12	2	3	1	2	0	0	2	0	0	0	0	23
21:00	5	21	3	0	2	5	0	0	8	0	0	0	0	44
22:00	3	14	3	0	1	3	0	0	2	0	0	0	0	26
23:00	2	0	1	0	0	2	0	0	5	0	0	0	0	10
Total	157	1390	492	82	186	382	677	58	593	7	0	0	1	4025
Percent	3.9%	34.5%	12.2%	2.0%	4.6%	9.5%	16.8%	1.4%	14.7%	0.2%	0.0%	0.0%	0.0%	
AM Peak	05:00	06:00	06:00	09:00	09:00	10:00	08:00	10:00	10:00	07:00				06:00
Vol.	14	200	79	9	25	41	107	7	62	1				425
PM Peak	15:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	12:00	14:00			14:00	12:00
Vol.	11	116	45	8	14	35	92	11	56	3			1	380

Tri-State Traffic Data, Inc.

www.TSTData.com

Street: New Ford Rd SB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/09/16	0	5	0	0	0	0	0	0	2	0	0	0	0	7
01:00	2	4	3	0	0	3	0	0	6	0	0	0	0	18
02:00	3	7	1	0	0	2	0	0	12	0	0	0	0	25
03:00	3	19	5	3	3	3	0	0	12	0	0	0	0	48
04:00	6	36	8	2	5	6	1	0	18	0	0	0	0	82
05:00	18	123	51	1	6	22	11	2	20	1	0	0	0	255
06:00	11	208	67	10	19	28	40	2	42	0	0	0	0	427
07:00	16	218	50	4	19	31	55	0	36	2	0	0	0	431
08:00	9	121	43	5	14	22	83	7	38	1	0	0	1	344
09:00	3	69	22	8	23	20	61	3	55	1	0	0	1	266
10:00	11	53	37	5	12	30	80	6	49	3	0	0	0	286
11:00	11	59	31	12	15	31	57	7	46	1	0	0	0	270
12 PM	9	98	30	13	18	23	63	5	49	0	0	0	0	308
13:00	14	117	38	7	18	28	66	9	49	0	0	0	0	346
14:00	8	63	42	9	12	24	49	6	66	2	0	0	0	281
15:00	5	44	16	6	14	18	16	3	38	1	0	0	0	161
16:00	5	40	22	2	6	12	5	6	27	0	0	0	0	125
17:00	3	30	25	3	3	3	0	2	7	0	0	0	0	78
18:00	1	31	12	2	1	5	1	2	1	0	0	0	0	56
19:00	1	15	8	1	1	1	0	0	2	0	0	0	0	29
20:00	0	8	4	2	0	0	0	0	1	0	0	0	0	15
21:00	4	17	2	1	1	4	0	0	7	0	0	0	0	36
22:00	2	16	1	0	0	2	0	0	3	0	0	0	0	24
23:00	4	8	2	0	0	2	0	0	4	0	0	0	0	20
Total	149	1409	520	96	190	320	588	60	590	12	0	0	2	3936
Percent	3.8%	35.8%	13.2%	2.4%	4.8%	8.1%	14.9%	1.5%	15.0%	0.3%	0.0%	0.0%	0.1%	
AM Peak	05:00	07:00	06:00	11:00	09:00	07:00	08:00	08:00	09:00	10:00			08:00	07:00
Vol.	18	218	67	12	23	31	83	7	55	3			1	431
PM Peak	13:00	13:00	14:00	12:00	12:00	13:00	13:00	13:00	14:00	14:00				13:00
Vol.	14	117	42	13	18	28	66	9	66	2				346

Tri-State Traffic Data, Inc.

Street: New Ford Rd SB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/10/16	1	7	1	0	1	1	0	0	4	0	0	0	0	15
01:00	3	5	3	0	0	5	0	0	6	0	0	0	0	22
02:00	5	5	3	0	1	4	1	1	8	0	0	0	0	28
03:00	7	24	2	0	2	8	2	0	10	0	0	0	0	55
04:00	12	33	9	2	3	16	2	0	14	0	0	0	0	91
05:00	19	129	56	2	12	29	2	0	21	0	0	0	0	270
06:00	19	199	73	7	17	39	42	4	38	0	0	0	0	438
07:00	9	205	46	2	21	23	72	0	40	3	0	0	0	421
08:00	9	123	33	6	16	31	74	4	33	0	0	0	0	329
09:00	12	67	27	13	14	28	74	5	47	4	0	0	0	291
10:00	11	42	27	10	9	36	61	8	55	5	0	0	0	264
11:00	16	79	30	13	11	42	77	6	56	1	0	0	0	331
12 PM	14	118	34	9	22	43	79	4	59	0	0	0	0	382
13:00	13	112	37	7	14	30	53	6	49	4	0	0	0	325
14:00	10	64	24	9	9	39	69	3	41	5	0	0	0	273
15:00	8	46	23	6	12	22	16	6	49	2	0	0	0	190
16:00	8	43	18	3	9	13	3	7	22	0	0	0	0	126
17:00	2	42	11	2	3	4	0	3	2	0	0	0	0	69
18:00	2	27	7	1	3	3	0	3	6	1	0	0	0	53
19:00	0	18	4	1	2	1	0	0	1	0	0	0	0	27
20:00	4	7	2	0	0	2	0	0	7	0	0	0	0	22
21:00	4	20	3	1	1	2	0	0	4	0	0	0	0	35
22:00	3	19	2	0	0	3	0	0	3	0	0	0	0	30
23:00	4	12	1	0	0	1	0	0	2	0	0	0	0	20
Total	195	1446	476	94	182	425	627	60	577	25	0	0	0	4107
Percent	4.7%	35.2%	11.6%	2.3%	4.4%	10.3%	15.3%	1.5%	14.0%	0.6%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	06:00	09:00	07:00	11:00	11:00	10:00	11:00	10:00				06:00
Vol.	19	205	73	13	21	42	77	8	56	5				438
PM Peak	12:00	12:00	13:00	12:00	12:00	12:00	12:00	16:00	12:00	14:00				12:00
Vol.	14	118	37	9	22	43	79	7	59	5				382

Tri-State Traffic Data, Inc.

Street: New Ford Rd SB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

www.TSTData.com

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/16	0	1	0	0	0	0	0	0	5	0	0	0	0	6
01:00	3	8	2	1	1	5	0	0	2	0	0	0	0	22
02:00	2	9	3	0	1	3	0	0	10	0	0	0	0	28
03:00	1	15	5	1	3	1	1	0	8	0	0	0	0	35
04:00	8	43	14	1	2	14	3	0	14	0	0	0	0	99
05:00	13	115	44	5	13	27	3	1	31	1	0	0	0	253
06:00	5	195	64	10	17	18	26	3	47	1	0	0	0	386
07:00	11	201	45	6	13	22	40	2	38	1	0	0	0	379
08:00	11	132	35	8	18	42	58	4	41	0	0	0	0	349
09:00	14	54	25	13	15	37	48	8	52	1	0	0	0	263
10:00	7	54	23	11	11	30	44	12	51	1	0	0	0	244
11:00	9	60	33	6	17	31	45	8	54	2	0	0	0	265
12 PM	13	128	30	10	10	38	53	5	53	0	0	0	0	340
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	97	1015	323	72	121	268	319	41	406	7	0	0	0	2669
Percent	3.6%	38.0%	12.1%	2.7%	4.5%	10.0%	12.0%	1.5%	15.2%	0.3%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	06:00	09:00	08:00	08:00	08:00	10:00	11:00	11:00				06:00
Vol.	14	201	64	13	18	42	58	12	54	2				386
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00					12:00
Vol.	13	128	30	10	10	38	53	5	53					340
Grand Total	637	5588	1948	376	724	1513	2337	240	2361	52	0	0	4	15780
Percent	4.0%	35.4%	12.3%	2.4%	4.6%	9.6%	14.8%	1.5%	15.0%	0.3%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

www.TSTData.com

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	17	12	0	5	0	0	3	1	0	0	0	0	38
15:00	1	47	8	0	7	7	0	3	2	0	0	0	0	75
16:00	1	51	12	0	5	1	0	1	2	0	0	0	0	73
17:00	0	56	16	0	3	1	0	3	3	0	0	0	0	82
18:00	0	21	7	0	2	0	0	1	1	0	0	0	0	32
19:00	0	7	2	0	0	1	0	1	0	0	0	0	0	11
20:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
21:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	6	1	0	2	1	0	0	0	0	0	0	0	10
Total	2	208	63	0	25	11	0	12	9	0	0	0	0	330
Percent	0.6%	63.0%	19.1%	0.0%	7.6%	3.3%	0.0%	3.6%	2.7%	0.0%	0.0%	0.0%	0.0%	

AM Peak

Vol.	15:00	17:00	17:00	15:00	15:00	14:00	17:00	17:00
PM Peak Vol.	1	56	16	7	7	3	3	82

Tri-State Traffic Data, Inc.

www.TSTData.com

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/17/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	2	0	0	1	0	0	0	0	4
04:00	0	3	0	0	0	1	0	0	3	0	0	0	0	7
05:00	0	8	7	0	1	6	0	0	8	0	0	0	0	30
06:00	0	7	0	0	0	2	0	1	9	0	0	0	0	19
07:00	0	8	6	0	3	1	0	0	3	0	0	0	0	21
08:00	0	3	3	1	4	3	0	0	2	0	0	0	0	16
09:00	0	7	4	2	3	3	0	1	7	0	0	0	0	27
10:00	0	5	5	0	1	0	0	2	3	1	0	0	0	17
11:00	0	14	7	1	5	2	0	2	4	0	0	0	0	35
12 PM	0	28	11	0	2	4	0	2	3	0	0	0	0	50
13:00	0	18	5	0	4	2	0	2	2	0	0	0	0	33
14:00	0	18	14	1	2	1	0	4	2	0	0	0	0	42
15:00	1	36	12	0	3	1	0	4	1	0	0	0	0	58
16:00	0	38	13	0	6	0	0	1	3	0	0	0	0	61
17:00	1	52	16	0	4	3	0	1	2	0	0	0	0	79
18:00	0	12	6	0	3	0	0	1	1	0	0	0	0	23
19:00	0	8	6	0	2	2	0	0	0	0	0	0	0	18
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
23:00	0	8	0	0	1	1	0	0	0	0	0	0	0	10
Total	2	286	118	5	46	34	0	21	54	1	0	0	0	567
Percent	0.4%	50.4%	20.8%	0.9%	8.1%	6.0%	0.0%	3.7%	9.5%	0.2%	0.0%	0.0%	0.0%	
AM Peak		11:00	05:00	09:00	11:00	05:00		10:00	06:00	10:00				11:00
Vol.		14	7	2	5	6		2	9	1				35
PM Peak	15:00	17:00	17:00	14:00	16:00	12:00		14:00	12:00					17:00
Vol.	1	52	16	1	6	4		4	3					79

Tri-State Traffic Data, Inc.

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

www.TSTData.com

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/18/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	4	0	0	0	0	0	0	0	6
04:00	0	2	0	0	0	0	0	0	3	0	0	0	0	5
05:00	0	9	4	0	0	3	0	0	9	0	0	0	0	25
06:00	0	7	3	0	0	3	0	1	6	0	0	0	0	20
07:00	0	6	5	1	1	2	0	0	5	0	0	0	0	20
08:00	0	2	2	0	2	2	0	0	4	1	0	0	0	13
09:00	0	6	3	1	4	1	0	1	4	0	0	0	0	20
10:00	0	10	2	1	4	2	0	1	2	0	0	0	0	22
11:00	0	18	6	1	4	4	0	2	5	0	0	0	0	40
12 PM	0	31	14	1	6	2	0	2	4	0	0	0	0	60
13:00	0	6	5	1	1	3	0	3	5	0	0	0	0	24
14:00	1	23	11	3	4	6	0	2	1	0	0	0	0	51
15:00	1	38	11	0	5	2	0	3	0	0	0	0	0	60
16:00	0	46	12	0	6	0	0	1	2	0	0	0	0	67
17:00	0	60	16	0	5	2	0	2	1	0	0	0	0	86
18:00	0	36	10	0	1	2	0	0	0	0	0	0	0	49
19:00	0	7	2	0	1	1	0	0	1	0	0	0	0	12
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	2	2	0	0	1	0	0	0	0	0	0	0	5
23:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10
Total	2	327	110	9	46	40	0	18	52	1	0	0	0	605
Percent	0.3%	54.0%	18.2%	1.5%	7.6%	6.6%	0.0%	3.0%	8.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	07:00	09:00	03:00		11:00	05:00	08:00				11:00
Vol.		18	6	1	4	4		2	9	1				40
PM Peak	14:00	17:00	17:00	14:00	12:00	14:00		13:00	13:00					17:00
Vol.	1	60	16	3	6	6		3	5					86

Tri-State Traffic Data, Inc.

www.TSTData.com

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/19/16	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	2	0	0	4	0	0	3	0	0	0	0	13
05:00	0	2	2	0	0	3	0	0	5	0	0	0	1	13
06:00	0	4	0	0	1	2	0	1	5	0	0	0	0	13
07:00	0	4	5	1	3	1	0	0	3	0	0	0	0	17
08:00	0	4	6	1	3	3	0	0	2	0	0	0	0	19
09:00	0	7	3	0	2	4	0	1	5	0	0	0	0	22
10:00	0	7	6	2	3	0	0	1	4	0	0	0	0	23
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	44	24	4	12	17	0	3	27	0	0	0	1	132
Percent	0.0%	33.3%	18.2%	3.0%	9.1%	12.9%	0.0%	2.3%	20.5%	0.0%	0.0%	0.0%	0.8%	
AM Peak		09:00	08:00	10:00	07:00	04:00		06:00	05:00				05:00	10:00
Vol.		7	6	2	3	4		1	5				1	23
PM Peak														
Vol.														
Grand Total	6	865	315	18	129	102	0	54	142	2	0	0	1	1634
Percent	0.4%	52.9%	19.3%	1.1%	7.9%	6.2%	0.0%	3.3%	8.7%	0.1%	0.0%	0.0%	0.1%	

Tri-State Traffic Data, Inc.

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

www.TSTData.com

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	8	6	0	2	2	0	2	6	0	0	0	0	26
15:00	0	12	1	0	2	4	0	2	4	0	0	0	0	25
16:00	1	7	3	0	3	2	0	0	10	0	0	0	0	26
17:00	0	4	3	1	2	2	0	2	5	0	0	0	0	19
18:00	0	11	5	0	0	1	0	1	0	0	0	0	0	18
19:00	0	0	1	0	0	1	0	1	2	0	0	0	0	5
20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	1	43	21	1	10	12	0	8	28	0	0	0	0	124
Percent	0.8%	34.7%	16.9%	0.8%	8.1%	9.7%	0.0%	6.5%	22.6%	0.0%	0.0%	0.0%	0.0%	

AM Peak

Vol	16:00	15:00	14:00	17:00	16:00	15:00	14:00	16:00	14:00	16:00	14:00
Vol	1	12	6	1	3	4	2	10	2	10	26

Tri-State Traffic Data, Inc.

www.TSTData.com

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/17/16	0	0	0	0	1	0	0	0	2	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
03:00	0	5	3	0	0	0	0	0	1	0	0	0	0	9
04:00	0	13	5	0	2	2	0	0	2	0	0	0	0	24
05:00	0	30	13	0	6	0	0	0	0	0	0	0	0	49
06:00	0	38	12	1	2	0	0	0	4	0	0	0	0	57
07:00	0	51	11	0	1	0	0	0	2	0	0	0	0	65
08:00	0	30	8	2	3	1	0	1	3	0	0	0	0	48
09:00	0	10	4	0	4	0	0	1	3	1	0	0	0	23
10:00	0	6	4	0	1	2	0	2	4	0	0	0	0	19
11:00	0	7	3	1	3	1	0	1	5	0	0	0	0	21
12 PM	1	14	3	0	1	2	0	0	3	0	0	0	0	24
13:00	0	26	5	0	2	1	0	2	1	0	0	0	0	37
14:00	0	15	3	0	2	4	0	1	5	0	0	0	0	30
15:00	0	7	2	0	3	2	0	3	7	0	0	0	0	24
16:00	0	2	5	1	2	1	0	1	5	0	0	0	0	17
17:00	1	4	3	0	1	3	0	0	3	0	0	0	0	15
18:00	0	10	3	0	1	3	0	1	5	0	0	0	0	23
19:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
Total	2	276	91	5	38	22	0	13	57	1	0	0	0	505
Percent	0.4%	54.7%	18.0%	1.0%	7.5%	4.4%	0.0%	2.6%	11.3%	0.2%	0.0%	0.0%	0.0%	
AM Peak		07:00	05:00	08:00	05:00	04:00		10:00	11:00	09:00				07:00
Vol.		51	13	2	6	2		2	5	1				65
PM Peak	12:00	13:00	13:00	16:00	15:00	14:00		15:00	15:00					13:00
Vol.	1	26	5	1	3	4		3	7					37

Tri-State Traffic Data, Inc.

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

www.TSTData.com

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/18/16	0	2	0	0	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	9	2	0	0	0	0	0	2	0	0	0	0	13
04:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
05:00	0	22	17	0	6	0	0	0	0	0	0	0	0	45
06:00	0	33	14	0	1	0	0	0	1	0	0	0	0	49
07:00	0	56	10	1	1	1	0	0	3	1	0	0	0	73
08:00	0	28	9	1	1	1	0	2	4	0	0	0	0	46
09:00	0	8	1	1	1	0	0	0	2	0	0	0	0	13
10:00	0	10	5	2	1	1	0	1	3	0	0	0	0	23
11:00	0	9	5	2	2	2	0	1	2	0	0	0	0	23
12 PM	0	22	7	0	1	0	1	2	3	0	0	0	0	36
13:00	0	25	4	1	4	2	0	0	5	0	0	0	0	41
14:00	0	16	2	0	0	2	0	1	5	0	0	0	0	26
15:00	0	5	5	0	6	3	1	1	5	0	0	0	0	26
16:00	0	6	3	0	2	1	0	3	6	0	0	0	0	21
17:00	0	5	2	0	0	1	0	1	8	0	0	0	0	17
18:00	0	9	3	0	1	0	0	0	1	0	0	0	0	14
19:00	0	4	1	0	0	1	0	0	1	0	0	0	0	7
20:00	0	0	1	0	0	0	0	0	1	0	0	0	0	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5
23:00	0	3	1	0	0	0	0	0	0	0	0	0	1	5
Total	0	295	102	8	30	15	2	12	52	1	0	0	1	518
Percent	0.0%	56.9%	19.7%	1.5%	5.8%	2.9%	0.4%	2.3%	10.0%	0.2%	0.0%	0.0%	0.2%	
AM Peak		07:00	05:00	10:00	05:00	11:00		08:00	08:00	07:00				07:00
Vol.		56	17	2	6	2		2	4	1				73
PM Peak		13:00	12:00	13:00	15:00	15:00	12:00	16:00	17:00				23:00	13:00
Vol.		25	7	1	6	3	1	3	8				1	41

Tri-State Traffic Data, Inc.

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

www.TSTData.com

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
02/19/16	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	7	0	0	1	0	0	0	1	0	0	0	0	9
04:00	0	15	2	0	0	1	0	0	1	0	0	0	0	19
05:00	0	23	11	1	5	0	0	0	1	0	0	0	0	41
06:00	0	36	17	0	3	0	0	0	2	0	0	0	0	58
07:00	0	44	11	0	0	2	0	0	1	0	0	0	0	58
08:00	0	32	9	0	1	0	0	0	3	0	0	0	0	45
09:00	0	8	6	1	5	0	0	2	1	0	0	0	0	23
10:00	0	4	3	1	3	2	0	1	2	0	0	0	0	16
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	170	60	3	19	5	0	3	12	0	0	0	0	272
Percent	0.0%	62.5%	22.1%	1.1%	7.0%	1.8%	0.0%	1.1%	4.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00	05:00	05:00	07:00		09:00	08:00					06:00
Vol.		44	17	1	5	2		2	3					58
PM Peak														
Vol.														
Grand Total	3	784	274	17	97	54	2	36	149	2	0	0	1	1419
Percent	0.2%	55.3%	19.3%	1.2%	6.8%	3.8%	0.1%	2.5%	10.5%	0.1%	0.0%	0.0%	0.1%	

Tri-State Traffic Data, Inc.

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	51	34	6	13	19	36	7	48	0	0	0	0	215
13:00	3	65	24	12	7	23	35	10	46	0	0	0	0	225
14:00	0	41	18	6	7	12	7	8	57	0	0	0	0	156
15:00	1	43	13	6	5	12	4	6	46	0	0	0	0	136
16:00	0	26	10	1	9	10	1	4	18	0	0	0	0	79
17:00	0	24	8	2	5	4	1	4	13	0	0	0	0	61
18:00	0	25	10	1	3	0	0	1	5	0	0	0	0	45
19:00	1	11	3	3	4	5	0	2	3	0	0	0	0	32
20:00	0	4	2	3	3	0	0	1	5	0	0	0	0	18
21:00	0	14	7	0	0	1	0	0	2	0	0	0	0	24
22:00	1	19	4	0	1	1	0	0	3	0	0	0	0	29
23:00	0	8	3	0	0	0	0	0	4	0	0	0	0	15
Total	7	331	136	40	57	87	84	43	250	0	0	0	0	1035
Percent	0.7%	32.0%	13.1%	3.9%	5.5%	8.4%	8.1%	4.2%	24.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol														
PM Peak Vol	13:00	13:00	12:00	13:00	12:00	13:00	12:00	13:00	14:00					13:00
Vol.	3	65	34	12	13	23	36	10	57					225

Tri-State Traffic Data, Inc.

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total		
02/17/16	0	3	3	1	0	1	0	0	4	0	0	0	0	12		
01:00	0	9	2	0	0	0	0	0	7	0	0	0	0	18		
02:00	0	5	2	0	2	2	1	0	9	0	0	0	0	21		
03:00	2	18	12	1	1	3	0	0	13	0	0	0	0	50		
04:00	1	35	6	4	3	18	0	1	5	0	0	0	0	73		
05:00	5	86	58	4	15	19	2	0	25	0	0	0	0	212		
06:00	4	134	69	14	21	33	25	3	54	0	0	0	1	358		
07:00	4	164	47	11	10	28	38	6	56	0	0	0	0	364		
08:00	4	93	32	12	12	35	20	10	44	0	0	0	1	263		
09:00	1	54	25	10	14	33	43	5	53	1	0	0	0	239		
10:00	1	43	14	11	11	29	37	4	62	0	0	0	0	212		
11:00	4	46	26	9	16	43	38	6	64	1	0	0	0	253		
12 PM	2	68	29	11	13	25	41	4	62	0	0	0	0	255		
13:00	1	68	32	4	5	26	31	9	55	0	0	0	0	231		
14:00	1	47	23	9	12	17	15	8	57	0	0	0	0	189		
15:00	2	32	17	7	10	10	4	7	45	0	0	0	0	134		
16:00	1	26	21	6	7	4	0	3	20	0	0	0	0	88		
17:00	1	23	9	0	4	5	0	2	9	0	0	0	0	53		
18:00	0	29	7	5	3	4	0	2	5	0	0	0	0	55		
19:00	0	11	8	3	2	2	0	1	1	0	0	0	0	28		
20:00	1	10	2	0	0	1	0	0	2	0	0	0	0	16		
21:00	1	13	6	1	1	1	0	0	5	0	0	0	0	28		
22:00	1	16	9	0	0	1	0	0	5	0	0	0	0	32		
23:00	0	19	1	1	0	0	0	0	2	0	0	0	0	23		
Total	37	1052	458	124	162	340	295	71	664	2	0	0	2	3207		
Percent	1.2%	32.8%	14.3%	3.9%	5.1%	10.6%	9.2%	2.2%	20.7%	0.1%	0.0%	0.0%	0.1%			
AM Peak	05:00	07:00	06:00	06:00	06:00	11:00	09:00	08:00	11:00	09:00				06:00	07:00	
Vol.	5	164	69	14	21	43	43	10	64	1				1	364	
PM Peak	12:00	12:00	13:00	12:00	12:00	13:00	12:00	13:00	12:00						12:00	
Vol.	2	68	32	11	13	26	41	9	62						255	

Tri-State Traffic Data, Inc.

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	2	1	0	0	0	0	0	2	0	0	0	0	5
01:00	1	8	3	0	0	1	0	0	4	0	0	0	0	17
02:00	0	5	5	1	0	3	0	0	11	0	0	0	0	25
03:00	2	17	12	1	1	5	0	0	13	0	0	0	0	51
04:00	4	32	11	1	2	19	2	2	13	0	0	0	0	86
05:00	3	84	51	4	16	24	9	1	32	0	0	0	0	234
06:00	11	125	71	13	21	34	39	5	43	0	0	0	0	362
07:00	5	166	55	12	12	22	65	3	46	0	0	0	0	386
08:00	4	75	36	13	19	39	59	7	43	0	0	0	0	295
09:00	1	49	25	10	13	40	56	3	44	0	0	0	0	241
10:00	4	40	20	18	12	43	62	5	55	0	0	0	0	259
11:00	2	49	34	14	12	52	55	7	60	0	0	0	0	285
12 PM	2	72	46	11	14	24	69	10	67	0	0	0	0	315
13:00	9	69	22	14	9	39	56	5	53	0	0	0	0	276
14:00	2	46	23	7	11	23	37	7	57	0	0	0	0	213
15:00	2	32	24	9	11	15	13	5	48	0	0	0	0	159
16:00	0	33	17	1	3	8	1	2	25	0	0	0	0	90
17:00	1	30	11	3	6	3	0	0	9	0	0	0	0	63
18:00	0	20	7	3	3	1	0	1	2	0	0	0	0	37
19:00	2	12	6	2	2	4	0	0	2	0	0	0	0	30
20:00	1	9	2	0	0	1	0	0	4	0	0	0	0	17
21:00	1	14	2	1	0	1	0	0	3	0	0	0	0	22
22:00	0	8	6	0	1	0	0	0	4	0	0	0	0	19
23:00	1	4	0	0	0	1	0	0	8	0	0	0	0	14
Total	58	1011	490	138	168	402	523	63	648	0	0	0	0	3501
Percent	1.7%	28.9%	14.0%	3.9%	4.8%	11.5%	14.9%	1.8%	18.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	10:00	06:00	11:00	07:00	08:00	11:00					07:00
Vol.	11	166	71	18	21	52	65	7	60					386
PM Peak	13:00	12:00	12:00	13:00	12:00	13:00	12:00	12:00	12:00					12:00
Vol.	9	72	46	14	14	39	69	10	67					315

Tri-State Traffic Data, Inc.

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/19/16	1	3	1	1	0	1	0	0	3	0	0	0	0	10	
01:00	0	5	4	0	0	1	0	0	6	0	0	0	0	16	
02:00	4	7	5	1	0	5	0	0	7	0	0	0	0	29	
03:00	1	12	5	0	3	2	0	1	14	0	0	0	0	38	
04:00	3	32	10	2	8	24	1	2	14	0	0	0	0	96	
05:00	6	101	37	5	11	18	17	2	29	0	0	0	0	226	
06:00	6	122	61	13	15	34	53	6	42	0	0	0	0	352	
07:00	2	144	45	8	9	32	51	0	48	0	0	0	0	339	
08:00	5	74	31	9	13	43	68	3	52	0	0	0	0	298	
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	28	500	199	39	59	160	190	14	215	0	0	0	0	1404	
Percent	2.0%	35.6%	14.2%	2.8%	4.2%	11.4%	13.5%	1.0%	15.3%	0.0%	0.0%	0.0%	0.0%		
AM Peak	05:00	07:00	06:00	06:00	06:00	08:00	08:00	06:00	08:00					06:00	
Vol.	6	144	61	13	15	43	68	6	52					352	
PM Peak															
Vol.															
Grand Total	130	2894	1283	341	446	989	1092	191	1777	2	0	0	2	9147	
Percent	1.4%	31.6%	14.0%	3.7%	4.9%	10.8%	11.9%	2.1%	19.4%	0.0%	0.0%	0.0%	0.0%		

Tri-State Traffic Data, Inc.

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	0	19	9	0	5	0	2	1	2	1	0	0	0	39
13:00	0	24	9	1	6	1	1	1	5	0	0	0	0	48
14:00	0	18	7	0	2	3	1	0	0	0	0	0	0	31
15:00	1	6	3	0	0	1	1	0	0	0	0	0	0	12
16:00	0	11	4	1	2	0	0	0	0	0	0	0	0	18
17:00	0	12	3	0	0	0	0	0	1	0	0	0	0	16
18:00	0	6	1	0	0	0	0	0	1	0	0	0	0	8
19:00	0	4	2	0	1	1	0	0	0	0	0	0	0	8
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	1	7	1	0	0	1	0	0	0	0	0	0	0	10
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	113	41	2	16	7	5	2	9	1	0	0	0	198
Percent	1.0%	57.1%	20.7%	1.0%	8.1%	3.5%	2.5%	1.0%	4.5%	0.5%	0.0%	0.0%	0.0%	
AM Peak Vol														
PM Peak Vol	15:00	13:00	12:00	13:00	13:00	14:00	12:00	12:00	13:00	12:00				13:00
Vol	1	24	9	1	6	3	2	1	5	1				48

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

Site Code: Site 4
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing																	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total			
02/17/16	0	0	1	1	0	0	0	0	0	0	0	0	0	2			
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4			
03:00	1	2	0	0	1	2	0	0	0	0	0	0	0	6			
04:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14			
05:00	0	39	11	0	2	1	0	0	0	0	0	0	0	53			
06:00	2	85	32	2	6	5	5	0	1	0	0	0	0	138			
07:00	1	93	30	2	6	4	3	0	5	0	0	0	0	144			
08:00	1	45	12	1	6	7	2	0	1	0	0	0	0	75			
09:00	0	21	16	0	4	4	1	1	2	0	0	0	0	49			
10:00	0	21	9	0	2	4	1	0	1	0	0	0	0	38			
11:00	2	20	10	0	6	5	0	0	1	0	0	0	0	44			
12 PM	1	32	14	0	9	4	1	0	1	0	0	0	0	62			
13:00	0	25	4	0	4	1	2	1	0	0	0	0	0	37			
14:00	0	26	4	1	2	3	2	0	1	0	0	0	0	39			
15:00	0	7	5	0	3	2	0	0	2	0	0	0	0	19			
16:00	1	8	2	0	1	0	0	1	0	0	0	0	0	13			
17:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5			
18:00	0	7	6	0	0	1	0	0	0	0	0	0	0	14			
19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6			
20:00	1	4	0	0	0	1	0	0	0	0	0	0	0	6			
21:00	0	8	3	1	0	0	0	0	0	0	0	0	0	12			
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11			
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3			
Total	10	476	167	8	55	44	17	3	15	0	0	0	0	795			
Percent	1.3%	59.9%	21.0%	1.0%	6.9%	5.5%	2.1%	0.4%	1.9%	0.0%	0.0%	0.0%	0.0%				
AM Peak	06:00	07:00	06:00	06:00	06:00	08:00	06:00	09:00	07:00						07:00		
Vol.	2	93	32	2	6	7	5	1	5						144		
PM Peak	12:00	12:00	12:00	14:00	12:00	12:00	13:00	13:00	15:00						12:00		
Vol.	1	32	14	1	9	4	2	1	2						62		

Tri-State Traffic Data, Inc.

Tyburn Rd EB
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www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02:18/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
04:00	1	6	3	0	3	2	1	0	0	0	0	0	0	16
05:00	0	37	12	0	6	3	3	0	2	0	0	0	0	63
06:00	1	93	54	1	9	8	4	0	5	0	0	0	0	175
07:00	4	98	25	1	8	5	7	2	2	0	0	0	0	150
08:00	0	49	20	3	7	5	12	0	7	0	0	0	0	103
09:00	0	18	9	2	5	2	6	1	1	0	0	0	0	44
10:00	1	16	3	1	3	8	12	1	8	0	0	0	0	53
11:00	1	16	3	0	3	4	6	1	2	0	0	0	0	36
12 PM	0	32	14	0	10	2	3	2	1	0	0	0	0	64
13:00	4	25	14	0	5	8	4	1	3	0	0	0	0	64
14:00	0	16	9	0	2	2	2	0	4	0	0	0	0	35
15:00	1	14	3	1	4	1	3	1	2	0	0	0	0	30
16:00	0	7	2	0	3	0	0	0	1	0	0	0	0	13
17:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
18:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
19:00	1	3	1	0	1	1	0	0	0	0	0	0	0	7
20:00	1	1	2	0	0	0	0	0	0	0	0	0	0	4
21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Total	15	463	180	9	70	51	63	9	38	0	0	0	0	898
Percent	1.7%	51.6%	20.0%	1.0%	7.8%	5.7%	7.0%	1.0%	4.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	08:00	06:00	06:00	08:00	07:00	10:00					06:00
Vol.	4	98	54	3	9	8	12	2	8					175
PM Peak	13:00	12:00	12:00	15:00	12:00	13:00	13:00	12:00	14:00					12:00
Vol.	4	32	14	1	10	8	4	2	4					64

Tri-State Traffic Data, Inc.

Tyburn Rd EB
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Jamar 24303

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
04:00	1	9	1	0	0	1	1	1	0	0	0	0	0	14
05:00	2	35	17	0	4	3	2	0	1	0	0	0	0	64
06:00	3	97	43	1	8	11	6	1	5	0	0	0	0	175
07:00	4	69	26	0	7	3	4	0	5	0	0	0	0	118
08:00	2	58	14	1	6	6	8	1	2	0	0	0	0	98
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	12	276	104	2	25	25	21	3	13	0	0	0	0	481
Percent	2.5%	57.4%	21.6%	0.4%	5.2%	5.2%	4.4%	0.6%	2.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	06:00	06:00	06:00	08:00	04:00	06:00					06:00
Vol.	4	97	43	1	8	11	8	1	5					175
PM Peak														
Vol.														
Grand Total	39	1328	492	21	166	127	106	17	75	1	0	0	0	2372
Percent	1.6%	56.0%	20.7%	0.9%	7.0%	5.4%	4.5%	0.7%	3.2%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

www.TSTData.com

Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	0	30	20	8	9	29	10	3	47	0	0	0	0	156
13:00	3	30	16	13	11	42	9	7	51	0	0	0	0	182
14:00	2	56	26	10	8	38	1	4	40	0	0	0	0	185
15:00	6	84	24	9	14	29	3	6	36	1	0	0	0	212
16:00	2	112	50	4	12	17	1	6	33	0	0	0	0	237
17:00	0	127	36	1	14	1	0	4	15	0	0	0	0	198
18:00	3	45	13	0	5	3	0	4	1	0	0	0	0	74
19:00	1	24	15	0	3	2	0	2	1	0	0	0	0	48
20:00	1	12	4	0	3	1	0	1	1	0	0	0	0	23
21:00	0	12	4	1	1	0	0	0	0	0	0	0	0	18
22:00	0	25	5	0	2	0	0	0	1	0	0	0	0	33
23:00	0	17	7	0	2	0	0	0	0	0	0	0	0	26
Total	18	574	220	46	84	162	24	37	226	1	0	0	0	1392
Percent	1.3%	41.2%	15.8%	3.3%	6.0%	11.6%	1.7%	2.7%	16.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00	17:00	16:00	13:00	15:00	13:00	12:00	13:00	13:00	15:00				16:00
Vol.	6	127	50	13	14	42	10	7	51	1				237

Tri-State Traffic Data, Inc.

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

www.TSTData.com

Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/16	0	12	2	1	0	0	0	0	2	0	0	0	0	17
01:00	0	7	2	0	0	0	0	0	2	0	0	0	0	11
02:00	0	7	2	0	2	0	0	0	3	0	0	0	0	14
03:00	0	3	1	2	1	2	0	1	13	0	0	0	0	23
04:00	2	4	1	1	0	2	0	0	28	0	0	0	0	38
05:00	1	9	3	3	3	3	0	0	25	0	0	0	0	47
06:00	2	23	7	2	4	18	11	2	31	0	0	0	0	100
07:00	1	27	7	9	9	31	23	1	59	0	0	0	0	187
08:00	1	26	14	17	7	45	18	1	54	0	0	0	0	183
09:00	1	19	18	15	6	43	21	7	60	0	0	0	0	190
10:00	3	22	16	14	10	35	26	4	58	1	0	0	1	190
11:00	1	47	16	10	17	37	27	8	56	0	0	0	0	219
12 PM	3	59	26	10	11	33	28	8	67	0	0	0	0	245
13:00	1	40	22	13	14	50	18	7	60	0	0	0	0	225
14:00	3	62	40	8	2	42	7	4	48	0	0	0	0	216
15:00	4	129	49	7	21	33	8	11	50	0	0	0	0	312
16:00	4	160	55	5	16	22	6	4	37	0	0	0	0	309
17:00	4	199	49	7	13	23	7	3	35	0	0	0	0	340
18:00	0	66	17	1	5	3	1	1	6	0	0	0	0	100
19:00	1	22	12	2	0	2	0	1	2	0	0	0	0	42
20:00	0	19	3	1	1	1	0	0	2	0	0	0	0	27
21:00	0	19	3	0	2	0	0	0	2	0	0	0	0	26
22:00	0	31	5	0	1	2	0	0	2	0	0	0	0	41
23:00	0	43	7	0	1	1	0	0	2	0	0	0	0	54
Total	32	1055	377	128	146	428	201	63	704	1	0	0	1	3136
Percent	1.0%	33.6%	12.0%	4.1%	4.7%	13.6%	6.4%	2.0%	22.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	09:00	08:00	11:00	08:00	11:00	11:00	09:00	10:00			10:00	11:00
Vol.	3	47	18	17	17	45	27	8	60	1			1	219
PM Peak	15:00	17:00	16:00	13:00	15:00	13:00	12:00	15:00	12:00					17:00
Vol.	4	199	55	13	21	50	28	11	67					340

Tri-State Traffic Data, Inc.

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

www.TSTData.com

Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	12	3	0	0	0	0	0	2	0	0	0	0	17
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	1	12	2	0	1	4	0	1	4	0	0	0	0	25
03:00	1	13	6	2	1	5	0	1	20	0	0	0	0	49
04:00	0	16	7	0	1	7	1	3	27	0	0	0	0	62
05:00	0	24	6	3	4	10	0	0	23	0	0	0	0	70
06:00	4	47	22	3	13	26	14	3	29	1	0	0	0	162
07:00	3	80	31	9	17	64	25	7	63	0	0	0	0	299
08:00	1	84	34	12	35	66	18	7	61	1	0	0	0	319
09:00	8	90	38	13	33	69	20	9	63	0	0	0	0	343
10:00	7	60	27	16	24	63	15	5	66	0	0	0	0	283
11:00	3	42	23	22	14	53	33	6	53	0	0	0	0	249
12 PM	2	58	42	21	9	53	26	3	54	0	0	0	0	268
13:00	2	32	22	12	12	59	28	7	50	0	0	0	0	224
14:00	5	39	31	14	18	68	13	5	55	0	0	0	0	248
15:00	1	73	48	8	11	24	1	3	52	0	0	0	0	221
16:00	5	106	56	7	17	16	0	5	31	0	0	0	0	243
17:00	4	115	38	1	15	7	0	0	16	0	0	0	0	196
18:00	0	44	15	0	7	2	0	2	1	0	0	0	0	71
19:00	0	21	8	1	2	0	0	1	3	0	0	0	0	36
20:00	0	11	6	0	0	2	0	0	0	0	0	0	0	19
21:00	0	19	4	0	1	0	0	0	0	0	0	0	0	24
22:00	0	24	6	0	1	0	0	0	0	0	0	0	0	31
23:00	0	26	6	0	1	0	0	0	1	0	0	0	0	34
Total	47	1051	482	144	237	598	194	68	674	2	0	0	0	3497
Percent	1.3%	30.1%	13.8%	4.1%	6.8%	17.1%	5.5%	1.9%	19.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	09:00	11:00	08:00	09:00	11:00	09:00	10:00	06:00				09:00
Vol.	8	90	38	22	35	69	33	9	66	1				343
PM Peak	14:00	17:00	16:00	12:00	14:00	14:00	13:00	13:00	14:00					12:00
Vol.	5	115	56	21	18	68	28	7	55					268

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/19/16	0	8	2	0	0	0	0	0	1	0	0	0	0	11	
01:00	0	5	3	1	1	0	0	0	2	0	0	0	0	12	
02:00	1	9	2	0	0	1	0	0	7	0	0	0	0	20	
03:00	2	5	1	1	1	1	0	0	15	0	0	0	0	27	
04:00	3	1	4	2	0	3	0	0	25	0	0	0	0	38	
05:00	2	8	4	6	1	2	0	0	27	0	0	0	0	50	
06:00	1	12	8	3	4	27	21	1	42	0	0	0	0	119	
07:00	1	22	11	9	2	45	34	2	64	0	0	0	0	190	
08:00	0	40	18	23	12	68	35	2	81	0	0	0	0	279	
09:00	1	39	32	22	14	56	30	6	64	0	0	0	0	284	
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	11	149	85	67	35	203	120	11	329	0	0	0	0	1010	
Percent	1.1%	14.8%	8.4%	6.6%	3.5%	20.1%	11.9%	1.1%	32.6%	0.0%	0.0%	0.0%	0.0%		
AM Peak	04:00	08:00	09:00	08:00	09:00	08:00	08:00	09:00	08:00					08:00	
Vol.	3	40	32	23	14	68	35	6	81					279	
PM Peak															
Vol.															
Grand Total	108	2829	1164	385	502	1391	539	179	1933	4	0	0	1	9035	
Percent	1.2%	31.3%	12.9%	4.3%	5.6%	15.4%	6.0%	2.0%	21.4%	0.0%	0.0%	0.0%	0.0%		

Tri-State Traffic Data, Inc.

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

www.TSTData.com

Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	37	11	1	7	5	1	0	8	0	0	0	0	70
13:00	0	21	6	0	4	2	0	0	4	0	0	0	0	37
14:00	1	29	19	0	4	6	0	0	3	0	0	0	0	62
15:00	0	75	25	0	5	2	0	0	2	0	0	0	0	109
16:00	0	102	28	0	1	2	0	0	2	0	0	0	0	135
17:00	0	75	22	0	4	1	0	0	1	0	0	0	0	103
18:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29
19:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15
20:00	0	1	1	0	0	1	0	0	0	0	0	0	0	3
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Total	1	397	125	1	26	19	1	0	20	0	0	0	0	590
Percent	0.2%	67.3%	21.2%	0.2%	4.4%	3.2%	0.2%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	14:00	16:00	16:00	12:00	12:00	14:00	12:00		12:00					16:00
	1	102	28	1	7	6	1		8					135

Tri-State Traffic Data, Inc.

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

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Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	0	0	1	0	0	0	1	0	0	0	0	5
05:00	0	8	3	0	1	1	0	0	0	0	0	0	0	13
06:00	0	5	2	0	2	3	0	0	4	0	0	0	0	16
07:00	2	16	4	0	1	0	0	2	2	0	0	0	0	27
08:00	0	9	9	1	3	2	1	0	3	0	0	0	0	28
09:00	0	15	14	3	7	3	3	0	7	0	0	0	0	52
10:00	0	17	5	1	5	4	1	0	1	0	0	0	0	34
11:00	0	31	11	2	7	5	1	1	4	0	0	0	0	62
12 PM	1	47	17	1	9	5	1	0	3	0	0	0	0	84
13:00	0	36	10	0	1	5	1	1	4	0	0	0	0	58
14:00	0	46	27	0	4	5	0	0	8	0	0	0	0	90
15:00	0	80	21	0	2	0	0	1	0	0	0	0	0	104
16:00	0	77	30	0	5	0	0	1	1	0	0	0	0	114
17:00	1	72	18	0	7	2	0	0	1	0	0	0	0	101
18:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
19:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
22:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	17	1	0	1	0	0	0	0	0	0	0	0	19
Total	4	533	180	8	57	35	8	6	39	0	0	0	0	870
Percent	0.5%	61.3%	20.7%	0.9%	6.6%	4.0%	0.9%	0.7%	4.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	09:00	09:00	09:00	11:00	09:00	07:00	09:00					11:00
Vol.	2	31	14	3	7	5	3	2	7					62
PM Peak	12:00	15:00	16:00	12:00	12:00	12:00	12:00	13:00	14:00					16:00
Vol.	1	80	30	1	9	5	1	1	8					114

Tri-State Traffic Data, Inc.

Tyburn Rd WB
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Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	1	0	0	1	0	0	0	0	0	0	0	4
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	12	3	0	0	1	1	1	2	0	0	0	0	20
07:00	0	10	7	1	2	4	0	1	2	0	0	0	0	27
08:00	0	6	4	1	3	6	0	1	4	0	0	0	0	25
09:00	0	6	1	3	0	8	0	0	3	0	0	0	0	21
10:00	0	13	11	3	1	7	0	0	2	0	0	0	0	37
11:00	0	34	8	2	9	3	2	1	6	0	0	0	0	65
12 PM	2	54	17	2	4	8	0	0	6	0	0	0	0	93
13:00	0	29	8	0	5	6	0	0	4	0	0	0	0	52
14:00	5	57	20	1	9	6	0	0	5	0	0	0	0	103
15:00	0	87	32	0	5	2	0	0	4	0	0	0	0	130
16:00	0	108	22	0	4	2	0	0	2	0	0	0	0	138
17:00	1	117	30	0	9	3	0	1	3	0	0	0	0	164
18:00	0	30	11	0	2	0	0	0	0	0	0	0	0	43
19:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
Total	8	612	186	13	54	57	3	5	43	0	0	0	0	981
Percent	0.8%	62.4%	19.0%	1.3%	5.5%	5.8%	0.3%	0.5%	4.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00	09:00	11:00	09:00	11:00	06:00	11:00					11:00
Vol		34	11	3	9	8	2	1	6					65
PM Peak	14:00	17:00	15:00	12:00	14:00	12:00		17:00	12:00					17:00
Vol	5	117	32	2	9	8		1	6					164

Tri-State Traffic Data, Inc.

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

www.TSTData.com

Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	2	0	0	0	0	2	0	0	0	0	0	0	0	4
05:00	0	4	0	0	1	1	0	0	1	0	0	0	0	7
06:00	1	8	1	0	0	6	2	0	0	0	0	0	0	18
07:00	3	11	6	0	0	8	1	0	2	0	0	0	0	31
08:00	0	6	5	1	3	10	0	1	4	0	0	0	0	30
09:00	1	10	5	1	6	8	3	0	2	0	0	0	0	36
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	7	45	18	2	10	35	6	1	9	0	0	0	0	133
Percent	5.3%	33.8%	13.5%	1.5%	7.5%	26.3%	4.5%	0.8%	6.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	09:00	08:00	09:00	08:00	08:00					09:00
Vol.	3	11	6	1	6	10	3	1	4					36
PM Peak														
Vol.														
Grand Total	20	1587	509	24	147	146	18	12	111	0	0	0	0	2574
Percent	0.8%	61.7%	19.8%	0.9%	5.7%	5.7%	0.7%	0.5%	4.3%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	0	12	9	1	5	3	1	2	6	0	0	0	0	39
15:00	0	12	4	0	2	3	0	1	1	0	0	0	0	23
16:00	0	16	2	0	1	4	0	1	1	0	0	0	0	25
17:00	0	11	4	1	2	0	1	0	1	0	0	0	0	20
18:00	0	6	4	0	0	0	0	0	2	0	0	0	0	12
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
21:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
22:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
23:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	75	30	3	12	10	2	4	12	0	0	0	0	148
Percent	0.0%	50.7%	20.3%	2.0%	8.1%	6.8%	1.4%	2.7%	8.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		16:00	14:00	14:00	14:00	16:00	14:00	14:00	14:00					14:00
		16	9	1	5	4	1	2	6					39

Tri-State Traffic Data, Inc.

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total		
02/17/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4		
03:00	0	2	1	1	0	1	0	0	0	0	0	0	0	5		
04:00	0	10	2	0	0	1	0	0	1	0	0	0	0	14		
05:00	0	20	7	1	2	0	0	0	3	0	0	0	0	33		
06:00	1	31	24	2	13	4	0	0	1	0	0	0	0	76		
07:00	1	41	13	2	4	9	3	1	12	0	0	0	0	86		
08:00	1	20	6	1	5	11	6	0	8	0	0	0	0	58		
09:00	0	18	12	6	3	6	4	2	10	0	0	0	0	61		
10:00	1	7	6	1	7	6	3	1	10	0	0	0	0	42		
11:00	1	17	8	0	8	10	3	2	6	0	0	0	0	55		
12 PM	2	15	9	4	6	3	3	1	10	0	0	0	0	53		
13:00	0	9	9	3	2	10	3	3	10	0	0	0	0	49		
14:00	1	11	9	3	9	1	5	4	10	0	0	0	0	53		
15:00	0	14	3	1	3	3	0	0	5	0	0	0	0	29		
16:00	0	18	10	1	0	1	0	2	0	0	0	0	0	32		
17:00	0	8	7	0	2	0	0	1	0	0	0	0	0	18		
18:00	0	11	1	0	2	0	0	0	0	0	0	0	0	14		
19:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6		
20:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4		
21:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3		
22:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12		
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
Total	8	272	139	26	67	66	30	17	67	0	0	0	0	712		
Percent	1.1%	38.2%	19.5%	3.7%	9.4%	9.3%	4.2%	2.4%	12.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	07:00	06:00	09:00	06:00	08:00	08:00	09:00	07:00						07:00	
Vol.	1	41	24	6	13	11	6	2	12						86	
PM Peak	12:00	16:00	16:00	12:00	14:00	13:00	14:00	14:00	12:00						12:00	
Vol.	2	18	10	4	9	10	5	4	10						53	

Tri-State Traffic Data, Inc.

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	1	0	0	0	0	1	0	0	0	0	4
03:00	0	0	3	1	0	0	0	0	0	0	0	0	0	4
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
05:00	1	18	6	2	3	5	0	0	3	0	0	0	0	38
06:00	2	38	35	5	10	3	1	2	8	0	0	0	0	104
07:00	1	50	8	2	5	8	4	0	5	0	0	0	0	83
08:00	1	27	5	6	4	15	3	0	4	0	0	0	0	65
09:00	0	6	12	1	1	10	3	0	5	0	0	0	0	38
10:00	0	16	12	7	6	6	7	2	9	0	0	0	0	65
11:00	1	15	10	6	1	19	2	2	13	0	0	0	0	69
12 PM	1	21	12	2	8	10	5	3	7	0	0	0	0	69
13:00	3	16	13	4	5	10	2	1	7	0	0	0	0	61
14:00	0	11	8	4	5	5	0	0	8	0	0	0	0	41
15:00	0	9	10	1	8	2	1	2	5	0	0	0	0	36
16:00	0	14	4	5	1	3	0	0	2	0	0	0	0	29
17:00	0	12	8	1	2	0	0	0	2	0	0	0	0	25
18:00	0	4	3	1	0	0	0	0	0	0	0	0	0	8
19:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	3	2	1	0	0	0	0	0	0	0	0	0	6
22:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	288	159	50	57	96	28	12	79	0	0	0	0	779
Percent	1.3%	37.0%	20.4%	6.4%	7.3%	12.3%	3.6%	1.5%	10.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	10:00	06:00	11:00	10:00	06:00	11:00					06:00
Vol.	2	50	35	7	10	19	7	2	13					104
PM Peak	13:00	12:00	13:00	16:00	12:00	12:00	12:00	12:00	14:00					12:00
Vol.	3	21	13	5	8	10	5	3	8					69

Tri-State Traffic Data, Inc.

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total		
02/19/16	0	1	0	0	0	1	0	0	0	0	0	0	0	2		
01:00	0	1	0	0	0	1	0	0	1	0	0	0	0	3		
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4		
03:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4		
04:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10		
05:00	1	18	9	0	3	2	0	0	0	0	0	0	0	33		
06:00	2	47	25	2	6	8	2	0	4	0	0	0	0	96		
07:00	1	35	17	5	3	2	1	0	7	0	0	0	0	71		
08:00	1	16	9	4	3	17	2	0	4	0	0	0	0	56		
09:00	3	9	11	3	5	7	1	0	4	0	0	0	0	43		
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	8	143	72	14	21	38	6	0	20	0	0	0	0	322		
Percent	2.5%	44.4%	22.4%	4.3%	6.5%	11.8%	1.9%	0.0%	6.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	06:00	06:00	07:00	06:00	08:00	06:00		07:00					06:00		
Vol.	3	47	25	5	6	17	2		7					96		
PM Peak																
Vol.																
Grand Total	26	778	400	93	157	210	66	33	198	0	0	0	0	1961		
Percent	1.3%	39.7%	20.4%	4.7%	8.0%	10.7%	3.4%	1.7%	10.1%	0.0%	0.0%	0.0%	0.0%			

Tri-State Traffic Data, Inc.

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	0	7	9	0	2	1	1	0	0	0	0	0	0	20
15:00	0	18	9	1	4	2	0	1	3	0	0	0	0	38
16:00	0	26	13	0	4	0	0	1	0	0	0	0	0	44
17:00	1	25	12	0	1	1	0	0	0	0	0	0	0	40
18:00	1	5	3	0	1	0	0	0	0	0	0	0	0	10
19:00	0	6	0	0	1	0	0	1	0	0	0	0	0	8
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Total	2	101	52	1	13	4	1	3	3	0	0	0	0	180
Percent	1.1%	56.1%	28.9%	0.6%	7.2%	2.2%	0.6%	1.7%	1.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	17:00	16:00	16:00	15:00	15:00	15:00	14:00	15:00	15:00					16:00
Vol.	1	26	13	1	4	2	1	1	3					44

Tri-State Traffic Data, Inc.

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	2	0	0	0	0	0	1	0	0	0	0	3
05:00	0	4	2	2	4	0	0	0	2	0	0	0	0	14
06:00	1	10	8	2	1	2	4	1	2	0	0	0	0	31
07:00	0	17	11	2	5	3	1	2	1	0	0	0	0	42
08:00	2	17	10	1	4	3	5	0	5	0	0	0	0	47
09:00	0	8	9	2	4	2	1	1	1	0	0	0	0	28
10:00	1	9	3	0	3	1	5	0	3	0	0	0	0	25
11:00	1	6	9	1	7	1	1	1	3	0	0	0	0	30
12 PM	2	15	3	1	4	3	3	1	1	0	0	0	0	33
13:00	0	18	4	0	0	3	2	1	0	0	0	0	0	28
14:00	0	17	12	1	2	1	2	1	3	0	0	0	0	39
15:00	0	14	9	1	4	3	0	0	1	0	0	0	0	32
16:00	1	27	14	0	1	0	0	0	0	0	0	0	0	43
17:00	0	26	8	0	4	1	0	1	0	0	0	0	0	40
18:00	0	8	3	0	0	0	0	1	0	0	0	0	0	12
19:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Total	8	224	114	13	43	23	24	10	23	0	0	0	0	482
Percent	1.7%	46.5%	23.7%	2.7%	8.9%	4.8%	5.0%	2.1%	4.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	05:00	11:00	07:00	08:00	07:00	08:00					08:00
Vol.	2	17	11	2	7	3	5	2	5					47
PM Peak	12:00	16:00	16:00	12:00	12:00	12:00	12:00	12:00	14:00					16:00
Vol.	2	27	14	1	4	3	3	1	3					43

Tri-State Traffic Data, Inc.

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:00	1	2	0	0	0	1	0	0	0	0	0	0	0	4
02:00	0	0	2	0	0	0	0	0	1	0	0	0	0	3
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:00	2	2	3	0	1	3	0	0	1	0	0	0	0	12
06:00	2	16	10	3	1	5	2	0	0	0	0	0	0	39
07:00	1	21	9	0	5	4	3	0	1	0	0	0	0	44
08:00	2	9	10	5	6	6	0	1	6	0	0	0	0	45
09:00	0	8	2	1	2	8	1	0	2	0	0	0	0	24
10:00	0	4	4	0	3	2	3	2	5	0	0	0	0	23
11:00	1	8	3	1	1	10	2	0	4	0	0	0	0	30
12 PM	0	15	7	1	6	3	1	0	0	0	0	0	0	33
13:00	2	9	7	1	5	8	2	2	3	0	0	0	0	39
14:00	0	14	8	3	3	1	0	0	3	0	0	0	0	32
15:00	0	17	6	1	5	0	1	1	0	0	0	0	0	31
16:00	0	28	9	3	3	1	0	1	2	0	0	0	0	47
17:00	0	23	10	0	2	0	0	0	0	0	0	0	0	35
18:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
19:00	0	2	4	0	1	0	0	0	0	0	0	0	0	7
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
Total	11	212	106	19	45	52	15	7	28	0	0	0	0	495
Percent	2.2%	42.8%	21.4%	3.8%	9.1%	10.5%	3.0%	1.4%	5.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	06:00	08:00	08:00	11:00	07:00	10:00	08:00					08:00
Vol	2	21	10	5	6	10	3	2	6					45
PM Peak	13:00	16:00	17:00	14:00	12:00	13:00	13:00	13:00	13:00					16:00
Vol	2	28	10	3	6	8	2	2	3					47

Tri-State Traffic Data, Inc.

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	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
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	1	3	3	0	1	3	0	0	2	0	0	0	0	13
06:00	0	13	9	3	2	5	1	0	1	0	0	0	0	34
07:00	1	14	18	2	9	8	2	0	3	0	0	0	0	57
08:00	0	17	3	0	7	6	1	0	1	0	0	0	0	35
09:00	1	4	3	2	2	12	0	0	1	0	0	0	0	25
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	3	56	38	7	21	34	4	0	8	0	0	0	0	171
Percent	1.8%	32.7%	22.2%	4.1%	12.3%	19.9%	2.3%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	07:00	06:00	07:00	09:00	07:00		07:00					07:00
Vol.	1	17	18	3	9	12	2		3					57
PM Peak														
Vol														
Grand Total	24	593	310	40	122	113	44	20	62	0	0	0	0	1328
Percent	1.8%	44.7%	23.3%	3.0%	9.2%	8.5%	3.3%	1.5%	4.7%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd WB
 1500 ft E of New Ford Mill Rd
 Jamar 23920

www.TSTData.com

Site Code: Site 5
 Station ID: Westbound
 A-C B-D WB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	1	11	9	1	1	2	0	0	4	0	0	0	0	29
15:00	0	26	7	2	3	3	0	0	2	0	0	0	0	43
16:00	0	19	12	0	3	0	2	1	1	0	0	0	0	38
17:00	0	20	10	0	3	0	0	1	0	0	0	0	0	34
18:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
19:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
20:00	0	2	0	1	2	0	0	0	0	0	0	0	0	5
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5
Total	1	99	49	4	14	5	2	2	7	0	0	0	0	183
Percent	0.5%	54.1%	26.8%	2.2%	7.7%	2.7%	1.1%	1.1%	3.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol														
PM Peak Vol	14:00	15:00	16:00	15:00	15:00	15:00	16:00	16:00	14:00					15:00
Vol	1	26	12	2	3	3	2	1	4					43

Tri-State Traffic Data, Inc.

Tyburn Rd WB
1500 ft E of New Ford Mill Rd
Jamar 23920

www.TSTData.com

Site Code: Site 5
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/17/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	1	0	0	0	0	0	1	0	0	0	0	2	
05:00	0	2	3	0	0	2	0	1	0	0	0	0	0	8	
06:00	0	7	5	2	4	0	0	0	2	0	0	0	0	20	
07:00	1	10	2	1	2	2	0	2	9	0	0	0	0	29	
08:00	0	7	5	0	2	1	3	0	7	0	0	0	0	25	
09:00	0	10	10	1	6	4	2	0	5	0	0	0	0	38	
10:00	1	8	5	0	2	1	3	1	6	0	0	0	0	27	
11:00	0	12	8	1	3	3	3	2	9	0	0	0	0	41	
12 PM	1	13	12	0	7	1	4	2	6	0	0	0	0	46	
13:00	0	11	7	4	1	2	0	0	8	0	0	0	0	33	
14:00	0	12	11	2	4	0	0	1	9	0	0	0	0	39	
15:00	2	18	11	1	2	3	2	0	2	0	0	0	0	41	
16:00	0	20	9	3	3	1	1	1	1	0	0	0	0	39	
17:00	0	20	13	0	5	0	0	0	1	0	0	0	0	39	
18:00	0	7	2	0	3	0	0	0	1	0	0	0	0	13	
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
20:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6	
21:00	0	0	1	1	0	0	0	0	1	0	0	0	0	3	
22:00	0	5	1	1	0	0	0	0	0	0	0	0	0	7	
23:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
Total	5	175	115	17	45	20	18	10	68	0	0	0	0	473	
Percent	1.1%	37.0%	24.3%	3.6%	9.5%	4.2%	3.8%	2.1%	14.4%	0.0%	0.0%	0.0%	0.0%		
AM Peak	07:00	11:00	09:00	06:00	09:00	09:00	08:00	07:00	07:00					11:00	
Vol.	1	12	10	2	6	4	3	2	9					41	
PM Peak	15:00	16:00	17:00	13:00	12:00	15:00	12:00	12:00	14:00					12:00	
Vol.	2	20	13	4	7	3	4	2	9					46	

Tri-State Traffic Data, Inc.

Tyburn Rd WB
1500 ft E of New Ford Mill Rd
Jamar 23920

www.TSTData.com

Site Code: Site 5
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02:18:16	1	1	2	0	0	1	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	2	1	2	0	0	1	0	0	1	0	0	0	0	7
05:00	0	3	1	2	0	1	1	0	0	0	0	0	0	8
06:00	0	6	7	0	4	1	0	0	4	0	0	0	0	22
07:00	0	13	7	2	1	0	1	1	5	0	0	0	0	30
08:00	0	7	1	1	2	2	0	0	6	0	0	0	0	19
09:00	0	9	6	3	5	1	0	0	5	0	0	0	0	29
10:00	1	15	10	1	3	1	1	1	6	0	0	0	0	39
11:00	0	14	8	5	5	1	1	1	6	0	0	0	0	41
12 PM	0	23	12	3	5	4	1	1	2	0	0	0	0	51
13:00	1	13	7	4	2	5	0	0	6	0	0	0	0	38
14:00	1	10	6	3	3	4	0	0	5	0	0	0	0	32
15:00	0	12	11	2	1	1	1	0	5	0	0	0	0	33
16:00	0	21	16	2	0	1	0	1	2	0	0	0	0	43
17:00	0	18	12	0	4	0	0	0	1	0	0	0	0	35
18:00	0	9	6	0	1	1	0	0	0	0	0	0	0	17
19:00	0	3	3	2	1	0	0	0	1	0	0	0	0	10
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
Total	6	189	125	30	37	25	6	5	55	0	0	0	0	478
Percent	1.3%	39.5%	26.2%	6.3%	7.7%	5.2%	1.3%	1.0%	11.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	10:00	10:00	11:00	09:00	08:00	05:00	07:00	08:00					11:00
Vol	2	15	10	5	5	2	1	1	6					41
PM Peak	13:00	12:00	16:00	13:00	12:00	13:00	12:00	12:00	13:00					12:00
Vol	1	23	16	4	5	5	1	1	6					51

Tri-State Traffic Data, Inc.

Tyburn Rd WB
1500 ft E of New Ford Mill Rd
Jamar 23920

www.TSTData.com

Site Code: Site 5
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/19/16	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	
04:00	0	1	2	1	0	0	0	0	0	0	0	0	0	4	
05:00	0	1	1	1	1	2	0	0	0	0	0	0	0	6	
06:00	0	11	3	0	5	1	0	0	3	0	0	0	0	23	
07:00	1	11	4	1	2	1	0	0	4	0	0	0	0	24	
08:00	0	5	6	4	4	4	1	0	4	0	0	0	0	28	
09:00	0	4	7	1	4	2	0	0	3	0	0	0	0	21	
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	1	37	24	9	16	10	1	0	15	0	0	0	0	113	
Percent	0.9%	32.7%	21.2%	8.0%	14.2%	8.8%	0.9%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%		
AM Peak	07:00	06:00	09:00	08:00	06:00	08:00	08:00		07:00					08:00	
Vol.	1	11	7	4	5	4	1		4					28	
PM Peak															
Vol.															
Grand Total	13	500	313	60	112	60	27	17	145	0	0	0	0	1247	
Percent	1.0%	40.1%	25.1%	4.8%	9.0%	4.8%	2.2%	1.4%	11.6%	0.0%	0.0%	0.0%	0.0%		

Tri-State Traffic Data, Inc.

Tyburn Rd WB
1500 ft E of New Ford Mill Rd
Jamar 23920

www.TSTData.com

Site Code: Site 5
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	8	5	2	0	1	2	1	1	0	0	0	0	20
15:00	0	14	12	1	2	2	3	1	1	0	0	0	0	36
16:00	0	23	8	0	2	1	0	0	1	0	0	0	0	35
17:00	0	21	8	1	2	0	0	1	0	0	0	0	0	33
18:00	0	3	0	0	1	0	0	0	1	0	0	0	0	5
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
20:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
21:00	0	2	0	0	1	1	0	0	0	0	0	0	0	4
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	0	84	36	4	9	5	5	3	4	0	0	0	0	150
Percent	0.0%	56.0%	24.0%	2.7%	6.0%	3.3%	3.3%	2.0%	2.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		16:00	15:00	14:00	15:00	15:00	15:00	14:00	14:00					15:00
Vol.		23	12	2	2	2	3	1	1					36

Tri-State Traffic Data, Inc.

Tyburn Rd WB
1500 ft E of New Ford Mill Rd
Jamar 23920

www.TSTData.com

Site Code: Site 5
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	10	5	1	1	1	2	1	1	0	0	0	0	22
06:00	0	11	7	3	4	7	0	1	3	0	0	0	0	36
07:00	0	16	9	2	3	1	3	1	1	0	0	0	0	36
08:00	0	14	4	0	3	7	2	0	2	0	0	0	0	32
09:00	0	5	5	2	4	10	4	1	5	0	0	0	0	36
10:00	0	5	1	2	4	5	1	3	2	0	0	0	0	23
11:00	0	10	5	0	3	3	3	1	5	0	0	0	0	30
12 PM	0	13	4	0	5	1	1	2	1	0	0	0	0	27
13:00	1	14	5	3	5	2	0	2	3	0	0	0	0	35
14:00	0	15	8	3	1	1	0	0	2	0	0	0	0	30
15:00	1	16	9	0	6	2	0	1	0	0	0	0	0	35
16:00	1	21	11	0	4	1	0	2	0	0	0	0	0	40
17:00	0	19	8	0	1	0	0	0	1	0	0	0	0	29
18:00	0	6	2	0	0	0	0	0	3	0	0	0	0	11
19:00	0	5	3	1	0	0	0	0	1	0	0	0	0	10
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	0	0	0	0	0	1	0	0	0	0	0	3
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	8	1	0	2	0	0	0	0	0	0	0	0	11
Total	3	202	88	17	46	41	16	16	30	0	0	0	0	459
Percent	0.7%	44.0%	19.2%	3.7%	10.0%	8.9%	3.5%	3.5%	6.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	06:00	06:00	09:00	09:00	10:00	09:00					06:00
Vol.		16	9	3	4	10	4	3	5					36
PM Peak	13:00	16:00	16:00	13:00	15:00	13:00	12:00	12:00	13:00					16:00
Vol.	1	21	11	3	6	2	1	2	3					40

Tri-State Traffic Data, Inc.

Tyburn Rd WB
1500 ft E of New Ford Mill Rd
Jamar 23920

www.TSTData.com

Site Code: Site 5
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02:18/16	0	2	0	0	1	1	0	0	0	0	0	0	0	4
01:00	0	2	1	0	0	1	0	0	1	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	1	2	1	1	0	2	0	0	0	0	0	0	0	7
05:00	0	4	3	0	2	0	1	2	0	0	0	0	0	12
06:00	0	16	8	0	5	5	2	1	0	0	0	0	0	37
07:00	0	22	12	1	2	3	7	2	3	1	0	0	0	53
08:00	0	8	3	1	4	3	9	1	2	0	0	0	0	31
09:00	0	8	4	3	3	5	1	3	3	0	0	0	0	30
10:00	0	5	5	5	4	5	6	6	2	0	0	0	0	38
11:00	0	9	2	1	5	3	5	4	0	0	0	0	0	29
12 PM	0	12	6	4	8	3	5	3	4	0	0	0	0	45
13:00	0	10	10	1	5	3	5	3	1	0	0	0	0	38
14:00	0	13	7	0	1	3	1	0	5	0	0	0	0	30
15:00	0	19	12	0	4	0	7	3	0	0	0	0	0	45
16:00	0	24	4	0	6	1	0	3	5	0	0	0	0	43
17:00	0	18	7	1	1	1	0	0	0	0	0	0	0	28
18:00	0	13	3	1	1	0	0	0	1	0	0	0	0	19
19:00	0	7	4	1	1	0	0	0	0	0	0	0	0	13
20:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3
21:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	6	2	0	0	1	0	0	0	0	0	0	0	9
Total	1	207	95	21	55	40	49	31	27	1	0	0	0	527
Percent	0.2%	39.3%	18.0%	4.0%	10.4%	7.6%	9.3%	5.9%	5.1%	0.2%	0.0%	0.0%	0.0%	
AM Peak	04:00	07:00	07:00	10:00	06:00	06:00	08:00	10:00	07:00	07:00				07:00
Vol	1	22	12	5	5	5	9	6	3	1				53
PM Peak		16:00	15:00	12:00	12:00	12:00	15:00	12:00	14:00					12:00
Vol		24	12	4	8	3	7	3	5					45

Tri-State Traffic Data, Inc.

Tyburn Rd WB
1500 ft E of New Ford Mill Rd
Jamar 23920

www.TSTData.com

Site Code: Site 5
Station ID: Westbound
A-C B-D WB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7
04:00	0	4	1	0	0	1	0	0	1	0	0	0	0	7
05:00	0	5	3	2	0	3	3	0	0	0	0	0	0	16
06:00	0	12	10	1	4	3	4	0	1	0	0	0	0	35
07:00	1	15	14	0	1	4	4	0	0	0	0	0	0	39
08:00	1	6	3	2	2	5	9	1	2	0	0	0	0	31
09:00	0	0	4	1	9	4	7	2	0	0	0	0	0	27
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	2	47	37	7	17	20	27	3	4	0	0	0	0	164
Percent	1.2%	28.7%	22.6%	4.3%	10.4%	12.2%	16.5%	1.8%	2.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	05:00	09:00	08:00	08:00	09:00	08:00					07:00
Vol.	1	15	14	2	9	5	9	2	2					39
PM Peak														
Vol.														
Grand Total	6	540	256	49	127	106	97	53	65	1	0	0	0	1300
Percent	0.5%	41.5%	19.7%	3.8%	9.8%	8.2%	7.5%	4.1%	5.0%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd
East of Newbold
Jamar 23922

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0 0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	81	46	4	18	20	31	5	46	0	0	0	0	254
13:00	8	78	39	7	12	22	29	6	47	0	0	0	0	248
14:00	13	67	28	6	12	21	7	7	42	0	0	0	0	203
15:00	8	66	21	5	7	16	4	3	39	0	0	0	0	169
16:00	5	57	19	1	11	14	1	2	16	0	0	0	0	126
17:00	3	59	15	2	10	8	1	3	9	0	0	0	0	110
18:00	1	47	14	1	6	1	0	1	4	0	0	0	0	75
19:00	0	34	9	3	6	3	0	2	3	0	0	0	0	60
20:00	0	31	10	3	5	0	0	1	5	0	0	0	0	55
21:00	0	27	10	0	0	1	0	0	2	0	0	0	0	40
22:00	0	31	6	0	2	1	0	0	3	0	0	0	0	43
23:00	0	19	6	0	0	0	0	0	4	0	0	0	0	29
Total	41	597	223	32	89	107	73	30	220	0	0	0	0	1412
Percent	2.9%	42.3%	15.8%	2.3%	6.3%	7.6%	5.2%	2.1%	15.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	14:00	12:00	12:00	13:00	12:00	13:00	12:00	14:00	13:00					12:00
	13	81	46	7	18	22	31	7	47					254

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd
East of Newbold
Jamar 23922

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total		
02/17/16	0	11	2	0	1	2	0	0	3	0	0	0	0	19		
01:00	0	11	4	0	2	1	0	0	5	0	0	0	0	23		
02:00	0	11	4	0	1	2	1	0	8	0	0	0	0	27		
03:00	0	17	9	1	1	2	0	0	14	0	0	0	0	44		
04:00	0	32	8	3	2	17	0	0	6	0	0	0	0	68		
05:00	4	85	46	4	10	14	2	0	27	0	0	0	0	192		
06:00	5	143	71	9	21	28	19	3	48	0	0	0	0	347		
07:00	11	186	70	5	17	33	27	4	48	0	0	0	0	401		
08:00	6	143	44	8	17	35	20	4	42	0	0	0	0	319		
09:00	8	66	45	6	20	34	36	6	44	1	0	0	0	266		
10:00	8	52	35	8	13	35	31	3	54	0	0	0	0	239		
11:00	9	83	33	6	24	39	30	2	58	1	0	0	0	285		
12 PM	11	93	39	11	16	35	31	0	47	0	0	0	0	283		
13:00	11	88	45	1	17	30	28	6	48	0	0	0	0	274		
14:00	14	73	30	5	17	26	9	4	53	0	0	0	0	231		
15:00	8	69	33	3	16	18	1	4	39	0	0	0	0	191		
16:00	6	62	31	7	12	8	0	2	15	0	0	0	0	143		
17:00	5	56	18	0	4	9	0	1	5	0	0	0	0	98		
18:00	1	62	13	5	5	4	0	1	5	0	0	0	0	96		
19:00	1	35	8	3	2	2	0	1	1	0	0	0	0	53		
20:00	0	29	10	0	1	0	0	0	3	0	0	0	0	43		
21:00	0	33	5	1	3	0	0	0	6	0	0	0	0	48		
22:00	0	26	8	0	3	0	0	0	7	0	0	0	0	44		
23:00	0	15	1	0	0	0	0	0	3	0	0	0	0	19		
Total	108	1481	612	86	225	374	235	41	589	2	0	0	0	3753		
Percent	2.9%	39.5%	16.3%	2.3%	6.0%	10.0%	6.3%	1.1%	15.7%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	06:00	06:00	11:00	11:00	09:00	09:00	11:00	09:00				401		
Vol.	11	186	71	9	24	39	36	6	58	1				12:00		
PM Peak	14:00	12:00	13:00	12:00	13:00	12:00	12:00	13:00	14:00					283		
Vol.	14	93	45	11	17	35	31	6	53							

Tri-State Traffic Data, Inc.

Tyburn Rd
East of Newbold
Jamar 23922

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	4	3	0	2	0	0	0	2	0	0	0	0	11
01:00	0	10	5	0	2	0	0	0	5	0	0	0	0	22
02:00	0	11	6	0	0	3	0	0	11	0	0	0	0	31
03:00	0	23	7	0	1	3	0	0	16	0	0	0	0	50
04:00	1	26	12	0	2	17	1	2	16	0	0	0	0	77
05:00	0	84	47	4	15	17	2	1	32	0	0	0	0	202
06:00	11	139	78	14	26	29	33	5	40	0	0	0	0	375
07:00	10	209	63	8	22	27	46	2	40	0	0	0	0	427
08:00	6	146	48	8	25	42	34	3	44	0	0	0	0	356
09:00	7	74	46	6	15	33	35	4	40	0	0	0	0	260
10:00	17	78	33	8	25	41	52	3	52	0	0	0	0	309
11:00	8	75	41	11	14	47	42	7	55	0	0	0	0	300
12 PM	11	120	55	6	23	31	53	4	58	0	0	0	0	361
13:00	11	89	42	8	10	33	41	2	50	0	0	0	0	286
14:00	7	72	33	4	12	27	22	3	52	0	0	0	0	232
15:00	10	78	40	5	16	27	8	2	37	0	0	0	0	223
16:00	4	81	28	1	4	12	0	2	17	0	0	0	0	149
17:00	1	65	26	3	5	3	0	0	8	0	0	0	0	111
18:00	1	54	19	3	6	2	0	1	1	0	0	0	0	87
19:00	0	38	8	1	3	3	0	0	3	0	0	0	0	56
20:00	1	25	10	0	0	1	0	0	5	0	0	0	0	42
21:00	0	34	7	1	1	0	0	0	4	0	0	0	0	47
22:00	0	24	6	0	4	0	0	0	4	0	0	0	0	38
23:00	0	14	2	0	3	1	0	0	8	0	0	0	0	28
Total	106	1573	665	91	236	399	369	41	600	0	0	0	0	4080
Percent	2.6%	38.6%	16.3%	2.2%	5.8%	9.8%	9.0%	1.0%	14.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	06:00	06:00	06:00	11:00	10:00	11:00	11:00					07:00
Vol.	17	209	78	14	26	47	52	7	55					427
PM Peak	12:00	12:00	12:00	13:00	12:00	13:00	12:00	12:00	12:00					12:00
Vol.	11	120	55	8	23	33	53	4	58					361

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd
East of Newbold
Jamar 23922

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/19/16	1	6	2	1	2	1	0	0	3	0	0	0	0	16	
01:00	0	7	6	0	0	1	0	0	6	0	0	0	0	20	
02:00	0	11	3	0	1	1	0	0	12	0	0	0	0	28	
03:00	0	13	4	0	3	1	0	1	13	0	0	0	0	35	
04:00	0	31	7	2	10	19	0	0	18	0	0	0	0	87	
05:00	1	90	45	3	11	17	12	0	35	0	0	0	0	214	
06:00	7	149	68	9	13	32	44	5	40	1	0	0	0	368	
07:00	5	195	63	6	12	34	42	0	44	0	0	0	0	401	
08:00	5	138	48	10	22	41	42	4	50	0	0	0	0	360	
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	19	640	246	31	74	147	140	10	221	1	0	0	0	1529	
Percent	1.2%	41.9%	16.1%	2.0%	4.8%	9.6%	9.2%	0.7%	14.5%	0.1%	0.0%	0.0%	0.0%		
AM Peak	06:00	07:00	06:00	08:00	08:00	08:00	06:00	06:00	08:00	06:00				07:00	
Vol.	7	195	68	10	22	41	44	5	50	1				401	
PM Peak															
Vol.															
Grand Total	274	4291	1746	240	624	1027	817	122	1630	3	0	0	0	10774	
Percent	2.5%	39.8%	16.2%	2.2%	5.8%	9.5%	7.6%	1.1%	15.1%	0.0%	0.0%	0.0%	0.0%		

Tri-State Traffic Data, Inc.

Tyburn Rd
East of Newbold
Jamar 23922

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	1	23	16	1	7	8	7	2	6	0	0	0	0	71
13:00	3	31	12	3	7	9	10	2	1	0	0	0	0	78
14:00	12	22	9	0	3	16	2	2	2	0	0	0	0	68
15:00	6	14	3	0	5	6	0	0	2	0	0	0	0	36
16:00	4	12	4	0	2	5	0	1	0	0	0	0	0	28
17:00	2	13	5	0	2	3	0	1	1	0	0	0	0	27
18:00	1	13	2	0	0	1	0	1	1	0	0	0	0	19
19:00	0	9	1	0	0	0	0	1	1	0	0	0	0	12
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	29	154	54	4	27	48	19	10	14	0	0	0	0	359
Percent	8.1%	42.9%	15.0%	1.1%	7.5%	13.4%	5.3%	2.8%	3.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	14:00	13:00	12:00	13:00	12:00	14:00	13:00	12:00	12:00					13:00
	12	31	16	3	7	16	10	2	6					78

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd
East of Newbold
Jamar 23922

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/16	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	1	2	0	0	0	0	0	0	0	5
02:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
03:00	0	4	1	0	1	1	0	0	0	0	0	0	0	7
04:00	0	14	4	1	6	3	0	0	0	0	0	0	0	28
05:00	1	61	30	1	19	4	0	0	2	0	0	0	0	109
06:00	3	121	56	4	19	17	8	2	8	0	0	0	0	238
07:00	7	141	47	2	27	19	9	0	11	0	0	0	0	263
08:00	6	76	33	4	8	16	5	3	4	0	0	0	0	155
09:00	7	32	15	1	10	13	8	1	5	0	0	0	0	82
10:00	7	25	8	1	3	11	2	1	2	0	0	0	0	60
11:00	6	30	18	1	9	12	7	2	2	0	0	0	0	87
12 PM	10	45	30	3	9	20	4	2	5	0	0	0	0	128
13:00	9	42	16	1	12	8	7	2	3	0	0	0	0	101
14:00	9	34	11	4	5	19	3	0	5	0	0	0	0	90
15:00	5	13	9	2	4	7	0	1	2	0	0	0	0	43
16:00	5	9	6	1	5	4	0	1	0	0	0	0	0	31
17:00	4	6	2	0	4	4	0	0	0	0	0	0	0	20
18:00	1	14	7	0	2	0	0	0	0	0	0	0	0	24
19:00	0	4	2	1	1	0	0	0	0	0	0	0	0	8
20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
21:00	0	9	3	1	0	0	0	0	0	0	0	0	0	13
22:00	0	11	2	0	2	0	0	0	0	0	0	0	0	15
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	80	704	305	28	139	161	53	15	49	0	0	0	0	1534
Percent	5.2%	45.9%	19.9%	1.8%	9.1%	10.5%	3.5%	1.0%	3.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	06:00	07:00	07:00	07:00	08:00	07:00					07:00
Vol.	7	141	56	4	27	19	9	3	11					263
PM Peak	12:00	12:00	12:00	14:00	13:00	12:00	13:00	12:00	12:00					12:00
Vol.	10	45	30	4	12	20	7	2	5					128

Tri-State Traffic Data, Inc.

Tyburn Rd
East of Newbold
Jamar 23922

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	3	0	1	1	0	0	0	0	0	0	0	9
04:00	0	13	9	0	5	2	0	0	0	0	0	0	0	29
05:00	1	62	28	0	8	7	1	1	5	0	0	0	0	113
06:00	6	119	62	3	21	12	10	2	4	0	0	0	0	239
07:00	8	128	41	3	7	19	25	0	9	0	0	0	0	240
08:00	5	65	28	6	19	18	20	1	5	0	0	0	0	167
09:00	3	28	16	1	6	12	17	0	8	0	0	0	0	91
10:00	8	24	10	3	6	19	17	1	9	0	0	0	0	97
11:00	5	25	13	1	7	21	15	3	5	0	0	0	0	95
12 PM	4	48	24	0	11	15	17	3	10	0	0	0	0	132
13:00	7	41	28	4	11	15	15	2	4	0	0	0	0	127
14:00	7	25	13	5	2	7	9	2	4	0	0	0	0	74
15:00	9	13	6	0	8	13	1	1	0	0	0	0	0	51
16:00	1	11	4	0	2	7	0	1	1	0	0	0	0	27
17:00	1	8	4	0	5	1	0	0	1	0	0	0	0	20
18:00	1	7	1	0	0	1	0	1	0	0	0	0	0	11
19:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Total	66	650	298	26	121	170	147	18	65	0	0	0	0	1561
Percent	4.2%	41.6%	19.1%	1.7%	7.8%	10.9%	9.4%	1.2%	4.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	08:00	06:00	11:00	07:00	11:00	07:00					07:00
Vol.	8	128	62	6	21	21	25	3	9					240
PM Peak	15:00	12:00	13:00	14:00	12:00	12:00	12:00	12:00	12:00					12:00
Vol.	9	48	28	5	11	15	17	3	10					132

Tri-State Traffic Data, Inc.

Tyburn Rd
East of Newbold
Jamar 23922

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	5	0	0	1	0	0	1	0	0	0	0	12
04:00	0	14	3	0	2	4	0	0	0	0	0	0	0	23
05:00	0	52	24	0	5	0	0	0	1	0	0	0	0	82
06:00	7	109	59	3	15	18	14	0	9	0	0	0	0	234
07:00	5	103	43	1	16	20	15	0	5	0	0	0	0	208
08:00	3	77	28	3	11	18	15	1	4	0	0	0	0	160
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	15	366	163	7	49	61	44	1	20	0	0	0	0	726
Percent	2.1%	50.4%	22.5%	1.0%	6.7%	8.4%	6.1%	0.1%	2.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	06:00	06:00	07:00	07:00	07:00	08:00	06:00					06:00
Vol.	7	109	59	3	16	20	15	1	9					234
PM Peak														
Vol.														
Grand Total	190	1874	820	65	336	440	263	44	148	0	0	0	0	4180
Percent	4.5%	44.8%	19.6%	1.6%	8.0%	10.5%	6.3%	1.1%	3.5%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd WB
East of Newbold
Jamar 24320

www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	3	70	23	16	8	45	6	6	45	0	0	0	0	222
14:00	5	90	42	11	19	39	1	2	42	0	0	0	0	251
15:00	6	145	50	8	16	34	3	5	30	1	0	0	0	298
16:00	6	168	69	5	19	18	2	4	30	0	0	0	0	321
17:00	1	181	55	1	18	5	0	2	14	0	0	0	0	277
18:00	2	68	25	0	6	1	0	2	3	0	0	0	0	107
19:00	1	48	20	0	11	4	0	2	1	0	0	0	0	87
20:00	0	40	7	0	7	0	0	1	1	0	0	0	0	56
21:00	0	33	7	1	1	0	0	1	1	0	0	0	0	44
22:00	1	39	8	0	2	1	0	0	1	0	0	0	0	52
23:00	0	23	8	0	1	1	0	0	0	0	0	0	0	33
Total	25	905	314	42	108	148	12	25	168	1	0	0	0	1748
Percent	1.4%	51.8%	18.0%	2.4%	6.2%	8.5%	0.7%	1.4%	9.6%	0.1%	0.0%	0.0%	0.0%	

AM Peak

Vol	15:00	17:00	16:00	13:00	14:00	13:00	13:00	13:00	13:00	15:00	16:00
Vol	6	181	69	16	19	45	6	6	45	1	321

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd WB
East of Newbold
Jamar 24320

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/17/16	0	15	4	1	1	0	0	0	2	0	0	0	0	23	
01:00	0	7	4	0	0	0	0	0	1	0	0	0	0	12	
02:00	0	9	4	0	2	1	0	0	5	0	0	0	0	21	
03:00	0	13	4	1	1	3	0	0	14	0	0	0	0	36	
04:00	2	27	5	1	1	4	0	0	26	0	0	0	0	66	
05:00	0	35	10	3	7	5	0	0	20	0	0	0	0	80	
06:00	1	69	14	2	8	19	4	2	30	0	0	0	0	149	
07:00	3	58	25	12	14	25	14	2	52	0	0	0	0	203	
08:00	4	50	17	17	14	42	13	3	53	0	0	0	0	213	
09:00	1	57	34	16	11	40	14	2	56	0	0	0	0	231	
10:00	5	50	37	14	14	30	18	3	55	1	0	0	0	227	
11:00	4	91	31	16	29	30	20	4	55	0	0	0	0	280	
12 PM	6	99	37	11	17	32	22	7	63	0	0	0	0	294	
13:00	3	86	39	25	23	41	16	3	57	0	0	0	0	293	
14:00	3	107	58	10	16	33	4	5	41	1	0	0	0	278	
15:00	8	143	62	9	26	25	3	7	38	0	0	0	0	319	
16:00	5	179	73	4	22	12	1	0	27	0	0	0	0	323	
17:00	3	183	65	5	18	9	0	3	20	0	0	0	0	306	
18:00	1	85	22	1	10	0	0	0	5	0	0	0	0	124	
19:00	1	97	20	2	3	3	0	0	1	0	0	0	0	67	
20:00	0	34	6	1	4	1	0	0	0	0	0	0	0	46	
21:00	0	31	6	0	5	0	0	0	1	0	0	0	0	43	
22:00	0	30	7	0	6	0	0	0	0	0	0	0	0	43	
23:00	0	39	12	0	3	0	0	0	1	0	0	0	0	55	
Total	50	1532	596	151	255	355	129	41	621	2	0	0	0	3732	
Percent	1.3%	41.1%	16.0%	4.0%	6.8%	9.5%	3.5%	1.1%	16.6%	0.1%	0.0%	0.0%	0.0%		
AM Peak	10:00	11:00	10:00	08:00	11:00	08:00	11:00	11:00	09:00	10:00				11:00	
Vol.	5	91	37	17	29	42	20	4	56	1				280	
PM Peak	15:00	17:00	16:00	13:00	15:00	13:00	12:00	12:00	12:00	14:00				16:00	
Vol.	8	183	73	25	26	41	22	7	63	1				323	

Tri-State Traffic Data, Inc.

Tyburn Rd WB
East of Newbold
Jamar 24320

www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C-B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	1	10	4	0	0	1	0	0	0	0	0	0	0	16
01:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	2	0	0	2	0	0	5	0	0	0	0	17
03:00	1	19	7	1	1	4	0	0	19	0	0	0	0	52
04:00	1	22	5	1	2	2	0	0	31	0	0	0	0	64
05:00	2	27	11	6	6	3	0	1	24	0	0	0	0	80
06:00	2	58	20	3	8	15	13	0	32	0	0	1	0	152
07:00	4	58	24	18	11	46	15	0	55	1	0	0	0	232
08:00	3	44	25	21	17	38	17	1	52	1	0	0	0	219
09:00	5	57	26	19	19	45	23	5	49	0	0	0	0	248
10:00	5	50	27	16	17	50	13	1	59	0	0	0	0	238
11:00	3	88	36	19	15	42	28	3	49	0	0	0	0	283
12 PM	4	104	50	14	12	45	23	3	57	0	0	0	0	312
13:00	1	72	38	10	19	53	17	6	47	0	0	0	0	263
14:00	5	92	48	11	19	59	12	5	54	0	0	0	0	305
15:00	5	144	66	9	18	24	0	4	47	0	0	0	0	317
16:00	4	174	63	3	24	20	0	3	31	0	0	0	0	322
17:00	2	208	57	0	20	6	0	1	18	0	0	0	0	312
18:00	0	92	22	0	11	3	0	1	2	0	0	0	0	131
19:00	0	39	17	1	3	0	0	1	3	0	0	0	0	64
20:00	0	30	7	0	1	1	0	0	1	0	0	0	0	40
21:00	0	40	9	0	5	0	0	0	0	0	0	0	0	54
22:00	0	33	7	0	5	0	0	0	0	0	0	0	0	45
23:00	0	36	10	0	2	0	0	0	1	0	0	0	0	49
Total	48	1508	585	152	235	459	161	35	636	2	0	1	0	3822
Percent	1.3%	39.5%	15.3%	4.0%	6.1%	12.0%	4.2%	0.9%	16.6%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	08:00	09:00	10:00	11:00	09:00	10:00	07:00		06:00		11:00
Vol	5	88	36	21	19	50	28	5	59	1		1		283
PM Peak	14:00	17:00	15:00	12:00	16:00	14:00	12:00	13:00	12:00					16:00
Vol	5	208	66	14	24	59	23	6	57					322

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd WB
East of Newbold
Jamar 24320

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/19/16	1	15	2	0	1	1	0	0	0	0	0	0	0	20	
01:00	0	9	5	1	1	0	0	0	2	0	0	0	0	18	
02:00	0	9	4	0	0	1	0	0	7	0	0	0	0	21	
03:00	0	14	2	1	2	0	0	0	18	0	0	0	0	37	
04:00	0	20	10	1	0	1	0	0	25	0	0	0	0	57	
05:00	0	23	14	3	4	1	0	0	27	0	0	0	0	72	
06:00	2	59	16	3	6	19	20	0	36	0	0	1	0	162	
07:00	1	47	23	6	11	35	26	1	54	0	0	0	0	204	
08:00	2	45	21	19	19	57	25	1	58	0	0	0	0	247	
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	6	241	97	34	44	115	71	2	227	0	0	1	0	838	
Percent	0.7%	28.8%	11.6%	4.1%	5.3%	13.7%	8.5%	0.2%	27.1%	0.0%	0.0%	0.1%	0.0%		
AM Peak	06:00	06:00	07:00	08:00	08:00	08:00	07:00	07:00	08:00			06:00		08:00	
Vol.	2	59	23	19	19	57	26	1	58			1		247	
PM Peak															
Vol.															
Grand Total	129	4186	1592	379	642	1077	373	103	1652	5	0	2	0	10140	
Percent	1.3%	41.3%	15.7%	3.7%	6.3%	10.6%	3.7%	1.0%	16.3%	0.0%	0.0%	0.0%	0.0%		

Tri-State Traffic Data, Inc.

Tyburn Rd WB
East of Newbold
Jamar 24320

www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	2	25	10	0	8	2	1	0	3	0	0	0	0	51
14:00	1	42	26	1	9	14	0	1	3	0	0	0	0	97
15:00	3	80	29	1	12	4	0	0	2	0	0	0	0	131
16:00	1	116	39	0	14	4	0	0	2	0	0	0	0	176
17:00	0	111	29	0	7	2	0	0	1	0	0	0	0	150
18:00	1	32	9	0	2	0	0	1	0	0	0	0	0	45
19:00	0	14	3	0	5	0	0	0	0	0	0	0	0	22
20:00	2	6	1	0	0	0	0	0	0	0	0	0	0	9
21:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
22:00	1	13	1	0	0	1	0	0	0	0	0	0	0	16
23:00	0	15	1	0	2	0	0	0	0	0	0	0	0	18
Total	11	459	149	2	60	27	1	2	11	0	0	0	0	722
Percent	1.5%	63.6%	20.6%	0.3%	8.3%	3.7%	0.1%	0.3%	1.5%	0.0%	0.0%	0.0%	0.0%	

AM Peak

Vol.														
PM Peak	15:00	16:00	16:00	14:00	16:00	14:00	13:00	14:00	13:00					16:00
Vol.	3	116	39	1	14	14	1	1	3					176

Tri-State Traffic Data, Inc.

Tyburn Rd WB
East of Newbold
Jamar 24320

www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/16	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	2	2	2	1	1	2	0	0	0	0	0	0	0	10
05:00	2	10	3	0	2	0	0	0	0	0	0	0	0	17
06:00	0	11	9	0	3	1	0	0	2	0	0	0	0	26
07:00	0	17	6	0	2	0	0	2	4	0	0	0	0	31
08:00	4	10	9	2	3	4	1	0	4	0	0	0	0	37
09:00	0	14	11	2	8	2	5	0	8	0	0	0	0	50
10:00	2	23	6	1	7	3	1	1	1	0	0	0	0	45
11:00	1	24	18	3	7	4	1	1	3	0	0	0	0	62
12 PM	2	45	14	1	10	11	0	1	2	0	0	0	0	86
13:00	2	37	7	2	3	7	0	0	1	0	0	0	0	59
14:00	1	46	24	2	12	9	1	0	5	0	0	0	0	100
15:00	4	92	30	1	17	5	0	0	6	0	0	0	0	155
16:00	1	100	43	0	15	2	0	1	4	0	0	0	0	166
17:00	1	111	41	1	11	2	0	0	0	0	0	0	0	167
18:00	0	31	7	0	3	0	0	0	0	0	0	0	0	41
19:00	0	16	8	0	2	0	0	0	0	0	0	0	0	26
20:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
21:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
22:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
23:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23
Total	22	645	246	16	108	52	9	6	40	0	0	0	0	1144
Percent	1.9%	56.4%	21.5%	1.4%	9.4%	4.5%	0.8%	0.5%	3.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	11:00	09:00	08:00	09:00	07:00	09:00					11:00
Vol.	4	24	18	3	8	4	5	2	8					62
PM Peak	15:00	17:00	16:00	13:00	15:00	12:00	14:00	12:00	15:00					17:00
Vol.	4	111	43	2	17	11	1	1	6					167

Tri-State Traffic Data, Inc.

Tyburn Rd WB
East of Newbold
Jamar 24320

www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	1	4	1	0	0	1	0	0	0	0	0	0	0	7
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	1	4	0	0	0	0	0	0	1	0	0	0	0	6
05:00	1	5	2	0	1	1	0	0	0	0	0	0	0	10
06:00	1	14	4	0	0	4	0	0	1	0	0	0	0	24
07:00	2	14	9	1	5	3	2	2	3	0	0	0	0	41
08:00	3	10	7	3	5	12	0	1	6	0	0	0	0	47
09:00	1	11	3	1	2	8	0	0	4	0	0	0	0	30
10:00	2	13	11	2	2	7	0	0	2	0	0	0	0	39
11:00	3	33	15	3	10	6	2	0	6	0	0	0	0	78
12 PM	3	50	23	3	7	7	2	0	3	0	0	0	0	98
13:00	0	35	14	4	8	9	1	1	4	0	0	0	0	76
14:00	1	61	29	1	13	6	0	0	6	0	0	0	0	117
15:00	0	99	46	1	10	6	0	0	5	0	0	0	0	167
16:00	1	134	46	0	11	3	0	0	5	0	0	0	0	200
17:00	0	115	43	0	16	2	0	0	2	0	0	0	0	178
18:00	0	30	14	0	4	0	0	0	0	0	0	0	0	48
19:00	0	14	4	0	2	0	0	0	0	0	0	0	0	20
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
Total	20	684	281	19	97	75	7	4	48	0	0	0	0	1235
Percent	1.6%	55.4%	22.8%	1.5%	7.9%	6.1%	0.6%	0.3%	3.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	08:00	11:00	08:00	07:00	07:00	08:00					11:00
Vol.	3	33	15	3	10	12	2	2	6					78
PM Peak	12:00	16:00	15:00	13:00	17:00	13:00	12:00	13:00	14:00					16:00
Vol.	3	134	46	4	16	9	2	1	6					200

Tri-State Traffic Data, Inc.

Tyburn Rd WB
East of Newbold
Jamar 24320

www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	2	1	0	0	1	0	0	0	0	0	0	0	4
05:00	0	4	5	0	0	0	0	1	0	0	0	0	0	10
06:00	1	12	6	1	1	5	0	1	2	0	0	0	0	29
07:00	2	16	8	0	4	4	2	0	3	0	0	0	0	39
08:00	2	11	9	2	6	8	3	0	7	0	0	0	0	48
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	5	53	32	3	11	18	5	2	12	0	0	0	0	141
Percent	3.5%	37.6%	22.7%	2.1%	7.8%	12.8%	3.5%	1.4%	8.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	08:00	08:00	08:00	08:00	05:00	08:00					08:00
Vol.	2	16	9	2	6	8	3	1	7					48
PM Peak														
Vol.														
Grand Total	58	1841	708	40	276	172	22	14	111	0	0	0	0	3242
Percent	1.8%	56.8%	21.8%	1.2%	8.5%	5.3%	0.7%	0.4%	3.4%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	4	43	19	8	12	23	16	5	39	0	0	0	0	169
11:00	8	42	16	6	15	26	23	3	43	0	0	0	0	182
12 PM	9	59	28	6	15	18	20	5	34	0	0	0	0	194
13:00	12	70	29	5	13	30	20	3	40	0	0	0	0	222
14:00	12	81	23	4	6	26	6	3	26	0	0	0	0	187
15:00	11	78	22	2	6	22	4	2	28	0	0	0	0	173
16:00	3	68	21	1	3	11	1	1	10	0	0	0	0	119
17:00	3	74	18	2	7	6	0	0	8	0	0	0	0	118
18:00	2	72	8	0	5	2	0	0	2	0	0	0	0	91
19:00	3	46	9	3	3	8	0	1	2	0	0	0	0	75
20:00	4	39	9	3	2	3	0	1	3	0	0	0	0	64
21:00	1	39	10	0	1	2	0	0	2	0	0	0	0	55
22:00	1	28	4	0	1	2	0	0	2	0	0	0	0	38
23:00	1	14	3	0	1	1	0	0	3	0	0	0	0	23
Total	74	751	219	40	90	180	90	24	242	0	0	0	0	1710
Percent	4.3%	43.9%	12.8%	2.3%	5.3%	10.5%	5.3%	1.4%	14.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00	10:00	11:00	11:00	11:00	10:00	11:00					11:00
Vol	8	43	19	8	15	26	23	5	43					182
PM Peak	13:00	14:00	13:00	12:00	12:00	13:00	12:00	12:00	13:00					13:00
Vol	12	81	29	6	15	30	20	5	40					222

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/17/16	3	12	2	0	0	5	0	0	0	0	0	0	0	22	
01:00	2	7	2	0	1	2	0	0	3	0	0	0	0	17	
02:00	2	16	3	0	1	4	1	0	7	0	0	0	0	34	
03:00	3	20	7	1	1	2	0	0	11	0	0	0	0	45	
04:00	2	23	8	2	3	12	0	1	4	0	0	0	0	55	
05:00	13	63	26	3	7	26	3	0	18	0	0	0	0	159	
06:00	23	101	51	10	18	40	16	3	37	0	0	0	0	299	
07:00	20	130	38	4	16	35	19	4	38	0	0	0	0	302	
08:00	21	109	23	7	13	43	17	4	23	0	0	0	0	260	
09:00	11	57	27	5	7	27	26	2	36	0	0	0	0	199	
10:00	8	49	17	6	7	25	23	2	44	0	0	0	0	181	
11:00	10	57	28	7	10	32	24	2	43	1	0	0	0	214	
12 PM	12	46	25	4	12	19	19	0	22	0	0	0	0	159	
13:00	7	36	12	2	8	17	12	2	16	0	0	0	0	112	
14:00	9	63	22	6	14	18	5	1	45	0	0	0	0	183	
15:00	11	79	36	4	9	20	1	2	28	0	0	0	0	190	
16:00	8	69	31	3	8	11	0	2	6	0	0	0	0	138	
17:00	2	67	23	0	5	3	0	0	1	0	0	0	0	101	
18:00	2	52	15	4	2	6	0	1	4	0	0	0	0	86	
19:00	1	47	12	1	1	3	0	1	2	0	0	0	0	68	
20:00	2	37	9	1	1	3	0	0	1	0	0	0	0	54	
21:00	5	37	7	0	3	5	0	0	1	0	0	0	0	58	
22:00	4	27	8	0	0	4	0	0	1	0	0	0	0	44	
23:00	1	19	4	1	0	1	0	0	1	0	0	0	0	27	
Total	182	1223	434	71	147	363	166	27	392	1	0	0	0	3006	
Percent	6.1%	40.7%	14.4%	2.4%	4.9%	12.1%	5.5%	0.9%	13.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	06:00	07:00	06:00	06:00	06:00	08:00	09:00	07:00	10:00	11:00				07:00	
Vol.	23	130	51	10	18	43	26	4	44	1				302	
PM Peak	12:00	15:00	15:00	14:00	14:00	15:00	12:00	13:00	14:00					15:00	
Vol.	12	79	36	6	14	20	19	2	45					190	

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	1	7	3	0	0	1	0	0	1	0	0	0	0	13
01:00	2	11	2	0	1	2	0	0	3	0	0	0	0	21
02:00	1	7	7	0	0	4	0	0	10	0	0	0	0	29
03:00	5	19	6	1	2	6	0	0	9	0	0	0	0	48
04:00	6	24	6	0	2	19	1	1	13	0	0	0	0	72
05:00	17	62	28	5	9	29	4	1	20	0	0	0	0	175
06:00	20	103	43	9	20	29	32	5	30	0	0	0	0	291
07:00	27	130	37	8	18	37	38	0	23	0	0	0	0	318
08:00	21	91	36	11	21	29	29	1	28	0	0	0	0	267
09:00	10	57	26	9	10	33	39	3	25	0	0	0	0	212
10:00	10	45	24	13	10	30	38	1	39	0	0	0	0	210
11:00	12	53	18	9	8	45	30	6	44	1	0	0	0	226
12 PM	14	84	33	3	14	19	34	5	50	0	0	0	0	256
13:00	17	79	25	8	9	35	32	2	34	0	0	0	0	241
14:00	12	77	20	5	8	25	23	3	40	1	0	0	0	214
15:00	13	69	33	3	12	27	8	0	30	0	0	0	0	195
16:00	12	90	21	0	5	17	0	2	8	0	0	0	0	155
17:00	1	58	17	1	4	3	0	0	4	0	0	0	0	88
18:00	2	56	17	3	2	4	0	0	1	0	0	0	0	85
19:00	3	45	9	0	4	5	0	0	2	0	0	0	0	68
20:00	3	49	7	0	0	3	0	0	3	0	0	0	0	65
21:00	4	44	10	1	1	4	0	0	1	0	0	0	0	65
22:00	1	22	9	0	1	2	0	0	2	0	0	0	0	37
23:00	1	12	3	0	0	1	0	0	8	0	0	0	0	25
Total	215	1294	440	89	161	409	308	30	428	2	0	0	0	3376
Percent	6.4%	38.3%	13.0%	2.6%	4.8%	12.1%	9.1%	0.9%	12.7%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	10:00	08:00	11:00	09:00	11:00	11:00	11:00				07:00
Vol.	27	130	43	13	21	45	39	6	44	1				318
PM Peak	13:00	16:00	12:00	13:00	12:00	13:00	12:00	12:00	12:00	14:00				12:00
Vol.	17	90	33	8	14	35	34	5	50	1				256

Tri-State Traffic Data, Inc.

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Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total		
02/19/16	2	12	2	1	0	1	0	0	2	0	0	0	0	20		
01:00	2	6	3	0	2	3	0	0	6	0	0	0	0	22		
02:00	1	10	2	0	0	2	0	0	11	0	0	0	0	26		
03:00	1	10	3	0	3	1	0	1	13	0	0	0	0	32		
04:00	10	27	4	1	6	18	1	0	7	0	0	0	0	74		
05:00	18	48	25	4	5	25	11	0	22	0	0	0	0	162		
06:00	21	103	35	8	12	33	42	4	23	0	0	0	0	281		
07:00	24	121	38	4	14	37	30	1	23	0	0	0	0	292		
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	79	338	115	18	42	120	84	6	107	0	0	0	0	909		
Percent	8.7%	37.2%	12.7%	2.0%	4.6%	13.2%	9.2%	0.7%	11.8%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	06:00	07:00	07:00	08:00	06:00	06:00					07:00		
Vol.	24	121	38	8	14	37	42	4	23					292		
PM Peak																
Vol.																
Grand Total	550	3606	1208	218	440	1072	648	87	1169	3	0	0	0	9001		
Percent	6.1%	40.1%	13.4%	2.4%	4.9%	11.9%	7.2%	1.0%	13.0%	0.0%	0.0%	0.0%	0.0%			

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	1	24	14	0	7	1	6	0	1	0	0	0	0	54
11:00	1	26	12	1	5	6	2	1	0	0	0	0	0	54
12 PM	3	33	15	0	6	6	3	0	2	0	0	0	0	68
13:00	2	40	9	1	5	1	3	0	2	0	0	0	0	63
14:00	4	28	12	0	4	8	2	0	3	0	0	0	0	61
15:00	1	23	5	1	1	4	0	0	0	0	0	0	0	35
16:00	1	18	5	1	3	2	0	0	0	0	0	0	0	30
17:00	0	22	0	0	0	1	0	0	0	0	0	0	0	23
18:00	2	13	5	0	2	3	0	0	0	0	0	0	0	25
19:00	0	16	5	0	1	3	0	0	0	0	0	0	0	25
20:00	0	9	4	1	0	0	0	0	0	0	0	0	0	14
21:00	1	7	1	0	1	1	0	0	0	0	0	0	0	11
22:00	0	9	1	0	0	1	0	0	0	0	0	0	0	11
23:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
Total	16	271	90	5	36	37	16	1	8	0	0	0	0	480
Percent	3.3%	56.5%	18.8%	1.0%	7.5%	7.7%	3.3%	0.2%	1.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	11:00	10:00	11:00	10:00	11:00	10:00					10:00
Vol.	1	26	14	1	7	6	6	1	1					54
PM Peak	14:00	13:00	12:00	13:00	12:00	14:00	12:00		14:00					12:00
Vol.	4	40	15	1	6	8	3		3					68

Tri-State Traffic Data, Inc.

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Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/16	0	1	0	0	0	1	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	1	0	0	1	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	3	0	0	1	0	0	0	0	0	0	0	0	7
04:00	0	17	3	0	3	1	0	0	0	0	0	0	0	24
05:00	0	48	29	0	5	2	0	0	0	0	0	0	0	85
06:00	5	113	39	2	6	8	3	1	3	0	0	0	0	180
07:00	6	138	48	2	7	8	4	0	0	0	0	0	0	213
08:00	1	77	17	3	7	5	1	0	0	0	0	0	0	111
09:00	1	34	15	1	5	6	4	0	3	0	0	0	0	69
10:00	2	25	13	0	5	6	5	0	0	0	0	0	0	56
11:00	3	38	19	3	7	9	2	1	4	0	0	0	0	87
12 PM	2	65	25	5	10	10	11	0	20	0	0	0	0	148
13:00	12	82	25	1	8	24	16	5	17	0	0	0	0	190
14:00	3	31	10	1	5	6	4	0	1	0	0	0	0	61
15:00	0	27	13	0	5	4	0	0	1	0	0	0	0	50
16:00	1	25	10	2	2	1	0	0	1	0	0	0	0	42
17:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
18:00	1	17	3	1	2	2	0	0	0	0	0	0	0	26
19:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
20:00	2	8	3	1	0	1	0	0	0	0	0	0	0	15
21:00	0	12	4	2	1	0	0	0	0	0	0	0	0	19
22:00	0	11	3	0	0	0	0	0	2	0	0	0	0	16
23:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Total	42	805	284	24	81	95	50	7	53	0	0	0	0	1441
Percent	2.9%	55.9%	19.7%	1.7%	5.6%	6.6%	3.5%	0.5%	3.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	07:00	11:00	10:00	06:00	11:00					07:00
Vol.	6	138	48	3	7	9	5	1	4					213
PM Peak	13:00	13:00	12:00	12:00	12:00	13:00	13:00	13:00	12:00					13:00
Vol.	12	82	25	5	10	24	16	5	20					190

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	1	7	0	0	1	1	0	0	1	0	0	0	0	11
04:00	0	15	5	0	3	4	0	1	0	0	0	0	0	28
05:00	2	47	25	1	3	5	0	0	2	0	0	0	0	85
06:00	3	106	48	4	12	8	1	0	0	0	0	0	0	182
07:00	5	146	46	2	3	7	4	1	2	0	0	0	0	216
08:00	1	80	15	2	8	5	3	1	0	0	0	0	0	115
09:00	2	37	12	2	3	7	2	1	1	0	0	0	0	67
10:00	2	44	11	2	4	11	5	1	3	0	0	0	0	83
11:00	6	25	11	0	3	7	5	1	3	0	0	0	0	61
12 PM	6	50	14	2	6	10	3	0	4	0	0	0	0	95
13:00	4	48	20	0	10	5	3	0	0	0	0	0	0	90
14:00	0	29	11	0	2	0	1	0	2	0	0	0	0	45
15:00	4	29	11	0	8	9	1	0	0	0	0	0	0	60
16:00	1	24	7	0	0	3	0	0	0	0	0	0	0	35
17:00	0	16	5	1	2	0	0	0	0	0	0	0	0	24
18:00	2	14	5	0	0	2	0	0	0	0	0	0	0	23
19:00	1	8	0	0	0	1	0	0	0	0	0	0	0	10
20:00	0	12	4	0	1	0	0	0	0	0	0	0	0	17
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:00	0	8	5	0	0	1	0	0	0	0	0	0	0	14
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	40	762	258	16	68	86	28	6	18	0	0	0	0	1282
Percent	3.1%	59.4%	20.1%	1.2%	5.3%	6.7%	2.2%	0.5%	1.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	06:00	06:00	06:00	10:00	10:00	04:00	10:00					07:00
Vol.	6	146	48	4	12	11	5	1	3					216
PM Peak	12:00	12:00	13:00	12:00	13:00	12:00	12:00		12:00					12:00
Vol.	6	50	20	2	10	10	3		4					95

Tri-State Traffic Data, Inc.

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Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	2	0	0	0	1	0	0	0	0	0	0	0	3
01:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	1	7	2	0	0	0	0	0	1	0	0	0	0	11
04:00	1	19	2	0	1	3	0	0	1	0	0	0	0	27
05:00	1	58	25	2	2	2	2	0	0	0	0	0	0	83
06:00	3	102	55	1	3	9	4	0	2	0	0	0	0	179
07:00	3	111	40	3	10	9	5	0	2	0	0	0	0	183
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	9	305	125	6	16	25	11	0	6	0	0	0	0	503
Percent	1.8%	60.6%	24.9%	1.2%	3.2%	5.0%	2.2%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	07:00	07:00	06:00	07:00		06:00					07:00
Vol.	3	111	55	3	10	9	5		2					183
PM Peak														
Vol.														
Grand Total	107	2143	757	51	201	243	105	14	85	0	0	0	0	3706
Percent	2.9%	57.8%	20.4%	1.4%	5.4%	6.6%	2.8%	0.4%	2.3%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	8	50	20	12	18	41	8	5	35	0	0	0	0	3	200
12 PM	6	52	16	12	13	33	13	4	63	0	0	0	0	3	215
13:00	7	41	15	13	9	41	4	2	46	0	0	0	0	2	181
14:00	7	64	37	10	14	45	1	3	40	0	0	0	0	0	221
15:00	8	115	29	9	19	27	3	4	32	1	0	0	0	0	247
16:00	8	151	42	6	15	19	2	3	28	0	0	0	0	5	279
17:00	10	137	40	1	15	11	0	3	11	0	0	0	0	1	229
18:00	6	67	24	0	3	6	0	6	3	0	0	0	0	1	116
19:00	1	47	16	0	7	4	0	4	3	0	0	0	0	0	82
20:00	0	31	8	0	5	1	0	1	1	0	0	0	0	0	47
21:00	1	14	5	0	1	1	0	0	2	0	0	0	0	0	24
22:00	0	30	4	0	3	0	0	0	1	0	0	0	0	0	38
23:00	0	22	4	0	3	0	0	0	0	0	0	0	0	0	29
Total	62	821	261	63	125	229	31	35	265	1	0	0	0	15	1908
Percent	3.2%	43.0%	13.7%	3.3%	6.6%	12.0%	1.6%	1.8%	13.9%	0.1%	0.0%	0.0%	0.0%	0.8%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00					11:00	11:00
Vol.	8	50	20	12	18	41	8	5	35					3	200
PM Peak	17:00	16:00	16:00	13:00	15:00	14:00	12:00	18:00	12:00	15:00				16:00	16:00
Vol.	10	151	42	13	19	45	13	6	63	1				5	279

Tri-State Traffic Data, Inc.

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Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
02/17/16	2	8	2	1	2	1	0	0	3	0	0	0	0	0	19
01:00	1	10	2	0	3	1	0	0	1	0	0	0	0	0	18
02:00	0	7	3	1	1	1	0	0	5	0	0	0	0	0	18
03:00	0	13	3	1	0	4	0	0	16	0	0	0	0	0	37
04:00	3	13	1	1	1	2	0	1	24	0	0	0	0	6	52
05:00	4	9	6	3	5	4	0	0	24	0	0	0	0	0	56
06:00	3	41	21	1	5	15	4	1	29	0	0	0	0	2	122
07:00	5	38	13	14	11	17	14	1	46	0	0	0	0	2	161
08:00	11	43	20	18	17	35	15	1	50	0	0	0	0	8	218
09:00	7	23	22	24	8	32	16	2	61	0	0	0	0	11	206
10:00	11	28	18	19	16	34	14	4	44	1	0	0	0	10	199
11:00	8	66	26	16	14	36	26	1	60	0	0	0	0	6	259
12 PM	10	67	31	16	17	38	21	4	58	0	0	0	0	5	267
13:00	16	54	26	25	25	39	14	5	43	0	0	0	0	24	271
14:00	9	84	43	11	17	33	6	3	45	1	0	0	0	5	257
15:00	12	120	38	9	30	20	2	4	31	0	0	0	0	6	272
16:00	9	145	47	4	27	11	2	5	24	0	0	0	0	9	283
17:00	8	135	37	4	24	9	0	4	15	0	0	0	0	4	240
18:00	3	77	21	0	14	3	0	2	2	0	0	0	0	1	123
19:00	1	31	15	3	3	3	0	2	5	0	0	0	0	3	66
20:00	1	28	5	1	7	1	0	0	0	0	0	0	0	1	44
21:00	0	33	6	0	4	0	0	0	1	0	0	0	0	0	44
22:00	1	33	6	0	2	2	0	0	1	0	0	0	0	0	45
23:00	1	26	9	0	3	0	0	0	0	0	0	0	0	2	41
Total	126	1132	421	172	256	341	134	40	588	2	0	0	0	105	3317
Percent	3.8%	34.1%	12.7%	5.2%	7.7%	10.3%	4.0%	1.2%	17.7%	0.1%	0.0%	0.0%	0.0%	3.2%	
AM Peak Vol	08:00	11:00	11:00	09:00	08:00	11:00	11:00	10:00	09:00	10:00				09:00	11:00
PM Peak Vol	13:00	16:00	16:00	13:00	15:00	13:00	12:00	13:00	12:00	14:00				13:00	16:00

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
02/18/16	2	19	4	0	1	0	0	1	1	0	0	0	0	0	28
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	1	6	4	0	0	4	0	0	5	0	0	0	0	0	20
03:00	3	12	2	1	1	6	0	0	15	0	0	0	0	0	40
04:00	2	13	3	1	0	3	0	0	30	0	0	0	0	1	53
05:00	3	15	10	4	2	3	0	0	27	0	0	0	0	1	65
06:00	4	36	16	4	4	15	13	0	30	0	0	0	0	2	124
07:00	7	34	13	20	13	33	14	0	48	0	0	0	0	2	184
08:00	4	43	21	25	9	33	17	0	61	1	0	0	0	5	219
09:00	6	42	15	22	13	44	21	3	53	0	0	0	0	7	226
10:00	7	33	18	15	18	38	14	1	59	0	0	0	0	9	212
11:00	7	61	33	23	13	35	26	2	47	0	0	0	0	8	255
12 PM	6	76	31	21	8	38	22	2	50	0	0	0	0	6	260
13:00	9	50	30	12	11	44	20	6	54	0	0	0	0	4	240
14:00	16	80	29	16	23	57	10	6	46	0	0	0	0	3	286
15:00	15	110	55	7	28	39	0	4	41	0	0	0	0	6	303
16:00	10	148	48	6	36	24	0	3	24	0	0	0	0	4	303
17:00	13	158	41	1	26	14	0	2	14	0	0	0	0	4	273
18:00	2	65	24	0	13	5	0	1	3	0	0	0	0	3	116
19:00	1	24	12	1	5	2	0	1	2	0	0	0	0	2	50
20:00	1	27	6	0	3	2	0	0	2	0	0	0	0	0	41
21:00	0	33	2	0	4	0	0	0	0	0	0	0	0	0	39
22:00	0	26	3	0	2	0	0	0	1	0	0	0	0	0	32
23:00	1	33	10	0	2	1	0	0	1	0	0	0	0	0	48
Total	120	1147	431	179	233	440	157	32	614	1	0	0	0	67	3421
Percent	3.5%	33.5%	12.6%	5.2%	6.8%	12.9%	4.6%	0.9%	17.9%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak Vol	07:00	11:00	11:00	08:00	10:00	09:00	11:00	09:00	08:00	08:00				10:00	11:00
PM Peak Vol	14:00	17:00	15:00	12:00	16:00	14:00	12:00	13:00	13:00					12:00	15:00

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
02/19/16	1	14	3	0	1	1	0	2	2	0	0	0	0	2	26
01:00	0	5	4	0	1	0	0	0	4	0	0	0	0	6	20
02:00	1	6	2	0	2	2	0	0	6	0	0	0	0	2	21
03:00	3	14	5	1	2	4	0	0	14	0	0	0	0	9	52
04:00	3	13	4	2	2	3	0	0	21	0	0	0	0	6	54
05:00	4	15	7	3	4	5	0	0	24	0	0	0	0	7	69
06:00	3	31	16	4	6	19	22	2	31	0	0	0	0	28	162
07:00	2	39	18	8	9	25	28	2	60	0	0	0	0	45	236
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	17	137	59	18	27	59	50	6	162	0	0	0	0	105	640
Percent	2.7%	21.4%	9.2%	2.8%	4.2%	9.2%	7.8%	0.9%	25.3%	0.0%	0.0%	0.0%	0.0%	16.4%	
AM Peak	05:00	07:00	07:00	07:00	07:00	07:00	07:00	00:00	07:00					07:00	07:00
Vol.	4	39	18	8	9	25	28	2	60					45	236
PM Peak															
Vol.															
Grand Total	325	3237	1172	432	641	1069	372	113	1629	4	0	0	0	292	9286
Percent	3.5%	34.9%	12.6%	4.7%	6.9%	11.5%	4.0%	1.2%	17.5%	0.0%	0.0%	0.0%	0.0%	3.1%	

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	2	26	15	2	5	4	0	0	0	0	0	0	0	9	63
12 PM	0	56	24	1	7	2	0	0	0	0	0	0	0	19	109
13:00	0	29	12	1	11	0	1	1	1	0	0	0	0	13	69
14:00	3	39	20	1	8	5	0	2	0	0	0	0	0	9	87
15:00	2	81	34	0	15	3	0	2	0	0	0	0	0	24	171
16:00	2	122	46	0	10	1	0	0	0	0	0	0	0	14	195
17:00	2	119	38	1	6	0	0	0	0	0	0	0	0	19	185
18:00	3	41	14	0	2	1	0	1	0	0	0	0	0	4	66
19:00	1	23	7	0	3	2	0	0	0	0	0	0	0	3	39
20:00	0	8	4	0	1	0	0	0	0	0	0	0	0	1	14
21:00	1	14	1	0	1	1	0	0	0	0	0	0	0	0	18
22:00	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
23:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
Total	16	597	220	6	70	19	1	6	1	0	0	0	0	115	1051
Percent	1.5%	56.8%	20.9%	0.6%	6.7%	1.8%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	10.9%	
AM Peak Vol.	11:00	11:00	11:00	11:00	11:00	11:00								11:00	11:00
PM Peak Vol.	14:00	16:00	16:00	12:00	15:00	14:00	13:00	14:00	13:00					15:00	16:00

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Cars & Bikes	Trailer	2 Axle Long	2 Axle Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
02/17/16	0	9	3	0	0	0	0	0	1	0	0	0	0	1	14
01:00	1	1	2	0	1	1	0	0	0	0	0	0	0	0	6
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	8	2	0	0	2	0	0	0	0	0	0	0	0	13
04:00	1	4	2	0	0	0	0	0	0	0	0	0	0	2	9
05:00	1	18	4	0	3	1	0	0	0	0	0	0	0	4	31
06:00	0	27	11	1	4	1	0	0	4	0	0	0	0	8	56
07:00	2	35	9	1	5	1	1	2	0	0	0	0	0	6	62
08:00	3	29	15	2	2	4	1	0	0	0	0	0	0	11	67
09:00	2	30	17	1	9	2	1	0	2	0	0	0	0	4	68
10:00	2	36	7	0	4	6	0	0	5	0	0	0	0	4	64
11:00	1	40	18	2	11	0	2	0	0	0	0	0	0	13	87
12 PM	2	50	31	1	13	2	1	1	1	0	0	0	0	11	113
13:00	6	42	9	0	2	4	0	0	0	0	0	0	0	20	83
14:00	4	42	29	2	7	6	0	0	0	0	0	0	0	16	106
15:00	7	93	44	0	8	1	0	0	1	0	0	0	0	13	167
16:00	3	99	42	0	14	0	0	0	0	0	0	0	0	11	169
17:00	2	109	44	1	13	1	0	0	0	0	0	0	0	14	184
18:00	4	38	11	0	2	0	0	1	0	0	0	0	0	4	60
19:00	1	26	11	0	1	1	0	0	1	0	0	0	0	1	42
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	1	8
21:00	0	13	3	0	1	0	0	0	0	0	0	0	0	1	18
22:00	1	17	1	0	0	1	0	0	0	0	0	0	0	0	20
23:00	1	22	2	0	3	0	0	0	0	0	0	0	0	0	28
Total	45	797	319	11	103	34	6	4	15	0	0	0	0	145	1479
Percent	3.0%	53.9%	21.6%	0.7%	7.0%	2.3%	0.4%	0.3%	1.0%	0.0%	0.0%	0.0%	0.0%	9.8%	

AM Peak	08:00	11:00	11:00	08:00	11:00	10:00	11:00	07:00	10:00			11:00	11:00
Vol.	3	40	18	2	11	6	2	2	5			13	87
PM Peak	15:00	17:00	15:00	14:00	16:00	14:00	12:00	12:00	12:00			13:00	17:00
Vol.	7	109	44	2	14	6	1	1	1			20	184

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
02/18/16	1	6	0	0	3	0	0	0	0	0	0	0	0	0	10
01:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
02:00	1	1	0	0	0	1	0	0	0	0	0	0	0	1	4
03:00	1	7	0	0	0	1	0	0	0	0	0	0	0	2	11
04:00	2	3	3	0	1	2	0	0	0	0	0	0	0	2	13
05:00	1	7	3	0	3	1	0	0	0	0	0	0	0	0	15
06:00	2	26	13	0	2	1	0	0	0	0	0	0	0	6	50
07:00	3	27	20	0	10	3	0	2	0	0	0	0	0	6	71
08:00	2	25	11	2	6	2	0	1	0	0	0	0	0	12	61
09:00	1	26	11	2	6	5	0	1	0	0	0	0	0	8	60
10:00	0	19	6	2	7	1	1	0	2	0	0	0	0	13	51
11:00	0	34	11	1	8	1	0	1	1	0	0	0	0	8	65
12 PM	3	48	27	0	8	4	3	0	1	0	0	0	0	13	107
13:00	1	46	22	0	6	4	2	0	1	0	0	0	0	13	95
14:00	6	50	29	0	15	8	0	0	1	0	0	0	0	15	124
15:00	5	97	41	0	10	1	0	0	0	0	0	0	0	22	176
16:00	3	124	46	2	12	4	0	0	0	0	0	0	0	19	210
17:00	10	104	38	0	15	5	0	0	0	0	0	0	0	7	179
18:00	1	43	14	0	8	1	0	0	0	0	0	0	0	2	69
19:00	1	23	6	2	3	1	0	0	0	0	0	0	0	0	36
20:00	0	9	4	0	1	1	0	0	0	0	0	0	0	1	16
21:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
22:00	0	20	1	0	2	0	0	0	0	0	0	0	0	0	23
23:00	1	16	4	0	2	1	0	0	0	0	0	0	0	0	24
Total	45	772	314	11	131	48	6	5	6	0	0	0	0	150	1488
Percent	3.0%	51.9%	21.1%	0.7%	8.8%	3.2%	0.4%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	10.1%	
AM Peak	07:00	11:00	07:00	08:00	07:00	09:00	10:00	07:00	10:00					10:00	07:00
Vol.	3	34	20	2	10	5	1	2	2					13	71
PM Peak	17:00	16:00	16:00	16:00	14:00	14:00	12:00		12:00					15:00	16:00
Vol.	10	124	46	2	15	8	3		1					22	210

Tri-State Traffic Data, Inc.

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
02/19/16	0	2	2	0	0	0	0	0	0	0	0	0	0	2	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:00	1	1	1	0	0	2	0	0	0	0	0	0	0	2	7
04:00	2	0	0	0	1	1	0	0	0	0	0	0	0	1	5
05:00	1	4	1	0	2	0	0	0	0	0	0	0	0	4	12
06:00	2	3	2	0	2	1	0	0	0	0	0	0	0	4	14
07:00	0	4	1	0	2	2	0	0	1	0	0	0	0	2	12
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	7	14	7	0	7	7	0	0	1	0	0	0	0	15	58
Percent	12.1%	24.1%	12.1%	0.0%	12.1%	12.1%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	25.9%	
AM Peak	04:00	05:00	00:00		05:00	03:00			07:00					05:00	06:00
Vol.	2	4	2		2	2			1					4	14
PM Peak															
Vol.															
Grand Total	113	2180	860	28	311	108	13	15	23	0	0	0	0	425	4076
Percent	2.8%	53.5%	21.1%	0.7%	7.6%	2.6%	0.3%	0.4%	0.6%	0.0%	0.0%	0.0%	0.0%	10.4%	

Tri-State Traffic Data, Inc.

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0 0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	2	21	11	7	11	20	24	1	43	0	0	0	0	140
13:00	4	30	21	7	12	14	18	7	39	1	0	0	0	153
14:00	1	47	21	10	8	11	20	2	38	0	0	0	0	158
15:00	1	32	15	4	5	10	5	3	38	0	0	0	0	113
16:00	1	24	6	5	4	10	4	3	37	0	0	0	0	94
17:00	1	14	10	1	3	9	1	0	11	0	0	0	0	50
18:00	0	23	6	2	6	3	0	0	11	0	0	0	0	51
19:00	1	19	4	1	4	1	0	0	2	0	0	0	0	32
20:00	1	19	2	3	3	4	0	1	3	0	0	0	0	36
21:00	0	13	5	3	3	0	0	1	5	0	0	0	0	30
22:00	0	12	6	0	0	1	0	0	2	0	0	0	0	21
23:00	1	10	2	0	2	2	0	0	2	0	0	0	0	19
Total	13	264	109	43	61	85	72	18	231	1	0	0	0	897
Percent	1.4%	29.4%	12.2%	4.8%	6.8%	9.5%	8.0%	2.0%	25.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol														
PM Peak Vol	13:00	14:00	13:00	14:00	13:00	12:00	12:00	13:00	12:00	13:00				14:00
	4	47	21	10	12	20	24	7	43	1				158

Tri-State Traffic Data, Inc.

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/17/16	0	9	2	0	0	0	0	0	4	0	0	0	0	15	
01:00	0	5	1	0	0	1	0	0	4	0	0	0	0	11	
02:00	0	3	1	0	1	0	0	0	5	0	0	0	0	10	
03:00	1	5	0	0	1	3	1	0	7	0	0	0	0	18	
04:00	2	11	4	1	1	2	0	0	12	0	0	0	0	33	
05:00	1	17	4	2	1	10	0	1	5	0	0	0	0	41	
06:00	4	40	28	3	8	16	2	0	23	0	0	0	0	124	
07:00	5	70	30	13	12	19	13	2	48	0	0	0	0	212	
08:00	5	100	34	5	12	19	21	4	48	0	0	0	0	248	
09:00	2	82	16	8	11	23	17	6	43	0	0	0	0	208	
10:00	3	32	22	4	5	21	27	1	45	1	0	0	0	161	
11:00	1	23	12	8	6	17	26	1	48	0	0	0	0	142	
12 PM	4	25	16	8	9	28	27	2	49	0	0	0	0	168	
13:00	2	32	18	7	5	13	29	0	48	0	0	0	0	154	
14:00	1	42	17	2	9	15	23	3	45	0	0	0	0	157	
15:00	2	32	18	3	7	11	7	2	53	0	0	0	0	135	
16:00	4	23	10	5	6	12	1	1	35	0	0	0	0	97	
17:00	0	23	12	4	6	2	0	0	14	0	0	0	0	61	
18:00	0	11	11	0	2	1	0	0	3	0	0	0	0	28	
19:00	0	21	6	6	4	4	0	1	4	0	0	0	0	46	
20:00	1	15	1	1	3	1	0	0	1	0	0	0	0	23	
21:00	2	11	5	0	1	2	0	0	1	0	0	0	0	22	
22:00	1	14	3	0	2	1	0	0	5	0	0	0	0	26	
23:00	1	11	3	0	0	2	0	0	3	0	0	0	0	20	
Total	42	657	274	80	112	223	194	24	553	1	0	0	0	2160	
Percent	1.9%	30.4%	12.7%	3.7%	5.2%	10.3%	9.0%	1.1%	25.6%	0.0%	0.0%	0.0%	0.0%		
AM Peak	07:00	08:00	08:00	07:00	07:00	09:00	10:00	09:00	07:00	10:00				08:00	
Vol.	5	100	34	13	12	23	27	6	48	1				248	
PM Peak	12:00	14:00	13:00	12:00	12:00	12:00	13:00	14:00	15:00					12:00	
Vol.	4	42	18	8	9	28	29	3	53					168	

Tri-State Traffic Data, Inc.

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	3	1	1	0	0	0	0	3	0	0	0	0	8
01:00	0	3	1	0	0	0	0	0	2	0	0	0	0	6
02:00	1	2	1	0	1	1	0	0	4	0	0	0	0	10
03:00	1	4	4	2	0	2	0	0	10	0	0	0	0	23
04:00	0	14	3	1	1	2	0	0	13	0	0	0	0	34
05:00	1	14	5	2	4	16	1	2	14	0	0	0	0	59
06:00	6	43	27	4	7	17	3	1	29	0	0	0	0	137
07:00	9	75	38	11	18	22	30	4	38	0	0	0	0	245
08:00	8	117	29	9	11	17	31	2	42	0	0	0	0	266
09:00	3	74	27	10	17	19	29	3	41	0	0	0	0	223
10:00	3	43	26	6	6	32	38	3	36	0	0	0	0	193
11:00	2	37	17	13	10	24	35	1	51	0	0	0	0	190
12 PM	2	34	19	10	5	32	29	6	57	0	0	0	0	194
13:00	6	53	25	5	10	23	35	6	59	0	0	0	0	222
14:00	7	54	16	8	5	24	30	2	41	0	0	0	0	187
15:00	3	33	13	2	4	18	23	6	45	0	0	0	0	147
16:00	3	26	17	5	7	10	9	0	38	0	0	0	0	115
17:00	1	33	10	1	2	7	0	1	20	0	0	0	0	75
18:00	1	21	14	2	2	3	0	0	7	0	0	0	0	50
19:00	0	24	10	3	1	2	1	0	5	0	0	0	0	46
20:00	1	24	6	2	1	5	2	0	5	0	0	0	0	46
21:00	2	15	8	0	0	2	1	0	7	0	0	0	0	35
22:00	1	13	6	1	1	2	1	0	6	0	0	0	0	31
23:00	0	10	5	0	0	1	2	0	5	0	0	0	0	23
Total	61	769	328	98	113	281	300	37	578	0	0	0	0	2565
Percent	2.4%	30.0%	12.8%	3.8%	4.4%	11.0%	11.7%	1.4%	22.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	11:00	07:00	10:00	10:00	07:00	11:00					08:00
Vol.	9	117	38	13	18	32	38	4	51					266
PM Peak	14:00	14:00	13:00	12:00	13:00	12:00	13:00	12:00	13:00					13:00
Vol.	7	54	25	10	10	32	35	6	59					222

Tri-State Traffic Data, Inc.

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	2	5	1	0	0	2	0	0	8	0	0	0	0	18
01:00	0	7	2	0	0	1	0	0	4	0	0	0	0	14
02:00	1	1	2	0	0	2	0	0	5	0	0	0	0	11
03:00	0	8	2	2	0	2	0	0	12	0	0	0	0	26
04:00	0	13	5	0	3	1	1	1	17	0	0	0	0	41
05:00	2	27	10	1	9	14	4	0	19	0	0	0	0	86
06:00	6	72	36	6	11	24	19	0	46	0	0	0	0	220
07:00	7	89	53	13	14	25	48	4	53	0	0	0	0	306
08:00	5	111	45	9	10	23	41	1	50	0	0	0	0	295
09:00	2	73	20	2	13	21	27	2	37	0	0	0	0	197
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	25	406	176	33	60	115	140	8	251	0	0	0	0	1214
Percent	2.1%	33.4%	14.5%	2.7%	4.9%	9.5%	11.5%	0.7%	20.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00					07:00
Vol.	7	111	53	13	14	25	48	4	53					306
PM Peak														
Vol.														
Grand Total	141	2096	887	254	346	704	706	87	1613	2	0	0	0	6836
Percent	2.1%	30.7%	13.0%	3.7%	5.1%	10.3%	10.3%	1.3%	23.6%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	17	12	1	3	4	2	0	4	0	0	0	0	43
13:00	1	17	9	0	4	1	3	0	1	0	0	0	0	36
14:00	0	25	5	1	3	1	2	0	2	0	0	0	0	39
15:00	0	19	4	0	2	2	2	0	0	0	0	0	0	29
16:00	0	9	0	0	2	1	0	0	2	0	0	0	0	14
17:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
18:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
19:00	0	8	3	1	1	0	0	0	1	0	0	0	0	14
20:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	6	2	0	0	1	0	0	0	0	0	0	0	9
Total	1	129	40	3	18	10	9	0	10	0	0	0	0	220
Percent	0.5%	58.6%	18.2%	1.4%	8.2%	4.5%	4.1%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol														
PM Peak Vol	13:00	14:00	12:00	12:00	13:00	12:00	13:00		12:00					12:00
Vol	1	25	12	1	4	4	3		4					43

Tri-State Traffic Data, Inc.

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02:17:16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
03:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
04:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
05:00	0	7	2	0	5	0	0	0	0	0	0	0	0	14
06:00	1	46	18	0	5	0	0	0	1	0	0	0	0	71
07:00	1	84	42	3	10	4	4	0	3	0	0	0	0	151
08:00	1	101	26	1	10	4	3	0	4	0	0	0	0	150
09:00	1	54	12	1	4	1	1	0	1	0	0	0	0	75
10:00	0	18	3	2	4	0	4	0	2	0	0	0	0	33
11:00	0	14	1	0	3	2	2	2	0	0	0	0	0	24
12 PM	0	22	9	0	5	3	1	0	3	0	0	0	0	43
13:00	0	32	14	0	8	2	2	0	2	0	0	0	0	60
14:00	0	35	7	0	3	5	2	2	2	0	0	0	0	56
15:00	0	18	2	2	2	1	0	0	3	0	0	0	0	28
16:00	0	10	3	0	2	0	0	0	2	0	0	0	0	17
17:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
20:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7
21:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
22:00	0	6	3	1	1	0	0	0	0	0	0	0	0	11
23:00	1	8	2	0	0	0	0	0	1	0	0	0	0	12
Total	5	488	155	11	66	23	19	4	24	0	0	0	0	795
Percent	0.6%	61.4%	19.5%	1.4%	8.3%	2.9%	2.4%	0.5%	3.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	07:00	07:00	07:00	07:00	07:00	11:00	08:00					07:00
Vol.	1	101	42	3	10	4	4	2	4					151
PM Peak	23:00	14:00	13:00	15:00	13:00	14:00	13:00	14:00	12:00					13:00
Vol.	1	35	14	2	8	5	2	2	3					60

Tri-State Traffic Data, Inc.

Tyburn Rd
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Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	1	1	1	0	0	0	0	0	0	0	0	0	4
04:00	0	1	4	0	1	0	0	0	1	0	0	0	0	7
05:00	1	11	6	0	3	1	0	0	0	0	0	0	0	22
06:00	1	40	16	0	7	0	0	0	1	0	0	0	0	65
07:00	0	77	42	1	11	4	5	0	3	0	0	0	0	143
08:00	2	99	31	1	6	3	7	0	3	0	0	0	0	152
09:00	0	51	13	1	9	0	2	0	1	0	0	0	0	77
10:00	0	15	4	1	4	1	4	0	2	0	0	0	0	31
11:00	1	19	5	2	2	3	6	0	5	0	0	0	0	43
12 PM	1	11	5	1	3	1	5	1	3	0	0	0	0	31
13:00	1	24	15	0	4	2	3	0	5	0	0	0	0	54
14:00	2	28	12	2	5	2	2	0	1	0	0	0	0	54
15:00	1	16	6	1	1	1	1	1	3	0	0	0	0	31
16:00	3	10	2	0	5	4	0	0	0	0	0	0	0	24
17:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
18:00	0	6	0	0	4	0	0	0	0	0	0	0	0	10
19:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Total	14	440	169	11	68	22	35	2	28	0	0	0	0	789
Percent	1.8%	55.8%	21.4%	1.4%	8.6%	2.8%	4.4%	0.3%	3.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	11:00	07:00	07:00	08:00		11:00					08:00
Vol.	2	99	42	2	11	4	7		5					152
PM Peak	16:00	14:00	13:00	14:00	14:00	16:00	12:00	12:00	13:00					13:00
Vol.	3	28	15	2	5	4	5	1	5					54

Tri-State Traffic Data, Inc.

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Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	1	0	0	0	0	0	0	0	3
04:00	0	4	2	0	0	0	0	0	1	0	0	0	0	7
05:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
06:00	0	40	13	0	5	0	2	0	0	0	0	0	0	60
07:00	2	74	33	2	12	5	4	1	0	0	0	0	0	133
08:00	1	76	26	0	13	2	3	0	1	0	0	0	0	122
09:00	1	48	5	0	4	1	3	0	3	0	0	0	0	65
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	4	259	82	2	35	9	12	1	5	0	0	0	0	409
Percent	1.0%	63.3%	20.0%	0.5%	8.6%	2.2%	2.9%	0.2%	1.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	07:00	08:00	07:00	07:00	07:00	09:00					07:00
Vol.	2	76	33	2	13	5	4	1	3					133
PM Peak														
Vol.														
Grand Total	24	1316	446	27	187	64	75	7	67	0	0	0	0	2213
Percent	1.1%	59.5%	20.2%	1.2%	8.5%	2.9%	3.4%	0.3%	3.0%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

www.TSTData.com

Site Code: Site 2
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	3	48	23	15	18	30	8	4	34	0	0	0	0	183
12 PM	2	55	16	13	12	25	11	5	57	0	0	0	0	196
13:00	5	26	22	20	15	34	3	1	43	0	0	0	0	169
14:00	7	48	39	13	28	30	1	5	34	0	0	0	0	205
15:00	2	92	44	12	31	21	3	5	32	1	0	0	0	243
16:00	3	94	66	9	29	12	2	3	26	0	0	0	0	244
17:00	6	112	54	3	28	5	0	1	15	0	0	0	0	224
18:00	3	51	30	0	13	2	0	5	7	0	0	0	0	111
19:00	1	36	18	1	13	2	0	4	3	0	0	0	0	78
20:00	1	25	8	0	7	2	0	1	0	0	0	0	0	44
21:00	0	13	5	1	3	0	0	0	1	0	0	0	0	23
22:00	0	20	11	0	4	0	0	0	1	0	0	0	0	36
23:00	0	17	8	0	3	0	0	0	0	0	0	0	0	28
Total	33	637	344	67	204	163	28	34	253	1	0	0	0	1784
Percent	1.8%	35.7%	19.3%	4.9%	11.4%	9.1%	1.6%	1.9%	14.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00					11:00
Vol.	3	48	23	15	18	30	8	4	34					183
PM Peak	14:00	17:00	16:00	13:00	15:00	13:00	12:00	12:00	12:00	15:00				16:00
Vol.	7	112	66	20	31	34	11	5	57	1				244

Tri-State Traffic Data, Inc.

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Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

Site Code: Site 2
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
02/17/16	1	10	1	1	4	0	0	0	4	0	0	0	0	21	
01:00	0	9	1	0	4	0	0	0	1	0	0	0	0	15	
02:00	0	5	5	0	1	1	0	0	5	0	0	0	0	17	
03:00	2	11	6	2	0	5	0	1	12	0	0	0	0	39	
04:00	4	8	5	1	2	3	0	0	25	0	0	0	0	48	
05:00	4	13	7	3	4	4	0	0	24	0	0	0	0	59	
06:00	3	25	25	3	10	13	3	2	26	0	0	0	0	110	
07:00	0	28	15	18	19	10	13	1	46	0	0	0	0	150	
08:00	5	29	28	25	21	24	15	1	49	0	0	0	0	197	
09:00	4	18	26	30	15	27	19	3	56	0	0	0	0	192	
10:00	3	36	17	19	15	25	13	5	53	1	0	0	0	187	
11:00	3	56	23	18	13	29	24	3	60	0	0	0	0	227	
12 PM	0	63	35	16	15	24	20	7	63	0	0	0	0	243	
13:00	2	49	26	26	21	27	15	4	51	0	0	0	0	221	
14:00	4	77	44	12	16	24	5	5	44	0	0	0	0	231	
15:00	4	98	46	8	22	14	2	6	36	0	0	0	0	234	
16:00	4	121	44	4	24	7	2	5	30	0	0	0	0	241	
17:00	4	122	44	4	22	7	0	4	18	0	0	0	0	225	
18:00	1	73	23	1	14	1	0	2	3	0	0	0	0	118	
19:00	1	31	15	3	3	4	0	2	4	0	0	0	0	63	
20:00	0	24	4	1	6	1	0	0	0	0	0	0	0	36	
21:00	0	29	5	0	4	0	0	0	1	0	0	0	0	39	
22:00	1	30	5	0	2	2	0	0	0	0	0	0	0	40	
23:00	1	25	12	0	4	0	0	0	0	0	0	0	0	42	
Total	51	988	462	193	261	252	125	51	611	1	0	0	0	2995	
Percent	1.7%	33.0%	15.4%	6.4%	8.7%	8.4%	4.2%	1.7%	20.4%	0.0%	0.0%	0.0%	0.0%		
AM Peak	08:00	11:00	08:00	09:00	08:00	11:00	11:00	10:00	11:00	10:00				11:00	
Vol.	5	56	28	30	21	29	24	5	60	1				227	
PM Peak	14:00	17:00	15:00	13:00	16:00	13:00	12:00	12:00	12:00					12:00	
Vol.	4	122	46	26	24	27	20	7	63					243	

Tri-State Traffic Data, Inc.

Tyburn Rd
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Jamar 13071

www.TSTData.com

Site Code: Site 2
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/16	2	19	5	0	2	0	0	1	1	0	0	0	0	30
01:00	0	2	2	0	0	0	0	0	1	0	0	0	0	5
02:00	0	5	4	0	0	3	0	0	5	0	0	0	0	17
03:00	1	14	3	1	3	4	0	2	14	0	0	0	0	42
04:00	1	10	4	1	1	2	0	2	26	0	0	0	0	47
05:00	2	16	9	4	1	3	0	0	27	0	0	0	0	62
06:00	2	30	16	4	2	12	13	0	29	0	0	0	0	108
07:00	4	33	17	19	6	34	12	1	47	0	0	0	0	173
08:00	3	32	25	24	6	29	16	2	58	1	0	0	0	196
09:00	2	33	17	22	13	35	19	4	52	0	0	0	0	197
10:00	3	38	22	17	18	38	13	4	61	0	0	0	0	214
11:00	3	60	29	23	10	32	21	6	48	0	0	0	0	232
12 PM	4	65	34	20	9	37	20	4	53	0	0	0	0	246
13:00	2	52	30	13	15	40	18	7	51	0	0	0	0	228
14:00	8	63	34	14	20	49	10	3	53	0	0	0	0	254
15:00	8	111	55	6	30	28	0	3	43	0	0	0	0	284
16:00	3	136	47	7	41	17	0	3	28	0	0	0	0	282
17:00	6	135	45	0	21	8	0	2	17	0	0	0	0	234
18:00	2	58	24	1	9	5	0	1	2	0	0	0	0	102
19:00	1	27	11	1	5	1	0	1	3	0	0	0	0	50
20:00	1	24	6	0	3	2	0	0	2	0	0	0	0	38
21:00	0	26	2	0	4	0	0	0	0	0	0	0	0	32
22:00	1	24	6	0	3	1	0	0	0	0	0	0	0	35
23:00	0	30	9	0	3	0	0	0	1	0	0	0	0	43
Total	59	1043	456	177	225	380	142	46	622	1	0	0	0	3151
Percent	1.9%	33.1%	14.5%	5.6%	7.1%	12.1%	4.5%	1.5%	19.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	08:00	10:00	10:00	11:00	11:00	10:00	08:00				11:00
Vol	4	60	29	24	18	38	21	6	61	1				232
PM Peak	14:00	16:00	15:00	12:00	16:00	14:00	12:00	13:00	12:00					15:00
Vol	8	136	55	20	41	49	20	7	53					284

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

Site Code: Site 2
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total		
02/19/16	2	14	4	0	2	1	0	1	2	0	0	0	0	26		
01:00	0	6	2	0	2	0	0	0	4	0	0	0	0	14		
02:00	0	7	2	0	2	1	0	0	7	0	0	0	0	19		
03:00	2	16	6	1	4	2	0	1	13	0	0	0	0	45		
04:00	2	11	4	2	3	2	0	0	21	0	0	0	0	45		
05:00	1	9	7	3	2	2	0	1	26	0	0	0	0	51		
06:00	1	23	15	4	4	18	21	1	33	0	0	0	0	120		
07:00	1	30	17	7	7	24	24	2	58	0	0	0	0	170		
08:00	3	44	15	21	15	44	21	2	64	0	0	0	0	229		
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	12	160	72	38	41	94	66	8	228	0	0	0	0	719		
Percent	1.7%	22.3%	10.0%	5.3%	5.7%	13.1%	9.2%	1.1%	31.7%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	08:00	08:00	08:00	07:00	07:00	08:00					08:00		
Vol.	3	44	17	21	15	44	24	2	64					229		
PM Peak																
Vol.																
Grand Total	155	2828	1334	495	731	889	361	139	1714	3	0	0	0	8649		
Percent	1.8%	32.7%	15.4%	5.7%	8.5%	10.3%	4.2%	1.6%	19.8%	0.0%	0.0%	0.0%	0.0%			

Tri-State Traffic Data, Inc.

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

www.TSTData.com

Site Code: Site 2
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	2	24	14	1	5	9	1	1	4	0	0	0	0	61
12 PM	0	47	19	1	3	7	3	0	5	0	0	0	0	85
13:00	0	26	16	0	5	1	2	1	2	0	0	0	0	53
14:00	2	44	28	1	5	11	0	1	2	0	0	0	0	94
15:00	0	98	40	1	8	1	0	1	0	0	0	0	0	149
16:00	0	139	51	0	4	1	0	1	4	0	0	0	0	200
17:00	0	117	31	0	6	1	0	0	2	0	0	0	0	157
18:00	0	35	14	0	1	0	0	0	0	0	0	0	0	50
19:00	0	16	5	0	1	0	0	0	0	0	0	0	0	22
20:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
21:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Total	4	594	224	4	40	31	6	5	19	0	0	0	0	927
Percent	0.4%	64.1%	24.2%	0.4%	4.3%	3.3%	0.6%	0.5%	2.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00					11:00
Vol.	2	24	14	1	5	9	1	1	4					61
PM Peak	14:00	16:00	16:00	12:00	15:00	14:00	12:00	13:00	12:00					16:00
Vol.	2	139	51	1	8	11	3	1	5					200

Tri-State Traffic Data, Inc.

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Site Code: Site 2
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Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/16	0	6	2	0	0	0	0	0	0	0	0	0	0	8
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
05:00	1	10	3	0	2	1	0	0	0	0	0	0	0	17
06:00	0	11	5	0	3	0	0	0	2	0	0	0	0	21
07:00	0	25	5	0	3	1	0	2	3	0	0	0	0	39
08:00	1	13	10	2	2	1	0	0	2	0	0	0	0	31
09:00	0	24	13	2	6	4	5	1	4	0	0	0	0	59
10:00	0	26	8	0	7	1	1	1	0	0	0	0	0	44
11:00	0	33	19	2	8	4	1	0	4	0	0	0	0	71
12 PM	3	55	20	0	7	5	0	0	3	0	0	0	0	93
13:00	0	33	11	0	5	2	0	0	0	0	0	0	0	51
14:00	1	46	36	1	5	2	1	1	3	0	0	0	0	96
15:00	3	112	42	0	10	1	0	0	1	0	0	0	0	169
16:00	1	119	42	1	11	3	0	2	2	0	0	0	0	181
17:00	1	116	43	0	12	4	0	1	1	0	0	0	0	178
18:00	0	36	10	0	2	0	0	0	0	0	0	0	0	48
19:00	0	18	8	0	0	1	0	1	0	0	0	0	0	28
20:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	8	6	0	1	0	0	0	0	0	0	0	0	15
22:00	1	13	1	0	1	1	0	0	0	0	0	0	0	17
23:00	1	23	2	0	1	0	0	0	0	0	0	0	0	27
Total	14	747	289	8	86	31	8	9	25	0	0	0	0	1217
Percent	1.2%	61.4%	23.7%	0.7%	7.1%	2.5%	0.7%	0.7%	2.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	11:00	11:00	08:00	11:00	09:00	09:00	07:00	09:00					11:00
Vol.	1	33	19	2	8	4	5	2	4					71
PM Peak	12:00	16:00	17:00	14:00	17:00	12:00	14:00	16:00	12:00					16:00
Vol.	3	119	43	1	12	5	1	2	3					181

Tri-State Traffic Data, Inc.

Tyburn Rd
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Site Code: Site 2
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A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02:18/16	1	5	2	0	1	0	0	0	0	0	0	0	0	9
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
04:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
05:00	1	5	0	0	3	2	0	0	1	0	0	0	0	12
06:00	0	16	8	0	1	2	0	1	1	0	0	0	0	29
07:00	2	21	13	0	5	2	0	2	2	0	0	0	0	47
08:00	3	19	10	1	4	6	0	1	1	0	0	0	0	45
09:00	1	18	8	1	3	6	1	0	5	0	0	0	0	43
10:00	0	19	8	2	2	1	0	0	2	0	0	0	0	34
11:00	2	35	17	2	7	1	0	0	3	0	0	0	0	67
12 PM	0	56	24	0	7	3	1	1	2	0	0	0	0	94
13:00	0	32	21	1	4	8	0	1	2	0	0	0	0	69
14:00	2	66	27	1	14	1	0	2	3	0	0	0	0	116
15:00	0	93	50	2	10	5	0	0	4	0	0	0	0	164
16:00	1	139	45	1	4	2	0	1	2	0	0	0	0	195
17:00	1	118	41	0	7	1	0	0	3	0	0	0	0	171
18:00	1	36	17	0	2	1	0	0	0	0	0	0	0	57
19:00	0	14	7	0	0	0	0	0	1	0	0	0	0	22
20:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
22:00	1	18	2	0	0	1	0	0	0	0	0	0	0	22
23:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21
Total	16	757	311	11	74	43	2	9	33	0	0	0	0	1256
Percent	1.3%	60.3%	24.8%	0.9%	5.9%	3.4%	0.2%	0.7%	2.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	10:00	11:00	08:00	09:00	07:00	09:00					11:00
Vol.	3	35	17	2	7	6	1	2	5					67
PM Peak	14:00	16:00	15:00	15:00	14:00	13:00	12:00	14:00	15:00					16:00
Vol.	2	139	50	2	14	8	1	2	4					195

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

Site Code: Site 2
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/19/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:00	1	3	0	0	1	1	0	0	0	0	0	0	0	6
04:00	1	2	1	0	0	1	0	0	0	0	0	0	0	5
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	17	3	0	2	2	0	0	0	0	0	0	0	24
07:00	0	15	13	0	1	2	3	1	1	0	0	0	0	36
08:00	3	11	9	4	1	4	4	0	4	0	0	0	0	40
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	5	60	29	4	6	10	7	1	5	0	0	0	0	127
Percent	3.9%	47.2%	22.8%	3.1%	4.7%	7.9%	5.5%	0.8%	3.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	06:00	07:00	08:00	06:00	08:00	08:00	07:00	08:00					08:00
Vol.	3	17	13	4	2	4	4	1	4					40
PM Peak														
Vol.														
Grand Total	39	2158	853	27	206	115	23	24	82	0	0	0	0	3527
Percent	1.1%	61.2%	24.2%	0.8%	5.8%	3.3%	0.7%	0.7%	2.3%	0.0%	0.0%	0.0%	0.0%	

Speed Data



Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers PI
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/16/1																
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	2	1	7	11	4	0	0	0	0	0	0	0	0	25
16:00	0	0	1	1	5	8	1	0	1	0	0	0	0	0	0	17
17:00	0	1	5	1	3	7	1	1	0	0	0	0	0	0	0	19
18:00	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
19:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	8	7	17	26	7	1	1	0	0	0	0	0	0	68

Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers Pl
A-B NB
Longitude: 0' 0 0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	05	06	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/17/1																
6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	0	0	1	5	2	0	1	0	0	0	0	0	0	0	9
11:00	0	2	2	1	4	6	3	2	0	0	0	0	0	0	0	20
12 PM	0	2	3	1	1	9	3	0	0	0	0	0	0	0	0	19
13:00	0	0	1	1	5	9	11	8	1	0	0	0	0	0	0	34
14:00	0	0	2	2	5	8	3	3	0	0	1	0	0	0	0	24
15:00	0	0	4	7	6	8	2	0	0	0	0	0	0	0	0	27
16:00	0	0	0	2	5	6	1	0	0	0	0	0	0	0	0	14
17:00	0	0	1	2	9	5	0	0	0	0	0	0	0	0	0	17
18:00	0	0	1	1	2	9	1	0	0	0	0	0	0	0	0	14
19:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	13	18	20	47	63	24	12	1	0	1	0	0	0	0	199

Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers PI
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/18/1																
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	4	4	3	1	0	0	0	0	0	0	0	12
04:00	0	0	0	0	2	0	11	6	0	0	0	0	0	0	0	19
05:00	0	0	0	1	2	8	16	7	1	0	1	0	0	0	0	36
06:00	0	0	1	0	1	1	8	7	2	0	0	0	0	0	0	20
07:00	0	0	0	3	4	10	20	16	2	0	0	0	0	0	0	55
08:00	0	0	0	3	9	4	10	6	1	1	0	0	0	0	0	34
09:00	0	0	0	1	1	4	6	2	0	0	0	0	0	0	0	14
10:00	0	0	1	5	6	3	3	2	0	0	0	0	0	0	0	20
11:00	0	0	2	1	5	7	4	0	0	0	0	0	0	0	0	19
12 PM	0	1	0	2	5	7	6	4	2	0	0	0	0	0	0	27
13:00	0	0	0	1	3	11	8	12	2	0	0	0	0	0	0	37
14:00	0	0	0	1	10	11	5	3	0	0	0	0	0	0	0	30
15:00	0	0	2	2	4	11	4	2	1	0	0	0	0	0	0	26
16:00	0	0	1	2	4	4	3	0	0	0	0	0	0	0	0	14
17:00	0	0	2	5	3	10	0	0	0	0	0	0	0	0	0	20
18:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
20:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	11	30	64	100	112	68	11	1	1	0	0	0	0	400

Tri-State Traffic Data, Inc.

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

www.TSTData.com

Site Code: Site 9
Station ID: Dean Sievers Pl
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	05	06	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/19/1																
6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	8
04:00	0	0	1	1	5	2	4	1	1	0	0	0	0	0	0	15
05:00	0	0	0	1	1	7	18	9	0	0	0	0	0	0	0	36
06:00	0	0	0	0	1	4	15	6	2	0	0	0	0	0	0	28
07:00	0	2	0	2	0	9	22	8	2	0	0	0	0	0	0	45
08:00	0	0	0	2	4	7	6	3	10	1	0	0	0	0	0	33
09:00	0	0	0	3	9	4	2	1	1	0	0	0	0	0	0	20
10:00	0	0	0	1	9	2	1	0	0	1	0	0	0	0	0	14
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	2	1	16	31	36	69	28	16	2	0	0	0	0	0	201
Grand Total	0	18	38	73	159	225	212	109	29	3	2	0	0	0	0	868

Stats

- 15th Percentile : 20 MPH
- 50th Percentile : 28 MPH
- 85th Percentile : 35 MPH
- 95th Percentile : 39 MPH
- Mean Speed(Average) : 28 MPH
- 10 MPH Pace Speed : 26-35 MPH
- Number in Pace : 437
- Percent in Pace : 50.3%
- Number of Vehicles > 55 MPH : 0
- Percent of Vehicles > 55 MPH : 0.0%

Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers PI
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	05	06	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
02/16/1																	
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	0	2	2	11	13	7	0	0	0	0	0	0	0	0	35
16:00	0	0	1	2	1	14	17	6	1	0	0	0	0	0	0	0	42
17:00	0	0	1	0	6	8	16	15	4	1	0	0	0	0	0	0	51
18:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	5	11	33	46	28	5	1	0	0	0	0	0	0	131

Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers Pl
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	05	06	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/17/1																
6	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	1	3	1	0	1	0	0	1	0	0	0	0	7
10:00	0	0	0	6	5	2	0	0	0	0	0	0	0	0	0	13
11:00	0	1	0	0	3	6	5	4	1	1	0	0	0	0	0	21
12 PM	0	0	0	2	3	8	9	8	3	0	0	0	0	0	0	33
13:00	0	0	0	0	5	9	3	5	1	0	0	0	0	0	0	23
14:00	0	1	2	2	5	7	3	7	2	0	0	0	0	0	0	29
15:00	0	0	0	0	8	5	15	7	2	0	0	0	0	0	0	37
16:00	0	0	2	1	2	8	21	3	2	1	0	0	0	0	0	40
17:00	0	0	0	0	8	7	24	23	4	0	0	0	0	0	0	66
18:00	0	0	0	1	1	6	4	3	1	0	0	0	0	0	0	16
19:00	0	1	0	0	2	4	1	2	0	0	0	0	0	0	0	10
20:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
21:00	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	5
22:00	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	1	0	2	4	0	0	0	0	0	0	7
Total	0	3	4	17	52	66	90	65	20	2	1	0	0	0	0	320

Tri-State Traffic Data, Inc.

www.TSTData.com

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

Site Code: Site 9
Station ID: Dean Sievers PI
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/18/1																
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	2	3	1	0	3	0	0	0	0	0	0	0	9
04:00	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	9
05:00	0	0	0	0	5	7	2	1	0	0	0	0	0	0	0	15
06:00	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	11
07:00	0	0	0	0	2	9	3	1	0	0	0	0	0	0	0	15
08:00	0	0	0	0	3	6	4	1	0	0	0	0	0	0	0	14
09:00	0	0	1	0	2	5	7	0	0	0	0	0	0	0	0	15
10:00	0	0	0	2	2	4	5	1	0	0	0	0	0	0	0	14
11:00	0	0	1	1	5	7	5	7	2	0	0	0	0	0	0	28
12 PM	0	0	0	2	3	8	11	8	5	0	0	0	0	0	0	37
13:00	0	0	1	1	4	2	3	1	1	0	0	0	0	0	0	13
14:00	0	0	0	0	2	12	17	4	0	0	0	0	0	0	0	35
15:00	0	0	0	4	3	5	14	10	5	2	0	0	0	0	0	43
16:00	0	0	2	2	3	6	21	6	3	1	0	0	0	0	0	44
17:00	0	0	0	6	1	11	22	23	5	1	0	0	0	0	0	69
18:00	0	0	0	1	2	3	6	3	1	0	0	0	0	0	0	16
19:00	0	0	0	0	2	2	3	1	2	0	0	0	0	0	0	10
20:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
21:00	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	7
Total	0	0	5	25	55	96	127	74	25	4	0	0	0	0	0	411

Tri-State Traffic Data, Inc.

Dean Sievers Place
250 ft N of Steel Rd
Metro AW39VKJ7

www.TSTData.com

Site Code: Site 9
Station ID: Dean Sievers Pl
A-B NB
Longitude: 0' 0 0000 Undefined
Latitude: 0' 0 0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/19/1	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
04:00	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
05:00	0	0	0	0	2	16	0	1	0	0	0	0	0	0	0	19
06:00	0	0	1	0	9	3	1	0	0	0	0	0	0	0	0	14
07:00	0	0	0	6	3	2	1	0	0	0	0	0	0	0	0	12
08:00	0	0	0	1	2	6	3	3	0	0	0	0	0	0	0	15
09:00	0	1	1	7	2	1	4	1	0	1	0	0	0	0	0	18
10:00	0	0	0	2	2	7	4	1	0	0	0	0	0	0	0	16
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	1	3	19	20	37	13	9	0	1	0	0	0	0	0	103
Grand Total	0	4	14	66	138	232	276	176	50	8	1	0	0	0	0	965

Stats

- 15th Percentile : 22 MPH
- 50th Percentile : 30 MPH
- 85th Percentile : 37 MPH
- 95th Percentile : 41 MPH
- Mean Speed(Average) : 31 MPH
- 10 MPH Pace Speed : 26-35 MPH
- Number in Pace : 508
- Percent in Pace : 52.6%
- Number of Vehicles > 55 MPH : 0
- Percent of Vehicles > 55 MPH : 0 0%

Tri-State Traffic Data, Inc.

www.TSTData.com

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/16/1																
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	5	3	5	14	8	4	2	0	0	0	0	0	0	41
15:00	0	0	1	2	6	11	8	6	0	0	0	0	0	0	0	34
16:00	0	0	0	1	2	13	8	10	1	0	0	0	0	0	0	35
17:00	0	0	2	1	5	7	2	4	1	1	0	0	0	0	0	23
18:00	0	0	3	0	1	2	4	3	3	0	0	0	0	0	0	16
19:00	0	0	1	0	1	3	2	1	0	0	0	0	0	0	0	8
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	12	7	23	50	33	30	10	1	0	0	0	0	0	166

Tri-State Traffic Data, Inc.

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

www.TSTData.com

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	05	06	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/17/1																
6	0	0	2	0	1	1	1	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	1	3	1	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	8
04:00	0	0	1	0	1	2	7	10	4	1	1	0	0	0	0	27
05:00	0	0	1	0	0	5	16	29	14	2	0	0	0	0	0	67
06:00	0	0	1	1	7	4	20	22	12	2	0	0	0	0	0	69
07:00	0	0	1	3	2	11	21	25	5	8	2	0	0	0	0	78
08:00	0	1	2	1	5	18	12	15	3	4	1	0	0	0	0	62
09:00	0	0	0	2	5	12	11	6	2	0	1	0	0	0	0	39
10:00	0	0	1	4	10	11	5	2	1	0	0	0	0	0	0	34
11:00	0	0	2	3	8	16	5	2	3	0	0	0	0	0	0	39
12 PM	0	0	2	1	6	13	9	4	3	1	0	0	0	0	0	39
13:00	0	1	0	1	9	12	13	12	3	0	0	0	0	0	0	51
14:00	0	0	2	2	7	14	12	8	2	0	0	0	0	0	0	47
15:00	0	0	0	1	4	14	16	2	1	0	0	0	0	0	0	38
16:00	0	0	1	1	1	11	10	7	0	1	0	0	0	0	0	32
17:00	0	0	0	0	2	12	4	2	1	0	0	0	0	0	0	21
18:00	0	2	0	1	1	8	4	3	3	1	0	0	0	0	0	23
19:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	7
22:00	0	0	0	1	0	2	0	2	0	1	0	0	0	0	0	6
23:00	0	0	0	0	3	3	4	2	10	5	3	2	0	0	0	32
Total	0	4	16	22	73	171	175	166	69	26	8	2	0	0	0	732

Tri-State Traffic Data, Inc.

www.TSTData.com

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/18/1																
6	0	0	0	0	0	1	2	8	6	3	0	1	0	0	0	21
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	4	5	8	0	0	0	0	0	0	15
04:00	0	0	2	0	0	2	5	11	8	0	0	0	0	0	0	28
05:00	0	0	1	0	2	2	16	25	9	3	0	0	0	0	0	58
06:00	0	0	2	1	4	4	7	25	13	7	0	0	0	0	0	63
07:00	0	1	4	1	4	19	13	34	20	5	0	0	0	0	0	101
08:00	0	1	0	0	11	10	12	18	7	1	0	0	0	0	0	60
09:00	0	0	1	2	2	8	5	9	3	0	0	0	0	0	0	30
10:00	0	0	0	2	6	14	7	4	0	0	0	0	0	0	0	33
11:00	0	0	0	1	5	6	13	4	3	0	0	0	0	0	0	32
12 PM	0	0	1	0	2	8	11	12	6	3	1	0	0	0	0	44
13:00	0	0	0	3	5	12	9	10	8	2	0	0	0	0	0	49
14:00	0	0	0	1	5	19	10	3	2	0	1	0	0	0	0	41
15:00	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7
16:00	0	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	0
18:00	0	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	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	11	11	49	112	115	168	91	24	2	1	0	0	0	586

Tri-State Traffic Data, Inc.

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

www.TSTData.com

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/19/1																
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
Grand Total	0	6	39	40	145	333	323	364	170	51	10	3	0	0	0	1484

Stats

- 15th Percentile : 24 MPH
- 50th Percentile : 32 MPH
- 85th Percentile : 40 MPH
- 95th Percentile : 44 MPH
- Mean Speed(Average) : 33 MPH
- 10 MPH Pace Speed : 31-40 MPH
- Number in Pace : 687
- Percent in Pace : 46.3%
- Number of Vehicles > 55 MPH : 3
- Percent of Vehicles > 55 MPH : 0.2%

Tri-State Traffic Data, Inc.

www.TSTData.com

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	05	06	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/16/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	1	3	0	7	9	11	7	5	3	1	0	0	0	0	47
15:00	0	0	0	3	5	19	28	22	11	3	1	0	0	0	0	92
16:00	0	0	0	0	6	6	16	32	17	3	0	0	0	0	0	80
17:00	0	0	0	1	4	13	26	32	17	1	1	0	0	0	0	95
18:00	0	1	0	0	1	6	13	4	5	1	0	0	0	0	0	31
19:00	0	0	0	0	1	3	4	4	2	0	0	0	0	0	0	14
20:00	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
23:00	0	0	0	0	0	1	2	5	4	1	0	0	0	0	0	13
Total	0	2	3	5	24	61	102	108	62	12	3	0	0	0	0	382

Tri-State Traffic Data, Inc.

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

www.TSTData.com

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/17/1																
6	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	3
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	4	1	1	1	0	0	0	0	0	0	7
04:00	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	6
05:00	0	0	0	0	3	9	5	2	2	4	0	0	0	0	0	25
06:00	0	0	0	0	5	8	3	1	0	0	0	0	0	0	0	17
07:00	0	2	2	2	9	9	11	6	2	0	0	0	0	0	0	43
08:00	0	0	0	3	4	14	8	5	0	1	0	0	0	0	0	35
09:00	0	0	0	3	5	10	11	4	0	0	2	0	0	0	0	35
10:00	0	1	0	2	13	5	3	1	0	0	0	0	0	0	0	25
11:00	0	1	4	1	5	11	8	7	2	2	0	0	0	0	0	41
12 PM	0	0	1	6	6	6	19	11	10	3	0	1	0	0	0	63
13:00	0	0	2	2	5	9	16	8	3	1	1	0	0	0	0	47
14:00	0	0	0	6	9	16	22	7	4	1	0	0	0	0	0	65
15:00	0	0	0	1	5	12	21	22	11	3	0	0	0	0	0	75
16:00	0	0	0	0	4	16	24	25	12	7	1	1	0	0	0	90
17:00	0	0	0	0	9	8	18	22	19	7	1	0	0	0	0	84
18:00	0	0	0	0	0	6	7	11	2	0	0	0	0	0	0	26
19:00	0	0	0	0	2	5	4	4	5	0	0	0	0	0	0	20
20:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	5
22:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
23:00	0	0	0	4	2	3	0	0	5	5	1	0	0	0	0	20
Total	0	4	10	31	89	154	187	141	81	34	8	2	0	0	0	741

Tri-State Traffic Data, Inc.

www.TSTData.com

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/18/1																
6	0	0	0	0	1	2	3	1	1	0	0	0	0	1	0	9
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	4	0	1	0	2	0	0	0	0	0	7
04:00	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	5
05:00	0	0	0	0	2	7	6	4	1	0	0	0	0	0	0	20
06:00	0	0	0	1	8	8	5	6	1	0	0	0	0	0	0	29
07:00	0	0	0	0	4	13	8	3	3	0	0	0	0	0	0	31
08:00	0	1	0	3	5	7	12	3	1	0	0	0	0	0	0	32
09:00	0	0	2	3	5	8	5	3	0	0	0	0	0	0	0	29
10:00	0	1	1	4	6	7	4	2	1	0	0	0	0	0	0	26
11:00	0	0	0	2	9	8	17	11	5	1	1	0	0	0	0	54
12 PM	0	0	0	5	0	14	14	16	8	8	0	0	0	0	0	65
13:00	0	0	3	3	2	6	7	6	4	0	0	1	0	0	0	32
14:00	0	3	1	1	3	15	17	16	4	1	0	0	0	0	0	61
15:00	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	0	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	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	7	23	48	102	105	73	29	13	1	1	0	1	0	406

Tri-State Traffic Data, Inc.

Enterprise Ave
450 ft E of New Ford Mill Rd
Metro CE56WOKH

www.TSTData.com

Site Code: Site 11
Station ID: Enterprise Ave
A-B EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/19/1																
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	12	20	59	161	317	394	322	172	59	12	3	0	1	0	1532

Stats	15th Percentile :	24 MPH
	50th Percentile :	32 MPH
	85th Percentile :	40 MPH
	95th Percentile :	44 MPH
	Mean Speed(Average) :	33 MPH
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	716
	Percent in Pace :	46.7%
	Number of Vehicles > 55 MPH :	4
	Percent of Vehicles > 55 MPH :	0.3%

Tri-State Traffic Data, Inc.

www.TSTData.com

New Ford Mill Rd
 1000 ft N of Enterprise Ave
 Metro FY424AND

Site Code: Site 12
 Station ID: New Ford Mill Rd
 A-B NB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

NB	Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/16/1		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		0	0	0	0	2	2	8	16	35	18	9	1	1	0	0	92
11:00		0	0	0	0	0	0	3	28	48	21	8	5	0	0	0	111
12 PM		0	0	0	0	0	3	12	31	38	36	3	2	2	0	0	127
13:00		0	0	0	0	0	5	12	25	55	19	6	5	1	0	0	129
14:00		0	0	0	0	0	5	12	36	32	13	12	6	0	1	0	117
15:00		0	0	0	0	1	4	10	30	52	33	12	5	2	0	1	150
16:00		0	0	0	0	0	1	9	22	25	37	21	9	1	0	0	125
17:00		0	0	0	0	0	1	2	13	25	43	23	3	1	0	0	111
18:00		0	0	0	0	0	0	3	5	15	12	8	1	1	0	0	45
19:00		0	0	0	0	0	1	4	6	7	8	2	4	1	1	0	34
20:00		0	0	0	0	0	1	0	1	2	1	2	0	0	0	0	7
21:00		0	0	0	0	0	0	3	5	3	3	0	2	0	0	0	16
22:00		0	0	0	0	0	0	2	0	4	1	1	0	0	0	0	8
23:00		0	0	0	0	0	0	0	0	1	5	2	2	0	0	0	10
Total		0	0	0	0	3	23	80	216	343	250	109	45	10	2	1	1082

Tri-State Traffic Data, Inc.

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

www.TSTData.com

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	05	06	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/17/1																
6	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	8
01:00	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	6
02:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
03:00	0	0	0	0	0	0	1	2	3	3	0	0	0	0	0	9
04:00	0	0	0	0	0	1	6	5	4	0	0	1	0	0	0	17
05:00	0	0	0	0	0	2	11	2	7	7	3	1	0	0	0	33
06:00	0	0	0	0	0	3	4	10	26	18	6	6	1	0	0	74
07:00	0	0	0	0	0	1	9	25	48	23	8	5	0	0	0	119
08:00	0	0	0	0	2	2	15	39	35	29	13	3	0	1	0	139
09:00	0	0	0	0	1	3	12	29	53	21	15	5	0	0	0	139
10:00	0	0	0	0	0	11	13	24	55	31	13	1	0	0	0	148
11:00	0	1	0	0	0	1	5	31	54	43	16	5	0	0	0	156
12 PM	0	0	0	0	0	0	17	27	61	36	19	9	1	1	0	171
13:00	0	0	0	2	1	5	15	42	54	33	13	1	0	0	0	166
14:00	0	0	0	0	2	2	12	30	54	36	15	4	0	0	0	155
15:00	0	0	0	0	0	0	9	17	28	46	27	10	3	1	0	141
16:00	0	0	0	0	0	0	2	23	29	31	20	10	3	0	0	118
17:00	0	0	0	0	0	1	6	18	16	43	22	11	3	0	0	119
18:00	0	0	0	0	0	1	2	6	14	16	6	4	0	0	0	49
19:00	0	0	0	0	0	0	4	5	7	7	4	1	0	0	0	28
20:00	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	10
21:00	0	0	0	0	0	0	1	4	4	6	1	1	0	0	0	17
22:00	0	0	0	0	1	0	1	2	3	0	2	1	0	0	0	10
23:00	0	0	0	0	0	1	1	2	4	2	9	4	1	0	0	24
Total	0	1	0	2	7	35	147	348	564	437	218	85	12	3	0	1859

Tri-State Traffic Data, Inc.

www.TSTData.com

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/18/1																
6	0	0	0	0	0	1	2	5	6	3	3	1	0	0	2	23
01:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	1	4	1	1	0	1	0	0	9
04:00	0	0	0	0	0	0	2	5	3	1	1	0	0	0	0	12
05:00	0	0	0	0	0	1	1	20	6	6	1	1	0	0	0	36
06:00	0	0	0	0	0	0	15	16	27	23	13	2	0	0	0	96
07:00	0	0	0	0	0	0	21	34	61	28	8	1	1	1	0	153
08:00	0	0	0	0	1	5	17	31	50	33	16	3	0	1	0	157
09:00	0	0	0	0	0	3	14	36	57	39	10	3	1	1	0	164
10:00	0	0	0	0	0	0	15	32	54	42	16	4	0	0	0	163
11:00	0	0	0	0	2	5	11	30	54	58	21	5	0	0	0	184
12 PM	0	0	0	0	0	1	5	39	82	50	16	9	0	0	0	202
13:00	0	0	0	0	1	0	7	30	50	40	22	5	4	0	0	159
14:00	0	0	0	0	0	8	11	61	50	36	15	5	2	0	0	188
15:00	0	0	0	0	0	2	12	15	32	48	20	7	4	1	0	139
16:00	0	0	0	0	0	5	8	19	42	36	26	12	2	1	0	151
17:00	0	0	0	0	0	1	7	8	19	44	31	13	5	0	0	128
18:00	0	0	0	0	0	0	2	6	16	15	9	2	2	1	0	53
19:00	0	0	0	0	0	0	3	7	2	7	4	2	0	0	0	25
20:00	0	0	0	0	0	0	0	3	5	1	2	0	0	0	0	11
21:00	0	0	0	0	0	0	0	2	4	5	1	0	1	0	0	13
22:00	0	0	0	0	0	0	0	2	6	1	1	0	0	0	0	10
23:00	0	0	0	0	0	0	0	3	4	10	4	1	2	0	0	24
Total	0	0	0	0	4	32	154	405	634	526	239	77	25	6	2	2104

Tri-State Traffic Data, Inc.

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

www.TSTData.com

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/19/1	6	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
01:00	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	5
02:00	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
04:00	0	0	0	0	0	0	1	1	5	1	1	0	1	0	0	10
05:00	0	0	0	0	0	0	2	9	5	6	1	4	1	0	0	28
06:00	0	0	0	0	0	1	6	24	27	26	10	5	2	0	0	101
07:00	0	0	0	0	2	2	11	39	53	25	10	5	1	1	0	149
08:00	0	0	0	0	2	14	9	28	46	31	19	6	1	0	0	156
09:00	0	0	0	0	0	2	18	49	55	48	12	1	1	0	0	186
10:00	0	0	0	0	1	3	3	26	34	31	14	4	4	0	0	120
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	5	22	50	180	233	171	71	26	11	1	0	770
Grand Total	0	1	0	2	19	112	431	1149	1774	1384	637	233	58	12	3	5815

Stats	15th Percentile :	36 MPH
	50th Percentile :	43 MPH
	85th Percentile :	50 MPH
	95th Percentile :	55 MPH
	Mean Speed(Average) :	44 MPH
	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	3158
	Percent in Pace :	54.3%
	Number of Vehicles > 55 MPH :	306
	Percent of Vehicles > 55 MPH :	5.3%

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB	Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		
02/16/1																	
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	2	0	0	2	5	16	27	6	5	2	0	0	0	0	65
11:00	0	0	0	0	0	2	13	44	26	18	5	1	1	0	0	0	110
12 PM	0	0	0	0	0	2	16	38	33	17	6	0	0	0	0	0	112
13:00	0	0	0	0	0	3	20	48	43	10	8	0	0	0	0	0	132
14:00	0	0	0	0	0	3	14	35	31	14	4	2	0	0	0	0	103
15:00	0	0	0	0	0	1	8	23	17	15	5	1	0	1	0	0	71
16:00	0	0	0	0	0	0	6	11	27	12	5	7	2	0	1	0	71
17:00	0	0	0	0	0	1	7	9	15	15	9	5	2	0	0	0	63
18:00	0	0	0	0	0	2	2	6	7	7	5	1	1	0	0	0	31
19:00	0	0	0	0	0	0	3	3	4	4	0	0	2	0	0	0	16
20:00	0	0	0	0	0	0	4	1	5	1	0	0	0	0	0	0	11
21:00	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3
Total	0	0	2	0	0	18	100	237	238	121	52	20	8	1	1	1	798

Tri-State Traffic Data, Inc.

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

www.TSTData.com

Site Code: Site 17
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/17/1																
6	0	0	0	0	0	0	2	2	1	0	0	0	0	1	0	6
01:00	0	0	0	0	0	1	0	1	2	1	1	2	0	0	0	8
02:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	6
03:00	0	0	0	0	0	1	1	0	3	2	2	2	0	0	0	11
04:00	0	0	0	0	0	0	0	4	16	7	9	0	4	0	1	41
05:00	0	0	0	0	0	0	6	19	21	29	18	10	1	1	0	105
06:00	0	0	0	0	0	0	13	41	53	42	17	2	3	0	0	171
07:00	0	0	0	0	0	1	11	18	39	37	23	3	3	0	1	138
08:00	0	0	0	0	0	5	6	41	50	41	21	7	4	0	0	175
09:00	0	0	0	0	0	0	9	29	64	20	16	6	1	2	0	147
10:00	0	1	0	0	0	2	17	41	42	32	5	1	1	0	0	142
11:00	0	0	0	0	0	1	8	30	78	30	6	2	2	0	0	157
12 PM	0	0	0	0	0	4	12	37	48	21	10	4	1	0	1	138
13:00	0	0	0	2	5	4	9	33	33	28	14	3	2	0	0	133
14:00	0	0	0	0	0	2	13	32	35	19	17	2	1	1	0	122
15:00	0	0	0	0	0	1	5	21	28	22	4	3	1	0	0	85
16:00	0	0	0	0	0	0	4	10	18	20	6	3	0	0	0	61
17:00	0	0	0	0	0	0	5	7	10	21	17	5	0	0	0	65
18:00	0	0	0	0	0	0	5	8	4	13	6	2	0	0	0	38
19:00	0	0	0	0	0	0	0	3	5	3	0	1	0	0	0	12
20:00	0	0	0	0	0	0	1	0	2	1	3	0	0	0	0	7
21:00	0	0	0	0	0	0	0	1	1	1	2	2	0	1	1	9
22:00	0	0	0	0	1	0	0	0	3	4	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	4	10	7	1	1	0	0	0	23
Total	0	1	0	2	6	22	128	384	566	404	198	61	24	6	4	1806

Tri-State Traffic Data, Inc.

www.TSTData.com

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/18/1																
6	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
01:00	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	4
02:00	0	0	0	0	0	0	0	1	3	1	0	0	0	0	1	6
03:00	0	0	0	0	0	0	1	2	5	6	2	0	1	0	0	17
04:00	0	0	0	0	0	0	0	1	5	20	7	3	3	1	0	40
05:00	0	0	0	0	0	4	5	22	31	24	14	5	1	2	0	108
06:00	0	0	0	0	0	1	6	34	59	42	30	7	2	2	0	183
07:00	0	0	0	0	0	1	24	39	53	32	26	9	1	0	0	185
08:00	0	0	0	0	0	0	19	32	64	43	25	6	2	1	0	192
09:00	0	0	0	0	0	1	15	44	65	34	10	7	2	0	0	178
10:00	0	0	0	1	0	7	18	42	73	26	11	3	1	0	0	182
11:00	0	0	0	0	0	0	20	20	42	38	20	5	2	0	0	147
12 PM	0	0	0	0	0	2	12	53	70	34	18	4	1	0	0	194
13:00	0	0	0	0	0	1	10	42	71	31	14	3	2	0	0	174
14:00	0	0	0	0	0	2	6	42	47	22	15	3	2	1	0	140
15:00	0	0	0	0	0	5	3	12	30	30	18	5	1	0	0	104
16:00	0	0	0	0	0	1	4	17	15	20	8	6	1	0	0	72
17:00	0	0	0	0	0	1	1	12	14	13	14	2	1	0	0	58
18:00	0	0	0	0	0	0	1	5	6	6	5	2	0	0	0	25
19:00	0	0	0	0	0	0	0	1	7	3	2	1	1	0	0	15
20:00	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	7
21:00	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	5
22:00	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	1	0	1	6	7	0	1	0	16
Total	0	0	0	1	0	26	147	427	668	435	245	78	25	8	1	2061

Tri-State Traffic Data, Inc.

New Ford Mill Rd
1000 ft N of Enterprise Ave
Metro FY424AND

www.TSTData.com

Site Code: Site 12
Station ID: New Ford Mill Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/19/1																
6	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3
02:00	0	0	0	0	0	0	0	1	0	1	2	1	0	0	0	5
03:00	0	0	0	0	0	0	0	3	3	4	1	1	0	0	0	12
04:00	0	0	0	0	0	0	1	6	2	23	11	3	1	1	0	48
05:00	0	0	0	0	0	0	2	11	32	21	6	7	2	1	0	82
06:00	0	0	0	0	0	0	8	28	74	63	23	3	1	0	0	200
07:00	0	0	0	0	6	0	1	21	55	52	16	10	0	1	0	161
08:00	0	0	0	0	0	4	17	32	52	58	22	3	3	0	0	191
09:00	0	0	0	0	0	0	10	38	75	56	9	4	1	0	0	194
10:00	0	0	0	0	0	0	7	21	44	26	19	2	3	0	0	122
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	6	4	46	163	340	304	109	35	11	3	0	1021
Grand Total	0	1	2	3	12	70	421	1211	1812	1264	604	194	68	18	6	5686

Stats	15th Percentile :	36 MPH
	50th Percentile :	43 MPH
	85th Percentile :	50 MPH
	95th Percentile :	54 MPH
	Mean Speed(Average) :	44 MPH
	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	3076
	Percent in Pace :	54.1%
	Number of Vehicles > 55 MPH :	286
	Percent of Vehicles > 55 MPH :	5.0%

Tri-State Traffic Data, Inc.

www.TSTData.com

Street: New Ford Road NB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

NB		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/08/16		1	0	0	1	6	5	4	2	0	0	0	0	0	0	19	31-40	11
01:00		4	0	2	1	1	3	2	0	1	0	0	0	0	0	14	36-45	5
02:00		2	0	2	8	3	7	2	1	0	0	0	0	0	0	25	24-33	11
03:00		5	0	2	6	14	7	4	1	0	0	0	0	0	0	39	29-38	21
04:00		6	4	7	11	12	8	5	0	0	0	0	0	0	0	53	26-35	23
05:00		7	1	5	19	19	5	6	6	1	1	1	0	0	0	71	26-35	38
06:00		4	0	5	20	48	20	14	4	1	0	0	0	0	0	116	26-35	68
07:00		5	1	13	52	55	54	17	9	1	0	0	0	0	0	207	31-40	109
08:00		4	0	22	69	80	47	24	13	4	0	0	0	0	0	263	26-35	149
09:00		5	2	12	49	94	44	25	6	1	0	1	0	0	0	239	26-35	143
10:00		7	2	19	67	72	56	19	5	1	0	1	0	0	0	249	26-35	139
11:00		11	1	21	67	86	73	23	9	1	0	0	0	0	0	292	31-40	159
12 PM		14	6	21	93	103	76	39	12	0	0	0	0	0	0	364	26-35	196
13:00		10	5	19	71	90	63	34	10	0	0	0	0	0	0	302	26-35	161
14:00		4	14	25	70	78	92	37	9	2	0	0	0	0	0	331	31-40	170
15:00		5	1	18	72	125	94	42	13	5	1	0	0	0	0	376	31-40	219
16:00		1	0	10	62	87	118	85	27	5	0	0	0	0	0	395	31-40	205
17:00		3	1	10	27	54	126	72	33	5	0	0	0	0	0	331	36-45	198
18:00		4	0	1	12	22	36	40	14	4	0	0	0	0	0	133	36-45	76
19:00		4	0	0	3	13	21	10	4	1	0	0	0	0	0	56	31-40	34
20:00		2	0	0	3	6	9	5	3	1	1	0	0	0	0	30	31-40	15
21:00		5	3	2	1	5	7	4	2	3	0	0	0	0	0	32	31-40	12
22:00		7	0	0	4	10	19	9	7	2	0	0	0	0	0	58	31-40	29
23:00		4	0	0	1	2	11	19	5	2	1	0	0	0	0	45	36-45	30
Total		124	41	216	789	1085	1001	541	195	41	4	3	0	0	0	4040		
Percent		3.1%	1.0%	5.3%	19.5%	26.9%	24.8%	13.4%	4.8%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00		04:00	08:00	08:00	09:00	11:00	09:00	08:00	08:00	05:00	05:00				11:00		
PM Peak	12:00	14	14	25	93	125	126	85	33	5	1	1				16:00		395
Vol.		11	4	22	69	94	73	25	13	4	1	1				292		

Tri-State Traffic Data, Inc.

www.TSTData.com

Street: New Ford Road NB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

NB	Start	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	999	Total	Pace	Number
Time	03/09/16	0	0	0	0	0	0	1	1	2	2	5	5	2	2	1	1	1	1	1	1	0	0	0	0	0	0	0	13	36-45	7
01:00	3	1	3	2	2	1	1	2	2	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	21-30	5
02:00	5	2	0	0	0	0	0	5	7	7	7	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	26-35	12
03:00	4	0	0	1	1	1	1	13	10	10	10	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34	26-35	23
04:00	12	2	2	1	1	1	1	11	11	5	5	10	10	2	0	0	0	1	1	0	0	0	0	0	0	0	0	54	21-30	22	
05:00	17	0	0	0	0	9	9	16	16	15	15	11	11	6	3	3	3	1	1	0	0	0	0	0	0	0	0	79	26-35	31	
06:00	8	0	0	0	0	2	2	37	37	40	40	25	25	10	7	7	7	0	0	0	0	0	0	0	0	0	0	129	26-35	77	
07:00	11	1	1	1	1	7	7	48	48	80	80	62	62	19	7	7	7	1	1	0	0	0	0	0	0	0	0	216	31-40	122	
08:00	6	2	2	2	2	16	16	67	67	67	67	47	47	18	5	5	5	0	0	0	0	0	0	0	0	0	0	228	26-35	134	
09:00	8	2	2	13	13	47	47	88	88	88	88	44	44	3	3	3	3	0	0	0	0	0	0	0	0	0	0	227	26-35	135	
10:00	21	3	3	25	25	62	62	89	89	89	41	41	41	1	1	1	1	2	2	0	0	0	0	0	0	0	0	256	26-35	151	
11:00	11	2	2	21	21	74	74	101	101	101	57	57	57	7	7	7	7	1	1	0	0	0	0	0	0	0	0	300	26-35	175	
12 PM	14	0	0	33	33	80	80	101	101	101	57	57	57	31	12	12	12	2	2	0	0	0	0	0	0	0	0	331	26-35	181	
13:00	9	2	2	28	28	62	62	73	73	73	63	63	63	34	5	5	5	0	0	0	0	0	0	0	0	0	0	276	29-38	136	
14:00	8	6	6	22	22	55	55	107	107	107	79	79	79	7	7	7	7	0	0	0	0	0	0	0	0	0	0	328	31-40	186	
15:00	12	2	2	19	19	73	73	96	96	96	44	44	44	15	15	15	15	3	3	0	0	0	0	0	0	0	0	383	31-40	202	
16:00	4	0	0	10	10	65	65	103	103	103	104	104	104	16	16	16	16	1	1	0	0	0	0	0	0	0	0	376	31-40	207	
17:00	1	0	0	2	2	29	29	74	74	74	131	131	131	71	24	24	24	3	3	1	1	0	0	0	0	0	0	396	31-40	205	
18:00	2	0	0	0	0	7	7	25	25	25	41	41	41	8	20	20	20	6	6	0	0	0	0	0	0	0	0	147	36-45	86	
19:00	3	0	0	0	0	4	4	8	8	8	21	21	21	6	6	6	6	0	0	0	0	0	0	0	0	0	0	51	31-40	29	
20:00	3	0	0	2	2	0	0	5	5	5	6	6	6	7	7	7	7	0	0	0	0	0	0	0	0	0	0	23	35-44	13	
21:00	1	0	0	0	0	0	0	0	0	6	6	4	4	11	11	6	6	2	2	0	0	0	0	0	0	0	0	39	40-49	17	
22:00	5	2	2	0	0	1	1	6	6	6	14	14	14	4	4	4	4	1	1	0	0	0	0	0	0	0	0	47	36-45	27	
23:00	6	0	0	0	0	4	4	6	6	6	16	16	16	4	4	4	4	2	2	1	1	0	0	0	0	0	0	46	31-40	22	
Total	174	27	224	763	1095	953	520	156	27	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3948			
Percent	4.4%	0.7%	5.7%	19.3%	27.7%	24.1%	13.2%	4.0%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	10:00	10:00	10:00	11:00	11:00	07:00	11:00	06:00	10:00	00:00																			11:00		
PM Peak	12:00	14:00	12:00	12:00	14:00	17:00	16:00	17:00	18:00	12:00	16:00																		15:00		
Vol.	21	3	25	74	101	131	71	24	2	1	1	1	1	7	7	6	6	2	2	1	1	1	1	1	1	1	1	300			
	14	6	33	80	107	131	71	24	6	1	1	1	1	7	7	6	6	2	2	1	1	1	1	1	1	1	1	383			

Street: New Ford Road NB
Location: South of Tyburn Rd
Weather: Clear
Counter: TSTD

Site Code: 1
Station ID:

Longitude: 0 0.0000 Undefined
Latitude: 0 0.0000 Undefined

NB	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	76	Total	Pace	Number	
	03/10/16	15	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	999	25	30-39	11	
	01:00	4	0	0	0	1	0	0	0	2	4	7	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	34-43	6
	02:00	10	0	0	0	2	2	6	1	1	7	7	7	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	29	34-43	9	
	03:00	5	0	0	0	4	4	7	7	8	8	5	5	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	32	26-35	15	
	04:00	11	2	2	2	2	2	14	14	15	15	6	6	6	6	1	1	1	1	0	0	0	0	0	0	0	0	0	58	26-35	29	
	05:00	19	1	1	1	10	9	14	14	11	11	9	9	5	5	2	2	1	1	1	0	0	0	0	0	0	0	0	72	26-35	25	
	06:00	14	9	9	9	9	9	21	21	36	36	18	18	13	13	1	1	2	2	0	0	0	0	0	0	0	0	0	123	26-35	57	
	07:00	7	11	11	11	19	19	50	50	78	78	58	58	22	22	5	5	2	2	0	0	0	0	0	0	0	0	0	250	31-40	136	
	08:00	12	5	5	5	13	13	56	56	76	76	47	47	14	14	7	7	0	0	0	0	0	0	0	0	0	0	0	230	26-35	132	
	09:00	7	2	2	2	19	19	35	35	62	62	72	72	21	21	6	6	0	0	0	0	0	0	0	0	0	0	0	224	31-40	134	
	10:00	12	0	0	0	12	12	72	72	76	76	46	46	17	17	4	4	1	1	0	0	0	0	0	0	0	0	0	240	26-35	148	
	11:00	11	0	0	0	23	23	48	48	81	81	85	85	30	30	3	3	2	2	0	0	0	0	0	0	0	0	0	283	31-40	166	
	12 PM	19	17	17	17	30	30	73	73	115	115	84	84	23	23	4	4	1	1	0	0	0	0	0	0	0	0	0	366	31-40	199	
	13:00	9	0	0	0	25	25	76	76	82	82	49	49	23	23	7	7	0	0	0	0	0	0	0	0	0	0	0	271	26-35	158	
	14:00	22	18	18	18	41	41	93	93	103	103	62	62	22	22	3	3	0	0	0	0	0	0	0	0	0	0	0	364	26-35	196	
	15:00	2	0	0	0	19	19	56	56	114	114	94	94	45	45	15	15	0	0	0	0	0	0	0	0	1	0	0	346	31-40	208	
	16:00	6	1	1	1	14	14	60	60	101	101	137	137	58	58	19	19	3	3	0	0	0	0	0	0	0	0	0	400	31-40	238	
	17:00	2	3	3	3	1	1	22	22	60	60	124	124	81	81	26	26	6	6	7	7	0	0	0	0	0	0	0	325	36-45	205	
	18:00	2	1	1	1	6	6	7	7	24	24	34	34	24	24	15	15	7	7	0	0	0	0	0	0	0	0	0	121	31-40	58	
	19:00	4	2	2	2	0	0	7	7	8	8	22	22	13	13	3	3	3	3	2	2	0	0	0	0	0	0	0	64	36-45	35	
	20:00	6	0	0	0	3	3	0	0	9	9	4	4	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	27	31-40	13	
	21:00	3	0	0	0	0	0	1	1	7	7	9	9	12	12	2	2	1	1	0	0	0	0	0	0	0	0	0	35	36-45	21	
	22:00	11	0	0	0	0	0	2	2	13	13	15	15	17	17	4	4	3	3	0	0	0	0	0	0	0	0	0	65	36-45	32	
	23:00	2	0	0	0	0	0	1	1	4	4	10	10	9	9	3	3	3	3	1	1	0	0	0	0	0	0	0	33	36-45	19	
	Total	205	74	74	253	726	1090	1007	465	133	35	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3996				
	Percent	5.1%	1.9%	1.9%	6.3%	18.2%	27.3%	25.2%	11.6%	3.3%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
	AM Peak	05:00	07:00	11:00	11:00	10:00	11:00	11:00	11:00	08:00	06:00	02:00																	11:00			
	PM Peak	14:00	14:00	14:00	14:00	14:00	12:00	16:00	17:00	17:00	18:00	19:00													15:00				16:00			
	Vol.	19	11	18	41	93	81	137	81	26	7	2	1	1	1	1	1	2	2	0	0	0	0	0	1	1	1	400				

Tri-State Traffic Data, Inc.

www.TS1Data.com

Street: New Ford Road NB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID:

Longitude: 0° 0' 0.0000 Undefined
 Latitude: 0° 0' 0.0000 Undefined

NB	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number	
	03/11/16	7	0	0	0	0	0	0	0	3	3	6	4	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	21	36.45	10
	01:00	4	0	0	0	5	1	5	5	1	5	4	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	20	36.45	8	
	02:00	7	0	0	3	5	5	5	5	5	5	5	5	3	3	2	0	0	0	0	0	0	0	0	0	0	0	30	25.34	10	
	03:00	6	0	0	4	11	16	9	16	16	13	9	9	5	5	1	0	0	0	0	0	0	0	0	0	0	0	52	26.35	27	
	04:00	10	0	0	6	9	13	10	13	13	10	10	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	49	31.40	23	
	05:00	28	1	1	13	19	13	19	19	13	13	10	10	4	4	3	3	0	0	0	0	0	0	0	0	0	0	91	21.30	32	
	06:00	10	6	6	14	12	14	12	12	42	24	24	24	20	20	3	3	0	0	0	1	1	0	0	0	0	0	132	31.40	66	
	07:00	8	1	1	21	49	21	49	67	67	67	44	44	15	15	5	5	0	0	0	0	0	0	0	0	0	0	210	28.35	116	
	08:00	14	0	0	13	55	60	60	60	60	60	62	62	15	15	2	2	0	0	0	0	0	0	0	0	0	0	221	31.40	122	
	09:00	4	2	2	8	52	59	59	66	66	17	17	17	5	5	5	5	0	0	0	1	1	0	0	0	0	0	214	31.40	125	
	10:00	6	0	0	10	48	91	52	66	66	15	15	15	4	4	4	4	2	2	0	0	0	0	0	0	0	0	228	31.40	143	
	11:00	9	1	1	20	71	92	66	71	92	8	8	26	8	8	7	7	0	0	0	0	0	0	0	0	0	0	293	26.35	163	
	12 PM	6	2	2	18	60	101	95	60	101	48	48	48	7	7	7	7	1	1	0	0	0	0	0	0	0	0	338	31.40	196	
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	Total	119	13	130	396	563	453	176	44	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1899			
	Percent	6.3%	0.7%	6.8%	20.9%	29.6%	23.9%	9.3%	2.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	AM	05:00	06:00	07:00	11:00	11:00	09:00	11:00	11:00	10:00	06:00																	11:00			
	Vol.	28	6	21	71	92	66	26	8	2	1																	293			
	PM	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00			
	Peak	6	2	18	60	101	95	48	7	1	26	7	1	9	1	1	1	1	1	1	1	1	1	1	1	1	1	338			
	Vol.	647	158	899	2900	4272	3998	2089	676	142	26	9	1	9	1	1	1	1	1	1	1	1	1	1	1	1	1	15818			
	Percent	4.1%	1.0%	5.7%	18.3%	27.0%	25.3%	13.2%	4.3%	0.9%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%				

Stats

10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 8270
 Percent in Pace : 52.3%
 Number of Vehicles > 55 MPH : 37
 Percent of Vehicles > 55 MPH : 0.2%

15th Percentile : 26 MPH
 50th Percentile : 33 MPH
 85th Percentile : 41 MPH
 95th Percentile : 45 MPH

Mean Speed(Average) :

34 MPH

Tri-State Traffic Data, Inc.

www.TSTData.com

Street: New Ford Rd SB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID:

Longitude: 0° 0' 0.0000 Undefined
 Latitude: 0° 0' 0.0000 Undefined

SB	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	799	Total	Pace	Speed	Number			
03/09/16		0	0	0	0	0	0	2	2	1	1	2	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	36.45	3				
01:00		0	0	0	0	2	2	7	7	2	2	4	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	18	21.30	9					
02:00		4	0	0	0	2	2	8	8	7	7	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	27	26.35	15					
03:00		2	2	0	0	0	0	17	17	13	13	8	8	8	8	2	2	0	0	0	0	0	0	0	0	0	0	50	26.35	30						
04:00		8	4	4	4	7	7	16	16	20	20	19	19	8	8	4	4	0	0	0	0	0	0	0	0	0	0	86	31.40	39						
05:00		2	2	8	8	24	24	63	63	58	58	53	53	37	37	12	12	0	0	0	0	0	0	0	0	0	0	257	28.35	121						
06:00		3	18	18	18	53	53	117	117	95	95	79	79	46	46	16	16	0	0	0	0	0	0	0	0	0	0	429	26.35	212						
07:00		10	17	17	53	102	102	123	123	83	83	36	36	30	30	7	7	0	0	0	0	0	0	0	0	0	0	434	28.35	225						
08:00		14	9	9	62	119	119	66	66	66	66	41	41	30	30	5	5	2	2	1	1	0	0	0	0	0	0	349	26.35	185						
09:00		9	1	1	44	124	124	56	56	56	6	25	25	6	6	3	3	1	1	0	0	0	0	0	0	0	0	268	26.35	180						
10:00		30	10	10	50	109	109	60	60	60	23	23	23	4	4	3	3	0	0	0	0	0	0	0	0	0	0	289	26.35	169						
11:00		17	17	17	45	88	88	65	65	65	21	21	21	11	11	2	2	2	2	0	0	0	0	0	0	0	0	288	26.35	153						
12 PM		14	15	15	51	93	93	87	87	87	15	30	30	15	15	6	6	0	0	0	0	0	0	0	0	0	0	311	26.35	180						
13:00		22	0	0	54	129	129	81	81	81	50	50	50	13	13	2	2	0	0	0	0	0	0	0	0	0	0	351	28.35	210						
14:00		18	1	1	38	102	102	82	82	82	31	31	31	12	12	2	2	0	0	0	0	0	0	0	0	0	0	286	26.35	184						
15:00		12	1	1	28	53	53	36	36	36	26	26	26	7	7	2	2	0	0	0	0	0	0	0	0	0	0	165	26.35	89						
16:00		4	7	7	8	36	36	33	33	33	9	9	9	9	9	2	2	0	0	0	0	0	0	0	0	0	0	128	26.35	69						
17:00		2	2	2	1	16	16	27	27	27	12	12	12	9	9	6	6	2	2	1	1	0	0	0	0	0	0	78	28.35	43						
18:00		3	0	0	0	4	4	6	6	6	22	17	17	6	6	5	5	0	0	0	0	0	0	0	0	0	0	59	31.40	39						
19:00		0	0	0	0	2	2	4	4	4	8	7	7	6	6	2	2	0	0	0	0	0	0	0	0	0	0	29	31.40	15						
20:00		1	0	0	0	0	0	2	2	6	6	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	16	31.40	9						
21:00		0	0	0	10	7	7	5	5	5	7	7	7	3	3	1	1	0	0	0	0	0	0	0	0	0	0	36	21.30	17						
22:00		2	2	2	1	1	1	4	4	5	5	5	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	24	29.38	10						
23:00		4	0	0	5	4	4	3	3	3	3	3	3	1	1	2	2	0	0	0	0	0	0	0	0	0	0	22	21.30	9						
Total		181	112	112	540	1228	1228	961	961	580	278	87	17	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	3988							
AM	4.5%		2.8%		13.5%		30.8%		24.1%		14.5%		7.0%		2.2%		0.4%		0.1%		0.0%		0.0%		0.0%		0.0%		0.0%							
PM	13:00	12:00	13:00	13:00	13:00	12:00	13:00	12:00	13:00	07:00	06:00	06:00	06:00	07:00	07:00	06:00	06:00	07:00	07:00	20:00																
Peak	30	18	62	124	123	83	46	15	6	2	1	1	1	1	1	2	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Vol.	22	15	54	129	87	50	15	6	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
AM	10:00	06:00	08:00	09:00	07:00	07:00	06:00	06:00	06:00	07:00	07:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	
Peak	30	18	62	124	123	83	46	15	6	2	1	1	1	1	1	2	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Vol.	22	15	54	129	87	50	15	6	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
PM	13:00	12:00	13:00	13:00	12:00	13:00	12:00	13:00	12:00	13:00	07:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	07:00	20:00															
Peak	30	18	62	124	123	83	46	15	6	2	1	1	1	1	1	2	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Vol.	22	15	54	129	87	50	15	6	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Total	434																																			
Percent	4.5%	2.8%	13.5%	30.8%	24.1%	14.5%	7.0%	2.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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%	

Tri-State Traffic Data, Inc.

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Street: New Ford Rd SB
 Location: South of Tyburn Rd
 Weather: Clear
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Longitude: 0° 0.0000 Undefined
 Latitude: 0° 0.0000 Undefined

SB	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	799	Total	Pace	Number
	03/10/16	0	0	0	0	4	4	3	3	5	5	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	26-35	8
	01:00	2	2	2	2	2	2	6	6	4	4	4	4	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	22	25-34	10
	02:00	2	2	2	2	9	9	5	5	5	5	5	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	30	21-30	14	
	03:00	5	5	0	0	8	8	13	13	10	10	7	7	4	4	9	9	1	1	1	0	0	0	0	0	0	0	57	25-34	23	
	04:00	7	7	9	9	19	19	22	22	14	14	13	13	8	8	0	0	1	1	1	0	0	0	0	0	0	0	93	21-30	41	
	05:00	0	0	21	21	29	29	62	62	63	63	58	58	26	26	10	10	1	1	1	0	0	0	0	0	0	0	270	26-35	125	
	06:00	29	8	8	8	44	44	130	130	107	107	76	76	38	38	7	7	2	2	2	0	0	0	0	0	0	0	441	26-35	237	
	07:00	19	3	3	3	34	34	159	159	122	122	56	56	27	27	5	5	1	1	1	0	0	0	0	0	0	0	425	26-35	281	
	08:00	9	9	9	9	42	42	104	104	98	98	45	45	19	19	7	7	1	1	1	0	0	0	0	0	0	0	334	26-35	202	
	09:00	12	11	11	11	56	56	117	117	69	69	16	16	10	10	4	4	1	1	1	0	0	0	0	0	0	0	296	26-35	186	
	10:00	18	10	10	10	41	41	104	104	61	61	23	23	6	6	1	1	1	1	1	0	0	0	0	0	0	0	265	26-35	165	
	11:00	23	18	18	18	66	66	121	121	69	69	19	19	11	11	2	2	2	2	2	0	0	0	0	0	0	0	331	26-35	190	
	12 PM	17	5	5	5	82	82	142	142	95	95	34	34	7	7	2	2	1	1	1	0	0	0	0	0	0	0	385	26-35	237	
	13:00	21	12	12	12	54	54	105	105	82	82	33	33	18	18	3	3	0	0	0	1	1	0	0	0	0	0	329	26-35	187	
	14:00	21	24	24	24	59	59	82	82	57	57	26	26	6	6	1	1	0	0	0	0	0	0	0	0	0	0	276	21-30	141	
	15:00	5	0	0	0	23	23	79	79	46	46	29	29	9	9	5	5	1	1	1	0	0	0	0	0	0	0	194	26-35	125	
	16:00	2	1	1	1	24	24	33	33	31	31	29	29	5	5	3	3	0	0	0	0	0	0	0	0	0	0	128	26-35	64	
	17:00	4	1	1	1	3	3	10	10	15	15	19	19	15	15	4	4	1	1	1	0	0	0	0	0	0	0	72	31-40	34	
	18:00	3	2	2	2	1	1	8	8	14	14	15	15	8	8	4	4	0	0	0	0	0	0	0	0	0	0	55	31-40	29	
	19:00	3	0	0	0	0	0	3	3	8	8	8	8	4	4	3	3	0	0	0	0	0	0	0	0	0	0	29	31-40	16	
	20:00	0	2	2	2	2	2	4	4	5	5	4	4	2	2	1	1	2	2	2	0	0	0	0	0	0	0	22	31-40	9	
	21:00	0	1	1	1	1	1	11	11	6	6	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35	26-35	17	
	22:00	0	5	5	5	3	3	3	3	6	6	6	6	4	4	2	2	0	0	0	0	0	1	1	0	0	0	30	31-40	12	
	23:00	6	2	2	2	3	3	1	1	2	2	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	31-40	9	
	Total	208	148	148	609	1327	994	539	239	74	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4156			
	Percent	5.0%	3.6%	3.6%	14.7%	31.9%	23.9%	13.0%	5.8%	1.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	AM Peak	06:00	05:00	11:00	07:00	07:00	06:00	06:00	05:00	06:00	06:00	05:00	06:00	05:00	06:00	05:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00			
	PM Peak	13:00	14:00	12:00	12:00	12:00	12:00	13:00	15:00	20:00	13:00	22:00	12:00	13:00	15:00	20:00	13:00	22:00	12:00	13:00	22:00	12:00	13:00	22:00	12:00	13:00	22:00	12:00			
	Vol.	29	21	24	82	142	95	34	18	5	2	1	1	1	1	2	1	1	2	2	1	1	1	1	1	1	1	385			

Tri-State Traffic Data, Inc.

www.TSTData.com

Street: New Ford Rd SB
 Location: South of Tyburn Rd
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID:

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

SB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
03/17/16	15:00	1	0	2	2	2	0	0	0	0	0	0	0	0	0	7	20-29	4
04:00	0	0	2	7	1	6	3	2	2	1	0	0	0	0	0	22	21-30	9
02:00	2	0	0	11	10	8	3	2	0	0	0	1	0	0	0	29	26-35	21
03:00	3	2	1	5	5	8	12	4	2	0	1	0	0	0	0	38	31-40	20
04:00	3	5	6	21	26	21	14	4	5	0	0	0	0	0	0	101	26-35	47
05:00	3	6	26	68	57	57	30	30	8	0	0	0	0	0	0	256	26-35	125
06:00	8	1	31	124	110	72	31	31	10	3	0	0	0	0	0	390	26-35	234
07:00	6	3	28	108	114	77	34	34	9	2	1	0	0	0	0	382	26-35	222
08:00	18	4	55	111	108	34	17	18	3	3	1	0	0	0	0	354	26-35	219
09:00	15	4	45	87	66	29	23	4	2	1	0	0	0	0	0	267	26-35	153
10:00	20	6	41	87	61	23	4	4	4	1	1	0	0	0	0	248	26-35	148
11:00	17	0	33	97	72	26	11	11	8	1	1	0	0	0	0	266	26-35	169
12 PM	12	2	45	113	90	54	23	23	4	2	0	0	0	0	0	345	26-35	203
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	108	33	315	841	725	414	191	57	14	6	1	0	0	0	0	2705		
Percent	4.0%	1.2%	11.6%	31.1%	26.8%	15.3%	7.1%	2.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM	10:00	05:00	08:00	06:00	07:00	07:00	07:00	06:00	06:00	03:00	02:00					06:00		
Vol.	20	6	55	124	114	77	34	10	3	1	1					390		
PM	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00						12:00		
Peak	12	2	45	113	90	54	23	4	2	12	3	0	0	0	0	345		
Total	633	415	2284	5049	3950	2254	1002	311	69	12	3	0	0	0	0	15984		
Percent	4.0%	2.6%	14.3%	31.6%	24.7%	14.1%	6.3%	1.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH
 50th Percentile : 29 MPH
 85th Percentile : 37 MPH
 95th Percentile : 42 MPH

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 8999
 Percent in Pace : 56.3%
 Number of Vehicles > 55 MPH : 17
 Percent of Vehicles > 55 MPH : 0.1%

Mean Speed(Average) :

30 MPH

Tri-State Traffic Data, Inc.

www.TSTData.com

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/16/1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	1	10	15	7	5	0	0	0	0	0	0	0	38
15:00	0	2	3	3	8	20	26	10	1	0	0	0	0	0	2	75
16:00	0	0	2	4	4	34	21	8	0	0	0	0	0	0	0	73
17:00	0	0	0	3	11	18	34	13	2	0	0	0	0	0	0	82
18:00	0	0	0	1	5	7	11	8	0	0	0	0	0	0	0	32
19:00	0	0	0	1	1	2	3	4	0	0	0	0	0	0	0	11
20:00	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
22:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	2	3	2	3	0	0	0	0	0	0	0	10
Total	0	2	5	14	44	102	107	51	3	0	0	0	0	0	2	330

Tri-State Traffic Data, Inc.

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

www.TSTData.com

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB																	
Start Time	05	06	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
02/17/1																	
6	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	4
04:00	0	0	1	1	2	0	2	0	0	0	1	0	0	0	0	0	7
05:00	0	0	0	5	13	4	1	4	3	0	0	0	0	0	0	0	30
06:00	0	0	1	3	11	2	2	0	0	0	0	0	0	0	0	0	19
07:00	0	0	0	0	6	6	5	3	1	0	0	0	0	0	0	0	21
08:00	0	0	0	1	5	5	3	2	0	0	0	0	0	0	0	0	16
09:00	0	0	2	3	6	10	3	3	0	0	0	0	0	0	0	0	27
10:00	0	0	1	2	4	5	5	0	0	0	0	0	0	0	0	0	17
11:00	0	1	0	1	4	11	12	4	2	0	0	0	0	0	0	0	35
12 PM	0	0	0	4	4	15	16	11	0	0	0	0	0	0	0	0	50
13:00	0	0	0	1	7	9	15	1	0	0	0	0	0	0	0	0	33
14:00	0	0	1	3	5	13	16	4	0	0	0	0	0	0	0	0	42
15:00	0	0	0	1	7	20	18	13	1	0	0	0	0	0	0	0	58
16:00	0	0	0	1	2	13	30	10	4	1	0	0	0	0	0	0	61
17:00	0	0	2	3	6	15	33	17	3	0	0	0	0	0	0	0	79
18:00	0	0	0	0	2	7	9	4	1	0	0	0	0	0	0	0	23
19:00	0	0	0	0	1	6	4	7	0	0	0	0	0	0	0	0	18
20:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	6
22:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	2	1	1	5	1	0	0	0	0	0	0	0	10
Total	0	1	8	30	91	148	177	94	16	2	0	0	0	0	0	0	567

Tri-State Traffic Data, Inc.

www.TSTData.com

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/18/1																
6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	2	1	0	2	0	0	0	0	0	0	6
04:00	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	5
05:00	0	0	2	3	10	5	3	2	0	0	0	0	0	0	0	25
06:00	0	0	0	1	9	5	4	0	1	0	0	0	0	0	0	20
07:00	0	0	0	1	6	3	9	1	0	0	0	0	0	0	0	20
08:00	0	0	0	2	5	2	3	1	0	0	0	0	0	0	0	13
09:00	0	0	1	2	5	7	4	1	0	0	0	0	0	0	0	20
10:00	0	0	0	3	5	5	6	3	0	0	0	0	0	0	0	22
11:00	0	0	1	3	7	14	12	3	0	0	0	0	0	0	0	40
12 PM	0	0	1	1	9	14	19	13	3	0	0	0	0	0	0	60
13:00	0	1	2	2	7	4	6	1	1	0	0	0	0	0	0	24
14:00	0	0	0	2	8	12	23	5	1	0	0	0	0	0	0	51
15:00	0	1	0	5	3	9	18	18	6	0	0	0	0	0	0	60
16:00	0	0	0	1	1	21	32	9	3	0	0	0	0	0	0	67
17:00	0	0	0	3	4	18	34	25	2	0	0	0	0	0	0	86
18:00	0	0	0	1	1	7	18	17	5	0	0	0	0	0	0	49
19:00	0	0	0	0	1	4	5	2	0	0	0	0	0	0	0	12
20:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6
22:00	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	5
23:00	0	0	0	0	1	1	4	3	1	0	0	0	0	0	0	10
Total	0	2	7	31	87	137	210	105	26	0	0	0	0	0	0	605

Tri-State Traffic Data, Inc.

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

www.TSTData.com

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

NB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/19/1																
6	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
04:00	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	13
05:00	0	0	0	6	2	5	0	0	0	0	0	0	0	0	0	13
06:00	0	0	0	4	2	2	4	1	0	0	0	0	0	0	0	13
07:00	0	0	1	2	2	4	7	1	0	0	0	0	0	0	0	17
08:00	0	0	0	0	5	8	3	3	0	0	0	0	0	0	0	19
09:00	0	0	1	3	5	6	6	1	0	0	0	0	0	0	0	22
10:00	0	0	0	3	6	8	4	2	0	0	0	0	0	0	0	23
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	2	23	29	39	28	11	0	0	0	0	0	0	0	132
Grand Total	0	5	22	98	251	426	522	261	45	2	0	0	0	0	2	1634

Stats

- 15th Percentile : 22 MPH
- 50th Percentile : 30 MPH
- 85th Percentile : 36 MPH
- 95th Percentile : 39 MPH
- Mean Speed(Average) : 30 MPH
- 10 MPH Pace Speed : 26-35 MPH
- Number in Pace : 948
- Percent in Pace : 58.0%
- Number of Vehicles > 55 MPH : 2
- Percent of Vehicles > 55 MPH : 0.1%

Tri-State Traffic Data, Inc.

www.TSTData.com

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/16/1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	1	1	7	10	7	0	0	0	0	0	0	0	0	26
15:00	0	0	0	0	4	12	6	1	1	0	0	0	0	0	1	25
16:00	0	0	2	1	4	10	8	0	1	0	0	0	0	0	0	26
17:00	0	0	0	3	3	4	6	3	0	0	0	0	0	0	0	19
18:00	0	0	0	1	2	5	7	3	0	0	0	0	0	0	0	18
19:00	0	0	0	2	1	0	2	0	0	0	0	0	0	0	0	5
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	0	3	8	22	42	37	9	2	0	0	0	0	0	1	124

Tri-State Traffic Data, Inc.

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

www.TSTData.com

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0 0000 Undefined
Latitude: 0' 0 0000 Undefined

SB

Start Time	05	06	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
02/17/1																
6	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
03:00	0	0	0	1	1	2	4	1	0	0	0	0	0	0	0	9
04:00	0	0	1	0	0	9	4	8	1	1	0	0	0	0	0	24
05:00	0	0	0	0	1	9	28	11	0	0	0	0	0	0	0	49
06:00	0	0	0	0	10	12	18	14	3	0	0	0	0	0	0	57
07:00	0	0	0	2	4	8	30	17	4	0	0	0	0	0	0	65
08:00	0	0	0	0	6	15	14	8	4	1	0	0	0	0	0	48
09:00	0	0	1	1	5	5	9	2	0	0	0	0	0	0	0	23
10:00	0	0	0	0	5	10	2	2	0	0	0	0	0	0	0	19
11:00	0	0	0	0	5	13	2	1	0	0	0	0	0	0	0	21
12 PM	0	0	0	1	3	8	11	1	0	0	0	0	0	0	0	24
13:00	0	0	1	1	3	10	16	5	1	0	0	0	0	0	0	37
14:00	0	0	0	1	5	10	9	4	0	1	0	0	0	0	0	30
15:00	0	0	0	1	6	11	5	1	0	0	0	0	0	0	0	24
16:00	0	0	0	0	5	4	7	0	0	1	0	0	0	0	0	17
17:00	0	0	0	0	2	8	4	1	0	0	0	0	0	0	0	15
18:00	0	0	0	0	3	9	8	3	0	0	0	0	0	0	0	23
19:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
23:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
Total	0	0	3	9	68	150	175	83	13	4	0	0	0	0	0	505

Tri-State Traffic Data, Inc.

www.TSTData.com

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/18/1																
6	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	3	5	5	0	0	0	0	0	0	0	13
04:00	0	0	0	0	0	3	14	8	1	0	0	0	0	0	0	26
05:00	0	0	0	0	0	12	20	10	3	0	0	0	0	0	0	45
06:00	0	0	0	1	2	5	20	18	3	0	0	0	0	0	0	49
07:00	0	0	0	0	6	11	22	31	3	0	0	0	0	0	0	73
08:00	0	0	0	2	7	8	15	12	1	1	0	0	0	0	0	46
09:00	0	0	0	0	2	1	5	5	0	0	0	0	0	0	0	13
10:00	0	0	0	1	4	9	4	4	1	0	0	0	0	0	0	23
11:00	0	0	0	1	4	6	10	1	1	0	0	0	0	0	0	23
12 PM	0	0	0	0	4	8	12	9	3	0	0	0	0	0	0	36
13:00	0	0	0	0	3	9	13	12	3	1	0	0	0	0	0	41
14:00	0	0	0	0	4	7	10	4	1	0	0	0	0	0	0	26
15:00	0	0	1	1	4	9	7	3	1	0	0	0	0	0	0	26
16:00	0	0	0	0	1	8	9	1	2	0	0	0	0	0	0	21
17:00	0	0	0	1	4	8	3	1	0	0	0	0	0	0	0	17
18:00	0	0	0	0	0	5	4	5	0	0	0	0	0	0	0	14
19:00	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	7
20:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	5
23:00	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	5
Total	0	0	2	9	49	120	180	133	23	2	0	0	0	0	0	518

Tri-State Traffic Data, Inc.

Steel Rd
250 ft N of Dean Sievers Pl
Metro CE2452WC

www.TSTData.com

Site Code: Site 10
Station ID: Steel Rd
A-B NB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

SB

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
02/19/1																
6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	3	2	3	0	0	0	0	0	0	0	9
04:00	0	0	0	0	1	3	10	4	1	0	0	0	0	0	0	19
05:00	0	0	0	0	1	15	13	9	3	0	0	0	0	0	0	41
06:00	0	0	0	1	4	7	25	16	5	0	0	0	0	0	0	58
07:00	0	0	0	1	0	8	19	27	3	0	0	0	0	0	0	58
08:00	0	0	0	0	2	7	14	17	4	1	0	0	0	0	0	45
09:00	0	0	0	0	4	7	8	2	2	0	0	0	0	0	0	23
10:00	0	0	0	2	6	5	2	0	1	0	0	0	0	0	0	16
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	5	20	56	93	78	19	1	0	0	0	0	0	272
Grand Total	0	0	8	31	159	368	485	303	57	7	0	0	0	0	1	1419

Stats

- 15th Percentile : 25 MPH
- 50th Percentile : 31 MPH
- 85th Percentile : 37 MPH
- 95th Percentile : 39 MPH

Mean Speed(Average) : 32 MPH

10 MPH Pace Speed : 26-35 MPH

Number in Pace : 853

Percent in Pace : 60.1%

Number of Vehicles > 55 MPH : 1

Percent of Vehicles > 55 MPH : 0.1%

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

Tri-State Traffic Data, Inc.
www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0 0.0000 Undefined
Latitude: 0 0.0000 Undefined

Travel	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number
	02/17/16	0	0	0	0	0	0	0	0	2	2	0	0	1	3	2	2	4	4	2	4	4	1	0	0	0	0	12	51-60	6
	01:00	0	0	0	0	0	0	0	0	0	0	1	1	3	3	3	3	4	4	4	4	3	3	0	0	0	0	18	49-58	8
	02:00	0	0	0	0	0	0	0	0	0	0	1	1	1	1	9	9	5	5	4	4	0	0	0	0	1	0	21	46-55	14
	03:00	2	0	0	0	0	0	2	2	2	2	2	2	5	5	9	9	12	12	13	13	5	5	2	2	0	0	52	51-60	25
	04:00	1	0	0	0	0	0	0	0	0	0	1	1	5	5	16	16	18	18	15	15	11	11	5	5	2	0	74	46-55	34
	05:00	4	0	0	0	1	0	0	0	0	0	5	5	21	21	36	36	61	61	64	64	22	22	7	7	2	3	215	51-60	115
	06:00	7	0	0	0	0	0	0	0	3	3	12	12	27	27	82	82	92	92	94	94	29	29	12	12	2	3	363	51-60	186
	07:00	7	0	0	0	0	0	0	0	1	1	12	12	31	31	84	84	100	100	82	82	34	34	15	15	2	1	369	46-55	184
	08:00	8	0	0	0	0	0	0	0	3	3	7	7	29	29	62	62	81	81	51	51	21	21	3	3	2	1	268	46-55	143
	09:00	16	0	0	0	0	0	2	2	2	2	14	14	23	23	80	80	59	59	30	30	18	18	2	2	1	0	245	46-55	139
	10:00	6	0	0	0	0	0	0	0	4	4	11	11	16	16	59	59	66	66	46	46	6	6	2	2	0	0	216	46-55	125
	11:00	4	0	0	0	0	0	0	0	2	2	9	9	30	30	79	79	85	85	27	27	15	15	3	3	1	1	256	48-55	164
	12 PM	8	0	0	0	0	0	0	0	2	2	13	13	9	9	62	62	67	67	36	36	26	26	11	11	2	0	260	48-55	129
	13:00	5	0	0	0	0	0	0	0	0	0	6	6	26	26	70	70	53	53	39	39	25	25	8	8	1	1	234	46-55	123
	14:00	4	0	0	0	0	0	0	0	2	2	6	6	25	25	65	65	55	55	29	29	3	3	2	2	0	0	192	46-55	120
	15:00	4	0	0	0	0	0	0	0	1	1	8	8	14	14	43	43	31	31	24	24	8	8	4	4	0	0	137	46-55	74
	16:00	1	0	0	0	0	0	0	0	0	0	6	6	6	6	18	18	26	26	19	19	6	6	2	2	0	0	89	49-58	45
	17:00	1	0	0	0	0	0	0	0	0	0	4	4	9	9	7	7	19	19	7	7	6	6	1	1	0	0	54	46-55	26
	18:00	0	0	0	0	0	0	0	0	0	0	3	3	1	1	14	14	18	18	9	9	8	8	1	1	0	0	55	46-55	32
	19:00	0	0	0	0	0	0	0	0	0	0	1	1	3	3	7	7	10	10	4	4	1	1	2	2	0	0	28	46-55	17
	20:00	0	0	0	0	0	0	0	0	0	0	3	3	1	1	4	4	3	3	4	4	1	1	0	0	0	0	16	45-54	7
	21:00	0	0	0	0	0	0	0	0	0	0	1	1	9	9	5	5	3	3	4	4	3	3	0	0	0	0	28	41-50	14
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	4	4	10	10	10	10	1	1	6	6	0	0	0	0	33	46-55	20
	23:00	1	0	0	0	0	0	0	0	0	0	1	1	4	4	2	2	7	7	3	3	3	3	2	2	1	1	24	49-58	10
	Total	80	0	0	0	1	0	0	0	24	24	127	127	327	327	827	827	889	889	601	601	265	265	87	87	19	12	3259		
	Percent	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.7%	3.9%	3.9%	10.0%	10.0%	25.4%	25.4%	27.3%	27.3%	18.4%	18.4%	8.1%	8.1%	2.7%	2.7%	0.6%	0.6%	0.4%				
AM	09:00	16	0	0	0	1	0	0	0	4	4	14	14	31	31	84	84	100	100	94	94	34	34	15	15	2	3	369		
PM	12:00	8	0	0	0	0	0	0	0	2	2	13	13	33	33	70	70	67	67	39	39	26	26	11	11	2	1	260		
Peak	Vol.	16	0	0	0	1	0	0	0	4	4	14	14	31	31	84	84	100	100	94	94	34	34	15	15	2	3	369		

Site Code: Site 4
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number			
02/19/16	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4	1	4	4	2	2	1	0	0	0	0	999	10	44-53	5		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	4	4	4	4	2	2	1	0	0	1	16	51-60	8			
02:00	1	0	0	0	0	0	0	0	0	0	0	1	1	4	4	11	11	4	4	4	2	5	5	0	0	1	1	30	46-55	15			
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7	7	9	9	9	11	5	5	2	2	0	0	38	51-60	20			
04:00	2	0	0	0	0	0	0	0	0	1	1	2	2	7	7	18	18	26	26	30	30	6	6	5	0	0	1	98	51-60	56			
05:00	3	0	0	1	1	2	2	2	2	2	2	12	12	10	10	51	51	55	55	49	49	29	29	9	9	5	0	228	46-55	106			
06:00	9	0	0	0	0	4	4	4	4	4	4	13	13	42	42	63	63	97	97	76	76	38	38	8	8	1	3	358	51-60	173			
07:00	9	0	0	0	0	0	0	0	0	2	2	6	6	31	31	60	60	85	85	87	87	46	46	14	14	3	1	344	51-60	172			
08:00	11	0	0	0	0	1	1	1	1	13	13	18	18	33	33	63	63	80	80	51	51	21	21	8	8	3	0	302	46-55	143			
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	35	0	1	1	7	22	54	134	278	361	312	153	46	14	7	1424																	
Percent	2.5%	0.0%	0.1%	0.5%	1.5%	3.8%	9.4%	19.5%	25.4%	21.9%	10.7%	3.2%	1.0%	0.5%																			
AM Peak	08:00			05:00	06:00	08:00	08:00	06:00	06:00	06:00	07:00	07:00	07:00	05:00	06:00	06:00																	
Vol.	11			1	4	13	18	42	63	97	87	46	14	5	3	358																	
PM Peak																																	
Vol.																																	
Total	250	0	3	18	135	405	1115	2331	2396	1607	701	232	62	29	9284																		
Percent	2.7%	0.0%	0.0%	0.2%	1.5%	4.4%	12.0%	25.1%	25.8%	17.3%	7.6%	2.5%	0.7%	0.3%																			

15th Percentile : 42 MPH
50th Percentile : 50 MPH
85th Percentile : 58 MPH
95th Percentile : 63 MPH

10 MPH Pace Speed : 46-55 MPH
Number in Pace : 4727
Percent in Pace : 50.9%

Number of Vehicles > 55 MPH : 2631
Percent of Vehicles > 55 MPH : 28.3%

Mean Speed(Average) :

50 MPH

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Passing	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80		Speed	In Pace
02:17:16	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25.34	2
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29.38	1
02:00	1	0	0	0	0	0	0	0	2	1	1	0	0	0	5	51.60	3
03:00	0	0	0	0	2	1	0	1	0	2	0	0	0	0	6	29.38	3
04:00	2	0	0	0	0	1	0	1	0	4	1	2	2	1	16	51.60	6
05:00	5	0	1	0	0	2	2	2	4	10	13	11	4	2	56	61.70	24
06:00	13	1	0	0	3	8	2	8	17	29	32	21	7	1	142	56.65	61
07:00	15	0	0	0	2	6	4	4	9	41	40	17	10	1	149	58.65	81
08:00	9	0	0	0	2	4	1	3	8	19	15	10	6	2	80	56.65	34
09:00	9	0	0	0	2	4	0	4	8	8	10	7	1	2	55	55.64	18
10:00	8	0	0	0	4	5	1	2	0	7	11	3	1	1	43	56.65	18
11:00	7	0	1	0	2	3	0	2	7	12	9	3	2	0	48	55.84	21
12 PM	7	0	0	0	1	2	2	3	12	16	13	8	3	0	67	56.65	29
13:00	5	0	0	0	0	1	2	1	6	8	14	2	2	0	41	58.65	22
14:00	8	0	0	0	3	1	1	3	6	7	10	3	1	2	45	56.65	17
15:00	5	0	0	0	1	3	0	1	5	3	3	0	0	0	21	60.59	8
16:00	2	0	0	0	0	2	0	1	4	4	0	1	1	0	15	51.60	8
17:00	0	0	0	0	0	1	0	0	1	3	0	0	0	0	5	51.60	4
18:00	0	0	0	0	0	2	1	3	1	3	3	0	1	0	14	55.64	6
19:00	0	0	0	0	0	1	1	0	1	2	0	1	0	0	6	51.60	3
20:00	0	0	0	0	0	3	0	1	0	1	0	1	0	0	6	36.45	3
21:00	1	0	0	0	0	1	1	2	1	3	2	1	0	1	13	58.65	5
22:00	1	0	0	0	0	0	2	1	2	3	2	0	0	0	12	56.65	5
23:00	0	0	0	0	0	1	0	0	0	0	1	0	1	0	3	29.38	1
Total	98	1	2	0	25	53	20	43	96	186	180	91	42	14	851		
Percent	11.5%	0.1%	0.2%	0.0%	2.9%	6.2%	2.4%	5.1%	11.3%	21.9%	21.2%	10.7%	4.9%	1.6%			
AM Peak	07:00	06:00	05:00		10:00	06:00	07:00	06:00	06:00	07:00	07:00	06:00	07:00	05:00			
PM Peak	14:00				14:00	15:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00	14:00	12:00		
Vol.	8	1	1		3	3	2	3	12	16	14	8	3	2	67		

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	50	46	51	55	56	60	61	65	70	71	75	76	76	Total	Pace	Number		
02/18/16	1	15	16	20	21	25	26	30	31	35	36	40	41	45	50	46	51	55	56	60	61	65	70	71	75	76	999	1	44-53	1		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	49-58	2	
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	0	0	0	0	4	51-60	3	1	
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	1	0	0	0	6	56-65	3	1	
04:00	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	2	3	3	6	6	6	2	2	0	0	17	56-65	9	1	
05:00	9	0	0	0	1	0	0	0	2	2	3	3	1	1	1	1	8	8	12	12	14	14	9	2	2	0	3	65	56-65	26	1	
06:00	21	0	0	0	0	0	0	0	3	2	10	4	3	3	5	5	21	26	40	40	38	39	29	8	8	2	2	180	56-65	78	1	
07:00	17	0	0	0	0	0	0	0	2	2	4	2	2	2	5	5	26	17	35	35	39	17	17	6	6	2	2	155	56-65	74	1	
08:00	14	0	0	0	0	0	1	0	8	8	3	3	2	2	3	3	17	17	16	16	23	23	17	4	4	0	0	108	59-68	40	1	
09:00	4	0	0	0	0	0	0	0	8	8	1	1	2	2	4	4	6	6	9	9	6	6	4	3	3	0	0	47	56-65	15	1	
10:00	5	0	0	0	0	0	0	0	4	4	2	2	6	6	13	4	11	11	5	5	7	7	2	1	1	0	0	56	46-55	24	1	
11:00	9	0	0	0	0	0	1	0	4	4	1	1	0	0	1	1	2	2	8	8	8	8	6	2	1	0	0	41	56-65	16	1	
12 PM	7	0	0	0	0	0	0	0	5	5	3	3	3	3	3	3	5	5	15	15	13	13	8	3	3	2	2	67	56-65	28	1	
13:00	9	0	0	0	0	0	2	0	9	9	3	3	0	0	2	2	8	8	15	15	10	10	8	2	2	0	0	68	55-64	25	1	
14:00	12	0	0	0	0	0	2	0	4	4	2	2	0	0	2	2	4	4	4	4	4	3	3	5	0	0	2	40	61-70	8	1	
15:00	6	0	0	0	0	0	0	0	7	7	1	1	1	1	2	2	4	4	5	5	4	4	3	0	0	1	1	34	56-65	9	1	
16:00	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	2	2	2	1	1	4	1	0	0	14	60-69	5	1	
17:00	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2	0	0	2	2	0	0	0	0	0	8	30-39	2	1	
18:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	4	4	0	0	1	0	0	10	56-65	5	1	
19:00	1	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	3	3	1	1	1	1	0	0	1	0	0	8	51-60	4	1	
20:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	44-53	2	1	
21:00	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	3	3	0	0	1	1	1	0	0	7	56-65	3	1	
22:00	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2	1	1	0	0	0	1	1	0	0	6	51-60	3	1	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	3	59-68	2	1	
Total	122	0	0	0	1	1	8	8	56	56	43	22	22	45	45	129	177	181	177	181	181	116	38	13	13	951	951	951	951	951	951	
Percent	12.8%	0.0%	0.0%	0.1%	0.8%	5.9%	4.5%	2.3%	4.7%	13.6%	18.6%	19.0%	12.2%	4.0%	1.4%	13.6%	18.6%	19.0%	18.6%	19.0%	12.2%	4.0%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	
AM Peak	06:00				05:00		04:00		08:00		06:00		10:00		10:00		07:00		06:00		07:00		06:00		06:00		05:00		06:00		06:00	
PM Peak	14:00						13:00		13:00		12:00		12:00		12:00		13:00		12:00		12:00		12:00		12:00		12:00		13:00		13:00	
Vol.	21				1		2		8		10		6		13		26		40		39		29		8		3		68		180	

Tyburn Rd EB
400 ft Eof Bristol Pike Ramps
Jamar 24303

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 4
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Passing	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		In	Pace
02/19/16	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	59-88	1
02:00	3	0	0	0	0	1	0	0	0	0	1	0	0	0	5	6-15	2
03:00	1	0	0	0	0	0	0	0	2	2	2	1	0	0	8	56-85	4
04:00	3	0	0	0	1	2	1	0	3	3	3	0	0	0	16	51-80	6
05:00	10	0	1	2	0	5	3	1	7	11	17	3	4	3	67	56-85	28
06:00	13	0	0	4	4	7	4	7	17	35	44	29	11	5	180	56-65	79
07:00	8	0	0	0	1	2	3	7	12	24	31	23	5	4	120	56-85	55
08:00	10	0	0	1	11	4	2	3	11	23	23	11	2	2	103	56-85	46
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	48	0	1	7	17	21	13	19	53	98	121	68	22	14	502		
Percent	9.6%	0.0%	0.2%	1.4%	3.4%	4.2%	2.6%	3.8%	10.6%	19.5%	24.1%	13.5%	4.4%	2.8%			
AM Peak	06:00		05:00	06:00	08:00	06:00	06:00	06:00	06:00	06:00	05:00	06:00	06:00	06:00	06:00		
PM Peak	13		1	4	11	7	4	7	17	35	44	29	11	5	180		
Vol.																	
Total	279	1	4	18	107	125	67	135	312	513	509	294	105	43	2512		
Percent	11.1%	0.0%	0.2%	0.7%	4.3%	5.0%	2.7%	5.4%	12.4%	20.4%	20.3%	11.7%	4.2%	1.7%			

15th Percentile : 33 MPH
50th Percentile : 56 MPH
85th Percentile : 65 MPH
95th Percentile : 69 MPH

Stats
10 MPH Pace Speed : 56-65 MPH
Number In Pace : 1022
Percent In Pace : 40.7%
Number of Vehicles > 55 MPH : 1464
Percent of Vehicles > 55 MPH : 58.3%

Mean Speed(Average) :

51 MPH

Tyburn Rd WB
 400 ft E of Bristol Pike Ramps
 Jamar 24319

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 4
 Station ID: Westbound
 A-C-B-D-WB
 Longitude: 0° 0.0000 Undefined
 Latitude: 0° 0.0000 Undefined

Travel	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number					
02/16/16		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM		11	1	0	0	0	0	3	7	7	14	14	18	37	43	25	14	13	4	0	0	0	0	0	0	0	0	158	41-50	80					
13:00		1	0	1	1	1	11	1	18	42	57	40	57	45	22	13	7	1	1	0	0	0	0	0	0	0	183	41-50	99						
14:00		3	0	0	0	0	1	0	11	39	56	45	57	31	22	13	7	3	3	0	0	0	0	0	0	0	187	46-55	101						
15:00		3	0	0	0	1	3	1	13	35	51	57	31	31	12	12	12	5	5	1	1	1	1	1	1	1	213	48-55	108						
16:00		1	0	0	0	0	1	0	7	29	63	65	44	44	24	24	3	3	1	1	0	0	0	0	0	0	238	46-55	128						
17:00		1	0	0	0	0	0	0	4	16	44	65	51	14	14	14	3	2	2	1	1	1	1	1	1	1	199	51-60	116						
18:00		0	0	0	0	0	0	0	9	5	15	19	13	16	15	15	3	3	4	4	1	1	1	1	1	1	74	51-60	35						
19:00		0	0	0	0	0	0	0	2	2	10	13	10	10	10	10	3	3	4	4	0	0	0	0	0	0	48	51-60	26						
20:00		0	0	0	0	0	0	0	2	2	3	6	3	3	3	3	2	2	0	0	0	0	0	0	0	0	23	46-55	9						
21:00		0	0	0	0	0	0	0	4	4	5	1	4	3	3	3	1	1	1	1	0	0	0	0	0	0	18	39-48	8						
22:00		0	0	0	0	0	0	0	2	2	5	7	7	5	5	5	7	7	1	1	0	0	0	0	0	0	33	41-50	13						
23:00		0	0	0	0	0	0	0	1	1	2	5	5	7	7	7	7	7	3	3	1	1	1	1	1	1	26	55-64	12						
Total		20	0	0	0	1	1	5	30	85	220	354	348	220	84	26	5	5	1	1	2	2	2	2	2	2	1400								
AM		1.4%	0.0%	0.1%	0.4%	2.1%	6.1%	15.7%	25.3%	24.9%	15.7%	6.0%	1.9%	0.4%	0.1%																				
PM		12:00	13:00	12:00	13:00	13:00	13:00	13:00	16:00	16:00	17:00	16:00	15:00	15:00	15:00	16:00																			
Peak		11	1	3	11	16	42	63	65	51	51	51	51	24	5	1	1	1	1	1	1	1	1	1	1	1	238								
Vol.		11	1	3	11	16	42	63	65	51	51	51	51	24	5	1	1	1	1	1	1	1	1	1	1	1	238								

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

Tri-State Traffic Data, Inc.
www.TSTData.com

Site Code: Site 4
Station ID: Westbound
A-C-B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	999	Total	Pace	Number	
02/17/16	01:00	0	0	0	0	0	0	0	0	0	0	2	2	2	3	3	3	5	5	3	3	2	2	0	0	0	0	0	17	46:55	8	
	02:00	0	0	0	0	0	0	0	0	0	0	1	1	1	5	5	5	1	1	2	2	0	0	0	0	0	0	12	46:55	6		
	03:00	0	0	0	0	0	0	0	0	0	0	1	1	2	4	4	4	4	4	2	2	1	1	0	0	0	0	14	46:55	8		
	04:00	0	0	0	0	0	0	2	2	1	1	4	4	10	7	7	9	7	7	5	5	2	2	0	0	0	0	23	46:55	14		
	05:00	0	0	0	0	0	0	0	0	2	2	8	8	10	10	8	8	8	8	9	9	0	0	0	0	0	1	38	41:50	19		
	06:00	0	0	0	0	0	0	3	3	3	3	10	10	28	23	23	23	15	15	11	13	4	4	1	1	0	0	47	36:45	18		
	07:00	4	0	0	0	0	0	0	0	5	5	18	18	43	53	53	53	27	27	13	13	4	4	3	3	0	0	100	41:50	51		
	08:00	1	0	0	0	0	0	0	0	5	5	29	29	50	54	54	54	32	32	12	12	1	1	0	0	0	0	184	41:50	104		
	09:00	9	0	0	0	0	0	1	1	2	2	29	29	36	65	65	65	37	37	11	11	1	1	0	0	0	0	191	46:55	102		
	10:00	2	0	0	0	0	0	1	1	8	8	22	22	39	57	57	57	43	43	13	13	4	4	3	3	0	0	191	46:55	100		
	11:00	1	0	0	0	0	0	1	1	3	3	10	10	27	39	39	79	65	65	22	22	10	10	2	2	0	0	221	46:55	144		
	12 PM	4	0	0	0	1	0	0	0	1	1	23	23	38	76	76	76	47	47	38	38	12	12	4	4	4	4	248	46:55	123		
	13:00	6	0	0	0	2	0	2	2	9	9	24	24	46	73	73	73	40	40	18	18	6	6	0	0	0	0	225	41:50	119		
	14:00	3	0	0	0	2	0	2	2	12	12	23	23	43	63	63	63	45	45	12	12	9	9	2	2	0	0	219	46:55	108		
	15:00	98	0	0	0	0	0	0	0	2	2	39	39	39	38	38	38	46	46	27	27	13	13	4	4	1	1	309	46:55	84		
	16:00	104	0	0	0	0	0	0	0	5	5	21	21	44	59	59	44	34	34	25	25	10	10	6	6	2	2	311	41:50	103		
	17:00	128	0	0	0	0	0	0	0	10	10	23	23	46	44	44	34	34	34	34	34	15	15	5	5	1	1	340	41:50	90		
	18:00	24	0	0	0	0	0	0	0	5	5	6	6	9	16	16	16	16	16	17	17	7	7	1	1	1	1	103	51:60	33		
	19:00	12	0	0	0	0	0	0	0	0	0	4	4	5	4	4	4	9	9	6	6	5	5	1	1	0	0	46	50:59	15		
	20:00	8	0	0	0	0	0	0	0	3	3	0	0	4	4	4	4	4	4	4	4	0	0	0	0	0	0	28	41:50	10		
	21:00	9	0	0	0	0	0	1	1	0	0	5	5	3	3	3	3	1	1	4	4	1	1	1	1	0	0	30	51:60	9		
	22:00	11	0	0	0	0	0	0	0	3	3	4	4	7	7	6	6	3	3	4	4	1	1	1	1	0	0	41	40:49	13		
	23:00	13	0	0	0	0	0	0	0	1	1	0	0	7	7	12	12	7	7	10	10	4	4	1	1	0	0	58	41:50	19		
	Total	438	0	0	0	3	0	13	13	80	80	306	306	541	765	765	543	543	303	303	113	113	37	37	12	12	12	3166				
	Percent	13.8%	0.0%	0.0%	0.1%	0.4%	0.0%	2.5%	2.5%	9.7%	9.7%	17.1%	17.1%	24.2%	24.2%	17.2%	17.2%	9.6%	9.6%	3.6%	3.6%	1.2%	1.2%	0.4%	0.4%	0.4%						
AM	09:00							06:00		10:00		08:00		08:00		11:00		11:00		11:00		11:00		07:00		01:00		04:00		11:00		
PM	17:00																															
Peak	128							2		2		2		2		2		2		2		2		3		1		3		340		
Vol.	9							3		8		29		50		79		65		22		10		3		1		1		221		

Tyburn Rd WB
 400 ft E of Bristol Pike Ramps
 Jamar 24319

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 4
 Station ID: Westbound
 A-C-B-D WB

Longitude: 0° 0' 0.0000 Undefined
 Latitude: 0° 0' 0.0000 Undefined

Travel	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Speed	In Pace
02/18/16		3	0	0	0	3	3	2	0	2	4	1	0	0	0	18	51-50	6
01:00		2	0	0	0	0	1	1	1	0	0	1	0	0	0	6	41-50	2
02:00		11	0	0	0	1	3	3	3	2	2	1	0	0	0	26	6-15	7
03:00		20	0	0	0	2	9	3	8	6	1	0	1	1	0	51	48-55	14
04:00		29	0	0	0	0	6	9	10	0	7	1	0	0	0	65	41-50	19
05:00		27	0	0	0	1	5	10	10	6	5	4	0	0	0	72	41-50	20
06:00		73	4	2	5	9	18	21	13	7	9	2	1	0	0	164	1-10	49
07:00		139	0	0	4	18	49	29	27	17	8	3	2	1	2	299	1-10	93
08:00		157	0	0	3	25	48	43	27	10	7	4	0	1	0	320	1-10	105
09:00		155	0	0	5	24	43	41	38	26	6	1	0	0	0	344	6-15	103
10:00		74	0	0	3	9	36	48	56	41	11	4	2	0	0	284	41-50	104
11:00		4	0	0	0	1	11	41	81	65	33	11	3	0	1	251	48-55	146
12 PM		1	0	0	0	2	12	28	81	85	31	18	9	2	0	269	46-55	166
13:00		2	0	0	0	3	17	26	72	58	25	18	5	0	0	226	48-55	130
14:00		1	0	0	2	8	9	50	77	57	30	11	4	0	0	249	46-55	134
15:00		3	0	0	0	1	10	22	47	74	44	16	2	3	1	223	48-55	121
16:00		1	0	0	0	5	9	29	59	60	53	23	3	1	1	244	46-55	119
17:00		1	0	2	4	3	13	14	44	61	39	11	4	0	1	197	48-55	105
18:00		0	0	0	0	1	1	6	19	17	14	8	4	0	0	71	46-55	36
19:00		0	0	0	0	0	3	3	12	7	5	4	1	0	0	36	46-55	19
20:00		0	0	0	0	0	3	1	6	3	3	2	1	0	0	19	45-54	9
21:00		0	0	0	0	0	2	3	4	4	3	7	1	0	0	24	56-65	10
22:00		0	0	0	0	0	2	5	3	6	7	5	2	0	1	31	51-50	13
23:00		0	0	0	0	0	0	1	6	5	4	12	3	0	3	34	56-65	16
Total		703	4	4	27	123	313	439	704	619	351	168	48	10	10	3523		
Percent		20.0%	0.1%	0.1%	0.8%	3.5%	8.9%	12.5%	20.0%	17.6%	10.0%	4.8%	1.4%	0.3%	0.3%			
AM Peak	08:00	06:00	06:00	06:00	06:00	08:00	07:00	10:00	11:00	11:00	11:00	11:00	11:00	03:00	07:00	09:00		
Vol.	157	4	2	5	25	49	50	81	81	65	33	11	3	1	2	344		
PM Peak	15:00	17:00	17:00	17:00	14:00	13:00	14:00	12:00	12:00	16:00	16:00	16:00	12:00	15:00	23:00	12:00		
Vol.	3	2	4	8	17	50	81	85	53	23	9	3	1	3	3	269		

Mean Speed(Average) :

43 MPH



Tyburn Rd WB
 400 ft E of Bristol Pike Ramps
 Jamar 24319

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 4
 Station ID: Westbound
 A-C-B-D WB
 Longitude: 0° 0.0000 Undefined
 Latitude: 0° 0.0000 Undefined

Passing	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	In Pace
02/17/16	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3	44-53	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		*
02:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2		1
03:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	3		1
04:00	3	0	0	0	0	0	0	1	1	0	2	0	0	0	7	46-55	2
05:00	3	0	0	0	0	0	0	0	2	3	2	4	1	0	15	61-70	6
06:00	6	0	0	0	0	0	0	0	6	4	1	1	0	0	18	51-60	10
07:00	3	0	0	0	0	0	0	5	5	5	6	3	1	0	28	54-63	11
08:00	6	0	0	0	0	0	2	5	5	8	4	1	0	0	31	51-60	13
09:00	9	0	0	0	0	0	3	11	15	11	3	1	1	0	54	46-55	26
10:00	9	0	0	0	0	0	0	5	7	9	6	1	0	0	37	51-60	16
11:00	14	0	0	0	0	0	0	7	14	14	9	5	1	0	84	51-60	28
12 PM	8	0	1	0	0	0	1	5	18	27	22	6	0	0	88	56-65	49
13:00	14	0	0	0	0	0	0	2	16	12	12	0	1	0	57	51-60	28
14:00	16	0	0	0	0	0	0	5	16	27	16	9	0	1	90	51-60	43
15:00	1	0	0	0	0	0	1	4	14	34	30	12	6	3	105	56-65	64
16:00	3	0	0	0	0	0	0	5	22	40	32	12	2	0	117	56-65	72
17:00	6	0	0	0	0	1	1	0	22	26	31	11	2	2	102	56-65	57
18:00	2	0	0	0	0	0	0	6	6	4	3	2	0	1	24	46-55	12
19:00	0	0	0	0	0	0	0	1	3	5	2	0	1	0	12	51-60	8
20:00	0	0	0	0	0	0	0	3	0	1	0	1	0	0	5	46-55	3
21:00	0	0	0	0	0	0	0	0	2	0	1	0	1	0	4	45-54	2
22:00	2	0	0	0	0	1	2	1	2	2	4	1	0	1	16	56-65	6
23:00	0	0	0	0	0	1	0	1	1	2	7	0	2	0	18	56-65	13
Total	108	0	1	0	1	3	10	69	180	239	193	70	19	8	901		
Percent	12.0%	0.0%	0.1%	0.0%	0.1%	0.3%	1.1%	7.7%	20.0%	26.5%	21.4%	7.8%	2.1%	0.9%			
AM Peak Vol.	14						09:00	09:00	09:00	11:00	11:00	11:00	05:00		64		
PM Peak Vol.	16		1		1	1	2	6	22	40	32	12	6	3	117		

Tyburn Rd WB
400 ft E of Bristol Pike Ramps
Jamar 24319

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Site Code: Site 4
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	50	51	55	56	60	61	65	70	71	75	76	76	Total	Pace	Number	
02/18/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	0	0	0	0	0	4	49:58	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	3	49:58	2	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4	54:53	4	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	2	0	0	0	0	0	0	0	4	50:59	4	
07:00	2	0	0	0	0	0	0	0	1	1	0	0	1	1	4	9	5	2	8	3	3	2	2	1	0	0	21	61:70	7	
08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	3	3	3	5	5	2	1	0	0	0	29	51:60	17	
09:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	3	8	3	3	3	2	0	0	0	0	28	46:55	13	
10:00	4	0	0	0	0	0	0	0	0	0	0	0	1	0	5	5	4	12	8	3	3	2	0	0	0	0	25	51:60	11	
11:00	9	0	0	0	0	0	0	0	1	1	0	0	0	0	6	5	5	19	12	12	12	4	1	0	0	0	40	56:65	24	
12 PM	17	0	0	0	0	0	0	0	1	1	0	0	0	0	3	13	17	19	26	17	20	7	2	2	1	1	94	56:65	46	
13:00	10	0	0	0	0	0	0	0	0	0	1	1	1	1	6	9	9	13	13	11	11	3	0	0	0	0	54	56:65	24	
14:00	14	0	0	0	0	0	2	2	2	2	0	0	1	1	5	15	15	36	36	24	24	6	0	0	0	0	105	56:65	60	
15:00	14	0	0	0	0	0	0	0	0	0	1	1	1	1	9	31	31	36	36	30	30	8	2	2	1	1	132	51:60	67	
16:00	8	0	0	0	0	0	0	0	1	1	1	1	1	1	5	25	25	46	36	31	31	19	8	2	2	1	140	56:65	77	
17:00	12	0	0	0	1	1	3	3	2	2	4	4	16	16	19	52	52	35	35	13	13	8	1	1	1	1	167	51:60	87	
18:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	7	11	10	10	5	5	2	2	1	46	56:65	21		
19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	6	6	6	6	1	1	0	0	0	0	0	15	51:60	12	
20:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	0	0	0	0	0	4	54:63	2	
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	45:54	3	
22:00	2	0	0	0	0	0	0	0	1	1	0	0	1	1	1	3	3	4	4	3	3	0	0	0	0	0	11	56:65	7	
23:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	5	5	3	3	3	0	0	0	2	16	55:64	8	
Total	115	0	0	0	1	1	5	5	9	9	8	8	24	24	81	213	278	278	196	196	69	4	12	7	7	1018				
Percent	11.3%	0.0%	0.0%	0.1%	0.1%	0.5%	0.9%	0.9%	0.8%	0.8%	2.4%	2.4%	8.0%	8.0%	20.9%	27.3%	27.3%	19.3%	19.3%	6.8%	1.2%	1.2%	0.7%	0.7%						
AM Peak	11:00								07:00				07:00		08:00												11:00			
PM Peak	12:00								17:00				17:00		17:00												17:00			
Vol.	9				1	3	2	4	16	6	13	19	31	19	4	19	19	31	17	4	1	2	2	2	2	167				

Tyburn Rd WB
 400 ft E of Bristol Pike Ramps
 Jamar 24319

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Site Code: Site 4
 Station ID: Westbound
 A-C B-D WB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Passing	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		in	Pace
02/19/16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	59.68	1
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
03:00	1	0	0	0	0	0	0	0	1	1	2	1	0	0	6	61.70	3
04:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	24-33	4
05:00	5	0	0	0	1	0	0	0	3	1	0	0	0	0	10	51-60	4
06:00	1	0	0	1	2	0	0	1	4	5	3	2	0	0	19	51-60	9
07:00	2	0	0	2	1	0	0	2	11	8	6	1	0	0	33	51-60	19
08:00	5	0	0	0	0	0	0	1	8	6	8	3	2	0	33	51-60	14
09:00	5	0	0	0	1	0	0	1	10	15	5	2	0	0	39	51-60	25
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	22	0	0	6	6	0	0	5	37	36	24	10	2	0	148		
Percent	14.9%	0.0%	0.0%	4.1%	4.1%	0.0%	0.0%	3.4%	25.0%	24.3%	16.2%	6.8%	1.4%	0.0%			
AM Peak	05:00			04:00	06:00			07:00	07:00	09:00	08:00	08:00	08:00		09:00		
Vol.	5			3	2			2	11	15	8	3	2		39		
PM Peak																	
Vol.																	
Total	313	0	5	15	18	13	54	210	567	713	526	182	40	17	2673		
Percent	11.7%	0.0%	0.2%	0.6%	0.7%	0.5%	2.0%	7.9%	21.2%	26.7%	19.7%	6.8%	1.5%	0.6%			

15th Percentile : 43 MPH
 50th Percentile : 55 MPH
 85th Percentile : 63 MPH
 95th Percentile : 67 MPH

Stats
 10 MPH Pace Speed : 51-60 MPH
 Number In Pace : 1280
 Percent In Pace : 47.9%
 Number of Vehicles > 55 MPH : 1478
 Percent of Vehicles > 55 MPH : 55.3%

Mean Speed(Average) :

51 MPH

Tyburn Rd EB
 1500 ft E of New Ford Mill Rd
 Jamar 23921

Tri-State Traffic Data, Inc.
 www.TSTData.com

Site Code: Site 5
 Station ID: Eastbound
 A-C-B-D-EB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Travel	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number		
	02/17/16	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	1	54-63	1	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	44-53	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	56-65	2
	03:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	1	1	1	0	0	0	0	0	5	56-65	2	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	3	3	2	2	4	4	1	1	0	0	14	56-65	6		
	05:00	0	0	0	0	0	0	1	1	1	1	1	1	2	2	4	4	8	8	8	8	5	5	2	2	0	0	33	51-60	16		
	06:00	1	1	0	0	0	0	0	0	2	2	2	2	3	3	10	10	14	14	14	21	16	16	8	8	3	3	77	56-65	37		
	07:00	3	3	0	0	0	0	0	0	2	2	1	1	8	8	12	12	19	19	19	24	14	14	2	2	2	2	89	51-80	43		
	08:00	2	2	0	0	0	0	0	0	3	3	0	0	14	14	13	13	12	12	11	11	2	2	3	3	0	0	60	41-50	27		
	09:00	14	14	0	0	0	0	0	0	2	2	2	2	14	14	11	11	13	13	4	4	3	3	1	1	1	1	83	41-50	25		
	10:00	2	2	0	0	0	0	0	0	6	6	6	6	5	5	9	9	12	12	6	6	3	3	0	0	1	1	44	46-55	21		
	11:00	1	1	0	0	0	0	0	0	2	2	2	2	3	3	15	15	17	17	8	8	10	4	4	0	0	0	56	46-55	32		
	12 PM	1	1	0	0	0	0	2	2	0	0	0	0	8	8	8	8	12	12	9	9	4	4	2	2	3	3	54	41-50	21		
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	4	4	15	15	15	15	9	9	5	5	1	1	0	0	49	46-55	30		
	14:00	4	4	0	0	0	0	0	0	3	3	3	3	12	12	16	16	11	11	7	7	3	3	0	0	0	0	57	41-50	28		
	15:00	1	1	0	0	0	0	0	0	1	1	1	1	2	2	6	6	7	7	7	8	4	4	4	4	0	0	1	30	51-60	15	
	16:00	1	1	0	0	0	0	0	0	0	0	2	2	3	3	2	2	6	7	7	14	3	3	0	0	0	0	33	51-60	21		
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	9	9	9	2	2	2	1	1	0	0	18	49-58	11		
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	3	2	3	3	1	1	0	0	14	46-55	7		
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	3	1	2	2	0	0	0	0	6	45-54	3		
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	4	41-50	4		
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	3	49-58	2		
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	1	4	2	2	1	1	0	0	12	56-65	6		
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	0	0	0	0	0	0	4	44-53	3		
	Total	30	30	0	0	0	0	3	3	6	6	21	21	88	88	140	140	168	168	144	144	88	88	24	24	11	11	730				
	Percent	4.1%	4.1%	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	0.8%	0.8%	2.9%	2.9%	12.1%	12.1%	19.2%	19.2%	23.0%	23.0%	19.7%	19.7%	12.1%	12.1%	3.3%	3.3%	1.5%	1.5%	7.0%				
AM	09:00																															
Peak	14							1	1	3	3	6	6	14	14	15	15	19	19	24	24	16	16	8	8	3	3	89				
Vol.	14							1	1	3	3	6	6	14	14	15	15	19	19	24	24	16	16	8	8	3	3	89				
PM	14:00																															
Peak	4							2	2			3	3	13	13	16	16	15	15	14	14	5	5	2	2	3	3	57				
Vol.	4							2	2			3	3	13	13	16	16	15	15	14	14	5	5	2	2	3	3	57				

Tyburn Rd EB
 1500 ft E of New Ford Mill Rd
 Jamar 23921

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 5
 Station ID: Eastbound
 A-C-B-D-EB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Travel	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	Total	Pace	Speed	Number	
02/18/16		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	5	54-53	2	
01:00		1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	24-33	1		
02:00		0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	1	0	0	1	0	0	0	0	4	48-55	2		
03:00		1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	5	55-64	2			
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	55-64	9		
05:00		0	0	0	0	0	0	0	0	2	2	1	1	2	2	8	8	10	10	8	8	5	3	2	2	2	0	0	38	48-55	18		
06:00		1	0	0	0	0	0	0	0	2	2	1	1	8	8	14	14	19	19	32	27	16	16	7	7	5	0	105	51-60	51			
07:00		3	0	0	0	0	0	0	0	0	0	2	2	9	9	12	12	11	11	27	17	15	15	7	7	1	1	85	58-65	42			
08:00		7	0	0	0	0	0	0	0	0	0	4	4	7	7	8	8	8	8	8	8	8	8	4	4	2	2	69	46-55	29			
09:00		0	0	0	0	0	0	0	0	0	0	2	2	8	8	7	7	4	4	11	4	11	6	6	0	0	0	0	38	55-64	17		
10:00		14	0	0	0	0	0	0	0	0	0	4	4	7	7	14	14	12	12	8	8	5	5	2	2	0	0	1	67	46-55	26		
11:00		0	0	0	0	0	0	0	0	2	2	3	3	5	5	16	16	14	14	18	14	18	8	8	2	2	0	1	69	51-60	32		
12 PM		3	0	0	0	0	0	0	0	0	0	1	1	11	11	11	11	20	20	15	15	6	6	3	3	1	1	0	71	51-60	35		
13:00		4	0	0	0	0	0	0	0	2	2	1	1	8	8	10	10	17	17	9	9	6	6	3	3	2	2	1	63	46-55	27		
14:00		1	0	0	0	0	0	0	0	1	1	0	0	9	9	6	6	12	12	9	9	1	1	1	1	1	1	1	42	51-60	21		
15:00		1	0	0	0	0	0	0	0	0	0	0	0	8	8	10	10	9	9	3	3	7	7	1	1	0	0	0	37	48-55	19		
16:00		2	0	0	0	0	0	0	0	0	0	2	2	2	2	8	8	6	6	5	5	6	6	0	0	0	0	0	31	46-55	14		
17:00		1	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	7	7	9	7	2	2	0	0	0	0	1	26	51-60	16		
18:00		0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	3	3	1	1	0	0	0	0	0	8	45-54	4		
19:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	2	2	0	0	0	0	0	0	0	4	45-54	3		
20:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	4	45-54	3		
21:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	3	3	1	1	1	1	0	0	0	6	56-65	4		
22:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	3	3	1	1	0	0	0	0	1	9	56-65	4		
23:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total		40	0	0	0	0	0	0	0	10	10	22	22	86	86	140	140	167	167	180	180	100	100	34	34	13	8	8	800			4	
Percent		5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	1.3%	2.8%	2.8%	10.8%	10.8%	17.5%	17.5%	20.9%	20.9%	22.5%	22.5%	12.5%	12.5%	4.3%	4.3%	1.6%	1.0%	1.0%					
AM Peak		10:00								05:00		08:00		07:00		11:00		06:00		06:00		06:00		06:00		06:00		00:00	06:00				
PM Peak		13:00								13:00		16:00		12:00		12:00		12:00		12:00		15:00		12:00		13:00		13:00	12:00				
Vol.		14								2		4		9		16		19		32		16		7		5	1	1	105				
Peak		13:00								13:00		16:00		12:00		12:00		12:00		12:00		15:00		12:00		13:00		13:00	12:00				
Vol.		4								2		2		11		11		20		15		7		3		2	1	1	71				

Mean Speed(Average) :

52 MPH

Tyburn Rd EB
 1500 ft E of New Ford Mill Rd
 Jamar 23921

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 5
 Station ID: Eastbound
 A-C-B-D-EB
 Longitude: 0° 0.0000 Undefined
 Latitude: 0° 0.0000 Undefined

Passing	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	Total	Pace	Number	
02/17/16		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	2	39.48	1	
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	54.63	1
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	29.38	1	
04:00		0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	35.44	2	
05:00		0	0	0	0	0	0	1	0	1	1	0	0	2	2	3	3	1	1	1	5	5	1	1	0	0	0	0	14	51.60	6	
06:00		1	0	0	0	0	0	0	0	0	0	3	3	7	7	6	6	6	6	8	9	8	4	4	1	1	1	0	32	41.50	13	
07:00		4	0	0	0	0	0	0	0	0	2	0	0	4	4	9	9	8	11	10	10	8	7	2	2	0	0	0	45	49.58	18	
08:00		6	0	0	0	0	0	0	0	0	2	1	1	9	9	4	4	5	5	5	6	4	4	1	1	0	0	1	49	50.59	17	
09:00		5	0	0	0	0	0	0	0	0	0	3	3	6	6	5	5	4	5	5	6	6	4	0	1	0	0	1	31	51.60	14	
10:00		2	0	0	0	0	0	0	0	0	0	3	3	3	3	6	6	4	4	4	5	4	1	0	0	0	0	1	27	44.53	10	
11:00		0	0	0	0	0	0	0	0	0	0	3	3	2	2	5	5	10	10	10	10	0	0	0	0	0	0	0	30	51.60	20	
12 PM		2	0	0	0	0	0	2	2	0	0	2	2	3	3	8	8	9	9	9	2	2	4	4	1	1	0	0	2	35	46.55	17
13:00		3	0	0	0	0	0	0	0	1	0	0	0	3	3	6	6	7	7	7	7	6	2	2	0	0	0	1	30	51.60	14	
14:00		2	0	0	0	0	0	0	0	0	0	3	3	2	2	9	9	9	9	9	6	6	6	2	2	1	1	1	41	46.55	18	
15:00		1	0	0	0	0	0	0	0	1	0	0	0	1	1	3	3	10	10	10	12	4	4	4	1	1	0	0	33	51.60	22	
16:00		2	0	0	0	0	0	0	0	2	2	1	1	4	4	4	4	14	14	14	12	7	7	1	1	0	0	0	45	51.60	26	
17:00		2	0	0	0	0	0	0	0	0	0	0	0	3	3	7	7	15	15	15	11	4	4	1	1	0	0	0	42	51.60	26	
18:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	4	3	3	4	1	1	0	0	0	12	46.55	7	
19:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	2	2	0	0	0	0	4	51.60	4	
20:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	1	1	1	1	0	0	0	0	4	49.58	3	
21:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	1	1	0	0	0	0	3	44.53	2	
22:00		0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	2	4	4	1	1	0	0	0	10	56.65	6	
23:00		0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	1	1	0	0	6	41.50	4	
Total		30	0	0	0	0	0	3	3	7	7	19	19	45	45	84	84	120	120	103	65	65	15	15	6	6	7	7	504			
Percent		6.0%	0.0%	0.0%	0.0%	0.6%	1.4%	3.8%	8.9%	16.7%	23.8%	20.4%	12.9%	3.0%	1.2%	1.4%																
AM Peak	08:00					05:00	08:00																									
PM Peak	13:00					12:00	16:00																									
Vol.	6					1	2					3	3	9	9	9	9	11	11	10	12	7	2	2	1	1	1	1	49			

Tyburn Rd EB
 1500 ft E of New Ford Mill Rd
 Jamar 23921

Tri-State Traffic Data, Inc.
 www.TSTData.com

Site Code: Site 5
 Station ID: Eastbound
 A-C-B-D-EB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Passing	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	76	Total	Pace	Number	
02/18/16	15	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	76	999	8	51-60	5		
01:00	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	2	1	0	0	2	0	0	0	0	4	31-40	3	
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	34-43	1	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	49-58	1	
04:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	34-43	1		
05:00	1	0	0	0	0	0	2	0	0	0	2	0	3	3	3	3	1	0	1	1	1	0	0	0	0	0	13	44-53	6		
06:00	4	0	0	0	0	0	4	0	0	0	3	0	8	8	9	9	8	9	8	8	3	2	2	0	0	0	17	51-60	17		
07:00	7	0	0	0	0	0	0	0	1	1	6	8	9	9	9	9	7	7	8	8	7	7	1	0	0	0	41	51-60	16		
08:00	3	0	0	0	0	0	0	0	3	3	8	8	4	4	4	4	12	8	12	8	6	6	2	0	0	1	47	51-60	20		
09:00	3	0	0	0	0	0	0	0	3	3	3	3	4	4	4	7	2	7	2	2	5	5	0	0	0	0	27	48-55	11		
10:00	1	0	0	0	0	0	0	0	1	1	7	7	7	7	3	0	3	3	3	3	0	0	0	0	0	0	24	41-50	14		
11:00	5	0	0	0	0	0	2	0	1	1	7	7	5	7	5	7	3	8	3	3	3	0	0	0	0	0	34	48-55	13		
12 PM	4	0	0	0	0	0	0	0	0	0	1	0	9	9	9	9	9	6	9	9	5	2	2	0	0	0	36	46-55	15		
13:00	2	0	0	0	0	0	1	0	2	2	7	7	8	8	8	8	4	8	4	4	4	4	2	2	0	0	40	44-53	17		
14:00	1	0	0	0	0	0	1	0	1	1	2	2	2	2	2	2	9	14	9	9	2	2	1	0	0	0	33	51-60	23		
15:00	0	0	0	0	0	0	0	0	0	0	1	1	4	4	4	4	11	8	11	11	3	3	1	1	0	0	31	51-60	19		
16:00	0	0	0	0	0	0	0	0	2	2	5	5	5	5	5	5	11	11	11	6	7	7	4	4	0	0	47	51-60	22		
17:00	0	0	0	0	0	0	0	0	0	0	4	4	4	4	7	7	6	11	6	6	4	4	0	0	0	0	35	46-55	19		
18:00	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	9	1	1	2	2	0	0	0	0	18	51-60	10		
19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	1	1	0	0	0	0	0	0	8	46-55	5		
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	3	49-58	2		
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	5	68-75	2		
22:00	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	1	0	0	1	1	0	0	0	0	5	46-55	2		
23:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2	3	3	0	0	0	0	6	56-65	5		
Total	33	0	0	0	0	0	10	17	60	81	125	96	125	96	60	23	11	60	4	11	3	2	11	3	3	519					
Percent	6.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	3.3%	11.6%	15.6%	24.1%	18.5%	11.6%	4.4%	2.1%	0.6%															
AM Peak	07:00						06:00	01:00	08:00	07:00	06:00	08:00	07:00	00:00	07:00	08:00	07:00														
PM Peak	12:00						13:00	13:00	13:00	13:00	13:00	12:00	14:00	15:00	16:00	16:00	16:00	15:00	16:00												
Vol.	7						4	3	8	9	9	12	7	7	2	2	2	2	11	7	7	4	4	2	2	1	47				

Tyburn Rd EB
1500 ft E of New Ford Mill Rd
Jamar 23921

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 5
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
02/19/16	15	20	25	30	35	40	45	50	55	60	65	70	75	999	2	45-54	2
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	1	2	0	0	0	0	3	50-59	3
04:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	49-58	2
05:00	3	0	0	0	2	1	0	4	1	2	1	1	0	0	15	44-53	5
06:00	2	0	0	0	1	4	3	1	8	8	5	2	1	0	35	51-60	16
07:00	4	0	0	0	2	4	6	9	14	10	5	3	2	0	59	51-60	24
08:00	3	0	0	0	0	1	1	4	9	6	9	2	0	1	36	50-59	15
09:00	6	0	0	0	2	0	4	1	7	4	1	1	0	1	27	51-60	11
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	18	0	0	0	7	10	14	19	43	33	21	9	3	2	179		
Percent	10.1%	0.0%	0.0%	0.0%	3.9%	5.6%	7.8%	10.6%	24.0%	18.4%	11.7%	5.0%	1.7%	1.1%			
AM Peak	09:00				05:00	06:00	07:00	07:00	07:00	07:00	08:00	07:00	07:00	08:00	07:00		
Vol.	6				2	4	6	9	14	10	9	3	2	1	59		
PM Peak																	
Total	88	0	0	3	24	50	126	221	344	276	167	53	25	12	1389		
Percent	6.3%	0.0%	0.0%	0.2%	1.7%	3.6%	9.1%	15.9%	24.8%	19.9%	12.0%	3.8%	1.8%	0.9%			

Stats

10 MPH Pace Speed : 51-60 MPH
 Number in Pace : 620
 Percent in Pace : 44.6%
 Number of Vehicles > 55 MPH : 533
 Percent of Vehicles > 55 MPH : 38.4%

15th Percentile : 41 MPH
 50th Percentile : 52 MPH
 85th Percentile : 61 MPH
 95th Percentile : 65 MPH

Mean Speed(Average) :

51 MPH

Tyburn Rd WB
 1500 ft E of New Ford Mill Rd
 Jamar 23920

Tri-State Traffic Data, Inc.
 www.TSTData.com

Site Code: Site 5
 Station ID: Westbound
 A-C-B-D WB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Travel	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	799	Total	Pace	Number
02/17/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	54.63	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	2	44.53	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	39.48	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	2	39.48	1
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	3	3	1	0	0	0	9	55.64	5	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	5	5	6	8	6	3	3	1	0	0	20	46.55	9	
07:00	4	0	0	0	0	0	0	0	0	0	1	1	8	7	7	7	1	1	2	2	6	3	2	0	0	1	32	41.50	15	
08:00	1	0	0	0	0	0	0	0	0	0	1	1	5	5	5	5	5	5	5	8	2	2	3	0	0	0	26	46.55	12	
09:00	11	0	0	0	0	0	0	0	0	0	0	0	4	4	8	8	7	7	8	8	1	1	1	0	0	0	40	46.55	15	
10:00	2	0	0	0	0	0	0	0	1	1	1	1	6	6	5	5	6	6	1	1	5	2	2	0	0	0	29	41.50	11	
11:00	1	0	0	0	0	0	0	0	0	0	1	1	4	4	11	11	12	12	8	8	3	3	1	1	0	0	42	46.55	23	
12 PM	3	0	0	0	0	0	0	0	0	0	0	0	9	9	10	10	10	12	10	10	3	3	0	0	0	0	48	51.60	22	
13:00	0	0	0	0	0	0	0	0	0	0	1	1	5	5	5	5	6	6	3	3	2	2	0	0	0	0	33	46.55	20	
14:00	2	0	0	0	0	0	0	0	0	0	1	1	4	4	9	9	6	6	11	11	6	1	1	0	0	0	41	50.59	17	
15:00	1	0	0	0	0	0	0	0	0	0	4	4	3	3	8	8	13	13	9	9	2	2	1	1	0	0	42	49.58	22	
16:00	3	0	0	0	0	0	0	0	0	0	0	0	3	3	7	7	10	10	11	11	5	5	2	0	0	0	41	51.60	21	
17:00	0	0	0	0	0	0	0	0	0	0	1	1	3	3	7	7	11	11	8	8	7	7	0	0	0	1	39	49.58	19	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	1	7	7	1	1	0	0	0	0	13	52.61	8	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	2	1	1	0	0	0	5	56.65	3	
20:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	1	1	1	1	0	0	0	0	7	51.60	3	
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	4	44.53	3	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	3	0	0	2	2	0	0	0	0	7	51.60	3	
23:00	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	2	8	56.65	2	
Total	31	0	0	0	0	0	0	0	2	2	12	12	59	59	102	102	108	108	93	93	53	53	20	4	8	8	492			
Percent	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	2.4%	2.4%	12.0%	12.0%	20.7%	20.7%	22.0%	22.0%	18.9%	18.9%	10.8%	10.8%	4.1%	4.1%	0.8%	1.6%	1.6%					
AM Peak	09:00								10:00		06:00		07:00		11:00		11:00		09:00		10:00		08:00		06:00		06:00		11:00	
PM Peak	12:00								23:00		15:00		12:00		13:00		15:00		14:00		17:00		14:00		13:00		12:00		48	
Vol.	11								1		4		8		11		12		8		5		3		1		2			

Tyburn Rd WB
 1500 ft E of New Ford Mill Rd
 Jamar 23920

Tri-State Traffic Data, Inc.

www.TSTDData.com

Site Code: Site 5
 Station ID: Westbound
 A-C B-D WB
 Longitude: 0° 0' 0.0000 Undefined
 Latitude: 0° 0' 0.0000 Undefined

Travel	Start Time	1	15	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				
	02/18/16	1	15	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				
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	04:00	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0		
	05:00	1	0	0	0	0	0	0	0	0	0	0	1	1	2	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	06:00	2	0	0	0	0	0	0	0	0	1	1	5	5	3	3	6	6	3	3	0	0	2	2	1	1	0	0	0	0	0	0	0	0		
	07:00	2	0	0	0	0	0	0	0	0	0	0	3	3	6	6	9	9	6	6	3	3	2	2	1	1	0	0	0	0	0	0	0	0		
	08:00	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
	09:00	2	0	0	0	0	0	0	0	0	0	0	3	3	10	10	8	8	3	3	4	4	1	1	4	4	0	0	0	0	0	0	0	0	0	
	10:00	14	0	0	1	0	0	0	0	0	0	0	3	3	3	3	6	6	5	5	4	4	4	4	4	0	1	1	1	1	1	1	1	1	1	
	11:00	8	0	0	0	0	0	0	1	0	1	1	6	6	7	5	6	6	8	10	6	6	1	1	1	1	0	0	0	0	0	0	0	0	0	
	12 PM	8	0	0	0	0	0	0	0	0	0	0	6	6	5	5	7	7	14	10	6	6	4	4	1	1	0	0	0	0	0	0	0	0	0	
	13:00	4	0	0	0	0	0	0	0	0	0	0	8	8	5	5	13	13	3	3	4	4	2	2	1	1	0	1	1	1	1	1	1	1	1	
	14:00	0	0	0	0	0	0	0	0	0	0	0	3	3	8	8	9	9	7	7	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	
	15:00	3	0	0	0	0	0	0	0	0	0	0	0	0	8	8	9	9	10	10	2	2	2	2	1	1	0	1	1	1	1	1	1	1	1	
	16:00	3	0	0	0	0	0	0	0	0	0	0	4	4	6	6	13	13	9	9	5	5	3	3	1	1	0	0	0	0	0	0	0	0	0	
	17:00	0	0	0	0	0	0	0	0	0	0	0	3	3	5	5	8	8	8	8	6	6	3	3	2	2	0	0	0	0	0	0	0	0	0	
	18:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	3	3	5	5	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	
	19:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	2	2	2	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	2	1	1	1	1	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	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
	Total	49	0	0	2	0	0	0	1	1	6	6	55	55	78	78	118	118	88	88	63	63	31	31	9	9	4	4	504							
	Percent	9.7%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.2%	0.2%	1.2%	1.2%	10.9%	10.9%	15.5%	15.5%	23.4%	23.4%	17.5%	17.5%	12.5%	12.5%	6.2%	6.2%	1.8%	1.8%	0.8%	0.8%								
	AM Peak Vol.	14			1				1		1		6	6	10	10	9	9	8	8	6	6	4	4	1	1	1	1	45							
	PM Peak Vol.	8			1						2		8	8	8	8	14	14	10	10	6	6	4	4	2	2	1	1	54							

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd WB
1500 ft E of New Ford Mill Rd
Jamar 23920

Site Code: Site 5
Station ID: Westbound
A-C-B-D WB

Longitude: 0° 0' 0.0000 Undefined
Latitude: 0° 0' 0.0000 Undefined

Travel	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	999	Speed	In Pace
02/19/16	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	45-54	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	54-63	2
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	30-39	2
04:00	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	5	54-63	3
05:00	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	6	41-50	3
06:00	0	0	0	0	0	2	2	0	6	5	4	3	0	2	0	23	46-55	11
07:00	2	0	0	0	0	0	0	3	1	9	3	2	3	1	0	26	50-59	12
08:00	1	0	0	0	0	0	0	3	12	7	1	1	2	1	1	29	46-55	19
09:00	5	0	0	0	0	0	0	2	4	6	3	2	0	0	1	23	46-55	10
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	10	0	0	0	0	3	4	10	24	31	15	12	5	4	2	120		
Percent	8.3%	0.0%	0.0%	0.0%	2.5%	3.3%	8.3%	20.0%	25.8%	12.5%	10.0%	4.2%	3.3%	1.7%				
AM Peak	09:00				07:00	03:00	07:00	08:00	07:00	06:00	06:00	07:00	06:00	08:00	08:00			
Vol.	5				2	2	3	12	9	4	3	3	2	1	1	29		
PM Peak																		
Vol.																		
Total	98	2	2	0	6	28	137	240	306	233	154	61	20	17	1304			
Percent	7.5%	0.2%	0.2%	0.0%	0.5%	2.1%	10.5%	18.4%	23.5%	17.9%	11.8%	4.7%	1.5%	1.3%				

15th Percentile : 42 MPH
50th Percentile : 52 MPH
85th Percentile : 61 MPH
95th Percentile : 66 MPH

Stats : 10 MPH Pace Speed : 46-55 MPH
Number in Pace : 546
Percent in Pace : 41.9%
Number of Vehicles > 55 MPH : 485
Percent of Vehicles > 55 MPH : 37.2%

Mean Speed(Average) :

50 MPH



Tyburn Rd WB
 1500 ft E of New Ford Mill Rd
 Jamar 23920

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 5
 Station ID: Westbound
 A-C B-D WB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Passing	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Speed	in Pace
02/17/16	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49.58	1
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	54.63	1
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	2	1	0	0	0	0	3	49.58	3
04:00	0	0	0	0	0	0	0	1	1	0	3	0	0	0	5	55.64	3
05:00	3	0	0	0	0	0	1	2	3	3	7	3	1	1	24	56.85	10
06:00	1	0	0	0	0	1	2	4	6	14	3	5	1	0	37	51.60	20
07:00	0	0	0	0	0	0	1	2	10	12	4	5	1	0	36	51.60	22
08:00	0	0	0	0	0	0	2	3	8	13	4	1	1	0	32	51.60	21
09:00	3	0	0	0	0	0	5	6	8	8	6	2	1	0	39	50.59	16
10:00	0	0	0	0	1	0	2	3	5	8	2	2	0	0	23	51.60	13
11:00	1	0	0	0	0	2	1	5	12	7	2	1	0	0	31	50.59	19
12 PM	3	0	0	0	0	1	1	7	4	6	4	1	1	1	29	46.55	11
13:00	1	0	0	0	0	0	6	4	13	5	4	3	0	0	36	51.60	18
14:00	1	0	0	0	0	1	1	1	10	3	5	6	2	1	31	51.60	13
15:00	2	0	0	0	0	3	2	0	12	11	6	1	0	0	37	51.60	23
16:00	0	0	0	0	0	2	3	2	8	16	8	0	0	1	40	56.65	24
17:00	1	0	0	0	0	1	0	3	3	12	7	2	0	0	30	56.65	19
18:00	1	0	0	0	0	0	2	2	6	3	0	0	0	0	12	46.55	8
19:00	0	0	0	0	0	0	0	1	3	3	3	0	0	0	10	50.59	6
20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44.53	1
21:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	46.55	3
22:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	39.48	1
23:00	0	0	0	0	1	0	1	1	1	1	4	1	0	1	11	58.67	5
Total	17	0	0	0	2	11	30	48	119	126	73	33	8	7	474		
Percent	3.6%	0.0%	0.0%	0.0%	0.4%	2.3%	6.3%	10.1%	25.1%	26.6%	15.4%	7.0%	1.7%	1.5%			
AM Peak Vol.	3				1	2	5	6	12	14	7	5	1	1	39		
PM Peak Vol.	3				1	3	6	7	13	16	8	6	2	1	40		

Tyburn Rd WB
 1500 ft E of New Ford Mill Rd
 Jamar 23920

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 5
 Station ID: Westbound
 A-C B-D WB
 Longitude: 0° 0.0000 Undefined
 Latitude: 0° 0.0000 Undefined

Passing Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	76	Total	Pace Speed	Number In Pace	
02/18/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	0	0	0	0	0	0	0	0	4	49.58	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	3	3	0	0	0	0	0	5	56.65	3	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	4	44.53	4	
04:00	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	3	3	0	0	1	1	0	0	0	0	1	7	51.60	3	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	2	4	4	3	3	0	0	0	0	0	12	54.63	7	
06:00	2	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	11	11	5	5	10	10	6	6	0	0	0	39	49.58	16	
07:00	2	0	0	0	0	0	0	0	0	0	1	1	0	0	11	11	7	7	18	18	7	7	7	7	2	0	0	55	51.60	25	
08:00	1	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	8	8	5	5	7	7	2	2	0	0	2	32	51.60	13	
09:00	1	0	0	0	0	0	0	0	0	0	1	1	0	0	6	6	12	12	7	7	2	2	1	1	1	0	0	31	49.58	19	
10:00	6	0	0	0	0	0	0	0	0	0	1	1	1	1	6	6	12	12	9	9	7	7	0	0	0	0	0	42	51.60	21	
11:00	3	0	0	0	0	0	0	0	1	0	0	0	2	2	5	5	6	6	6	6	7	7	1	1	0	0	0	31	54.63	13	
12 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6	18	18	8	8	8	8	3	3	0	0	0	46	51.60	26	
13:00	3	0	0	0	0	0	0	0	0	0	0	0	1	1	7	7	14	14	7	7	5	5	3	3	0	0	1	41	51.60	21	
14:00	1	0	0	0	0	0	0	0	0	0	0	0	2	2	6	6	4	4	7	7	1	1	1	1	0	0	0	31	49.58	11	
15:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	8	8	8	8	9	9	8	8	3	3	0	0	1	46	51.60	17	
16:00	2	0	0	0	1	0	0	0	0	0	1	1	1	1	5	5	7	7	8	8	13	13	9	9	2	2	1	45	56.65	21	
17:00	2	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	4	4	4	4	8	8	3	3	1	1	0	30	55.64	17	
18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	7	8	8	9	9	1	1	1	1	0	30	49.58	8	
19:00	2	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	4	4	4	4	3	3	2	2	0	0	1	21	49.58	8	
20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	4	4	2	2	2	2	0	0	0	15	56.65	6	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	64.73	2	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	3	49.58	3	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	54.63	1	
Total	29	0	0	0	1	0	0	0	1	1	6	6	16	16	84	84	128	128	116	116	97	97	49	49	19	7	7	553	56.65	4	
Percent	5.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.2%	0.2%	1.1%	1.1%	2.9%	2.9%	15.2%	15.2%	23.1%	23.1%	21.0%	21.0%	17.5%	17.5%	8.9%	8.9%	3.4%	1.3%	1.3%				
AM Peak Vol.	6								11:00	1	6	6	16	16	84	84	128	128	116	116	97	97	49	49	19	7	7	553			
PM Peak Vol.	3				1				17:00	1	1	1	3	3	11	11	12	12	18	18	10	10	7	7	2	2	2	46			

Tyburn Rd WB
 1500 ft E of New Ford Mill Rd
 Jamar 23920

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 5
 Station ID: Westbound
 A-C B-D WB
 Longitude: 0 0.0000 Undefined
 Latitude: 0 0.0000 Undefined

Passing	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	02/9/16	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	54-63	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	1	0	0	0	0	0	1	0	0	2	1	1	2	0	0	8	61-70	3
04:00	0	0	0	0	0	0	0	2	1	2	2	0	0	0	0	7	49-58	4
05:00	1	0	0	0	0	0	1	0	4	3	5	2	1	0	0	17	49-58	8
06:00	3	0	0	0	0	1	0	2	4	14	5	3	5	0	0	37	49-58	19
07:00	3	0	0	0	0	3	0	3	2	12	6	9	2	1	0	41	51-60	18
08:00	3	0	0	0	0	0	1	4	5	10	7	3	1	0	0	34	50-59	17
09:00	2	0	0	0	0	0	2	1	3	6	6	5	4	0	0	29	51-60	12
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	13	0	0	0	0	4	5	12	19	50	32	24	15	1	0	175		
Percent	7.4%	0.0%	0.0%	0.0%	2.3%	2.9%	6.9%	10.9%	10.9%	28.6%	18.3%	13.7%	8.6%	0.6%	0.0%			
AM	06:00					07:00	09:00	08:00	08:00	06:00	08:00	07:00	06:00	07:00				
Peak	Vol	3				3	2	4	5	14	7	9	5	1				41
PM																		
Peak	Vol																	
Total	67	2	1	1	7	22	64	181	329	316	220	102	32	15	1359			
Percent	4.9%	0.1%	0.1%	0.1%	0.5%	1.6%	4.7%	13.3%	24.2%	23.3%	16.2%	7.5%	2.4%	1.1%				

15th Percentile : 46 MPH
 50th Percentile : 54 MPH
 85th Percentile : 63 MPH
 95th Percentile : 68 MPH

Stats
 10 MPH Pace Speed : 51-60 MPH
 Number in Pace : 645
 Percent in Pace : 47.5%
 Number of Vehicles > 55 MPH : 685
 Percent of Vehicles > 55 MPH : 50.4%

Mean Speed(Average) :

54 MPH

Tyburn Rd
East of Newbold
Jamar 23922

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB

Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
	02/17/16	15	20	25	30	35	40	45	50	55	60	65	70	75	76	19	34.43	7
	01:00	0	0	0	2	2	4	3	2	4	1	1	0	0	0	24	26.35	10
	02:00	0	0	0	3	4	2	6	8	4	0	0	0	0	0	27	41.50	14
	03:00	0	0	0	1	5	9	7	8	8	4	2	0	0	0	44	46.55	16
	04:00	0	0	2	8	12	7	5	12	8	8	3	1	2	0	68	46.55	20
	05:00	2	0	5	13	27	28	19	24	43	24	4	3	2	0	194	46.55	67
	06:00	10	3	19	29	62	51	32	54	50	29	6	8	2	0	351	31.40	113
	07:00	6	4	26	29	61	54	42	66	68	28	15	4	0	0	403	46.55	134
	08:00	4	7	11	30	48	37	24	64	57	32	5	2	0	1	322	46.55	121
	09:00	11	5	21	26	42	24	19	58	40	16	2	2	1	0	267	46.55	98
	10:00	3	1	15	27	33	20	14	46	54	18	9	1	0	0	241	46.55	100
	11:00	3	4	19	25	56	24	26	53	50	21	6	0	0	0	287	46.55	103
	12 PM	10	15	22	25	45	30	31	50	34	14	10	0	1	0	287	46.55	84
	13:00	9	6	25	26	34	21	37	50	30	26	10	1	1	0	276	41.50	87
	14:00	4	4	28	24	33	22	23	45	34	13	2	1	0	0	233	46.55	79
	15:00	2	3	16	24	24	20	17	25	28	13	7	1	0	0	193	26.35	61
	16:00	1	4	7	19	28	19	6	18	19	15	6	1	0	1	144	31.40	47
	17:00	1	2	8	15	23	14	10	12	7	5	1	1	0	0	99	26.35	38
	18:00	1	0	1	20	18	13	12	11	13	5	2	1	0	0	97	26.35	38
	19:00	0	0	0	7	19	7	8	8	2	1	0	1	0	0	53	30.39	26
	20:00	0	0	0	2	14	10	9	3	3	2	0	0	0	0	43	31.40	24
	21:00	1	0	1	5	11	11	6	4	2	4	4	0	0	0	49	31.40	22
	22:00	0	0	0	6	10	6	6	11	2	1	2	0	0	0	44	41.50	17
	23:00	0	0	0	0	9	3	2	1	0	3	1	0	0	0	19	31.40	12
	Total	69	58	228	367	638	438	365	634	561	287	100	28	9	2	3784		
	AM Peak	1.8%	1.5%	6.0%	9.7%	16.9%	11.6%	9.6%	16.8%	14.8%	7.6%	2.6%	0.7%	0.2%	0.1%			
	Vol.	11	7	26	30	62	54	42	66	68	32	15	8	2	1	403		
	PM Peak	12:00	12:00	14:00	13:00	12:00	12:00	13:00	12:00	12:00	13:00	12:00	13:00	12:00	16:00	12:00		
	Vol.	10	15	28	26	45	30	37	50	34	26	10	1	1	1	287		

Tyburn Rd
East of Newbold
Jamar 23922

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Travel	Start Time	1	16	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	Total	Pace	Speed	Number
02/18/16	15	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	11	46-55	6	
01:00	0	0	0	0	0	0	0	3	2	2	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	22	30-39	10
02:00	0	0	0	0	0	0	0	8	2	2	2	2	5	3	11	3	3	10	3	0	0	0	0	0	0	0	0	31	46-55	16
03:00	0	0	0	0	2	2	7	7	3	3	10	10	8	8	7	7	10	10	3	3	3	0	0	0	0	0	50	41-50	18	
04:00	0	0	0	0	7	7	12	12	6	6	4	4	15	15	12	12	15	15	3	3	3	1	1	2	2	0	77	51-60	27	
05:00	6	0	4	4	12	12	40	40	28	28	26	26	24	24	43	43	15	15	6	6	6	1	1	0	0	0	205	31-40	68	
06:00	15	4	15	15	28	28	58	58	53	53	42	42	57	57	50	50	36	36	14	14	4	4	2	2	0	0	378	31-40	111	
07:00	32	9	27	27	32	32	68	68	52	52	55	47	60	61	61	61	26	26	6	6	1	1	0	0	0	0	429	46-55	121	
08:00	29	4	33	33	28	28	49	49	36	36	30	30	37	37	39	37	26	26	9	9	2	2	2	2	0	0	358	46-55	106	
09:00	17	2	18	18	26	26	33	33	26	26	29	29	38	37	37	37	15	15	11	11	6	6	1	1	0	0	264	46-55	75	
10:00	51	7	41	41	23	23	40	40	13	13	18	18	43	50	50	50	26	26	6	6	7	7	2	2	0	0	307	46-55	93	
11:00	26	3	20	20	27	27	41	41	26	26	21	21	52	52	51	51	26	26	7	7	2	2	2	2	0	0	302	46-55	103	
12 PM	29	6	27	27	42	42	54	54	27	27	45	45	71	71	46	46	9	9	3	3	10	10	3	3	0	0	290	41-50	83	
13:00	21	9	24	24	29	29	39	39	18	18	33	33	50	50	30	30	19	19	6	6	1	1	2	2	0	0	236	46-55	76	
14:00	17	4	18	18	22	22	33	33	18	18	13	13	36	36	40	40	5	5	5	5	6	6	1	1	0	0	225	26-35	69	
15:00	20	2	19	19	25	25	44	44	18	18	13	13	38	38	25	25	12	12	6	6	3	3	3	3	0	0	153	31-40	54	
16:00	11	0	7	7	14	14	34	34	20	20	13	13	27	27	17	17	7	7	1	1	1	1	1	1	0	0	114	31-40	43	
17:00	5	0	6	6	11	11	27	27	16	16	13	13	19	19	11	11	4	4	1	1	1	1	1	1	0	0	90	31-40	41	
18:00	4	0	1	1	9	9	21	21	20	20	13	13	4	4	5	5	4	4	1	1	1	1	0	0	0	0	57	31-40	24	
19:00	1	0	0	0	3	3	13	13	6	6	6	6	7	7	3	3	0	0	0	0	1	1	0	0	0	0	44	29-38	19	
20:00	2	0	0	0	5	5	13	13	6	6	4	4	8	8	3	3	2	2	2	2	3	3	0	0	0	0	49	31-40	23	
21:00	2	0	1	1	2	2	10	10	13	13	4	4	6	6	3	3	0	0	0	0	1	1	0	0	0	0	39	26-35	18	
22:00	1	0	1	1	10	10	8	8	5	5	4	4	6	6	3	3	0	0	0	0	1	1	0	0	0	0	29	31-40	15	
23:00	1	0	0	0	1	1	7	7	8	8	4	4	3	3	4	4	1	1	1	1	0	0	0	0	0	0	2	4122		
Total	290	50	262	262	359	359	669	669	435	435	429	429	641	641	581	581	271	271	100	100	25	25	8	8	2	2	4122			
Percent	7.0%	1.2%	6.4%	6.4%	8.7%	8.7%	16.2%	16.2%	10.6%	10.6%	10.4%	10.4%	15.6%	15.6%	14.1%	14.1%	6.6%	6.6%	2.4%	2.4%	0.6%	0.6%	0.2%	0.2%	0.0%	0.0%				
AM Peak Vol.	51	9	41	41	32	32	68	68	53	53	55	55	60	60	61	61	36	36	14	14	4	4	2	2			429			
PM Peak Vol.	29	9	27	27	42	42	54	54	27	27	45	45	71	71	46	46	19	19	10	10	3	3	1	1	1	1	362			

Tyburn Rd
East of Newbold
Jamar 23922

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB

Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Travel	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	Total	Pace Speed	Number In Pace		
	02/19/16	0	0	0	0	0	0	0	0	4	4	4	4	2	2	1	4	3	2	3	3	0	0	0	0	0	0	0	16	31.40	8		
	01:00	0	0	0	0	1	1	1	1	3	3	3	3	3	3	4	4	3	3	2	1	1	1	1	0	0	0	20	39.48	7			
	02:00	0	0	0	0	0	0	0	0	4	4	4	4	8	8	4	4	4	4	2	2	1	1	1	1	0	0	0	28	41.50	12		
	03:00	2	2	0	0	0	0	2	2	3	3	4	4	2	2	6	6	6	6	6	6	6	6	0	0	0	0	37	48.55	12			
	04:00	5	0	0	0	1	1	7	7	18	18	4	4	8	8	10	10	18	18	11	11	3	3	5	5	0	0	90	51.60	29			
	05:00	12	0	0	0	2	2	8	8	28	28	24	24	27	27	35	35	37	37	34	34	8	8	2	2	0	0	1	218	46.55	72		
	06:00	22	6	6	17	17	17	28	28	54	54	58	58	36	36	50	50	57	57	21	21	14	14	6	6	1	1	1	371	31.40	112		
	07:00	25	3	3	20	20	20	33	33	67	67	49	49	36	36	53	53	55	55	40	40	15	15	6	6	0	0	1	403	31.40	116		
	08:00	27	8	8	26	26	26	35	35	46	46	33	33	30	30	63	63	54	54	25	25	10	10	5	5	1	1	1	364	46.55	117		
	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	93	17	67	114	227	183	152	226	236	143	58	25	2	4	1547																	
	Percent	6.0%	1.1%	4.3%	7.4%	14.7%	11.8%	9.8%	14.6%	15.3%	9.2%	3.7%	1.6%	0.1%	0.3%																		
AM	08:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	08:00	06:00	07:00	07:00	06:00	06:00	06:00	06:00	06:00	05:00	07:00														
Peak	Vol.	27	8	26	35	67	58	36	63	57	40	15	6	1	1	403																	
PM	Peak																																
Vol.	Total	478	140	644	1014	1791	1233	1141	1733	1535	766	291	85	20	9	10880																	
Percent	Percent	4.4%	1.3%	5.9%	9.3%	16.5%	11.3%	10.5%	15.9%	14.1%	7.0%	2.7%	0.8%	0.2%	0.1%																		

Stats

10 MPH Pace Speed : 46-55 MPH
 Number in Pace : 3268
 Percent in Pace : 30.0%
 Number of Vehicles > 55 MPH : 1171
 Percent of Vehicles > 55 MPH : 10.8%

15th Percentile : 26 MPH
 50th Percentile : 40 MPH
 85th Percentile : 53 MPH
 95th Percentile : 59 MPH

Mean Speed(Average) : 40 MPH

Tyburn Rd
East of Newbold
Jamar 23922

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	999	Total	Pace	Number								
02/16/16		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
11:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
12 PM		15	2	2	13	6	1	1	2	2	10	8	7	10	4	4	12	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:00		8	4	4	14	11	4	1	1	3	4	7	7	11	12	4	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:00		12	3	3	19	9	1	1	2	2	4	2	2	7	4	4	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00		8	0	0	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00		8	3	3	8	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00		7	3	3	5	3	1	1	1	1	0	2	3	3	2	1	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00		2	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:00		5	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00		1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00		2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00		1	0	0	0	2	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00		2	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total		71	15	15	71	54	12	12	10	9	21	28	28	42	35	19	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
AM		18.1%	3.8%	3.8%	18.1%	13.7%	3.1%	3.1%	2.5%	2.3%	5.3%	7.1%	7.1%	10.7%	8.9%	4.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%		
PM		12:00	13:00	14:00	13:00	13:00	12:00	13:00	12:00	13:00	12:00	12:00	13:00	13:00	14:00	14:00	15:00	13:00																					
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Peak		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Vol.		15	4	4	19	11	4	4	2	3	10	8	8	11	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Peak		15	4	4	19	11	4	4	2	3	10																												

Tyburn Rd
 East of Newbold
 Jamar 23922

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
 Station ID: Eastbound
 A-C-B-D-EB
 Longitude: 0 0.0000 Undefined
 Latitude: 0 0.0000 Undefined

Passing	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	Total	Pace	Number	
02/17/16		0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20-29	2
01:00		1	0	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6	21-30	3
02:00		3	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	0	2	2	0	2	0	0	0	0	0	0	10	56-65	4
03:00		1	0	0	0	0	1	1	1	0	0	0	0	0	2	2	1	1	2	2	0	0	0	0	0	0	0	8	51-60	3	
04:00		7	0	0	2	2	5	5	3	3	0	0	0	0	0	0	3	3	3	3	2	2	3	3	2	2	2	32	24-33	8	
05:00		14	0	0	3	3	11	11	10	10	2	2	0	0	1	1	7	7	19	19	24	24	16	16	16	4	4	2	113	56-65	43
06:00		23	3	3	14	14	19	19	16	16	4	4	1	1	8	8	17	17	49	49	49	49	27	27	11	11	0	241	56-65	98	
07:00		36	2	2	23	23	17	17	21	21	4	4	2	2	3	3	16	16	47	47	53	53	24	24	12	12	3	263	56-65	100	
08:00		20	7	7	11	11	21	21	12	12	1	1	1	1	5	5	15	15	23	23	21	21	15	15	4	4	3	159	56-65	44	
09:00		17	5	5	20	20	8	8	3	3	1	1	0	0	4	4	8	8	10	10	11	11	8	8	0	0	0	95	21-30	28	
10:00		10	1	1	14	14	11	11	4	4	0	0	2	2	1	1	1	1	8	8	4	4	4	4	0	0	0	64	21-30	25	
11:00		22	4	4	11	11	11	11	3	3	0	0	2	2	2	2	5	5	20	20	4	4	3	3	2	2	1	90	51-60	25	
12 PM		17	14	14	22	22	13	13	3	3	2	2	0	0	4	4	11	11	18	18	16	16	9	9	3	3	0	132	16-25	36	
13:00		12	5	5	19	19	9	9	6	6	1	1	1	1	2	2	7	7	15	15	11	11	12	12	3	3	2	105	21-30	28	
14:00		16	3	3	24	24	7	7	6	6	1	1	1	1	1	1	6	6	15	15	8	8	3	3	1	1	2	94	21-30	31	
15:00		7	2	2	14	14	4	4	1	1	3	3	0	0	0	0	3	3	6	6	5	5	0	0	0	0	0	45	20-29	18	
16:00		6	4	4	8	8	6	6	0	0	0	0	0	0	0	0	4	4	3	3	2	2	0	0	0	0	0	34	20-29	14	
17:00		7	2	2	6	6	4	4	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	24	20-29	10	
18:00		7	0	0	1	1	6	6	1	1	0	0	1	1	0	0	3	3	3	3	3	5	5	0	0	1	1	28	55-64	8	
19:00		3	0	0	0	0	0	0	0	0	1	1	1	1	0	0	3	3	2	2	1	1	0	0	0	0	0	11	51-60	5	
20:00		1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	5	61-70	2	
21:00		2	0	0	1	1	2	2	1	1	1	1	0	0	1	1	2	2	1	1	1	0	0	3	3	0	0	15	66-75	3	
22:00		2	0	0	0	0	3	3	0	0	0	0	1	1	1	1	3	3	1	1	1	4	4	1	1	0	0	16	58-67	5	
23:00		2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	8-17	1	
Total		236	52	195	164	94	21	37	116	250	228	129	44	17	1596																
Percent		14.8%	3.3%	12.2%	10.3%	5.9%	1.3%	0.8%	2.3%	7.3%	15.7%	14.3%	8.1%	2.8%	1.1%																
AM Peak		07:00	08:00	07:00	08:00	07:00	06:00	06:00	06:00	06:00	06:00	06:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	263
PM Peak		12:00	12:00	14:00	12:00	13:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	132
Vol.		36	7	23	21	6	4	3	2	4	8	11	17	49	53	27	12	3	2	3	2	3	2	3	2	3	2	132			

Site Code: Site 3
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	799	Total	Pace	Number			
02/18/16	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	799	2	8-17	1			
01:00	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5	25-34	2			
02:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	56-65	3			
03:00	2	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	1	0	2	2	1	0	0	0	1	0	0	11	56-65	3			
04:00	4	0	0	0	0	0	4	0	4	4	0	0	0	0	1	3	3	0	7	7	4	4	4	2	2	0	0	33	56-65	11			
05:00	13	4	0	0	5	6	6	6	14	14	1	1	1	1	3	4	14	14	21	21	17	17	12	21	6	4	4	117	56-65	38			
06:00	16	4	4	4	14	26	26	15	15	15	2	2	8	8	4	4	17	17	53	36	47	49	17	17	7	7	243	56-65	102				
07:00	38	7	7	7	25	25	13	13	12	12	3	3	0	0	8	8	29	29	36	21	23	24	24	5	4	0	3	243	56-65	83			
08:00	21	4	4	4	30	30	15	15	7	7	2	2	2	2	4	4	11	11	21	21	9	9	9	9	1	0	0	168	61-70	47			
09:00	15	2	2	2	16	16	9	9	0	0	0	0	5	5	7	7	14	14	10	10	9	9	4	4	1	0	0	95	21-30	32			
10:00	14	7	7	7	26	26	16	16	0	0	1	1	4	4	7	7	14	14	9	9	9	9	4	4	1	0	0	101	20-29	35			
11:00	13	3	3	3	22	22	13	13	6	6	0	0	2	2	2	2	5	5	12	12	9	9	8	8	2	1	0	98	21-30	35			
12 PM	18	5	5	5	22	22	16	16	6	6	3	3	3	3	6	6	17	17	10	10	15	15	9	9	2	2	3	135	21-30	38			
13:00	18	9	9	9	18	18	19	19	3	3	2	2	4	4	3	3	10	10	15	15	13	13	12	12	4	4	0	130	21-30	37			
14:00	9	4	4	4	15	15	11	11	1	1	0	0	2	2	6	6	2	2	12	12	6	6	6	6	2	2	2	78	21-30	26			
15:00	6	2	2	2	18	18	7	7	1	1	1	1	0	0	1	1	4	4	6	6	3	3	4	4	1	1	1	55	21-30	25			
16:00	5	0	0	0	6	6	5	5	1	1	1	1	0	0	2	2	2	2	4	4	2	2	2	2	1	0	0	31	21-30	11			
17:00	2	0	0	0	5	5	6	6	0	0	0	0	0	0	0	0	2	2	2	2	3	3	0	0	2	0	0	22	21-30	11			
18:00	0	0	0	0	1	1	4	4	0	0	0	0	0	0	1	1	2	2	0	0	1	1	2	2	0	0	0	11	21-30	5			
19:00	0	0	0	0	0	0	2	2	0	0	0	0	1	1	0	0	1	1	1	1	1	1	0	0	0	0	1	7	56-65	2			
20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	4	49-58	2			
21:00	0	0	0	0	1	1	2	2	0	0	1	1	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	7	56-65	3			
22:00	1	0	0	0	1	1	3	3	0	0	0	0	1	1	2	2	1	1	1	1	1	1	1	1	0	0	0	11	21-30	4			
23:00	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4	24-33	2			
Total	199	47	47	47	225	225	181	181	75	75	18	18	34	34	57	57	142	142	225	225	212	212	135	135	42	23	1615						
Percent	12.3%	2.9%	2.9%	2.9%	13.9%	13.9%	11.2%	11.2%	4.6%	4.6%	1.1%	1.1%	2.1%	2.1%	3.5%	3.5%	8.8%	8.8%	13.9%	13.9%	13.1%	13.1%	8.4%	8.4%	2.6%	1.4%							
AM Peak	07:00	07:00	07:00	07:00	08:00	08:00	06:00	06:00	06:00	06:00	07:00	07:00	06:00	06:00	07:00	07:00	07:00	07:00	06:00	06:00	06:00	06:00	08:00	08:00	06:00	06:00	06:00	06:00					
PM Peak	12:00	13:00	13:00	12:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	13:00	13:00	12:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00					
Vol.	38	7	7	7	30	30	26	26	15	15	3	3	8	8	8	8	29	29	53	53	49	49	24	24	7	7	243						

Tyburn Rd
East of Newbold
Jamar 23922

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0 0.0000 Undefined
Latitude: 0 0.0000 Undefined

Passing	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	999	in	Pace
02:19/16	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	39-48	1
01:00	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	4	64-73	2
02:00	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	50-59	2
03:00	0	0	0	0	3	2	0	0	1	1	2	3	1	0	0	12	25-34	5
04:00	1	0	1	4	4	0	0	0	4	4	5	4	1	0	0	24	51-60	9
05:00	4	0	1	6	12	1	1	2	8	8	17	18	8	4	3	85	56-65	35
06:00	20	5	15	20	13	6	3	9	19	19	38	49	23	10	8	238	56-65	87
07:00	19	1	19	21	15	2	2	5	16	35	35	38	23	12	4	212	56-65	73
08:00	14	7	22	17	12	1	0	3	11	26	26	28	15	5	3	164	56-65	54
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	60	13	59	71	58	10	6	20	59	126	140	72	32	18	744			
Percent	8.1%	1.7%	7.9%	9.5%	7.8%	1.3%	0.8%	2.7%	7.9%	16.9%	18.8%	9.7%	4.3%	2.4%				
AM	06:00	08:00	08:00	07:00	07:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00			
Peak	Vol	20	7	22	21	15	6	3	9	19	38	49	23	12	8	238		
PM																		
Peak																		
Vol																		
Total	566	127	550	470	239	59	62	135	345	643	615	355	121	61	4348			
Percent	13.0%	2.9%	12.6%	10.8%	5.5%	1.4%	1.4%	3.1%	7.9%	14.8%	14.1%	8.2%	2.8%	1.4%				

15th Percentile : 18 MPH
50th Percentile : 47 MPH
85th Percentile : 63 MPH
95th Percentile : 68 MPH

Stats
10 MPH Pace Speed : 56-65 MPH
Number in Pace : 1258
Percent in Pace : 28.9%
Number of Vehicles > 55 MPH : 1795
Percent of Vehicles > 55 MPH : 41.3%

Mean Speed(Average) :

42 MPH

Tyburn Rd WB
East of Newbold
Jamar 24320

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0 0.0000 Undefined
Latitude: 0 0.0000 Undefined

Travel	Start Time	15	16	20	21	25	26	30	31	35	40	41	45	50	51	55	60	61	65	66	70	71	75	76	999	Total	Pace	Number	
02/16/16	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	12	0	0	1	5	5	5	20	23	46	51	57	50	34	6	6	1	0	0	0	0	0	0	0	226	41-50	101	
	14:00	18	0	0	0	8	8	8	23	41	41	57	44	44	38	22	22	3	3	0	0	0	0	0	0	254	41-50	101	
	15:00	10	0	0	0	6	6	6	20	48	48	69	76	76	42	21	21	5	5	2	2	0	0	0	0	299	41-50	145	
	16:00	12	0	0	0	2	2	2	11	46	46	90	67	67	56	23	23	13	13	3	3	2	2	0	0	325	41-50	157	
	17:00	11	0	0	0	5	5	5	11	41	41	60	66	66	50	25	25	4	4	6	6	1	1	0	0	280	41-50	126	
	18:00	0	0	0	0	0	0	0	11	17	17	23	23	24	18	5	5	6	6	3	3	0	0	0	0	107	41-50	47	
	19:00	2	0	0	1	0	0	0	7	13	13	19	19	17	13	11	11	1	1	5	5	0	0	0	0	89	41-50	36	
	20:00	1	0	0	0	1	1	1	4	14	14	18	18	9	3	3	3	1	1	0	0	0	0	0	0	57	36-45	32	
	21:00	0	0	0	0	0	0	0	2	10	10	20	8	8	3	3	1	0	0	0	0	0	0	0	0	44	36-45	30	
	22:00	0	0	0	0	3	3	3	2	12	12	8	8	12	5	4	4	4	4	2	2	0	0	0	0	52	36-45	20	
	23:00	1	0	0	0	0	0	0	2	3	3	8	8	4	4	4	4	6	6	2	2	0	0	0	0	34	39-48	12	
	Total	67	0	0	2	30	30	30	113	291	291	423	377	377	266	130	130	44	44	21	21	3	3	0	0	1767			
AM	Percent	3.8%	0.0%	0.0%	0.1%	1.7%	1.7%	1.7%	6.4%	16.5%	16.5%	23.9%	21.3%	21.3%	15.1%	7.4%	7.4%	2.5%	2.5%	1.2%	1.2%	0.2%	0.2%	0.0%	0.0%				
PM	Peak	14:00			13:00				14:00					15:00						16:00						16:00			
Vol.	Peak	18			1				8					76						56						325			

Tyburn Rd WB
East of Newbold
Jamar 24320

Tri-State Traffic Data, Inc.
www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	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	Number
	02/17/16	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	Speed	In Pace
	01:00	0	0	0	0	0	0	0	0	2	2	5	5	5	5	3	2	2	2	4	2	2	2	0	0	0	0	0	0	23	36.45	10
	02:00	0	0	0	0	0	0	0	0	2	2	4	4	2	2	7	7	4	4	2	2	0	1	0	0	0	0	0	0	12	36.45	6
	03:00	0	0	0	0	0	0	0	0	2	2	6	6	13	13	1	1	8	8	3	3	3	3	3	0	0	0	0	0	36	36.45	19
	04:00	0	0	0	0	4	4	6	6	9	9	8	8	15	15	10	10	10	10	2	2	1	1	0	0	0	0	1	66	41.50	25	
	05:00	1	1	0	0	0	0	3	3	9	9	19	19	26	26	9	8	8	8	5	5	4	4	0	0	0	0	0	81	36.45	45	
	06:00	1	1	0	0	0	0	7	7	22	22	29	29	36	36	30	30	13	13	7	7	4	4	0	0	0	0	0	150	41.50	66	
	07:00	1	1	0	0	0	0	4	4	23	23	25	25	51	51	50	50	28	28	14	14	6	6	2	2	0	0	0	204	41.50	101	
	08:00	2	2	0	0	0	0	9	9	16	16	35	35	53	53	55	55	34	34	9	9	0	0	1	1	0	0	0	214	41.50	108	
	09:00	12	12	0	0	0	0	4	4	17	17	23	23	61	61	58	58	46	46	7	7	4	4	1	1	0	0	0	233	41.50	119	
	10:00	9	9	0	0	0	0	4	4	16	16	24	24	51	51	52	52	48	48	19	19	5	5	1	1	0	0	0	230	41.50	103	
	11:00	10	10	0	0	0	0	1	1	11	11	28	28	55	55	74	74	68	68	25	25	9	9	3	3	0	0	0	284	46.55	142	
	12 PM	8	8	0	0	0	0	5	5	11	11	33	33	46	46	88	88	51	51	39	39	11	11	3	3	2	2	0	297	46.55	139	
	13:00	15	15	0	0	0	0	13	13	22	22	34	34	54	54	74	74	48	48	26	26	5	5	3	3	2	2	0	296	41.50	128	
	14:00	11	11	0	0	2	2	3	3	18	18	37	37	68	68	67	67	42	42	23	23	5	5	4	4	1	1	0	281	41.50	135	
	15:00	19	19	0	0	0	0	5	5	17	17	52	52	57	57	68	68	42	42	37	37	17	17	16	16	2	2	0	320	41.50	125	
	16:00	12	12	0	0	0	0	3	3	9	9	29	29	76	76	74	74	65	65	37	37	16	16	5	5	0	0	0	326	41.50	150	
	17:00	14	14	0	0	0	0	2	2	7	7	34	34	63	63	75	75	58	58	37	37	10	10	5	5	2	2	0	307	41.50	138	
	18:00	10	10	0	0	0	0	1	1	3	3	28	28	31	31	15	15	18	18	13	13	4	4	5	5	0	0	0	128	36.45	59	
	19:00	3	3	0	0	1	1	1	1	1	1	16	16	18	18	9	9	9	9	5	5	4	4	3	3	0	0	0	70	36.45	34	
	20:00	2	2	0	0	0	0	0	0	3	3	5	5	17	17	11	11	5	5	2	2	2	2	1	1	0	0	0	48	41.50	28	
	21:00	1	1	0	0	0	0	0	0	4	4	8	8	10	10	5	5	4	4	6	6	5	5	0	0	0	0	0	44	36.45	18	
	22:00	5	5	0	0	0	0	0	0	3	3	9	9	10	10	2	2	8	8	6	6	2	2	0	0	0	0	0	46	36.45	19	
	23:00	8	8	0	0	0	0	0	0	2	2	8	8	7	7	3	3	8	8	8	8	8	8	3	3	1	1	3	59	56.65	16	
	Total	144	144	0	0	7	7	71	71	229	229	502	502	828	828	842	842	627	627	338	338	125	125	43	43	14	14	6	3776			
	Percent	3.8%	3.8%	0.0%	0.0%	0.2%	0.2%	1.9%	1.9%	6.1%	6.1%	13.3%	13.3%	21.9%	21.9%	22.3%	22.3%	15.6%	15.6%	9.0%	9.0%	3.3%	3.3%	1.1%	1.1%	0.4%	0.4%	0.2%				
AM Peak	09:00	12	12	0	0	4	4	9	9	23	23	35	35	61	61	74	74	68	68	25	25	9	9	3	3	1	1	1	284			
PM Peak	15:00	19	19	0	0	2	2	13	13	22	22	52	52	76	76	88	88	65	65	39	39	17	17	5	5	2	2	3	326			

Site Code: Site 3
Station ID: Westbound
A-C-B-D WB
Longitude: 0 0.0000 Undefined
Latitude: 0 0.0000 Undefined

Travel	Start	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		
02/18/16	1	1	0	0	0	0	2	0	0	0	3	3	3	3	0	0	3	3	4	4	1	1	0	0	0	0	0	0	17	51-60	7			
01:00	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	0	0	1	1	1	1	0	0	0	0	0	0	7	36-45	4			
02:00	1	0	0	0	0	0	0	0	0	0	2	2	3	3	4	4	2	2	4	4	2	2	0	0	0	0	0	0	18	41-50	7			
03:00	4	0	0	0	0	0	0	0	2	2	7	7	14	14	12	12	8	8	1	1	4	4	4	1	2	2	0	54	41-50	26				
04:00	7	0	0	0	0	0	4	4	9	9	5	5	5	5	13	13	12	12	7	7	4	4	1	1	0	0	0	67	46-55	25				
05:00	4	0	0	0	1	1	4	4	5	5	15	15	22	22	11	11	11	11	6	6	2	2	1	1	0	0	0	82	36-45	37				
06:00	10	0	0	0	0	0	6	6	15	15	23	23	29	29	34	34	24	24	11	11	4	4	0	0	0	0	0	156	41-50	63				
07:00	9	0	0	0	0	0	5	5	19	19	27	27	52	52	68	68	34	34	9	9	9	9	1	1	0	0	1	234	41-50	120				
08:00	8	0	0	0	0	0	2	2	12	12	27	27	51	51	60	60	35	35	20	20	6	6	0	0	0	0	0	222	41-50	111				
09:00	9	0	0	0	1	1	2	2	18	18	25	25	48	48	67	67	58	58	19	19	3	3	0	0	0	0	2	252	46-55	126				
10:00	11	0	0	0	0	0	6	6	10	10	25	25	54	54	60	60	44	44	27	27	4	4	0	0	0	0	0	241	41-50	114				
11:00	6	0	0	0	0	0	5	5	17	17	34	34	51	51	94	94	44	44	21	21	13	13	1	1	0	0	1	287	41-50	145				
12 PM	5	0	0	0	0	0	3	3	15	15	35	35	64	64	75	75	73	73	27	27	11	11	4	4	2	2	0	314	46-55	148				
13:00	5	0	0	0	0	0	7	7	12	12	43	43	53	53	74	74	45	45	15	15	9	9	3	3	0	0	0	266	41-50	127				
14:00	14	0	0	0	1	1	2	2	19	19	47	47	67	67	81	81	46	46	19	19	8	8	2	2	2	2	0	307	41-50	148				
15:00	10	0	0	0	0	0	2	2	14	14	45	45	79	79	44	44	61	61	49	49	11	11	2	2	1	1	0	319	36-45	124				
16:00	8	0	0	0	1	1	0	0	14	14	43	43	77	77	88	88	62	62	24	24	6	6	2	2	1	1	0	326	41-50	165				
17:00	8	0	0	0	0	0	1	1	14	14	43	43	73	73	76	76	58	58	28	28	8	8	3	3	1	1	1	314	41-50	149				
18:00	3	0	0	0	0	0	2	2	9	9	26	26	23	23	24	24	24	24	14	14	5	5	3	3	0	0	1	134	36-45	49				
19:00	0	0	0	0	0	0	0	0	2	2	14	14	15	15	17	17	9	9	1	1	5	5	0	0	0	0	0	64	41-50	32				
20:00	0	0	0	0	0	0	1	1	1	1	9	9	14	14	7	7	3	3	4	4	0	0	0	0	0	0	1	40	36-45	23				
21:00	0	0	0	0	0	0	0	0	0	0	10	10	16	16	8	8	8	8	7	7	2	2	0	0	0	0	0	54	36-45	26				
22:00	1	0	0	0	0	0	0	0	2	2	7	7	8	8	10	10	7	7	7	7	2	2	1	1	1	1	0	46	41-50	18				
23:00	2	0	0	0	0	0	0	0	2	2	7	7	7	7	9	9	3	3	11	11	5	5	2	2	0	0	3	51	40-49	16				
Total	126	0	0	0	4	4	54	54	214	214	524	524	830	830	937	937	674	674	336	336	125	125	27	27	10	10	11	3672						
Percent	3.3%	0.0%	0.0%	0.1%	1.4%	1.4%	5.5%	5.5%	13.5%	13.5%	21.4%	21.4%	24.2%	24.2%	17.4%	17.4%	8.7%	8.7%	3.2%	3.2%	0.7%	0.7%	0.3%	0.3%	0.3%	0.3%								
AM Peak	10:00				05:00		06:00		07:00		11:00		10:00		11:00		09:00		10:00		11:00		04:00		03:00		09:00		11:00					
Vol.	11				1		6		19		34		54		94		58		27		13		1		2		2		287					
PM Peak	14:00				14:00		13:00		14:00		14:00		15:00		16:00		12:00		15:00		12:00		12:00		12:00		23:00		16:00					
Vol.	14				1		7		19		47		79		88		73		49		11		4		2		3		326					

Tyburn Rd WB
 East of Newbold
 Jamar 24320

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
 Station ID: Westbound
 A-C B-D WB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Travel	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		Speed	in Pace
02/19/16	0	0	0	0	1	6	6	3	2	0	0	2	0	0	0	20	36.45	12
01:00	1	0	0	0	3	4	2	3	3	3	3	3	0	0	0	19	31.40	7
02:00	1	0	0	0	1	2	3	5	4	4	5	1	0	0	0	22	44.53	9
03:00	2	0	0	0	0	5	7	12	12	3	3	3	1	1	0	38	41.50	19
04:00	1	0	0	0	3	13	8	11	7	7	4	4	0	0	1	58	35.44	21
05:00	2	0	0	0	6	12	21	10	8	8	7	3	1	1	0	74	36.45	33
06:00	4	0	0	0	4	30	30	37	27	27	12	7	0	0	0	165	41.50	67
07:00	6	0	0	2	14	30	44	46	38	38	20	6	0	0	0	207	41.50	90
08:00	5	0	0	0	25	33	42	68	48	48	17	9	4	0	0	251	46.55	116
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	22	0	0	12	72	135	163	195	140	71	35	6	2	1	854			
Percent	2.6%	0.0%	0.0%	1.4%	8.4%	15.8%	19.1%	22.8%	16.4%	8.3%	4.1%	0.7%	0.2%	0.1%				
AM Peak	07:00			06:00	08:00	08:00	07:00	08:00	08:00	07:00	08:00	08:00	08:00	03:00	04:00	08:00		
Vol.	6			4	25	33	44	68	48	20	9	4	1	1	251			
PM Peak																		
Vol.																		
Total	359	0	13	167	628	1452	2244	2351	1707	875	329	97	29	18	10269			
Percent	3.5%	0.0%	0.1%	1.6%	6.1%	14.1%	21.9%	22.9%	16.6%	8.5%	3.2%	0.9%	0.3%	0.2%				

Stats

10 MPH Pace Speed : 41-50 MPH
 Number In Pace : 4595
 Percent In Pace : 44.7%
 Number of Vehicles > 55 MPH : 1348
 Percent of Vehicles > 55 MPH : 13.1%

15th Percentile : 36 MPH
 50th Percentile : 45 MPH
 85th Percentile : 54 MPH
 95th Percentile : 59 MPH

Mean Speed(Average) :

45 MPH

Tyburn Rd WB
East of Newbold
Janmar 24320

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 3
Station ID: Westbound
A-C-B-D-WB
Longitude: 0 0.0000 Undefined
Latitude: 0 0.0000 Undefined

Passing	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number	
Start Time	15:00	20:00	25:00	30:00	35:00	40:00	45:00	50:00	55:00	60:00	65:00	70:00	75:00	05:00	11:00	Speed	in Pace	
02/17/16	15	20	25	30	35	40	45	50	55	60	65	70	75	999	1181	45-54	2	
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29-38	2
02:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	44-53	2
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	21-30	6
04:00	1	0	3	3	0	1	2	0	0	0	1	0	0	0	11	18	46-55	6
05:00	1	0	0	0	1	0	0	3	3	3	3	0	3	1	18	46-55	6	
06:00	8	0	0	1	1	0	0	0	7	4	4	2	1	0	28	51-60	11	
07:00	9	0	0	0	0	0	2	7	2	5	4	5	0	0	34	61-70	9	
08:00	6	0	0	5	0	0	1	5	6	9	2	3	1	0	38	51-60	15	
09:00	4	0	0	1	0	2	2	6	17	9	7	2	0	0	50	51-60	26	
10:00	2	0	0	4	4	0	3	5	8	11	5	4	0	1	47	51-60	19	
11:00	6	0	0	1	5	0	0	3	15	17	7	7	4	0	65	51-60	32	
12 PM	6	0	0	5	5	0	1	2	10	20	28	2	5	0	89	56-65	48	
13:00	3	0	0	11	4	1	0	4	6	17	13	7	0	1	62	56-65	30	
14:00	6	0	2	2	4	1	0	5	18	27	23	10	1	2	102	56-65	50	
15:00	12	0	0	5	10	1	2	5	20	37	36	19	8	4	159	58-85	73	
16:00	10	0	0	3	5	3	3	10	26	41	44	18	7	0	170	56-65	85	
17:00	3	0	0	3	3	2	4	10	23	55	36	23	6	1	169	56-65	91	
18:00	3	0	0	1	1	0	3	6	6	8	10	2	4	0	44	56-65	18	
19:00	0	0	1	1	1	0	1	3	7	6	5	0	1	0	26	51-60	13	
20:00	1	0	0	0	2	0	2	1	2	2	0	0	1	0	11	51-60	4	
21:00	2	0	0	0	2	1	1	0	2	1	0	1	0	1	11	51-60	3	
22:00	0	0	0	0	2	0	0	2	2	2	3	2	0	1	16	61-70	5	
23:00	0	0	0	0	3	0	1	1	1	5	7	4	1	0	23	56-65	12	
Total	83	0	6	45	55	17	28	79	185	279	238	111	43	12	1181			
Percent	7.0%	0.0%	0.5%	3.8%	4.7%	1.4%	2.4%	6.7%	15.7%	23.6%	20.2%	9.4%	3.6%	1.0%				
AM Peak Vol.	9		3	5	5	2	3	7	17	17	7	7	4	1	65			
PM Peak Vol.	12		2	11	10	3	4	10	26	55	44	23	8	4	170			

Tyburn Rd WB
 East of Newbold
 Jamar 24320

Tri-State Traffic Data, Inc.

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Site Code: Site 3
 Station ID: Westbound
 A-C B-D WB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Passing	Start Time	1	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	799	Total	Pace	Number						
		15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
02/19/16	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
01:00	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	07:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	07:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	07:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12 PM	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	AM	24	0	0	0	0	9	14	14	14	4	4	3	3	10	10	22	22	19	19	29	29	12	12	6	6	1	1	153							
Percent	AM	15.7%	0.0%	0.0%	0.0%	5.9%	9.2%	9.2%	9.2%	9.2%	2.6%	2.6%	2.0%	2.0%	6.5%	6.5%	14.4%	14.4%	12.4%	12.4%	19.0%	19.0%	7.8%	7.8%	3.9%	3.9%	0.7%	0.7%								
Peak	PM	8					3	5	5	5	1	1	1	1	5	5	8	8	10	10	9	9	5	5	6	6	1	1	51							
Vol.	Peak	8					3	5	5	5	1	1	1	1	5	5	8	8	10	10	9	9	5	5	6	6	1	1	51							
Total	Percent	258	0	0	0	12	115	137	137	137	45	45	86	86	261	261	561	561	782	782	639	639	314	314	96	96	41	41	3347							
Percent	Percent	7.7%	0.0%	0.4%	0.4%	3.4%	4.1%	4.1%	4.1%	4.1%	1.3%	1.3%	2.6%	2.6%	7.8%	7.8%	16.8%	16.8%	23.4%	23.4%	19.1%	19.1%	9.4%	9.4%	2.9%	2.9%	1.2%	1.2%								

15th Percentile : 34 MPH
 50th Percentile : 56 MPH
 85th Percentile : 64 MPH
 95th Percentile : 68 MPH

10 MPH Pace Speed : 56-65 MPH
 Number In Pace : 1421
 Percent In Pace : 42.5%
 Number of Vehicles > 55 MPH : 1872
 Percent of Vehicles > 55 MPH : 55.9%

Mean Speed(Average) :

52 MPH

Tyburn Rd
 0.3 mi W of Cedar Lane
 Jamar 24994

Tri-State Traffic Data, Inc.
 www.TSTData.com

Site Code: Site 1
 Station ID: Eastbound
 A-C-B-D-EB
 Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Travel Lane	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number	
02/16/16	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	7	0	1	14	41	52	31	16	11	0	0	0	0	0	173	31:40	93	
	11:00	11	0	6	19	38	59	22	23	8	1	0	0	0	0	187	31:40	97	
	12 PM	10	0	4	17	29	67	27	25	16	3	1	0	0	0	199	31:40	96	
	13:00	20	1	6	18	54	42	34	34	12	3	0	0	0	0	224	31:40	96	
	14:00	18	2	11	12	22	27	30	26	32	10	0	0	0	0	190	46:55	58	
	15:00	11	0	1	7	30	30	33	31	19	10	7	0	0	0	179	41:50	64	
	16:00	4	0	1	5	4	16	23	27	28	11	2	0	0	0	121	46:55	55	
	17:00	6	0	1	2	10	16	23	37	20	5	1	0	0	0	121	41:50	60	
	18:00	1	0	0	3	3	13	21	18	24	8	1	0	0	0	92	46:55	42	
	19:00	4	2	2	4	3	7	14	17	15	7	3	0	0	0	79	44:53	32	
	20:00	2	0	0	2	2	13	15	15	15	2	0	0	0	0	66	40:49	30	
	21:00	4	0	0	2	3	6	12	14	7	6	1	1	0	0	56	41:50	26	
	22:00	5	0	0	2	2	9	6	11	1	3	2	0	0	0	41	40:49	17	
	23:00	2	0	0	0	3	2	6	4	5	1	1	0	0	0	24	40:49	10	
	Total	105	5	34	107	244	359	297	298	213	70	19	1	0	0	1752			
	Percent	6.0%	0.3%	1.9%	6.1%	13.9%	20.5%	17.0%	17.0%	12.2%	4.0%	1.1%	0.1%	0.0%	0.0%				
	AM Peak	11:00		11:00	11:00	10:00	11:00	10:00	11:00	10:00	11:00					11:00			
	Vol.	11		6	19	41	59	31	23	11	1					187			
	PM Peak	13:00	14:00	14:00	13:00	13:00	12:00	13:00	17:00	14:00	16:00	15:00	21:00			13:00			
	Vol.	20	2	11	18	54	67	34	37	32	11	7	1			224			

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel Lane	Start Time	1	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Speed	Number
02/18/16	15	15	20	0	0	0	0	0	2	2	4	1	4	4	4	4	1	1	0	0	0	0	0	0	0	0	14	41-50	8	
01:00	2	0	0	0	0	0	0	0	2	2	4	4	4	4	3	3	3	3	3	3	3	1	1	0	0	0	22	35-44	8	
02:00	0	0	0	0	0	0	2	2	7	7	8	8	5	5	2	2	2	2	2	2	2	1	1	0	0	0	29	31-40	15	
03:00	3	3	0	0	0	0	0	0	11	11	13	13	7	7	5	5	8	8	3	3	3	0	0	0	0	0	50	31-40	24	
04:00	3	1	1	1	1	1	2	2	9	9	16	16	8	8	16	11	11	11	5	5	2	2	1	1	0	0	75	46-55	27	
05:00	20	0	0	4	4	4	1	1	22	22	33	33	33	33	27	27	26	26	8	8	4	4	4	1	1	0	179	36-45	66	
06:00	29	0	0	1	1	1	12	12	47	47	54	54	48	48	50	32	32	32	13	13	6	6	2	2	0	0	294	34-43	102	
07:00	30	2	2	1	1	1	15	15	34	34	62	62	58	42	40	42	42	35	17	24	8	8	2	2	0	1	319	36-45	120	
08:00	25	0	0	1	1	1	6	6	31	31	63	63	42	42	43	33	26	35	9	9	6	3	3	0	0	0	269	36-45	105	
09:00	10	0	0	2	2	2	8	8	40	40	42	42	45	45	33	26	26	14	9	9	3	3	1	1	0	0	218	36-45	87	
10:00	12	3	3	6	6	6	9	9	38	38	55	55	49	49	23	23	14	14	3	3	1	1	1	1	0	0	214	36-45	104	
11:00	10	2	2	3	3	3	11	11	23	23	67	67	56	56	32	32	15	15	9	9	1	1	1	0	0	0	229	36-45	123	
12 PM	12	3	3	5	5	5	7	7	32	32	67	67	67	67	26	26	30	30	11	11	2	2	2	0	0	0	262	36-45	134	
13:00	19	0	0	4	4	4	18	18	29	29	53	53	46	46	29	29	26	26	14	14	4	4	1	1	0	0	243	36-45	99	
14:00	11	0	0	0	0	0	7	7	23	23	70	70	35	35	29	29	29	29	7	7	6	6	0	0	0	0	217	36-45	105	
15:00	14	1	1	11	11	11	18	18	17	17	32	32	36	36	27	27	22	22	15	15	3	3	3	0	0	0	198	36-45	68	
16:00	9	0	0	3	3	3	3	3	11	11	27	27	11	11	29	29	40	40	23	23	3	3	3	0	0	0	159	46-55	69	
17:00	5	0	0	0	0	0	0	0	7	7	11	11	16	16	23	23	20	20	12	12	5	5	0	0	0	0	91	46-55	43	
18:00	3	0	0	0	0	0	4	4	4	4	7	7	14	14	9	9	17	17	8	8	2	2	1	1	0	0	87	46-55	46	
19:00	3	0	0	0	0	0	1	1	3	3	7	7	14	14	18	16	16	16	6	6	2	2	2	0	0	0	70	46-55	34	
20:00	6	0	0	0	0	0	4	4	5	5	7	7	12	12	9	9	22	22	4	4	0	0	0	0	0	0	69	46-55	31	
21:00	6	0	0	0	0	0	3	3	6	6	7	7	8	8	19	19	7	7	7	7	2	2	2	2	0	0	67	41-50	27	
22:00	4	0	0	0	0	0	3	3	9	9	0	0	5	5	3	3	12	12	3	3	3	1	1	0	0	0	40	51-60	15	
23:00	0	0	0	0	1	1	0	0	6	6	7	7	2	2	4	4	3	3	2	2	0	0	0	0	0	0	25	31-40	13	
Total	238	12	43	134	418	705	625	523	459	208	61	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3440			
Percent	6.9%	0.3%	1.3%	3.9%	12.2%	20.5%	18.2%	15.2%	13.3%	6.0%	1.8%	0.3%	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	07:00	10:00	10:00	07:00	06:00	11:00	07:00	06:00	07:00	07:00	07:00	07:00	06:00	05:00	07:00	07:00	07:00	06:00	05:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	319			
PM Peak	13:00	12:00	15:00	13:00	12:00	14:00	12:00	13:00	16:00	16:00	16:00	16:00	16:00	14:00	15:00	12:00	15:00	12:00	14:00	15:00	12:00	14:00	15:00	15:00	12:00	12:00	262			
Vol.	30	3	6	15	47	67	58	50	42	24	8	2	1	1	2	1	2	2	6	23	6	8	2	2	1	1	319			

Site Code: Site 1
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel Lane	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9202	Speed	In Pace
02/19/16	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9202	46-55	8
01:00	5	0	0	1	4	2	2	3	3	1	0	0	0	0	0	23	29-38	9
02:00	2	0	0	3	5	4	3	2	2	1	0	0	0	0	24	31-40	12	
03:00	3	0	0	0	2	10	2	6	3	1	0	0	0	0	28	36-45	19	
04:00	1	0	0	2	1	12	7	3	3	2	2	0	0	0	33	35-44	26	
05:00	6	0	2	3	9	15	11	14	14	9	4	4	0	0	78	36-45	77	
06:00	7	0	0	11	15	40	37	27	19	7	4	4	0	0	167	36-45	115	
07:00	25	0	0	12	35	54	61	32	32	16	5	6	2	1	284	36-45	105	
08:00	28	1	4	3	39	56	49	52	36	20	6	1	1	0	295	36-45	105	
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	77	1	7	38	110	193	172	139	117	53	21	3	1	0	932			
Percent	8.3%	0.1%	0.8%	4.1%	11.8%	20.7%	18.5%	14.9%	12.6%	5.7%	2.3%	0.3%	0.1%	0.0%				
AM	07:00	07:00	07:00	06:00	07:00	07:00	06:00	07:00	06:00	07:00	07:00	06:00	06:00	06:00	07:00			
Peak	07:00	07:00	07:00	06:00	07:00	07:00	06:00	07:00	06:00	07:00	07:00	06:00	06:00	06:00	07:00			
Vol.	28	1	4	12	39	56	61	52	41	20	6	2	1	1	295			
PM																		
Peak																		
Vol.																		
Total	642	32	152	404	1191	1888	1587	1454	1185	488	141	29	7	2	9202			
Percent	7.0%	0.3%	1.7%	4.4%	12.9%	20.5%	17.2%	15.8%	12.9%	5.3%	1.5%	0.3%	0.1%	0.0%				

15th Percentile : 30 MPH
50th Percentile : 40 MPH
85th Percentile : 51 MPH
95th Percentile : 57 MPH

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 3475
Percent in Pace : 37.8%
Number of Vehicles > 55 MPH : 667
Percent of Vehicles > 55 MPH : 7.2%

Mean Speed(Average) :

40 MPH

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing Lane	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number				
02/16/16		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		1	0	0	2	2	4	4	1	1	8	8	6	13	13	14	14	16	16	6	5	1	1	0	0	0	0	0	55	46:55	27			
11:00		1	0	0	5	5	3	3	0	0	3	3	11	9	19	19	22	22	16	9	6	1	1	0	0	0	0	55	46:55	25				
12 PM		1	0	0	4	4	5	5	1	1	2	2	5	2	13	12	14	14	22	9	9	1	1	0	0	0	0	69	46:55	41				
13:00		2	1	1	5	5	2	2	0	0	2	2	13	12	14	14	13	13	14	13	13	1	1	0	0	0	0	65	51:60	27				
14:00		3	2	2	9	9	4	4	4	5	0	0	3	0	15	15	11	11	11	9	9	2	2	1	1	0	0	64	46:55	26				
15:00		2	0	0	1	1	4	4	2	2	0	0	4	4	4	4	8	8	8	9	9	1	1	1	1	0	0	37	51:60	17				
16:00		2	0	0	1	1	3	3	2	2	0	0	1	1	4	4	6	6	5	5	5	3	3	3	3	0	0	32	51:60	15				
17:00		1	0	0	0	0	1	1	1	1	0	0	3	3	3	5	5	5	5	5	5	3	3	3	3	0	0	24	45:54	10				
18:00		0	0	0	0	0	3	3	3	3	0	0	2	2	2	6	6	6	0	0	6	6	3	3	1	1	0	25	56:65	9				
19:00		0	0	0	0	0	3	3	2	2	0	0	0	0	2	4	4	4	0	0	5	5	2	2	0	0	0	27	51:60	8				
20:00		0	0	0	0	0	1	1	1	0	0	1	1	1	1	4	4	4	3	3	4	4	0	0	0	0	0	14	45:54	7				
21:00		0	0	0	0	0	2	2	2	2	2	1	1	1	0	1	1	2	2	1	1	2	2	1	1	0	0	11	26:35	4				
22:00		0	0	0	0	0	2	2	2	2	0	0	0	0	2	3	3	3	2	2	3	3	1	1	0	0	1	11	51:60	5				
23:00		0	0	0	0	0	1	1	1	0	0	0	0	0	1	3	3	3	2	2	3	3	0	0	0	0	0	6	46:55	4				
Total		15	5	5	30	30	37	37	17	17	17	17	54	99	107	107	84	21	4	3	2	2	4	4	3	2	495							
Percent		3.0%	1.0%	1.0%	6.1%	6.1%	7.5%	7.5%	3.4%	3.4%	3.4%	3.4%	10.9%	20.0%	21.6%	17.0%	4.2%	0.8%	0.6%	0.4%														
AM Peak		10:00			11:00		10:00		10:00		10:00		10:00		11:00		11:00		11:00		11:00		10:00				10:00							
PM Peak		14:00		14:00		14:00		12:00		14:00		12:00		13:00		12:00		12:00		13:00		16:00		14:00		19:00		15:00						
Vol.		3	2	2	9	5	4	5	5	1	1	8	2	13	13	13	19	22	16	6	6	3	3	1	2	1	69							

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

Tri-State Traffic Data, Inc.
www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing Lane	Start Time	1	16	21	25	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
02:17/16	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	14-23	1
01:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	3	14-23	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	2	0	0	0	0	1	0	0	1	3	0	0	0	0	7	51-60	4
04:00	0	0	4	4	0	0	0	1	3	1	5	3	4	3	0	0	24	50-59	8
05:00	3	0	1	1	0	0	1	1	4	3	25	30	13	6	1	0	88	51-60	55
06:00	9	0	5	5	12	8	8	5	8	25	52	27	27	4	4	0	183	51-60	79
07:00	8	0	3	3	10	12	12	4	5	23	53	88	28	4	0	0	218	51-80	121
08:00	7	0	3	3	4	2	2	1	4	18	31	28	11	6	1	0	116	51-60	59
09:00	1	1	3	5	6	0	2	7	5	15	19	11	1	1	0	0	70	46-55	34
10:00	2	3	5	6	3	0	0	1	5	11	16	8	3	0	0	0	57	46-55	27
11:00	8	1	9	9	6	1	1	7	9	11	20	13	4	1	1	0	91	51-60	33
12 PM	4	1	4	4	4	4	5	37	21	24	26	21	3	1	0	0	151	36-45	58
13:00	12	4	9	9	10	4	25	33	34	27	21	18	2	0	0	0	195	36-45	67
14:00	2	0	8	8	7	0	0	2	3	12	10	14	5	0	0	0	63	50-59	24
15:00	4	2	4	4	4	4	0	2	0	5	19	8	2	1	1	0	53	51-60	27
16:00	3	1	2	2	0	0	2	1	2	8	14	3	8	0	0	0	44	46-55	22
17:00	0	1	0	0	1	1	0	0	1	3	9	2	1	0	0	0	18	46-55	12
18:00	2	0	2	2	0	0	1	0	4	2	7	4	4	1	0	0	27	51-60	11
19:00	0	0	1	1	0	0	0	0	0	5	4	3	2	1	0	0	16	46-55	9
20:00	0	0	3	3	0	0	1	1	0	1	5	3	1	0	0	0	15	50-59	8
21:00	1	0	0	0	0	0	2	0	2	4	3	2	3	1	1	0	20	44-53	7
22:00	0	0	0	0	0	0	1	0	3	4	4	2	2	0	0	0	16	46-55	8
23:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	44-53	2
Total	66	14	70	67	63	101	115	204	346	271	124	30	9	0	0	1480			
Percent	4.5%	0.9%	4.7%	4.5%	4.3%	6.8%	7.8%	13.8%	23.4%	18.3%	8.4%	2.0%	0.6%	0.0%					
AM Peak	06:00	10:00	11:00	06:00	07:00	11:00	11:00	06:00	07:00	07:00	07:00	07:00	07:00	05:00	05:00		07:00		
PM Peak	13:00	13:00	13:00	13:00	13:00	12:00	13:00	13:00	13:00	12:00	12:00	12:00	16:00	12:00	15:00		13:00		
Vol.	9	3	9	12	12	7	9	25	27	53	68	21	8	6	1	2	195		

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

Site Code: Site 1
Station ID: Eastbound
A-C-B-D EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing Lane	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
02/18/16	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
01:00	0	0	0	0	1	0	0	1	0	3	0	0	1	0	6	56-65	3
02:00	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	19-28	1
03:00	0	0	0	2	0	1	1	1	0	2	4	0	0	0	11	56-65	6
04:00	0	1	1	2	1	0	1	3	8	8	2	1	0	0	28	51-60	16
05:00	2	1	3	1	3	1	1	9	26	23	14	2	0	1	87	51-60	49
06:00	6	0	2	8	6	1	4	23	53	60	15	8	0	0	186	51-60	113
07:00	10	2	1	9	6	5	6	18	57	69	29	7	0	0	219	51-60	126
08:00	5	0	1	5	1	0	2	14	34	33	19	4	0	0	118	51-60	67
09:00	6	0	2	5	3	3	8	12	17	11	4	0	0	0	71	46-55	29
10:00	10	3	4	3	0	3	10	20	19	11	3	1	0	0	87	46-55	39
11:00	3	1	4	2	2	4	7	7	15	13	2	3	0	0	63	51-60	28
12 PM	3	3	5	5	2	2	11	18	18	16	10	4	1	0	98	46-55	36
13:00	0	0	5	10	1	1	5	14	20	19	11	4	0	0	90	51-60	39
14:00	3	0	0	0	1	6	1	4	15	11	3	2	2	0	48	51-60	26
15:00	1	1	11	7	2	1	2	7	13	7	9	0	0	0	61	49-58	20
16:00	3	0	3	3	0	0	3	6	7	8	4	0	0	0	37	51-60	15
17:00	1	0	0	0	1	1	3	3	8	5	2	1	0	0	25	50-59	13
18:00	0	0	0	4	1	0	1	5	6	3	3	0	0	0	23	46-55	11
19:00	0	0	0	1	1	0	0	2	3	3	0	0	0	0	10	49-58	6
20:00	1	0	0	1	0	1	1	3	6	4	0	0	1	0	18	49-58	10
21:00	0	0	0	0	0	1	1	0	2	2	1	0	0	0	7	51-60	4
22:00	1	0	0	3	0	0	3	2	5	1	0	0	0	0	15	46-55	7
23:00	0	0	1	0	0	0	1	0	1	0	0	0	0	0	4	49-58	2
Total	55	12	43	72	32	31	72	173	334	314	135	37	5	1	1316		
Percent	4.2%	0.9%	3.3%	5.5%	2.4%	2.4%	5.5%	13.1%	25.4%	23.9%	10.3%	2.8%	0.4%	0.1%			
AM Peak	07:00	10:00	10:00	07:00	06:00	07:00	10:00	06:00	07:00	07:00	07:00	06:00	01:00	05:00			
PM Peak	12:00	12:00	15:00	13:00	12:00	14:00	12:00	12:00	13:00	13:00	13:00	12:00	14:00				
Vol.	10	3	4	9	6	5	10	23	57	69	29	8	1	1	219		
Peak	3	3	11	10	2	6	11	18	20	19	11	4	2		98		

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24994

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 1
Station ID: Eastbound
A-C B-D EB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Passing Lane	Start Time	1	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number						
02/19/16	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	3	49-58	2					
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4	19-28	2						
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	3	49-58	2						
03:00	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	2	2	2	2	2	2	1	1	0	0	11	56-65	4						
04:00	2	1	1	2	2	1	2	2	1	1	0	0	1	1	5	2	3	3	10	10	2	2	0	0	0	0	29	51-60	13						
05:00	8	0	0	0	0	0	6	0	0	0	2	2	3	3	9	9	24	24	30	30	7	7	8	1	1	0	98	51-60	54						
06:00	7	0	0	0	0	0	11	0	7	7	3	3	6	6	14	14	49	49	53	53	21	21	10	1	1	0	182	51-60	102						
07:00	11	1	1	4	4	2	2	5	5	4	4	4	14	14	21	21	43	43	44	44	31	31	7	7	0	0	187	51-60	87						
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	28	2	7	23	13	10	27	49	123	142	65	26	2	0	0	517																			
Percent	5.4%	0.4%	1.4%	4.4%	2.5%	1.9%	5.2%	9.5%	23.8%	27.5%	12.6%	5.0%	0.4%	0.0%																					
AM	07:00	04:00	07:00	06:00	06:00	07:00	07:00	07:00	06:00	06:00	07:00	06:00	05:00																						
Peak	Vol.	11	1	4	11	7	4	14	21	53	31	10	1																						
PM	Peak																																		
Vol.	Total	164	33	150	199	125	159	268	525	910	811	345	97	19	3	3808																			
Percent	4.3%	0.9%	3.9%	5.2%	3.3%	4.2%	7.0%	13.8%	23.9%	21.3%	9.1%	2.5%	0.5%	0.1%																					

Stats 10 MPH Pace Speed : 51-60 MPH
Number in Pace : 1721
Percent in Pace : 45.2%
Number of Vehicles > 55 MPH : 1275
Percent of Vehicles > 55 MPH : 33.5%

15th Percentile : 30 MPH
50th Percentile : 51 MPH
85th Percentile : 59 MPH
95th Percentile : 63 MPH

Mean Speed(Average) :

48 MPH

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C-B-D-WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	799	Total	Pace	Number	
02/16/16	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	3	0	0	0	1	4	2	24	20	55	50	45	76	41	33	15	23	6	1	2	0	0	0	0	0	0	200	36-45	100	
	12 PM	3	0	0	1	1	2	1	20	19	50	50	62	82	32	32	10	10	4	0	0	0	0	0	0	0	0	215	36-45	126	
	13:00	2	0	0	1	1	1	1	19	14	48	48	66	46	46	61	28	38	13	4	2	0	0	0	0	0	181	36-45	112		
	14:00	0	0	0	0	0	4	0	14	14	48	45	55	66	46	61	38	38	27	5	5	1	1	0	0	0	221	36-45	114		
	15:00	0	0	0	0	0	0	0	15	15	45	45	55	61	61	61	38	38	27	5	5	1	1	0	0	0	247	41-50	116		
	16:00	5	0	0	0	0	5	0	3	3	25	25	65	89	89	89	51	51	30	5	5	5	1	0	0	0	279	41-50	154		
	17:00	1	0	0	0	0	0	0	8	7	23	23	46	83	83	83	50	50	12	4	4	2	2	0	0	0	229	46-55	133		
	18:00	1	0	0	1	1	3	3	7	7	13	13	25	30	30	23	24	24	10	10	10	4	4	0	0	0	116	41-50	55		
	19:00	0	0	0	1	1	3	3	3	3	3	3	14	14	23	23	18	18	11	4	4	2	2	1	1	1	82	46-55	41		
	20:00	0	0	0	0	0	1	1	1	1	3	3	10	10	18	18	9	9	3	3	2	2	0	0	0	0	47	41-50	28		
	21:00	0	0	0	0	0	2	2	0	0	2	2	8	8	2	2	6	6	4	4	0	0	0	0	0	0	24	51-60	10		
	22:00	0	0	0	0	0	0	0	0	0	3	3	3	3	10	10	14	14	5	5	3	3	0	0	0	0	38	46-55	24		
	23:00	0	0	0	0	0	0	0	0	0	1	1	7	7	9	9	6	6	5	5	1	1	0	0	0	0	29	41-50	16		
	Total	15	0	0	4	4	25	25	114	114	321	321	482	477	477	292	292	141	141	31	31	5	5	0	0	1	1908				
	Percent	0.8%	0.0%	0.0%	0.2%	0.2%	1.3%	1.3%	6.0%	6.0%	16.8%	16.8%	25.3%	25.3%	25.0%	15.3%	15.3%	7.4%	7.4%	1.6%	1.6%	0.3%	0.3%	0.0%	0.0%	0.1%					
AM	11:00																														
Peak	11:00																														
Vol.	3						4		24		55		45		41		15		11		2						200				
PM	16:00																														
Peak	16:00																														
Vol.	5				1		5		20		50		76		89		51		30		5						279				

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number	
	02:17/16	0	0	0	0	0	0	0	0	3	4	4	3	3	4	4	5	3	0	2	2	2	2	2	1	0	0	0	19	31-40	7
	01:00	0	1	1	2	2	0	0	0	0	1	1	1	3	5	5	3	3	1	1	1	2	2	0	0	0	0	18	41-50	8	
	02:00	0	0	0	0	0	0	0	0	0	0	1	1	6	5	5	5	5	5	0	0	1	1	0	0	0	0	18	41-50	11	
	03:00	0	0	0	0	0	0	2	2	3	3	6	6	11	10	10	10	1	1	3	3	1	1	0	0	0	0	37	41-50	21	
	04:00	6	1	1	0	0	0	0	0	4	4	14	14	11	9	9	9	5	5	2	2	0	0	0	0	0	0	52	36-45	25	
	05:00	0	0	0	0	0	0	1	1	7	7	15	15	11	15	15	5	5	5	5	5	2	2	0	0	0	0	55	36-45	30	
	06:00	2	0	0	0	1	1	5	5	12	12	19	19	33	33	24	19	19	19	7	7	0	0	0	0	0	0	122	41-50	57	
	07:00	2	1	1	0	0	0	6	6	8	8	34	34	45	43	43	11	11	11	11	7	2	2	2	0	0	0	161	41-50	88	
	08:00	8	0	0	4	4	4	5	5	14	14	57	57	51	44	44	27	27	27	6	6	2	2	0	0	0	0	218	36-45	108	
	09:00	12	0	0	0	1	1	4	4	14	14	43	43	66	66	45	45	45	17	17	4	4	0	0	0	0	0	206	41-50	111	
	10:00	10	0	0	0	0	0	18	18	18	18	46	46	49	40	40	40	14	14	3	3	1	1	0	0	0	0	199	36-45	95	
	11:00	6	0	0	5	5	4	4	4	18	18	77	77	72	47	47	17	17	17	9	9	2	2	2	2	0	0	259	36-45	149	
	12 PM	5	3	3	1	1	9	9	9	15	15	57	57	82	57	57	27	27	27	8	8	3	3	0	0	0	0	267	36-45	139	
	13:00	24	0	0	4	4	11	11	11	33	33	52	52	67	67	47	47	42	29	29	4	4	0	0	0	0	0	271	36-45	119	
	14:00	5	0	0	0	0	6	6	6	16	16	42	42	76	76	50	42	42	16	16	2	2	2	2	0	0	0	257	41-50	126	
	15:00	6	0	0	0	0	0	0	0	1	1	38	38	62	62	69	62	62	22	22	10	10	2	2	1	1	0	272	41-50	131	
	16:00	9	0	0	1	1	3	3	3	7	7	28	28	48	48	86	72	72	29	29	5	5	5	5	0	0	0	283	46-55	158	
	17:00	4	0	0	1	1	1	1	1	7	7	22	22	42	42	59	55	55	35	35	9	9	9	5	1	1	0	240	46-55	114	
	18:00	1	0	0	0	0	1	1	1	4	4	11	11	17	17	38	27	27	18	18	5	5	3	3	0	0	0	123	46-55	65	
	19:00	3	0	0	0	0	1	1	1	7	7	4	4	16	16	15	13	13	4	4	4	3	3	0	0	0	0	66	41-50	31	
	20:00	1	0	0	0	0	0	0	0	1	1	2	2	11	11	16	12	12	1	1	1	0	0	0	0	0	0	44	44-53	28	
	21:00	0	0	0	0	0	0	0	0	1	1	4	4	5	5	11	11	11	10	10	2	2	0	0	0	0	0	44	46-55	22	
	22:00	0	0	0	0	0	0	2	2	0	0	2	2	7	7	9	11	11	11	12	12	1	1	1	1	0	0	45	51-60	23	
	23:00	2	0	0	0	0	0	2	2	0	0	2	2	2	2	7	7	12	12	7	7	7	7	0	0	0	0	41	46-55	19	
	Total	106	6	6	20	20	81	81	187	187	581	581	800	800	745	745	497	497	215	215	60	60	18	18	1	1	0	3317			
	Percent	3.2%	0.2%	0.2%	0.6%	0.6%	2.4%	2.4%	5.6%	5.6%	17.5%	17.5%	24.1%	24.1%	22.5%	22.5%	15.0%	15.0%	6.5%	6.5%	1.8%	1.8%	0.5%	0.5%	0.0%	0.0%	0				
AM Peak	09:00	12	1	1	5	5	18	18	18	18	77	77	72	47	47	27	27	27	9	9	2	2	2	2	0	0	0	259			
PM Peak	13:00	24	3	3	4	4	11	11	33	33	57	57	82	86	86	72	72	72	35	35	10	10	5	5	1	1	0	283			

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0° 0' 0.0000 Undefined
Latitude: 0° 0' 0.0000 Undefined

Travel	Start Time	1	16	21	25	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
	02/16/16	0	0	0	0	2	2	1	10	5	5	2	1	0	0	0	28	41-50	15
	01:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	4	34-43	3
	02:00	0	0	0	0	2	0	1	5	6	3	3	0	0	0	0	20	41-50	11
	03:00	0	0	0	0	2	0	6	9	13	7	3	0	0	0	0	40	41-50	22
	04:00	1	1	1	1	0	2	13	14	11	8	1	1	0	0	0	53	36-45	27
	05:00	1	2	1	1	0	0	14	20	13	7	5	1	1	0	0	65	36-45	34
	06:00	2	0	0	0	1	9	21	30	29	17	13	2	0	0	0	124	41-50	59
	07:00	2	1	2	2	4	16	43	49	33	20	10	2	1	1	0	184	36-45	92
	08:00	5	0	0	0	0	17	55	66	40	23	11	3	0	0	0	219	36-45	121
	09:00	7	0	0	1	4	14	38	75	53	24	7	1	0	0	0	226	41-50	128
	10:00	9	0	0	0	3	15	38	72	45	22	6	2	0	0	0	212	41-50	117
	11:00	8	0	0	0	1	18	46	66	62	31	15	6	2	0	0	255	41-50	128
	12 PM	6	0	0	0	4	20	43	63	60	40	17	5	1	1	0	260	41-50	123
	13:00	4	1	1	1	11	20	25	69	57	36	11	5	0	0	0	240	41-50	126
	14:00	3	0	0	0	13	18	50	74	74	38	20	4	0	0	0	286	41-50	139
	15:00	6	0	0	0	1	7	36	73	85	56	30	6	2	0	0	303	41-50	158
	16:00	4	0	0	0	3	9	23	55	73	75	44	13	4	0	0	303	46-55	148
	17:00	4	0	0	0	0	9	29	39	71	76	36	8	1	0	0	273	46-55	147
	18:00	3	0	0	0	2	3	10	21	31	26	16	2	2	0	0	116	46-55	57
	19:00	2	0	0	0	1	5	3	6	13	10	7	3	0	0	0	50	46-55	23
	20:00	0	0	0	0	1	2	4	10	15	4	3	1	0	0	0	41	41-50	25
	21:00	0	0	0	0	2	0	4	6	8	15	2	2	0	0	0	39	46-55	23
	22:00	0	0	0	0	0	0	0	4	11	9	6	0	2	0	0	32	46-55	20
	23:00	0	0	2	2	0	0	2	2	11	17	5	4	2	2	1	48	46-55	28
	Total	67	5	8	8	57	186	507	830	819	569	273	73	18	4	5	3421		
	Percent	2.0%	0.1%	0.2%	0.2%	1.7%	5.4%	14.8%	24.3%	23.9%	16.6%	8.0%	2.1%	0.5%	0.1%	0.1%			
AM	10:00	05:00	07:00	07:00	07:00	11:00	08:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	07:00	08:00	11:00		
PM	12:00	13:00	23:00	14:00	12:00	14:00	15:00	15:00	15:00	17:00	16:00	16:00	16:00	16:00	23:00	14:00	15:00		
Peak	9	2	2	4	18	55	75	85	85	76	44	13	6	2	1	1	255		
Vol.	6	1	2	13	20	50	73	85	85	76	44	13	6	4	2	1	303		

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C-B-D-WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start Time	1	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	Total	Pace Speed	Number in Pace
	02/19/16	15	2	0	0	0	1	1	1	1	4	4	6	5	7	3	3	1	2	2	0	0	0	0	0	0	0	26	41-50	13
	01:00	6	0	0	0	0	0	0	0	0	2	2	5	3	3	3	1	1	2	2	0	0	1	0	0	0	20	39-48	8	
	02:00	2	0	0	0	0	0	0	2	2	3	3	2	2	3	5	5	2	4	4	0	0	0	0	0	0	21	51-60	9	
	03:00	9	0	0	0	0	2	2	4	4	6	6	13	13	11	11	5	5	2	2	0	0	0	0	0	0	52	41-50	24	
	04:00	6	0	0	0	0	3	3	2	2	12	7	7	7	10	7	7	3	3	4	4	4	0	0	0	0	54	36-45	19	
	05:00	7	0	0	0	0	1	1	8	8	4	4	17	17	15	9	9	6	6	2	2	2	0	0	0	0	69	41-50	32	
	06:00	28	0	0	0	0	4	4	3	3	28	28	38	38	30	24	24	4	4	2	2	2	1	1	0	0	162	41-50	68	
	07:00	45	0	0	0	0	7	7	11	11	37	37	56	56	41	27	27	10	10	2	2	2	0	0	0	0	236	41-50	97	
	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	105	0	0	0	0	18	18	31	31	96	96	144	144	120	81	81	33	33	10	10	2	2	0	0	0	640			
	Percent	16.4%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	4.8%	4.8%	15.0%	15.0%	22.5%	22.5%	18.8%	12.7%	12.7%	5.2%	5.2%	1.6%	1.6%	0.3%	0.3%	0.0%	0.0%	0.0%				
AM	Peak	07:00					07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	04:00	04:00	01:00	01:00				07:00			
PM	Peak	45					7	7	11	11	37	37	56	56	41	27	27	10	10	4	4	1	1				236			
Vol.	Peak	45					7	7	11	11	37	37	56	56	41	27	27	10	10	4	4	1	1				236			
Vol.	Peak	45					7	7	11	11	37	37	56	56	41	27	27	10	10	4	4	1	1				236			
Total	Percent	293	3.2%	11	0.1%	32	181	181	518	518	1505	1505	2256	2256	2161	1439	1439	662	662	174	174	43	43	5	5	6	9286			
Percent	Percent	3.2%	0.1%	0.3%	1.9%	1.9%	5.6%	5.6%	16.2%	16.2%	24.3%	24.3%	23.3%	23.3%	15.5%	15.5%	7.1%	7.1%	1.9%	1.9%	0.5%	0.5%	0.1%	0.1%	0.1%					

Stats
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 4417
 Percent in Pace : 47.6%
 Number of Vehicles > 55 MPH : 890
 Percent of Vehicles > 55 MPH : 9.6%

Mean Speed(Average) :

44 MPH

0 10 20 30 40 50 60 70 80 90 100

Tyburn Rd
0.3 mi W of Cedar Lane
Jamar 24992

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number					
02/16/16																																			
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00		11	19	0	0	1	1	1	1	5	1	1	0	3	3	10	28	21	35	7	15	6	3	0	0	0	0	0	63	46:55	31				
12 PM		13	0	0	1	1	1	1	1	0	0	0	4	8	8	17	17	17	17	7	7	1	1	0	0	0	0	69	46:55	34					
14:00		9	1	1	0	0	0	0	0	6	6	0	0	4	4	15	27	27	18	18	4	4	0	0	0	0	0	87	51:60	45					
15:00		25	0	0	0	0	0	0	0	4	4	3	3	5	5	28	28	50	50	38	38	14	14	4	4	0	0	171	51:60	88					
16:00		15	1	1	0	0	0	5	5	3	3	5	5	6	6	28	28	64	64	42	42	25	25	1	1	0	0	195	51:60	106					
17:00		20	0	0	0	0	0	0	0	3	3	0	0	8	8	24	24	65	65	53	53	11	11	1	1	0	0	185	51:60	118					
18:00		4	0	0	1	1	1	3	3	1	1	3	3	5	5	13	13	23	23	7	7	1	1	3	3	2	2	66	46:55	36					
19:00		3	0	0	0	1	1	3	3	3	3	1	1	0	0	7	7	9	9	10	10	1	1	1	1	0	0	39	51:60	19					
20:00		1	0	0	0	0	0	1	1	0	0	0	0	2	2	3	3	7	7	0	0	0	0	0	0	0	0	14	46:55	10					
21:00		0	0	0	0	0	0	2	2	1	1	1	1	2	2	4	4	7	7	0	0	1	1	0	0	0	0	18	46:55	11					
22:00		0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	3	3	4	4	5	5	0	0	0	0	15	55:64	9					
23:00		0	0	0	0	0	0	0	0	0	0	1	1	2	2	4	4	4	4	5	5	3	3	1	1	0	0	20	49:58	9					
Total		120	2	2	5	20	26	20	26	20	48	183	332	206	75	12	2	0	0	0	0	0	0	0	0	0	0	1051							
Percent		11.4%	0.2%	0.5%	1.9%	2.5%	1.9%	4.6%	17.4%	31.6%	19.6%	7.1%	1.1%	0.2%	0.0%																				
AM Peak		11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00							
PM Peak		15:00		14:00		12:00		16:00		14:00		16:00		13:00		12:00		17:00		17:00		16:00		15:00		18:00		16:00							
Vol.		11		1		1		5		6		5		8		10		21		7		3		4		2		63							
																												195							

Tyburn Rd
0.3 mi W of Cedar Lane
Jamnar 24992

Tri-State Traffic Data, Inc.

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Site Code: Site 1
Station ID: Westbound
A-C B-D WB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Passing	Start	1	16	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	Total	Pace	Number	
Time																														
02/19/16	15	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	6	31-40	2	
01:00	2	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25-34	2
03:00	2	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	26-35	4
04:00	1	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26-35	4
05:00	4	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	56-65	4
06:00	5	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	26-35	4
07:00	2	0	0	0	4	4	1	1	0	0	1	1	0	0	0	2	1	1	1	1	1	0	0	0	0	0	0	12	26-35	5
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	16	0	0	0	15	9	9	1	1	1	1	1	2	2	4	4	6	6	3	3	1	1	0	0	0	0	58			
Percent	27.6%	0.0%	0.0%	0.0%	25.9%	15.5%	15.5%	1.7%	1.7%	1.7%	1.7%	1.7%	3.4%	3.4%	6.9%	6.9%	10.3%	10.3%	5.2%	5.2%	1.7%	1.7%	0.0%	0.0%	0.0%	0.0%				
AM	06:00				06:00																									
Peak	Vol.	5			4					1		1		1		2		4		3		1								
PM																														
Peak	Vol.																													
Total	451	24	35	130	146	110	213	631	1076	839	323	80	13	5	4076															
Percent	11.1%	0.6%	0.9%	3.2%	3.6%	2.7%	5.2%	15.5%	26.4%	20.6%	7.9%	2.0%	0.3%	0.1%																

Stats

10 MPH Pace Speed : 51-60 MPH
 Number in Pace : 1915
 Percent in Pace : 47.0%
 Number of Vehicles > 55 MPH : 1260
 Percent of Vehicles > 55 MPH : 30.9%

15th Percentile : 28 MPH
 50th Percentile : 51 MPH
 85th Percentile : 58 MPH
 95th Percentile : 63 MPH

Mean Speed(Average) :

47 MPH

Tri-State Traffic Data, Inc.

www.TSTData.com

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

Site Code: Site 2
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	799	Total	Pace	Number					
	02:17/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	46-55	9
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	4	4	4	2	1	1	1	0	0	0	0	0	0	0	0	0	11	46-55	7
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	1	3	3	3	3	0	0	0	0	0	0	0	0	0	10	55-64	6	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	6	7	7	2	2	0	0	0	0	0	0	0	0	0	0	0	18	46-55	13	
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	4	11	11	3	3	9	9	3	3	0	0	0	0	0	0	0	0	34	41-50	15		
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	9	7	7	12	12	6	6	2	2	3	3	0	0	0	0	41	51-60	19		
	06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	6	25	25	34	34	32	32	15	15	8	8	3	3	1	1	1	127	51-60	66			
	07:00	5	0	0	0	0	0	0	0	0	0	0	0	0	13	47	47	59	59	50	50	21	21	10	10	3	3	2	2	2	215	51-60	109			
	08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	14	38	38	79	79	68	68	28	28	13	13	3	3	1	1	1	249	51-60	147			
	09:00	1	0	0	0	0	0	2	0	0	0	0	0	0	15	45	45	69	69	44	44	24	24	6	6	2	2	1	1	1	209	46-55	114			
	10:00	13	0	0	0	0	0	0	0	0	0	0	0	0	12	39	39	57	57	27	27	10	10	4	4	1	1	1	1	1	164	46-55	96			
	11:00	3	0	0	0	0	0	0	0	0	0	0	0	0	6	32	32	65	65	24	24	9	9	2	2	1	1	0	0	0	144	46-55	97			
	12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	44	44	55	55	38	38	10	10	5	5	2	2	0	0	0	168	46-55	99			
	13:00	5	0	0	0	0	0	0	0	0	0	0	0	0	16	40	40	37	37	35	35	21	21	2	2	0	0	1	1	1	157	46-55	77			
	14:00	5	0	0	0	0	0	0	0	0	0	0	0	0	10	42	42	38	38	36	36	22	22	5	5	1	1	0	0	0	161	46-55	80			
	15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	10	43	43	36	36	31	31	10	10	2	2	2	2	1	1	1	136	46-55	79			
	16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	11	16	16	31	31	21	21	11	11	3	3	1	1	0	0	0	98	51-60	52			
	17:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	18	18	22	22	9	9	3	3	1	1	1	1	1	62	51-60	40			
	18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	8	8	10	10	3	3	1	1	0	0	0	0	0	30	51-60	18			
	19:00	3	0	0	0	0	0	0	0	0	0	0	0	0	4	7	7	13	13	9	9	8	8	3	3	0	0	0	0	0	48	51-60	22			
	20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5	8	8	4	4	3	3	1	1	0	0	0	0	0	25	46-55	13			
	21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	5	4	4	7	7	4	4	1	1	1	1	0	0	0	0	0	24	45-54	11			
	22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	3	8	8	2	2	6	6	2	2	2	2	2	2	0	0	0	29	41-50	11			
	23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	7	7	1	1	2	2	2	2	0	0	0	0	0	22	46-55	13			
	Total	57	0	0	0	0	0	2	2	0	0	26	26	151	485	649	491	225	76	26	9	2197														
	Percent	2.6%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	1.2%	6.9%	22.1%	29.5%	22.3%	10.2%	3.5%	1.2%	0.4%																	
AM Peak	10:00							09:00				07:00	09:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	12:00	12:00	05:00	07:00	08:00								
PM Peak	13:00											12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00	13:00	12:00									
Vol.	13							2				5	15	15	16	47	79	68	28	13	3	2	5	2	1	2	1	168								

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Travel	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	799	Total	Pace	Number	
	02/18/16	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	799	Total	Speed	In Pace	
	01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	41-50	4
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	46-55	6
	03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	41-50	6
	04:00	3	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	25	51-60	19
	05:00	6	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	36	51-60	21
	06:00	8	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	63	51-60	29
	07:00	18	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	140	51-60	68
	08:00	9	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	270	51-60	129
	09:00	18	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	226	51-60	105
	10:00	25	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	194	46-55	85
	11:00	34	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	192	51-60	96
	12 PM	23	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	197	51-60	99
	13:00	33	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	223	46-55	113
	14:00	21	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	190	46-55	89
	15:00	17	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	151	46-55	76
	16:00	12	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	119	51-60	69
	17:00	10	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	78	51-60	41
	18:00	12	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	54	50-59	21
	19:00	19	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	49	1-10	13
	20:00	17	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	48	51-60	16
	21:00	16	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	38	1-10	11
	22:00	15	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	34	1-10	10
	23:00	13	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	26	1-10	9
	Total	335	0	0	0	0	0	1	1	4	4	33	33	135	476	655	566	269	101	40	13	2628											
	Percent	12.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	1.3%	1.3%	5.1%	18.1%	24.9%	21.5%	10.2%	3.8%	1.5%	0.5%													
AM	11:00							07:00																									
Peak	Vol.	34						1		2		5		18		48		63		66		42		21		6		2				270	
PM	13:00																																
Peak	Vol.	33										4		12		49		64		49		27		6		7		2					223

Tri-State Traffic Data, Inc.

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Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

Site Code: Site 2
Station ID: Eastbound
A-C-B-D-EB

Longitude: 0° 0' 0.0000 Undefined
Latitude: 0° 0' 0.0000 Undefined

Travel	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	999	Speed	in Pace
02/19/16	8	0	0	0	0	0	4	5	2	2	1	0	0	0	0	22	41-50	9
01:00	7	0	0	0	0	1	0	3	4	0	0	2	0	0	0	17	46-55	7
02:00	5	0	0	0	0	0	2	4	0	0	3	1	0	0	0	15	41-50	6
03:00	13	0	0	0	0	2	1	7	4	4	2	1	0	0	0	30	46-55	11
04:00	17	0	0	0	0	0	2	6	8	8	5	5	1	0	0	44	46-55	14
05:00	36	0	0	0	0	0	6	9	16	16	15	3	1	1	0	87	51-60	31
06:00	87	0	0	0	0	1	10	31	33	33	39	20	1	1	0	225	51-60	72
07:00	84	0	0	0	1	1	11	36	67	68	68	27	8	1	0	305	51-60	135
08:00	62	0	0	0	0	0	8	33	66	61	35	35	18	8	5	296	51-60	127
09:00	41	0	0	0	0	0	2	33	44	44	44	31	1	3	1	200	51-60	88
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	360	0	0	1	1	5	46	167	244	239	126	30	16	6	1241			
Percent	29.0%	0.0%	0.0%	0.1%	0.1%	0.4%	3.7%	13.5%	19.7%	19.3%	10.2%	2.4%	1.3%	0.5%				
AM Peak	06:00			07:00	07:00	03:00	07:00	07:00	07:00	07:00	08:00	08:00	08:00	08:00	08:00	07:00		
Vol.	87			1	1	2	11	36	67	68	35	18	8	5	305			
PM Peak																		
Vol.																		
Total	787	0	2	5	8	78	434	1383	1801	1443	689	232	84	31	6977			
Percent	11.3%	0.0%	0.0%	0.1%	0.1%	1.1%	6.2%	19.8%	25.8%	20.7%	9.9%	3.3%	1.2%	0.4%				

15th Percentile : 41 MPH
50th Percentile : 52 MPH
85th Percentile : 59 MPH
95th Percentile : 64 MPH

Stats
10 MPH Pace Speed : 51-60 MPH
Number in Pace : 3244
Percent in Pace : 46.5%
Number of Vehicles > 55 MPH : 2479
Percent of Vehicles > 55 MPH : 35.5%

Mean Speed(Average) :

49 MPH

Tyburn Rd
 0.25 mi W of Newbold Rd
 Jamar 24304

Tri-State Traffic Data, Inc.

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Site Code: Site 2
 Station ID: Eastbound
 A-C B-D EB
 Longitude: 0° 0.0000 Undefined
 Latitude: 0° 0.0000 Undefined

Passing	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Speed	In Pace
Time	02/17/16	0	0	0	0	0	0	0	0	0	0	0	0	0	1	59.58	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	3	49.58	2
03:00	0	0	0	0	0	0	0	0	1	3	1	0	0	0	5	56.65	4
04:00	1	0	0	0	0	0	0	0	1	3	0	0	0	0	5	51.60	4
05:00	0	0	0	0	0	0	0	0	3	1	3	2	0	0	14	59.58	5
06:00	3	0	0	0	0	0	0	1	2	18	23	15	6	5	73	56.65	41
07:00	18	0	0	0	0	3	2	6	8	28	42	30	13	5	155	60.69	72
08:00	12	0	0	2	0	3	3	1	3	19	48	36	13	6	154	61.70	84
09:00	6	0	0	2	0	0	1	1	5	7	21	8	12	3	78	56.65	40
10:00	4	0	0	0	0	0	1	3	4	7	11	1	3	1	35	56.65	18
11:00	6	0	0	0	0	1	0	0	1	4	12	4	0	0	28	61.70	16
12 PM	12	0	0	0	0	0	1	2	7	10	6	5	1	2	46	51.60	17
13:00	8	0	0	0	0	0	0	2	6	11	17	7	5	3	63	56.65	28
14:00	5	0	0	0	0	1	0	5	2	14	14	10	3	3	60	56.65	28
15:00	5	0	0	0	0	1	0	0	1	6	10	5	2	1	31	56.65	16
16:00	6	0	0	0	0	0	0	0	3	4	4	2	0	1	20	56.65	8
17:00	1	0	0	0	0	0	0	1	2	6	1	1	0	1	13	51.60	8
18:00	2	0	0	0	0	0	0	1	0	2	4	0	0	0	9	56.65	6
19:00	1	0	0	0	0	0	0	0	2	2	1	3	0	1	10	51.60	4
20:00	0	0	0	0	0	1	0	2	1	3	0	0	0	0	7	49.58	4
21:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	60.69	3
22:00	1	0	0	0	0	0	1	1	0	3	0	4	1	1	12	64.73	5
23:00	0	0	0	0	0	1	0	1	1	4	3	1	1	0	12	55.64	7
Total	99	0	0	2	0	11	9	27	54	178	222	137	63	35	837		
Percent	11.8%	0.0%	0.0%	0.2%	0.0%	1.3%	1.1%	3.2%	6.5%	21.3%	26.5%	16.4%	7.5%	4.2%			
AM Peak	07:00			09:00		07:00	08:00	07:00	07:00	08:00	08:00	08:00	07:00	08:00			
Vol.	18			2		3	3	6	8	29	48	36	13	6			155
PM Peak	12:00					14:00	12:00	14:00	12:00	14:00	13:00	14:00	13:00	13:00			
Vol.	12					1	1	5	7	14	17	10	5	3			63

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C-B-D-EB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	999	Speed	in Pace
02/18/16	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	9-18	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		22
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		56-65
07:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		67
08:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		146
09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		87
10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		80
11:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		34
12 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		46
13:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		34
14:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		57
15:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		56-65
16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		56-65
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		66-75
18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		12
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		61-70
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		61-70
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		51-60
Total	82	1	0	0	1	3	19	10	14	62	164	223	157	60	29	825		5
Percent	9.9%	0.1%	0.0%	0.1%	0.4%	2.3%	1.2%	1.7%	7.5%	19.9%	27.0%	19.0%	7.3%	3.5%				46-55
AM Peak	08:00	00:00		07:00	03:00	08:00	08:00	11:00	07:00	07:00	08:00	08:00	08:00	09:00	07:00	08:00		
PM Peak	13:00					14:00	15:00	13:00	12:00	13:00	14:00	13:00	14:00	14:00	13:00			
Vol.	11	1		1	2	5	2	4	10	38	49	38	12	9	3	155		57

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 24304

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 2
Station ID: Eastbound
A-C B-D EB
Longitude: 0° 0.0000 Undefined
Latitude: 0° 0.0000 Undefined

Start Time	1	16	21	25	26	31	35	36	41	45	46	51	55	56	61	65	66	70	71	75	76	Total	Pace	Number
02/19/16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	*	1
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	34-43	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	2	54-63	1
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	4	54-63	2	
04:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	4	0	0	0	0	0	7	56-65	6
05:00	0	0	0	0	0	0	0	0	0	0	0	2	2	5	4	4	2	2	0	0	0	13	56-65	9
06:00	2	0	0	0	0	0	0	0	1	1	0	2	2	13	22	4	11	2	0	0	3	61	56-65	35
07:00	6	0	0	0	1	1	1	1	5	1	1	6	6	22	33	33	36	36	17	17	8	137	61-70	69
08:00	4	0	0	0	0	0	0	0	3	3	1	7	7	18	38	38	28	28	17	17	8	124	61-70	66
09:00	1	0	0	0	0	0	0	0	0	0	1	2	2	8	25	25	22	22	2	2	5	66	61-70	47
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	15	0	0	0	1	1	1	2	10	10	3	20	20	70	129	99	44	25	419					
Percent	3.6%	0.0%	0.0%	0.0%	0.2%	0.2%	0.2%	0.5%	2.4%	2.4%	0.7%	4.8%	4.8%	16.7%	30.8%	23.6%	10.5%	6.0%						
AM Peak	07:00				07:00	07:00		03:00	07:00	07:00		08:00	07:00	08:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00
PM Peak																								
Vol.	6				1	1		1	5	5	1	7	7	22	38	36	17	8	137					
Total	239	1	1	1	5	7	39	38	58	169	462	619	413	178	92	2321								
Percent	10.3%	0.0%	0.0%	0.0%	0.2%	0.3%	1.7%	1.6%	2.5%	7.3%	19.9%	26.7%	17.8%	7.7%	4.0%									

15th Percentile : 45 MPH
50th Percentile : 60 MPH
85th Percentile : 68 MPH
95th Percentile : 71 MPH

Stats
10 MPH Pace Speed : 56-65 MPH
Number in Pace : 1081
Percent in Pace : 46.6%
Number of Vehicles > 55 MPH : 1764
Percent of Vehicles > 55 MPH : 76.0%

Mean Speed(Average) :

56 MPH

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 2
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start Time	1	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number	
	02/16/16	15	20	21	25	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	999	185	46:55	106		
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	11:00	12	0	0	0	2	1	0	2	2	21	20	36	53	70	27	9	4	4	16	2	4	1	1	0	0	185	46:55	106	
	12 PM	5	0	0	0	0	0	0	7	3	15	27	47	63	31	16	4	4	20	2	2	1	1	0	0	200	46:55	116		
	13:00	9	0	0	0	0	0	0	0	5	16	39	53	27	45	22	25	16	171	171	22	25	16	1	1	0	207	51:80	92	
	14:00	9	0	0	1	0	0	0	5	1	16	39	53	27	45	22	25	16	171	171	22	25	16	1	1	0	207	46:55	92	
	15:00	9	0	0	0	0	0	0	1	1	9	42	52	31	31	23	23	23	245	245	31	23	23	5	8	0	245	51:60	118	
	16:00	11	0	0	0	0	0	0	0	0	8	8	33	48	33	48	70	26	246	246	39	26	6	6	3	3	0	246	51:60	118
	17:00	6	0	0	0	0	0	0	2	2	9	9	32	52	32	52	62	26	227	227	42	9	8	8	5	5	0	227	51:60	114
	18:00	8	0	0	0	0	0	0	1	1	4	4	11	13	23	11	31	7	115	115	15	7	7	6	0	0	115	51:60	54	
	19:00	5	0	0	0	0	0	0	0	0	4	4	13	13	12	19	19	31	82	82	11	9	7	7	0	0	82	51:60	31	
	20:00	2	0	0	0	0	0	0	0	0	2	2	6	13	10	10	10	3	46	46	5	3	2	2	0	0	46	51:60	23	
	21:00	1	0	0	0	0	0	0	0	0	3	3	6	13	10	10	10	0	46	46	5	3	2	2	0	0	46	51:60	23	
	22:00	1	0	0	0	0	0	0	0	0	4	4	4	4	5	5	5	0	24	24	3	0	0	0	1	1	24	49:58	10	
	23:00	2	0	0	0	0	0	0	0	0	2	2	3	3	11	11	10	2	37	37	2	6	2	2	2	1	1	37	51:60	21
	Total	80	0	0	1	2	8	27	121	304	455	417	221	114	45	19	1814	1814	29	46:55	46:55	114	4	4	1	1	0	1814	46:55	11
	Percent	4.4%	0.0%	0.1%	0.1%	0.4%	1.5%	6.7%	16.8%	25.1%	23.0%	12.2%	6.3%	2.5%	1.0%															
	AM Peak	11:00					11:00																							
	PM Peak	16:00			14:00			14:00																						
	Vol.	11			1		2	1	5	7	20	53	63	70	70	27	9	4	4	16	2	4	1	1	0	0	185	185		

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

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Site Code: Site 2
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A-C-B-D WB
Longitude: 0' 0.0000 Undefined
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Travel	Start	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	75	76	Total	Pace	Number			
Time	Time	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Vol.	Speed	In	Out		
02/18/16	01:00	1	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	5	3	1	2	7	6	0	3	0	4	0	2	0	0	31	46-55	13			
	02:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	2	2	2	0	4	0	0	0	3	0	1	0	0	5	41-50	3			
	03:00	3	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0	4	4	10	9	9	5	5	5	3	7	2	2	0	17	51-60	9			
	04:00	1	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	2	3	4	12	9	10	9	9	5	5	7	4	0	0	48	46-55	19			
	05:00	3	0.0%	0	0.0%	0	0.0%	2	0.1%	0	0.0%	3	3	10	3	11	11	13	11	11	7	7	5	2	0	0	64	46-55	24			
	06:00	2	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	5	9	9	25	25	27	25	25	25	13	4	4	0	0	110	46-55	52			
	07:00	4	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	5	15	15	50	47	59	59	31	25	13	3	3	1	1	176	46-55	109			
	08:00	3	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2	20	20	47	47	62	62	31	25	20	12	10	1	0	198	46-55	109			
	09:00	3	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2	10	10	34	34	74	74	41	22	22	10	10	3	1	200	51-60	115			
	10:00	19	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	8	8	12	12	48	48	57	57	44	25	25	4	4	1	0	218	46-55	105			
	11:00	1	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3	11	11	47	47	82	82	46	29	29	11	11	2	1	233	48-55	129			
	12 PM	2	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1	4	4	10	10	55	55	71	71	45	40	40	13	13	3	4	248	46-55	126			
	13:00	2	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1	5	5	14	14	36	36	68	68	65	22	22	12	12	3	2	230	51-60	133			
	14:00	3	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2	2	2	22	22	51	51	80	80	61	24	24	6	6	4	1	256	51-60	141			
	15:00	4	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3	23	23	47	47	73	73	62	32	32	17	17	2	4	287	51-60	135			
	16:00	6	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	17	17	53	53	61	61	63	51	51	25	25	6	3	285	51-60	124			
	17:00	1	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3	2	2	15	15	42	42	57	57	58	42	42	9	9	4	2	235	51-60	115			
	18:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3	7	7	17	17	26	26	24	11	11	9	9	4	1	102	51-60	50			
	19:00	1	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1	1	2	3	3	5	5	16	16	12	6	6	3	3	2	1	51	51-60	28			
	20:00	1	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2	3	3	11	11	11	11	3	3	6	0	0	1	1	39	46-55	22			
	21:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	1	1	8	8	9	9	9	9	3	3	2	2	0	0	32	49-58	18		
	22:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3	0	0	3	3	10	10	10	10	5	5	2	2	2	0	35	51-60	20		
	23:00	1	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1	4	4	5	5	6	6	8	8	8	8	8	8	0	3	44	61-70	16		
	Total	61	1.9%	0	0.0%	0	0.0%	2	0.1%	8	0.3%	66	2.1%	219	6.9%	628	19.7%	891	28.0%	665	20.9%	418	13.1%	162	5.1%	41	1.3%	26	0.8%	3187		
	AM Peak	10:00						05:00				10:00		08:00		07:00		11:00		11:00		11:00		08:00		09:00	03:00	11:00				
	PM Peak	16:00						17:00				13:00		15:00		12:00		14:00		13:00		15:00		16:00		16:00	12:00	15:00				
	Vol.	19						2		3		5		23		55		80		65		52		25		6	4	287				

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 2
Station ID: Westbound
A-C B-D W/B
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Travel	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	999	Speed	In Pace
02/19/16	1	0	0	0	0	0	3	7	6	4	3	2	1	0	0	27	41-50	13
01:00	2	0	0	0	0	1	5	3	3	1	1	2	1	0	0	16	41-50	8
02:00	0	0	0	0	0	0	2	0	2	6	3	6	0	0	0	19	49-58	9
03:00	2	0	0	2	2	2	5	9	9	9	6	7	3	0	0	47	46-55	18
04:00	2	0	0	0	0	2	1	2	8	12	10	5	4	0	1	47	51-60	22
05:00	0	0	0	0	0	0	0	8	10	12	11	8	1	0	1	51	51-60	23
06:00	3	0	0	0	0	2	2	5	25	36	30	17	5	0	0	123	51-60	66
07:00	3	0	0	0	0	2	9	9	29	58	47	22	2	0	0	172	51-60	105
08:00	16	0	0	0	0	7	13	13	42	66	48	24	11	3	0	232	51-60	114
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	29	0	0	2	6	20	54	134	204	159	93	28	3	2	734			
Percent	4.0%	0.0%	0.0%	0.3%	0.8%	2.7%	7.4%	18.3%	27.8%	21.7%	12.7%	3.8%	0.4%	0.3%				
AM Peak	08:00			03:00	03:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	04:00	08:00		
Vol.	16			2	2	7	13	42	66	48	24	11	3	1	232			
PM Peak																		
Vol.																		
Total	258	0	1	9	40	164	591	1653	2349	1966	1086	449	143	72	8781			
Percent	2.9%	0.0%	0.0%	0.1%	0.5%	1.9%	6.7%	18.8%	26.8%	22.4%	12.4%	5.1%	1.6%	0.8%				

Stats

10 MPH Pace Speed : 51-60 MPH
 Number in Pace : 4315
 Percent in Pace : 49.1%
 Number of Vehicles > 55 MPH : 3716
 Percent of Vehicles > 55 MPH : 42.3%

15th Percentile : 45 MPH
 50th Percentile : 53 MPH
 85th Percentile : 61 MPH
 95th Percentile : 66 MPH

Mean Speed(Average) :

53 MPH

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

Tri-State Traffic Data, Inc.
www.TSTData.com

Site Code: Site 2
Station ID: Westbound
A-C B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing	Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	60	61	65	70	71	75	76	Total	Pace	Number
02/16/16	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	1	1	0	0	0	0	2	1	1	1	3	6	6	2	5	16	13	13	25	10	11	4	0	0	0	82	51:60	29
	12 PM	8	8	0	0	0	0	0	0	0	0	0	0	2	2	13	22	22	25	25	10	6	2	2	2	0	88	51:60	47
	13:00	7	7	0	0	0	0	0	0	0	0	0	1	1	10	14	14	11	11	11	7	3	3	1	1	2	56	49:58	25
	14:00	7	7	0	0	1	1	0	0	2	2	1	2	2	2	7	19	28	28	28	23	6	6	2	2	0	98	56:65	51
	15:00	6	6	0	0	0	0	1	1	0	0	0	3	3	3	10	33	33	33	33	8	8	8	8	8	2	152	51:60	81
	16:00	8	8	0	0	0	0	0	0	0	0	3	3	3	1	6	36	48	48	68	59	16	5	5	5	2	204	56:65	127
	17:00	2	2	0	0	0	0	0	0	2	2	0	0	0	0	12	30	30	36	51	19	8	11	6	6	0	159	56:65	96
	18:00	1	1	0	0	0	0	0	0	0	0	0	4	4	4	5	10	10	10	19	9	4	2	1	1	1	51	51:60	29
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	3	2	4	3	3	1	0	22	54:63	13
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	4	2	1	0	0	0	0	10	46:55	7
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5	5	5	1	1	3	3	0	0	13	46:55	8
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	2	2	3	3	3	0	1	12	59:68	6
	23:00	1	1	0	0	0	0	0	0	0	0	2	2	1	1	4	4	3	3	5	4	2	2	0	0	0	22	56:65	9
	Total	41	41	0	0	1	1	3	3	5	5	9	20	20	82	196	282	209	282	209	67	4	26	26	8	8	949		
	Percent	4.3%	0.0%	0.1%	0.3%	0.5%	0.9%	2.1%	8.6%	20.7%	29.7%	22.0%	7.1%	2.7%	0.8%														
AM Peak	11:00																										11:00		
PM Peak	12:00	8				1		1		2		3	4	6		5		16		13		11	4		8		204		
Vol.		1				1		2		1		3	6	6		5		16		13		11	4		8		62		

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

Tri-State Traffic Data, Inc.

www.TSTData.com

Site Code: Site 2
Station ID: Westbound
A-C-B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80		Speed	in Pace
02:17:16	0	0	0	0	0	0	1	2	4	0	1	0	0	0	8	46-55	6
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
02:00	1	0	0	0	0	0	1	0	1	2	0	0	0	0	5	50-59	3
03:00	1	0	0	0	1	0	1	2	2	1	1	0	0	0	9	46-55	4
04:00	1	0	0	0	1	0	0	0	1	2	0	0	0	1	6	50-59	3
05:00	3	0	0	2	0	0	0	0	4	2	4	1	1	2	19	50-59	6
06:00	1	0	0	0	0	0	1	3	3	6	5	3	0	0	22	55-64	11
07:00	3	0	0	0	0	0	0	9	6	10	7	3	3	1	42	58-65	17
08:00	7	0	0	0	1	0	1	6	6	11	6	6	1	1	35	46-55	12
09:00	9	0	0	0	0	2	2	9	13	16	10	2	1	1	62	51-60	29
10:00	5	0	0	0	0	2	2	6	7	14	8	3	1	0	48	56-65	22
11:00	10	0	0	0	0	1	1	6	9	24	11	9	2	0	73	55-64	35
12 PM	7	0	0	0	2	0	2	4	11	22	24	17	6	1	96	56-65	46
13:00	5	0	0	0	2	1	2	3	5	19	10	6	1	1	55	56-65	29
14:00	10	0	0	0	1	2	2	2	17	18	30	11	5	0	98	56-65	48
15:00	11	0	0	0	0	6	3	8	16	35	49	28	7	10	173	56-65	84
16:00	13	0	0	0	2	3	2	6	17	52	49	35	4	0	183	56-65	101
17:00	7	0	0	0	1	2	1	4	27	44	55	29	6	2	178	56-65	99
18:00	2	0	0	0	1	0	2	8	11	12	8	3	2	1	50	51-60	23
19:00	2	0	0	0	0	3	0	2	10	7	3	1	1	1	30	51-60	17
20:00	0	0	0	0	0	0	0	0	1	3	0	1	0	1	6	51-60	4
21:00	0	0	0	0	1	0	0	1	5	3	1	2	0	2	15	50-59	8
22:00	2	0	0	0	0	3	1	1	2	3	3	3	1	1	19	54-63	6
23:00	0	0	0	2	0	0	1	0	6	3	13	2	0	0	27	56-65	16
Total	100	0	0	4	13	25	24	83	184	299	298	165	42	23	1260		
Percent	7.9%	0.0%	0.0%	0.3%	1.0%	2.0%	1.9%	6.6%	14.6%	23.7%	23.7%	13.1%	3.3%	1.8%			
AM Peak	11:00			05:00	03:00	09:00	10:00	07:00	09:00	11:00	11:00	11:00	07:00	05:00	11:00		
PM Peak	16:00			23:00	12:00	15:00	15:00	15:00	17:00	16:00	17:00	16:00	15:00	15:00	16:00		
Vol.	10			2	1	2	2	9	13	24	11	9	3	2	73		
	13			2	2	6	3	8	27	52	55	35	7	10	183		

Tyburn Rd
0.25 mi W of Newbold Rd
Jamar 13071

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Site Code: Site 2
Station ID: Westbound
A-C-B-D WB
Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Passing Start Time	1	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace Speed	Number in Pace	
02/19/16	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34.43	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	1	0	0	1	44.53	4	
02:00	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	34.43	2
03:00	2	0	0	0	2	2	2	2	1	2	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	8	26.35	3	
04:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	5	51.60	3	
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	3	1	1	1	1	1	0	9	56.65	4	
06:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	4	4	4	4	11	11	5	5	0	0	27	59.68	10	
07:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	11	11	11	11	3	3	1	1	39	56.65	22	
08:00	9	0	0	0	0	0	0	0	2	2	1	1	1	1	2	2	7	7	9	9	4	4	3	3	3	3	44	51.60	16	
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	24	0	0	0	2	2	5	5	2	2	2	2	3	3	11	11	19	19	28	28	23	23	13	13	5	5	140			
Percent	17.1%	0.0%	0.0%	0.0%	1.4%	1.4%	3.6%	3.6%	1.4%	1.4%	1.4%	1.5%	2.1%	2.1%	7.9%	7.9%	13.6%	13.6%	20.0%	20.0%	16.4%	16.4%	9.3%	9.3%	3.6%	3.6%	3654			
AM Peak	08:00				03:00				04:00				02:00		06:00				07:00				06:00			08:00				
Vol.	9				2		2		2		1		1		5		7		11				5		3		3		44	
PM Peak																														
Vol.																														
Total	291	0	0	1	11	11	31	31	56	56	75	75	240	240	593	593	919	919	851	851	399	399	125	125	62	62	3654			
Percent	8.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.8%	0.8%	1.5%	1.5%	2.1%	2.1%	6.6%	6.6%	16.2%	16.2%	25.2%	25.2%	23.3%	23.3%	10.9%	10.9%	3.4%	3.4%	1.7%	1.7%				

Stats
10 MPH Pace Speed : 56-65 MPH
Number in Pace : 1770
Percent in Pace : 48.4%
Number of Vehicles > 55 MPH : 2356
Percent of Vehicles > 55 MPH : 64.5%

15th Percentile : 46 MPH
50th Percentile : 57 MPH
85th Percentile : 64 MPH
95th Percentile : 69 MPH

Mean Speed(Average) :

54 MPH

iTMS Traffic Data



SITE NO: 2487		BLOS 291	
Client			
Block	201		
Segment	201		
Dr	W		
Corner Ang (Left) Traffic	330		
Corner Ang (Right) Traffic	67		
Offset	13		
Offset	35		
Offset	13		
Face Mount	21		
Back Mount	220		
Face Mount Group	USDA - NEON AIRTRIAL COLLECTION LOCAL MONS		

SITE NO: 2488		BLOS 291	
Client			
Block	222		
Segment	621		
Dr	W		
Corner Ang (Left) Traffic	621		
Corner Ang (Right) Traffic	77		
Offset	5		
Offset	73		
Offset	5		
Face Mount	220		
Back Mount	220		
Face Mount Group	USDA - NEON AIRTRIAL COLLECTION LOCAL MONS		

SITE NO: 2489		BLOS 291	
Client			
Block	221		
Segment	623		
Dr	E		
Corner Ang (Left) Traffic	312		
Corner Ang (Right) Traffic	67		
Offset	9		
Offset	21		
Offset	5		
Face Mount	9		
Back Mount	220		
Face Mount Group	USDA - NEON AIRTRIAL COLLECTION LOCAL MONS		

SITE NO: 2493		BLOS 291	
Client			
Block	222		
Segment	671		
Dr	W		
Corner Ang (Left) Traffic	421		
Corner Ang (Right) Traffic	241		
Offset	9		
Offset	53		
Offset	7		
Face Mount	5		
Back Mount	221		
Face Mount Group	USDA - NEON AIRTRIAL COLLECTION LOCAL MONS		

SITE NO: 2494		BLOS 291	
Client			
Block	222		
Segment	272		
Dr	E		
Corner Ang (Left) Traffic	347		
Corner Ang (Right) Traffic	20		
Offset	4		
Offset	53		
Offset	1		
Face Mount	5		
Back Mount	221		
Face Mount Group	USDA - NEON AIRTRIAL COLLECTION LOCAL MONS		

SITE NO: 2487		BLOS 291	
Client			
Block	201		
Segment	201		
Dr	E		
Corner Ang (Left) Traffic	322		
Corner Ang (Right) Traffic	97		
Offset	11		
Offset	35		
Offset	13		
Face Mount	21		
Back Mount	220		
Face Mount Group	USDA - NEON AIRTRIAL COLLECTION LOCAL MONS		

Appendix D: Capacity Analysis

TPD# KERG.00001

4/17/2019

Traffic Volumes Worksheet

Intersection:

Synchro Node:

Tyburn Road and New Ford Mill Road

7 Adjacent Intersections: West 6 East 8 North 0 South 12

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2016 Existing Counts	1	94	229	35	20	0	179	3	15	1	6	0	583
Existing Volumes (Balanced)	1	94	229	35	20	0	179	3	15	1	6	0	583

Base growth (1.32% compounded for 7 yrs)	0	9	22	3	2	0	17	0	1	0	1	0	55
													0
													0
													0

2023 Base Volumes	1	103	251	38	22	0	196	3	16	1	7	0	638
New Trips (trucks)			5				5						10
New Trips (cars)			(120)										120
Total Trip Distribution	0	0	125	0	0	0	5	0	0	0	0	0	130

2023 Projected Volumes	1	103	376	38	22	0	201	3	16	1	7	0	768
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Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
2016 Existing Counts	1	15	53	11	70	0	336	2	37	2	1	2	530
Existing Volumes (Balanced)	1	15	53	11	70	0	336	2	37	2	1	2	530

Base growth (1.32% compounded for 7 yrs)	0	1	5	1	7	0	32	0	4	0	0	0	50
	0												0
	0												0
	0												0

2023 Base Volumes	1	16	58	12	77	0	368	2	41	2	1	2	580
New Trips (trucks)			5				5						10
New Trips (cars)			(120)										120
Total Trip Distribution	0	0	5	0	0	0	125	0	0	0	0	0	130

2023 Projected Volumes	1	16	63	12	77	0	493	2	41	2	1	2	710
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1: New Ford Mill Road/Driveway & Tyburn Road

Existing Previous Conditions

Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	94	229	35	20	0	179	3	15	1	6	0
Future Volume (veh/h)	1	94	229	35	20	0	179	3	15	1	6	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1809	1387	1809	1791	1311	1791	1809	1012	1131	1782	943	1782
Adj Flow Rate, veh/h	1	122	0	45	26	0	232	4	0	1	8	0
Adj No. of Lanes	0	2	0	0	2	1	0	1	1	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	26	26	26	55	55	0	67	67	60	100	100	100
Cap, veh/h	35	1660	0	615	729	980	253	3	242	49	223	0
Arrive On Green	0.63	0.64	0.00	0.63	0.64	0.00	0.24	0.25	0.00	0.24	0.25	0.00
Sat Flow, veh/h	5	2643	0	859	1133	1522	757	13	961	56	884	0
Grp Volume(v), veh/h	66	57	0	45	26	0	236	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1385	1199	0	859	1133	1522	770	0	961	941	0	0
Q Serve(g_s), s	0.0	2.0	0.0	2.4	1.0	0.0	27.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	2.0	0.0	4.9	1.0	0.0	28.0	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.02		0.00	1.00		1.00	0.98		1.00	0.11		0.00
Lane Grp Cap(c), veh/h	911	772	0	608	729	980	250	0	242	264	0	0
V/C Ratio(X)	0.07	0.07	0.00	0.07	0.04	0.00	0.95	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	911	772	0	608	729	980	250	0	242	264	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(i)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.7	7.7	0.0	8.9	7.5	0.0	45.9	0.0	0.0	32.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	0.1	0.0	42.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.7	0.0	0.6	0.3	0.0	2.9	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	7.8	7.9	0.0	9.1	7.6	0.0	88.0	0.0	0.0	32.6	0.0	0.0
LnGrp LOS	A	A		A	A		F			C		
Approach Vol, veh/h		123			71			236			9	
Approach Delay, s/veh		7.8			8.6			88.0			32.6	
Approach LOS		A			A			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		35.0		80.0		35.0				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		73.0		28.0		73.0		28.0				
Max Q Clear Time (g_c+I1), s		4.5		2.8		6.9		30.0				
Green Ext Time (p_c), s		1.4		0.0		0.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				51.5								
HCM 2010 LOS				D								

1: New Ford Mill Rd/Driveway & Tyburn Road

Base Twp Updated Conditions

Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	103	251	38	22	0	196	3	16	1	7	0
Future Volume (veh/h)	1	103	251	38	22	0	196	3	16	1	7	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1809	1387	1809	1791	1309	1791	1809	1012	1131	1782	938	1782
Adj Flow Rate, veh/h	1	134	0	49	29	0	255	4	0	1	9	0
Adj No. of Lanes	0	2	0	0	2	1	0	1	1	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	26	26	26	55	55	0	67	67	60	100	100	100
Cap, veh/h	31	1407	0	509	617	830	329	4	347	52	316	0
Arrive On Green	0.54	0.54	0.00	0.54	0.54	0.00	0.35	0.36	0.00	0.35	0.36	0.00
Sat Flow, veh/h	4	2644	0	832	1132	1522	756	12	961	60	874	0
Grp Volume(v), veh/h	72	63	0	49	29	0	259	0	0	10	0	0
Grp Sat Flow(s),veh/h/ln	1386	1199	0	832	1132	1522	767	0	961	933	0	0
Q Serve(g_s), s	0.0	3.2	0.0	3.7	1.5	0.0	41.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	3.2	0.0	7.4	1.5	0.0	42.3	0.0	0.0	0.9	0.0	0.0
Prop Ln Lane	0.01		0.00	1.00		1.00	0.98		1.00	0.10		0.00
Lane Grp Cap(c), veh/h	773	654	0	503	617	830	327	0	347	361	0	0
V/C Ratio(X)	0.09	0.10	0.00	0.10	0.05	0.00	0.79	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	773	654	0	503	617	830	408	0	449	457	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	14.0	0.0	16.2	13.6	0.0	40.0	0.0	0.0	26.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.4	0.1	0.0	8.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d0),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.1	0.0	1.0	0.5	0.0	9.8	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	14.3	14.3	0.0	16.6	13.8	0.0	48.3	0.0	0.0	26.5	0.0	0.0
LnGrp LOS	B	B		B	B		D			C		
Approach Vol, veh/h		135			78			259			10	
Approach Delay, s/veh		14.3			15.6			48.3			26.5	
Approach LOS		B			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.0		52.4		76.0		52.4				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		69.0		59.0		69.0		59.0				
Max Q Clear Time (g_c+I1), s		5.7		2.9		9.4		44.3				
Green Ext Time (p_c), s		1.5		0.0		0.9		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay				33.0								
HCM 2010 LOS				C								

1: New Ford Mill Rd/Driveway & Tyburn Road

2023 BaseConditions

Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	103	251	38	22	0	196	3	16	1	7	0
Future Volume (veh/h)	1	103	251	38	22	0	196	3	16	1	7	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1809	1387	1809	1791	1309	1791	1809	1012	1131	1782	938	1782
Adj Flow Rate, veh/h	1	134	0	49	29	0	255	4	0	1	9	0
Adj No. of Lanes	0	2	0	0	2	1	0	1	1	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	26	26	26	55	55	0	67	67	60	100	100	100
Cap, veh/h	83	865	0	410	379	510	460	5	382	102	357	0
Arrive On Green	0.31	0.33	0.00	0.31	0.33	0.00	0.37	0.40	0.00	0.37	0.40	0.00
Sat Flow, veh/h	3	2645	0	745	1132	1522	756	14	961	34	898	0
Grp Volume(v), veh/h	72	63	0	49	29	0	259	0	0	10	0	0
Grp Sat Flow(s),veh/h/ln	1386	1199	0	745	1132	1522	770	0	961	932	0	0
Q Serve(g_s), s	0.0	1.6	0.0	1.9	0.8	0.0	13.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	1.6	0.0	4.1	0.8	0.0	14.2	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.01		0.00	1.00		1.00	0.98		1.00	0.10		0.00
Lane Grp Cap(c), veh/h	515	402	0	394	379	510	448	0	382	438	0	0
V/C Ratio(X)	0.14	0.16	0.00	0.12	0.08	0.00	0.58	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	515	402	0	394	379	510	707	0	708	746	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	10.4	0.0	12.5	10.2	0.0	12.8	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.8	0.0	0.6	0.4	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.6	0.0	0.5	0.3	0.0	3.2	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	11.0	11.3	0.0	13.1	10.6	0.0	14.0	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	B	B		B	B		B			A		
Approach Vol, veh/h		135			78			259			10	
Approach Delay, s/veh		11.1			12.2			14.0			8.3	
Approach LOS		B			B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		23.8		21.0		23.8				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		14.0		32.0		14.0		32.0				
Max Q Clear Time (g_c+I1), s		4.1		2.5		6.1		16.2				
Green Ext Time (p_c), s		0.7		0.0		0.3		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay				12.8								
HCM 2010 LOS				B								

Movement	EFL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	103	376	38	22	0	201	3	16	1	7	0
Future Volume (veh/h)	1	103	376	38	22	0	201	3	16	1	7	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1809	1383	1809	1791	1309	1791	1809	1012	1131	1782	938	1782
Adj Flow Rate, veh/h	1	134	0	49	29	0	261	4	0	1	9	0
Adj No. of Lanes	0	2	0	0	2	1	0	1	1	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	26	26	26	55	55	0	67	67	60	100	100	100
Cap, veh/h	77	904	0	415	398	535	450	5	385	96	359	0
Arrive On Green	0.33	0.35	0.00	0.33	0.35	0.00	0.38	0.40	0.00	0.38	0.40	0.00
Sat Flow, veh/h	3	2637	0	756	1132	1522	756	13	961	36	896	0
Grp Volume(v), veh/h	72	63	0	49	29	0	265	0	0	10	0	0
Grp Sat Flow(s),veh/h/ln	1382	1195	0	756	1132	1522	769	0	961	933	0	0
Q Serve(g_s), s	0.0	1.7	0.0	2.0	0.8	0.0	15.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	1.7	0.0	4.3	0.8	0.0	15.7	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.01		0.00	1.00		1.00	0.98		1.00	0.10		0.00
Lane Grp Cap(c), veh/h	532	420	0	399	398	535	440	0	385	436	0	0
V/C Ratio(X)	0.14	0.15	0.00	0.12	0.07	0.00	0.60	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	532	420	0	399	398	535	623	0	616	654	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	10.7	0.0	12.8	10.4	0.0	13.8	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.7	0.0	0.6	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.7	0.0	0.6	0.3	0.0	3.5	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	11.3	11.5	0.0	13.4	10.8	0.0	15.1	0.0	0.0	8.8	0.0	0.0
LnGrp LOS	B	B		B	B		B			A		
Approach Vol, veh/h		135			78			265			10	
Approach Delay, s/veh		11.4			12.4			15.1			8.8	
Approach LOS		B			B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		25.4		23.0		25.4				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		16.0		30.0		16.0		30.0				
Max Q Clear Time (g_c+I1), s		4.2		2.5		6.3		17.7				
Green Ext Time (p_c), s		0.8		0.0		0.3		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay				13.5								
HCM 2010 LOS				B								

1: New Ford Mill Road/Driveway & Tyburn Road

Existing Previous Conditions

Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	15	53	11	70	0	336	2	37	2	1	2
Future Volume (veh/h)	1	15	53	11	70	0	336	2	37	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1809	1289	1809	1791	1676	1791	1809	1641	1756	1782	1559	1782
Adj Flow Rate, veh/h	1	21	0	15	97	0	467	3	0	3	1	3
Adj No. of Lanes	0	2	0	0	2	1	0	1	1	0	1	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	7	7	7	1	1	0	50	50	3	100	100	100
Cap, veh/h	75	1321	0	240	1524	875	462	3	485	241	85	212
Arrive On Green	0.57	0.57	0.00	0.57	0.57	0.00	0.32	0.32	0.00	0.32	0.32	0.32
Sat Flow, veh/h	73	2356	0	352	2650	1522	1237	8	1493	608	261	652
Grp Volume(v), veh/h	12	10	0	60	52	0	470	0	0	7	0	0
Grp Sat Flow(s),veh/h/ln	1257	1114	0	1554	1448	1522	1245	0	1493	1521	0	0
Q Serve(g_s), s	0.0	0.5	0.0	0.0	1.9	0.0	37.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.5	0.0	1.9	1.9	0.0	38.0	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.08		0.00	0.25		1.00	0.99		1.00	0.43		0.43
Lane Grp Cap(c), veh/h	745	641	0	918	833	875	454	0	485	525	0	0
V/C Ratio(X)	0.02	0.02	0.00	0.07	0.06	0.00	1.03	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	745	641	0	918	833	875	454	0	485	525	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(i)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	10.9	0.0	11.3	11.2	0.0	43.1	0.0	0.0	27.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.1	0.0	51.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.9	0.8	0.0	6.5	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	11.0	11.0	0.0	11.4	11.4	0.0	94.7	0.0	0.0	27.8	0.0	0.0
LnGrp LOS	B	B		B	B		F			C		
Approach Vol, veh/h		22			112			470			7	
Approach Delay, s/veh		11.0			11.4			94.7			27.8	
Approach LOS		B			B			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		45.0		75.0		45.0				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		68.0		38.0		68.0		38.0				
Max Q Clear Time (g_c+l1), s		3.0		2.5		4.4		40.0				
Green Ext Time (p_c), s		0.2		0.0		1.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			75.6									
HCM 2010 LOS			E									

1: New Ford Mill Rd/Driveway & Tyburn Road

Base Twp Updated Conditions

Timing Plan: PM Peak

Movement	EBL	EBT	E6R	WBL	WBT	W6R	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	16	58	12	77	0	368	2	41	2	1	2
Future Volume (veh/h)	1	16	58	12	77	0	368	2	41	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/in	1809	1287	1809	1791	1673	1791	1809	1641	1756	1782	1559	1782
Adj Flow Rate, veh/h	1	22	0	17	107	0	511	3	0	3	1	3
Adj No. of Lanes	0	2	0	0	2	1	0	1	1	0	1	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	7	7	7	1	1	0	50	50	3	100	100	100
Cap, veh/h	60	1099	0	204	1259	728	592	3	653	307	106	283
Arrive On Green	0.47	0.48	0.00	0.47	0.48	0.00	0.43	0.44	0.00	0.43	0.44	0.43
Sat Flow, veh/h	68	2358	0	360	2635	1522	1236	7	1493	619	242	646
Grp Volume(v), veh/h	12	11	0	66	58	0	514	0	0	7	0	0
Grp Sat Flow(s),veh/h/in	1256	1112	0	1549	1447	1522	1244	0	1493	1507	0	0
Q Serve(g_s), s	0.0	0.7	0.0	0.0	3.1	0.0	56.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.7	0.0	3.1	3.1	0.0	57.0	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.08		0.00	0.26		1.00	0.99		1.00	0.43		0.43
Lane Grp Cap(c), veh/h	619	532	0	761	691	728	586	0	653	685	0	0
V/C Ratio(X)	0.02	0.02	0.00	0.09	0.08	0.00	0.88	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	619	532	0	761	691	728	654	0	735	755	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.6	19.6	0.0	20.3	20.2	0.0	38.9	0.0	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.2	0.2	0.0	12.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.0	1.5	1.3	0.0	21.7	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	19.7	19.6	0.0	20.5	20.4	0.0	50.9	0.0	0.0	22.9	0.0	0.0
LnGrp LOS	B	B		C	C		D			C		
Approach Vol, veh/h		23			124			514			7	
Approach Delay, s/veh		19.6			20.5			50.9			22.9	
Approach LOS		B			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.0		68.3		74.0		68.3				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		67.0		69.0		67.0		69.0				
Max Q Clear Time (g_c+I1), s		3.2		2.5		5.6		59.0				
Green Ext Time (p_c), s		0.2		0.0		1.4		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay				43.9								
HCM 2010 LOS				D								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	16	58	12	77	0	368	2	41	2	1	2
Future Volume (veh/h)	1	16	58	12	77	0	368	2	41	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1809	1287	1809	1791	1673	1791	1809	1641	1756	1782	1559	1782
Adj Flow Rate, veh/h	1	22	0	17	107	0	511	3	0	3	1	3
Adj No. of Lanes	0	2	0	0	2	1	0	1	1	0	1	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	7	7	7	1	1	0	50	50	3	100	100	100
Cap, veh/h	86	630	0	153	750	406	752	4	728	377	138	307
Arrive On Green	0.25	0.27	0.00	0.25	0.27	0.00	0.47	0.49	0.00	0.47	0.49	0.47
Sat Flow, veh/h	25	2422	0	228	2814	1522	1241	7	1493	557	282	629
Grp Volume(v), veh/h	12	11	0	68	56	0	514	0	0	7	0	0
Grp Sat Flow(s),veh/h/ln	1275	1112	0	1595	1447	1522	1248	0	1493	1468	0	0
Q Serve(g_s), s	0.0	0.3	0.0	0.0	1.4	0.0	17.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.3	0.0	1.5	1.4	0.0	18.2	0.0	0.0	0.1	0.0	0.0
Prop In Lane	0.08		0.00	0.25		1.00	0.99		1.00	0.43		0.43
Lane Grp Cap(c), veh/h	393	296	0	485	385	406	730	0	728	791	0	0
V/C Ratio(X)	0.03	0.04	0.00	0.14	0.15	0.00	0.70	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	393	296	0	485	385	406	1015	0	1071	1087	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	13.2	0.0	13.8	13.7	0.0	11.4	0.0	0.0	6.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.6	0.8	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.8	0.7	0.0	6.7	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	13.4	13.5	0.0	14.4	14.4	0.0	12.8	0.0	0.0	6.7	0.0	0.0
LnGrp LOS	B	B		B	B		B			A		
Approach Vol, veh/h		23			124			514			7	
Approach Delay, s/veh		13.5			14.4			12.8			6.7	
Approach LOS		B			B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		29.8		19.0		29.8				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		12.0		34.0		12.0		34.0				
Max Q Clear Time (g_c+I1), s		2.8		2.5		3.9		20.2				
Green Ext Time (p_c), s		0.0		0.0		0.5		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			13.0									
HCM 2010 LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	16	63	12	77	0	493	2	41	2	1	2
Future Volume (veh/h)	1	16	63	12	77	0	493	2	41	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1809	1282	1809	1791	1673	1791	1809	1642	1756	1782	1559	1782
Adj Flow Rate, veh/h	1	22	0	17	107	0	685	3	0	3	1	3
Adj No. of Lanes	0	2	0	0	2	1	0	1	1	0	1	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	7	7	7	1	1	0	50	50	3	100	100	100
Cap, veh/h	67	484	0	118	578	313	864	3	903	440	155	385
Arrive On Green	0.19	0.21	0.00	0.19	0.21	0.00	0.59	0.60	0.00	0.59	0.60	0.59
Sat Flow, veh/h	24	2413	0	228	2814	1522	1240	5	1493	593	257	637
Grp Volume(v), veh/h	12	11	0	68	56	0	688	0	0	7	0	0
Grp Sat Flow(s),veh/h/ln	1271	1108	0	1595	1447	1522	1246	0	1493	1487	0	0
Q Serve(g_s), s	0.0	0.5	0.0	0.0	2.0	0.0	31.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.5	0.0	2.1	2.0	0.0	32.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	0.08		0.00	0.25		1.00	1.00		1.00	0.43		0.43
Lane Grp Cap(c), veh/h	303	228	0	374	297	313	847	0	903	957	0	0
V/C Ratio(X)	0.04	0.05	0.00	0.18	0.19	0.00	0.81	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	303	228	0	374	297	313	980	0	1062	1094	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	20.1	0.0	20.9	20.8	0.0	11.7	0.0	0.0	5.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.0	1.1	1.4	0.0	4.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(dB),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	1.1	0.9	0.0	12.2	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	20.4	20.5	0.0	22.0	22.2	0.0	16.3	0.0	0.0	5.1	0.0	0.0
LnGrp LOS	C	C		C	C		B			A		
Approach Vol, veh/h		23			124			688				7
Approach Delay, s/veh		20.5			22.1			16.3				5.1
Approach LOS		C			C			B				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		44.2		19.0		44.2				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		12.0		44.0		12.0		44.0				
Max Q Clear Time (g_c+I1), s		3.0		2.5		4.5		34.0				
Green Ext Time (p_c), s		0.0		0.0		0.5		3.2				
Intersection Summary												
HCM 2010 Ctrl Delay				17.2								
HCM 2010 LOS				B								

1: New Ford Mill Road/Driveway & Tyburn Road

Existing Previous Conditions

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	94	229	35	20	0	179	3	15	1	6	0
Future Volume (vph)	1	94	229	35	20	0	179	3	15	1	6	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		-1%			1%			-1%			2%	
Storage Length (ft)	0		0	0		195	0		240	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr		0.894							0.850			
Flt Protected					0.969			0.953			0.994	
Satd. Flow (prot)	0	2356	0	0	2414	1791	0	964	961	0	938	0
Flt Permitted		0.955			0.704			0.724			0.974	
Satd. Flow (perm)	0	2250	0	0	1754	1791	0	733	961	0	919	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		297							38			
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		645			579			442			184	
Travel Time (s)		9.8			8.8			6.7			5.0	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	100%	26%	32%	26%	55%	0%	79%	67%	60%	0%	100%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	420	0	0	71	0	0	236	19	0	9	0
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position (ft)		94			94			94			94	
Detector 2 Size (ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	12.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	19.0	19.0		19.0	19.0	19.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	80.0	80.0		80.0	80.0	80.0	35.0	35.0	35.0	35.0	35.0	
Total Split (%)	69.6%	69.6%		69.6%	69.6%	69.6%	30.4%	30.4%	30.4%	30.4%	30.4%	
Maximum Green (s)	73.0	73.0		73.0	73.0	73.0	28.0	28.0	28.0	28.0	28.0	

1: New Ford Mill Road/Driveway & Tyburn Road

Existing Previous Conditions

Timing Plan: AM Peak

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0			-1.0	-1.0		-1.0	-1.0		-1.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	35.0	35.0		35.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effct Green (s)		74.0			74.0			29.0	29.0			29.0
Actuated g/C Ratio		0.64			0.64			0.25	0.25			0.25
v/c Ratio		0.27			0.06			1.28	0.07			0.04
Control Delay		2.9			7.8			198.7	4.1			33.3
Queue Delay		0.0			0.0			0.0	0.0			0.0
Total Delay		2.9			7.8			198.7	4.1			33.3
LOS		A			A			F	A			C
Approach Delay		2.9			7.8			184.2				33.3
Approach LOS		A			A			F				C
Queue Length 50th (ft)		16			9			~221	0			5
Queue Length 95th (ft)		23			15			#305	4			16
Internal Link Dist (ft)		565			499			362				104
Turn Bay Length (ft)									240			
Base Capacity (vph)		1553			1128			184	270			231
Starvation Cap Reductn		0			0			0	0			0
Spillback Cap Reductn		0			0			0	0			0
Storage Cap Reductn		0			0			0	0			0
Reduced v/c Ratio		0.27			0.06			1.28	0.07			0.04

Intersection Summary

Area Type: Other
 Cycle Length: 115
 Actuated Cycle Length: 115
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 65.0
 Intersection LOS: E
 Intersection Capacity Utilization 52.9%
 ICU Level of Service A
 Analysis Period (min): 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: New Ford Mill Road/Driveway & Tyburn Road



1: New Ford Mill Rd/Driveway & Tyburn Road

Base Twp Updated Conditions

Timing Plan: AM Peak

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Volume (vph)	1	103	251	38	22	0	196	3	16	1	7	0
Future Volume (vph)	1	103	251	38	22	0	196	3	16	1	7	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		-1%			1%			-1%			2%	
Storage Length (ft)	0		0	0		195	0		240	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.894							0.850			
Flt Protected					0.970			0.953			0.995	
Satd. Flow (prot)	0	2356	0	0	2413	1791	0	964	961	0	933	0
Flt Permitted		0.955			0.672			0.723			0.982	
Satd. Flow (perm)	0	2250	0	0	1672	1791	0	731	961	0	921	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		326							31			
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		645			579			442			184	
Travel Time (s)		9.8			8.8			6.7			5.0	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	100%	26%	32%	26%	55%	0%	79%	67%	60%	0%	100%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	461	0	0	78	0	0	259	21	0	10	0
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		6		6	8		8	4			
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	12.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	19.0	19.0		19.0	19.0	19.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	76.0	76.0		76.0	76.0	76.0	66.0	66.0	66.0	66.0	66.0	
Total Split (%)	53.5%	53.5%		53.5%	53.5%	53.5%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	69.0	69.0		69.0	69.0	69.0	59.0	59.0	59.0	59.0	59.0	

1: New Ford Mill Rd/Driveway & Tyburn Road

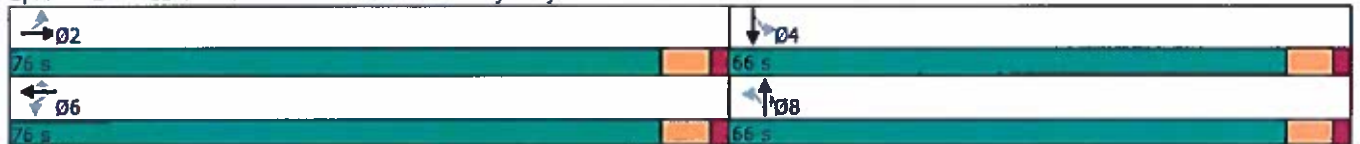
Base Twp Updated Conditions

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0			-1.0	-1.0		-1.0	-1.0		-1.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	35.0	35.0		35.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effect Green (s)		70.4			70.4			51.2	51.2			51.2
Actuated g/C Ratio		0.53			0.53			0.38	0.38			0.38
v/c Ratio		0.34			0.09			0.93	0.05			0.03
Control Delay		6.5			18.4			77.7	4.9			24.5
Queue Delay		0.0			0.0			0.0	0.0			0.0
Total Delay		6.5			18.4			77.7	4.9			24.5
LOS		A			B			E	A			C
Approach Delay		6.5			18.4			72.3				24.5
Approach LOS		A			B			E				C
Queue Length 50th (ft)		33			19			212	0			5
Queue Length 95th (ft)		43			30			272	8			15
Internal Link Dist (ft)		565			499			362				104
Turn Bay Length (ft)									240			
Base Capacity (vph)		1339			881			329	450			416
Starvation Cap Reductn		0			0			0	0			0
Spillback Cap Reductn		0			0			0	0			0
Storage Cap Reductn		0			0			0	0			0
Reduced v/c Ratio		0.34			0.09			0.79	0.05			0.02

Intersection Summary	
Area Type:	Other
Cycle Length:	142
Actuated Cycle Length:	133.7
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	30.1
Intersection Capacity Utilization	54.9%
Analysis Period (min)	15
Intersection LOS:	C
ICU Level of Service	A

Splits and Phases: 1: New Ford Mill Rd/Driveway & Tyburn Road



1: New Ford Mill Rd/Driveway & Tyburn Road

2023 BaseConditions

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	103	251	38	22	0	196	3	16	1	7	0
Future Volume (vph)	1	103	251	38	22	0	196	3	16	1	7	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		-1%			1%			-1%			2%	
Storage Length (ft)	0		0	0		195	0		240	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr		0.894							0.850			
Flt Protected					0.970			0.953			0.995	
Satd. Flow (prot)	0	2356	0	0	2413	1791	0	964	961	0	933	0
Flt Permitted		0.955			0.663			0.723			0.973	
Satd. Flow (perm)	0	2250	0	0	1649	1791	0	731	961	0	913	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		326							73			
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		645			579			442			184	
Travel Time (s)		9.8			8.8			6.7			5.0	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	100%	26%	32%	26%	55%	0%	79%	67%	60%	0%	100%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	461	0	0	78	0	0	259	21	0	10	0
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position (ft)		94			94			94			94	
Detector 2 Size (ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	12.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	19.0	19.0		19.0	19.0	19.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	21.0	21.0		21.0	21.0	21.0	39.0	39.0	39.0	39.0	39.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%	65.0%	
Maximum Green (s)	14.0	14.0		14.0	14.0	14.0	32.0	32.0	32.0	32.0	32.0	

1: New Ford Mill Rd/Driveway & Tyburn Road

2023 BaseConditions

Timing Plan: AM Peak

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0	-1.0		-1.0	-1.0		-1.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	35.0	35.0		35.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	
Act Effect Green (s)		15.9			15.9			22.9	22.9		22.9	
Actuated g/C Ratio		0.31			0.31			0.45	0.45		0.45	
v/c Ratio		0.50			0.15			0.79	0.04		0.02	
Control Delay		7.9			17.1			30.0	0.2		6.6	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		7.9			17.1			30.0	0.2		6.6	
LOS		A			B			C	A		A	
Approach Delay		7.9			17.1			27.8			6.6	
Approach LOS		A			B			C			A	
Queue Length 50th (ft)		15			8			59	0		2	
Queue Length 95th (ft)		38			23			102	0		6	
Internal Link Dist (ft)		565			499			362			104	
Turn Bay Length (ft)									240			
Base Capacity (vph)		925			513			482	658		602	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.50			0.15			0.54	0.03		0.02	

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	51.1
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	15.5
Intersection Capacity Utilization	54.9%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	A

Splits and Phases: 1: New Ford Mill Rd/Driveway & Tyburn Road



1: New Ford Mill Rd/Driveway & Tyburn Road

2023 Projected Conditions

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	103	376	38	22	0	201	3	16	1	7	0
Future Volume (vph)	1	103	376	38	22	0	201	3	16	1	7	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		-1%			1%			-1%			2%	
Storage Length (ft)	0		0	0		195	0		240	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.883							0.850			
Flt Protected					0.970			0.953			0.995	
Satd. Flow (prot)	0	2320	0	0	2413	1791	0	964	961	0	933	0
Flt Permitted		0.955			0.639			0.723			0.973	
Satd. Flow (perm)	0	2216	0	0	1590	1791	0	731	961	0	913	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		488						73				
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		645			579			442			184	
Travel Time (s)		9.8			8.8			6.7			5.0	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	100%	26%	32%	26%	55%	0%	79%	67%	60%	0%	100%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	623	0	0	78	0	0	265	21	0	10	0
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	12.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	19.0	19.0		19.0	19.0	19.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	23.0	23.0		23.0	23.0	23.0	37.0	37.0	37.0	37.0	37.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%	61.7%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	30.0	30.0	30.0	30.0	30.0	

1: New Ford Mill Rd/Driveway & Tyburn Road

2023 Projected Conditions

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0	-1.0		-1.0	-1.0		-1.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	35.0	35.0		35.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	
Act Effct Green (s)		17.3			17.3			23.8	23.8		23.8	
Actuated g/C Ratio		0.32			0.32			0.45	0.45		0.45	
v/c Ratio		0.59			0.15			0.82	0.04		0.02	
Control Delay		7.1			16.4			34.3	0.2		7.4	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		7.1			16.4			34.3	0.2		7.4	
LOS		A			B			C	A		A	
Approach Delay		7.1			16.4			31.8			7.4	
Approach LOS		A			B			C			A	
Queue Length 50th (ft)		16			10			66	0		2	
Queue Length 95th (ft)		35			22			115	0		7	
Internal Link Dist (ft)		565			499			362			104	
Turn Bay Length (ft)									240			
Base Capacity (vph)		1049			516			433	599		540	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.59			0.15			0.61	0.04		0.02	

Intersection Summary:

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	53.3
Natural Cycle:	60
Control Type:	Semi-Act-Uncoord
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	14.9
Intersection Capacity Utilization:	59.5%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	B

Splits and Phases: 1: New Ford Mill Rd/Driveway & Tyburn Road



1: New Ford Mill Road/Driveway & Tyburn Road

Existing Previous Conditions

Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	15	53	11	70	0	336	2	37	2	1	2
Future Volume (vph)	1	15	53	11	70	0	336	2	37	2	1	2
Idea. Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		-1%			1%			-1%			2%	
Storage Length (ft)	0		0	0		195	0		240	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.884							0.850		0.942	
Flt Protected		0.999			0.993			0.953			0.979	
Satd. Flow (prot)	0	2163	0	0	3161	1791	0	1564	1493	0	1438	0
Flt Permitted		0.954			0.921			0.723			0.876	
Satd. Flow (perm)	0	2065	0	0	2932	1791	0	1186	1493	0	1287	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74							51			3
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		645			579			442			184	
Travel Time (s)		9.8			8.8			6.7			5.0	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	100%	7%	49%	45%	1%	0%	10%	50%	3%	0%	100%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	112	0	0	470	51	0	7	0
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	12.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	19.0	19.0		19.0	19.0	19.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	75.0	75.0		75.0	75.0	75.0	45.0	45.0	45.0	45.0	45.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%	62.5%	37.5%	37.5%	37.5%	37.5%	37.5%	
Maximum Green (s)	68.0	68.0		68.0	68.0	68.0	38.0	38.0	38.0	38.0	38.0	

1: New Ford Mill Road/Driveway & Tyburn Road

Existing Previous Conditions

Timing Plan: PM Peak

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NER	SBL	SBT	SBR
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0			-1.0	-1.0		-1.0	-1.0			-1.0
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0			6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	35.0	35.0		35.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effct Green (s)		69.0			69.0			39.0	39.0			39.0
Actuated g/C Ratio		0.58			0.58			0.32	0.32			0.32
v/c Ratio		0.08			0.07			1.22	0.10			0.02
Control Delay		3.9			11.4			156.8	8.2			22.6
Queue Delay		0.0			0.0			0.0	0.0			0.0
Total Delay		3.9			11.4			156.8	8.2			22.6
LOS		A			B			F	A			C
Approach Delay		3.9			11.4			142.2				22.6
Approach LOS		A			B			F				C
Queue Length 50th (ft)		3			18			~447	0			2
Queue Length 95th (ft)		10			25			#461	17			10
Internal Link Dist (ft)		565			499			362				104
Turn Bay Length (ft)									240			
Base Capacity (vph)		1218			1685			385	519			420
Starvation Cap Reductn		0			0			0	0			0
Spillback Cap Reductn		0			0			0	0			0
Storage Cap Reductn		0			0			0	0			0
Reduced v/c Ratio		0.08			0.07			1.22	0.10			0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 103.2

Intersection LOS: F

Intersection Capacity Utilization 46.4%

ICU Level of Service A

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: New Ford Mill Road/Driveway & Tyburn Road



Lanes, Volumes, Timings
PM Analysis existing.syn

1: New Ford Mill Rd/Driveway & Tyburn Road

Base Twp Updated Conditions

Timing Plan: PM Peak

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↖	↗		↕	
Traffic Volume (vph)	1	16	58	12	77	0	368	2	41	2	1	2
Future Volume (vph)	1	16	58	12	77	0	368	2	41	2	1	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		-1%			1%			-1%			2%	
Storage Length (ft)	0		0	0		195	0		240	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.883							0.850		0.942	
Flt Protected					0.993			0.953			0.979	
Satd. Flow (prot)	0	2158	0	0	3157	1791	0	1564	1493	0	1438	0
Flt Permitted		0.954			0.914			0.723			0.888	
Satd. Flow (perm)	0	2059	0	0	2906	1791	0	1186	1493	0	1304	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81							53			3
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		646			579			442			184	
Travel Time (s)		9.8			8.8			6.7			5.0	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	100%	7%	49%	45%	1%	0%	10%	50%	3%	0%	100%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	124	0	0	514	57	0	7	0
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position (ft)		94			94			94			94	
Detector 2 Size (ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	12.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	19.0	19.0		19.0	19.0	19.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	74.0	74.0		74.0	74.0	74.0	76.0	76.0	76.0	76.0	76.0	
Total Split (%)	49.3%	49.3%		49.3%	49.3%	49.3%	50.7%	50.7%	50.7%	50.7%	50.7%	
Maximum Green (s)	67.0	67.0		67.0	67.0	67.0	69.0	69.0	69.0	69.0	69.0	

1: New Ford Mill Rd/Driveway & Tyburn Road

Base Twp Updated Conditions

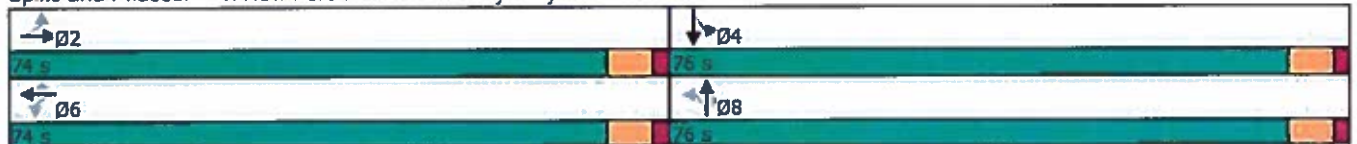
Timing Plan: PM Peak

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0			-1.0	-1.0		-1.0	-1.0		-1.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	35.0	35.0		35.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effect Green (s)		68.2			68.2			65.7	65.7		65.7	
Actuated g/C Ratio		0.47			0.47			0.45	0.45		0.45	
v/c Ratio		0.10			0.09			0.96	0.08		0.01	
Control Delay		7.3			23.0			69.8	6.3		17.4	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		7.3			23.0			69.8	6.3		17.4	
LOS		A			C			E	A		B	
Approach Delay		7.3			23.0			63.5			17.4	
Approach LOS		A			C			E			B	
Queue Length 50th (ft)		6			35			466	2		2	
Queue Length 95th (ft)		15			45			448	17		9	
Internal Link Dist (ft)		565			499			362			104	
Turn Bay Length (ft)									240			
Base Capacity (vph)		1005			1357			570	745		629	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.10			0.09			0.90	0.08		0.01	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	145.9
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	49.6
Intersection LOS:	D
Intersection Capacity Utilization:	48.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: New Ford Mill Rd/Driveway & Tyburn Road



1: New Ford Mill Rd/Driveway & Tyburn Road

2023 Base Conditions

Timing Plan: PM Peak

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗		↖	↗		↔	
Traffic Volume (vph)	1	16	58	12	77	0	368	2	41	2	1	2
Future Volume (vph)	1	16	58	12	77	0	368	2	41	2	1	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		-1%			1%			-1%			2%	
Storage Length (ft)	0		0	0		195	0		240	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.883							0.850		0.942	
Flt Protected					0.993			0.953			0.979	
Satd. Flow (prot)	0	2158	0	0	3157	1791	0	1564	1493	0	1438	0
Flt Permitted		0.952			0.905			0.723			0.868	
Satd. Flow (perm)	0	2055	0	0	2877	1791	0	1186	1493	0	1275	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81						73			3	
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		645			579			442			184	
Travel Time (s)		9.8			8.8			6.7			5.0	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	100%	7%	49%	45%	1%	0%	10%	50%	3%	0%	100%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	124	0	0	514	57	0	7	0
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	12.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	19.0	19.0		19.0	19.0	19.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	19.0	19.0		19.0	19.0	19.0	41.0	41.0	41.0	41.0	41.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%	31.7%	68.3%	68.3%	68.3%	68.3%	68.3%	
Maximum Green (s)	12.0	12.0		12.0	12.0	12.0	34.0	34.0	34.0	34.0	34.0	

1: New Ford Mill Rd/Driveway & Tyburn Road

2023 Base Conditions

Timing Plan: PM Peak

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0			-1.0	-1.0		-1.0	-1.0		-1.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	35.0	35.0		35.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effct Green (s)		13.3			13.3			27.5	27.5		27.5	
Actuated g/C Ratio		0.25			0.25			0.52	0.52		0.52	
v/c Ratio		0.18			0.17			0.84	0.07		0.01	
Control Delay		8.5			18.9			24.6	1.5		4.6	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		8.5			18.9			24.6	1.5		4.6	
LOS		A			B			C	A		A	
Approach Delay		8.5			18.9			22.3			4.6	
Approach LOS		A			B			C			A	
Queue Length 50th (ft)		3			17			120	0		1	
Queue Length 95th (ft)		13			31			149	5		4	
Internal Link Dist (ft)		565			499			362			104	
Turn Bay Length (ft)									240			
Base Capacity (vph)		575			720			799	1030		861	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.18			0.17			0.64	0.06		0.01	

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	53
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	19.8
Intersection LOS:	B
Intersection Capacity Utilization:	48.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: New Ford Mill Rd/Driveway & Tyburn Road



1: New Ford Mill Road/Driveway & Tyburn Road

2023 Projected Conditions

Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		RT			RT	RT		RT	RT		RT	
Traffic Volume (vph)	1	16	63	12	77	0	493	2	41	2	1	2
Future Volume (vph)	1	16	63	12	77	0	493	2	41	2	1	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		-1%			1%			-1%			2%	
Storage Length (ft)	0		0	0		195	0		240	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.881							0.850		0.942	
Frt Protected					0.993			0.953			0.979	
Satd. Flow (prot)	0	2146	0	0	3157	1791	0	1565	1493	0	1438	0
Frt Permitted		0.952			0.901			0.723			0.872	
Satd. Flow (perm)	0	2043	0	0	2865	1791	0	1187	1493	0	1281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88							62		3	
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		646			579			442			184	
Travel Time (s)		9.8			8.8			6.7			5.0	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	100%	7%	49%	45%	1%	0%	10%	50%	3%	0%	100%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	124	0	0	688	57	0	7	0
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position (ft)		94			94			94			94	
Detector 2 Size (ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	12.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	19.0	19.0		19.0	19.0	19.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	19.0	19.0		19.0	19.0	19.0	51.0	51.0	51.0	51.0	51.0	
Total Split (%)	27.1%	27.1%		27.1%	27.1%	27.1%	72.9%	72.9%	72.9%	72.9%	72.9%	
Maximum Green (s)	12.0	12.0		12.0	12.0	12.0	44.0	44.0	44.0	44.0	44.0	

1: New Ford Mill Road/Driveway & Tyburn Road

2023 Projected Conditions

Timing Plan: PM Peak

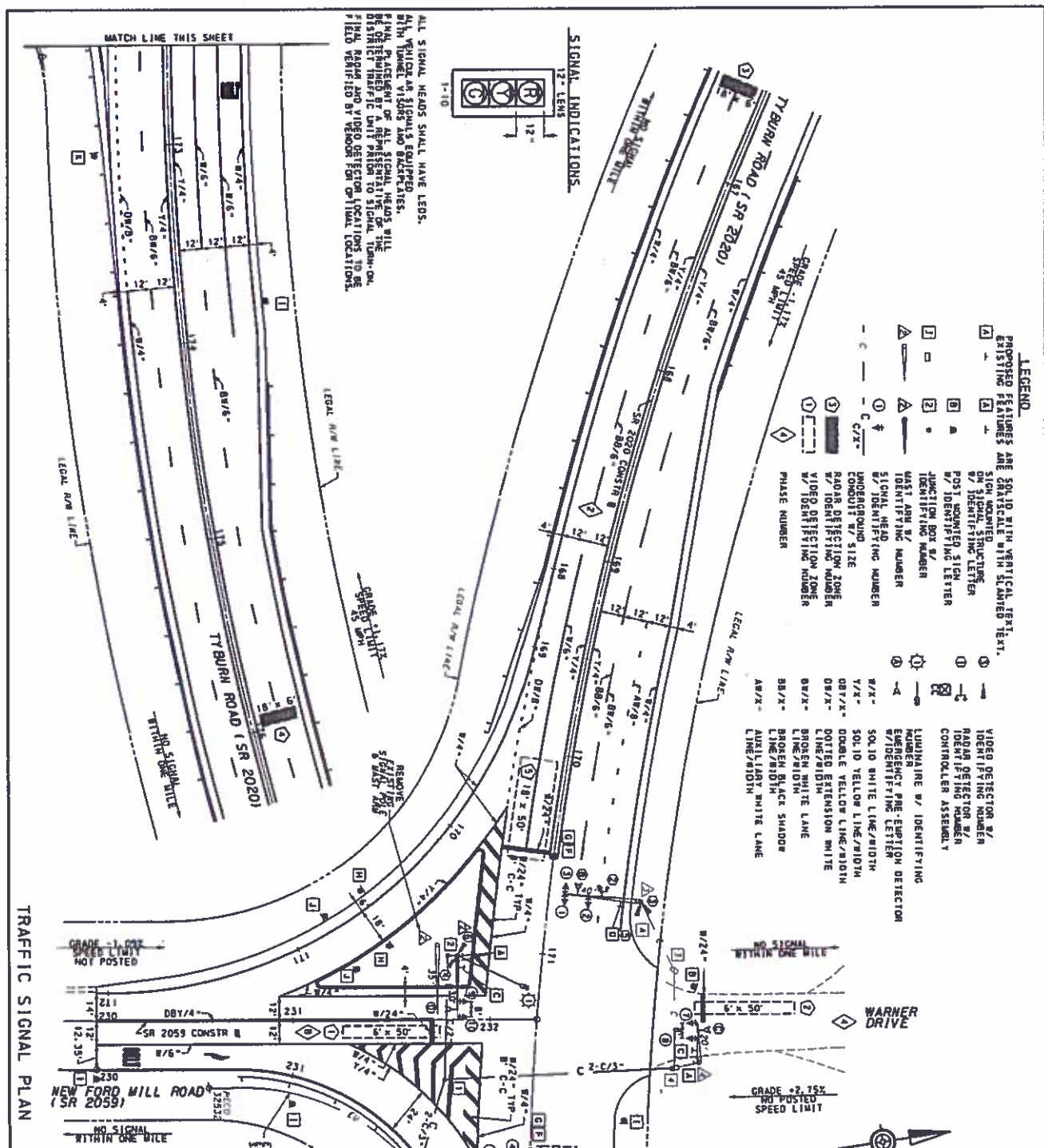
	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0			-1.0	-1.0		-1.0	-1.0		-1.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	35.0	35.0		35.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effct Green (s)		13.1			13.1			41.3	41.3			41.3
Actuated g/C Ratio		0.20			0.20			0.62	0.62			0.62
v/c Ratio		0.23			0.22			0.93	0.06			0.01
Control Delay		10.4			25.3			34.2	1.5			3.8
Queue Delay		0.0			0.0			0.0	0.0			0.0
Total Delay		10.4			25.3			34.2	1.5			3.8
LOS		B			C			C	A			A
Approach Delay		10.4			25.3			31.7				3.8
Approach LOS		B			C			C				A
Queue Length 50th (ft)		4			24			216	0			1
Queue Length 95th (ft)		15			36			240	6			3
Internal Link Dist (ft)		565			499			362				104
Turn Bay Length (ft)									240			
Base Capacity (vph)		473			565			810	1038			875
Starvation Cap Reductn		0			0			0	0			0
Spillback Cap Reductn		0			0			0	0			0
Storage Cap Reductn		0			0			0	0			0
Reduced v/c Ratio		0.23			0.22			0.85	0.05			0.01

Intersection Summary	
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	66.5
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	28.3
Intersection LOS:	C
Intersection Capacity Utilization:	55.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: New Ford Mill Road/Driveway & Tyburn Road



Appendix E: Traffic Signal Diagram



TRAFFIC SIGNAL PLAN

PREPARED BY: *[Signature]*

150 EAIN LANE
TOWNSHIP, PA 17402

APPROVED BY: *[Signature]*

DISTRICT TRAFFIC ENGINEER: *[Signature]*

DATE: *[Date]*

SCALE: 1" = 25' 50'

SEPTEMBER 5, 2012

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	A17	1 OF 3

REVISION	DATE
①	ADDED VIDEO & RADAR DETECTION
②	REVISED TRAFFIC PLAN

TRAFFIC SIGNAL NOTES

DO NOT MODIFY INSTALLATION WITHOUT PRIOR WRITTEN APPROVAL.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ARE TO BE INSTALLED AS SHOWN AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES IN THE FIELD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES IN THE FIELD.

ALL OVERHEAD SIGNS MUST BE RIGIDLY SUPPORTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKSCATTERS. THE MINIMUM HORIZONTAL DISTANCE BETWEEN OVERHEAD SIGNS SHALL BE 8 FEET.

THE LOCATION OF DETECTORS SHALL BE DETERMINED BY THE CONTRACTOR. DETECTORS SHALL BE INSTALLED IN THE CENTER OF THE ROAD OR IN THE CENTER OF THE ROAD. DETECTORS SHALL BE INSTALLED IN THE CENTER OF THE ROAD OR IN THE CENTER OF THE ROAD.

ALL OVERHEAD SIGNS MUST BE RIGIDLY SUPPORTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKSCATTERS. THE MINIMUM HORIZONTAL DISTANCE BETWEEN OVERHEAD SIGNS SHALL BE 8 FEET.

THE LOCATION OF DETECTORS SHALL BE DETERMINED BY THE CONTRACTOR. DETECTORS SHALL BE INSTALLED IN THE CENTER OF THE ROAD OR IN THE CENTER OF THE ROAD.

SIGN TABLE
FOR INFORMATIONAL PURPOSES ONLY

PLAN SYMBOL	SERIES NUMBER	SIZE	DESCRIPTION	QTY.
A	18"x18"	NO PROHIBITIVE CROSSING		8
B	18"x18"	NO PROHIBITIVE CROSSING		2
C	24"x30"	STOP HERE ON RED LIGHT SIGN		1
D	36"x48"	TYBURN RD SIGN		2
E	36"x48"	New Ford Mill Rd SIGN		1
F	36"x48"	KEEP RIGHT		1
G	36"x48"	KEEP RIGHT		2*
H	36"x48"	OBJECT WARNER		2*
I	48"x48"	YIELD		3*
J	R3-7M	30"x30" RIGHT LANE WEST TURN RIGHT		4*
K	R3-1	30"x30" DO NOT ENTER		4*
L	R2-1	30"x36" SPEED LIMIT 3		2*

*TABULATED AS PART OF THE SIGNING AND PAVEMENT MARKING PLANS.
OVERHEAD STREET NAME SIGNS TO BE STRUCTURE MOUNTED FLAT SHEET ALUMINUM WITH STIFFENERS.
ALL SIGNS TO UTILIZE REFLECTORIZED TYPE V113 ON TYPE 1X SHEETING FOR LENS AND BANNER ON REFLECTORIZED TYPE IV SHEETING BACKGROUND.

WEEKLY PROGRAM CHART

EVENT	DAY	TIME	CYCLE	REMARKS
1	1-5	06:00	.....	WAL. 1, FREE
2	1-5	09:00	.....	WAL. 1, FREE
3	1-5	19:00	.....	WAL. 2, FREE
4	1-5	18:00	.....	WAL. 1, FREE
5	1-7	09:00	.....	WAL. 1, FREE

* - MONDAY - DAY 111

MOVEMENT, PHASING AND SEQUENCE CHART

PHASE	PHASE 1					PHASE 2				
	1	2	3	4	5	6	7	8	9	10
1	R	R	R	R	R	R	R	R	R	R
2	R	R	R	R	R	R	R	R	R	R
3	R	R	R	R	R	R	R	R	R	R
4	R	R	R	R	R	R	R	R	R	R
5	R	R	R	R	R	R	R	R	R	R
6	R	R	R	R	R	R	R	R	R	R
7	R	R	R	R	R	R	R	R	R	R
8	R	R	R	R	R	R	R	R	R	R
9	R	R	R	R	R	R	R	R	R	R
10	R	R	R	R	R	R	R	R	R	R

NOTES:
1. TO BE 10 OR 12 IN PHASE 2-6 UNTIL ACTIVATED BY PHASE 4-6.
2. DENSITY ZONE NOTES
3. RANGE OF DEFLECTION 30-50 FEET FROM STOP BAR
4. MINIMUM SPEED BOUNDARY 5 MPH
5. ADVANCE DENSITY ZONE NOTES
6. ESTIMATED TIME OF ARRIVAL 3-5 SECONDS
7. RANGE OF DEFLECTION 30-50 FEET FROM STOP BAR
8. MINIMUM SPEED BOUNDARY 25 MPH

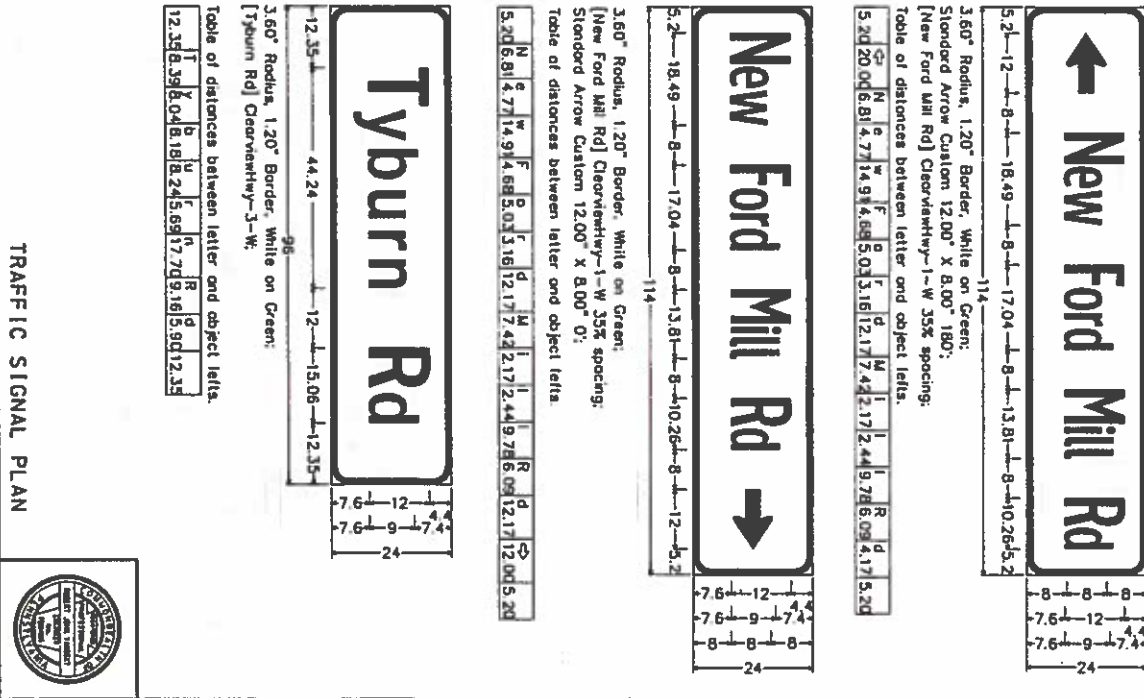


PHASE	1	2	3	4	5	6
1	R	R	R	R	R	R
2	R	R	R	R	R	R
3	R	R	R	R	R	R
4	R	R	R	R	R	R
5	R	R	R	R	R	R
6	R	R	R	R	R	R

EMERGENCY PRE-EMPTION NOTES

CONTRACTOR TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR THE NORTHWARD APPROACH OF NEW ROAD WITH ROAD 1 S.W. 205th. THE SOUTHWARD APPROACH OF BANNER DRIVE AND THE EASTWARD AND WESTWARD APPROACHES OF TYBURN ROAD (S.W. 200th) WITH A FAIL SAFE DEVICE FOR EACH DIRECTION OF OPERATION. THIS FAIL SAFE DEVICE SHALL CONSIST OF A FLASHING WHITE FLOOD LIGHT AND SHALL BEGIN FLASHING WHEN THE EMERGENCY VEHICLE HAS CONTROL OF THE INTERSECTION FOR THE APPROPRIATE APPROACH. LOCATION OF EMERGENCY VEHICLE DETECTORS ARE TO BE FIELD ADJUSTED TO ACHIEVE MAXIMUM OPERATION. THE SIGNALS WHEN ACTIVATED BY AN EMERGENCY VEHICLE SHALL TERMINATE ALL GREEN INDICATIONS FOLLOWED BY SELECTIVE CLEARANCES DEPENDENT UPON THE PHASE IN WHICH THE PRE-EMPTION OCCURS. THE GREEN INDICATIONS FOR THE PRE-EMPTED PHASE SHALL REMAIN GREEN FOR THE DURATION OF SIGNAL PRE-EMPTION AND THEN INDICATIONS DISPLAYED FOR ALL OTHER PHASES. THE SIGNALS WHEN ACTIVATED BY AN EMERGENCY VEHICLE SHALL TURN ALL YELLOW AND RED FLASHING VEHICLE. THE SIGNALS WHEN ACTIVATED BY AN EMERGENCY VEHICLE SHALL REMAIN IN THE APPROACHING IF THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, ARE FLASHING. ALL SIGNALS SHALL REMAIN IN ADDITIONAL PRE-EMPTION PHASES ARE ACTIVATED WHILE IN PRE-EMPTION. THE ORIGINAL PRE-EMPTION PHASE SHALL TURN OUT BEFORE PROCEEDING TO THE NEXT PRE-EMPTION PHASE. UPON COMPLETION OF PRE-EMPTION PHASE 3, 4, 5 OR 6, IN RETURNING TO NORMAL OPERATION, PHASE 2-6, INTERVIEW SHALL OCCUR. IN EMERGENCY PRE-EMPTION, NO PRIORITY SHALL BE ESTABLISHED. PRE-EMPTION SHALL BE A FIRST COME, FIRST SERVE OPERATION.

TRAFFIC SIGNAL PLAN



OBJECT	COORDINATE	NOTE	SECTION	SHEET
6-0	ROCKS	2020	AMT	2 OF 3
1	REVISION	DATE	BY	
2	REVISION	DATE	BY	



Appendix F: Roadway Plans

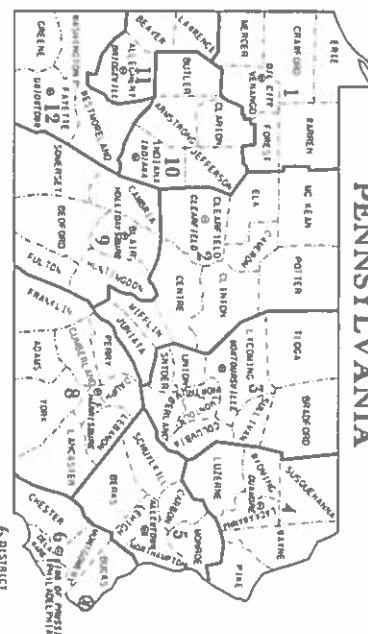
LABULATION OF SEGMENT EQUALITIES

SR 2020

SEGMENT	OFFSET	STATION	STATION
SEGMENT 0030	OFFSET 1481	STATION 77+10	STATION 77+10
SEGMENT 0040	OFFSET 1020	STATION 100+00	STATION 100+00
SEGMENT 0050	OFFSET 0000	STATION 122+28	STATION 122+28
SEGMENT 0060	OFFSET 0000	STATION 157+46	STATION 157+46
SEGMENT 0080	OFFSET 0000	STATION 170+99	STATION 170+99
SEGMENT 0091	OFFSET 0000	STATION 100+00	STATION 100+00
SEGMENT 0091	OFFSET 0000	STATION 122+25	STATION 122+25
SEGMENT 0071	OFFSET 0000	STATION 129+24	STATION 129+24
SEGMENT 0081	OFFSET 0000	STATION 172+48	STATION 172+48

LIST OF STATIONING EQUALITIES (SR 2020)

STA	SR	STA	SR	STA	SR	STA	SR
113+00.00	RAMP A	113+00.00	SR 2020	590+00.00	SR 2020	124.00'	R11
122+00.00	RAMP B	122+00.00	SR 2020	585+59.45	SR 2020	130.86'	R11
124+20.00	RAMP C	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP D	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP E	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP F	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP G	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP H	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP I	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP J	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP K	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP L	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP M	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP N	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP O	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP P	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP Q	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP R	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP S	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP T	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP U	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP V	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP W	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP X	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP Y	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11
124+20.00	RAMP Z	124+20.00	SR 2020	580+00.00	SR 2020	130.00'	R11

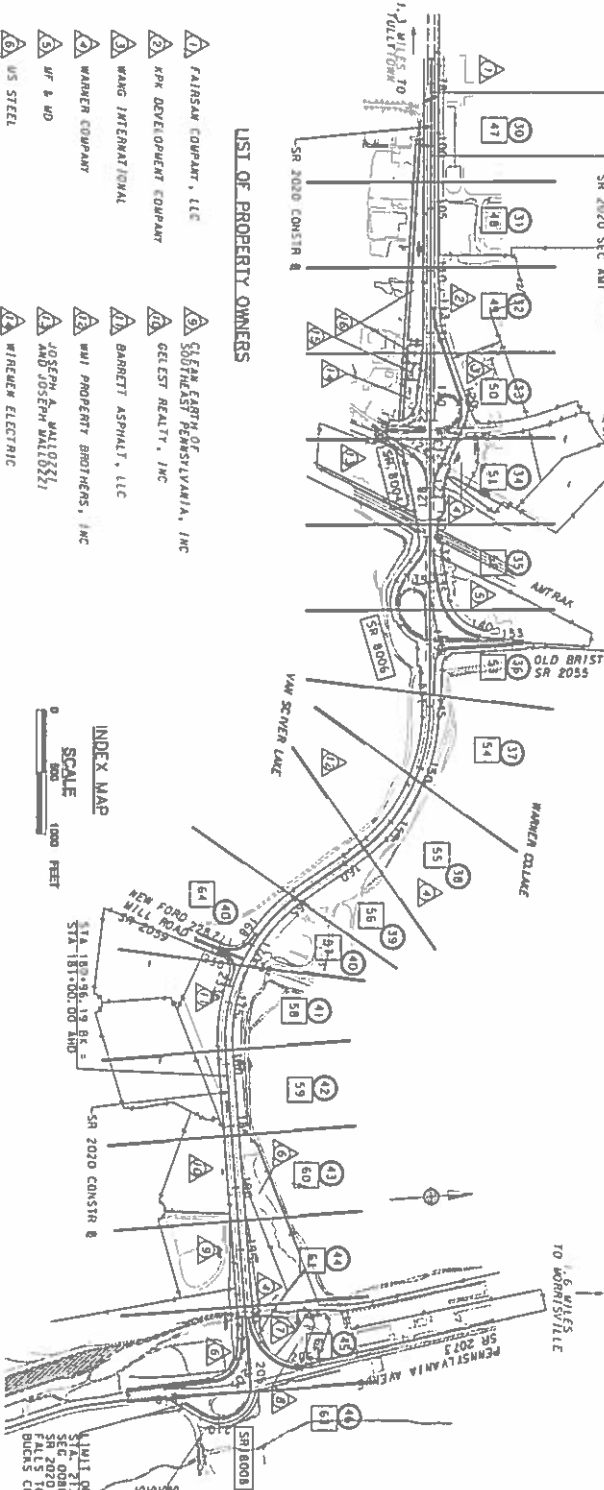


SHEET INDEX

DESCRIPTION	SHEET
TITLE SHEET	1
GENERAL NOTES AND LOCATION MAP	2
GEOMETRIC DATA REFERENCE CHANGES	4-7
TYPICAL SECTIONS	8-7
SLAB BRIDGE AND PAVEMENT DETAILS	8-18
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STICHING AND PAVEMENT MARKING PLAN	1-28
EROSION AND SEDIMENT POLLUTION CONTROL PLAN	1-31
CONTRACTOR BRIDGING AND OVERPASS PLAN	1-38
ELECTRIFICATION NOTIFICATION FOR TUBURN ROAD OVERHEAD BRIDGE REPAIR ACCEMENT W.P. 59.07	1-90 51
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CROSS SECTIONS	1-52
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LIST OF PROPERTY OWNERS

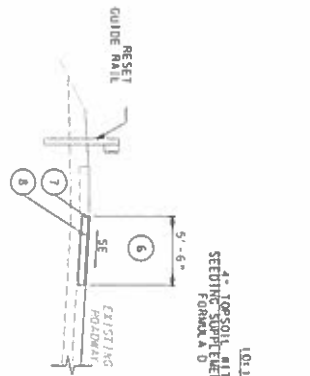
- 1 FAIRMAN COMPANY, LLC
- 2 KPK DEVELOPMENT COMPANY
- 3 WANG INTERNATIONAL
- 4 WARNER COMPANY
- 5 WJ & WD
- 6 US STEEL
- 7 CORRAIL
- 8 PHILADELPHIA ELECTRIC COMPANY
- 9 SEAN EARTH OF SOUTHEAST PENNSYLVANIA, INC
- 10 GELEST REALTY, INC
- 11 BARNETT ASPHALT, LLC
- 12 WJI PROPRYTY BROTHERS, INC
- 13 JOSEPH E. WALTON, III AND JOSEPH WALTON, II
- 14 WIRETEK ELECTRIC
- 15 JOSEPH W AND LAURA MAC WISSANOS
- 16 ELAINE WEXTER ZOFCHAK



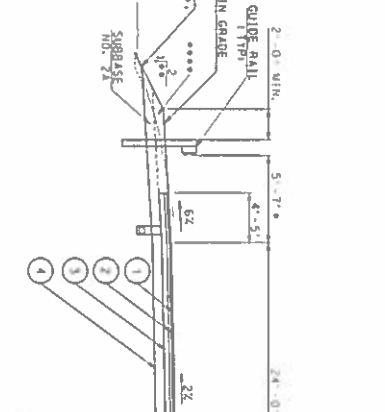
STOP MARK
 STA. 210+50.00
 SEC. 0040 OFFSET 3964
 SR 2020 SEC. A01

LEGEND
 ○ PLAN
 □ PROFILE
 ▽ PARCEL IDENTIFICATION
 # DISTRICT
 * DISTRICT OFFICE
 ⊙ PROJECT LOCATION

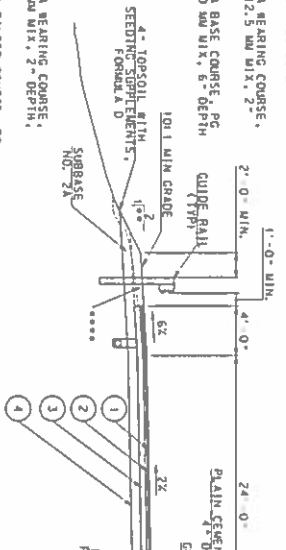




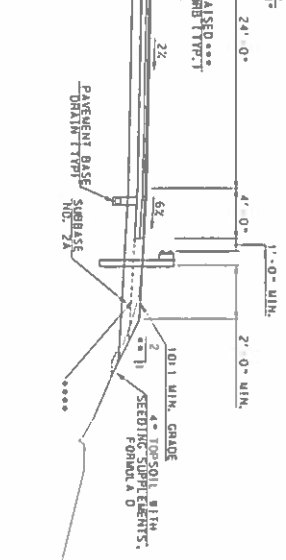
SR 2020 TEMPORARY SHOULDER PAVEMENT
STA 152+00 LT TO STA 160+00 LT



SR 2020
CONSTR. B
SR 2020 TYPICAL SECTION
STA 152+00.00 TO STA 159+00.00



SR 2020
CONSTR. B
SR 2020 TYPICAL SECTION
STA 160+00.00 TO STA 162+00.00



SR 2020
CONSTR. B
SR 2020 TYPICAL SECTION
STA 162+00.00 TO STA 169+20.04

- 1 SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 76-22, 2 1/2" 30 MILLION ESALS, 4.5 MM MIX, 2" DEPTH, SR-E
- 2 SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BINDER COURSE, PG 76-22, 2 1/2" 30 MILLION ESALS, 19.0 MM MIX, 3" DEPTH, PC MODIFIED
- 3 SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 2 1/2" 30 MILLION ESALS, 25.0 MM MIX, 6" DEPTH, PC MODIFIED
- 4 SUBBASE 0 - DEPTH (NO. 2A)

PAVEMENT LEGEND:

- 5 SLOPE THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATED SECTION AT 2% AWAY FROM PAVEMENT WHEN SLOPE OF THE ROADWAY IS 2.0% TO 6.0%.
- 6 SLOPE THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATED SECTION AT THE SAME RATE AS THE ROADWAY SLOPE.

- NOTES:
- 1) 50' PRIOR TO A STRUCTURE, SHOULDERS WILL TAPER FROM 6% STANDARD TO MEET NEARLY CONSTRUCTED BRIDGE SHOULDER SLOPE OF 4%.
 - 2) 50' AFTER A STRUCTURE, SHOULDERS WILL TAPER FROM 4% TO 6% STANDARD TO MATCH ROADWAY DESIGN CRITERIA.

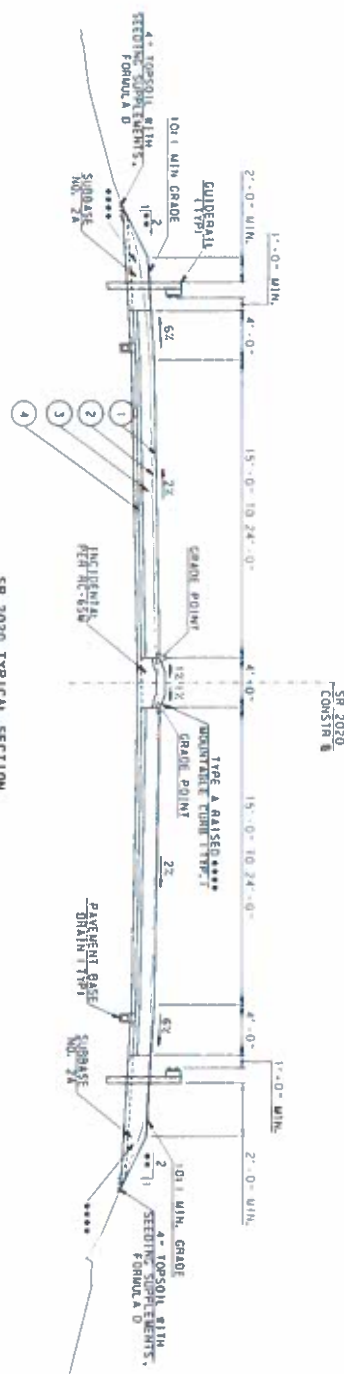
SR 2020 TYPICAL SUPERELEVATION SECTION
STA 143+45.10 TO STA 161+04.71
STA 162+18.73 TO STA 168+00.00
STA 174+00.00 TO STA 180+89.41

BITUMINOUS TYPICAL SECTIONS
(1 OF 2)

DISTRICT	CONTRACT	SHEET	SECTION	DATE
6-0	BUCKS 2020	6 OF 64		
PROJECT	FALLS TOWNSHIP			
REVISION				

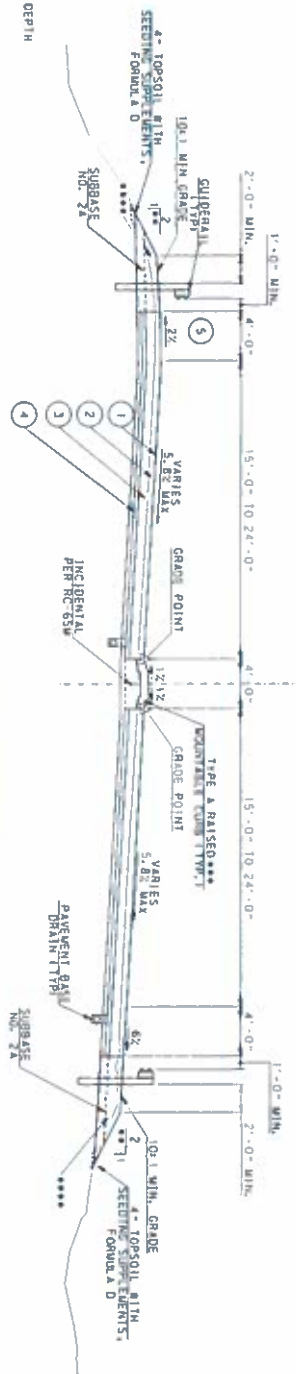


DATE	BY	SECTION	SHEET
2020	AVT	3 OF 64	
PROJECT			
REVISIONS			
NO.	DATE	DESCRIPTION	BY



SR 2020 TYPICAL SECTION
 STA 140+41.94 TO STA 141+31.18
 STA 201+76.91 TO STA 204+55.15

*** TAPERS 1'-0" TO 5'-0" FROM STA 117+00.00 TO 119+00.00
 ** REFER TO CROSS SECTIONS FOR FILL SLOPE GRADING VARIES 1.5% MAX AND 2% TYP
 *** REFER TO PLANS AND CROSS SECTIONS FOR LIMITS OF 4" CONCRETE MEDIAN
 ** REFER TO PLANS AND CROSS SECTIONS FOR LIMITS OF 4" CONCRETE MEDIAN
 **** SUBBASE ABOVE PAVEMENT DEPTH IS TO BE CONSIDERED INCIDENTAL TO CONSTRUCTION



SR 2020 TYPICAL SUPERELEVATION SECTION
 STA 168+00.00 TO STA 174+00.00
 STA 204+55.15 TO STA 204+78.07

- LEGEND**
- 1 - PLAIN CEMENT CONCRETE PAVEMENT, 14" DEPTH
 - 2 - ASPHALT TREATED PENETRABLE BASE COURSE, 4" DEPTH
 - 3 - SUBBASE 4" DEPTH (NO. 2A)
 - 4 - SLOPE THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 2:00Z TO 6:00Z

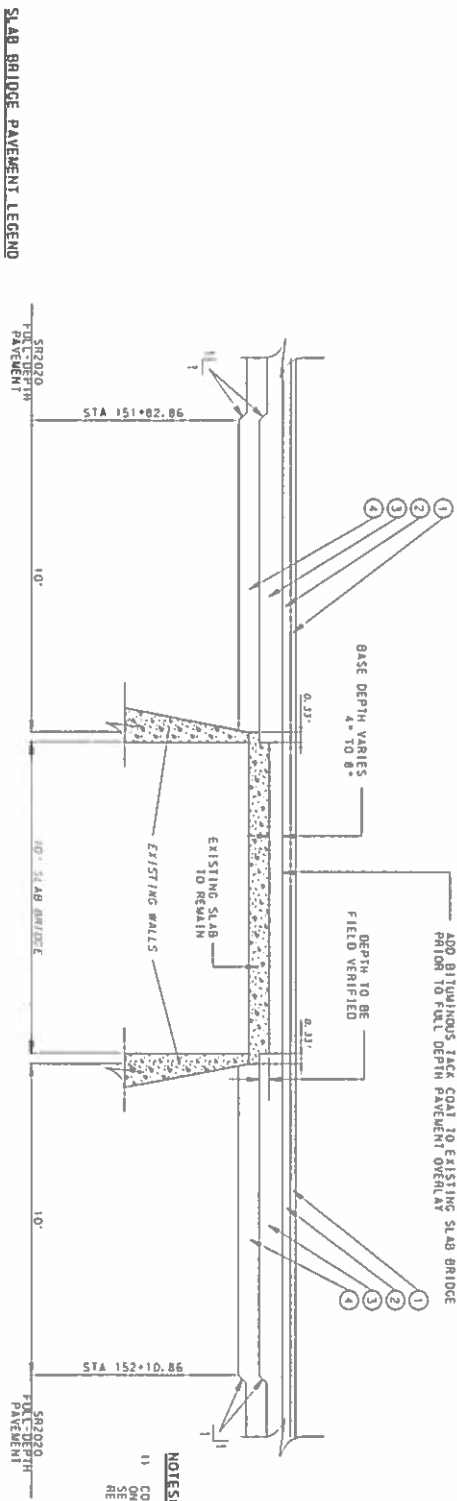
NOTES

1) 50' PRIOR TO A STRUCTURE, SHOULDERS WILL TAPER FROM 6% TO 4%.

2) 50' AFTER A STRUCTURE, SHOULDERS WILL TAPER FROM 4% TO 6% STANDARD TO MATCH HOVDWAY DESIGN CRITERIA.

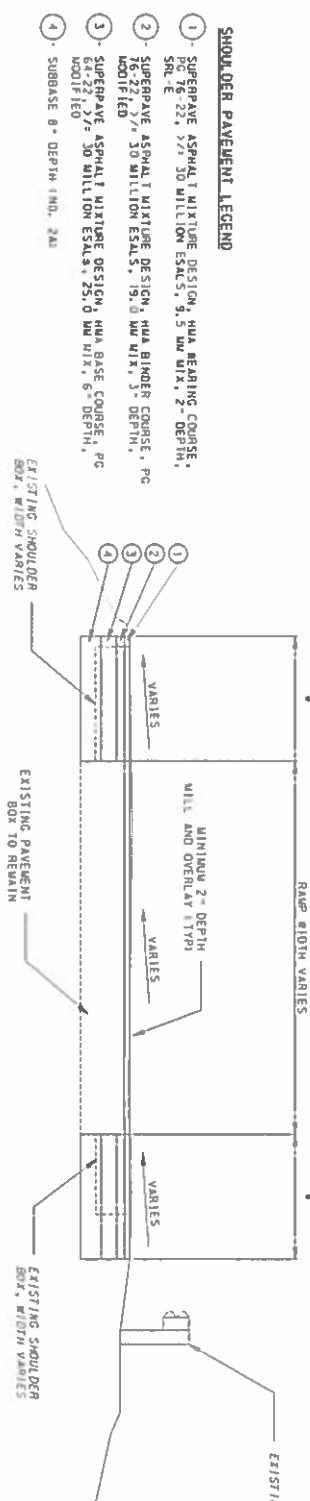
CONCRETE TYPICAL SECTIONS
 (2 OF 2)





- SLAB BRIDGE PAVEMENT LEGEND**
- 1 - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 76-22, 2 1/2" 30 MILLION ESALS, 9.5 MM MIX, 2" DEPTH, SRL-E
 - 2 - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BINDER COURSE, PG 76-22, 2 1/2" 30 MILLION ESALS, 19.0 MM MIX, 3" DEPTH, MODIFIED
 - 3 - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 2 1/2" 30 MILLION ESALS, 25.0 MM MIX, 8" DEPTH, MODIFIED
 - 4 - SUBBASE 10" DEPTH (NO. 2A)

SLAB BRIDGE PAVEMENT SECTION
NOT TO SCALE
STA 151+02.85 TO STA 152+10.86



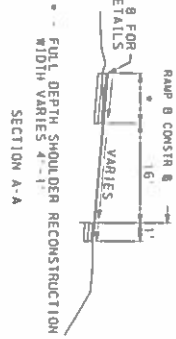
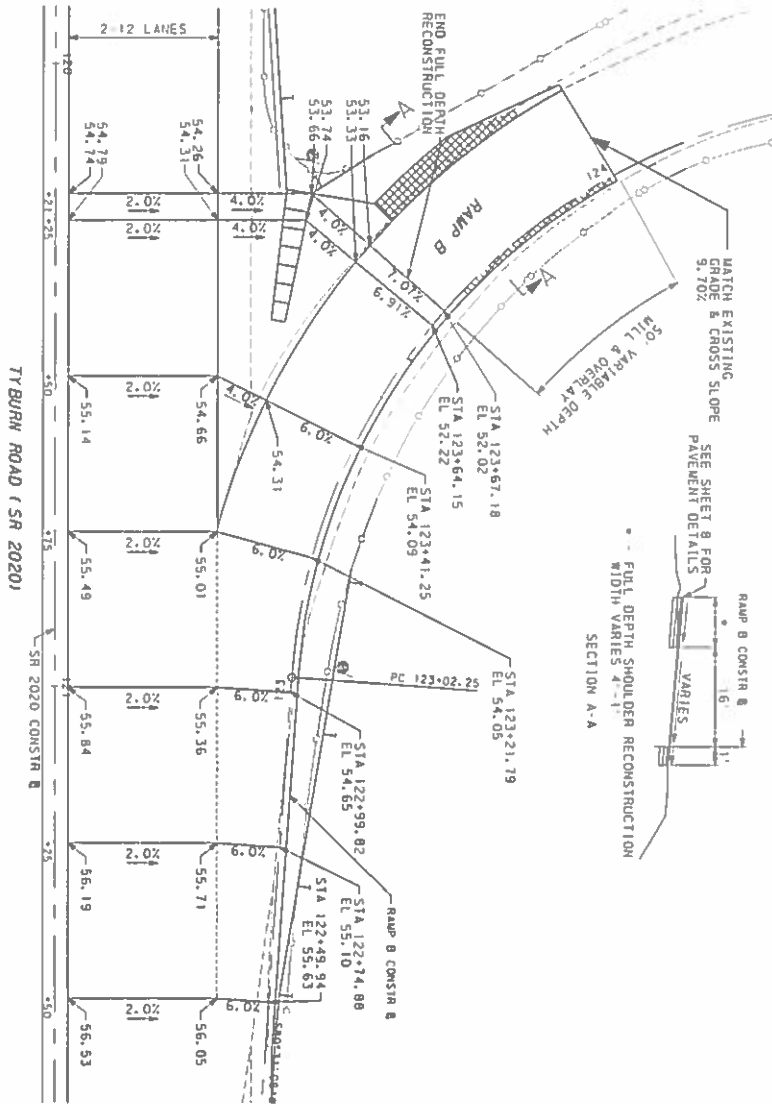
- SHOULDER PAVEMENT LEGEND**
- 1 - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 76-22, 2 1/2" 30 MILLION ESALS, 9.5 MM MIX, 2" DEPTH, SRL-E
 - 2 - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BINDER COURSE, PG 76-22, 2 1/2" 30 MILLION ESALS, 19.0 MM MIX, 3" DEPTH, MODIFIED
 - 3 - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 2 1/2" 30 MILLION ESALS, 25.0 MM MIX, 8" DEPTH, MODIFIED
 - 4 - SUBBASE 8" DEPTH (NO. 2A)

SHOULDER PAVEMENT SECTION
NOT TO SCALE
STA 151+02.85 TO STA 152+10.86

CONSTRUCTION DETAILS
(1 OF 1)

DISTRICT	CONTRACT	DATE	SECTION	SHEET
67-D	BUCKS FALLS TOWNSHIP	2020	ASLT	8 OF 64
DATE	REVISION	DATE	BY	





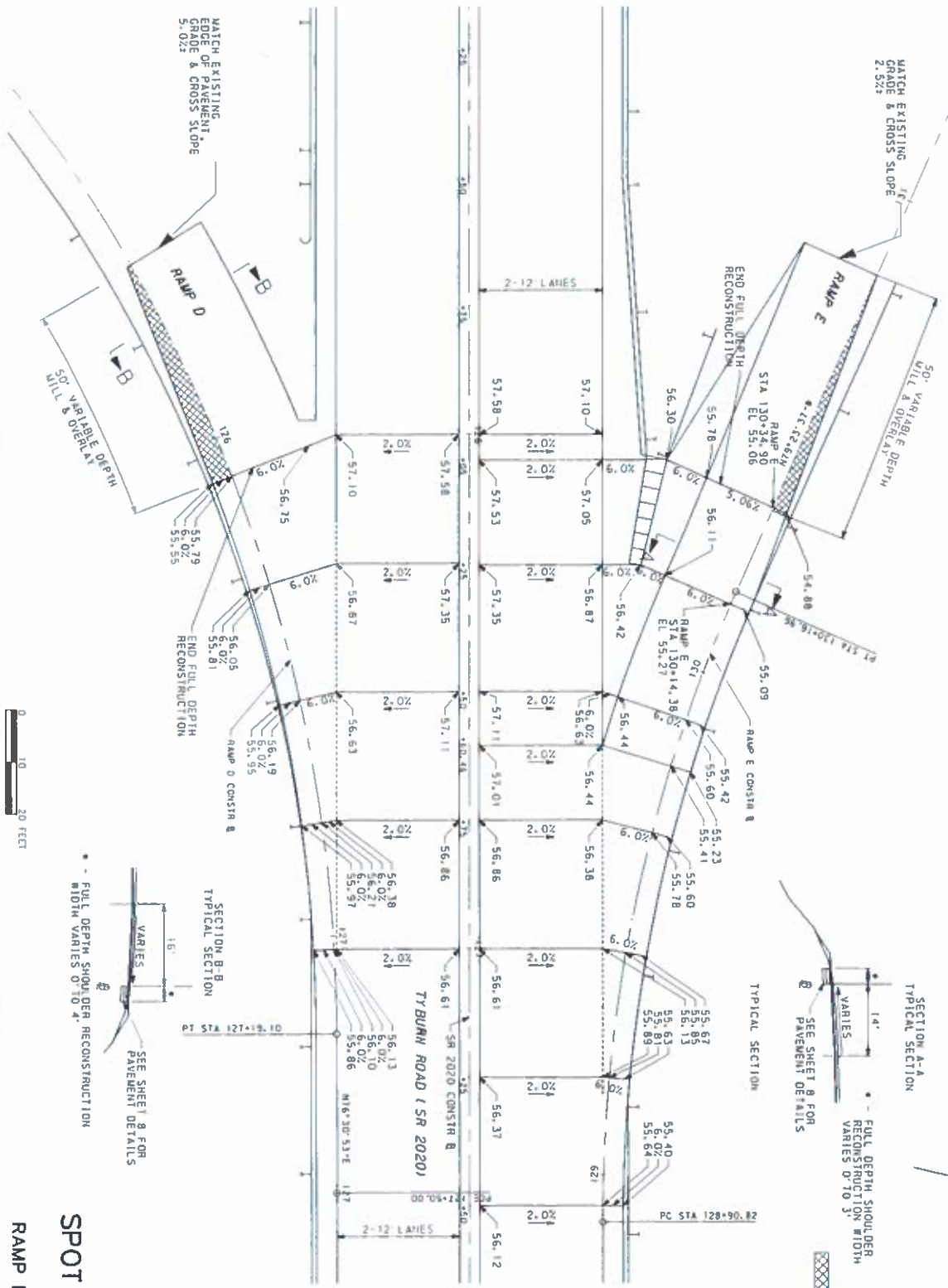
LEGEND
 FULL DEPTH SHOULDER RECONSTRUCTION



**SPOT ELEVATION
 PLAN
 RAMP B**



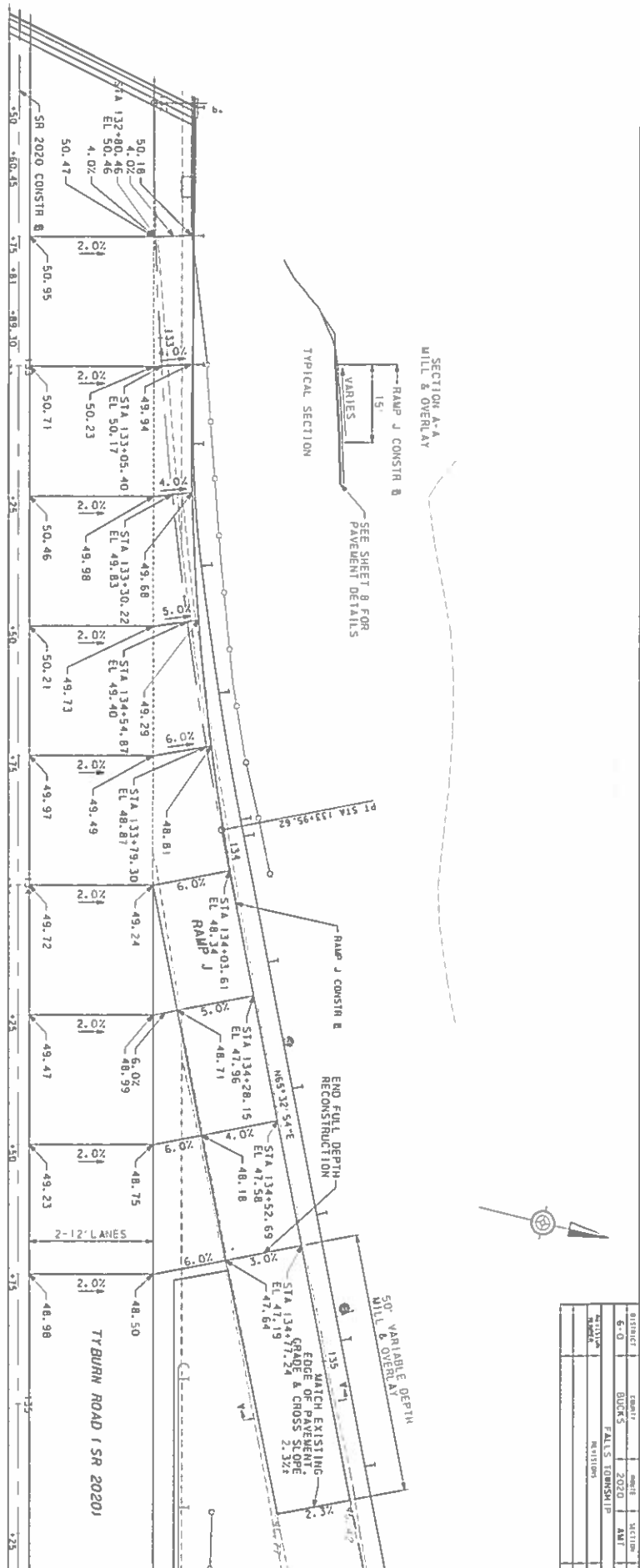
PROJECT	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	10 OF 64
TOWNSHIP	FALLS TOWNSHIP	AMT	
DATE	DATE	DATE	DATE



**SPOT ELEVATION
PLAN
RAMP D AND RAMP E**



DISTRICT	6-0	SECTION	11 OF 64
PROJECT	BUCKS	SECTION	
DATE	2020	DATE	
DESIGNER	FALLS TOWNSHIP	SCALE	AS SHOWN
CHECKER		DATE	
APPROVER		DATE	

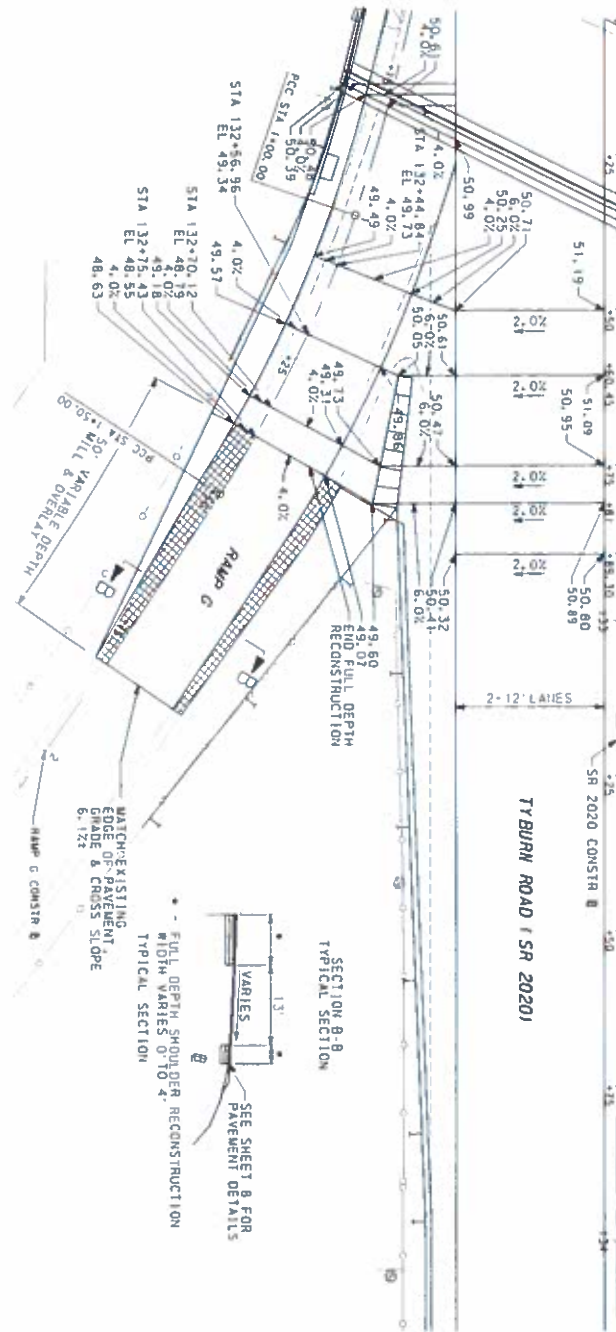


**SPOT ELEVATION
PLAN
RAMP J**



LEGEND
 FULL DEPTH SHOULDER RECONSTRUCTION

DISTRICT	ROUTE	SECTION	SHEET
670	BUCKS FALLS TOWNSHIP	2020	12 OF 64
DATE	BY		

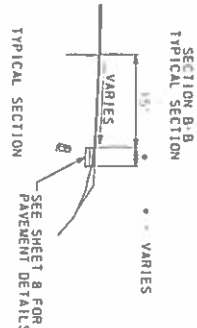
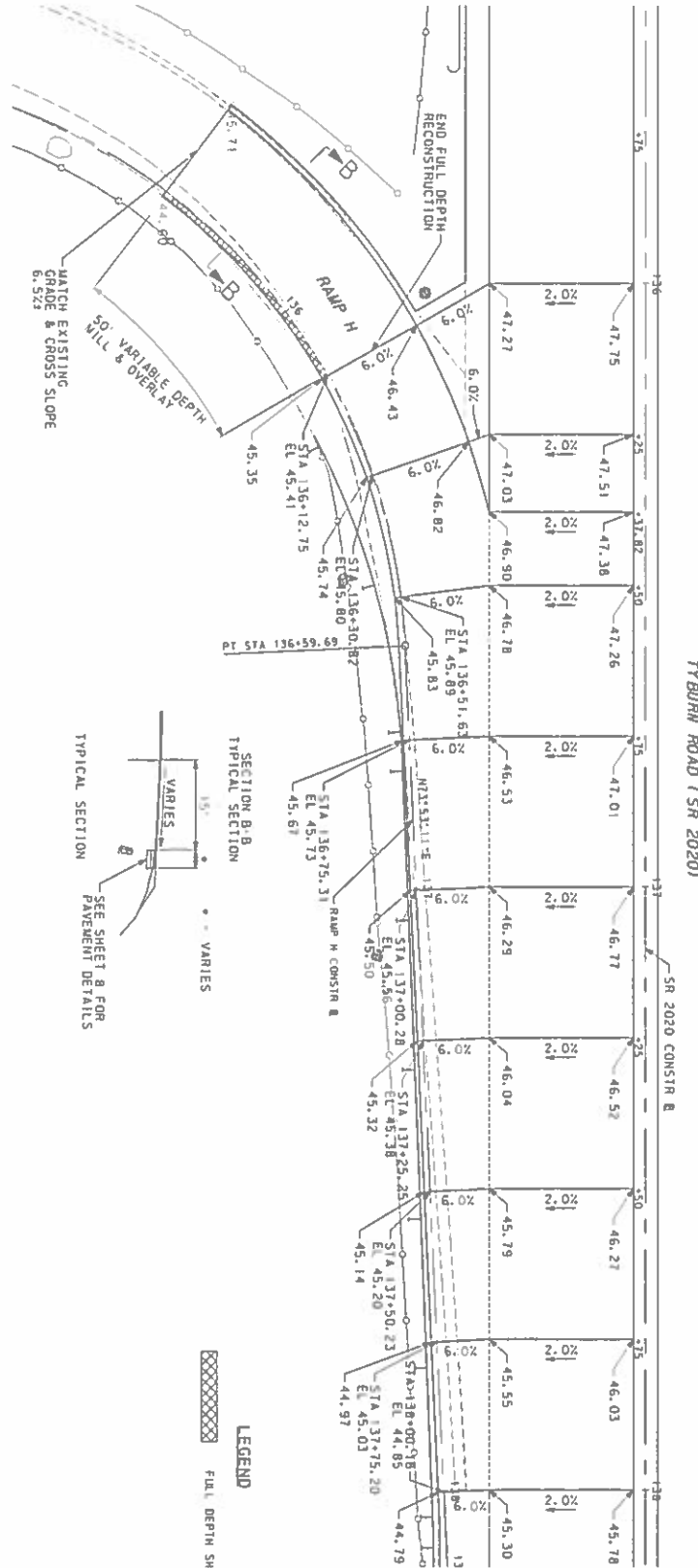


**SPOT ELEVATION
PLAN
RAMP C**



PROJECT	DATE	SECTION	SHEET
BUCNS	2020	AMB	13 OF 34
FALLS TOWNSHIP			
REVISIONS	DATE	BY	

LEGEND
 FILL DEPTH SHOULDER RECONSTRUCTION



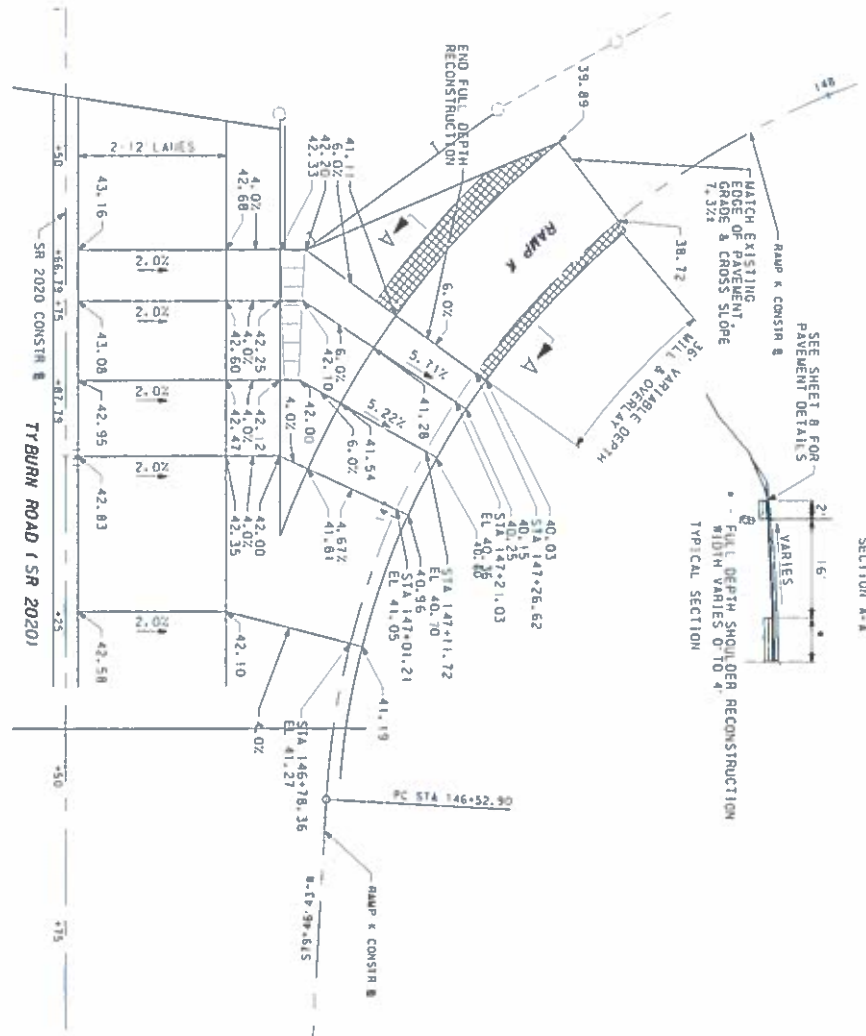
LEGEND
 FULL DEPTH SHOULDER RECONSTRUCTION



**SPOT ELEVATION
 PLAN
 RAMP H**



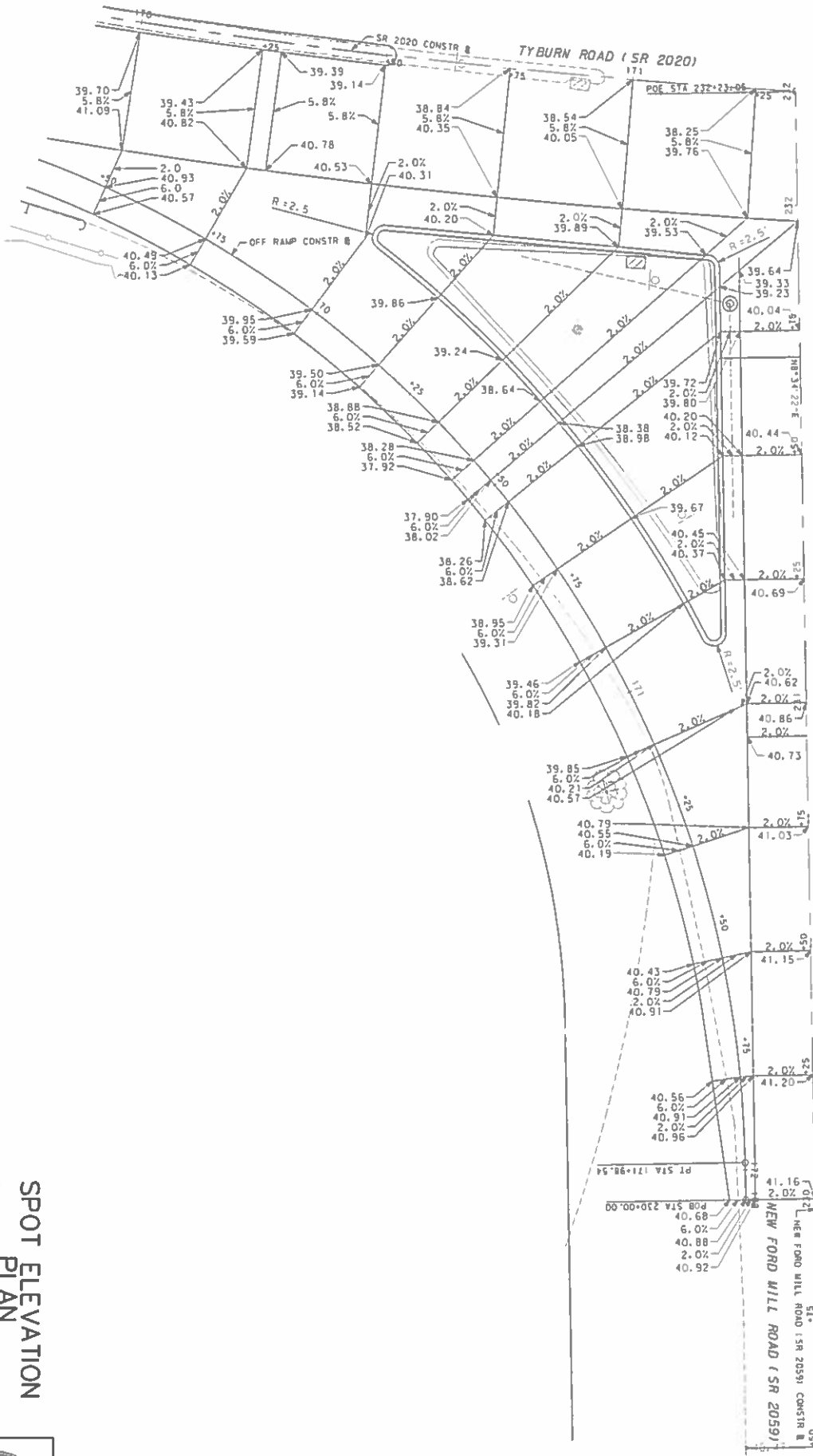
DISTRICT	CONTRACT	ROUTE	SECTION	SHEET
6-0	BUCKS 2020	FALLS TOWNSHIP	A01	14 OF 64
DISTRICT	SECTION	ROUTE	RI	



**SPOT ELEVATION
PLAN
RAMP K**



PROJECT	DATE	SECTION	SHEET
6-0	2020	RAMP	15 OF 64
FALLS TOWNSHIP			
DATE	BY	DATE	BY

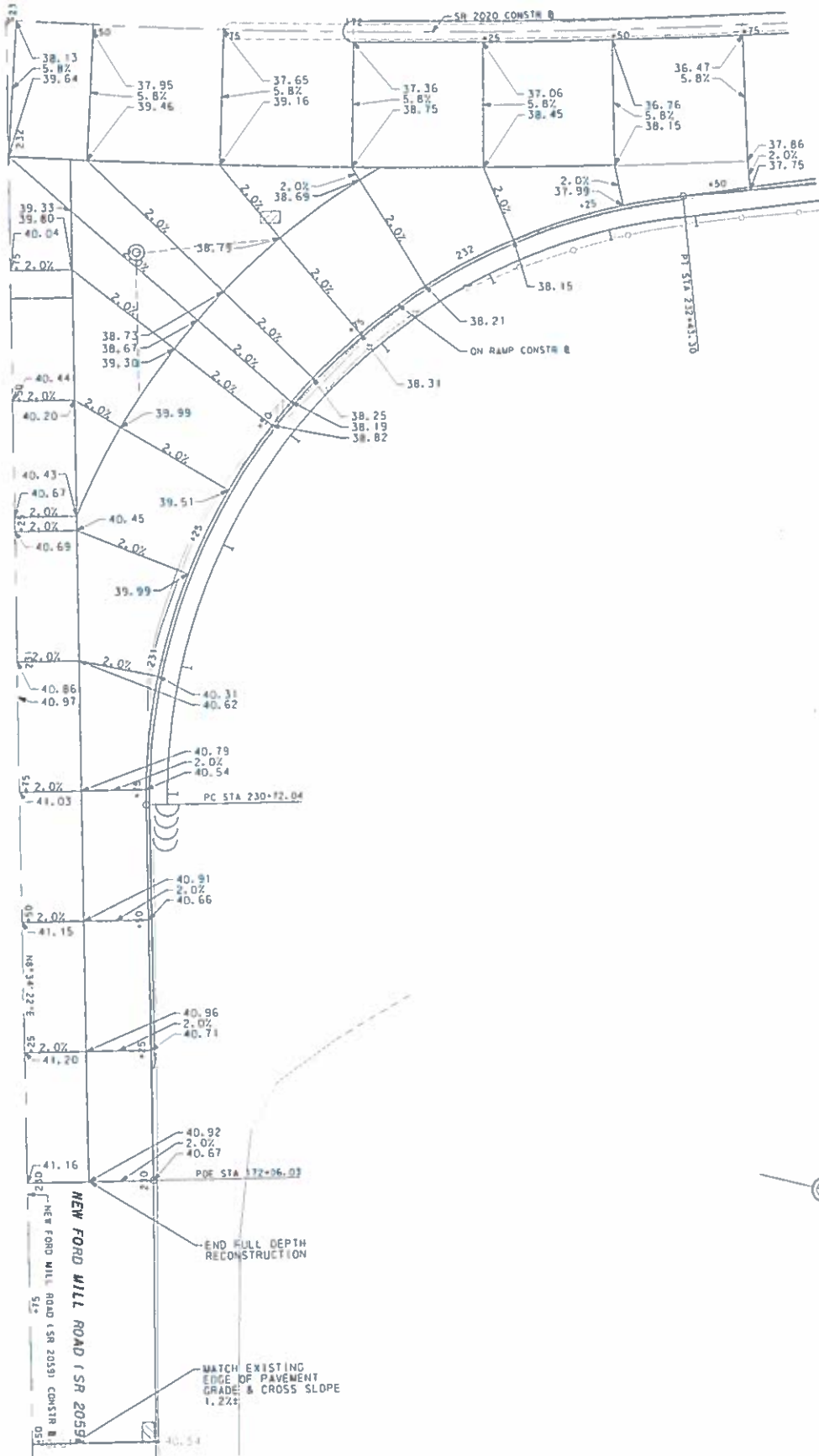


**SPOT ELEVATION
PLAN
TYBURN ROAD &
NEW FORD MILL ROAD
(1 OF 2)**

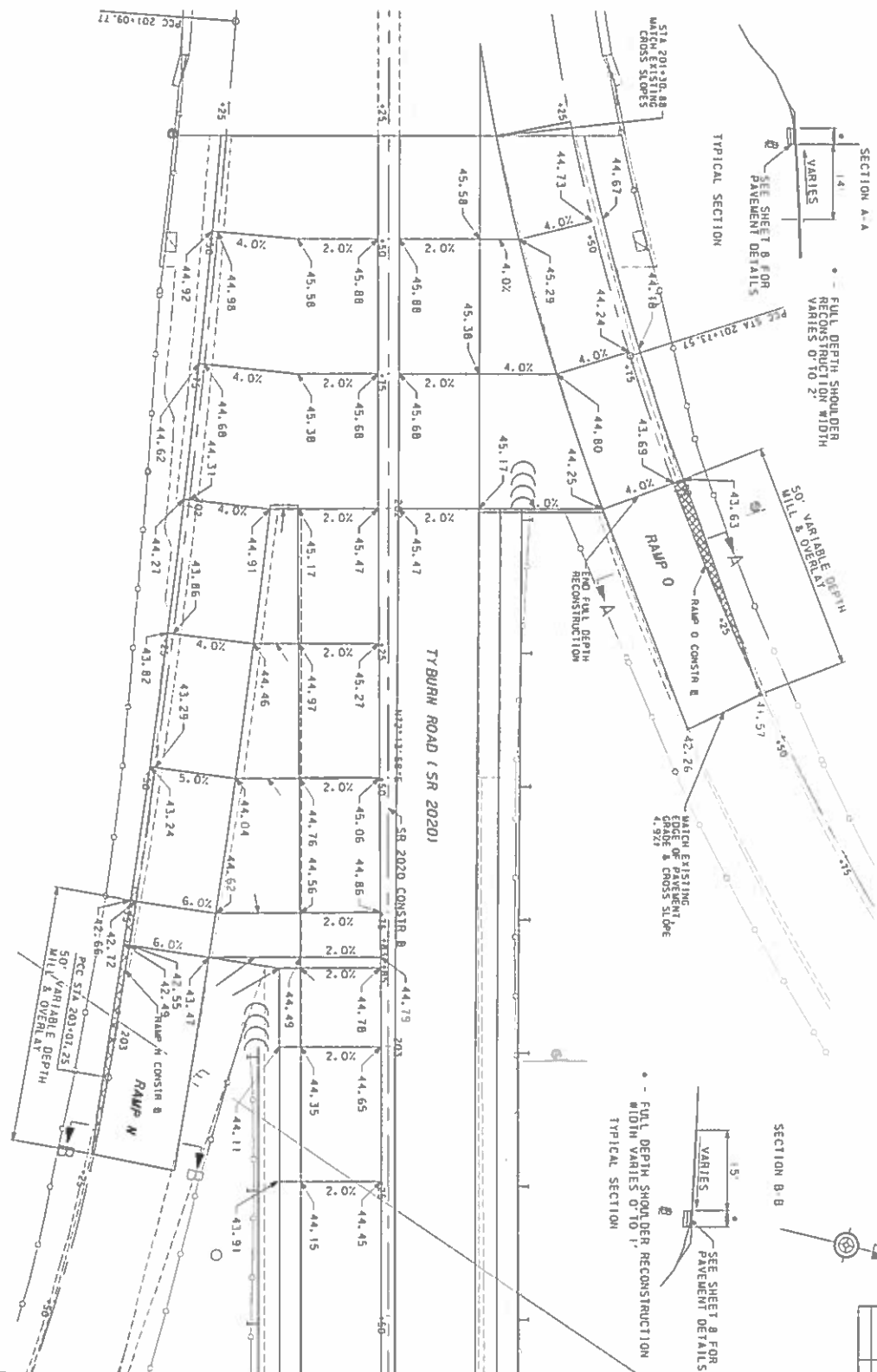


PROJECT	CONTRACT	DRAWING	DATE
TYBURN ROAD & NEW FORD MILL ROAD	BUCKERS	2020	AUT
DESIGNER	SCALE	1/8" = 1'	16 OF 64
DATE			

**SPOT ELEVATION
PLAN
TYBURN ROAD &
NEW FORD MILL ROAD
(2 OF 2)**



DISTRICT	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	17 OF 54
FALLS TOWNSHIP			
REVISIONS	DATE	BY	



SPOT ELEVATION PLAN
RAMP N AND RAMP O



DISTRICT	COUNTY	TOWNSHIP	SECTION	SHEET
6-0	BOCKS	2070	AUT	18 OF 54
FALLS TOWNSHIP				
REVISION				
DATE				
BY				

LEGEND
 [Symbol] FULL DEPTH SHOULDER RECONSTRUCTION

TABULATION OF QUANTITIES

ROADWAY

REVISION NO.	1	DESCRIPTION	ADDRESS 2	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				6/4/2012	JMG	6-0	BUCKS	2020	AMT	21 OF 64
FALLS TOWNSHIP										

ITEM	NUM	UNIT	REMARKS	SIDE	STATIONS
0203	0001	CY	CLASS 1 EXCAVATION		
0203	0003	CY	CLASS 1A EXCAVATION		
0203	0004	CY	CLASS 1B EXCAVATION		
0205	0001	CY	COMMON BORROW EXCAVATION		
4308	0725	SY	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 3/4" 30 MILLION ESALS, 25.0 MM MIX, 6" DEPTH MODIFIED		
4308	0730	SY	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 3/4" 30 MILLION ESALS, 25.0 MM MIX, 6" DEPTH MODIFIED		
0350	0104	SY	SUBBASE 4" DEPTH (NO. 2A)		
0350	0108	SY	SUBBASE 6" DEPTH (NO. 2A)		
0350	0110	SY	SUBBASE 10" DEPTH (NO. 2A)		
0380	0001	SY	ASPHALT TREATED PERMEABLE BASE COURSE, 4" DEPTH		
4408	1881	TON	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE (LEVELING), PG 78-22, 3/4" 30 MILLION ESALS, 8.5 MM MIX, BR-1-E MODIFIED		
4408	1880	SY	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BINDER COURSE, PG 78-22, 3/4" 30 MILLION ESALS, 18.0 MM MIX, 3" DEPTH MODIFIED		
0460	0001	SY	BITUMINOUS TACK COAT		
0481	0019	SY	MILLING OF BITUMINOUS PAVEMENT SURFACE, VARIABLE DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR		
0501	0020	SY	PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		
0630	0010	LF	PLAIN CEMENT CONCRETE CURB, INCLUDING REMOVAL OF EXISTING CURB		
0633	0200	LF	PLAIN CONCRETE MOUNTABLE CURB, TYPE A		
0801	0001	LB	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION		
8404	0012	DOLLA	PAVEMENT RIDE QUALITY INCENTIVE, SCHEDULE B		
9408	0881	SY	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 78-22, 3/4" 30 MILLION ESALS, 8.5 MM MIX, 2" DEPTH, BR-1-E		
9506	0040	SY	PLAIN CEMENT CONCRETE, 14" DEPTH		
9506	0218	EACH	CONCRETE PAVEMENT CORES, 14" DEPTH		
9860	0001	LF	LANE RUMBLE STRIPS		
9880	0002	LF	CENTERLINE RUMBLE STRIPS		
9880	0030	LF	SHOULDER RUMBLE STRIPS		
			ITEM NUM UNIT		
			END ON RAMP A	LT	101+00.00 TO 114+88.00
			END AT UNDESIRABLE MEDIAN	CL	101+00.00 TO 118+00.00
				RT	101+00.00 TO 122+00.00
			RAMP A	LT	114+43.7 TO 114+81.08
			RAMP A CORNER	LT	114+47.20 TO 114+84.00
			RAMP B	LT	114+84.00 TO 120+78.00
			RAMP B CORNER	LT	120+11.20 TO 120+35.00
			RAMP C	LT	120+11.20 TO 123+00.00
			RAMP C CORNER	LT	123+06.00 TO 128+18.00
			RAMP D	LT	123+06.00 TO 125+87.00
			RAMP D CORNER	LT	125+84.00 TO 125+87.00
			RAMP E	LT	125+84.00 TO 125+87.00
			RAMP E CORNER	LT	125+82.00 TO 125+82.00
			RAMP D TO RAMP E	LT	125+82.00 TO 125+84.00
			RAMP D TO RAMP F	LT	125+84.00 TO 125+84.00
			RAMP D TO RAMP G	LT	125+84.00 TO 125+84.00
			RAMP G CORNER	LT	125+82.00 TO 125+82.00
			RAMP G	LT	125+82.00 TO 125+82.00
			RAMP G	LT	125+82.00 TO 125+82.00
			RAMP J CORNER	LT	125+82.00 TO 125+82.00
			RAMP J	LT	125+82.00 TO 125+82.00
			RAMP H	RT	125+82.00 TO 125+82.00
			RAMP H TO OLD BRISTOL	RT	125+82.00 TO 125+82.00



TABULATION OF QUANTITIES

GUIDE RAIL

SECTION NO.	REVISION	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				6-0	BUCKS	2020	AMT	24 OF 64

FALLS TOWNSHIP



ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL	REMARKS	SIDE	STATIONS
0819	PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3	EACH						
0820	TYPICAL AND ALTERNATE CONCRETE BRIDGE BARRIER TRANSITION WITHOUT INLET PLACEMENT	EACH						
0820	TYPICAL AND ALTERNATE CONCRETE BRIDGE BARRIER TRANSITION WITH INLET PLACEMENT	EACH						
0820	TERMINAL SECTION, BRIDGE CONNECTION	EACH						
0820	RESET GUIDE RAIL	LF						
0820	REMOVE EXISTING GUIDE RAIL, (CONTRACTOR'S PROPERTY)	LF						
0820	TYPE 2-S POST ANCHORAGE	EACH						
0820	TYPE 2-S GUIDE RAIL	LF						
0820	TYPE 2-SC GUIDE RAIL	LF						
0819	PERMANENT IMPACT ATTENUATING DEVICE, TYPE R, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)	EACH						
EASTBOUND								
E01		RT						
E02		RT						
E03		RT						
E04		RT						
E05		RT						
E06		RT						
E07		RT						
E08		RT						
E09		RT						
E10		RT						
WESTBOUND								
W01		LT						
W02		LT						
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W108		LT						
W109		LT						
W110		LT						
W111		LT						
W112		LT						
W113		LT						
W114		LT						
W115		LT						
W116		LT						
W117		LT						
W118		LT						
W119		LT						
W120		LT						
W121		LT						
W122		LT						
W123		LT						
W124		LT						
W125		LT						
W126		LT						
W127		LT						
W128		LT						
W129		LT						
W130		LT						
W131		LT						
W132		LT						
W133		LT						
W134		LT						
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W137		LT						
W138		LT						
W139		LT						
W140		LT						
W141		LT						
W142		LT						
W143		LT						
W144		LT						
W145		LT						
W146		LT						
W147		LT						
W148		LT						
W149		LT						
W150		LT						
W151		LT						
W152		LT						
W153		LT						
W154		LT						
W155		LT						
W156		LT						
W157		LT						
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W167		LT						
W168		LT						
W169		LT						
W170		LT						
W171		LT						
W172		LT						
W173		LT						
W174		LT						
W175		LT						
W176		LT						
W177		LT						
W178		LT						
W179		LT						
W180		LT						
W181								

TABULATION OF QUANTITIES

MISCELLANEOUS

ITEM NO	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
0212	GEOTEXTILE, CLASS 1	LF			
0610	6" PAVEMENT BASE DRAIN	LF			
0615	6" SUBSURFACE DRAIN OUTLETS	LF			
0640	SUBSURFACE DRAIN OUTLET ENDWALL	EACH			
0615	60" RED SUBSURFACE DRAIN OUTLET MARKER	EACH			
9203	UNEXPECTED REGULATED FILL AND HAZARDOUS WASTE	DOLLA			
9810	SELECTIVE TREE TRIMMING AS DIRECTED	HOUR			
9810	SELECTIVE TREE REMOVAL, AS DIRECTED	EACH			
9801	CLASS 1 TOW TRUCK	HOUR			
9801	CLASS 2 TOW TRUCK	HOUR			
127			127		
272			272		
413			413		
413			288		
184			150		
184			150		
200			200		
200			200		
25			25		
100			100		
1000			1000		
12488			12488		
506			506		
37			37		
37			37		
80000			80000		
40			40		
25			25		
100			100		
100			100		
TOTALS					

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				6-D	BUCKS	2020	MAINT	27 OF 84
FALLS TOWNSHIP								



TABULATION OF QUANTITIES

TRAFFIC CONTROL PLAN

ITEM	QTY	UNIT	DESCRIPTION	REMARKS	SIDE	STATIONS
0203			CLASS 1B EXCAVATION			
0204		CY				
0308		6Y	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 10 TO < 30 MILLION ESALS, 25.0 MM MDL, 8" DEPTH			
0408		6Y	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 64-22, 10 TO < 30 MILLION ESALS, 12.5 MM MDL, 2" DEPTH, SRL-H			
0843		LF	TEMPORARY CONCRETE MEDIUM BARRIER, STRUCTURE MOUNTED			
0844		LF	TEMPORARY CONCRETE MEDIUM BARRIER, STRUCTURE MOUNTED, RESET			
0898		EACH	TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3			
0897		EACH	RESET TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3			
0801		EACH	SHADOW VEHICLE			
0801		EACH	SPEED DISPLAY SIGN			
0801		EACH	ARROW PANEL			
0801		DAY	ADDITIONAL WARNING LIGHTS, TYPE B			
0801		DAY	ADDITIONAL WARNING LIGHTS, TYPE C			
0801		6Y	ADDITIONAL TRAFFIC CONTROL SIGNS			
0801		LF	4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, YELLOW			
0801		LF	4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE			
0801		LF	6" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE			
0801		LF	8" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE			
0801		LF	12" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE			
0801		LF	4" STANDARD PAVEMENT MARKINGS, TAPE, YELLOW			
0801		LF	4" STANDARD PAVEMENT MARKINGS, TAPE, WHITE			
0801		LF	6" STANDARD PAVEMENT MARKINGS, TAPE, WHITE			
0807		EACH	BARRIER MOUNTED DELINEATOR, SIDE-MOUNT TYPE R, (MS)			
0807		EACH	BARRIER MOUNTED DELINEATOR, TOP-MOUNT TYPE WZ, (MS)			
0803		LF	4" PAVEMENT MARKING REMOVAL			
0803		LF	6" PAVEMENT MARKING REMOVAL			
0803		LF	8" PAVEMENT MARKING REMOVAL			
ITEM						
ENTIRE PROJECT						
A/D DIRECTED						
STAGE 1						
STAGE 2						
STAGE 3						
STAGE 4						
TOTALS						

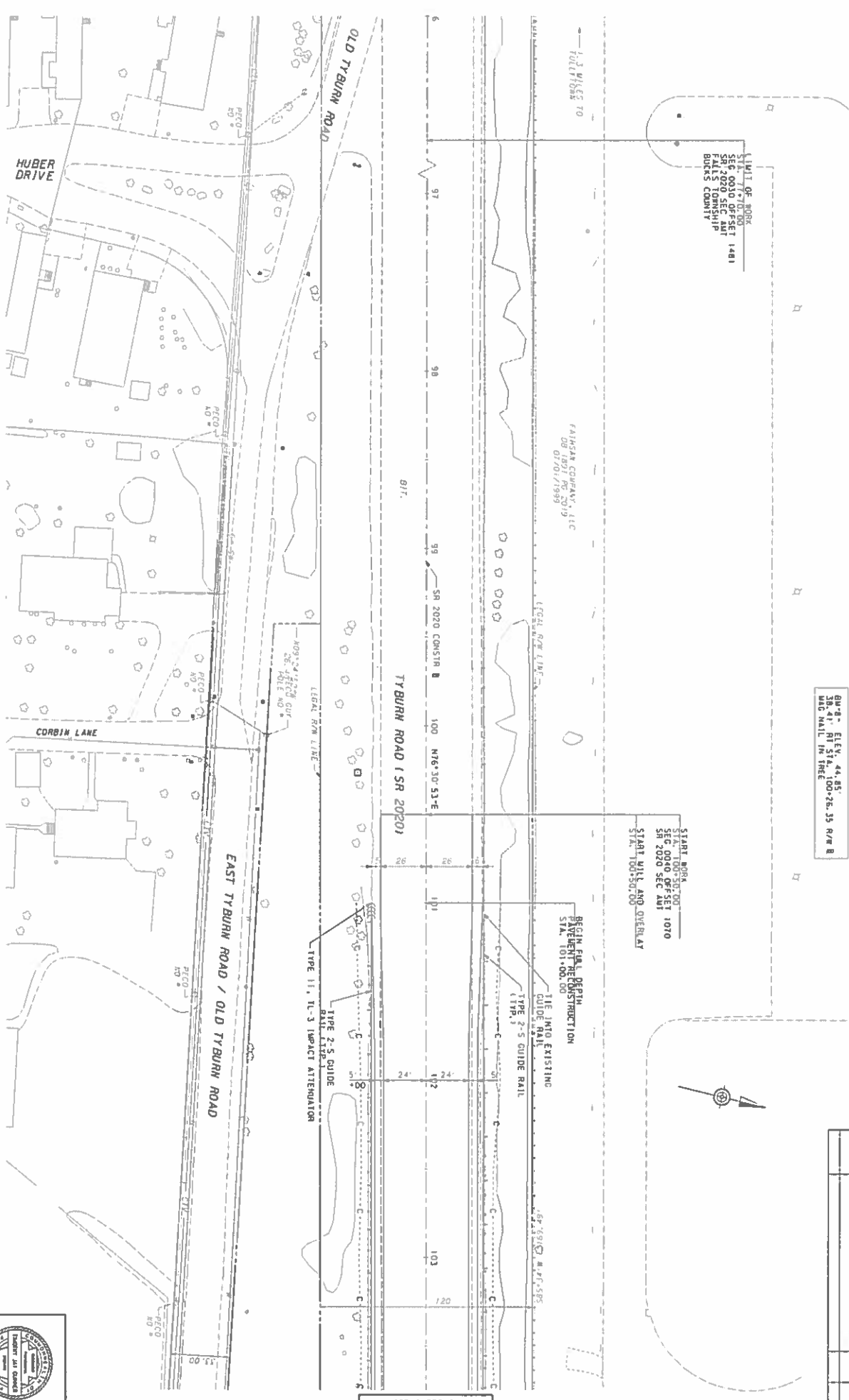
REVISION NO.	1	REVISIONS	ADDENDUM 2	DATE	04/20/12	BY	JMG	DISTRICT	8-0	COUNTY	BUCKS	ROUTE	2020	SECTION	A1T	SHEET	28 OF 64
FALLS TOWNSHIP																	

TABULATION OF QUANTITIES

TRAFFIC CONTROL PLAN

REVISION NO.	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
1	ADDENDUM 2	9/4/2012	JMG	6-0	BUCKS	2020	AMT	28 OF 64	
FALLS TOWNSHIP						ROUTE	SECTION	SHEET	
FALLS TOWNSHIP						2020	AMT	28 OF 64	
ITEM NO.	QUANTITY	UNIT	DESCRIPTION	STAGE	START STATION	END STATION	REMARKS	SIDE	STATIONS
0863	0010	EACH	PAVEMENT MARKING REMOVAL (LEGENDS AND SYMBOLS)						
0827	0001	LF	TEMPORARY CONCRETE BARRIER, GUIDE RAIL, STIFFENED						
0838	0001	LF	RESET TEMPORARY CONCRETE BARRIER, GUIDE RAIL, STIFFENED						
0801	0450	EACH	3-LINE CHANGEABLE MESSAGE SIGN WITH TELECOMMUNICATIONS						
0801	0701	EACH	TEMPORARY TRAFFIC SIGNAL (PERMANENT ONLY)						
MARKING									
ENTIRE PROJECT									
AS DIRECTED									
STAGE 1									
LIMITS OF WORK FOR TEMP PAINT MARKING									
AT INTERSECTION									
ISLAND									
W/RTN									
STAGE 2									
LIMITS OF WORK FOR TEMP PAINT MARKING									
TEMPORARY SHOULDER									
STAGE 3									
LIMITS OF WORK FOR TEMP PAINT MARKING									
STAGE 4									
FULL PAINT LIMITS									
TOTALS									

FOR PROFILE - SEE SHEET 41



GW-8' ELEV. 44.85'
 10.41' RT STA. 100+25.35 R/W B
 MAG NAIL IN TREE

START WORK
 SEC 00+00 OFFSET 1070
 SR 2020 SEC A1
 STA. 103+50.00

BEGIN FINAL DEPTH
 ADJUSTMENT RECONSTRUCTION
 STA. 101+00.00

FILE INTO EXISTING
 TYPE 2-5 GUIDE RAIL
 (TP1)

SEE SHEET 31



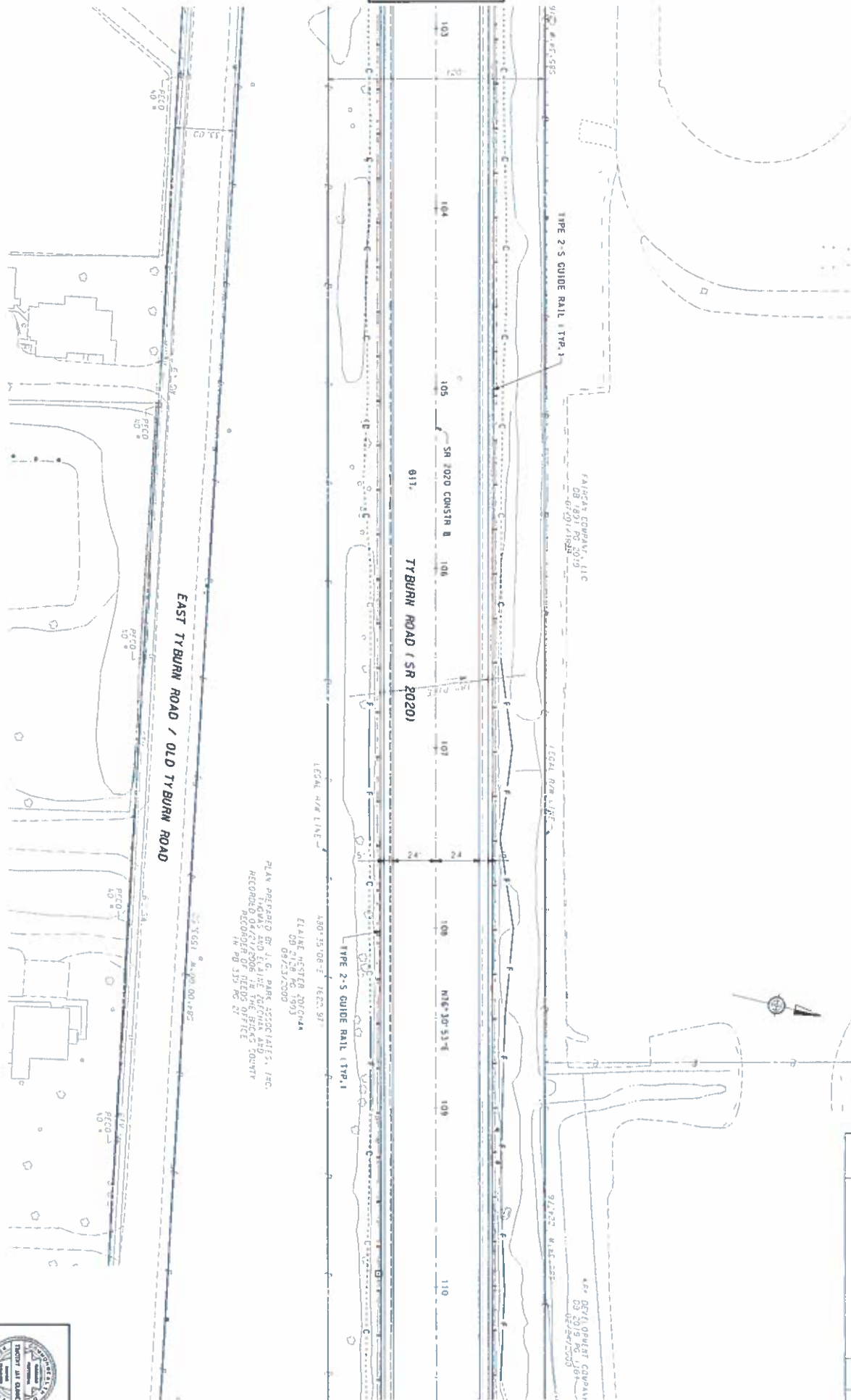
SURVEY BOOK NO. 10-272 & 10-349



DATE	BY	SECTION	SHEET
6-0	BURKS	2020	30 OF 64
	FALLS TOWNSHIP		

SEE SHEET 30

FOR PROFILE, SEE SHEET 48



PLAN PREPARED BY J. G. PARK ASSOCIATES, INC.
 ENGINEER AND LEGAL ENGINEER
 RECORDS OF THE RECORDS OFFICE
 IN PD 317 PC 27



SHEET BOOK NO. 10.212 & 10.319



SEE SHEET 32

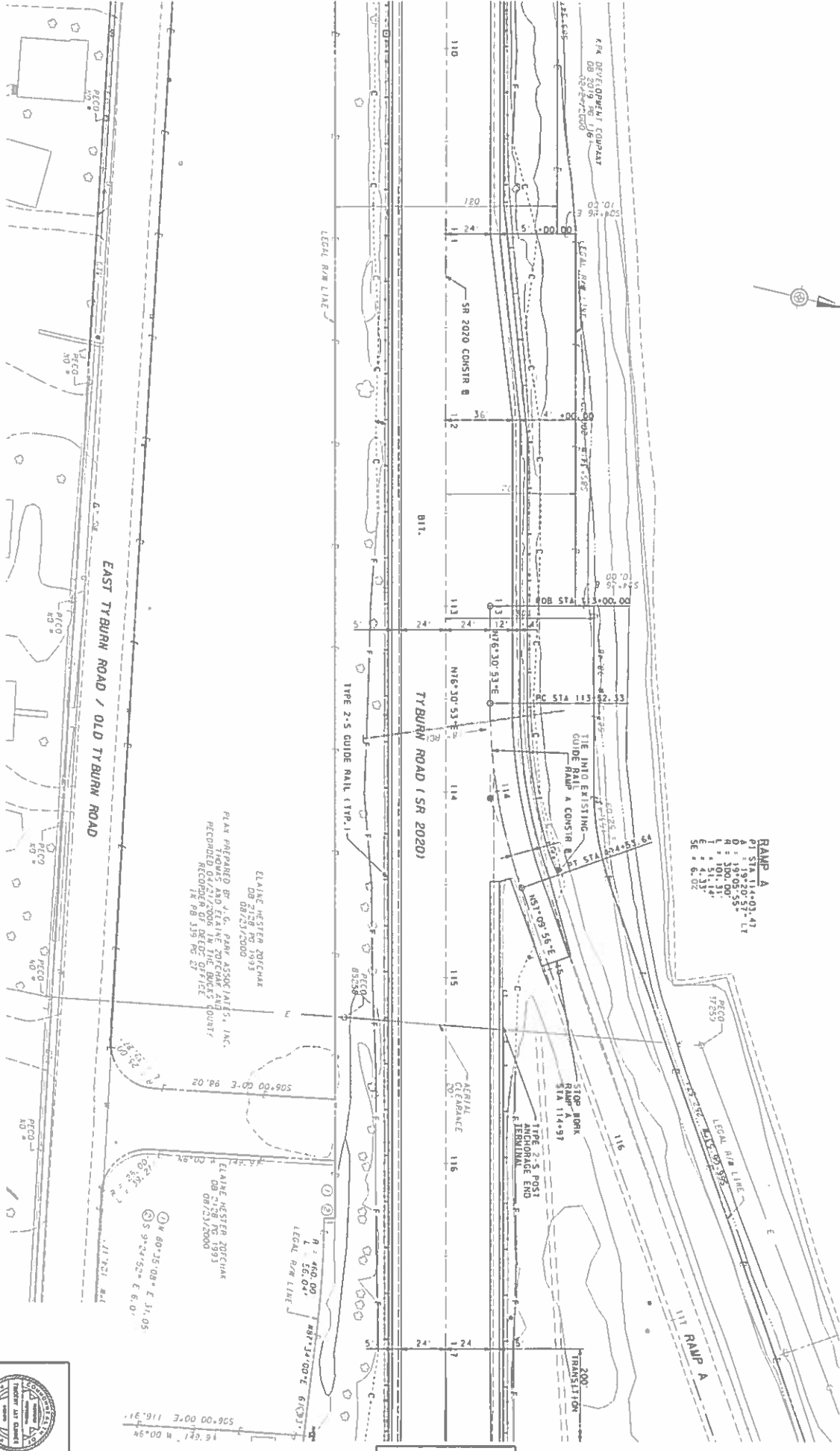
DATE	BY	REVISION
6-0	BUCKS	2020 AMI
		31 OF 64
FALLS TOWNSHIP		
REVISION		

SEE SHEET 31

BU-9° ELEV. 47.84'
 13.25' R/W STA. 109+92.28 R/W B
 TOP OF OUTSIDE RAIL



RAMP A
 P1 STA 110+03.47
 P2 STA 110+58.17
 L = 54.70
 R = 100.00
 T = 51.14
 E = 4.33
 SE = 6.02



ELAINC HESTER ZOVCIK
 DB 2/28/1993
 DB 08/23/2000
 PLAN PREPARED BY J.G. PARR, ASSOCIATES, INC.
 RECORDED 04/21/2006 IN THE BUCKS COUNTY
 RECORDER'S OFFICE
 IN PG 339 PG 27

ELAINC HESTER ZOVCIK
 DB 2/28/1993
 DB 08/23/2000
 PLAN PREPARED BY J.G. PARR, ASSOCIATES, INC.
 RECORDED 04/21/2006 IN THE BUCKS COUNTY
 RECORDER'S OFFICE
 IN PG 339 PG 27

FOR PROFILE, SEE SHEET 49



SURVEY BOOK No. 10, 272 & 10, 349



SEE SHEET 33

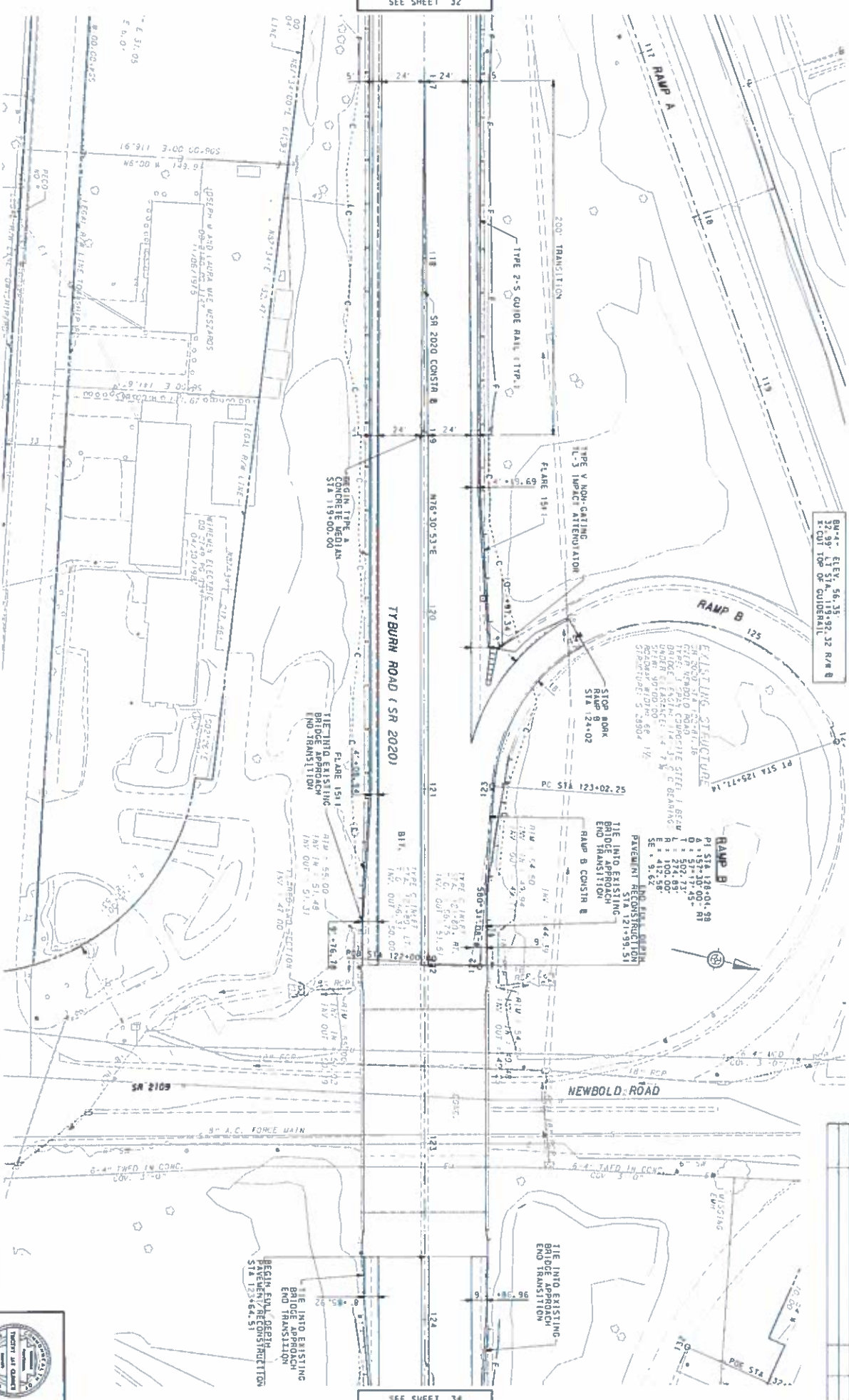
DATE	BY	REVISION
5-0	BUCK'S	FALLS TOWNSHIP
2020	ABT	32 OF 64

SEE SHEET 32

FOR PROFILE - SEE SHEET 50

50 FEET

SURVEY BOOK Nos. 10,272 & 10,349



BU-4 - ELEV. 56.35.
 32.99' LT STA. 119+92.32 R/W B
 K CUT TOP OF GUIDERAIL

EXISTING STRUCTURE
 PI STA 125+71.74
 TI STA 126+00.00
 D = 51+17+49' R/L
 T = 502.72'
 TYPE: CONCRETE STEEL I BEAM
 BRIDGE: 15'-0" x 15'-0" C BEARING
 UNDER 9165000000000000
 ROADWAY WIDTH: 66' 10"
 STRUCTURES: 5, 28904

RAMP B
 PI STA 128+00.00
 TI STA 131+00.00
 D = 51+17+49' R/L
 T = 502.72'
 TYPE: CONCRETE STEEL I BEAM
 BRIDGE: 15'-0" x 15'-0" C BEARING
 UNDER 9165000000000000
 ROADWAY WIDTH: 66' 10"
 STRUCTURES: 5, 28904

THE INTO EXISTING BRIDGE APPROACH END TRANSITION
 STA 121+99.51
 PAVEMENT RECONSTRUCTION

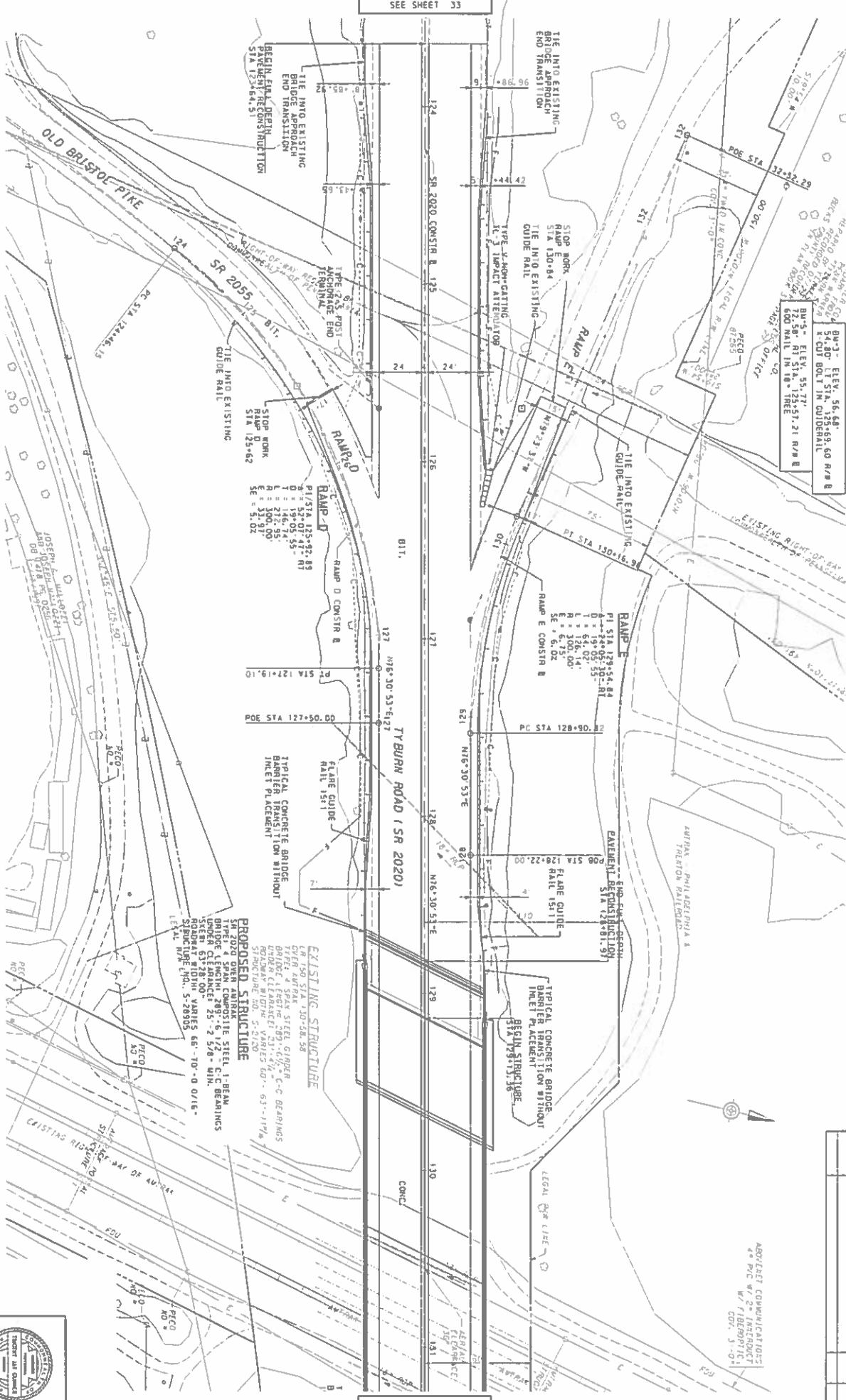
THE INTO EXISTING BRIDGE APPROACH END TRANSITION
 STA 123+64.51
 PAVEMENT RECONSTRUCTION

SEE SHEET 34

PROJECT	DATE	SECTION	SHEET
BUCKS	2020	ADD	33 OF 64
FILES TOWNSHIP			
DESIGNER	DATE	DATE	DATE

SEE SHEET 33

FOR PROFILE, SEE SHEET 51



SEE SHEET 35

0 25 30 FEET SURVEY BOOK NO. 10, 272 & 10, 349

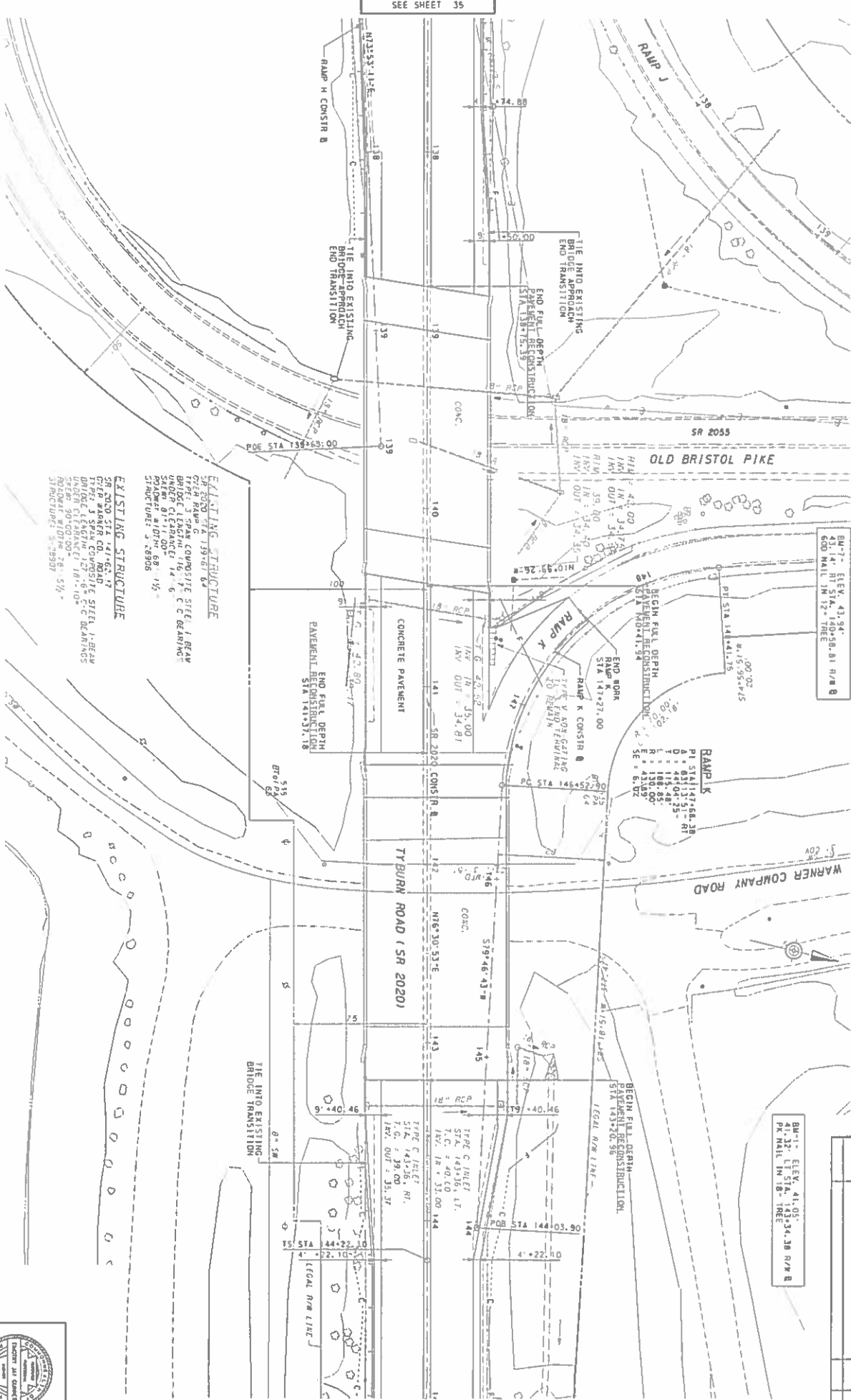


DATE	2012	SECTION	34 OF 63
BUCKS	FALLS, IOWA	NO.	10000
PROJECT	SR 2020	NO.	10000
DESIGNER	W/1 FIBER OPTIC	NO.	10000
CHECKER	CON. 3'-0"	NO.	10000

ABOVELET COMMUNICATIONS
 4# PVC W/ 2" INTERDUCT
 W/ FIBER OPTIC
 CON. 3'-0"

SEE SHEET 35

FOR PROFILE - SEE SHEET 53



BM-1 - ELEV. 41.94'
 41.14' RT STA. 140+56.81 R/W B
 600 NAIL IN 12" TREE

RAMP K
 PI STA 147+56.38
 P: 631.13-51-RT
 D: 44.04-25-
 L: 188.85
 R: 130.00'
 STA 147+56.38
 END PVT STA 147+27.00
 END MORA STA 147+27.00

BM-1 - ELEV. 41.05'
 41.27' L STA. 143+34.38 R/W B
 PK NAIL IN 18" TREE

DISTRICT	COUNTY	TOWNSHIP	SECTION	SHEET
6-0	BUCKS	FALLES TOWNSHIP	36	64
DATE	2020	DATE	36	64
NO. 11111111				



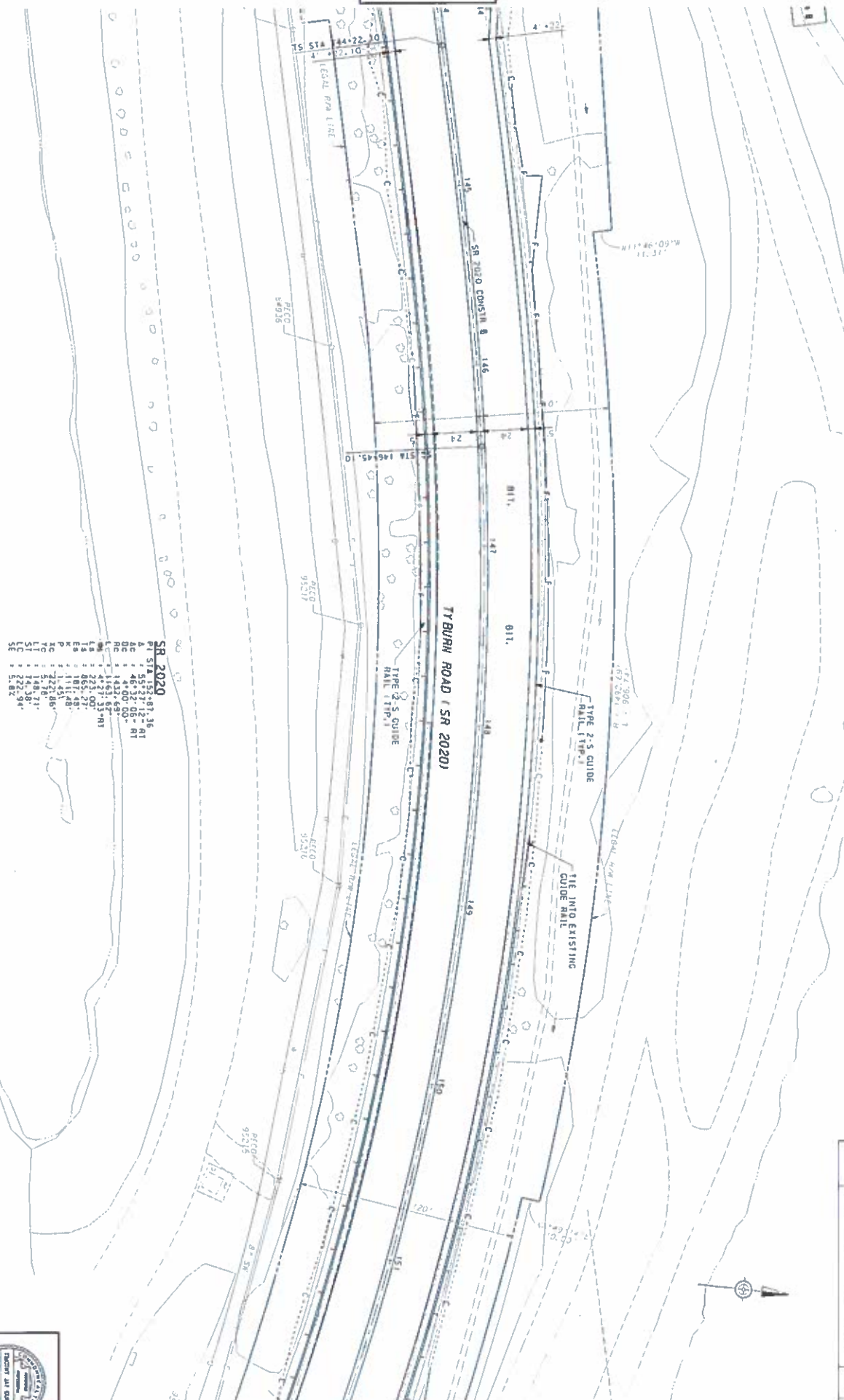
SURVEY BOOK NO. 10, 212 & 10, 348



SEE SHEET 37

SEE SHEET 36

FOR PROFILE, SEE SHEET 34



SR 2020

PT	55+27.12-A1
A	46+32.00-A1
BC	43+09.00
RC	41+51.57-N1
LC	39+00.00-N1
LC	37+00.00-N1
LC	35+00.00-N1
LC	33+00.00-N1
LC	31+00.00-N1
LC	29+00.00-N1
LC	27+00.00-N1
LC	25+00.00-N1
LC	23+00.00-N1
LC	21+00.00-N1
LC	19+00.00-N1
LC	17+00.00-N1
LC	15+00.00-N1
LC	13+00.00-N1
LC	11+00.00-N1
LC	09+00.00-N1
LC	07+00.00-N1
LC	05+00.00-N1
LC	03+00.00-N1
LC	01+00.00-N1



SWAYER BOOK NO. 10-212 & 10-349



DATE	2020
PROJECT	FALLS TOWNSHIP
SECTION	37 OF 64
SHEET	02
SCALE	AS SHOWN
REVISION	
DATE	
BY	
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	

SEE SHEET 36

SEE SHEET 37

NOTES

1. INSTALL MEDIAN INLETS PER RC-65H.
2. INSTALL GUTTERAL IN ACCORDANCE WITH RC-52H OVER SLAB BRIDGE.

END FINAL DEPTH RECONSTRUCTION STA 151+92.85

BEGIN FINAL DEPTH RECONSTRUCTION STA 152+03.88

END SECTION INV = 29.89

END SECTION INV = 29.00

END SECTION INV = 31.00

SR-2020

PI STA	152+87.36
A	51.27' 12.94'
AC	46.32' 08.87'
BC	1.20' 00.00'
CC	1.63' 02.71'
DC	4.21' 03.81'
EC	8.51' 27.00'
FC	13.48' 00.00'
GC	18.71' 48.87'
HC	24.21' 86.00'
IC	29.94' 00.00'



SHEET BOOK NO. 10, 272 & 10, 349



SEE SHEET 39

PROJECT	ROADWAY	SECTION	2411
SHEET	BOOKS	2020	NO. 10, 272 & 10, 349
DATE	FALL 15, 2010		BY
DESIGNED BY	DATE	BY	BY
CHECKED BY	DATE	BY	BY

SEE SHEET 38

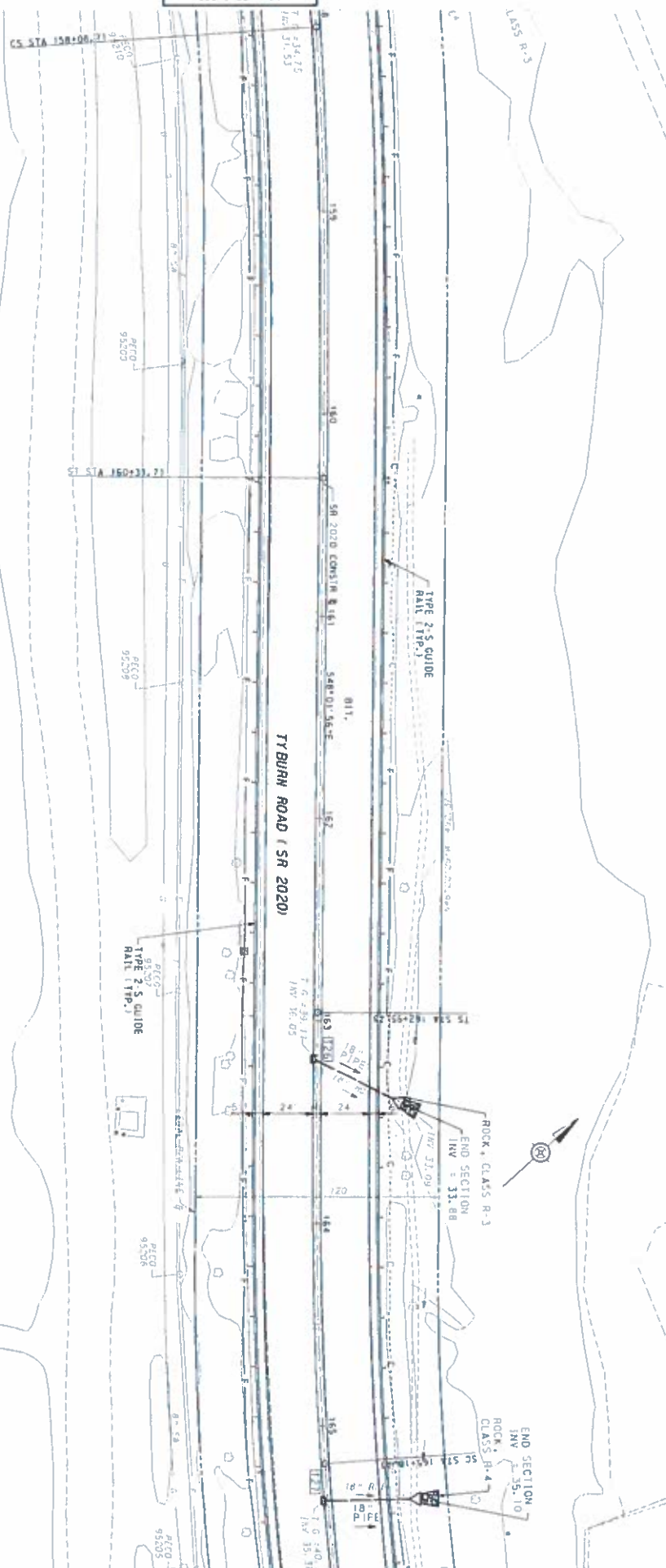
FOR PROFILE, SEE SHEET 56

SR 2020

P1 STA	158+00.21
A	452.27
Ac	452.27
Rc	142.90
Lc	110.16
Ls	237.33
Es	187.48
Ec	145.08
Lt	140.11
Lr	142.24
Sc	565.23

SR 2020

P1 STA	158+00.21
A	452.27
Ac	452.27
Rc	142.90
Lc	110.16
Ls	237.33
Es	187.48
Ec	145.08
Lt	140.11
Lr	142.24
Sc	565.23



BU-11' ELEV. 38.36'
 37.12' AT STA. 162+61.77 R/W 8
 BOLT ON GUIDE RAIL

STATE	BUCKS	MONTH	SECTION	SHEET
DATE	2020	AWT	39 OF 64	
TOWNSHIP	FALG'S TOWNSHIP			
SECTION				



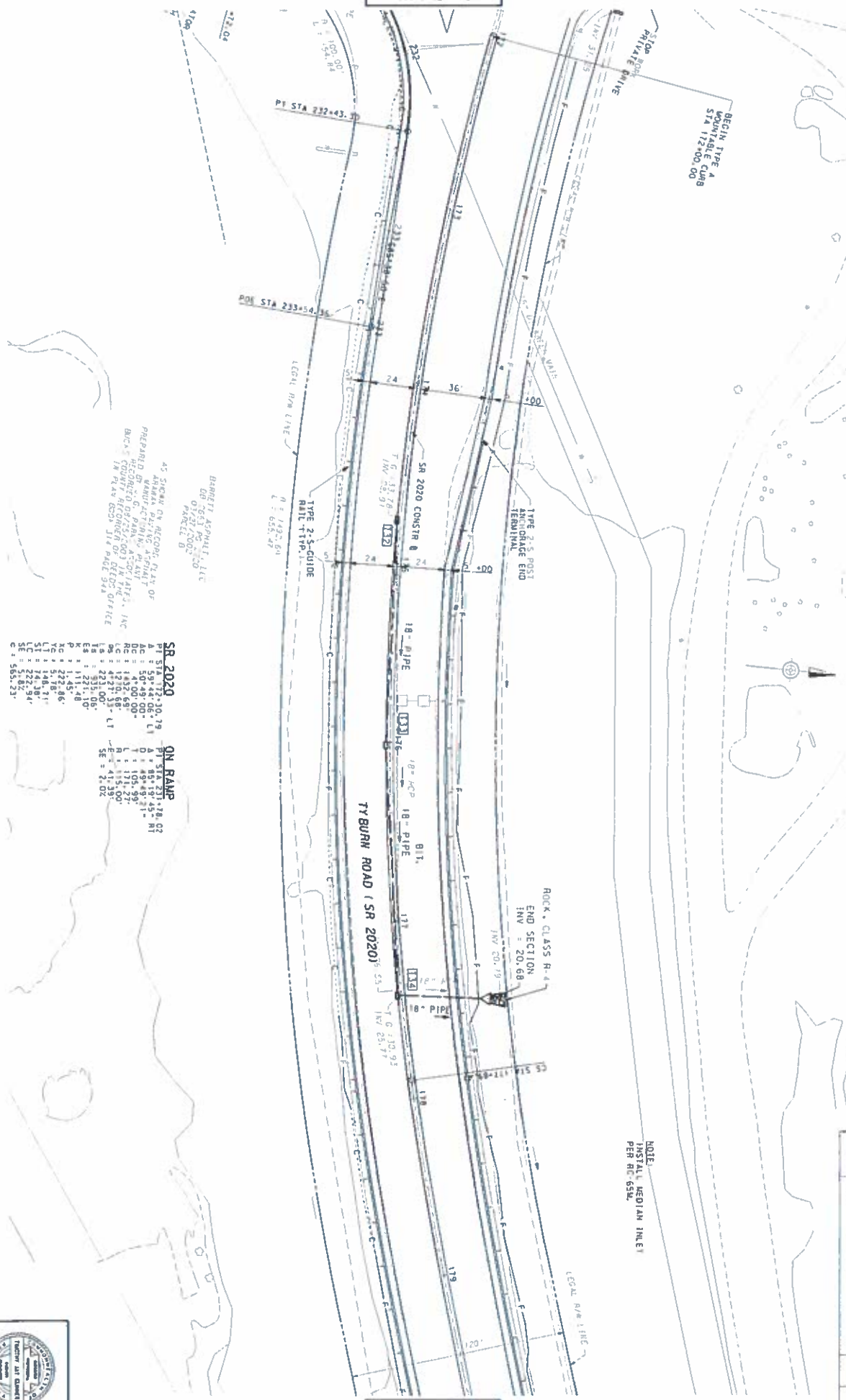
SR 2020
 SURVEY BOOK NO. 10 212 & 10 348



SEE SHEET 40

SEE SHEET 40

FOR PROFILE, SEE SHEET 58



45 SICKER DR. ACCORD, R.I. 02812
 PREPARED BY: BUREAU OF HIGHWAYS
 CHECKED BY: BUREAU OF HIGHWAYS
 IN CHARGE: BUREAU OF HIGHWAYS

SR 2020		ON RAMP	
A	597.44	A	597.44
B	597.44	B	597.44
C	597.44	C	597.44
D	597.44	D	597.44
E	597.44	E	597.44
F	597.44	F	597.44
G	597.44	G	597.44
H	597.44	H	597.44
I	597.44	I	597.44
J	597.44	J	597.44
K	597.44	K	597.44
L	597.44	L	597.44
M	597.44	M	597.44
N	597.44	N	597.44
O	597.44	O	597.44
P	597.44	P	597.44
Q	597.44	Q	597.44
R	597.44	R	597.44
S	597.44	S	597.44
T	597.44	T	597.44
U	597.44	U	597.44
V	597.44	V	597.44
W	597.44	W	597.44
X	597.44	X	597.44
Y	597.44	Y	597.44
Z	597.44	Z	597.44



SWINEY BOOK NO. 10-272 & 10-249

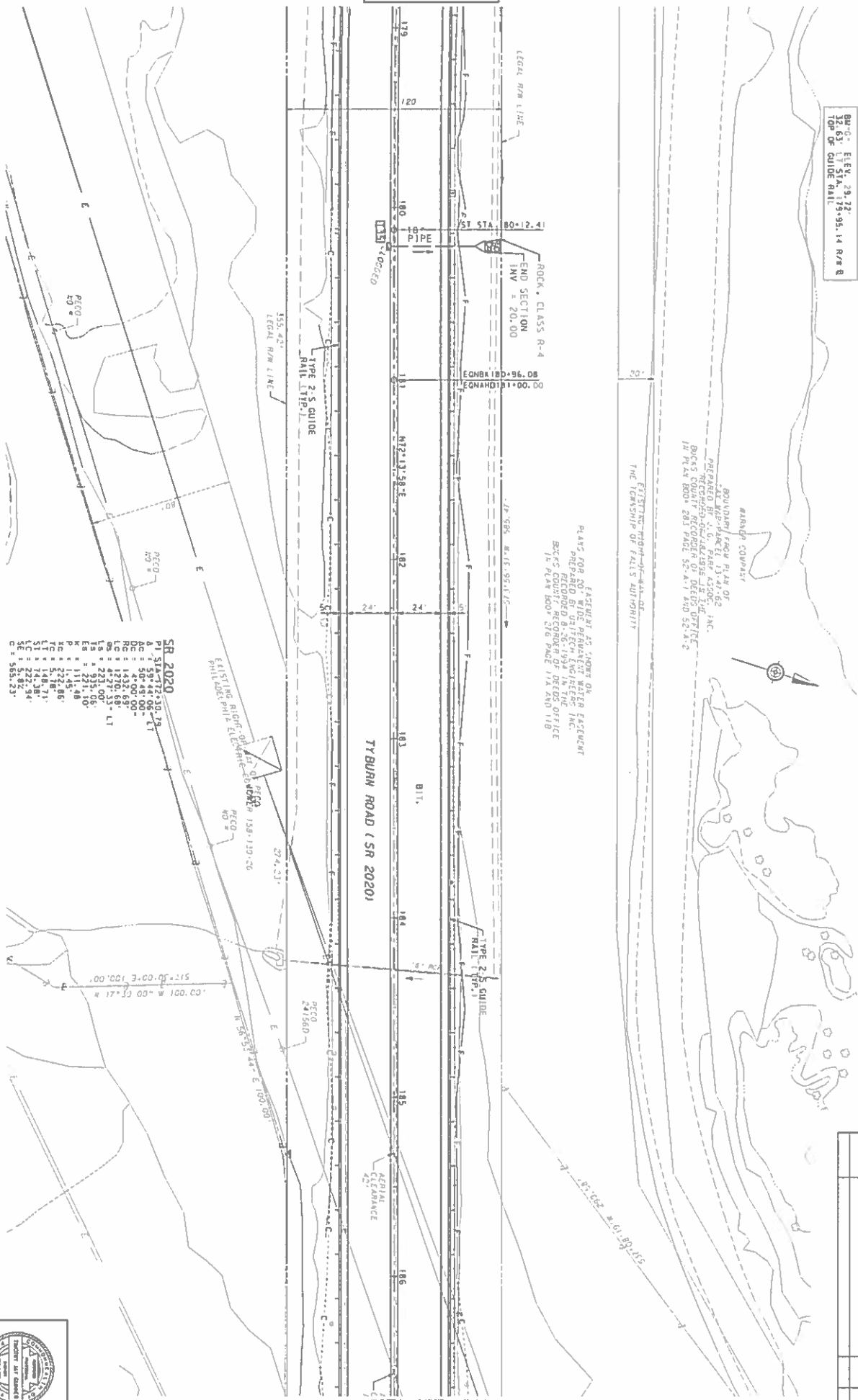


SEE SHEET 42

DATE	SECTION	SHEET
2020	41 OF 64	
FALLS TOWNSHIP		
PER RD 652		

SEE SHEET 41

BU-C ELEV. 29.72'
 32.63' STA. 179+95.14 R/R M
 TOP OF GUIDE RAIL



BOUNDARY FROM PLAN OF
 PREPARED BY J. G. BAY ASSOC. INC.
 DING RECORDS-CHECKED BY THE OFFICE
 OF THE TOWNSHIP OF FALLS AUTHORITY
 1/17/12 800+255 PAGE 52 OF 52.4.2

EXCERPT FROM RECORD OF
 PLANS FOR NO. 2020 TYPYBURN RD.
 PREPARED BY WATER ENGINEERS INC.
 B/C/C RECORD 8-26-1994 IN THE OFFICE
 OF THE TOWNSHIP OF FALLS AUTHORITY
 1/17/12 800+255 PAGE 174 OF 118

SR 2020

P1 STA	172+30.79
A	159+44.06
B	159+44.06
C	159+44.06
D	159+44.06
E	159+44.06
F	159+44.06
G	159+44.06
H	159+44.06
I	159+44.06
J	159+44.06
K	159+44.06
L	159+44.06
M	159+44.06
N	159+44.06
O	159+44.06
P	159+44.06
Q	159+44.06
R	159+44.06
S	159+44.06
T	159+44.06
U	159+44.06
V	159+44.06
W	159+44.06
X	159+44.06
Y	159+44.06
Z	159+44.06
AA	159+44.06
AB	159+44.06
AC	159+44.06
AD	159+44.06
AE	159+44.06
AF	159+44.06
AG	159+44.06
AH	159+44.06
AI	159+44.06
AJ	159+44.06
AK	159+44.06
AL	159+44.06
AM	159+44.06
AN	159+44.06
AO	159+44.06
AP	159+44.06
AQ	159+44.06
AR	159+44.06
AS	159+44.06
AT	159+44.06
AU	159+44.06
AV	159+44.06
AW	159+44.06
AX	159+44.06
AY	159+44.06
AZ	159+44.06
BA	159+44.06
BB	159+44.06
BC	159+44.06
BD	159+44.06
BE	159+44.06
BF	159+44.06
BG	159+44.06
BH	159+44.06
BI	159+44.06
BJ	159+44.06
BK	159+44.06
BL	159+44.06
BM	159+44.06
BN	159+44.06
BO	159+44.06
BP	159+44.06
BQ	159+44.06
BR	159+44.06
BS	159+44.06
BT	159+44.06
BU	159+44.06
BV	159+44.06
BW	159+44.06
BX	159+44.06
BY	159+44.06
BZ	159+44.06
CA	159+44.06
CB	159+44.06
CC	159+44.06
CD	159+44.06
CE	159+44.06
CF	159+44.06
CG	159+44.06
CH	159+44.06
CI	159+44.06
CJ	159+44.06
CK	159+44.06
CL	159+44.06
CM	159+44.06
CN	159+44.06
CO	159+44.06
CP	159+44.06
CQ	159+44.06
CR	159+44.06
CS	159+44.06
CT	159+44.06
CU	159+44.06
CV	159+44.06
CW	159+44.06
CX	159+44.06
CY	159+44.06
CA	159+44.06



SURVEY BOOK NO. 10,212 & 10,149

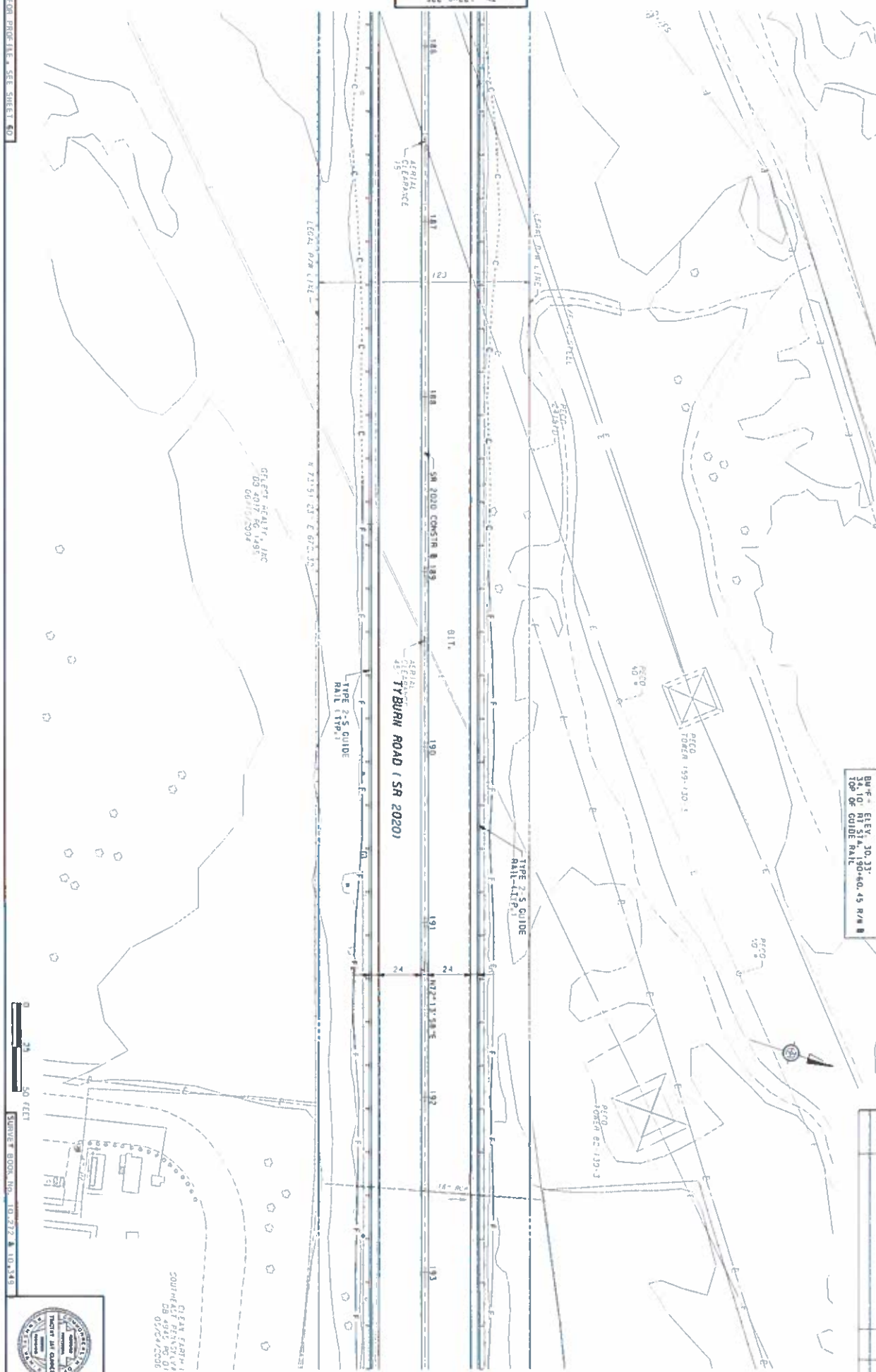


SEE SHEET 43

DATE	2012	NO.	SECTION	42 OF 64
PROJECT	BUCKS	2020	RAIL	
TOWNSHIP	FALLS TOWNSHIP			
SCALE	AS SHOWN			
BY				

SEE SHEET 42

FOR PROFILE, SEE SHEET 40



RM 5 - ELEV. 30.37
 34.10 - RISE
 TOP OF GUIDE RAIL

NO.	DATE	BY	REVISION
1	6-10-20	HICKS	2020
2			REVISION



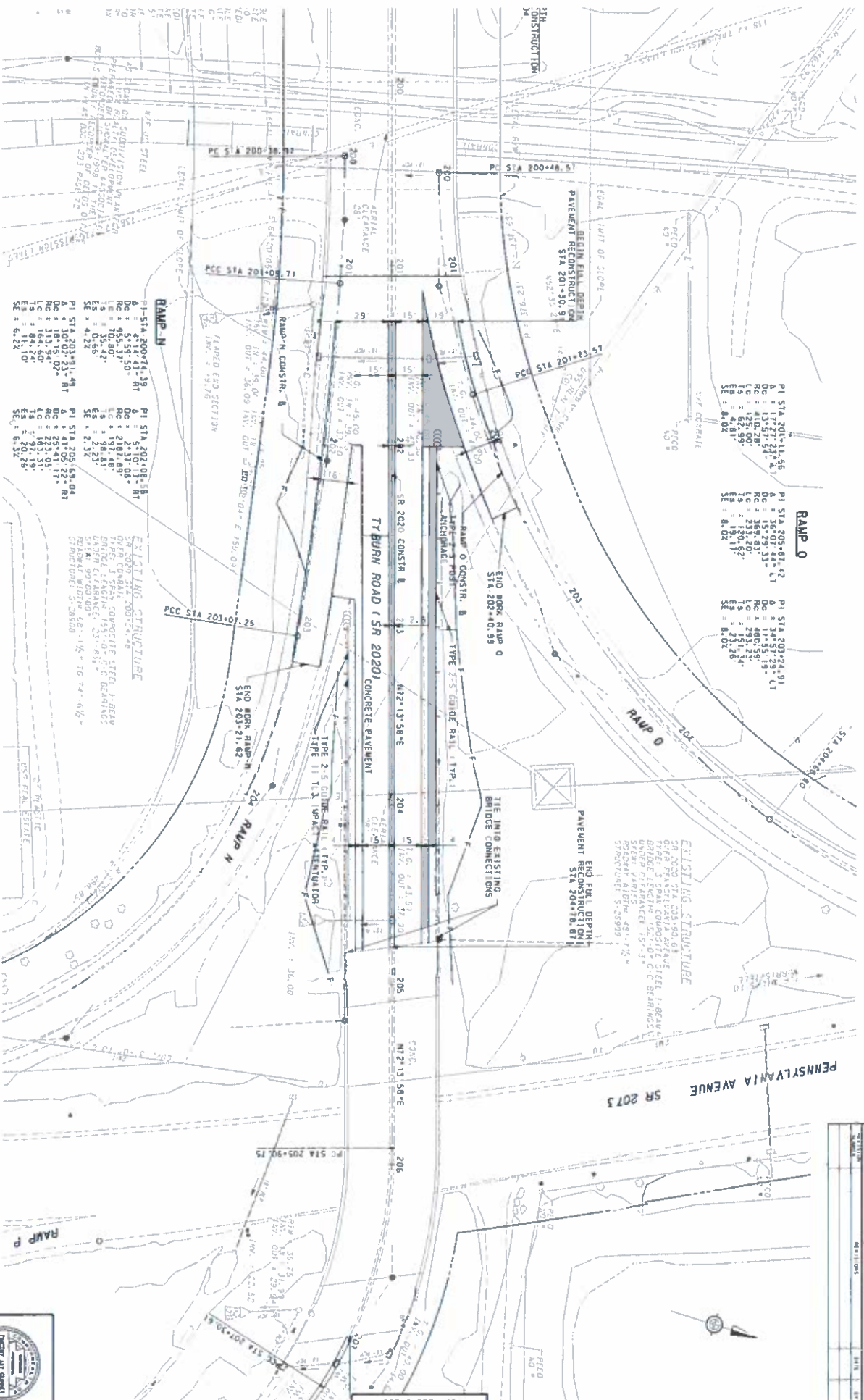
SHURE'S BOOK, INC. 10-272 & 10-248



C. FAR EAST
 SOUTHFIELD, MI 48034
 DB 4382, NO. 01
 07/01/2008

SEE SHEET 44

FOR PROFILES, SEE SHEET 62



RAMP N

P1 STA 200+74.38
 A = 4.14-41.87
 DC = 5.59-50.00
 LC = 10.18-80.00
 LG = 30.54-80.00
 SE = 4.23-80.00

P1 STA 202+08.18
 A = 5.10-11.78
 DC = 2.83-10.00
 LC = 1.97-48.00
 LG = 4.98-48.00
 SE = 2.52-48.00

P1 STA 205+48.04
 A = 4.20-22.81
 DC = 2.51-11.78
 LC = 4.81-21.60
 LG = 7.91-21.60
 SE = 4.02-21.60

RAMP O

P1 STA 201+14.56
 A = 1.77-27.21
 DC = 1.93-27.21
 LC = 1.93-27.21
 LG = 6.22-27.21
 SE = 8.02-27.21

P1 STA 205+81.42
 A = 3.67-41.41
 DC = 1.52-29.33
 LC = 2.91-29.33
 LG = 1.90-1.97
 SE = 8.02-1.97

P1 STA 207+24.91
 A = 3.42-57.29
 DC = 1.45-48.00
 LC = 1.51-21.60
 LG = 1.51-21.60
 SE = 8.02-21.60

0 25 50 FEET

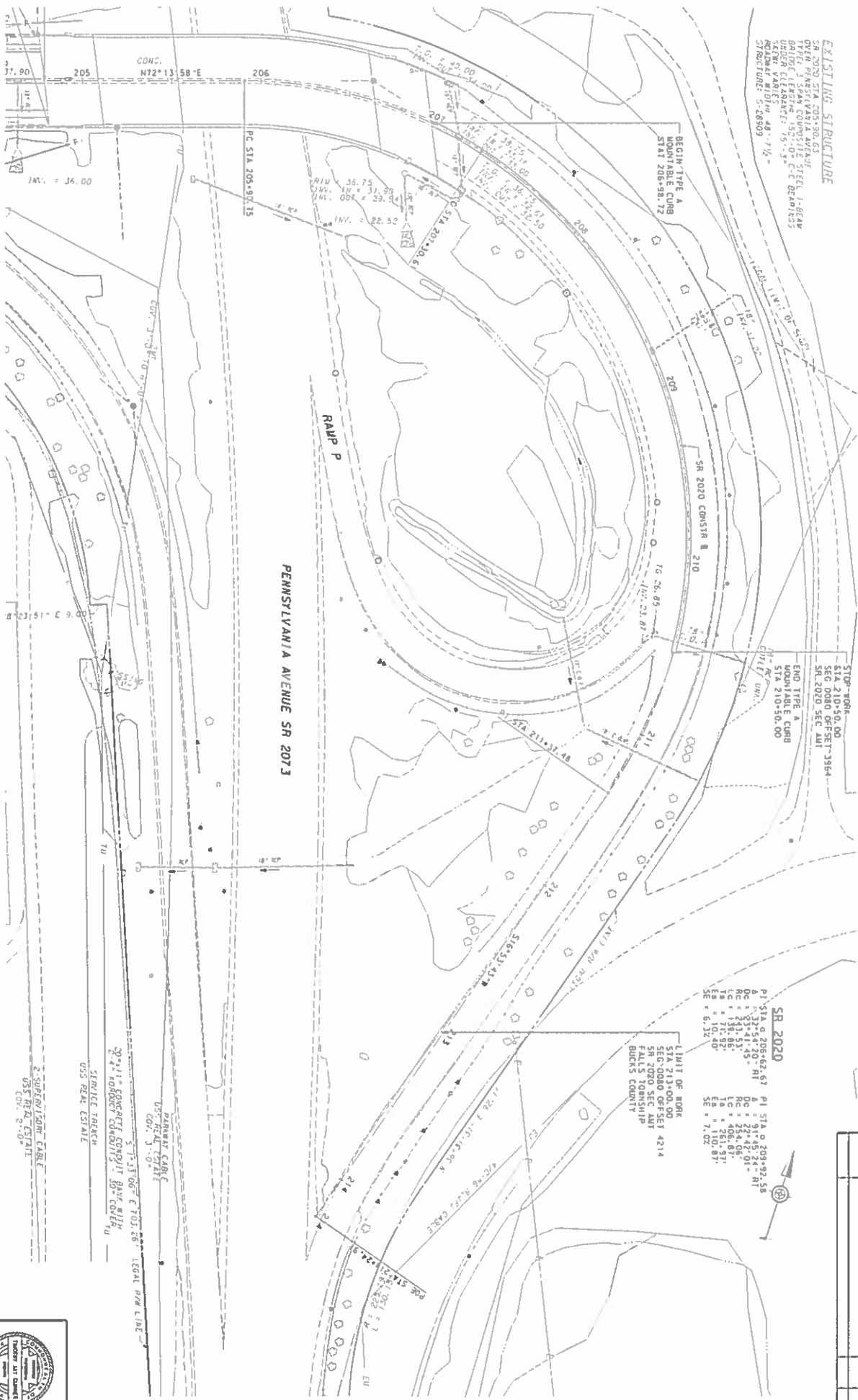
SR 2020
 PENNSYLVANIA AVENUE
 SURVEY BOOK NO. 18, 212 B. (0-349)



PROJECT	BLUES	2020	SR 2020	44 OF 44
TOWNSHIP	FALLS TOWNSHIP			
DATE	12/11/12	DATE	12/11/12	DATE
DESIGNED BY	...	CHECKED BY	...	DATE

FOR PROFILE, SEE SHEET 53

EXISTING STRUCTURE
 SR 2020 STA 205+90.03
 OVER PENNSYLVANIA AVENUE
 BALDWIN COUNTY
 UNDER CLEARANCE 15'-3"
 ROADWAY WIDTH 48'-7 1/2"
 STRUCTURE: 5-26909



PENNSYLVANIA AVENUE SR 2073

SR 2020
 STA 210+00.00
 SR 2020 SEC A1
 FALLS TOWNSHIP
 BUCKS COUNTY

SR 210
 STA 210+50.00
 SR 210 SEC A1
 FALLS TOWNSHIP
 BUCKS COUNTY

SR 211
 STA 211+37.49
 SR 211 SEC A1
 FALLS TOWNSHIP
 BUCKS COUNTY

SR 212
 STA 212+00.00
 SR 212 SEC A1
 FALLS TOWNSHIP
 BUCKS COUNTY

SR 213
 STA 213+00.00
 SR 213 SEC A1
 FALLS TOWNSHIP
 BUCKS COUNTY

SEE SHEET 45

0 25 50 FEET

SUPPLEMENT BOOK NO. 10-272 & 10-349



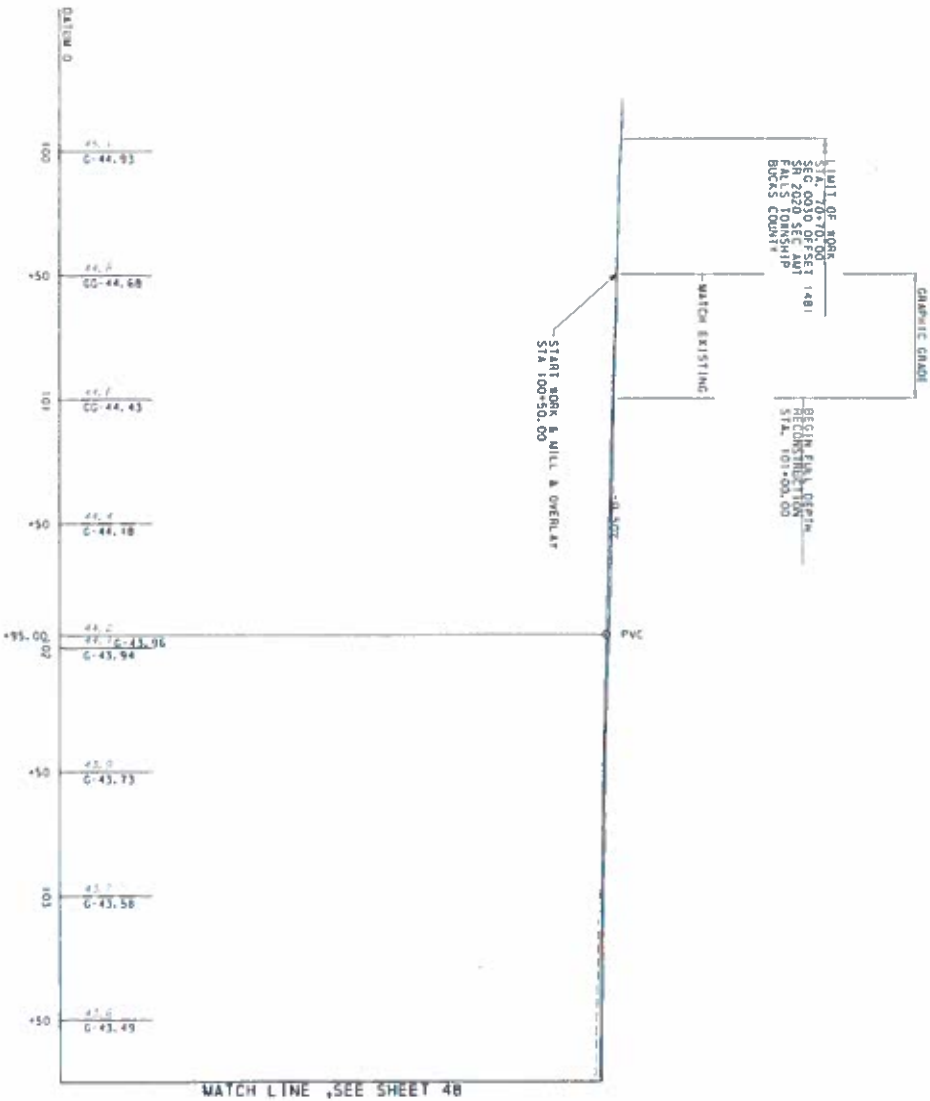
DATE	BY	REVISION
6-0	BUCKS	2010
	FALLS	TOWNSHIP

PARALLEL CURVE
 USE: RIGHT CURVE
 COV. 3'-0"
 30'-21.1' CORNER POINT BANG WITH
 30'-21.1' CORNER POINT WITH
 30'-21.1' CORNER POINT WITH
 30'-21.1' CORNER POINT WITH

3" SURVEILLANCE SCALE
 0.5" REF. SCALE
 1" COV. 2'-0"

FOR PLAN, SEE SHEET 30

SR 2020 TYBURN ROAD PROFILE



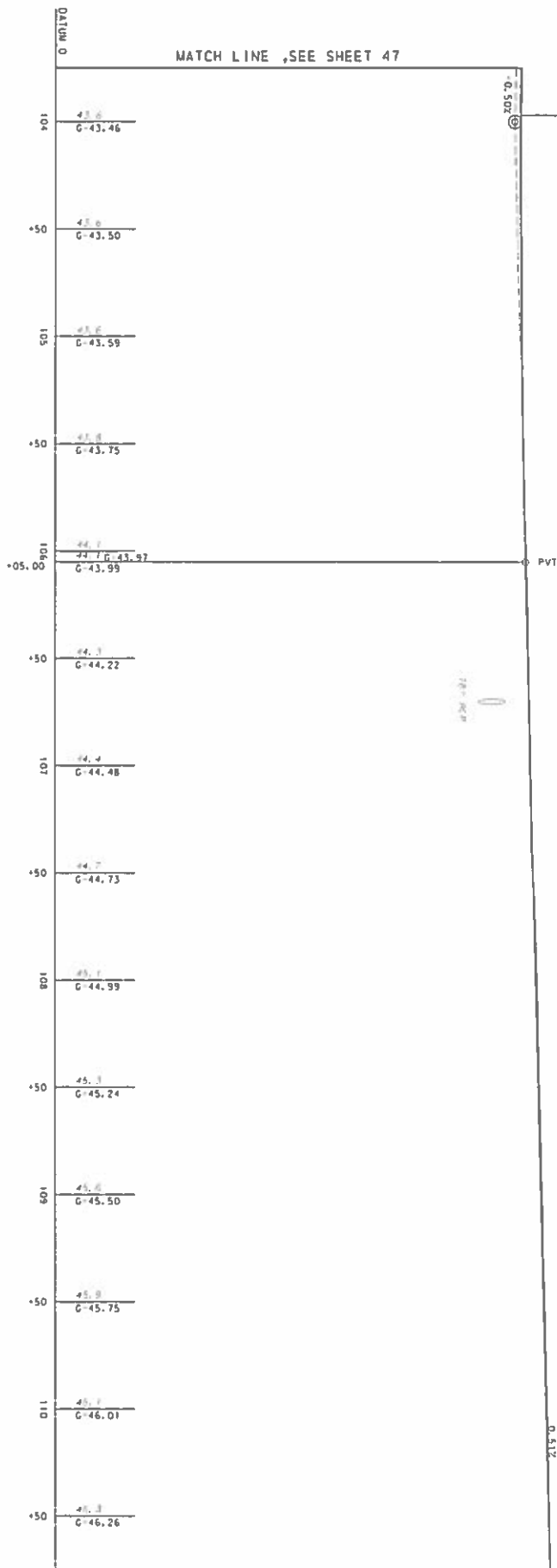
STREET BOOK NO. 10-212 & 10-149



DATE	BY	SECTION	SHEET
2020	AMT	47 OF 54	
PROJECT: SR 2020 TYBURN ROAD			
LOCATION: FALLS TOWNSHIP, BOCKS COUNTY			

MATCH LINE, SEE SHEET 48

FOR PLAN, SEE SHEET 31



PVI STA 104+00.00
 ELEV 42.95
 VC 410'
 HD 0.5227'
 HS 0.5227'

104+00.00
 ELEV 41.46

SR 2020 TYBURN ROAD PROFILE

SCALE

HORIZONTAL 0 25 50 FEET

VERTICAL 0 5 10 FEET

SURVEY BOOK NO. 10-272 & 10-349

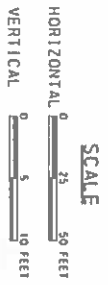
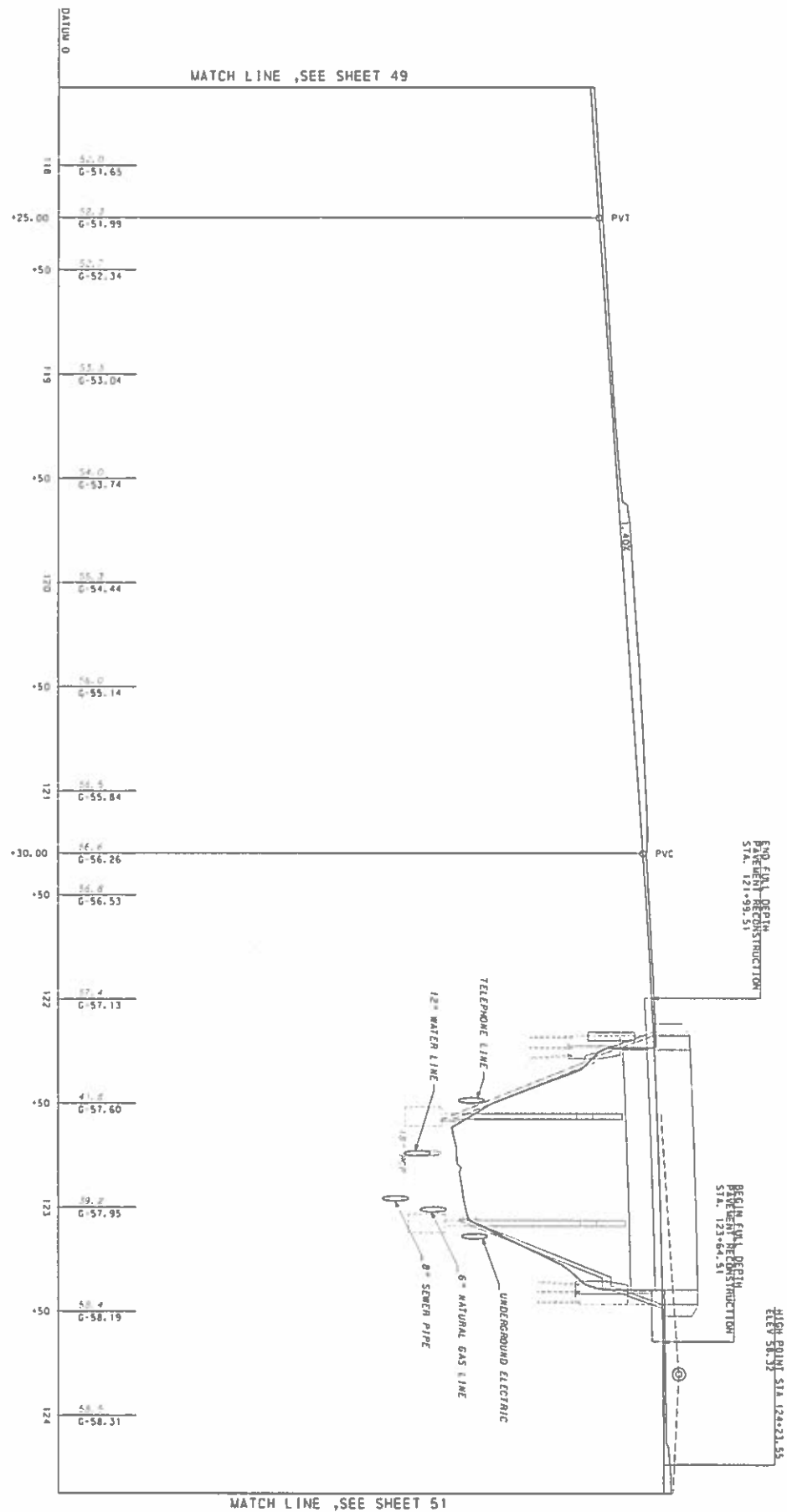


DATE	COUNT	SECTION	SHEET
6-0	BOOKS	2020	48 OF 64
FALLS TOWNSHIP			
MICHIGAN			
DATE	BY	BY	BY

MATCH LINE, SEE SHEET 49

FOR PLAN, SEE SHEET 33

SR 2020 TYBURN ROAD PROFILE



SURVEY BOOK NO. 10-272 & 10-349

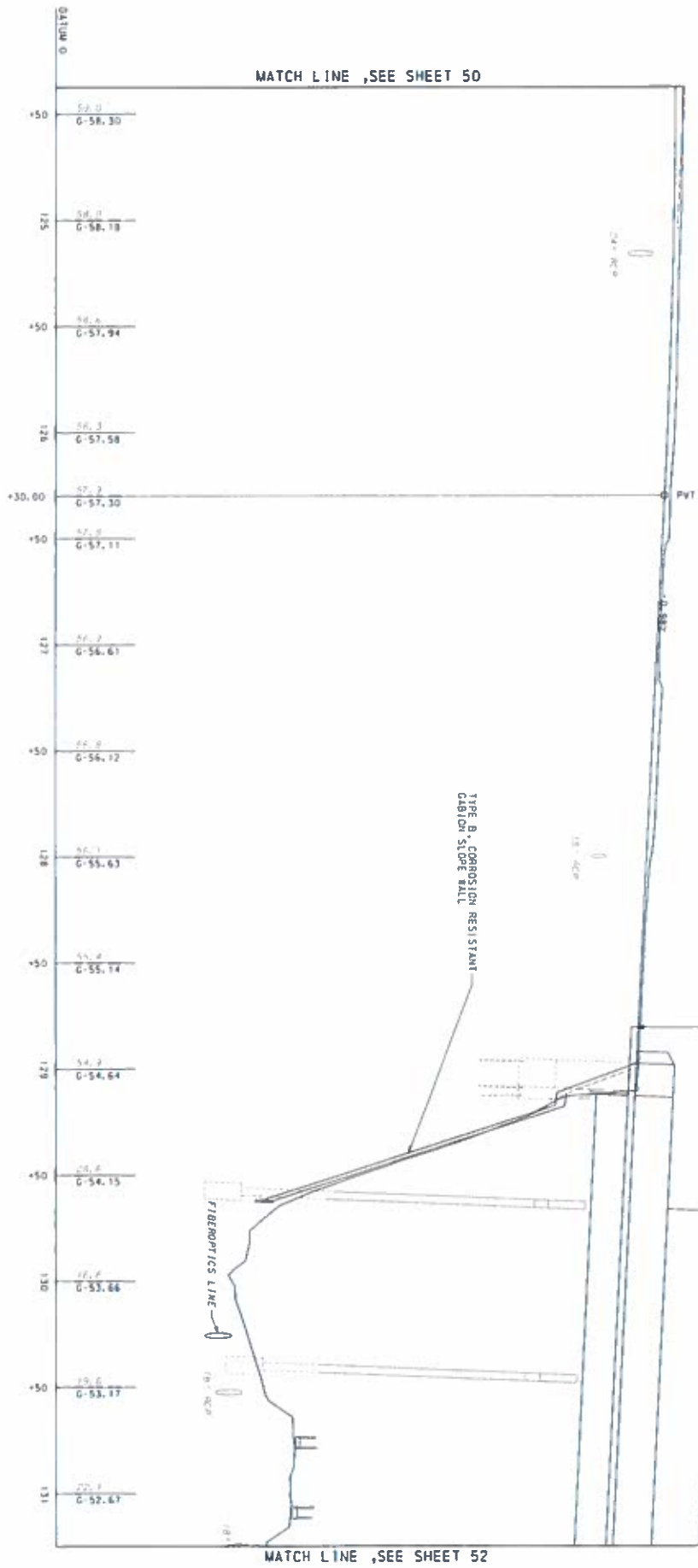


BUILDING	COUNT	DATE	SECTION	SHEET
6-0	2020	ADT	30 OF 64	
FALLS TOWNSHIP				
NO. 11100				

PVI STA 123+80.00
 ELEV 58.76
 MD 200.49'
 SSD 703'

FOR PLAN, SEE SHEET 34

SR 2020 TYBURN ROAD PROFILE



SCALE



SURVEY BOOK NO. 10,272 & 10,349

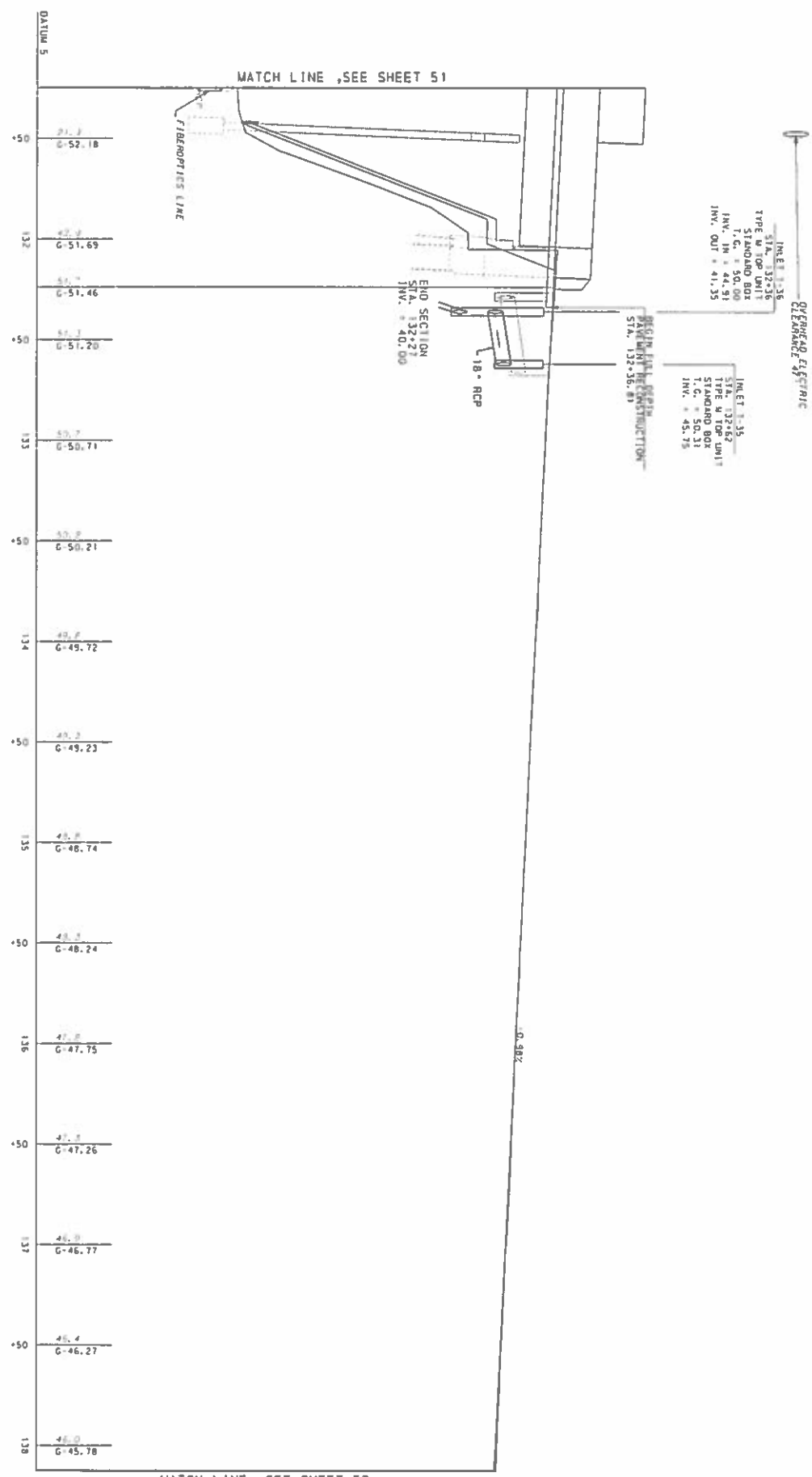


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	BUCKS	2020	AWT	51 OF 64
PROJECT		# ALLS TOWNSHIP		
DRAWN		MULTIPLAN		
DATE		07		

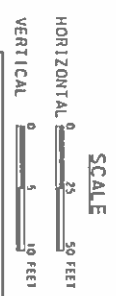
OVERHEAD SYSTEM
 CLEANSING SYSTEM

FOR PLAN, SEE SHEET 35

SR 2020 TYBURN ROAD PROFILE



MATCH LINE ,SEE SHEET 53



SURVEY BOOK NO. 10-2712 & 10-3149



PROJECT	COUNTY	SHEET	SECTION	DATE
S-0	BUCKS	2020	A01	5/20/14
TOWN	FALLS TOWNSHIP			
NUMBER				

FOR FILM, SEE SHEET 36

SR 2020 TYBURN ROAD PROFILE



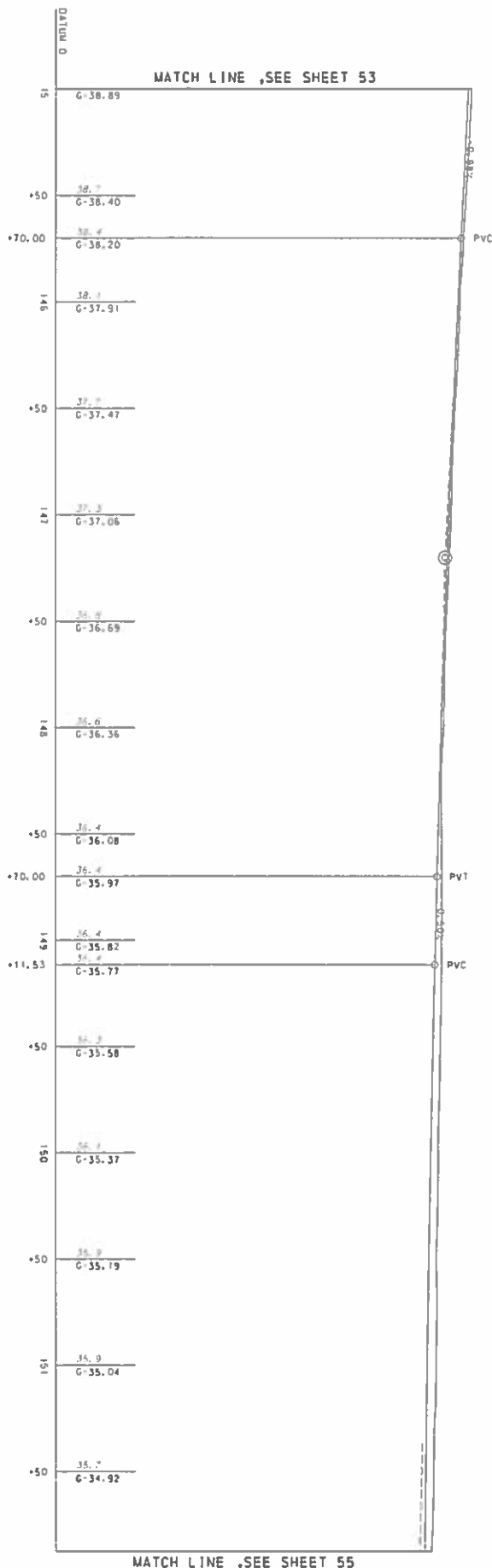
SUBSET BOOK Nos. 10.272 & 10.349



PROJECT	DATE	SECTION	SHEET
SR 2020	2020	AWT	53 OF 64
FALLEN TOWNSHIP			
NO. 10272 & 10349			
DATE			

FOR PLAN, SEE SHEET 37

SR 2020 TYBURN ROAD PROFILE



PVI STA 147+20.00
 ELEV 36.12
 MO 0.18'
 H&SD 2443'

SCALE
 HORIZONTAL 0 25 50 FEET
 VERTICAL 0 5 10 FEET
 SURVEY BOOK NO. 10-272 & 10-349



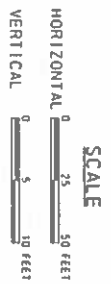
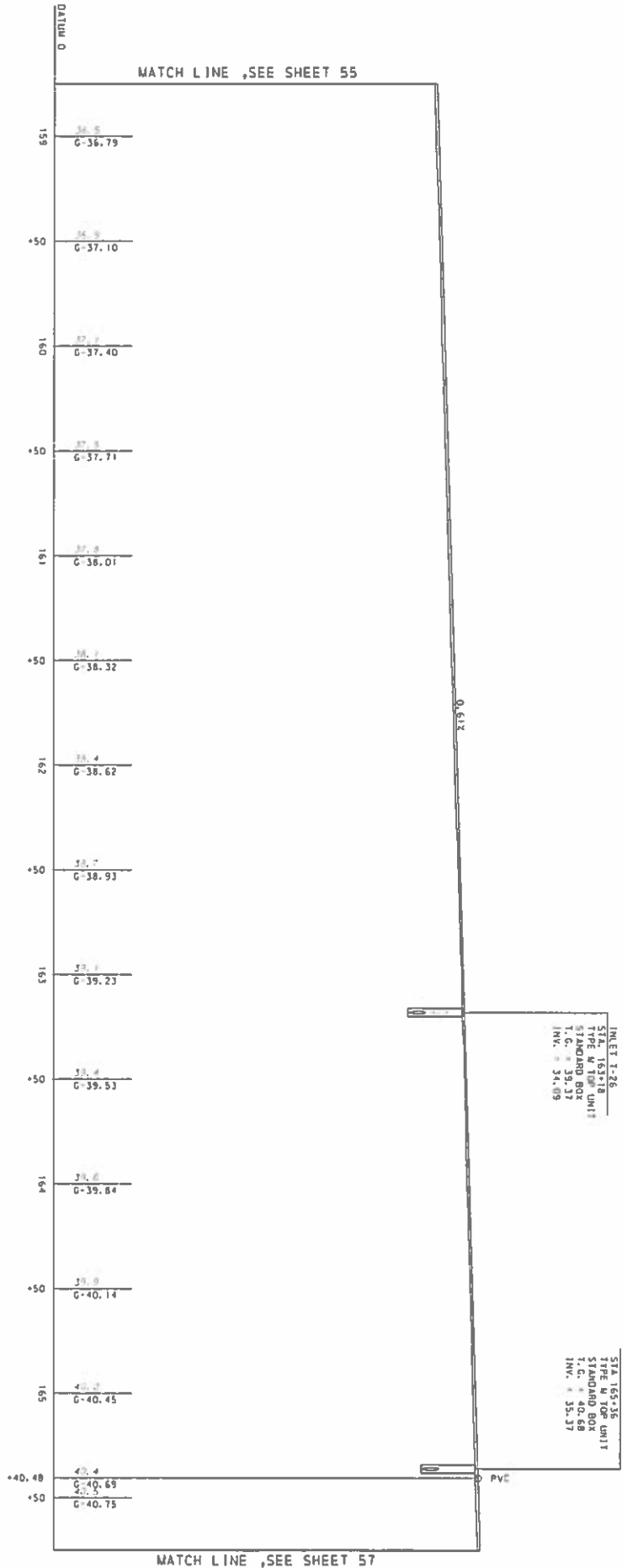
DATE	2012	SECTION	5421
BY	2012	NO.	54 OF 64
PROJECT	FALLS TOWNSHIP	DATE	87
NO.	2012	DATE	87

MATCH LINE ,SEE SHEET 55

MATCH LINE ,SEE SHEET 53

FOR PLAN, SEE SHEET 39

SR 2020 TYBURN ROAD PROFILE



SURVEY BOOK NO. 10,272 & 10,319

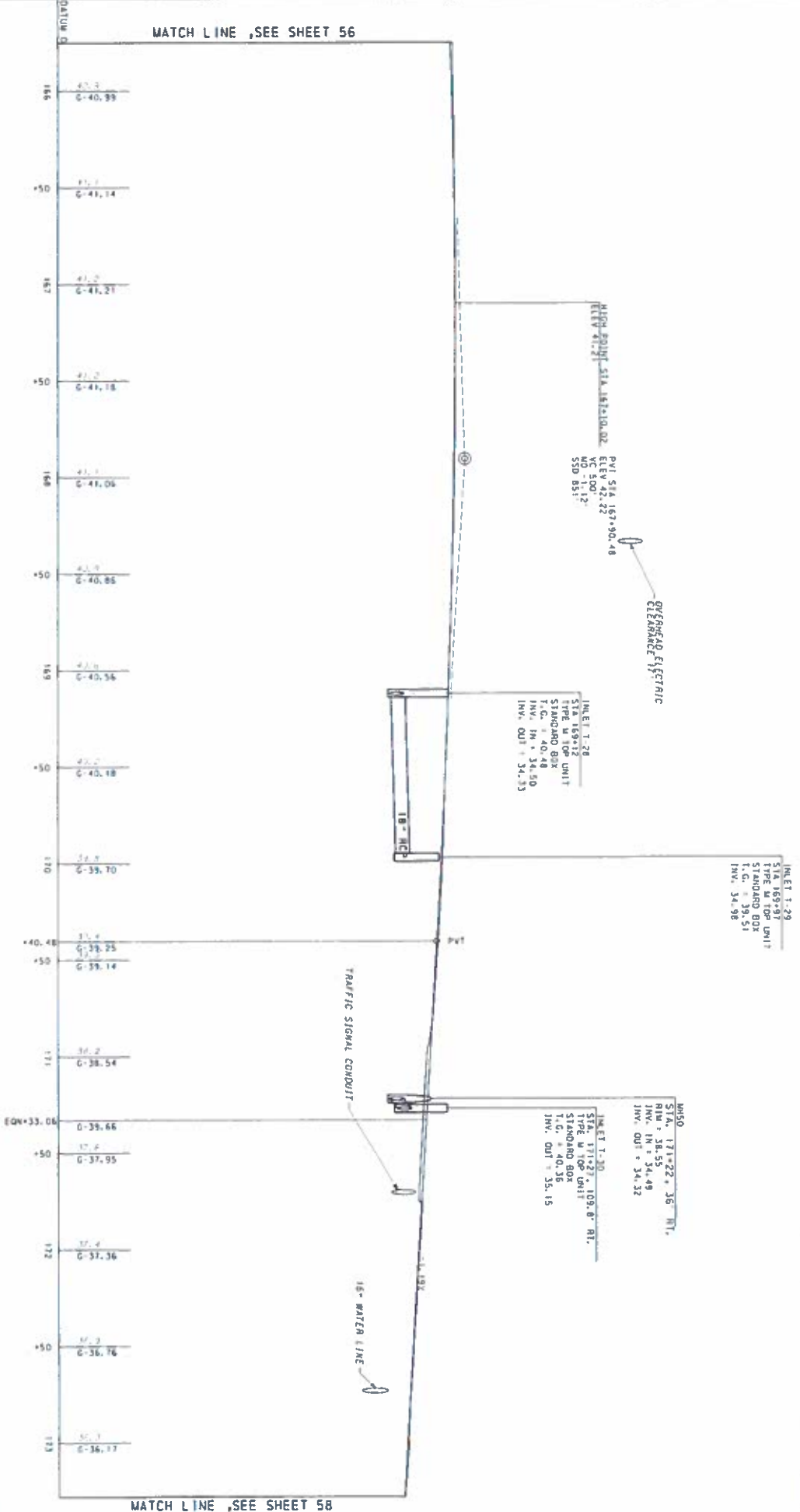


SECTION	DATE	BY	REVISION
6-0	2/2/20	ADD	56 OF 64
6-0			
6-0			
6-0			

FOR PLAN, SEE SHEET 40

MATCH LINE ,SEE SHEET 56

SR 2020 TYBURN ROAD PROFILE



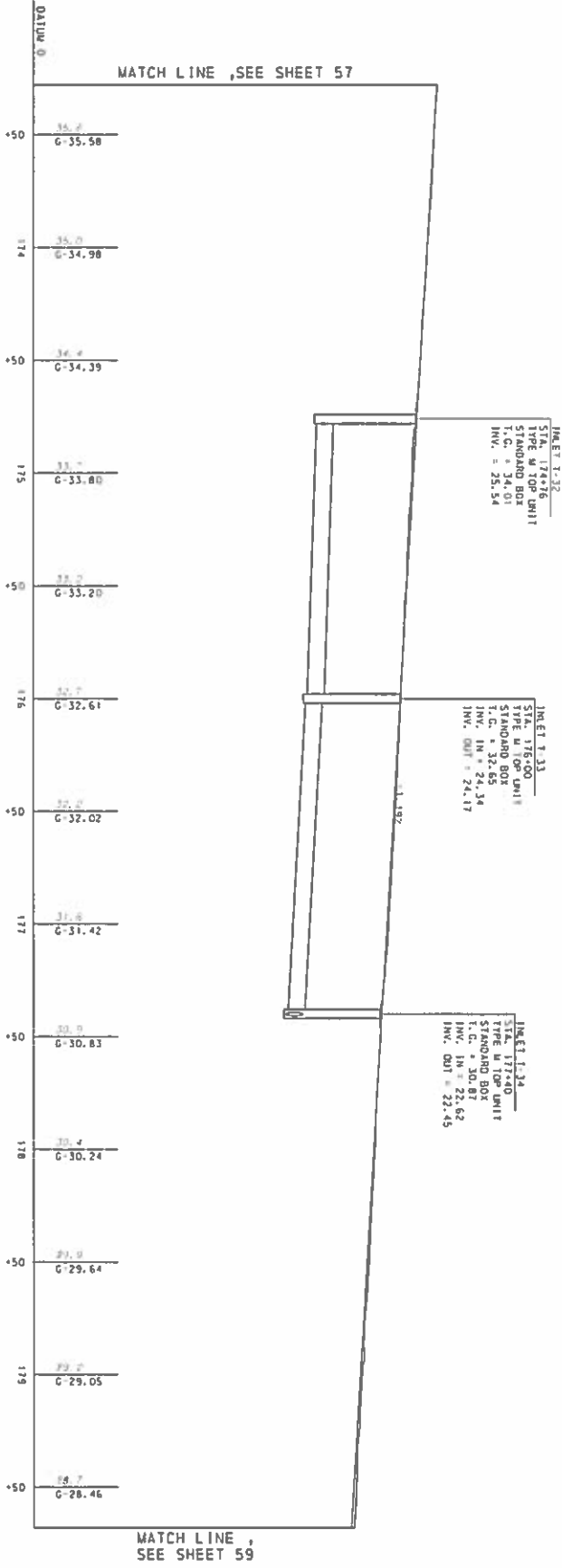
MATCH LINE ,SEE SHEET 58

SCALE
 HORIZONTAL 0 25 50 FEET
 VERTICAL 0 5 10 FEET
 SOUTHERN BOOK NO. 10-272 & 10-349



DATE	10/11/12	SCALE	5/1 OF 5/4
PROJECT	BUCKS 2020	DATE	10/11/12
CLIENT	FALG'S FIDELITY	DATE	10/11/12
DESIGNER	10/11/12	DATE	10/11/12

FOR PLAN, SEE SHEET 41



SR 2020 TYBURN ROAD PROFILE

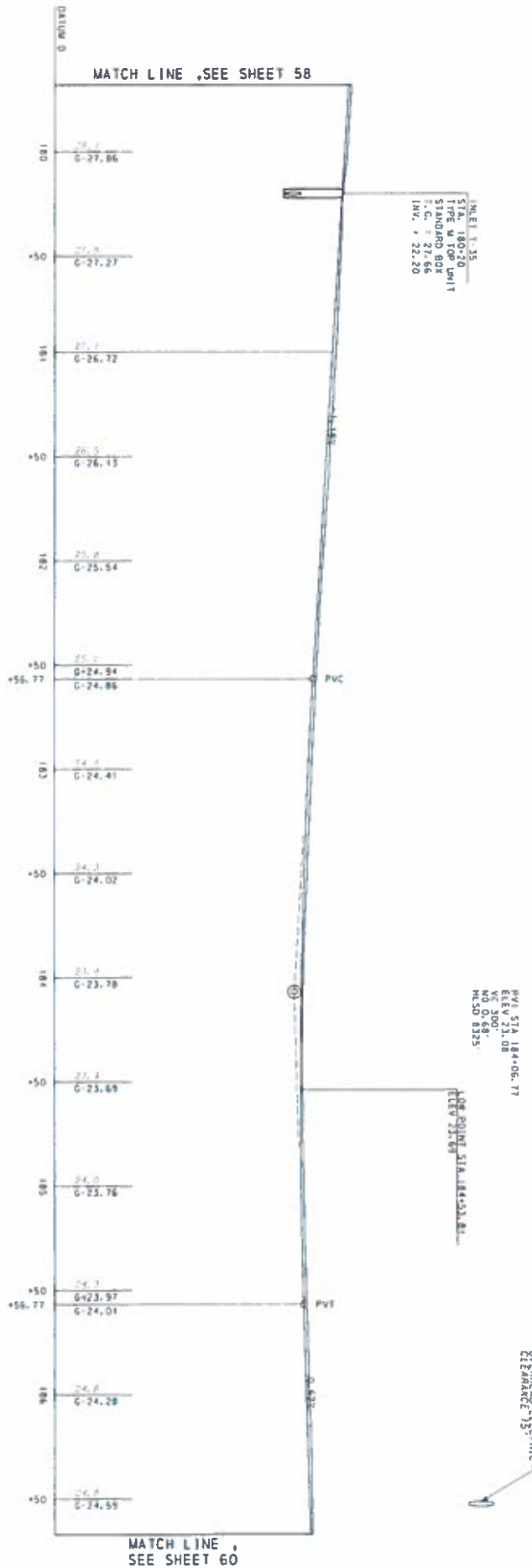
SCALE
 HORIZONTAL 0 25 50 FEET
 VERTICAL 0 5 10 FEET
 SURVEY BOOK NO. 10,272 & 10,349



DATE	BY	SECTION	SHEET
8-0	BUCKS	2020	58 OF 64
		FALLS TOWNSHIP	
		SECTION	BY

FOR PLAN, SEE SHEET 42

SR 2020 TYBURN ROAD PROFILE



INLET 1-15
 STA. 180+20
 TYPE 9 TOP UNIT
 STANDARD BOX
 I.C. = 27.66
 I.M.S. = 22.20

PVI STA 184+06.77
 ELEV 23.08
 V.S. 0.00
 H.S.D. 8325

LOW POINT STA. 184+53.81
 ELEV 23.69

OVERHEAD ELECTRIC
 CLEARANCE 15' 0"

OVERHEAD ELECTRIC
 CLEARANCE 15' 0"

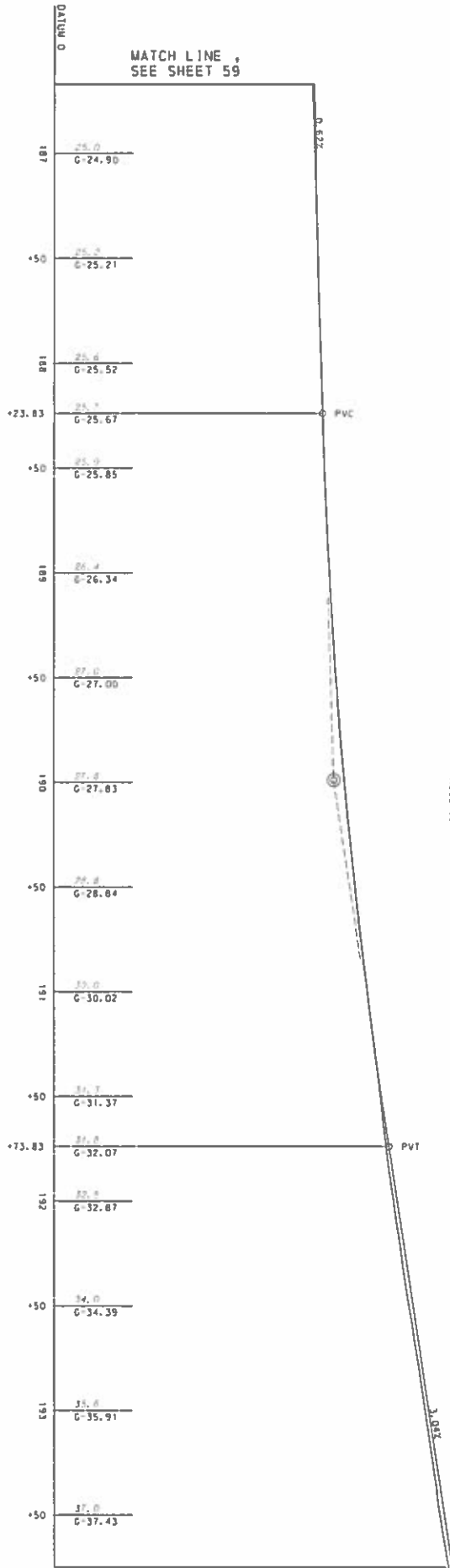
SCALE
 HORIZONTAL 0 25 50 FEET
 VERTICAL 0 5 10 FEET
 SURVEY BOOK NO. 10,272 & 10,349



NO. SHEET	CONTRACT	ROUTE	SECTION
6-0	BUCK'S	2020	59 OF 64
TOWNSHIP		FALLS TOWNSHIP	
RANGE		R43 S10W	
DATE	DATE		
07	07		

FOR PLAN, SEE SHEET 43

SR 2020 TYBURN ROAD PROFILE



PVI STA 189+86.83
 PVI ELEV 27.00
 V/C 150'
 MD 1.06'
 H.S.D 931'

ORIENTED ELECTRIC
 ELEMENT 15

SCALE
 HORIZONTAL 0 25 50 FEET
 VERTICAL 0 5 10 FEET
 SURVEY BOOK NO. 10-272 & 10-319

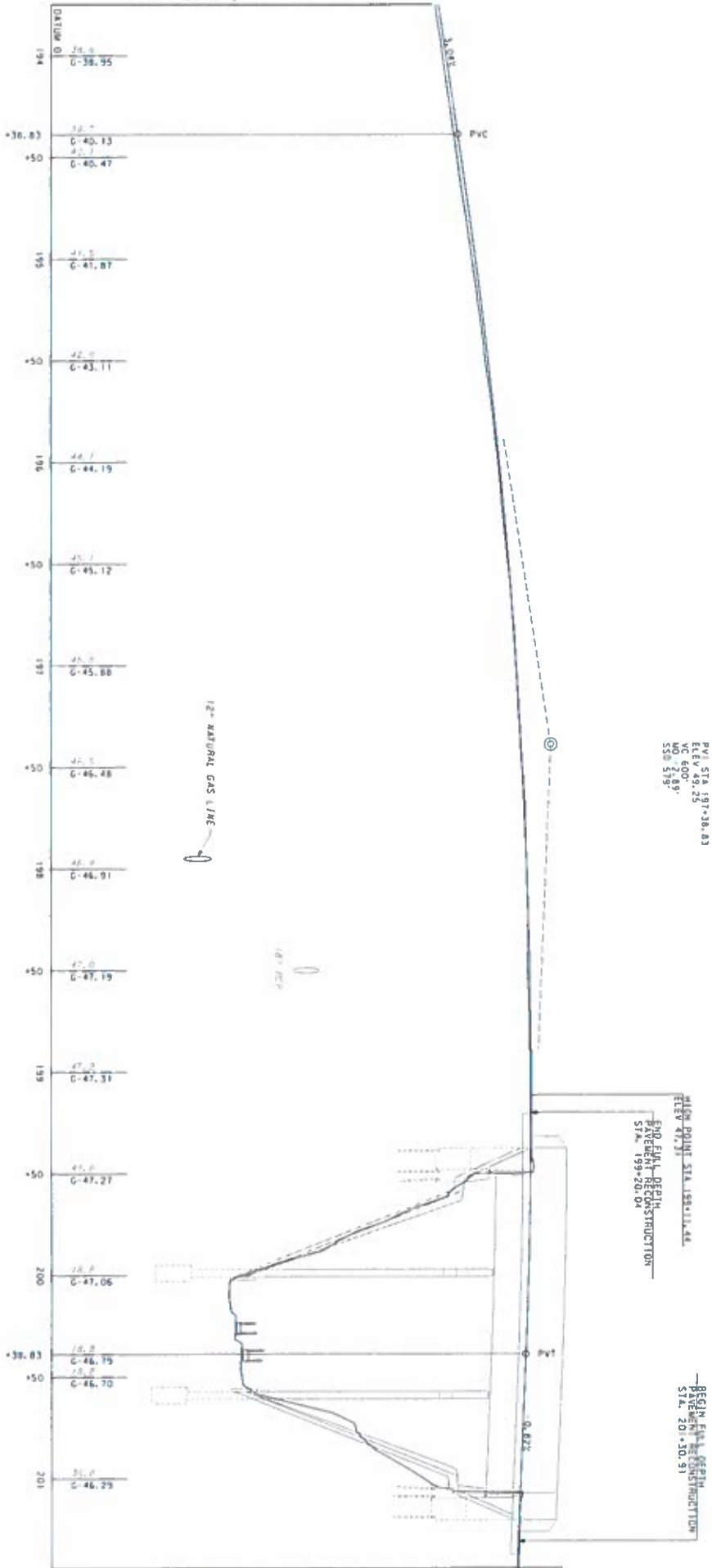


DATE	BY	SECTION	SCALE
8/11/12	BUCKS	2020	AS SHOWN
PROJECT: SR 2020 TYBURN ROAD			
SHEET: 64 OF 64			

FOR PLAN, SEE SHEET 44

MATCH LINE , SEE SHEET 60

SR 2020 TYBURN ROAD PROFILE



MATCH LINE , SEE SHEET 62



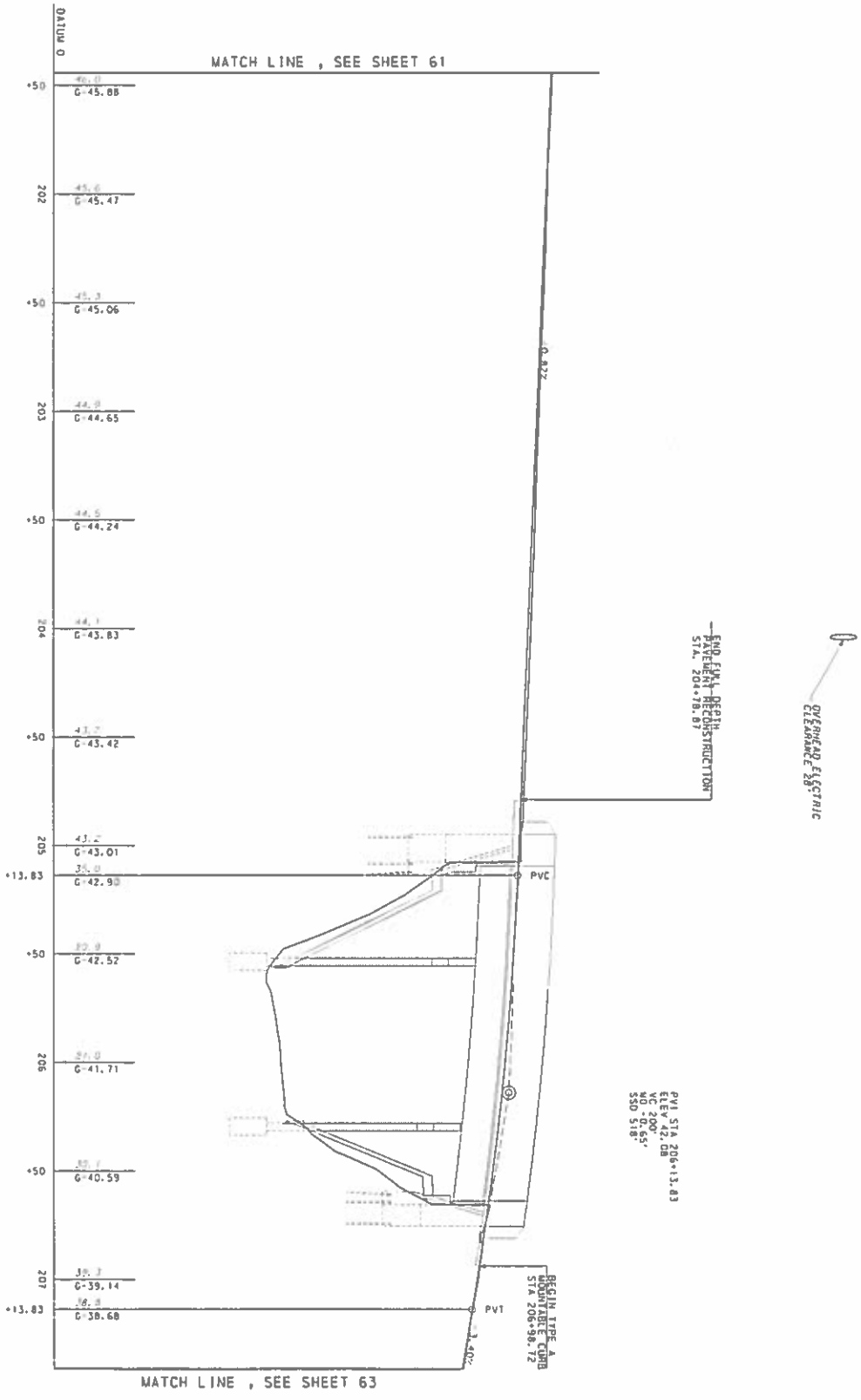
DATE	BY	REVISION

PROJECT: SR 2020 TYBURN ROAD
 SHEET: 51 OF 54

OVERHEAD ELECTRIC CLEARANCE 28'

FOR PLAN, SEE SHEET 45

SR 2020 TYBURN ROAD PROFILE



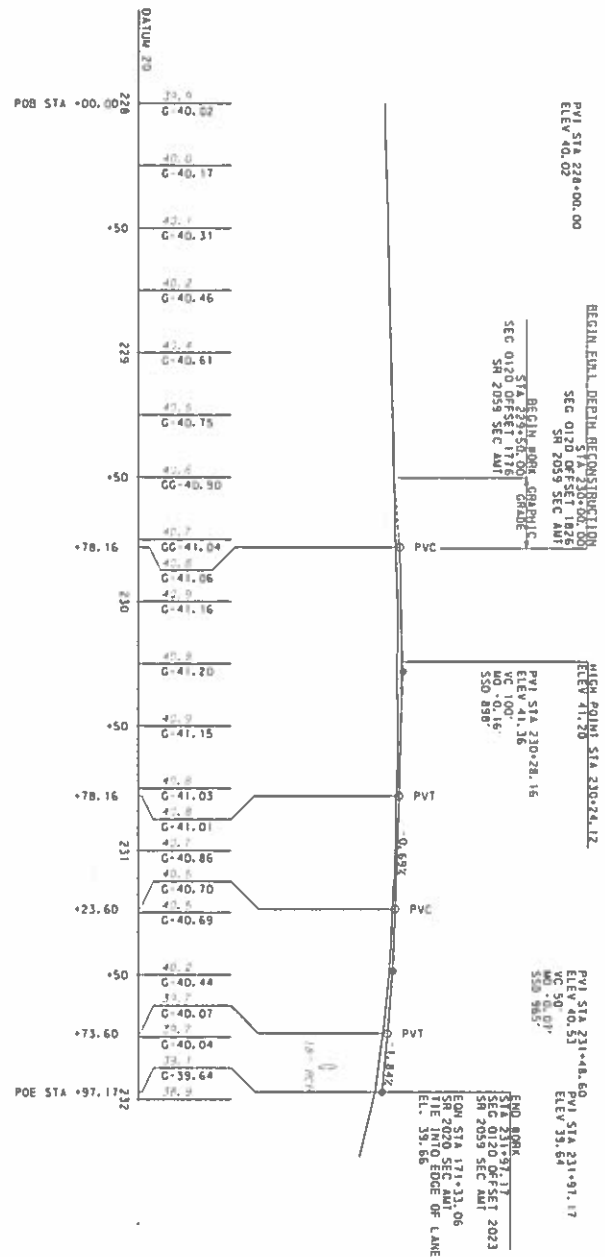
SCALE
HORIZONTAL 0 25 50 FEET
VERTICAL 0 5 10 FEET

SURVEY BOOK No. 10.272 & 10.349

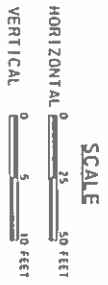


PROJECT	DATE	SECTION	SCALE
S-0	2020	ASB	E2 OF 64
FALLS TOWNSHIP			
PROJECT	DATE	SCALE	

FOR PLAN, SEE SHEET 40



SR 2059 NEW FORD MILL ROAD PROFILE



DATE	BY	SECTION	NO.
2012	ADT	64 OF 64	81
COUNTY: BOCKS TOWNSHIP: FALGOUT SECTION: 4110			

GENERAL NOTES

THIS WORK CONSISTS OF THE MAINTENANCE OF TRAFFIC AND THE PROTECTION OF THE TRAVELING PUBLIC APPROACHING THE CONSTRUCTION AREA AND WITHIN THE LIMITS OF CONSTRUCTION.

FURNISH, ERECT, PLACE, AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES AND MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES IN ACCORDANCE WITH THE METHODS INDICATED ON THESE DRAWINGS AND, IN THE SPECIAL PROVISIONS OF THE CONTRACT.

- 1. THE SPECIAL PROVISIONS OF THE CONTRACT.
2. P.A. CODE, TITLE 67, CHAPTER 212, OFFICIAL TRAFFIC CONTROL DEVICES.
3. PENNSYLVANIA PUBLIC SAFETY ACT, APPROVED CONSTRUCTION MATERIALS (BULLETIN 151).
4. PENNSYLVANIA PUBLIC SAFETY ACT, APPROVED CONSTRUCTION MATERIALS (BULLETIN 151).
5. PENNSYLVANIA PUBLIC SAFETY ACT, APPROVED CONSTRUCTION MATERIALS (BULLETIN 151).

IMMEDIATELY UPON COMPLETION OF THE WORK, REMOVE THE TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE SPECIFIED IN THE SPECIAL PROVISIONS. THE DEVICES, SIGNALS, CONTROL DEVICES, AND DEVICES PROVIDED BY THE DISTRICT WILL REMAIN UNDER THE CONTROL OF THE DISTRICT. REMOVE THE DEVICES FROM THE CONSTRUCTION AREA AS SOON AS IS PRACTICABLE AND PLACE ALL TRAFFIC CONTROL DEVICES IN THE APPROPRIATE LOCATIONS FOR RESUME NORMAL BEGINNING.

COVER OR REMOVE FROM SIGHT ALL SIGNS NOT IN USE AND AS SPECIFIED IN SECTION 901.31(d) OF PUBLICATION 408. NOTIFY THE DISTRICT TRAFFIC ENGINEER AT LEAST TWO WEEKS PRIOR TO MODIFYING EXISTING TRAFFIC PATTERNS. ALL MODIFICATIONS MUST BE APPROVED BY THE DISTRICT. ALL MATERIALS ARE TO COMPLY WITH PENNSYLVANIA PUBLIC SAFETY ACT, APPROVED CONSTRUCTION MATERIALS (BULLETIN 151). ALL WORK IS TO BE PERFORMED WITHIN LEGAL RIGHT-OF-WAY. ALL SIGNS AND DEVICES ARE TO BE IN NEAR CONDITION AND MAINTAINED AS SUCH. ALL ADVANCE WARNING SIGNS AND CHANNEL LIZING DEVICES MAY BE ADJUSTED BACKWARD OR FORWARDED ON TO INTERSECTION STRIPS, DRIVEWAYS, ETC. AND/OR AS BEING CONSIDERED DIRECTIONAL.

NOTES:

- 1. MAINTENANCE AND PROTECTION OF TRAFFIC LANE
2. WORK ZONE TRAFFIC CONTROL, DESIGN AND DEVICES TO THE WORK ZONE TRAFFIC CONTROL.
3. ANY CHANGES TO THE APPROVED TRAFFIC CONTROL PLANS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR THEIR APPROVAL.
4. GIVE THE ENGINEER FOURTEEN (14) CALENDAR DAYS ADVANCE NOTICE PRIOR TO CLOSING ANY LANE OR INITIATING DETOURS.
5. OPERATE ONE WORKER AT ALL TIMES TO MAINTAIN TRAFFIC CONTROL DEVICES AND HAVE A VEHICLE EQUIPPED WITH A ROTATING OR FLASHING LIGHT.
6. ALL BATTER OPERATED MOUNTING LIGHTS ON SIGNS, CHANNELIZERS, BARRIERS, VERTICAL BARRIERS, AND CHANNELIZING DEVICES SHALL BE CONTAINED WITHIN FLASHING LIGHT BATTERS.
7. ALL WORKERS SHALL FOLLOW THE REGULATIONS SET FORTH IN 11.15.23 OF THE CODE OF FEDERAL REGULATIONS (CFR) PART 631 EFFECTIVE NOVEMBER 21, 2008 IN REGARDS TO THE WORKER'S SAFETY APPARATUS.
8. PLACE A 6" X 4" ARROW SIGN 181-51 IN THE BOTTOM OF THE ARROW PANEL AS A BACKUP IN CASE THE ARROW PANEL MALFUNCTIONS.
9. USE NCHRP 350 LEVEL III TRUCK MOUNTED ATTENUATORS ON THIS PROJECT.
10. REMOVE CONFLICTING PAYMENT MARKINGS IN ACCORDANCE WITH PENNSYLVANIA PUBLIC SAFETY ACT, APPROVED CONSTRUCTION MATERIALS (BULLETIN 151).

NO OPEN EXCAVATION WILL REMAIN DURING NON-WORK HOURS. SHOULD UNFORESSEEN CONDITIONS ARISE THE CONTRACTOR WILL DEVISE A METHOD TO COVER TO FILL AND/OR COVER THE HOLES SO THAT THE CONSTRUCTION AREA BE OPENED TO TRAFFIC. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE EXCAVATION. THE CONTRACTOR WILL NOT BE PAID FOR THIS WORK.

SEQUENCE OF CONSTRUCTION

- 1. PRE-CONSTRUCTION TRAFFIC CONTROL SETUP
2. THE DEPARTMENT, UNDER SEPARATE CONTRACT, WILL INSTALL TRAFFIC CONTROL DEVICES ALONG THE NEW ROAD, TYBURN ROAD, INCLUDING BUT NOT LIMITED TO CONCRETE BARRIERS, BARRIERS, STRIPING, AND STRIPING.
3. TO THE EXTENT POSSIBLE, THESE PLANS DEPICT THE TRAFFIC CONTROL DEVICES INSTALLED PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY OF THE LOCATION AND MAINTENANCE OF ROADS DEFICIT IN THESE PHASES.
5. THE CONTRACTOR MUST COMPLY WITH THE LIST OF DEVICES INCLUDED ALONG WITH THE LOCATION OF THE DEVICES.
6. THE PURPOSE OF THIS STAGE IS TO RECONSTRUCT TEMPORARY PAYMENT WIDENING STAGE 1 - THE PURPOSE OF THIS STAGE IS TO RECONSTRUCT TEMPORARY PAYMENT WIDENING STAGE 2 - THE PURPOSE OF THIS STAGE IS TO RECONSTRUCT THE REMAINING PORTION OF THE NORTHWESTERN QUARTER OF THE TYBURN ROAD INTERSECTION WITH NEW FORD WILL ROAD.
7. MAINTAIN THE LOCATION OF THE EASTBOUND AND WESTBOUND TRAFFIC CONTROL SIGNALS ON THE ARTRAK BRIDGE FROM THE PRE-CONSTRUCTION TRAFFIC CONTROL SETUP ON THE ARTRAK BRIDGE THROUGHOUT THIS STAGE WITH ALL EXISTING TEMPORARY LANE SEPARATION CURBS.
8. MAINTAIN RAMP ACCESS FOR RAMP ENTERING AND EXITING TYBURN ROAD EXCEPT FOR RAMP C.

- 1. CONSTRUCT TEMPORARY RESTBOUND SHOULDER IMPROVEMENTS AS SHOWN.
2. REMOVE ISLAND AT NEW FORD WILL ROAD INTERSECTION AND INSTALL TEMPORARY PAYMENT.
3. REMOVE EXISTING CURB ALONG SOUTHWEST SIDE OF NEW FORD WILL ROAD.
4. REMOVE STAGE 1 TRAFFIC CONTROL DEVICES AND PREPARE STAGE 2 TRAFFIC CONTROL SCHEME.
5. STAGE 2 - THE PURPOSE OF THIS STAGE IS TO RECONSTRUCT ALL PAYMENT EAST OF NEW FORD WILL ROAD AND TO RECONSTRUCT THE EXISTING EASTBOUND HALF OF TYBURN ROAD REST OF NEW FORD WILL ROAD.
6. INSTALL STAGE 2 TRAFFIC CONTROL DEVICES AS SHOWN. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION. REST OF NEW FORD WILL ROAD SEPARATED BY STRIPING AND TEMPORARY CHANNELIZING DEVICES. RESTBOUND TRAFFIC IS REDUCED TO ONE LANE AND ONE LANE AND SHIFTED TO THE RIGHT LANE. INSTALL TEMPORARY CONCRETE BARRIER BETWEEN THE ACTIVE TRAVEL LANES AND THE CONSTRUCTION ZONE.
7. ALL TRAFFIC MUST BE SHIFTED TO THE RESTBOUND HALF OF THE ARTRAK BRIDGE AS SHOWN.

- 1. INSTALL DETOUR SIGNING AS SHOWN.
2. CLOSE TYBURN ROAD EAST OF THE NEW FORD WILL ROAD INTERSECTION EAST THROUGH THE RAMPS TO PENNSYLVANIA AVENUE.
3. REST OF NEW FORD WILL ROAD. MAINTAIN ACCESS FOR RAMP ENTERING AND EXITING TYBURN ROAD EXCEPT FOR RAMP C. ONLY SHORT-TERM CLOSURES OF RAMP D AND H ARE PERMISSIBLE TO RECONSTRUCT THE EASTBOUND PAYMENT AT THESE RAMP.
4. CONSTRUCT HALF OF STRUCTURE 5-2893D, DRAINAGE, GUIDE RAIL, AND ROADWAY ON RESTBOUND SIDE OF TYBURN ROAD REST OF NEW FORD WILL INTERSECTION.
5. CONSTRUCT EASTBOUND AND RESTBOUND DRAINAGE, GUIDE RAIL, AND ROADWAY EAST OF NEW FORD WILL ROAD INTERSECTION.
6. REMOVE STAGE 2 TRAFFIC CONTROL DEVICES AND PREPARE FOR INSTALLATION OF STAGE 3 TRAFFIC CONTROL SCHEME.
7. STAGE 3 - PHASE A - THE PURPOSE OF THIS PHASE IS TO RECONSTRUCT THE NORTHBOUND SIDE OF NEW FORD WILL ROAD AND THE EASTERN HALF OF THE TYBURN ROAD INTERSECTION WITH NEW FORD WILL ROAD.
8. INSTALL STAGE 2 - PHASE A TRAFFIC CONTROL DEVICES AS SHOWN.

- 1. ALL NEW FORD WILL ROAD TRAFFIC MUST BE SHIFTED TO THE SOUTHBOUND SIDE OF NEW FORD WILL ROAD.
2. THE EXISTING TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
3. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
4. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
5. STAGE 2 - PHASE B - THE PURPOSE OF THIS PHASE IS TO RECONSTRUCT THE SOUTHWEST QUARTER OF THE TYBURN ROAD INTERSECTION WITH NEW FORD WILL ROAD.
6. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
7. STAGE 2 - PHASE B - THE PURPOSE OF THIS PHASE IS TO RECONSTRUCT THE SOUTHWEST QUARTER OF THE TYBURN ROAD INTERSECTION WITH NEW FORD WILL ROAD.
8. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.

- 1. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
2. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
3. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
4. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.

SHEET INDEX

Table with columns: SHEET, DESCRIPTION, GENERAL NOTES, QUANTITIES, DETOUR PLANS & TYPICAL SECTIONS, EXISTING CONDITIONS, STAGE, STAGE 1, STAGE 2, STAGE 3, STAGE 4, TEMPORARY SIGNAL PLAN.

- 1. INSTALL STAGE 2 - PHASE C TRAFFIC CONTROL DEVICES AS SHOWN, FORD WILL ROAD.
2. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
3. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD.
4. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD.

- 1. INSTALL STAGE 3 TRAFFIC CONTROL DEVICES AS SHOWN. RESET TEMPORARY STRIPING AND CHANNELIZING DEVICES AND TEMPORARY CONCRETE BARRIERS. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION. RESTBOUND TRAFFIC IS REDUCED TO ONE LANE AND SHIFTED TO THE RIGHT LANE. RESTBOUND TRAFFIC IS REDUCED TO ONE LANE AND SHIFTED TO THE RIGHT LANE. INSTALL TEMPORARY CONCRETE BARRIER BETWEEN THE ACTIVE TRAVEL LANES AND THE CONSTRUCTION ZONE.
2. ALL TRAFFIC MUST BE SHIFTED TO THE EASTBOUND HALF OF THE ARTRAK BRIDGE AS SHOWN.
3. INSTALL DETOUR SIGNING AS SHOWN.
4. REST OF NEW FORD WILL ROAD. MAINTAIN ACCESS FOR RAMP ENTERING AND EXITING TYBURN ROAD EXCEPT FOR RAMP C. ONLY SHORT-TERM CLOSURES OF RAMP A, B AND H ARE PERMISSIBLE TO RECONSTRUCT THE EASTBOUND PAYMENT AT THESE RAMP.
5. CONSTRUCT HALF OF STRUCTURE 5-2893D, DRAINAGE, GUIDE RAIL, AND ROADWAY ON RESTBOUND SIDE OF TYBURN ROAD REST OF NEW FORD WILL INTERSECTION.
6. CONSTRUCT EASTBOUND AND RESTBOUND DRAINAGE, GUIDE RAIL, AND ROADWAY EAST OF NEW FORD WILL ROAD INTERSECTION.
7. REMOVE STAGE 2 TRAFFIC CONTROL DEVICES AND PREPARE FOR INSTALLATION OF STAGE 4 TRAFFIC CONTROL SCHEME.
8. STAGE 4 - PHASE A - THE PURPOSE OF THIS PHASE IS TO RECONSTRUCT THE REMAINING PORTION OF THE NORTHWESTERN QUARTER OF THE TYBURN ROAD INTERSECTION WITH NEW FORD WILL ROAD.
9. INSTALL STAGE 3 TRAFFIC CONTROL DEVICES AS SHOWN.
10. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.

- 1. INSTALL STAGE 3 - PHASE A TRAFFIC CONTROL DEVICES AS SHOWN.
2. ALL NEW FORD WILL ROAD TRAFFIC MUST BE SHIFTED TO THE NORTHBOUND SIDE OF NEW FORD WILL ROAD.
3. TRAFFIC WILL BE CONTROLLED USING A TEMPORARY TRAFFIC CONTROL SIGNAL AS SHOWN.
4. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
5. STAGE 3 - PHASE B - THE PURPOSE OF THIS PHASE IS TO RECONSTRUCT THE REMAINING PORTION OF THE NORTHWESTERN QUARTER OF THE TYBURN ROAD INTERSECTION WITH NEW FORD WILL ROAD.
6. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.

- 1. INSTALL STAGE 3 - PHASE B TRAFFIC CONTROL DEVICES AS SHOWN.
2. TRAFFIC WILL BE CONTROLLED USING A TEMPORARY TRAFFIC CONTROL SIGNAL AS SHOWN.
3. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.
4. STAGE 3 - PHASE B - THE PURPOSE OF THIS PHASE IS TO RECONSTRUCT THE REMAINING PORTION OF THE NORTHWESTERN QUARTER OF THE TYBURN ROAD INTERSECTION WITH NEW FORD WILL ROAD.
5. CONSTRUCT TRAFFIC SIGNAL AT NEW FORD WILL ROAD WILL BE DEACTIVATED DURING CONSTRUCTION. TRAFFIC WILL BE CONTROLLED USING 3-BAY STOP SIGN CONTROL.

- 1. REMOVE TEMPORARY PAYMENT IN MEDIUM.
2. INSTALL NEW RAISED MOUNTABLE CONCRETE MEDIUM.
3. REMOVE STAGE 4 TRAFFIC CONTROL DEVICES.

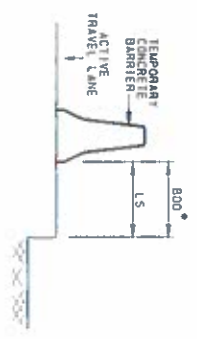
RECOMMENDED BY: [Signature] DISTRICT TRAFFIC ENGINEER



DATE	2020	SHEET	3 OF 313
PROJECT	FALLS TOWNSHIP		
SCALE	AS SHOWN	DATE	01/18/20

- LEGEND**
- BDD - BARRIER DEFLECTION DISTANCE
 - LS - LATERAL SPACE DISTANCE REQUIRED BEHIND BARRIER DEFLECTION.
 - FOR DEFLECTION DISTANCE OF VARIOUS APPROVED BARRIERS, SEE PUB. 213.
 - FOR DEFLECTION DISTANCE OF TEMPORARY BARRIER DEFLECTION DISTANCES TABLE.

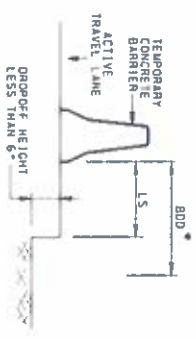
CONDITION - BDD IS LESS THAN OR EQUAL TO LS



REMEDIAL TREATMENT - NONE

DESIRABLE CONDITION
FOR DROPOFF HEIGHT GREATER THAN 2'-

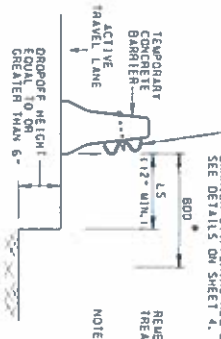
CONDITION - BDD IS GREATER THAN LS AND DROPOFF IS LESS THAN 6"



REMEDIAL TREATMENT - NONE

NOTE: THIS CONDITION IS OK & PERMISSIBLE WHEN THE DROPOFF IS LESS THAN 6" AND THE BDD ZONE SET-UP HAS BEEN THOROUGHLY REVIEWED TO MAXIMIZE THE LS.

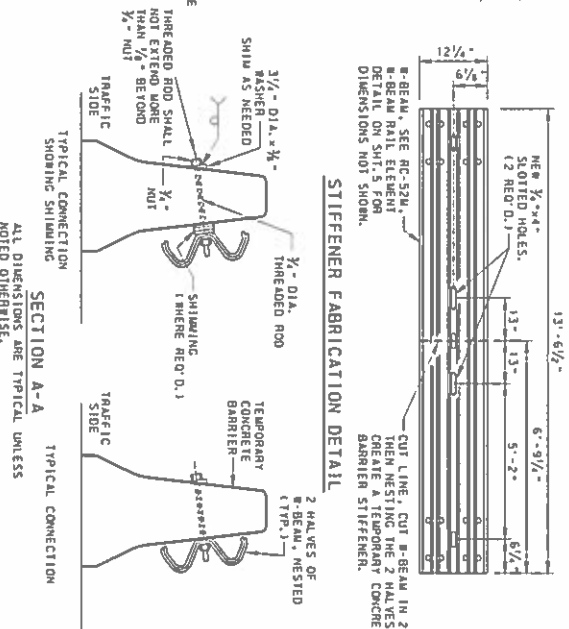
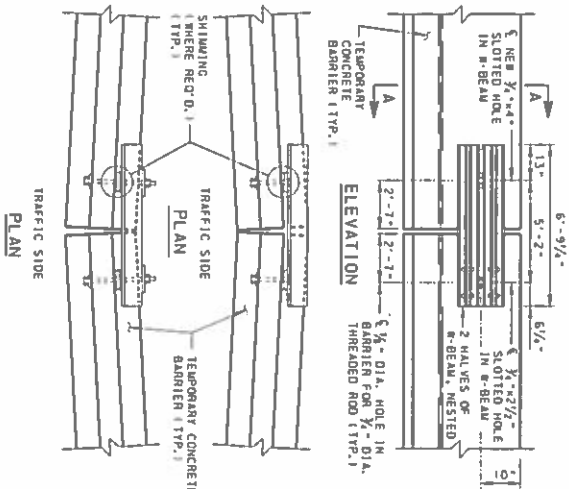
CONDITION - BDD IS GREATER THAN LS AND DROPOFF IS EQUAL TO OR GREATER THAN 6"



REMEDIAL TREATMENT - STIFFEN TEMPORARY CONCRETE BARRIER WITH W-BEAM CUR IN HALF, THEN RESISTING THE 2 HALVES AS SHOWN ON SHEET 02.

NOTE: OTHER METHODS TO LIMIT THE BDD MUST BE APPROVED BY THE BUREAU OF PROJECT DELIVERY.



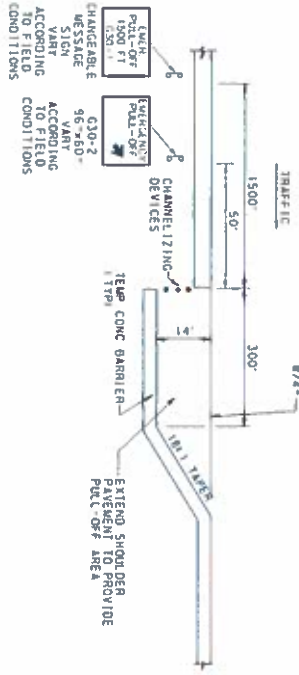


TEMPORARY CONCRETE BARRIER STIFFENING

- NOTES:**
1. STIFFENED BARRIER WALL IS REQUIRED IN WORK ZONES WHEN BARRIER WALL IS LOCATED WITHIN THE DEFLECTION DISTANCE OF THE BARRIER AS SHOWN IN PUBLICATION 213, APPENDIX B, "TEMPORARY BARRIER DEFLECTION DISTANCES TABLE".
 2. STIFFENER SHALL BE INSTALLED WHEN BARRIER IS SET AND BEFORE ROADWAY IS OPEN TO TRAFFIC OR PLOW TO DROP-OFF CONDITION BEING EXPOSED IN WORK ZONE.
 3. PROVIDE WATERLAYS AND CONSTRUCTION MEETING THE REQUIREMENTS OF PUBLICATION 408, SECTIONS 620 AND 1103.
 4. WHEN BARRIERS ARE PLACED ON A RADIUS, THE AREA BETWEEN THE B-BEAM AND BARRIER WALL SHALL BE SHIMMED AS SHOWN ABOVE.
 5. ALL MATERIALS AND LABOR INVOLVED WITH THIS BARRIER STIFFENER SYSTEM SHALL BE PAID AS A SEPARATE PAY ITEM.
 6. SHIM SHALL CONSIST OF ONE SQUARE PLATE 3/4" THICK WITH AS MANY 3/4" DIA. x 3/4" THICK WASHERS AS NEEDED.
 7. ROD PERPENDICULAR TO BARRIER WALL SURFACE (TYP.) ON THE WORK ZONE SIDE OF THE BARRIER.

DATE PLOTTED	6/0	PROJECT	2020	SECTION	4 OF 11
BY	ADT	FALLS TOWNSHIP			
SCALE		REVISIONS			

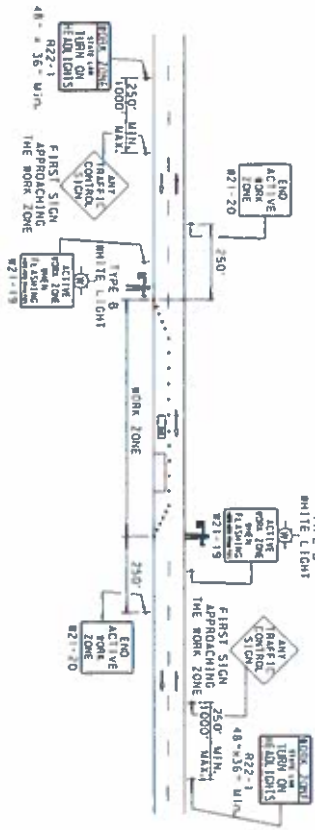




EMERGENCY PULL-OFF DURING CONSTRUCTION

NOTES:

1. EMERGENCY PULL-OFF AREAS MAY ALSO BE USED FOR CONTRACTOR ACCESS
2. SPACE EMERGENCY PULL-OFFS AT 2500' INTERVALS.
3. RIGHT LANE EMERGENCY PULL-OFF SHOULD, SHALL BE COMBINATION FOR LEFT LANE EMERGENCY PULL-OFFS.

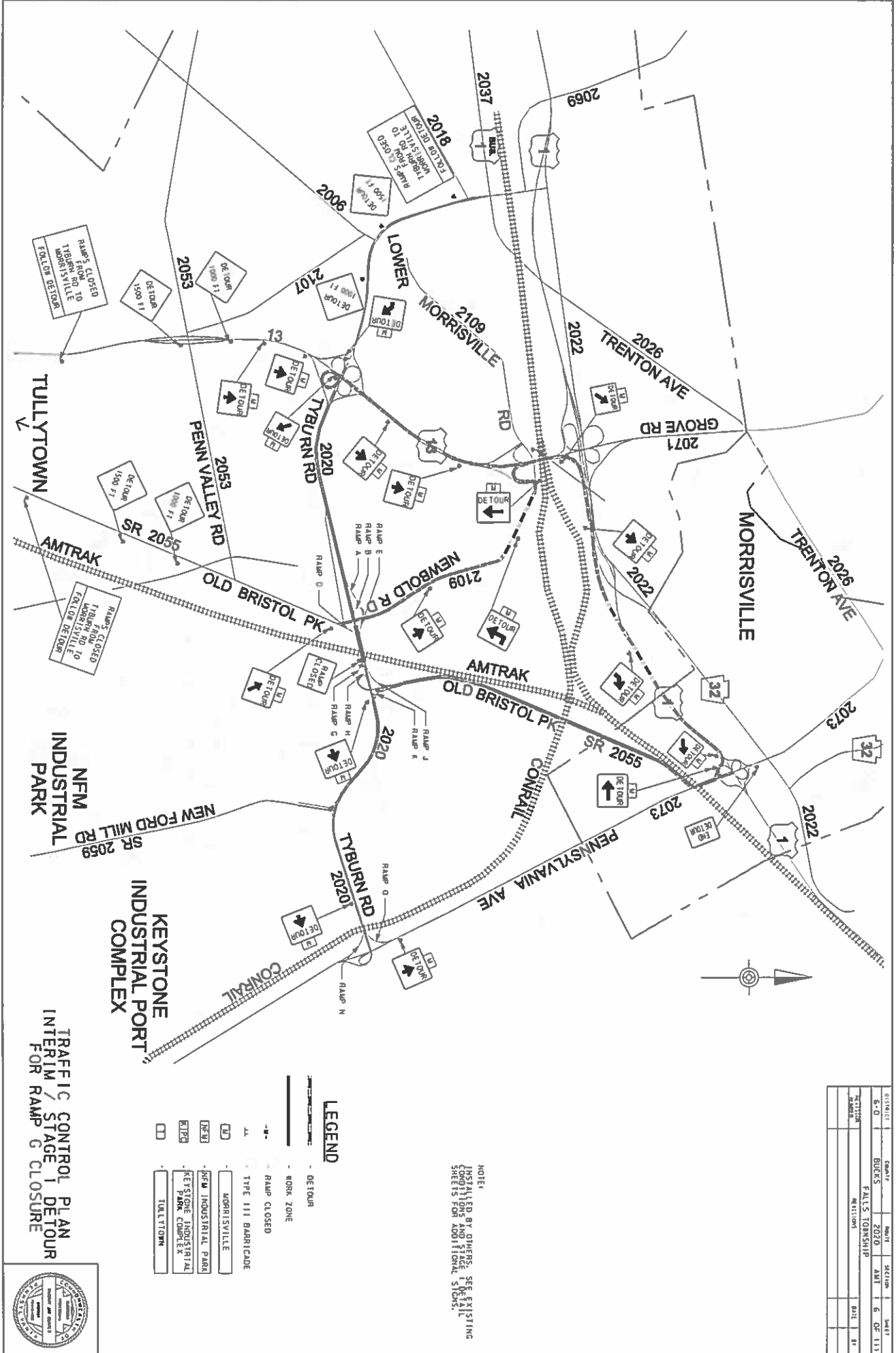


1. WHEN USED, ERECT THE R22-1 SIGN AS THE FIRST SIGN ON EACH PRIMARY APPROACH TO THE WORK ZONE. GENERALLY AT A DISTANCE OF 250' TO 1000' PRIOR TO THE FIRST WARNING SIGN.
2. WHEN USED, ERECT THE R21-19 SIGN AS CLOSE AS PRACTICAL TO THE BEGINNING OF THE ACTIVE WORK ZONE.
3. WHEN A CONSTRUCTION MAINTENANCE OR UTILITY PROJECT HAS MORE THAN ONE ACTIVE WORK ZONE AND THE ZONE SHALL BE ERECTED.
4. THE R21-19 LIGHT SHALL BE ACTIVATED ONLY WHEN WORKERS ARE PRESENT, AND DEACTIVATED WHEN WORKERS ARE NOT ANTICIPATED DURING THE NEXT 60 MINUTES.
5. WHEN THE WORK ZONE IS ON AN EXPRESSWAY OR FREEWAY, APPROPRIATE ACT 229 SIGNING AND LIGHTS SHALL BE INSTALLED AT ON-RAMP APPROACHES TO THE WORK ZONE.

ACT 229 GUIDELINES

ESTIMATE NO.	CONTRACT NO.	DATE	SECTION	SHEET
6-0	BUCS	2020	AMT	% OF 113
	FALLES TOWNSHIP			
DATE	BY	DATE	BY	DATE





PROJECT	BUCKS	SECTION	DATE
SECTION	FALLS TOWNSHIP	6 OF 11	
REVISION		DATE	BY

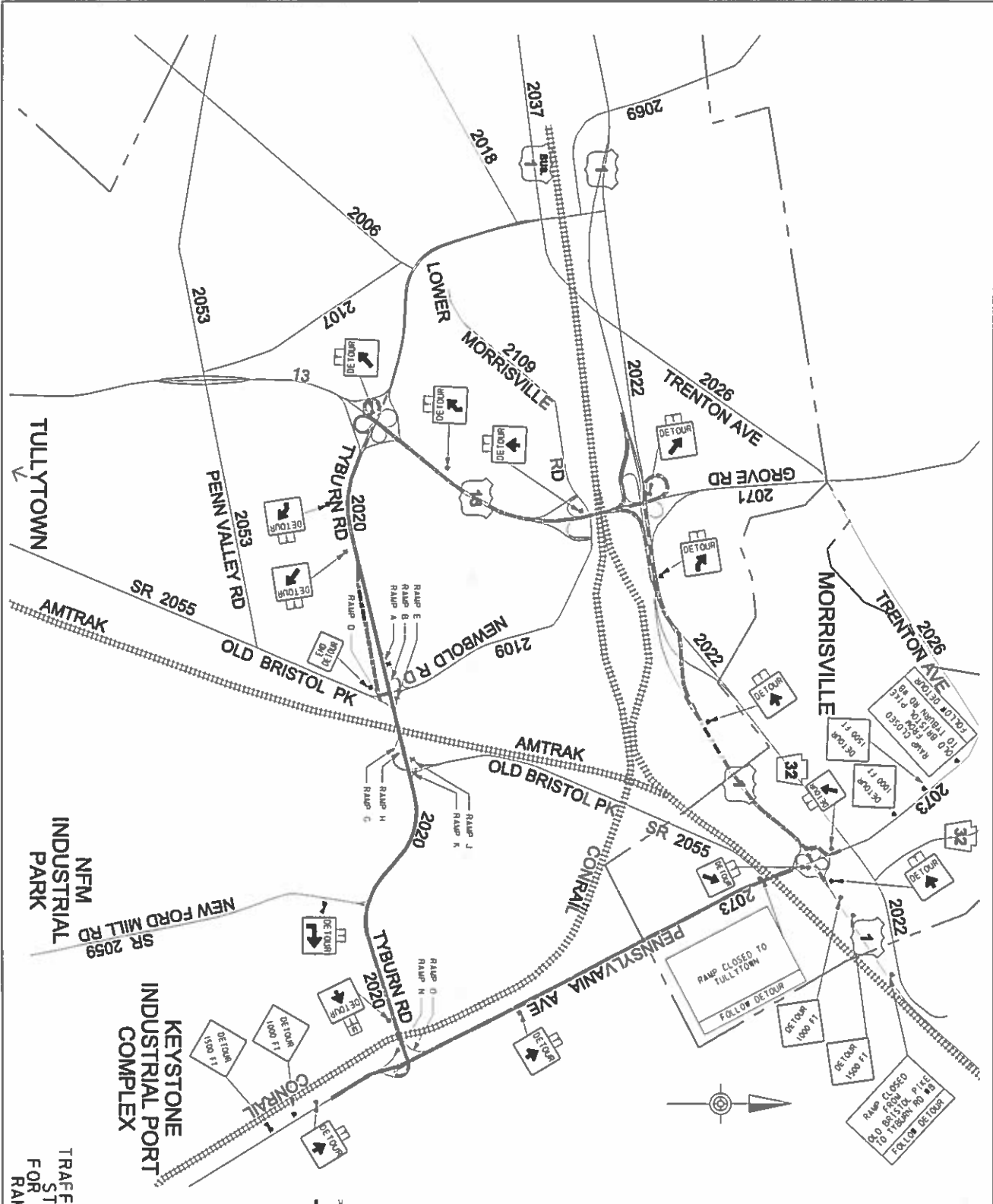
NOTE:
 INSTALLED BY OTHERS. SEE EXISTING
 CONDITIONS AND STAGE 1 DETAIL
 SHEETS FOR ADDITIONAL STIGMS.

LEGEND

- - - - - DETOUR
- - - - - WORK ZONE
- - - - - RAMP CLOSED
- TL - TYPE III BARRICADE
- TR - MORRISVILLE
- TD - NFM INDUSTRIAL PARK
- TD - KEYSTONE INDUSTRIAL PARK COMPLEX
- TD - TULLYTOWN

TRAFFIC CONTROL PLAN
 INTERIM STAGE 1 DETOUR
 FOR RAMP CLOSURE





TRAFFIC CONTROL PLAN
 STAGE 3 DETOUR
 FOR RAMP E AND
 RAMP J CLOSURES



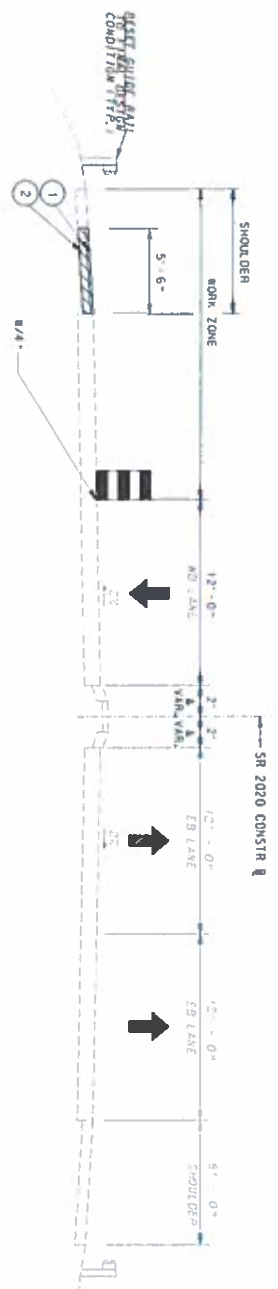
DATE	2020	SECTION	8 OF 11
PROJECT	SR 2055 & SR 2020	DATE	7/9/2012
DRAWN BY	...	CHECKED BY	...
SCALE	AS SHOWN	PROJECT NO.	...

- 1 SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BEARING COURSE, PG 64-22, 10 TO < 30 MILLION ESALS, 12.5 MM MIX, 2" DEPTH, SRL-H
- 2 SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 10 TO < 30 MILLION ESALS, 25.0 MM MIX, 6" DEPTH
- 3 SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BEARING COURSE, PG 76-27, 30 MILLION ESALS, 9.5 MM MIX, 2" DEPTH, SRL-E
- 4 SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 76-27, 30 MILLION ESALS, 25.0 MM MIX, 6" DEPTH

LEGEND

- [Symbol: Dashed line with triangles] TEMPORARY BARRIER WITH GUIDERAIL STIFFENING
- [Symbol: Solid black bar] PERMANENTLY RECONSTRUCTED
- [Symbol: Diagonal lines /] TEMPORARY PAVEMENT
- [Symbol: Diagonal lines \] PAVEMENT RECONSTRUCTION LIMITS
- [Symbol: Dotted pattern] TEMPORARY SHOULDER RECONSTRUCTION PAVEMENT

SEE CONSTRUCTION PLAN SHEETS 06-07 OF 64 FOR PAVEMENT DETAILS



SR 2020 - TYPICAL SECTION - STAGE 1

STA 93+00 TO STA 110+05
 STA 114+00 TO STA 119+00
 STA 114+45 TO STA 119+00
 STA 114+50 TO STA 136+00

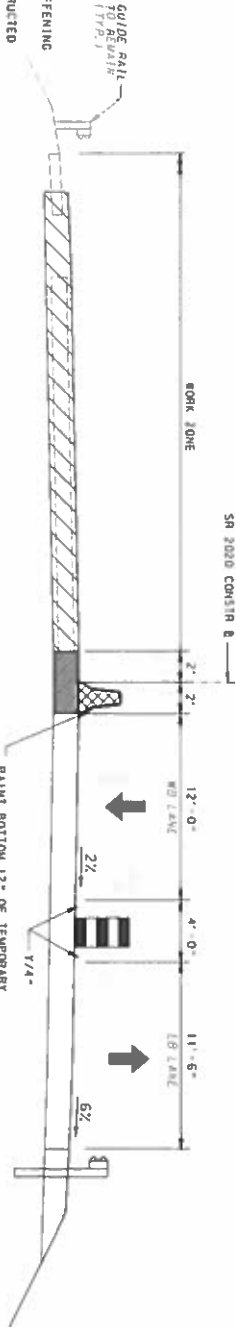
DATE:	9/20/20	SCALE:	AS SHOWN
DRAWN BY:	ADDENDUM 2	DATE:	9/20/20
CHECKED BY:		DATE:	



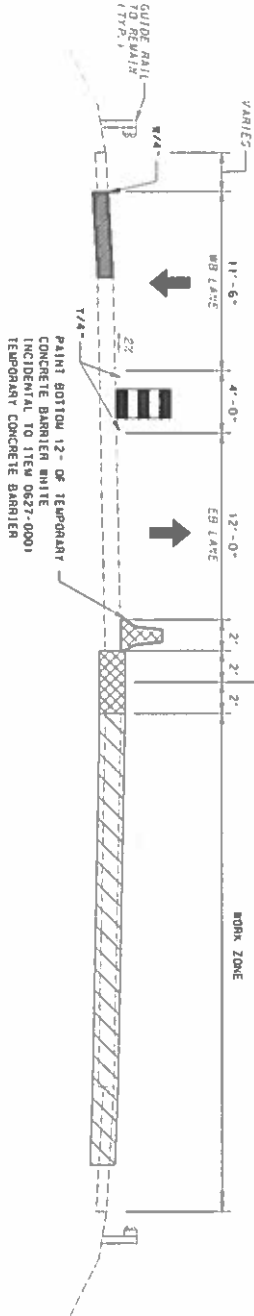
- LEGEND:**
-  TEMPORARY BARRIER WITH GUIDE RAIL STIFFENING
 -  PREVIOUSLY RECONSTRUCTED PAVEMENT RECONSTRUCTION
 -  TEMPORARY SHOULDER RECONSTRUCTION PAVEMENT

SR 2020 - TYPICAL SECTION - STAGE 2
 STA 101+00 TO STA 119+50

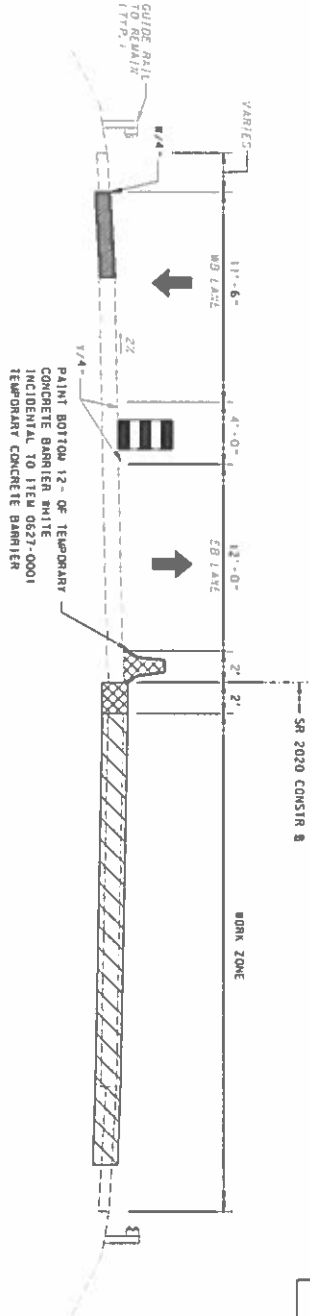
SR 2020 - TYPICAL SECTION - STAGE 3
 STA 101+00 TO STA 119+00.00



SR 2020 - TYPICAL SECTION - STAGE 2
 STA 136+00 TO STA 159+50

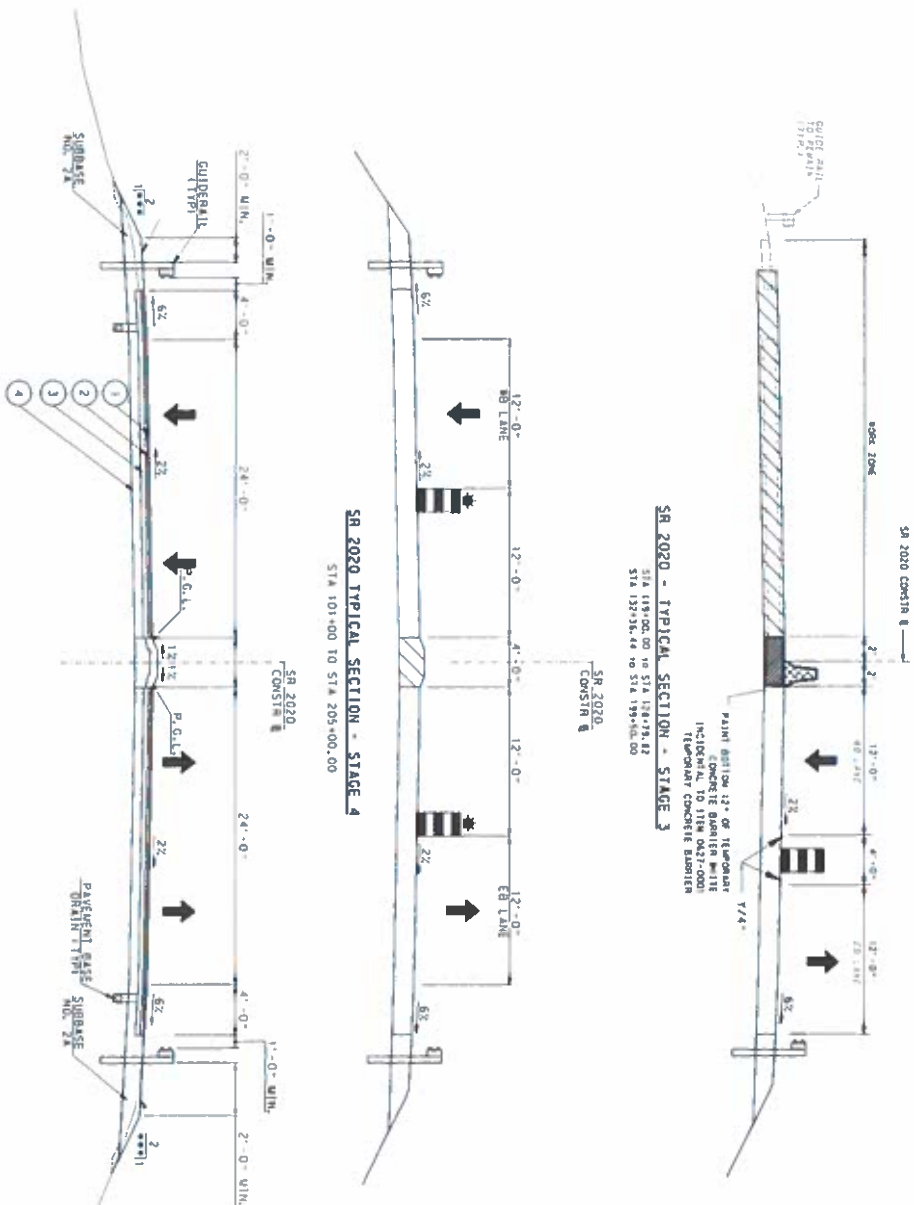


SR 2020 - TYPICAL SECTION - STAGE 2
 STA 101+00 TO STA 119+50
 STA 125+00 TO STA 136+00



PROJECT	DATE	SCALE	SHEET
SR 2020	2020	AS SHOWN	10 OF 11
SECTION	DATE	BY	BT
STATION	REVISION		

- LEGEND:**
-  TEMPORARY BARRIER WITH GUIDEBALL STIFFENING
 -  RESURFACING & RECONSTRUCTED PAVEMENT
 -  TEMPORARY RECONSTRUCTION LIMITS
 -  TEMPORARY SHOULDER RECONSTRUCTION PAVEMENT



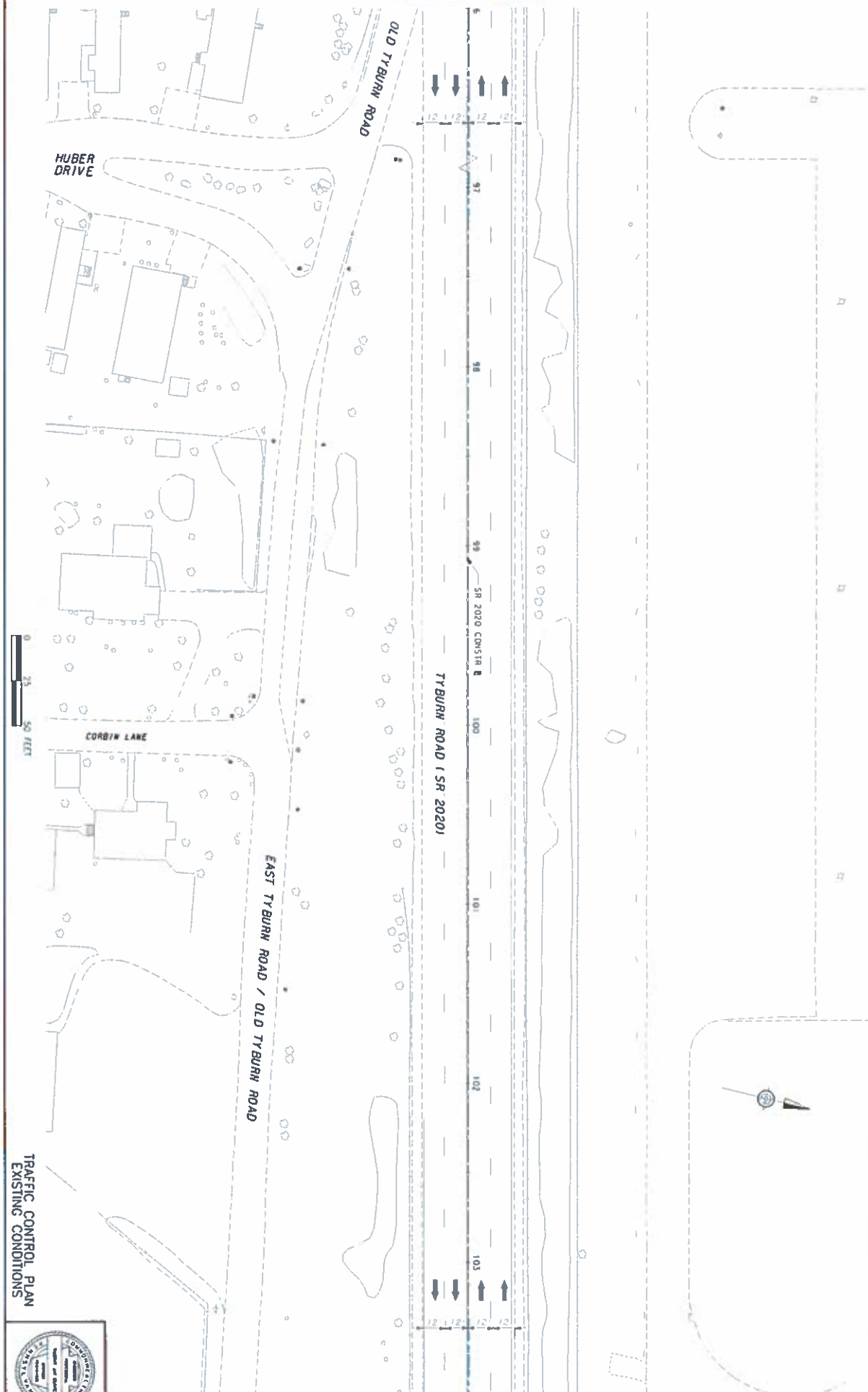
SR 2020 TYPICAL SECTION
 STA 119+00.00 TO STA 124+75.00
 STA 124+75.00 TO STA 127+00.00
 STA 127+00.00 TO STA 132+00.00

* VARIES 7'-0" TO 5'-0" FROM STA 117+00.00 TO 119+00.00
 ** PAVEMENT SHOULDER VARIES 5'-6" TO 4'-0" FROM 117+00.00 TO 119+00.00
 *** REFER TO CROSS SECTIONS FOR FILL SLOPE GRADING VARIES 1:5:1 AND 2:1:1
 **** REFER TO PLANS AND CROSS SECTIONS FOR LIMITS OF 4" CONCRETE MEDIAN

TYPICAL SECTIONS (3 OF 3)



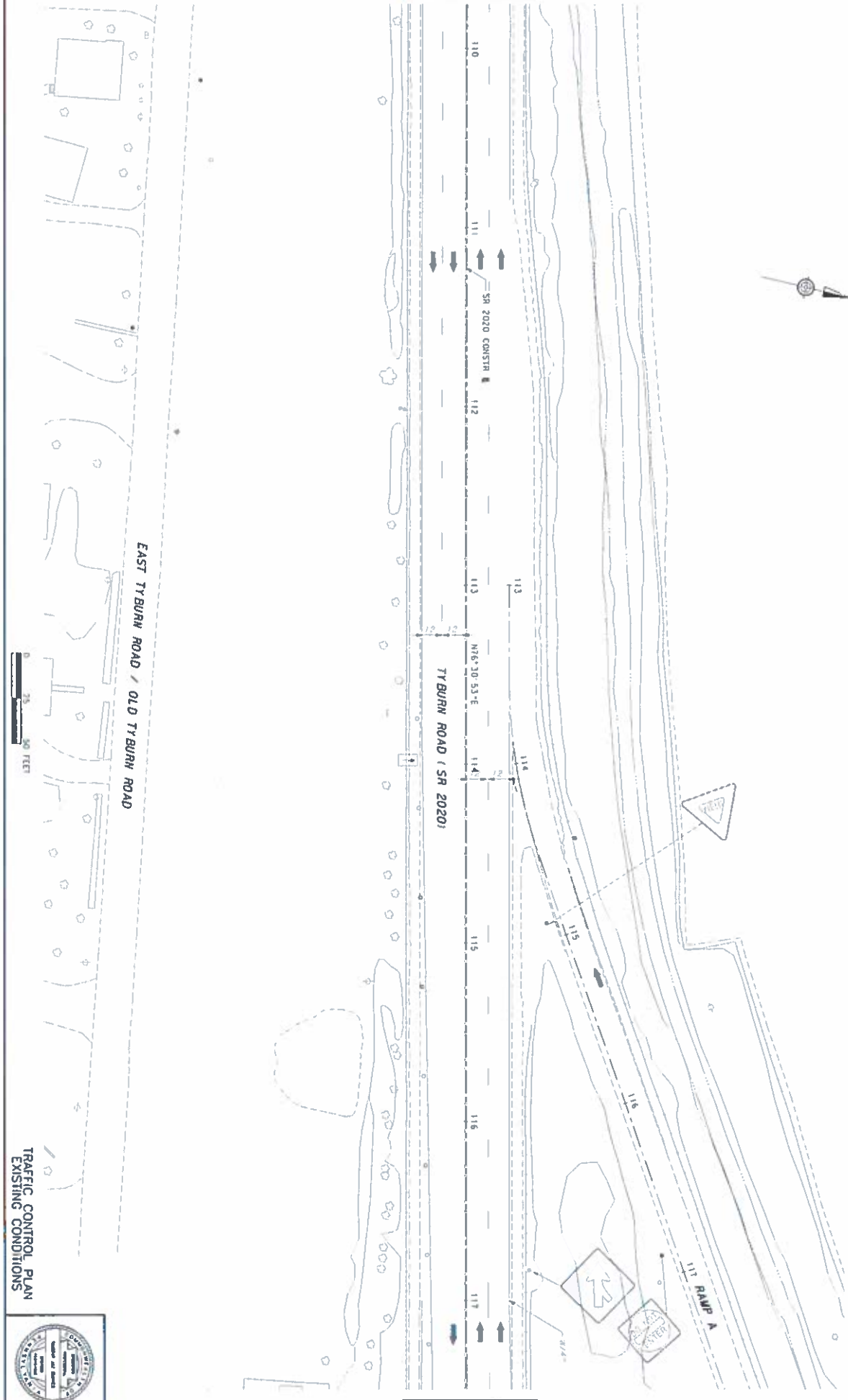
PROJECT	CONTRACT	DATE	SCALE
5-0	BUCKS	2020	AS SHOWN
FALCON TOWNSHIP		DATE	BY
REVISIONS		DATE	BY



TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



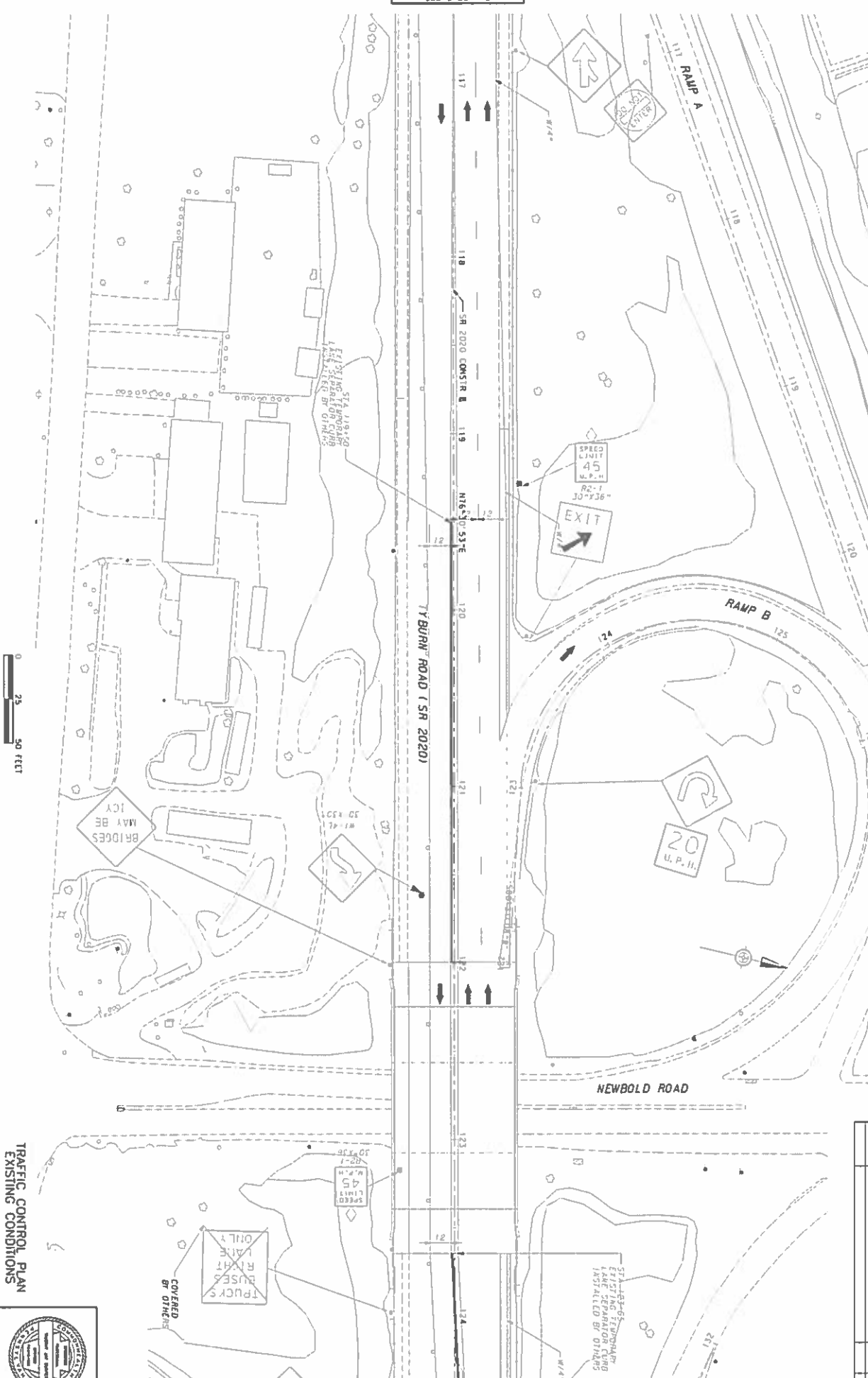
PROJECT	COMMIT	DATE	SECTION	SHEET
6-0	BUCKS	2020	ADT	13 OF 111
FALLS TOWNSHIP				
NO. OF SHEETS	DATE	BY		
11	11/15/2019	DR		



PROJECT	BUCKS	SECTION	DATE
6-0	2020	15 OF 113	
FALLS TOWNSHIP			
REVISIONS			

TRAFFIC CONTROL PLAN
EXISTING CONDITIONS

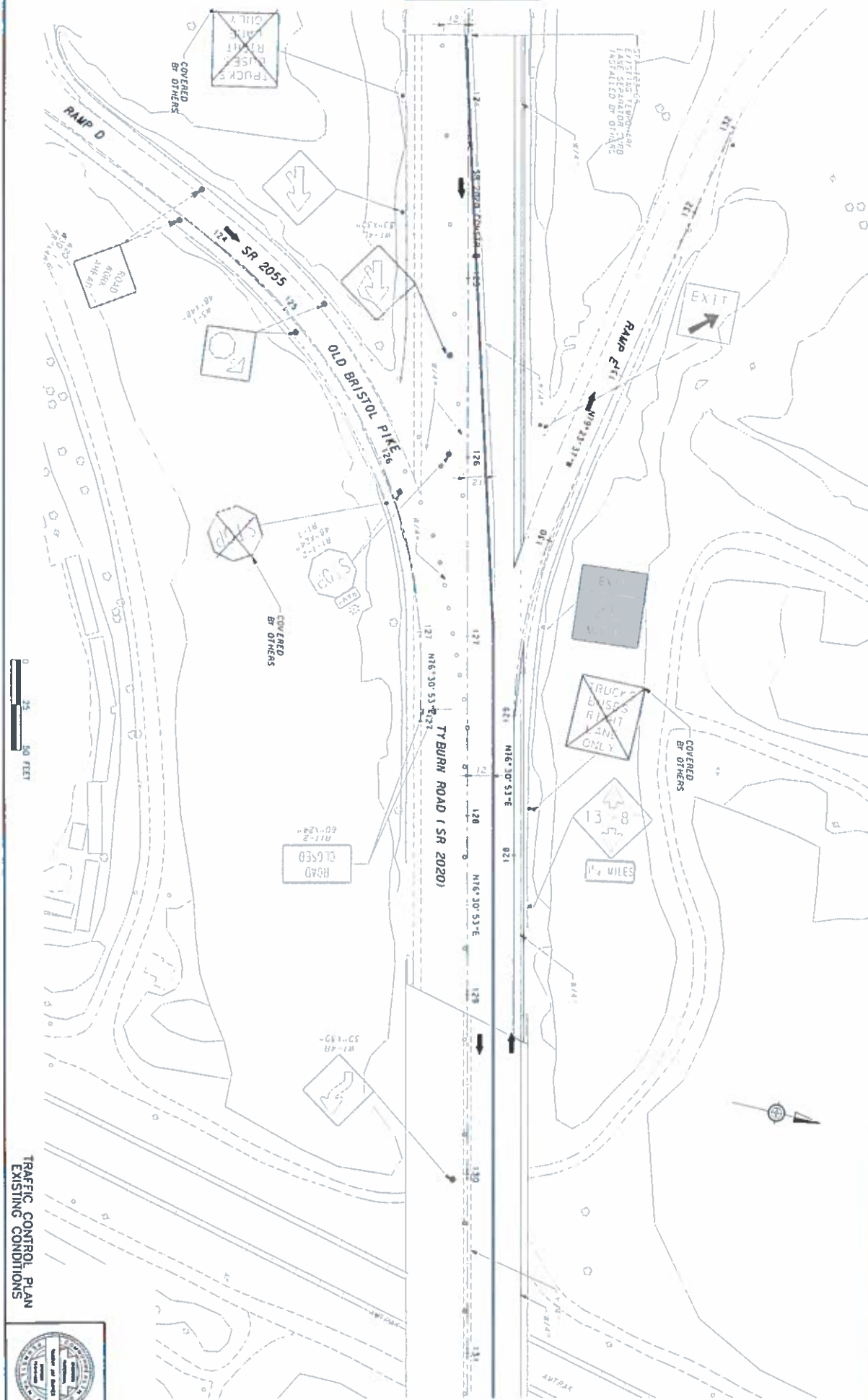




TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



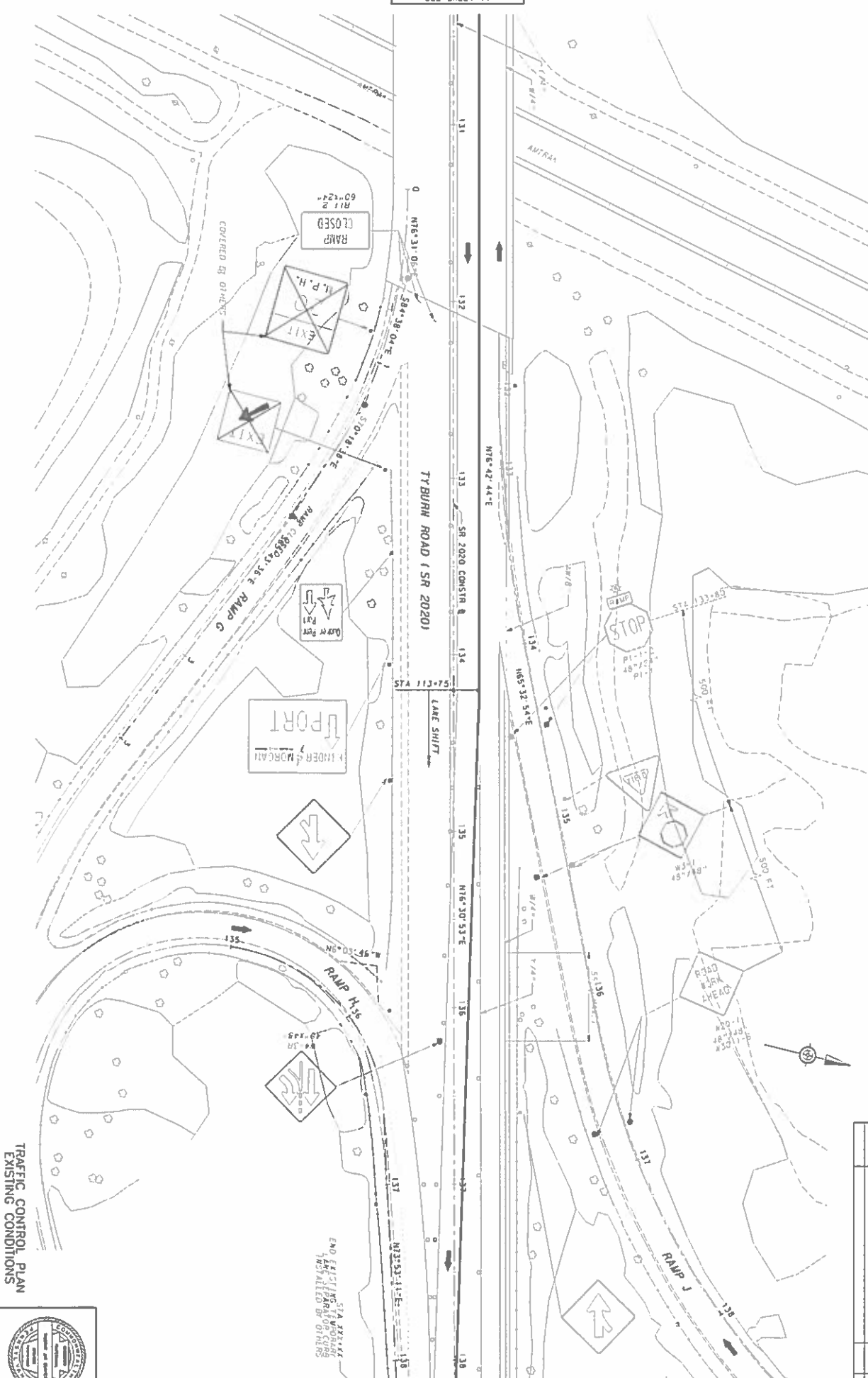
DATE	2012	2012	2012	2012
BY	DUCKS	2020	ABT	16 OF 111
PROJECT	FALLES TOWNSHIP			
NO.	20120005			9/1



TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



PROJECT	COUNTY	TOWNSHIP	SECTION	SHEET
6-1-D	BUCKS	2020	17 OF 111	
DATE	NO. / STATION	DATE	BY	



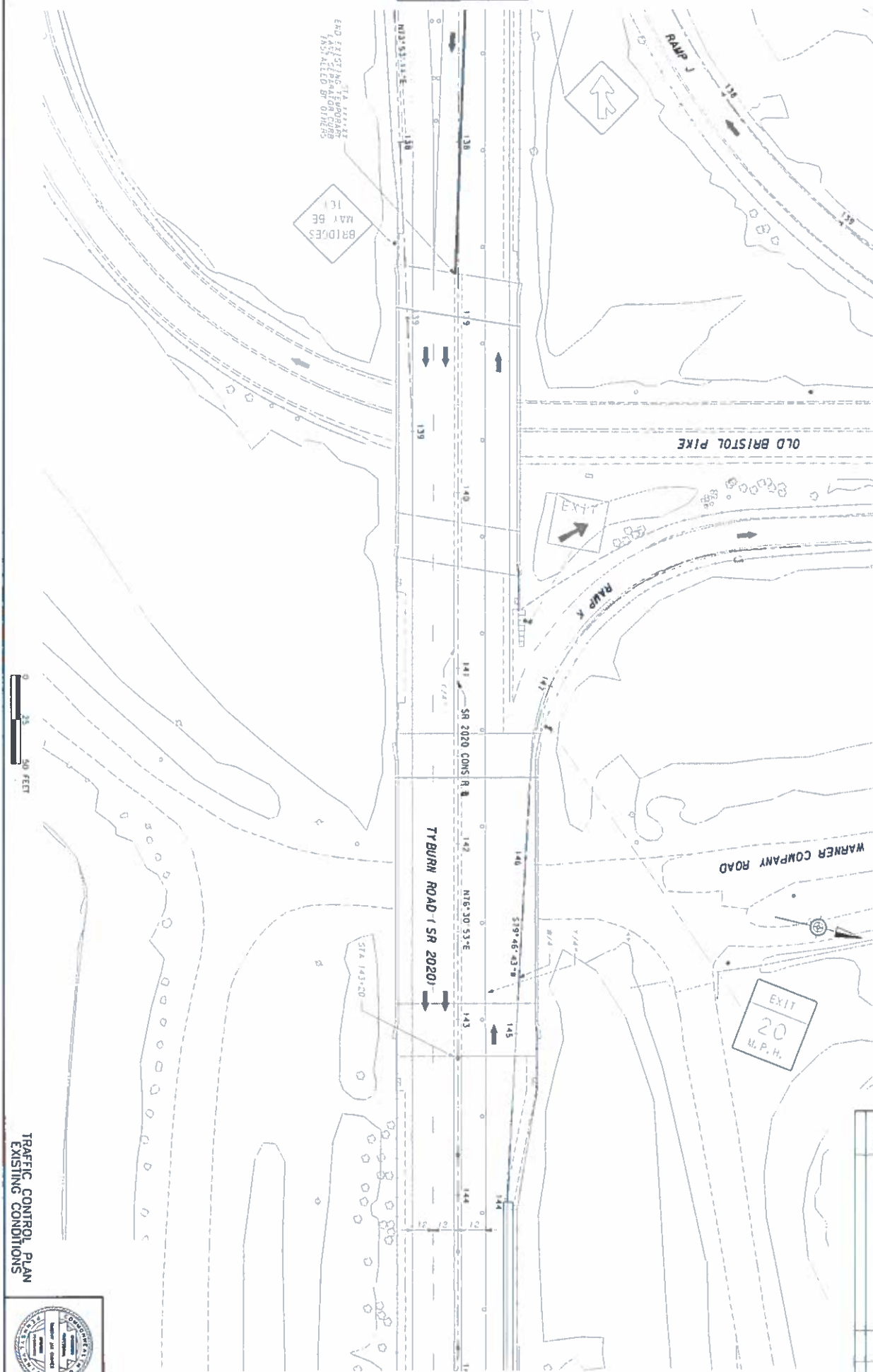
TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



STA. JERRY
ENO ENGINEERING
135 ALLEN DR. S.W.
MUSKEGON, MI 49645

PROJECT	SECTION	SHEET
6-0 BUCKS	2020	18 OF 111
FALLS TOWNSHIP		
DATE	BY	GT

SEE SHEET 18



SEE SHEET 20

TRAFFIC CONTROL PLAN
EXISTING CONDITIONS

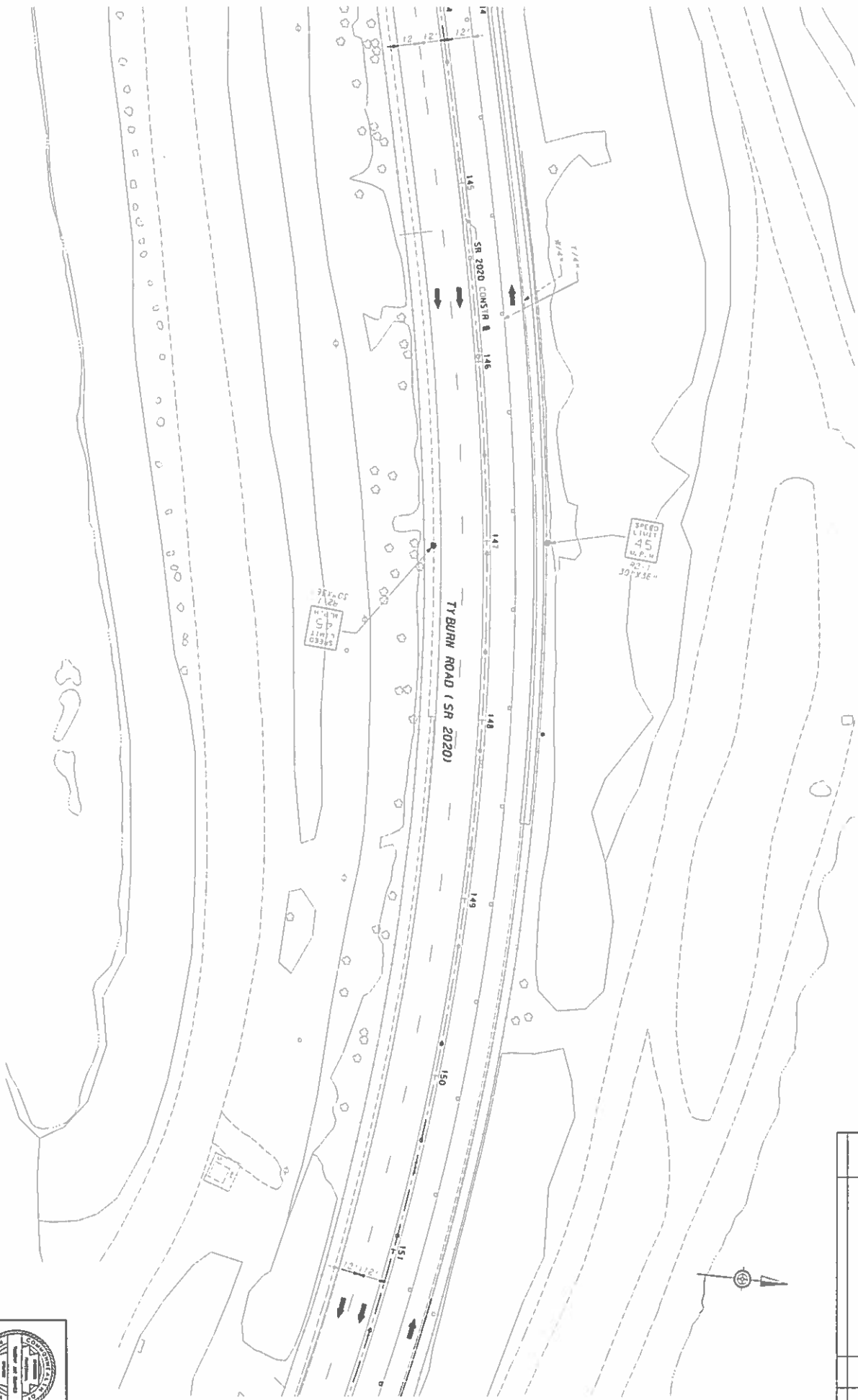


PROJECT	COUNTY	TOWNSHIP	SECTION	SHEET
SR 2020	BUCKS	FALLES TOWNSHIP	A417	19 OF 111
DATE	DESIGNED BY	CHECKED BY	DATE	BY

SEE SHEET 19



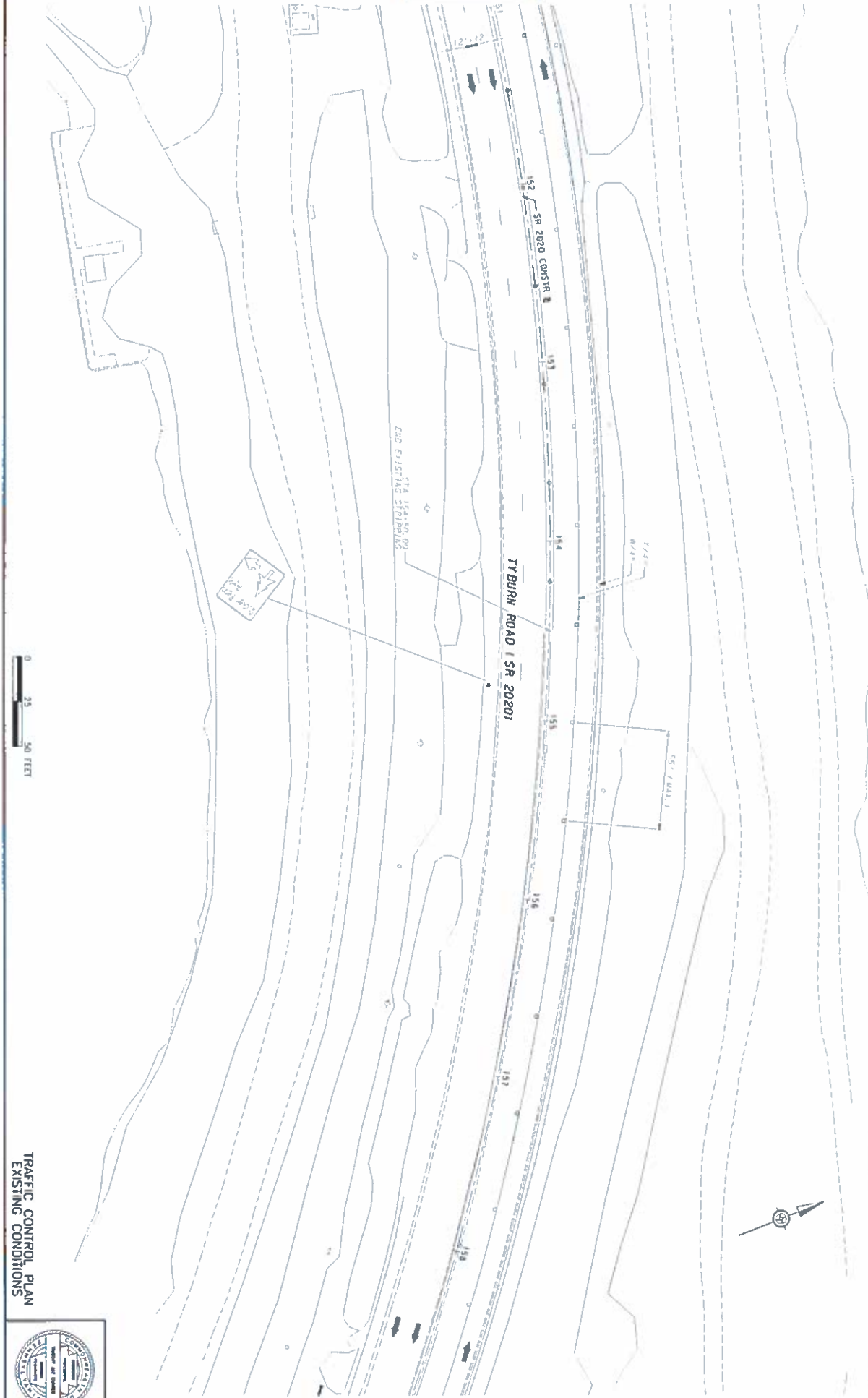
TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



SEE SHEET 21

PROJECT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AM	20 OF 111
DATE	FALL 5 TOWNSHIP		DATE	BY
	REVISIONS			



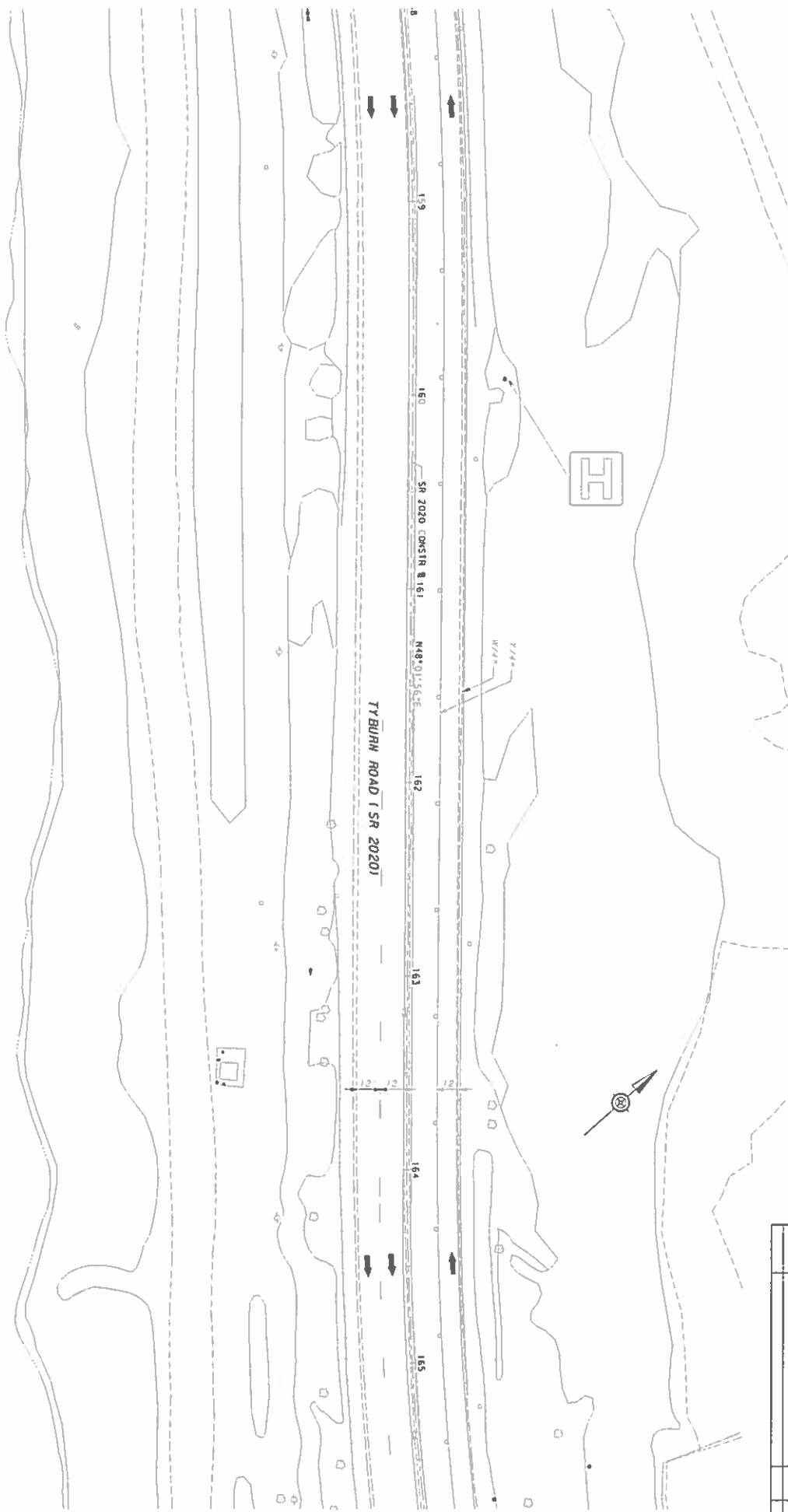


PROJECT	CONTRACT	DATE	SECTION	SHEET
6-0	BUCKS	2020	AMT	21 OF 113
FALLS TOWNSHIP		AS SHOWN		
DATE				
BY				

TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



SEE SHEET 21



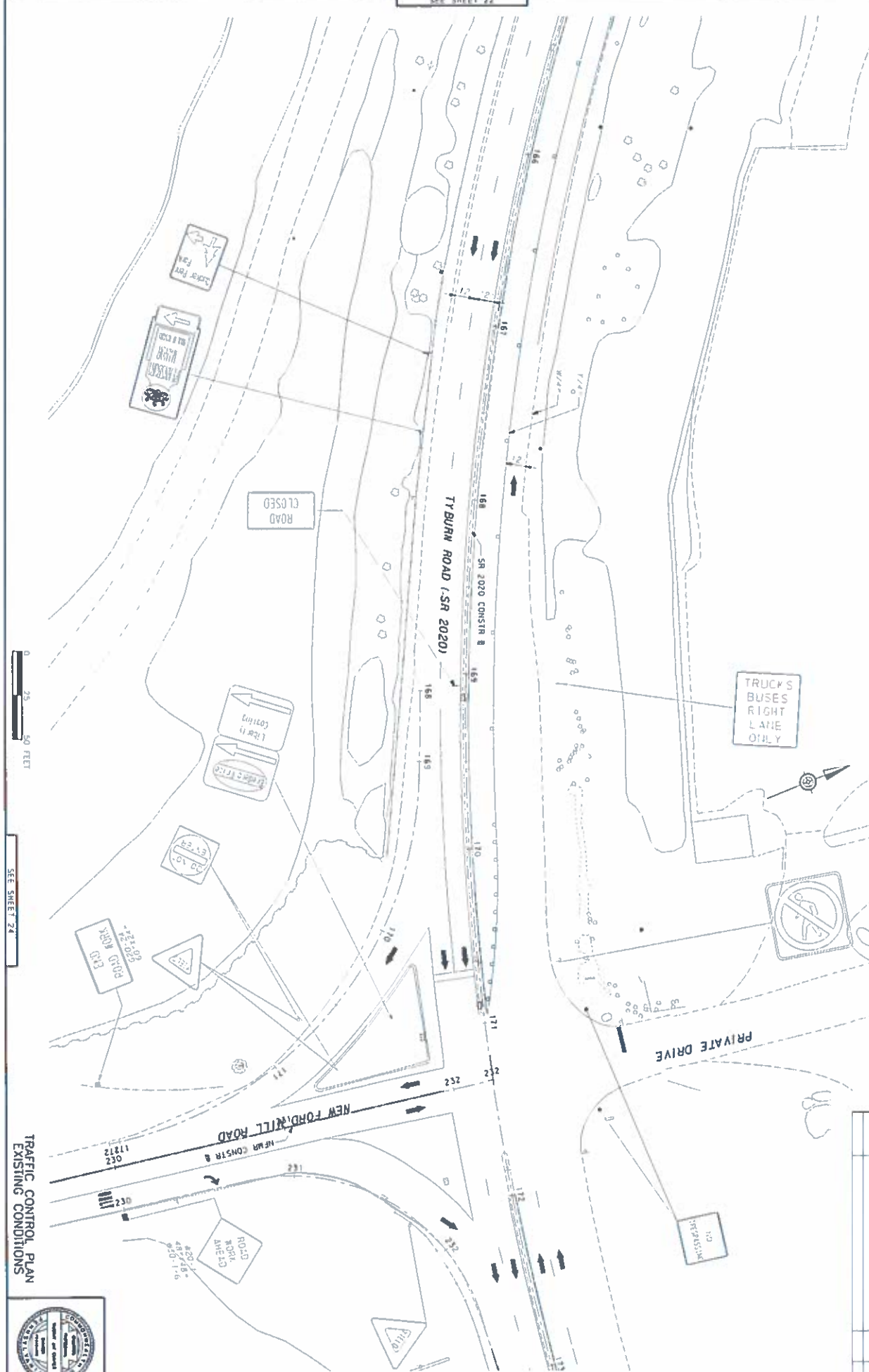
TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



SEE SHEET 23

DATE	BY	SECTION	SHEET
2020	ALF	22 OF 111	87
COUNTY: BRICKS TOWNSHIP: FALLS TOWNSHIP DISTRICT:			

SEE SHEET 22



SEE SHEET 24

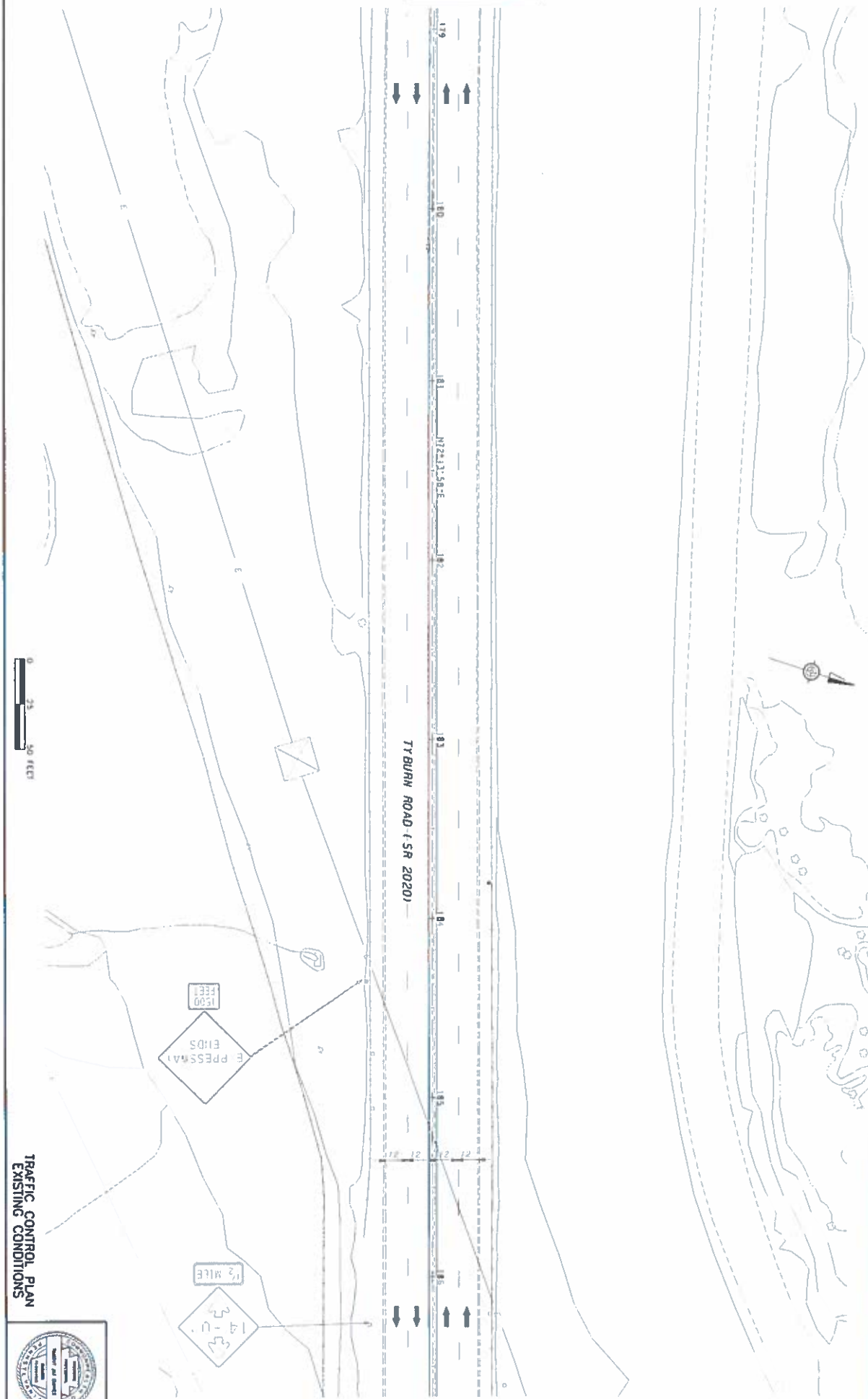
TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



SEE SHEET 24

DISTRICT	6-0	BLUES	2020	MAJ	28	OF	113
TOWNSHIP	FALLEN TOWNSHIP						
SHEET	28 OF 113						
DATE	7/19/2012						
BY	[Signature]						
DATE	7/19/2012						

SEE SHEET 24



TYBURN ROAD (SR 2020)

PRESSMAN ENDS
1500 FEET

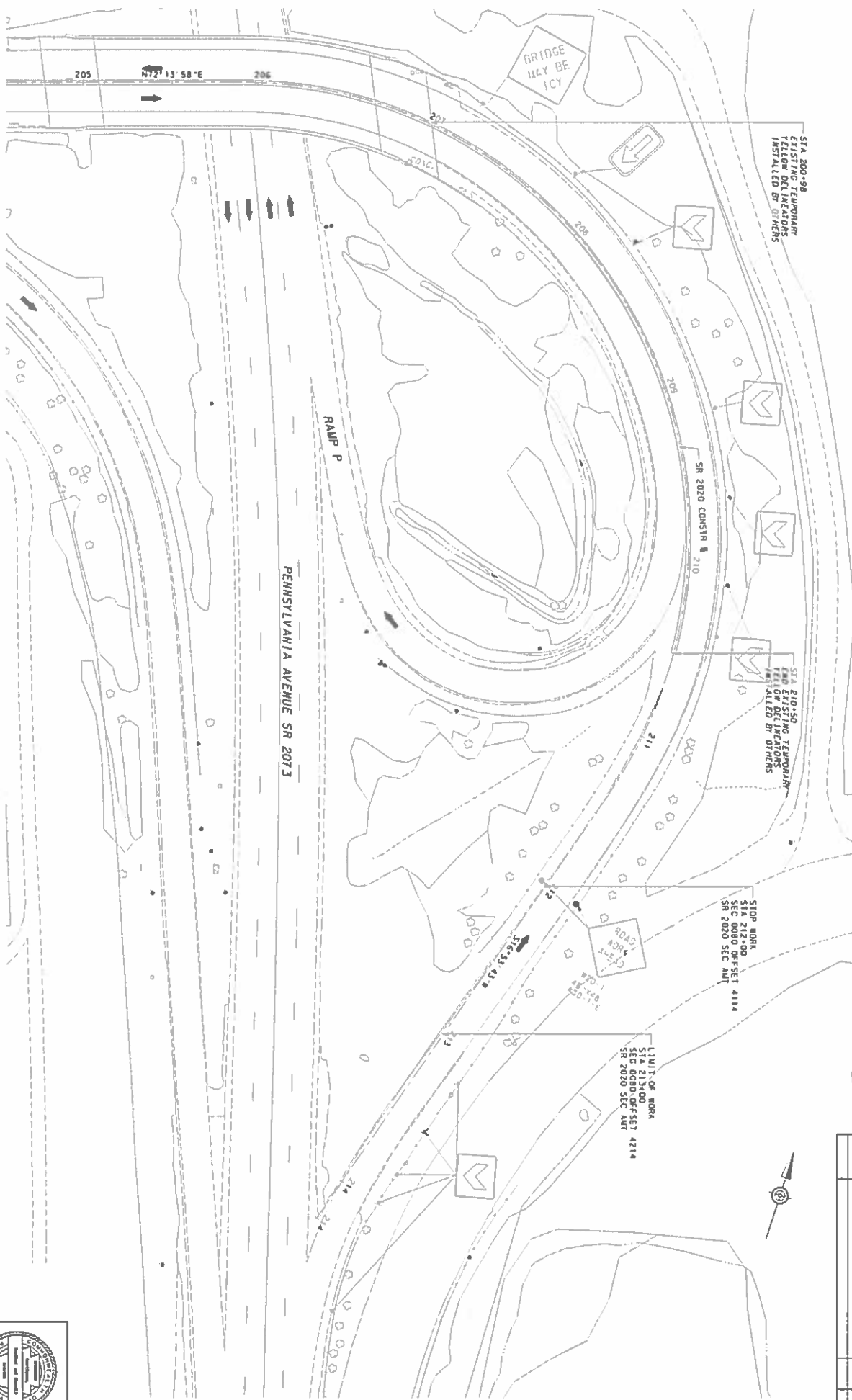
1/2 MILE
1/4 MILE

TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



PROJECT	DATE	SECTION	SHEET
6-0	BLOCK 5	2020	25 OF 111
NO. 1	FALLS TOWNSHIP		
	REVISIONS		

SEE SHEET 26



SEE SHEET 27

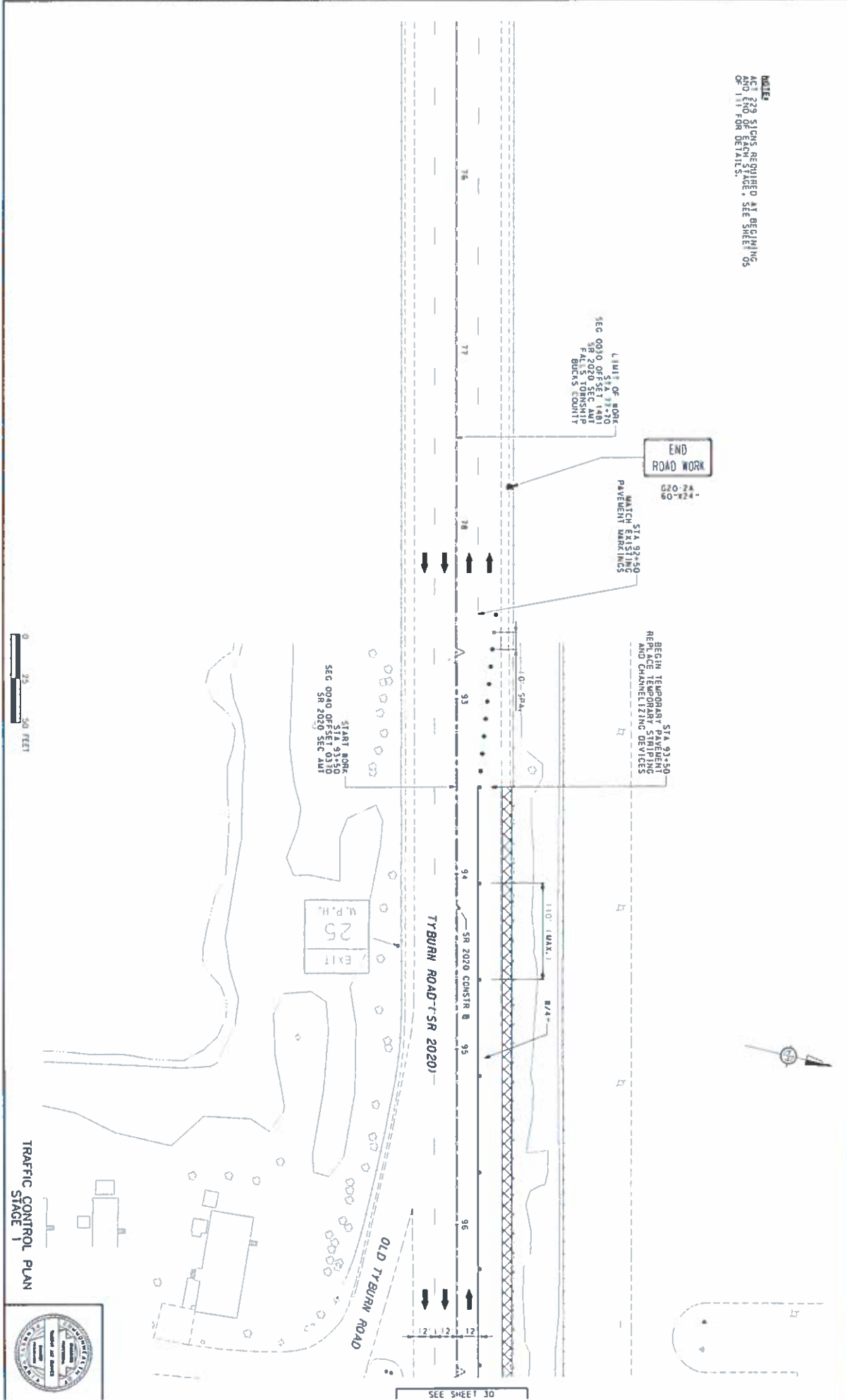


TRAFFIC CONTROL PLAN
EXISTING CONDITIONS



SHEET	COUNTY	DATE	SECTION	DATE
6-0	ROCKS	2020	ART	28 OF 111
PROJECT: FALLS TOWNSHIP				
DATE	BY	BY	BY	BY

NOTE
 ACT 229 SIGNS REQUIRED AT BEGINNING
 AND END OF EACH STAGE. SEE SHEET 05
 FOR FULL SIGN DETAILS.

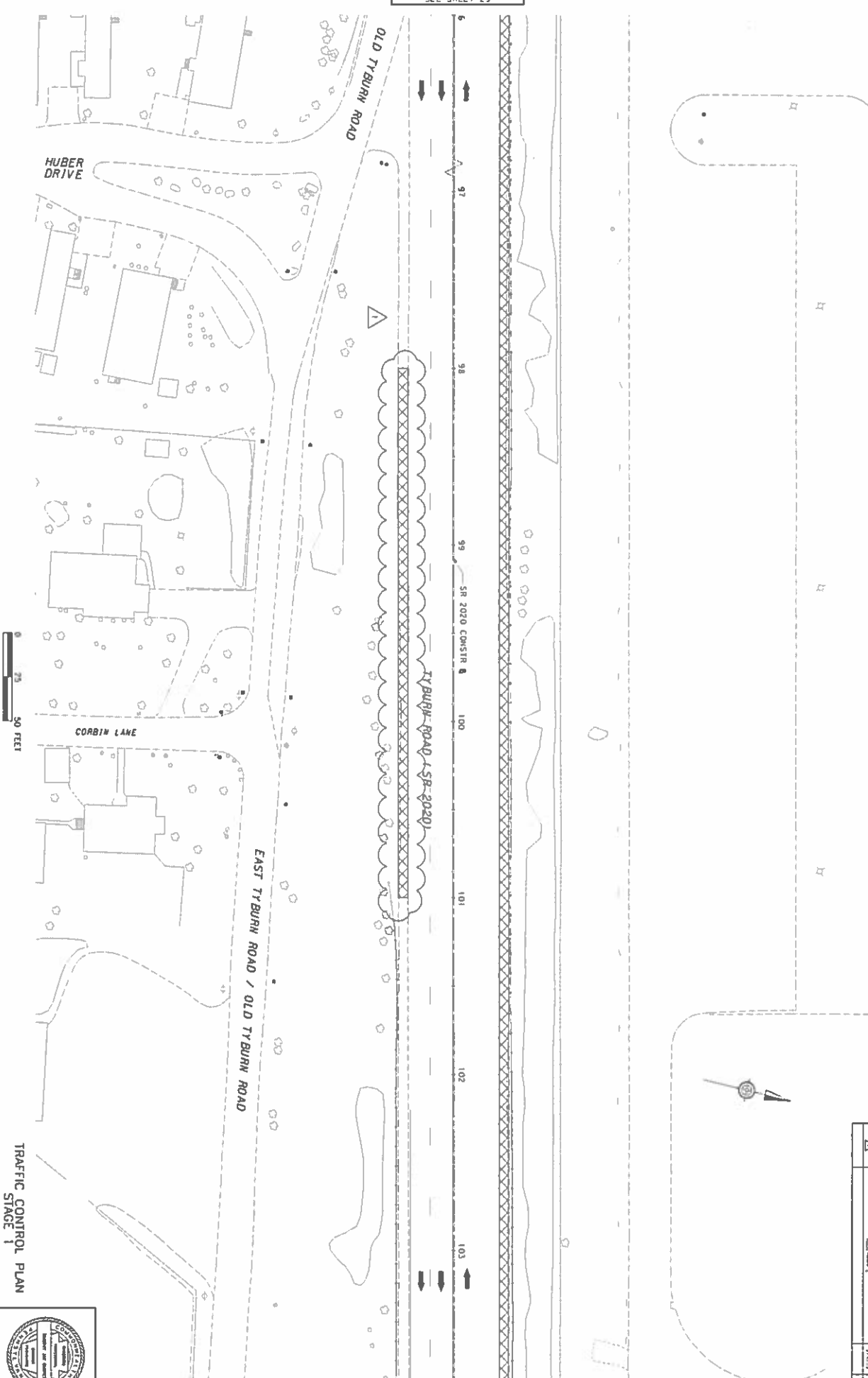


TRAFFIC CONTROL PLAN
 STAGE 1



SEE SHEET 30

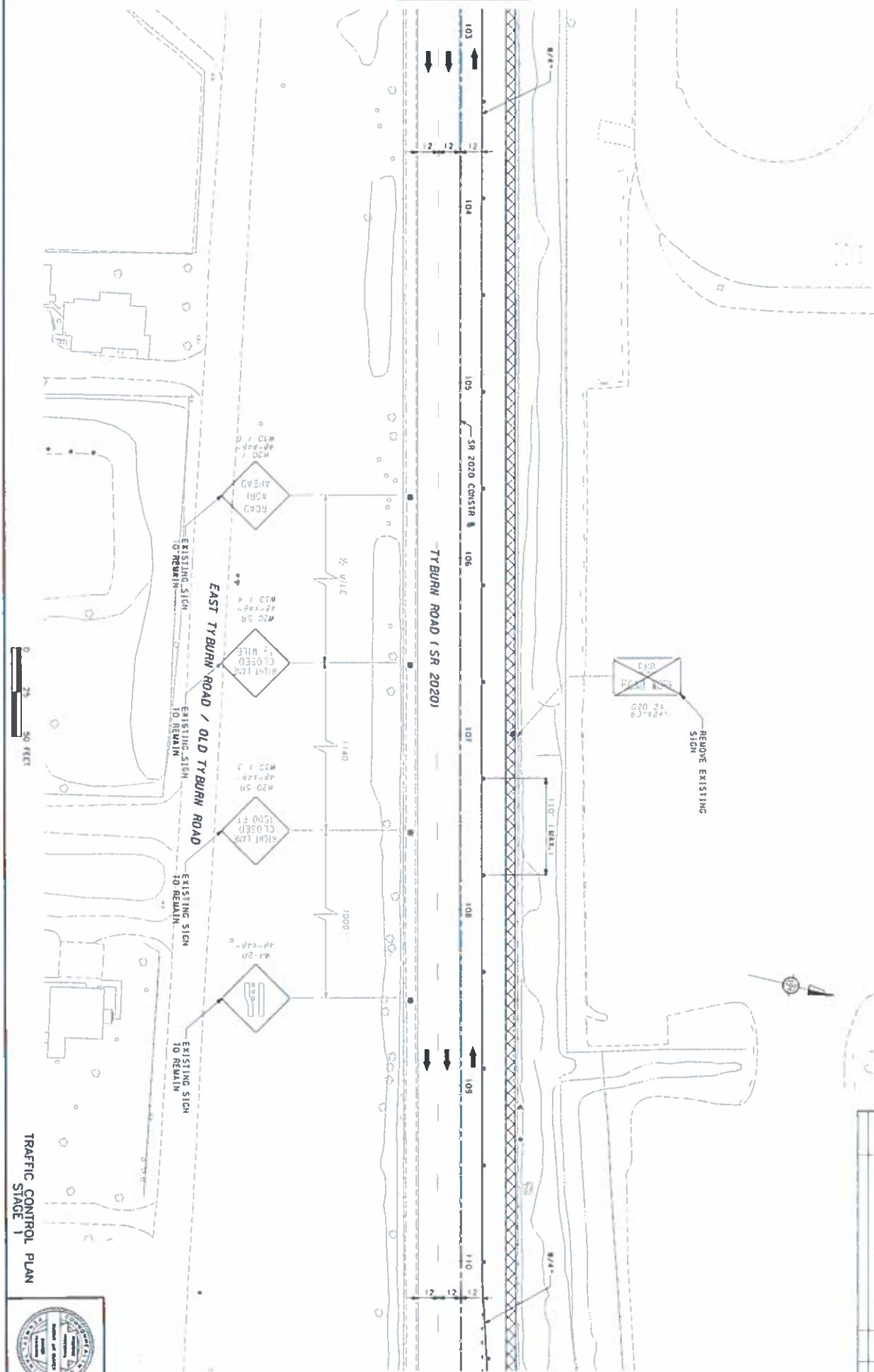
PROJECT	ROADWAY	DATE	SECTION	SHEET
6-0	BUCK'S	2020	AUT	29 OF 111
SECTION	FALLS TOWNSHIP			
DATE	REVISIONS	DATE	BY	



TRAFFIC CONTROL PLAN
STAGE 1



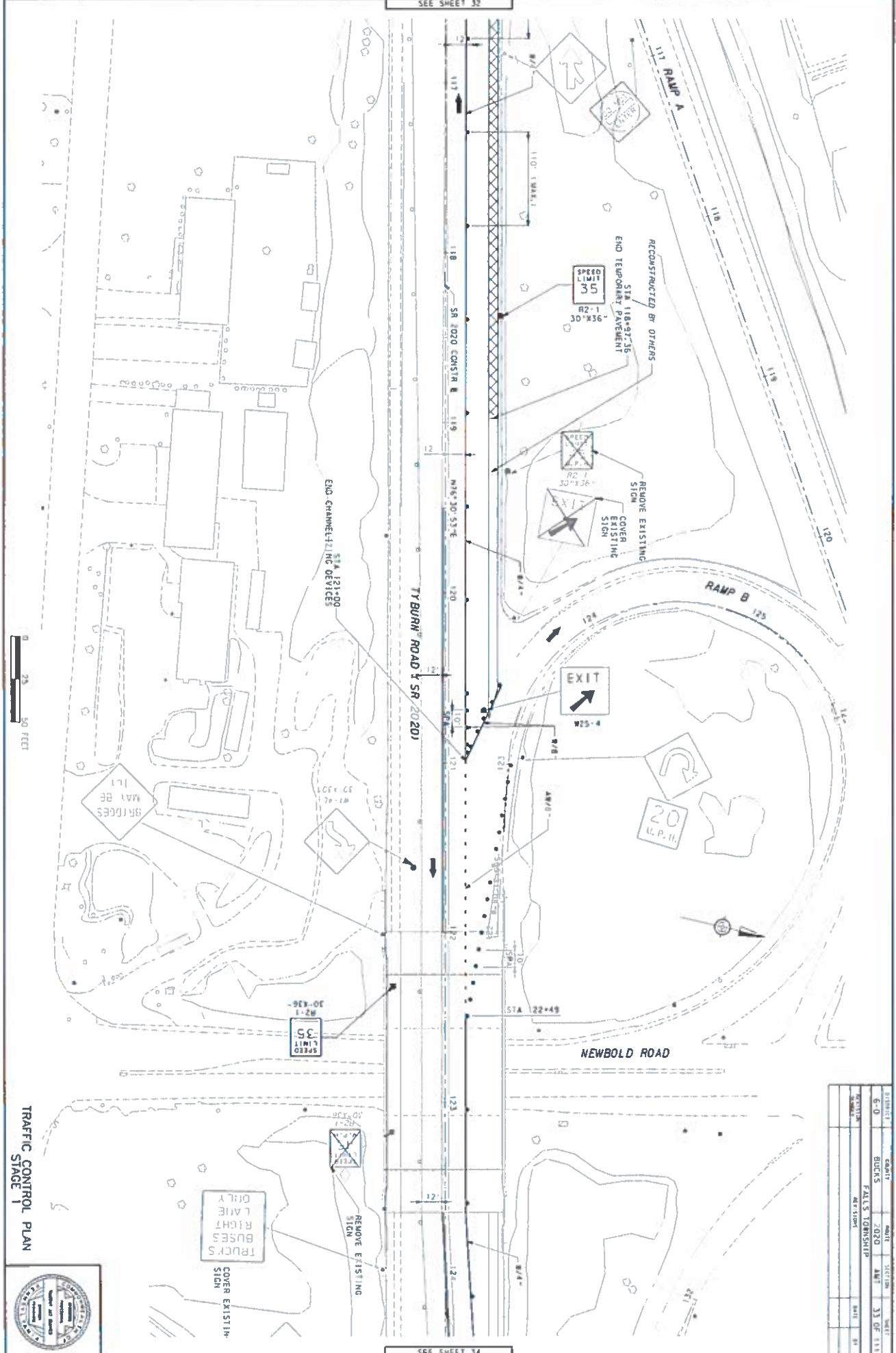
DATE	SECTION	SHEET
6-0	BUCKS	2020
PROJECT	2020	AMT
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NO. 5	2020	
NO. 6	2020	
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NO. 199	2020	
NO. 200	2020	



TRAFFIC CONTROL PLAN
STAGE 1



PROJECT NO.	BUCKS 2020	DATE	31 OF 111
DATE	NOV 11 2011	DATE	07
SCALE		SCALE	
SECTION		SECTION	

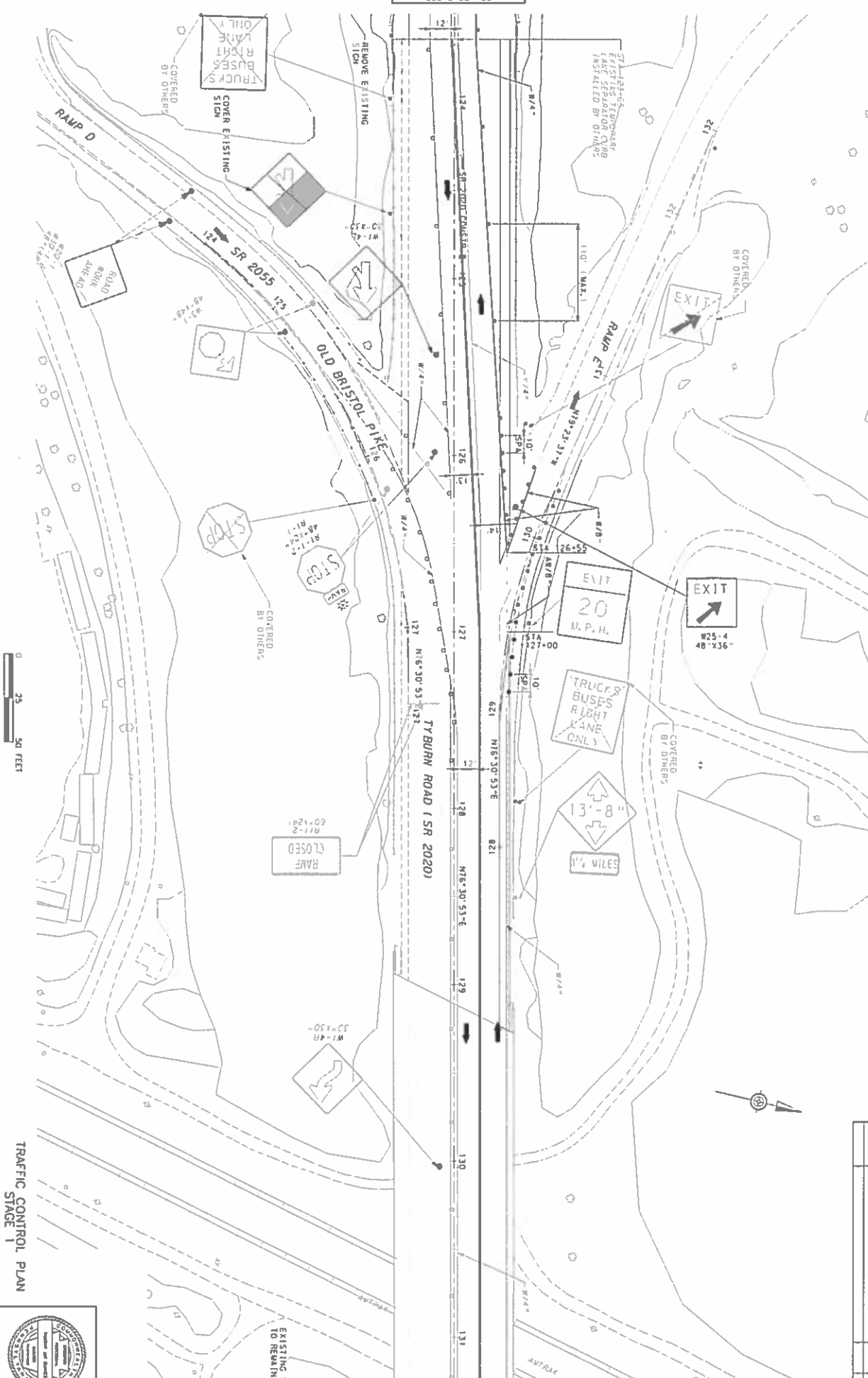


TRAFFIC CONTROL PLAN
STAGE 1



PROJECT	CONTRACT	DATE	SHEET
6-0	BUCKS	2020	33 OF 118
SECTION	FALLS TOWNSHIP	DATE	BY
487 SIGN			

SEE SHEET 33

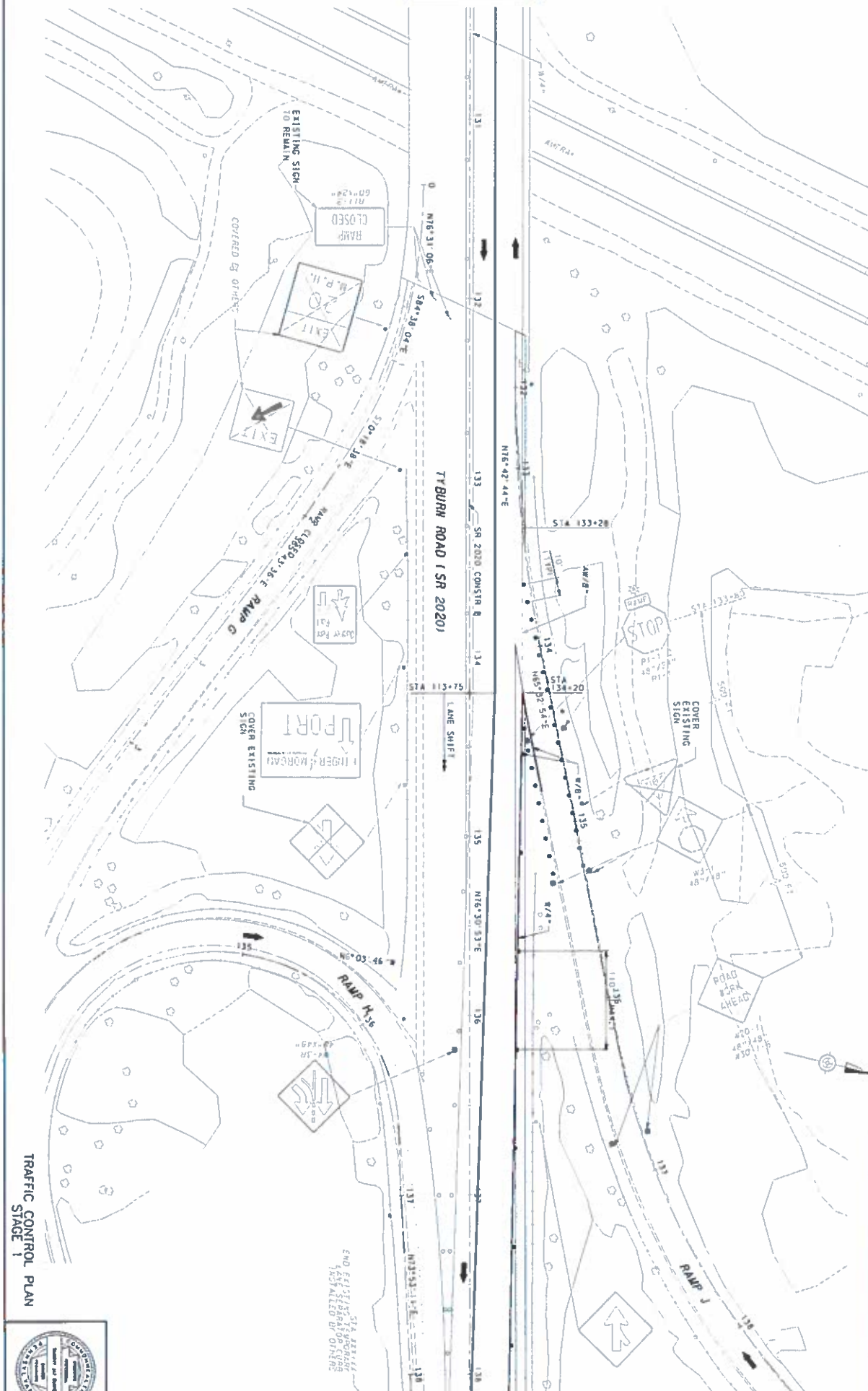


TRAFFIC CONTROL PLAN
STAGE 1



SEE SHEET 35

PROJECT	COUNTY	DATE	SECTION	SHEET
6-0	BUCKS	2020	AUT	34 OF 111
DESIGN NUMBER	FALLS TOWNSHIP		DATE	BY



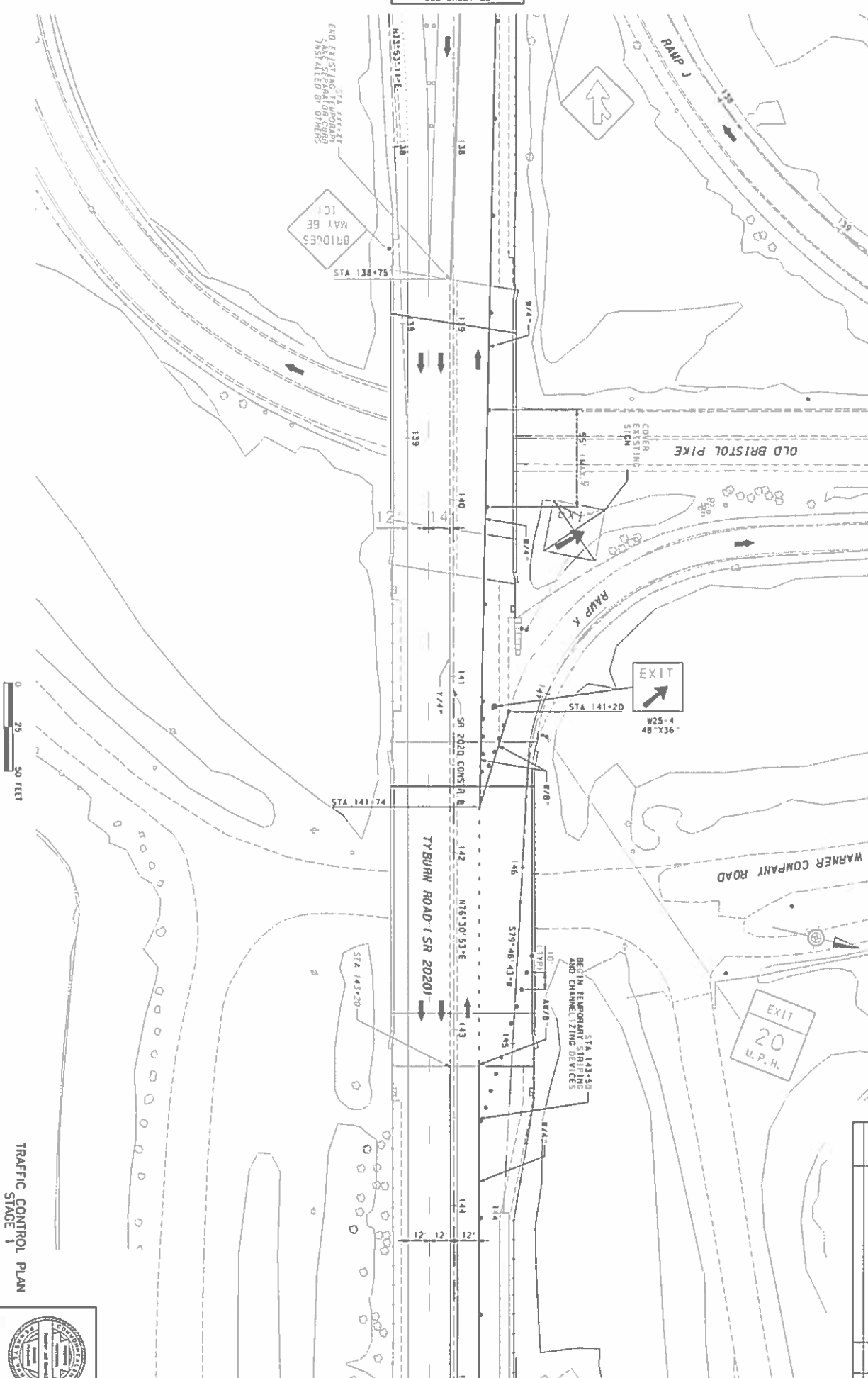
TRAFFIC CONTROL PLAN
STAGE 1



STA 131+11.11
END EXISTING WORKING
1/25' ALIGNED BY OTHERS

PROJECT	COUNTY	ROUTE	SECTION	SHEET
6-0	BULLOCK	2020	AMT	35 OF 113
TOWNSHIP	FALLS TOWNSHIP			
DATE	REVISIONS	DATE	BY	

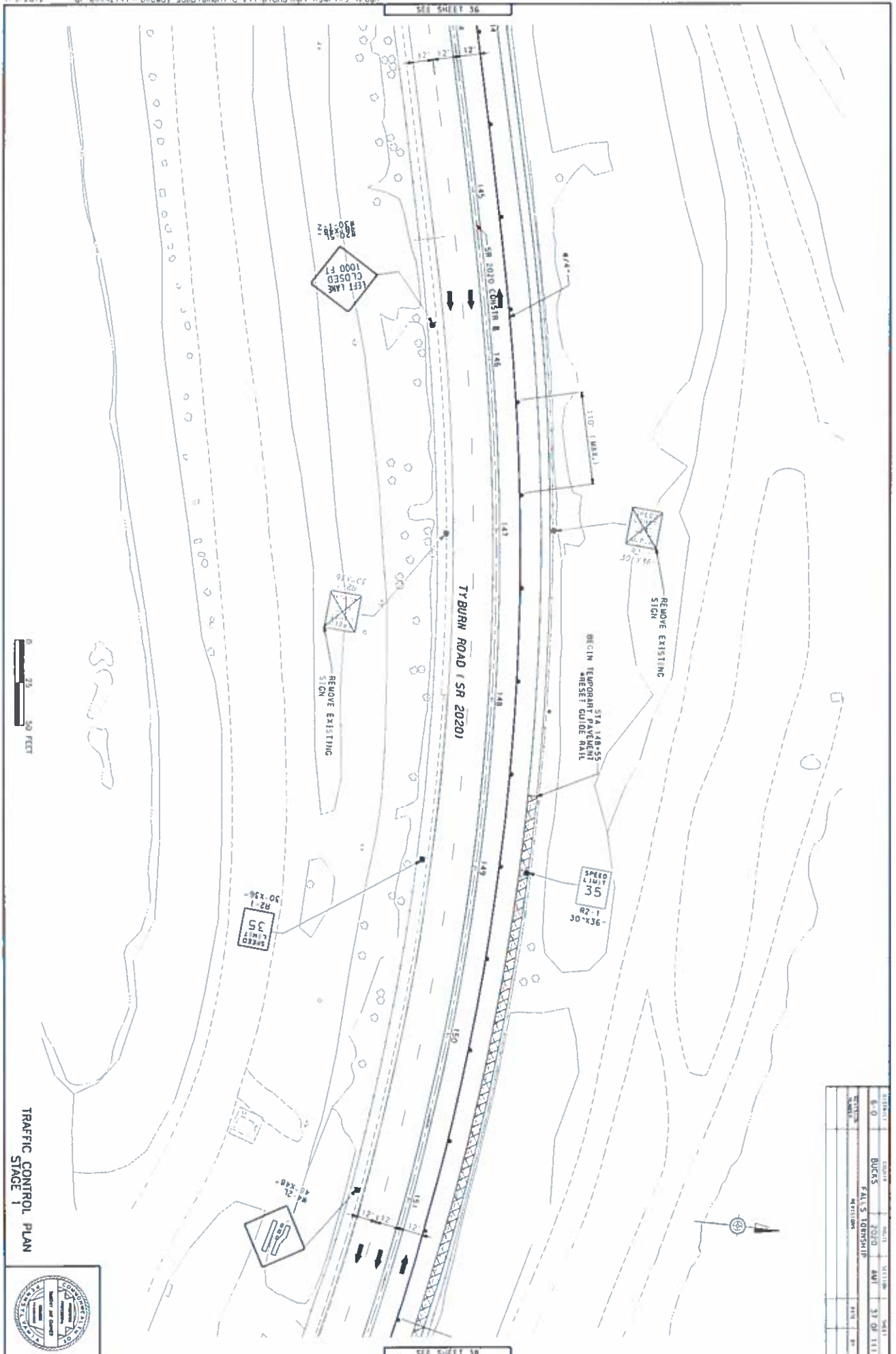
SEE SHEET 35



TRAFFIC CONTROL PLAN
STAGE 1



PROJECT	CONTRACT	DATE	SECTION	SCALE
6-0	2020	ADT	35 OF 111	1/8" = 1'
CLIENT	FALCS TOWNSHIP			
DESIGNER	[Blank]			
DATE	[Blank]			
BY	[Blank]			



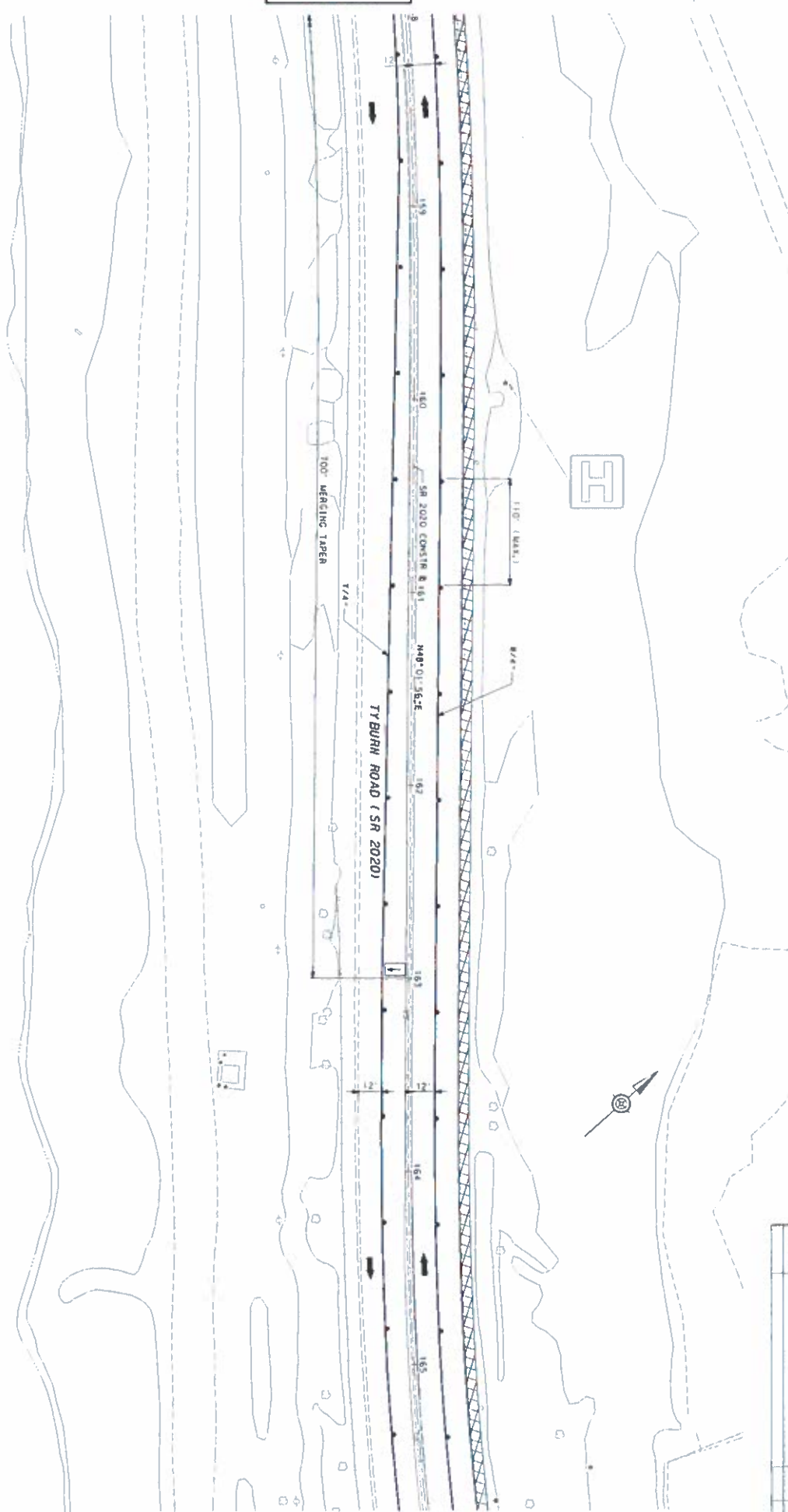
TRAFFIC CONTROL PLAN
STAGE 1



PROJECT	BUCKS COUNTY	DATE	1/9/2017	SHEET	37 OF 111
SECTION	SR 2020	DATE	1/9/2017	SCALE	
TITLE	TRAFFIC CONTROL PLAN	DESIGNER		CHECKED	
DATE	1/9/2017	DRAWN		APPROVED	

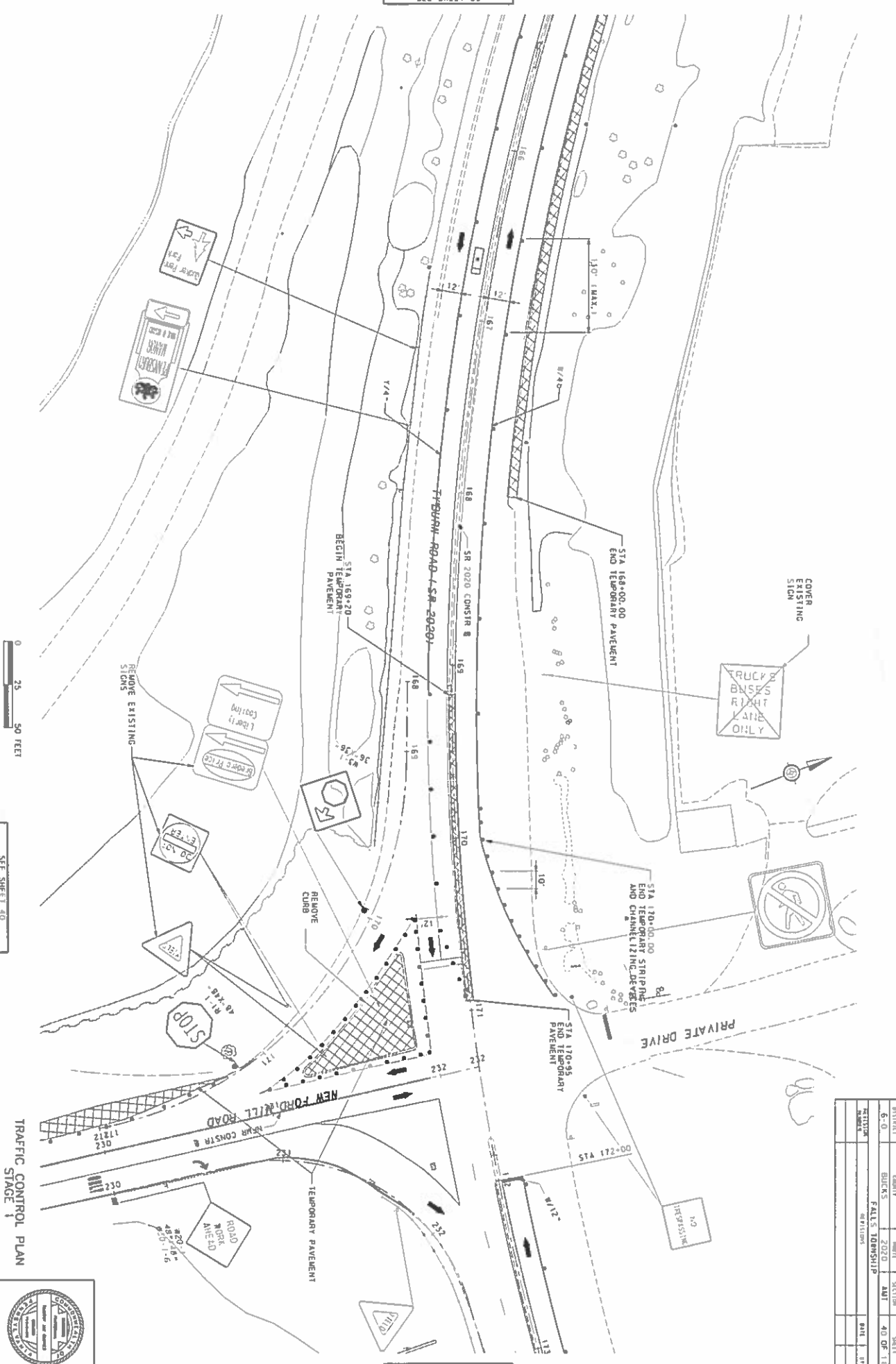


TRAFFIC CONTROL PLAN
STAGE 1



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AMT	38 OF 111
TOWNSHIP				
FALLS TOWNSHIP				
PROJECT				
RESISTERS				
DATE	2011	BY		

SEE SHEET 39



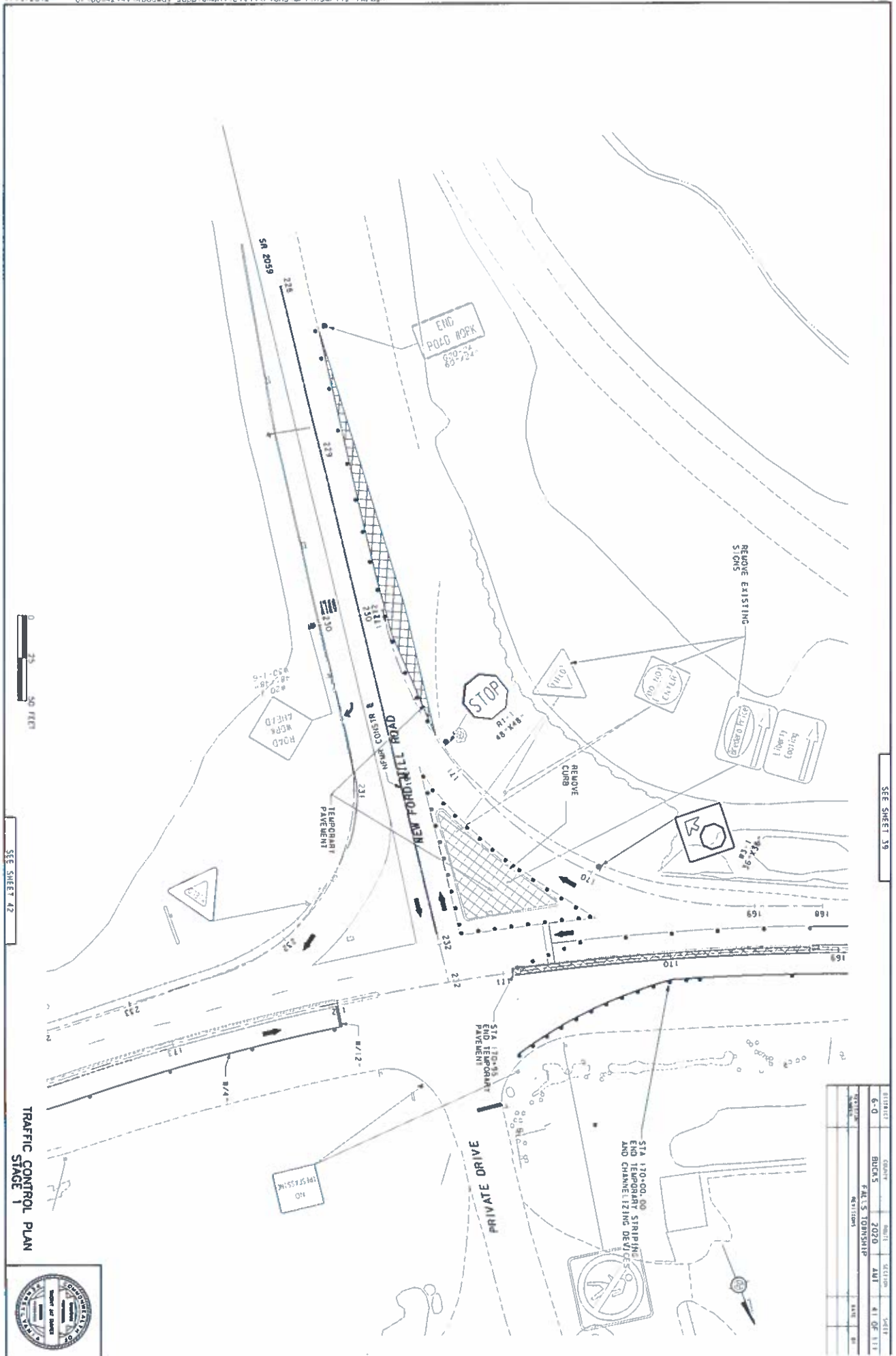
SEE SHEET 40

TRAFFIC CONTROL PLAN
STAGE 1



SEE SHEET 41

DISTRICT	COUNTY	SECTION	SHEET
6-0	BUCKS	2020	40 OF 111
PROJECT NUMBER	FALLS TOWNSHIP	DATE	07
REVISIONS			

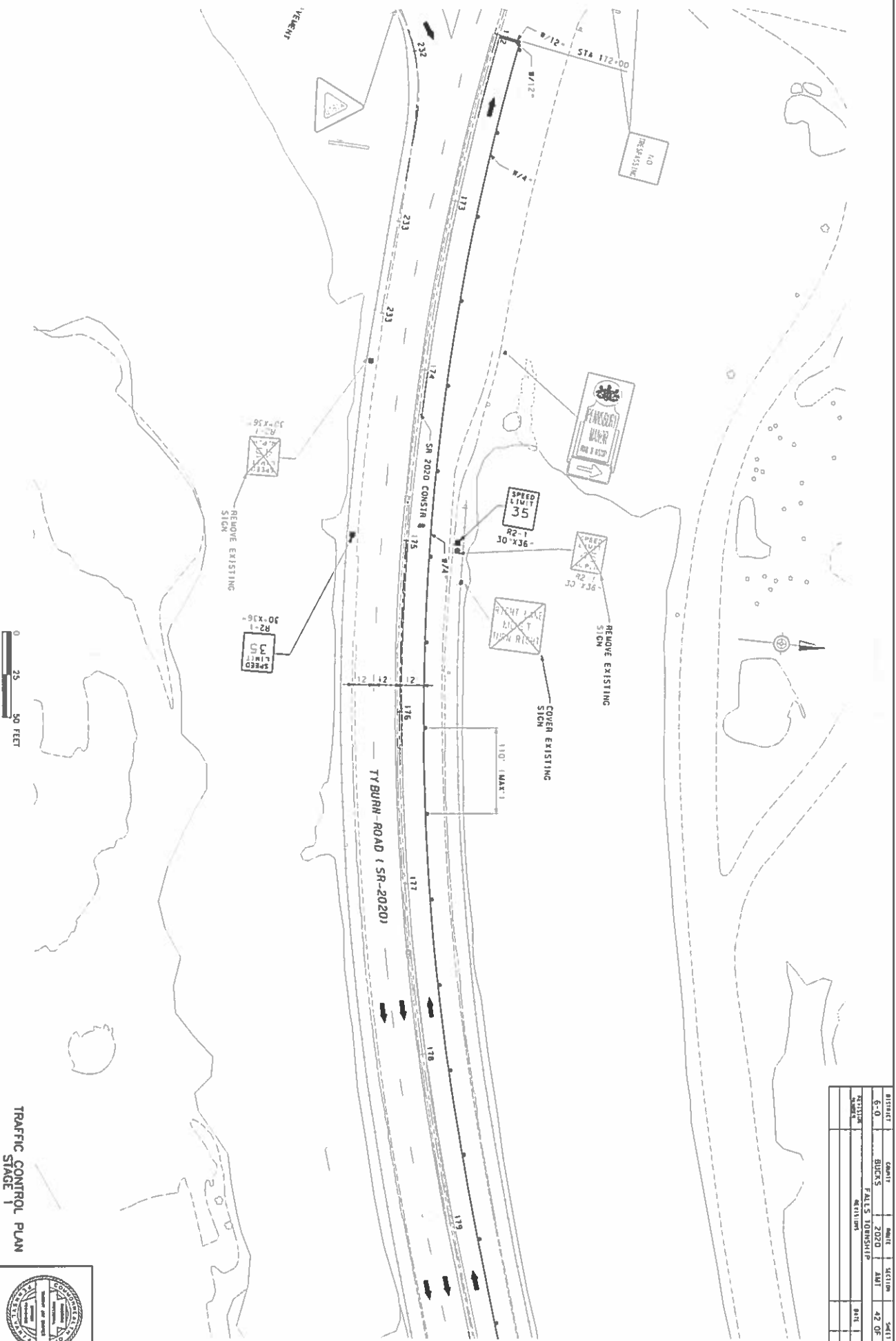


DATE	BY	SECTION	SHEET
6-0	BUCK'S	2020	41 OF 113
F.A.L.V.S. TOWNSHIP			
NO. 11			
DATE			
BY			



TRAFFIC CONTROL PLAN

SEE SHEET 40



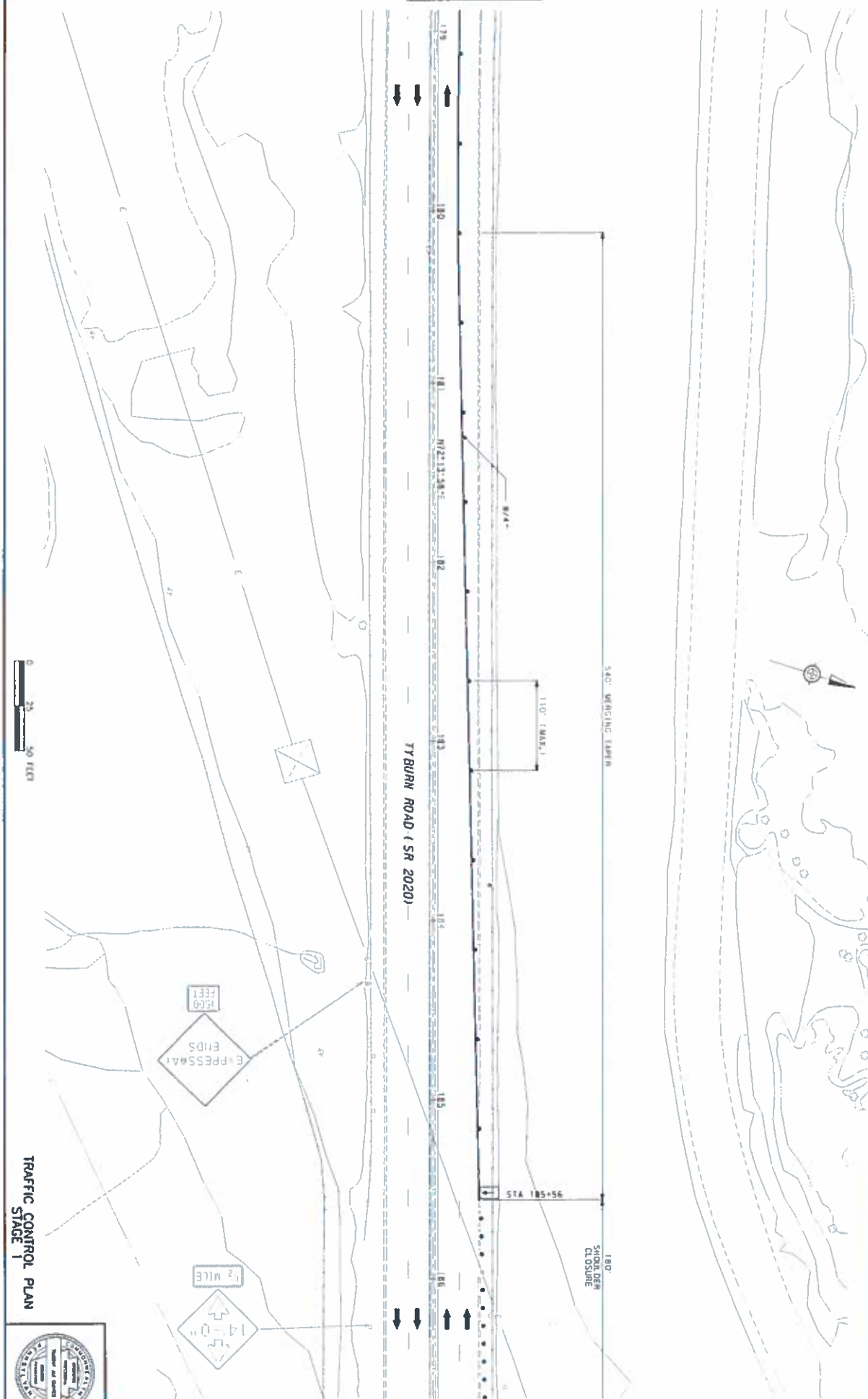
SEE SHEET 43

TRAFFIC CONTROL PLAN
STAGE 1



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AMT	42 OF 111
FALLS TOWNSHIP				
SECTION				
DATE				
BY				

SEE SHEET 42



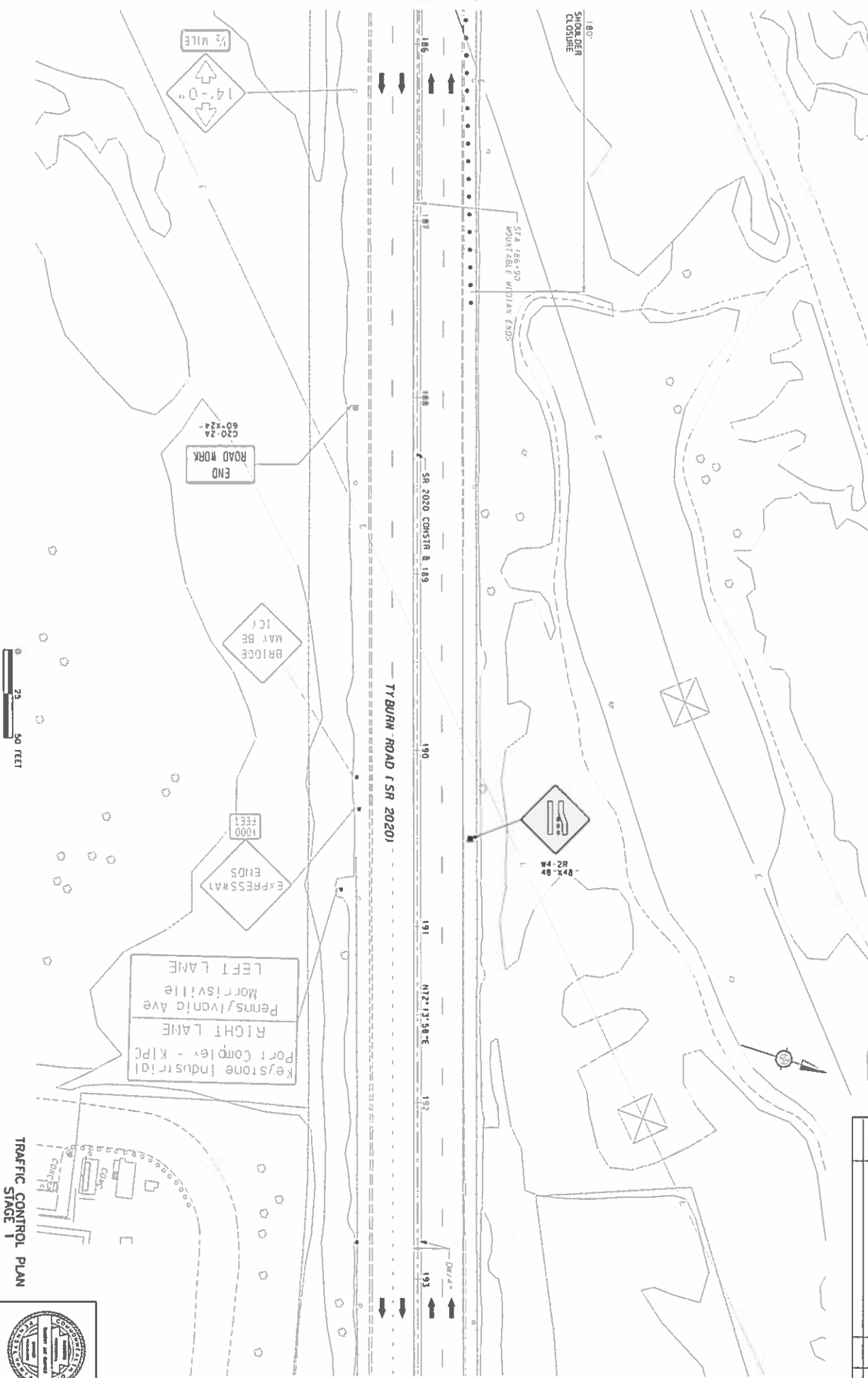
SEE SHEET 44

SECTION	DATE	BY	SECTION	SHEET
BUCKS	2020	AM	4.3 OF 1.1	
FALES TOMSHIP				
REVISION				

TRAFFIC CONTROL PLAN
STAGE 1



SEE SHEET 43



180'
SHOULDER
CLOSURE

STA 186+50
SUBMITTABLE UTIL PLAN ENDS

SR 2020 CONSTR & 189

TYBURN ROAD (SR 2020)

N12'13'58" E

DM/P

14-0
1/2 MILE

END
ROAD WORK
G20-2A
60-x24

BRIDGE
MAY BE
ICF

1000
FEET
EXPRESSWAY
ENDS

Keystone Industrial
Port Complex - KIPC
RIGHT LANE
Morrisonville
LEFT LANE

W4-2R
4B-4B



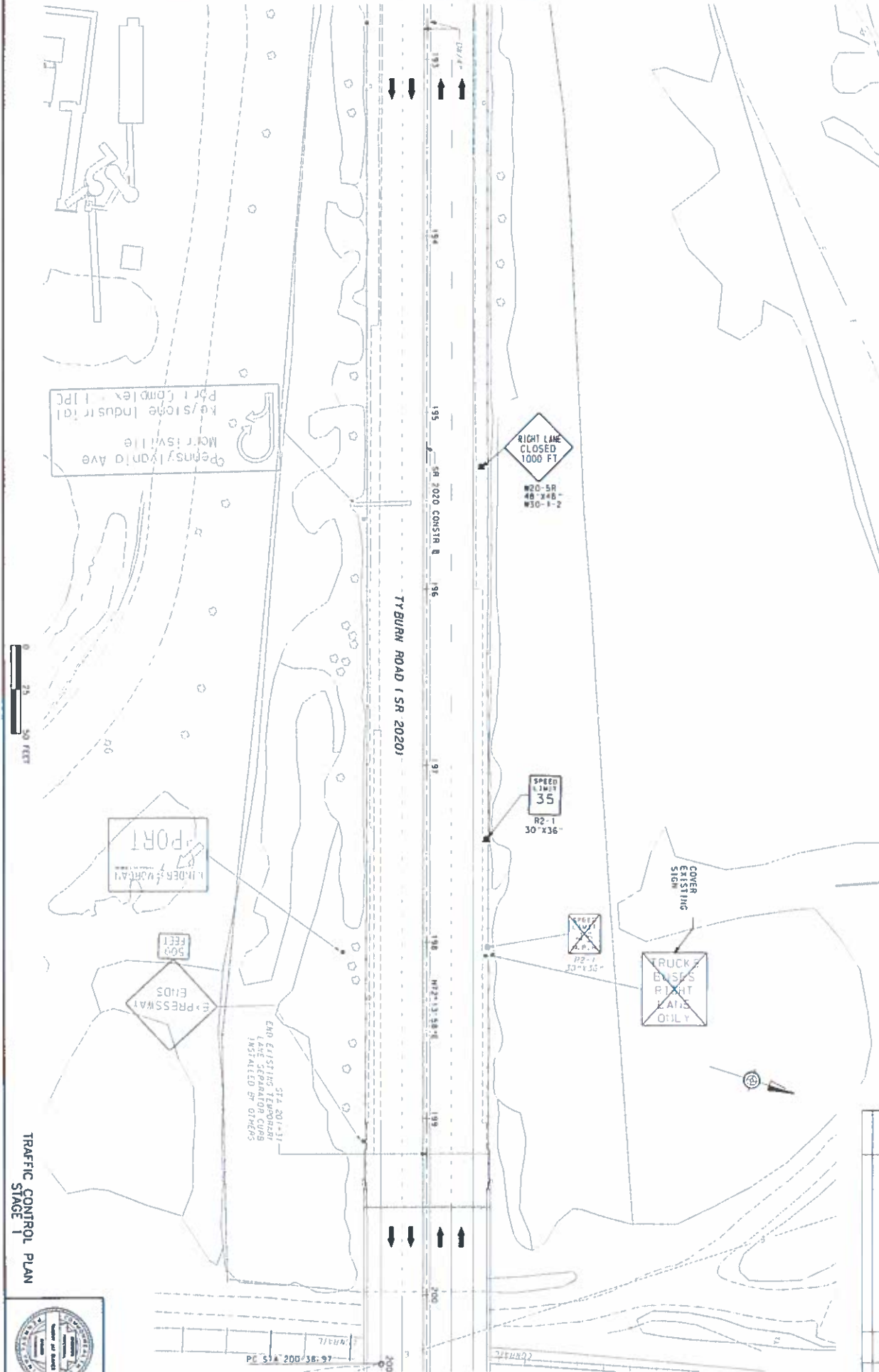
TRAFFIC CONTROL PLAN
STAGE 1



PROJECT	CLIENT	DATE	SECTION	SHEET
PAVING	BUCKS	2020	AUT	44 OF 111
REVISIONS	PROJECT NO.	DATE	BY	

SEE SHEET 45

SEE SHEET 44



TRAFFIC CONTROL PLAN
STAGE 1

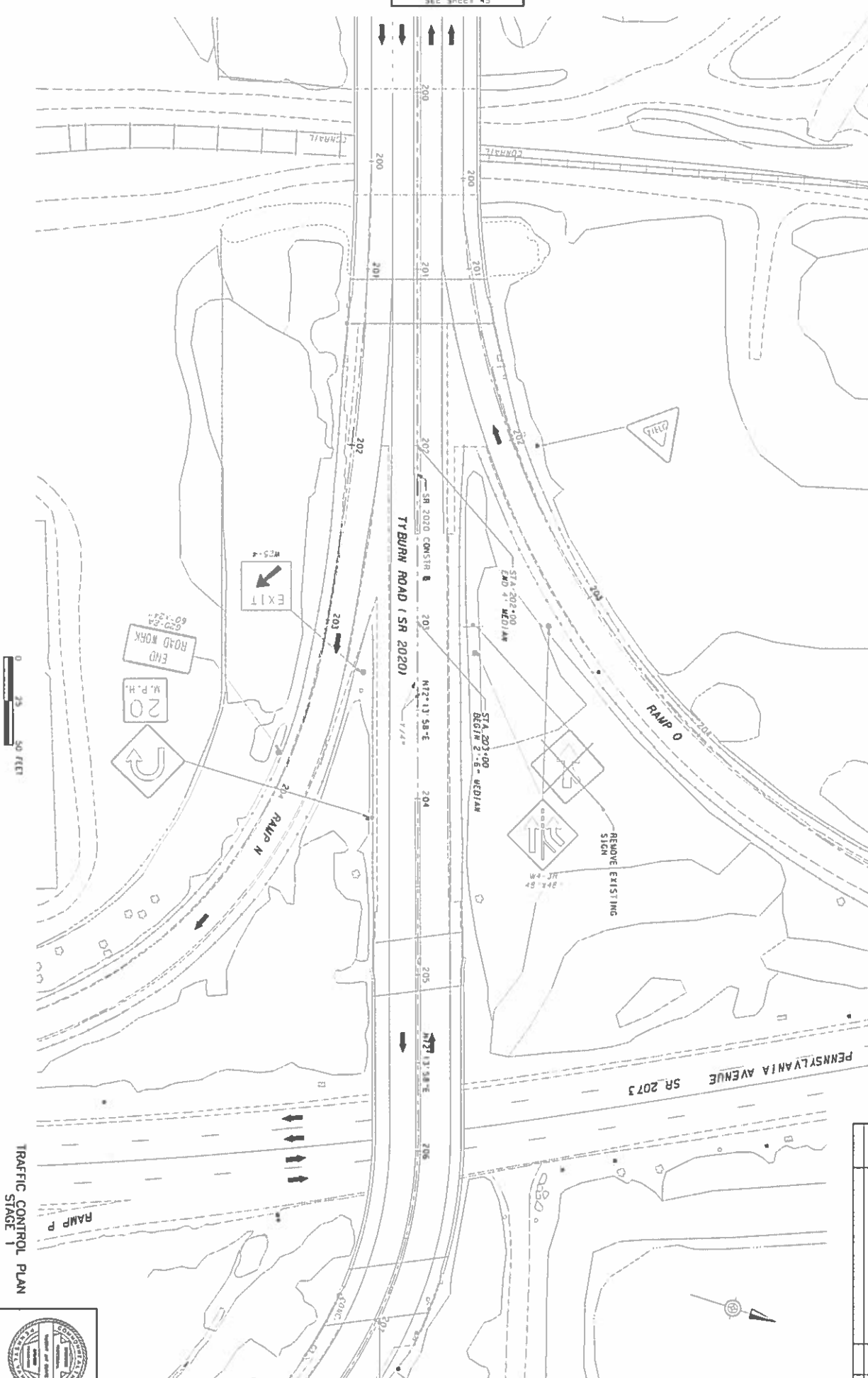


PC 534 200 38: 97

SEE SHEET 46

DATE	BY	SECTION	SHEET
2020	AMJ	4.5 OF 11.1	
BUCKS COUNTY			
FALES TOWNSHIP			
REVISIONS			
NO.	DATE	BY	DESCRIPTION

SEE SHEET 45



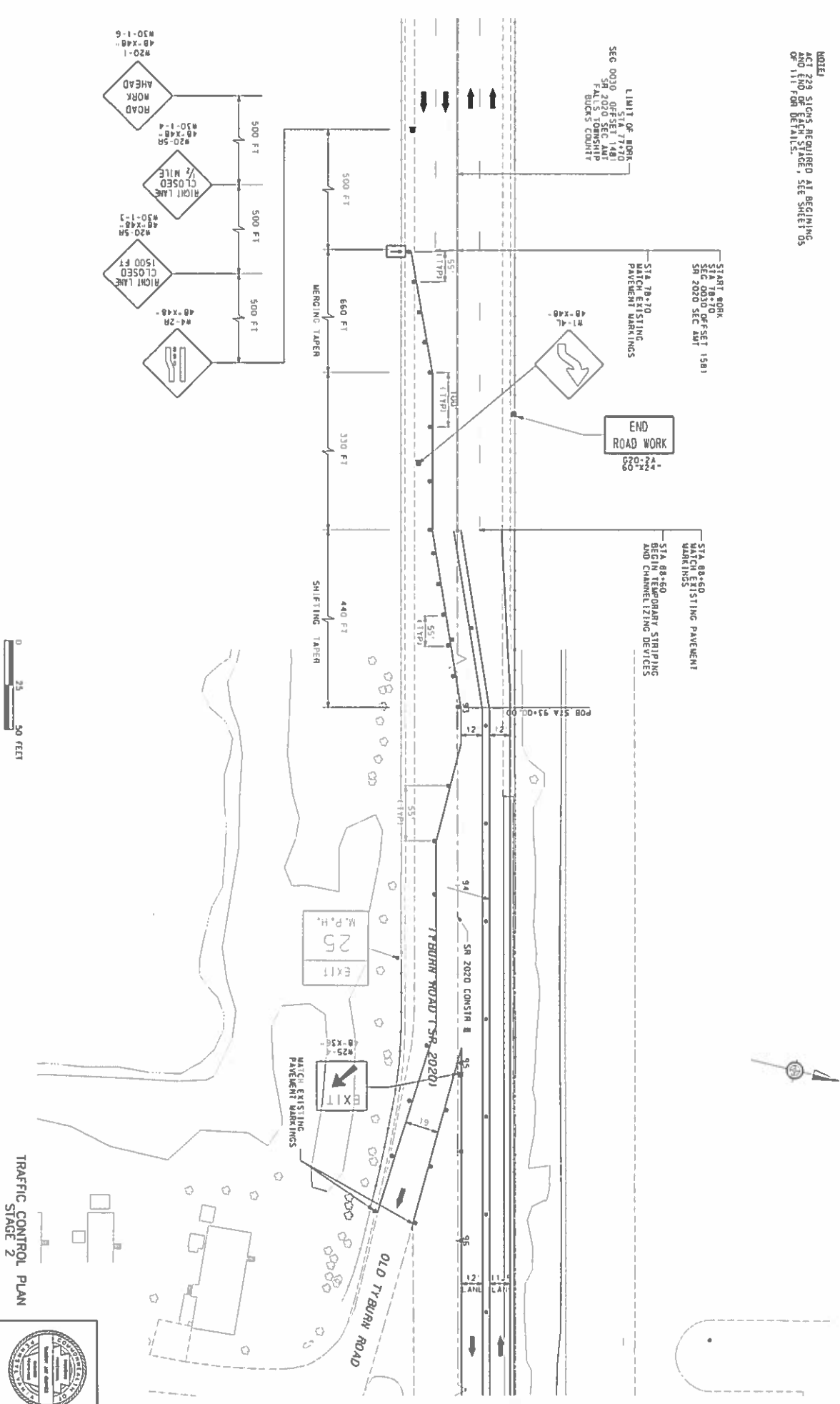
TRAFFIC CONTROL PLAN
STAGE 1



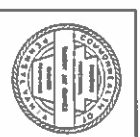
SEE SHEET 47

PROJECT	COUNTY	TOWNSHIP	SECTION	SHEET
6-0	BUCKS	2020	AUT	46 OF 111
DATE	FALLS TOWNSHIP			
NO. 111	SR 2073			
DATE	DATE	DATE	DATE	DATE

NOTE:
 MATCH LINES
 AND END OF SECTION
 OF 111 FOR DETAILS. SEE SHEETS



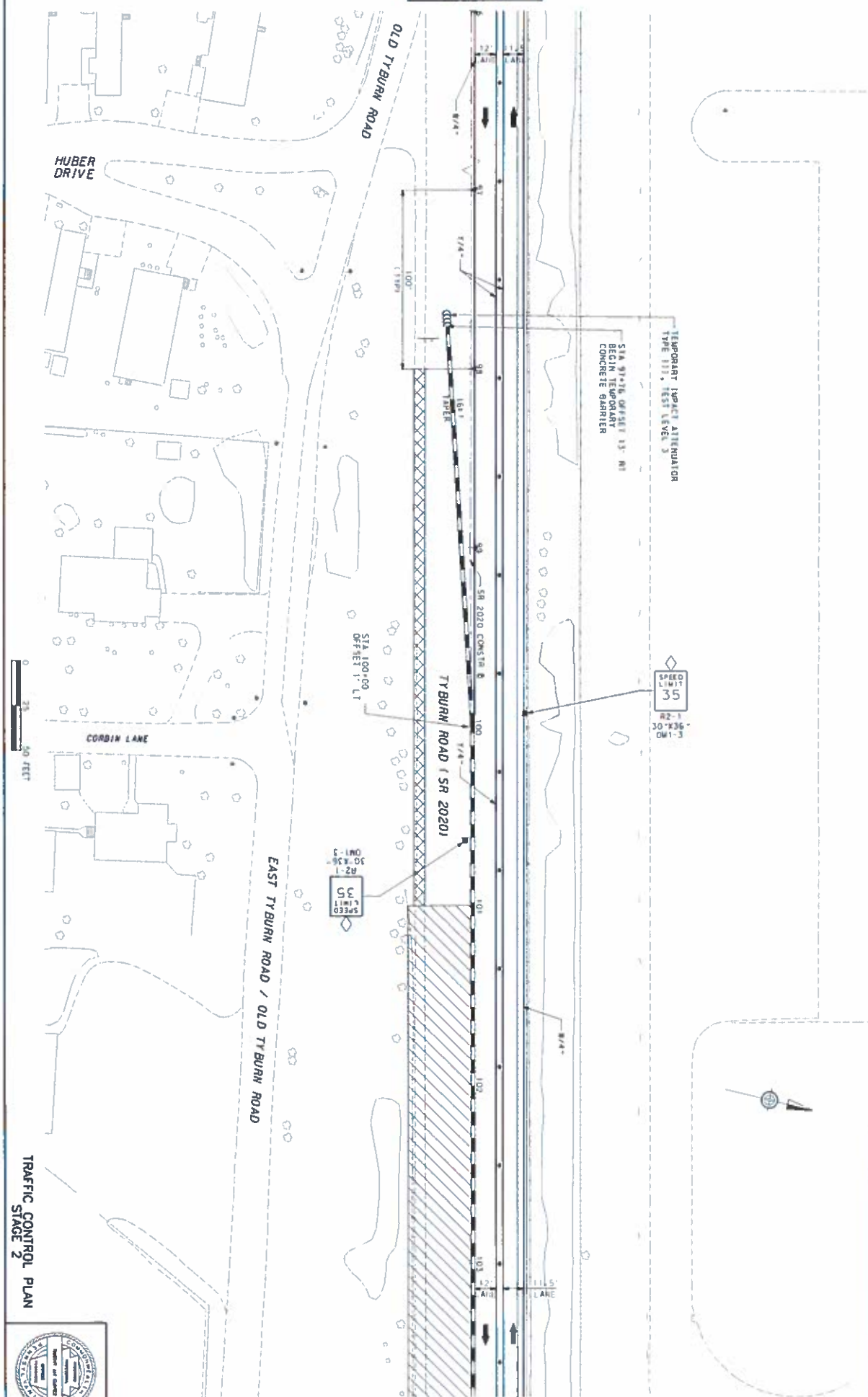
TRAFFIC CONTROL PLAN
 STAGE 2



SEE SHEET 49

PROJECT	DATE	NO.	SECTION	SHEET
BUCKS 2020	BUCKS	2020	48 OF 111	
FALLS TOWNSHIP				
REVISION				
DATE	BY	CHKD	APPD	

SEE SHEET 4B



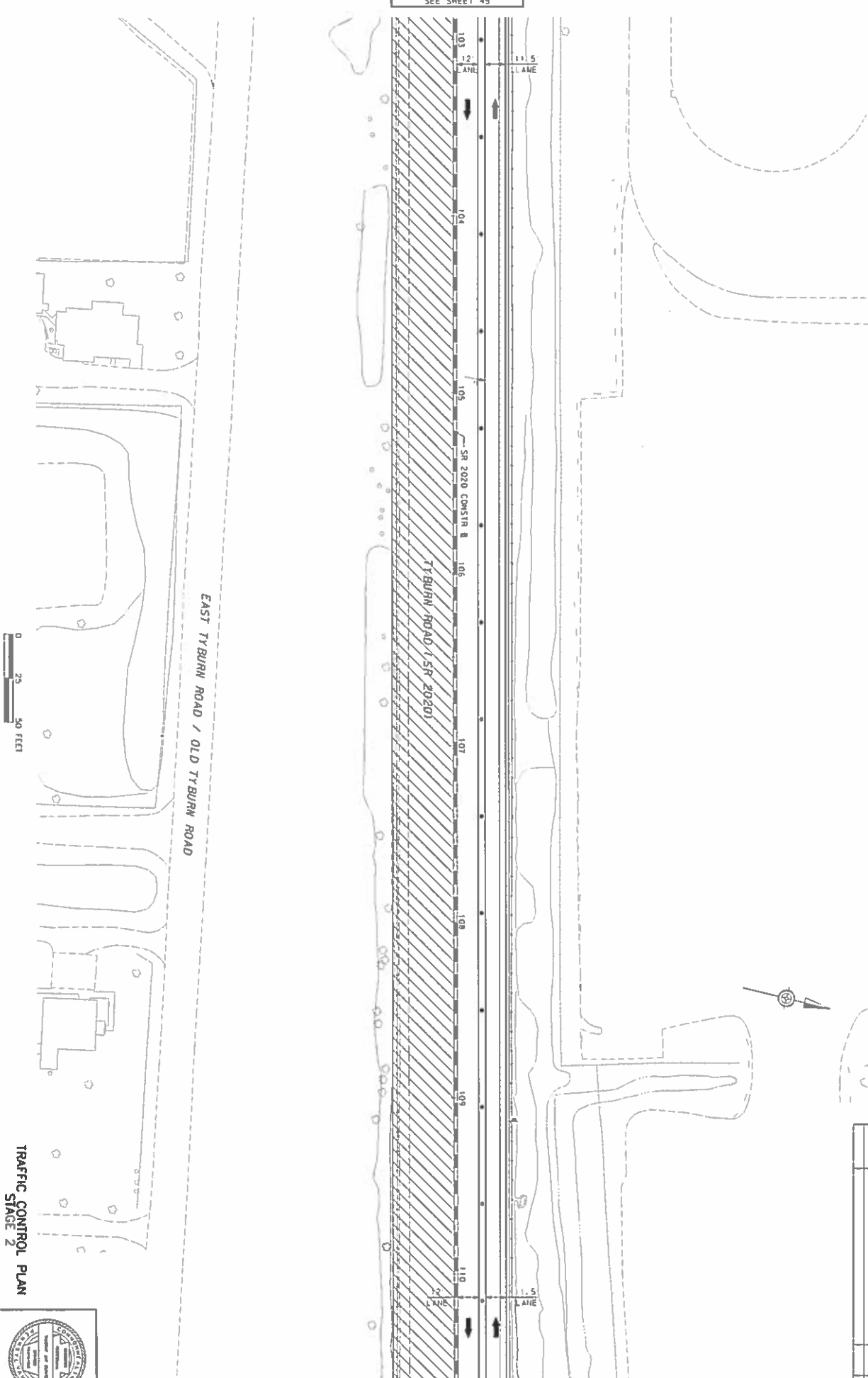
TRAFFIC CONTROL PLAN
STAGE 2



SEE SHEET 50

PROJECT	NO. 1	SECTION	NO. 1
DATE	6-0	DATE	4-9-08
DESIGNER	BUCKS	NO. 1	NO. 1
REVISION	FALES TOMSHIP	NO. 1	NO. 1
DATE		DATE	87

SEE SHEET 49



EAST TYBURN ROAD / OLD TYBURN ROAD

TYBURN ROAD / SR 2020

SR 2020 CONSTR B



TRAFFIC CONTROL PLAN
STAGE 2



PROJECT	STREET	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	ALMT	50 OF 111
SECTION NUMBER	FALLS TOWNSHIP	SECTION		

SEE SHEET 51

SEE SHEET 50

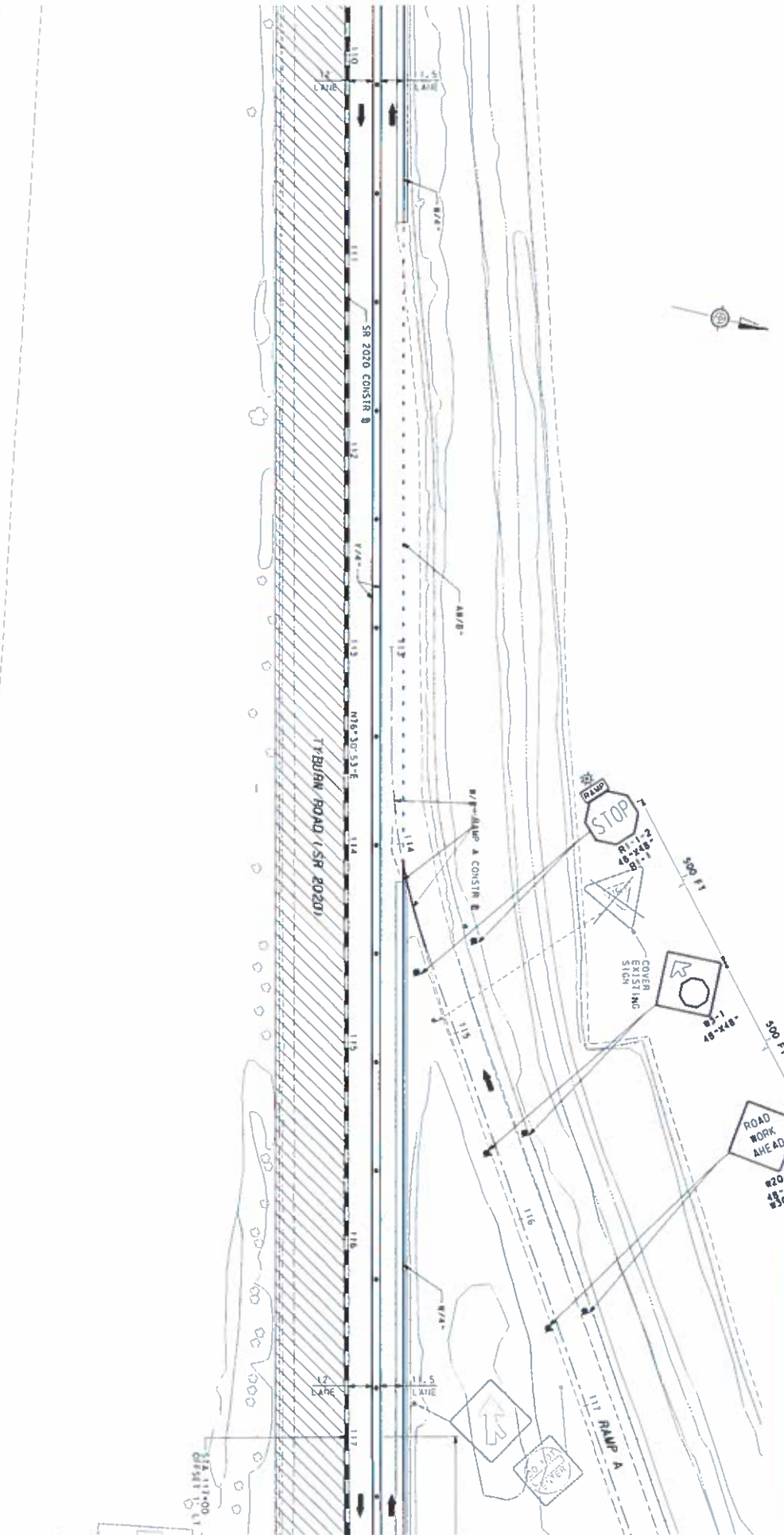
FOR PROFILE, SEE SHEET 33



TRAFFIC CONTROL PLAN
STAGE 2



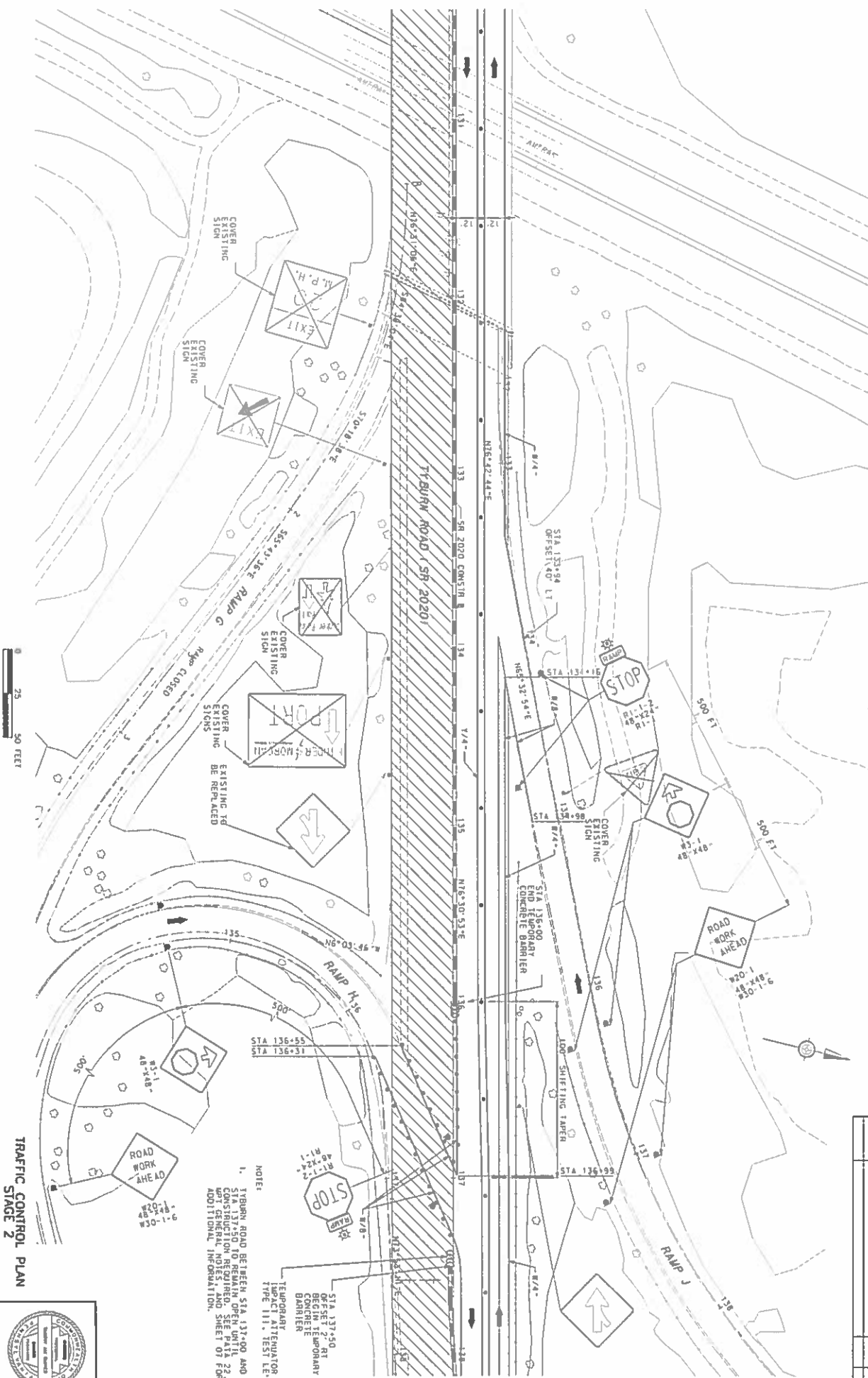
EAST TYBURN ROAD / OLD TYBURN ROAD



SEE SHEET 52

PROJECT	DATE	SECTION	SHEET
BUCKS	2020	AA1	51 OF 111
FALG'S TOWNSHIP			
NO. 117400	08/11/11		

SEE SHEET 53



TRAFFIC CONTROL PLAN
STAGE 2



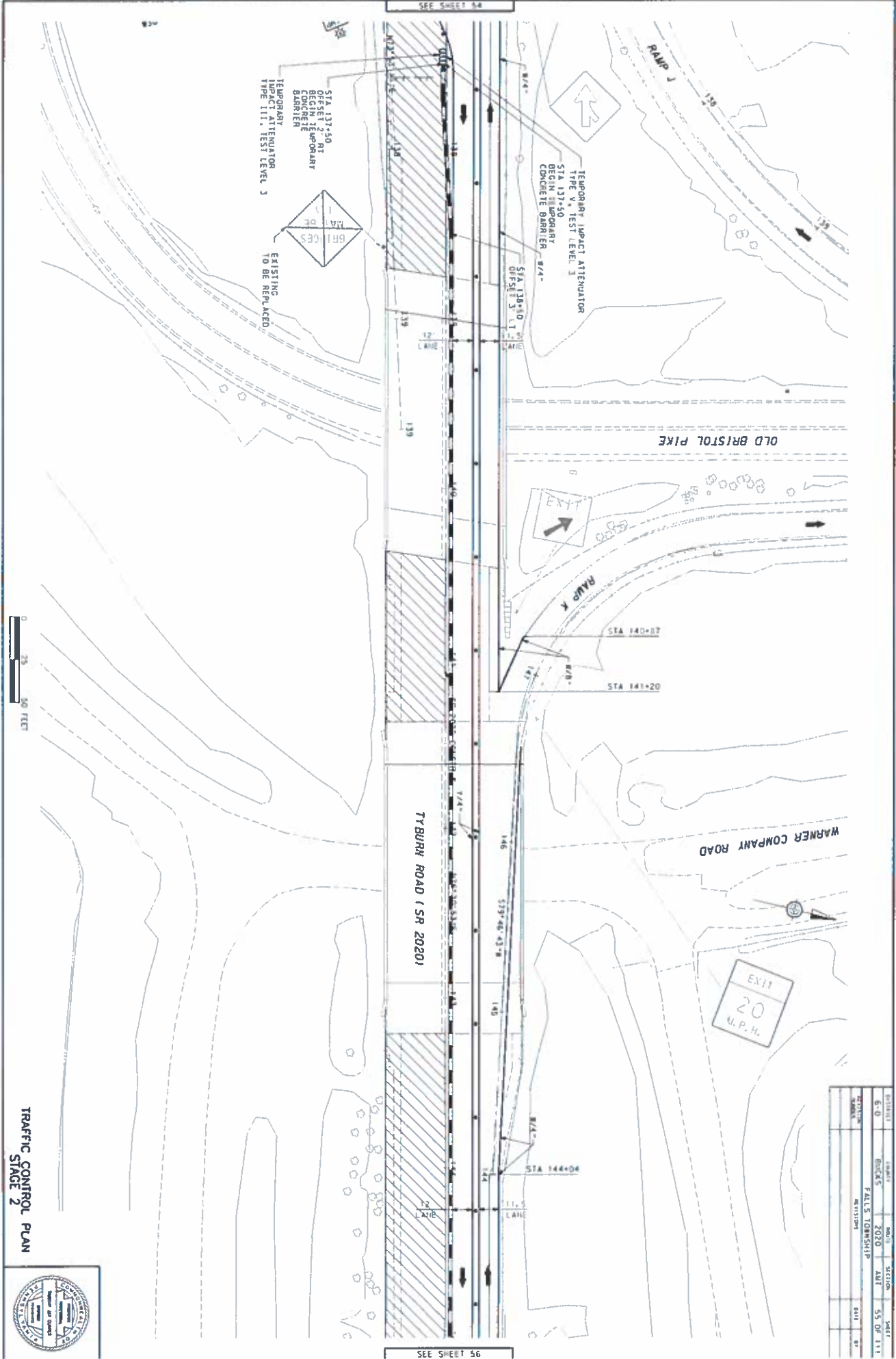
- NOTES
1. TYBURN ROAD BETWEEN STA 137+00 AND STA 131+50 TO BE MAINTAINED WITH 22' WPT GENERAL NOTES 1 AND SHEET 07 FOR ADDITIONAL INFORMATION.

TEMPORARY IMPACT ATTENUATOR TYPE III. TEST LE.
 STA 137+50
 OFFSET 2' RT
 CONCRETE
 BARRIER

SEE SHEET 55

DATE	7/9/2012	PROJECT	SR 2020	SECTION	131-138
DRAWN	JK	TOWNSHIP	FALLS TOWNSHIP	DATE	5/4/07
CHECKED	JK	NO. OF SHEETS	18	SHEET NO.	13

SEE SHEET 54



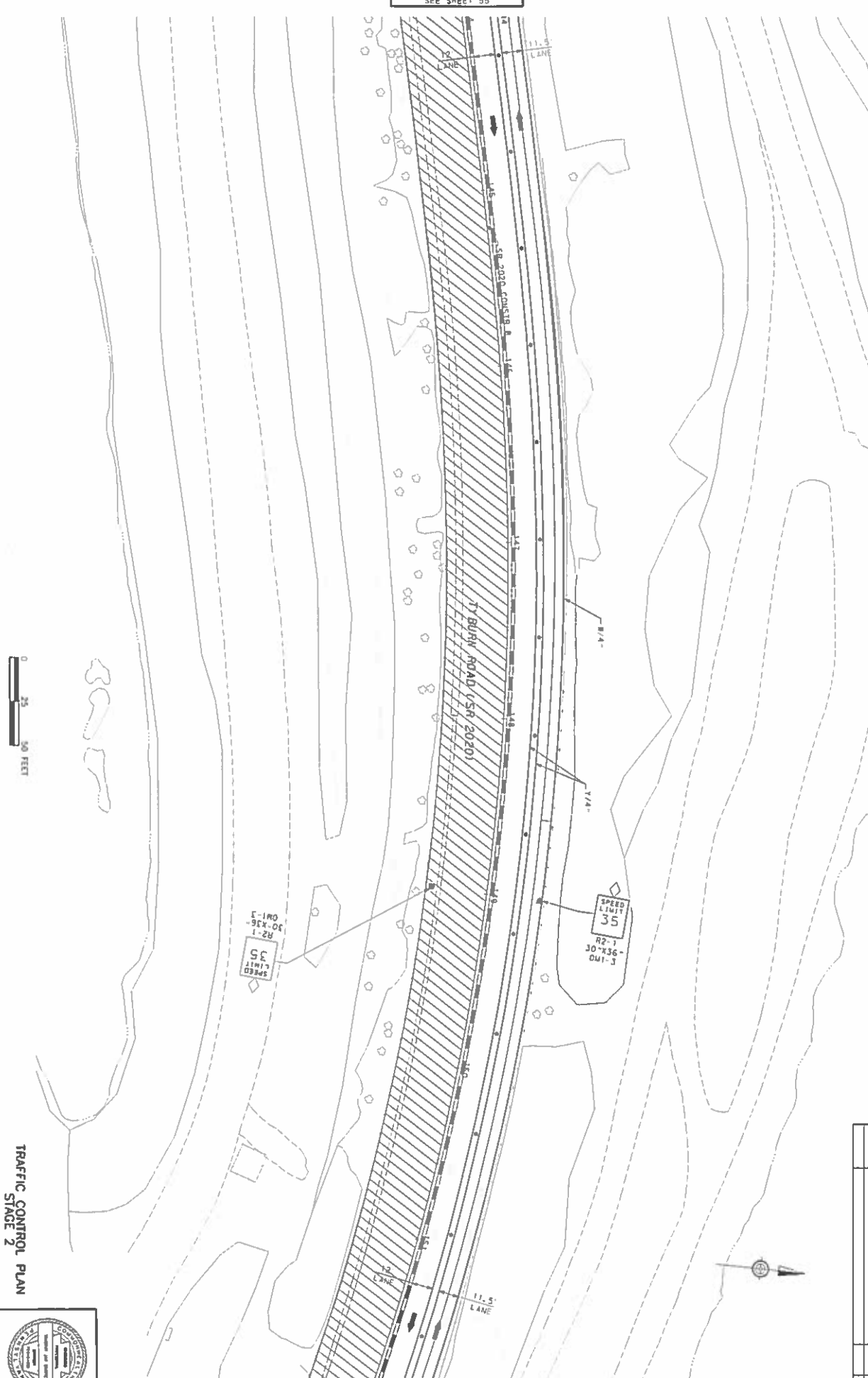
SEE SHEET 56

TRAFFIC CONTROL PLAN
STAGE 2



DATE	PROJECT	NO.	SECTION	SHEET
6-0	BRICKS	2020	AA1	55 OF 111
SECTION	FALLS TOWNSHIP			
REVISION	REVISION			
DATE	DATE			
BY	BY			

SEE SHEET 55



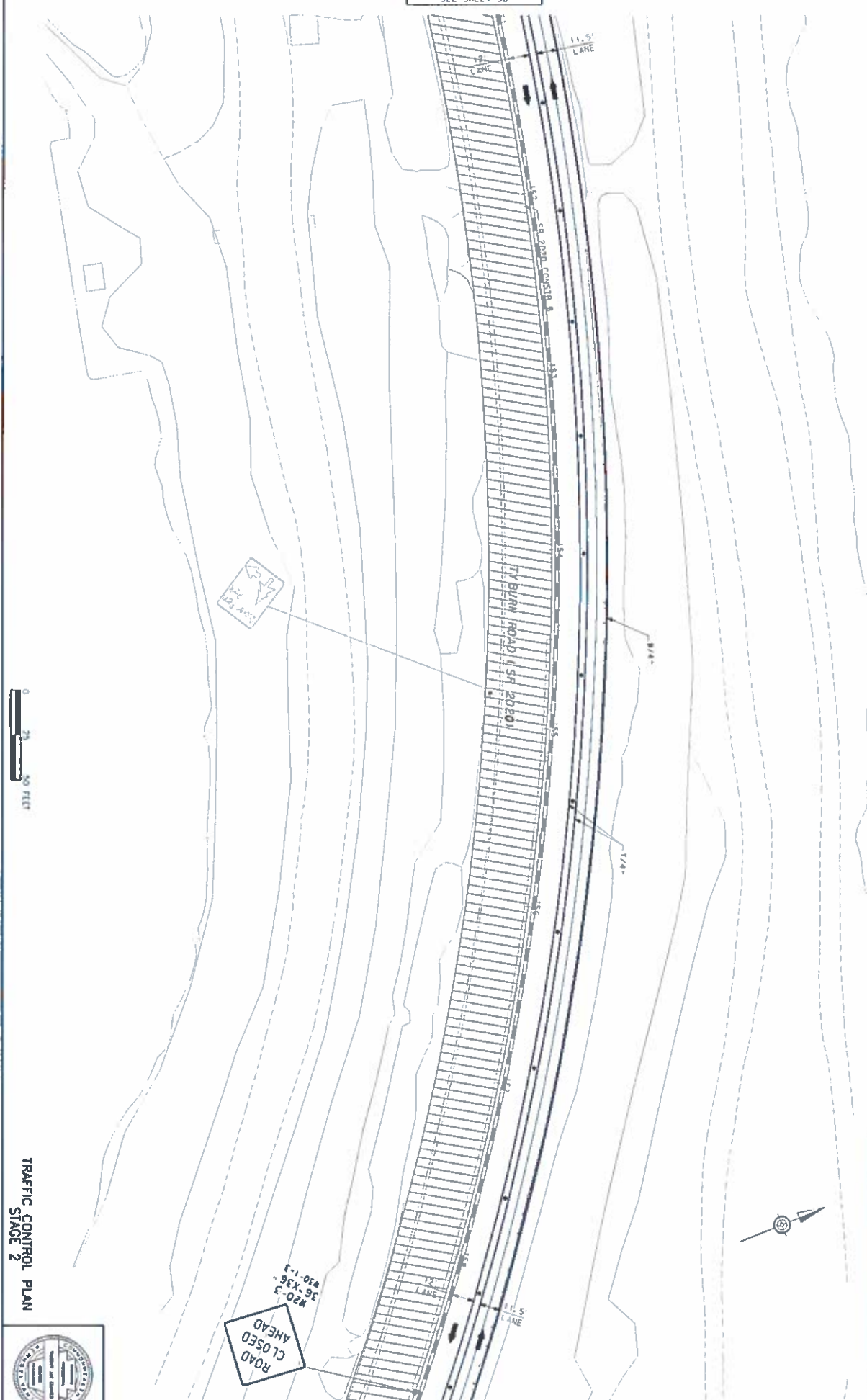
SEE SHEET 57

TRAFFIC CONTROL PLAN
STAGE 2



PROJECT	ROUTE	SECTION	SHEET
5-10	BUCKS COUNTY	2020	56 OF 111
TITLE	DATE	BY	CR
TRAFFIC CONTROL PLAN			
REVISION	DATE	BY	CR

SEE SHEET 56



TRAFFIC CONTROL PLAN
STAGE 2



DATE	2020	DATE	57 DP 111
PROJECT	BUCKS	SECTION	
NO. 113 (DM)	FALE'S TOWNSHIP	DATE	01

SEE SHEET 58

SEE SHEET 57

ROAD CLOSED AHEAD
W20-3
36-X36-
W30-1-3

11.5' LANE

11.5' LANE

77 BURR ROAD (SA 2020)

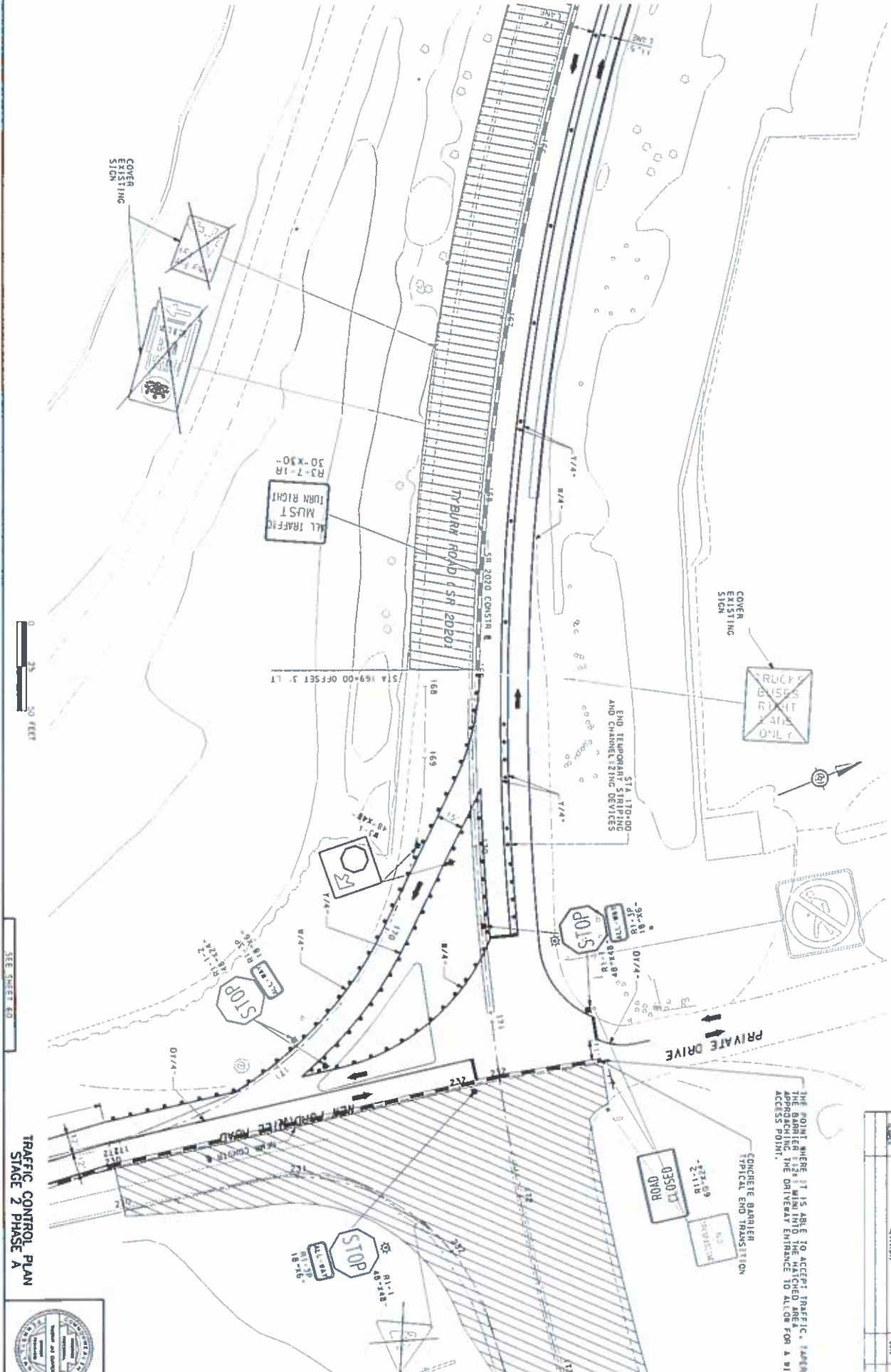


TRAFFIC CONTROL PLAN
STAGE 2



SEE SHEET 59

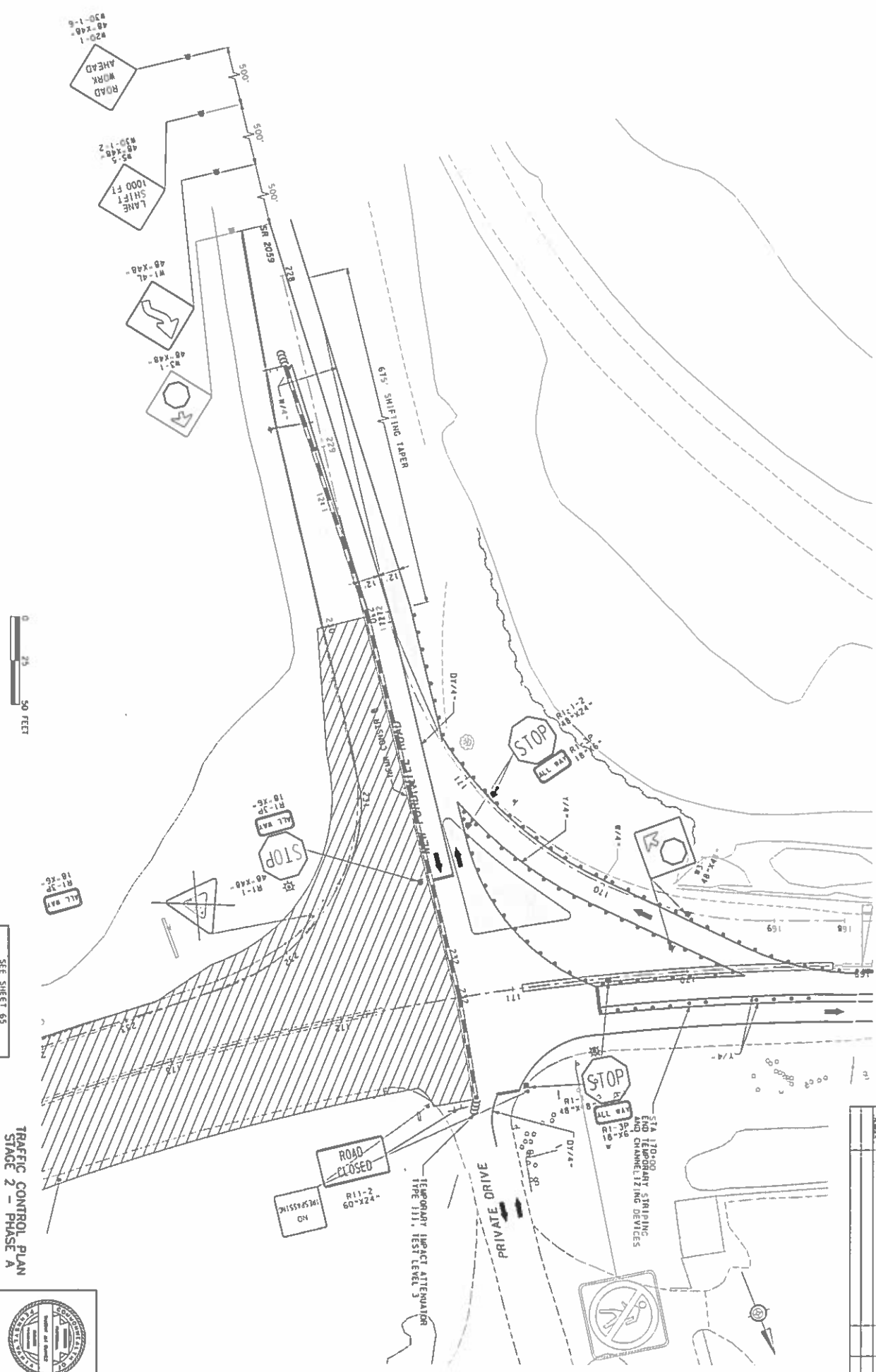
PROJECT	COUNT	DATE	SHEET	PAGE
BUCKS FALLS JOINSHIP	2020	AMT	58 OF 111	
SECTION				
DATE				



TRAFFIC CONTROL PLAN
STAGE 2 PHASE A



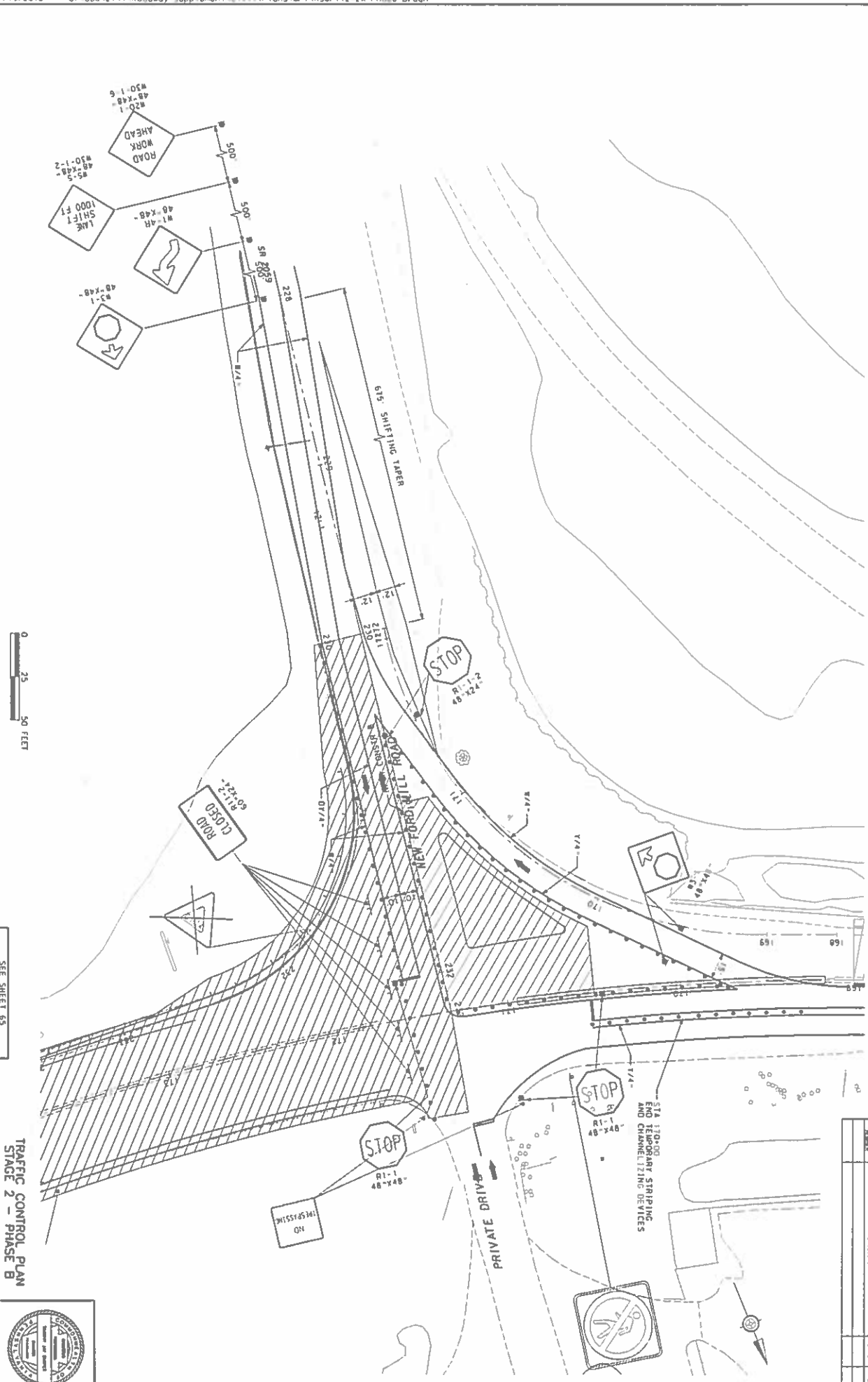
PROJECT	DATE	SECTION	SHEET
BUCKS	2020	AMT	59 OF 113
FALLS TOWNSHIP			
REVISIONS			
NO.	DATE	BY	



TRAFFIC CONTROL PLAN
STAGE 2 - PHASE A



PROJECT	CONTRACT	SHEET	DATE
6-7-0	BURNS	2020	AW
NO. 60	FALLS TOWNSHIP	60 OF 111	07
DATE	BY	DATE	BY



SEE SHEET 65

TRAFFIC CONTROL PLAN
STAGE 2 - PHASE B



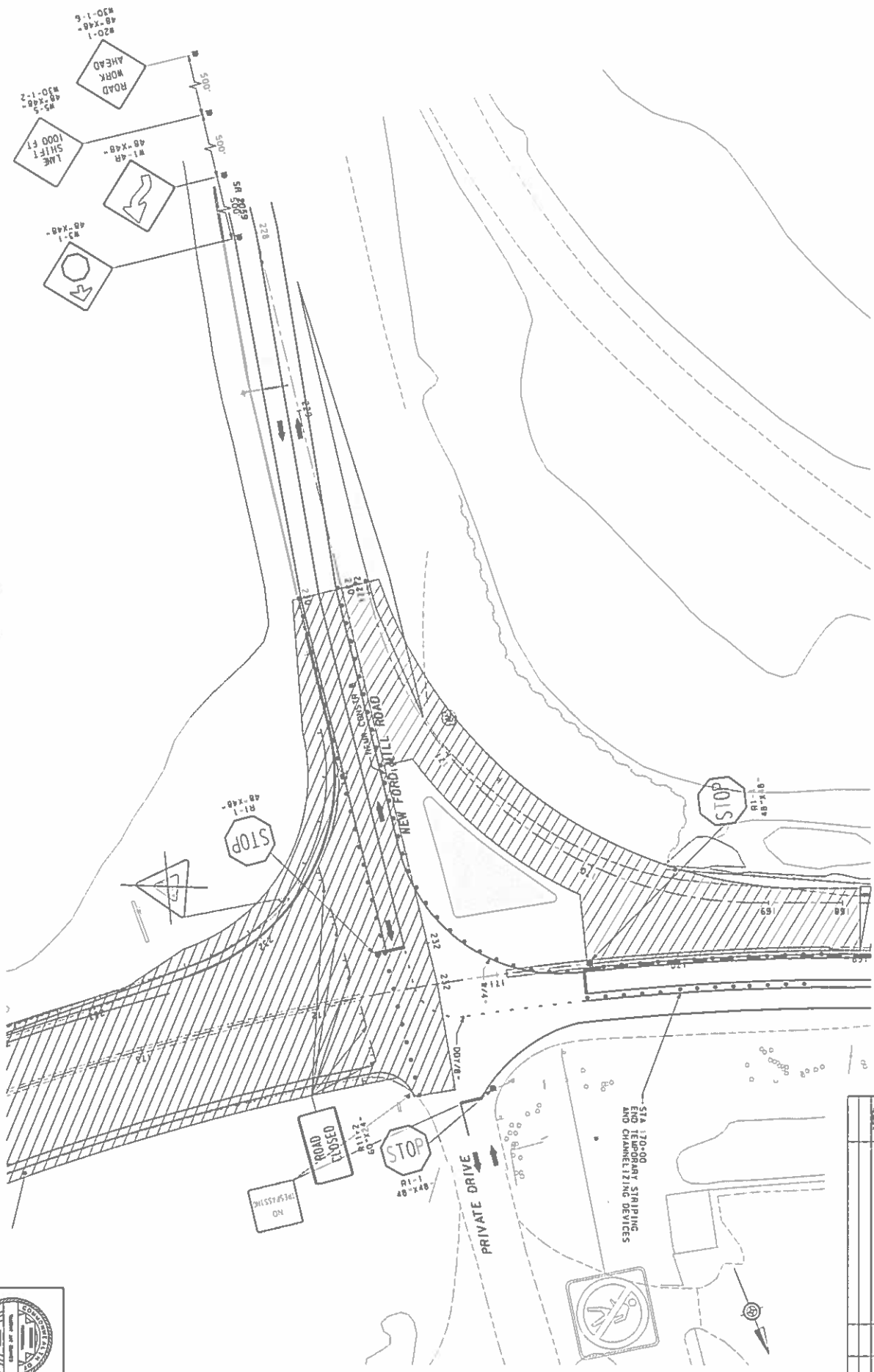
SEE SHEET 58

PROJECT	CONTRACT	NO. DATE	SECTION	SHEET
6-0	BIGGS	2020	AWT	62 OF 111
DATE	PROJECT	NO. DATE	SECTION	SHEET
	FALLS TOWNSHIP			



SEE SHEET 55

TRAFFIC CONTROL PLAN
STAGE 2 - PHASE C



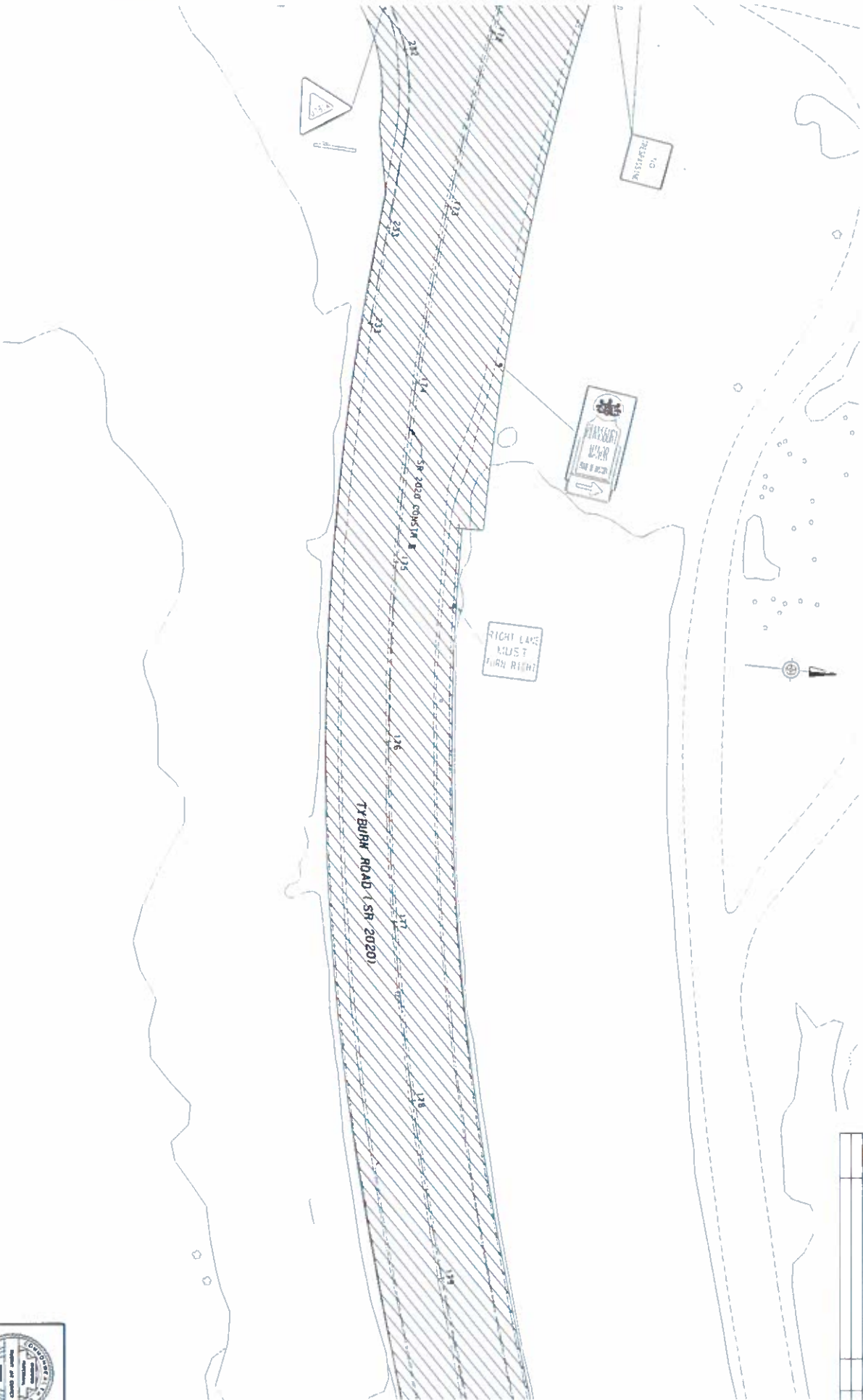
SEE SHEET 58

PROJECT	NO. 11	SECTION	641
DATE	2012	AUT	64 OF 111
BUCKLE UP! TO SAVE LIVES			
MICHIGAN DEPARTMENT OF TRANSPORTATION			

SEE SHEET 59

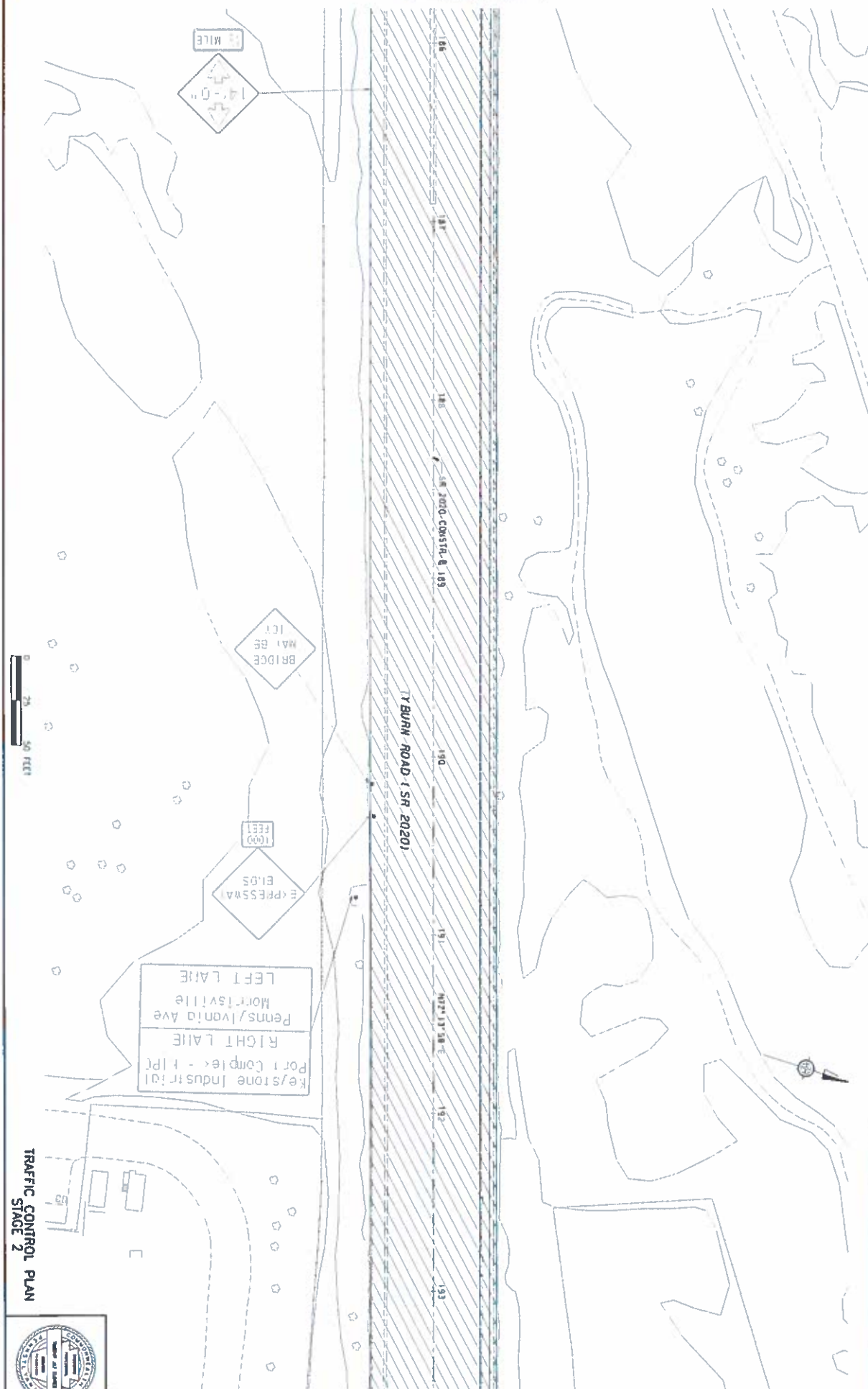


TRAFFIC CONTROL PLAN
STAGE 2



SEE SHEET 66

DISTRICT	LOAN#	DATE	SECTION	SHEET
6-0	80063	2020	ALT	65 OF 111
PROJECT: FALLS TOWNSHIP				
DATE: 08/11/2019				
BY:	DATE:	BY:	DATE:	

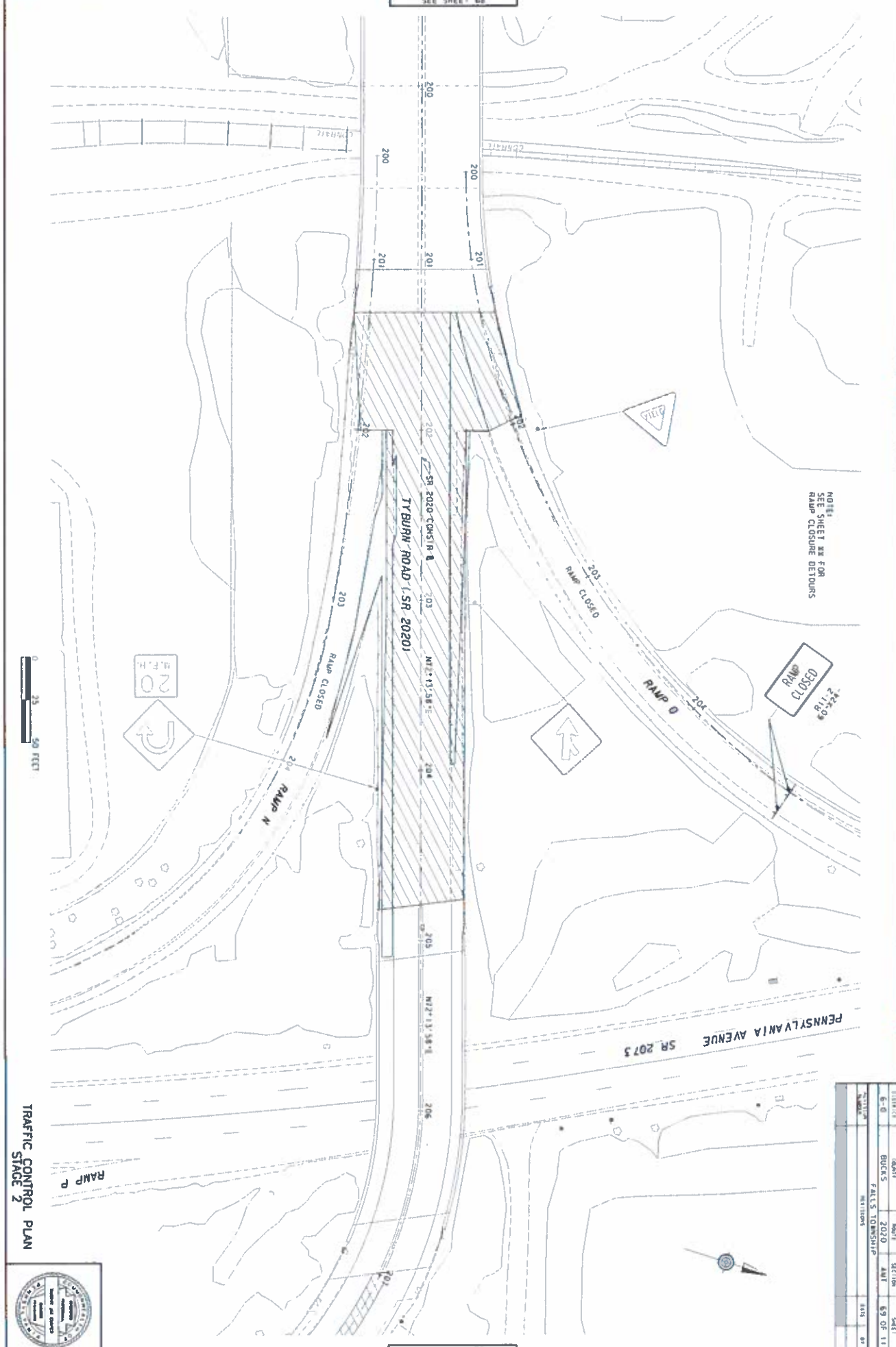


TRAFFIC CONTROL PLAN
STAGE 2



DISTRICT	PROJECT	DATE	SECTION	SHEET
6-0	BUCKS	2020	RAI	67 OF 111
PROJECT	FAL'S OWNERSHIP			
NO. 15.11.001	01/1			

SEE SHEET 68



NOTE:
SEE SHEET 68 FOR
RAMP CLOSURE DETOURS



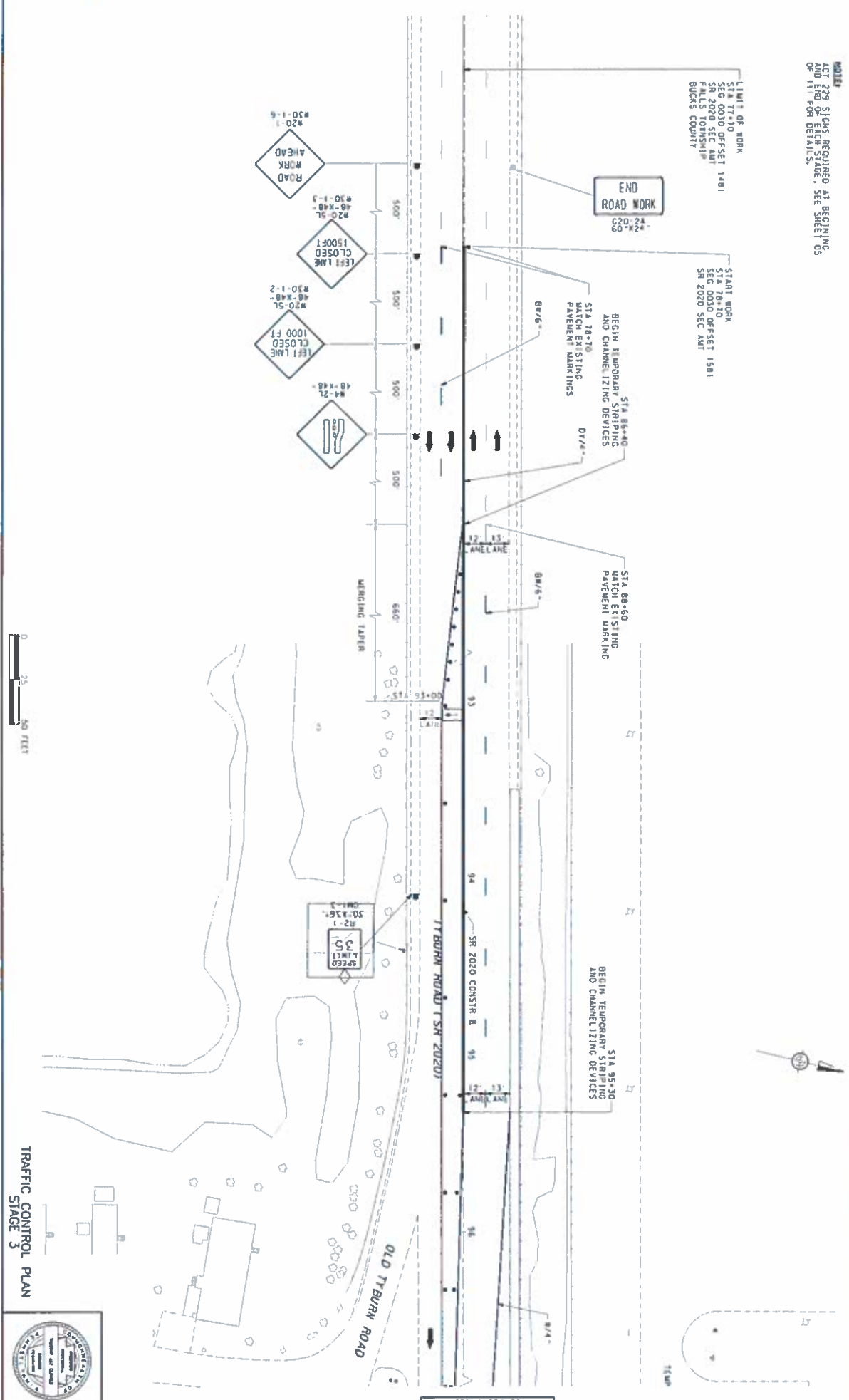
TRAFFIC CONTROL PLAN
STAGE 2



PROJECT	ROUTE	SECTION	SHEET
6-0	BUCKS	AUT	69 OF 111
FALGOUTS TOWNSHIP			
DATE	BY	SCALE	
10/11/08	BJ	AS SHOWN	

SEE SHEET 70

NOTE:
 ROAD AND END SIGNALS REQUIRED AT BEGINNING
 AND END OF EACH STAGE. SEE SHEET 05
 OF 11 FOR DETAILS. SEE STAGE 05

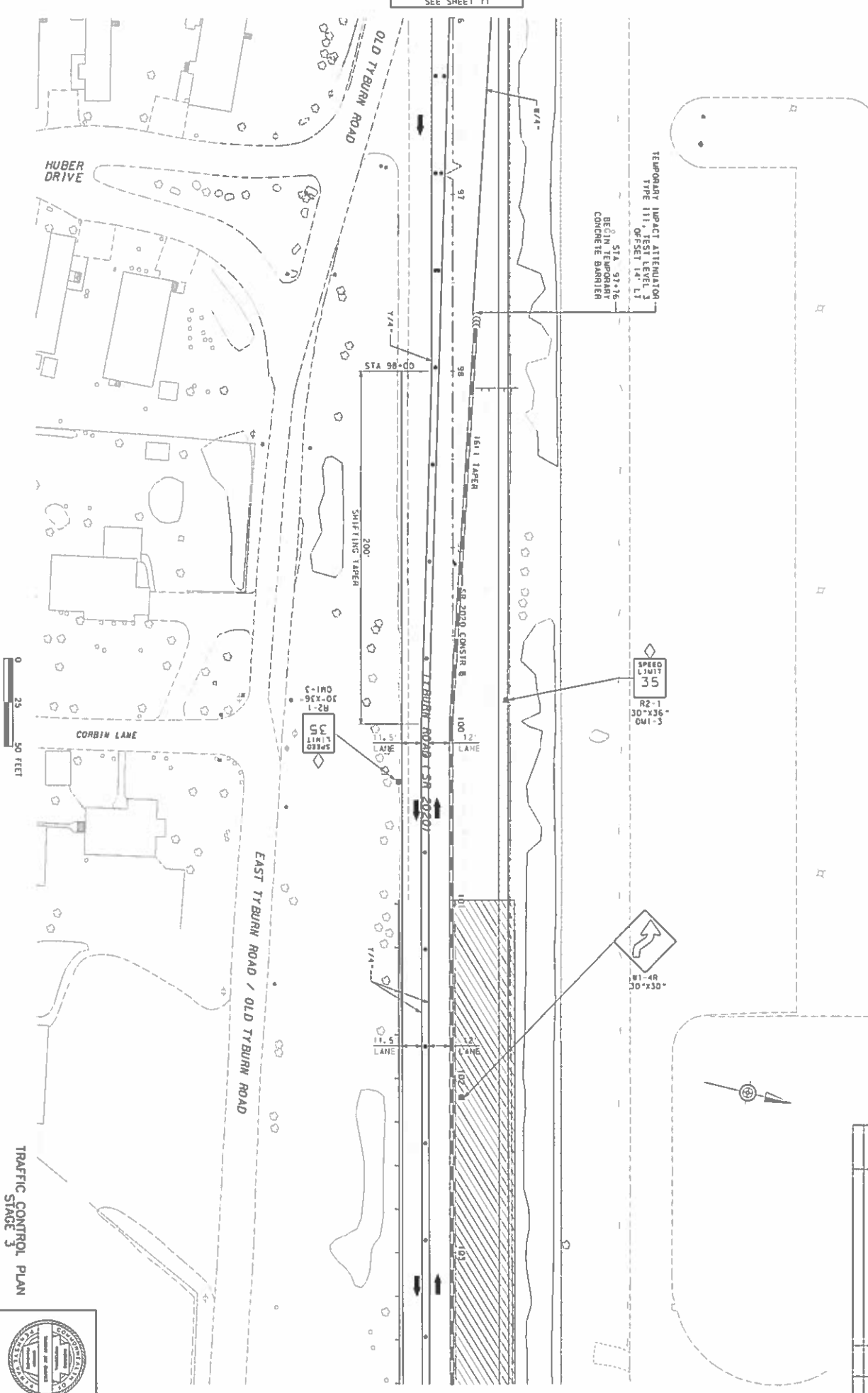


TRAFFIC CONTROL PLAN
 STAGE 3



DATE	BY	SECTION	SHEET
2020	RAJ	71 OF 111	
COUNTY: BUCKS			
TOWNSHIP: FALLS TOWNSHIP			
PROJECT: REVISIONS			

SEE SHEET T1



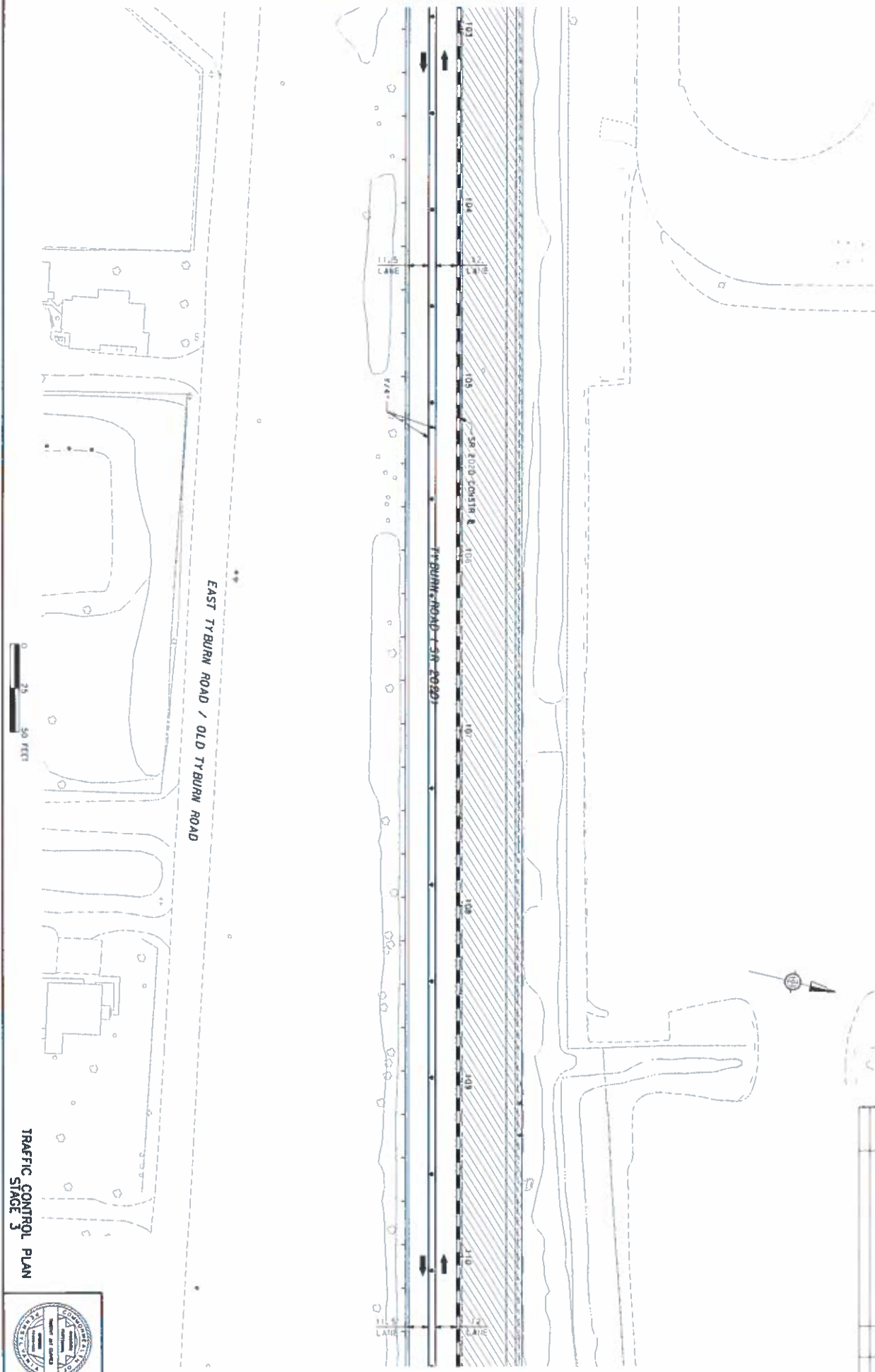
SEE SHEET T3

TRAFFIC CONTROL PLAN
STAGE 3



PROJECT	DATE	SECTION	SCALE
6-0	2020	ART	1/2" = 1'-0"
PROJECT	DATE	SECTION	SCALE
6-0	2020	ART	1/2" = 1'-0"
PROJECT	DATE	SECTION	SCALE
6-0	2020	ART	1/2" = 1'-0"

SEE SHEET 72



SEE SHEET 74



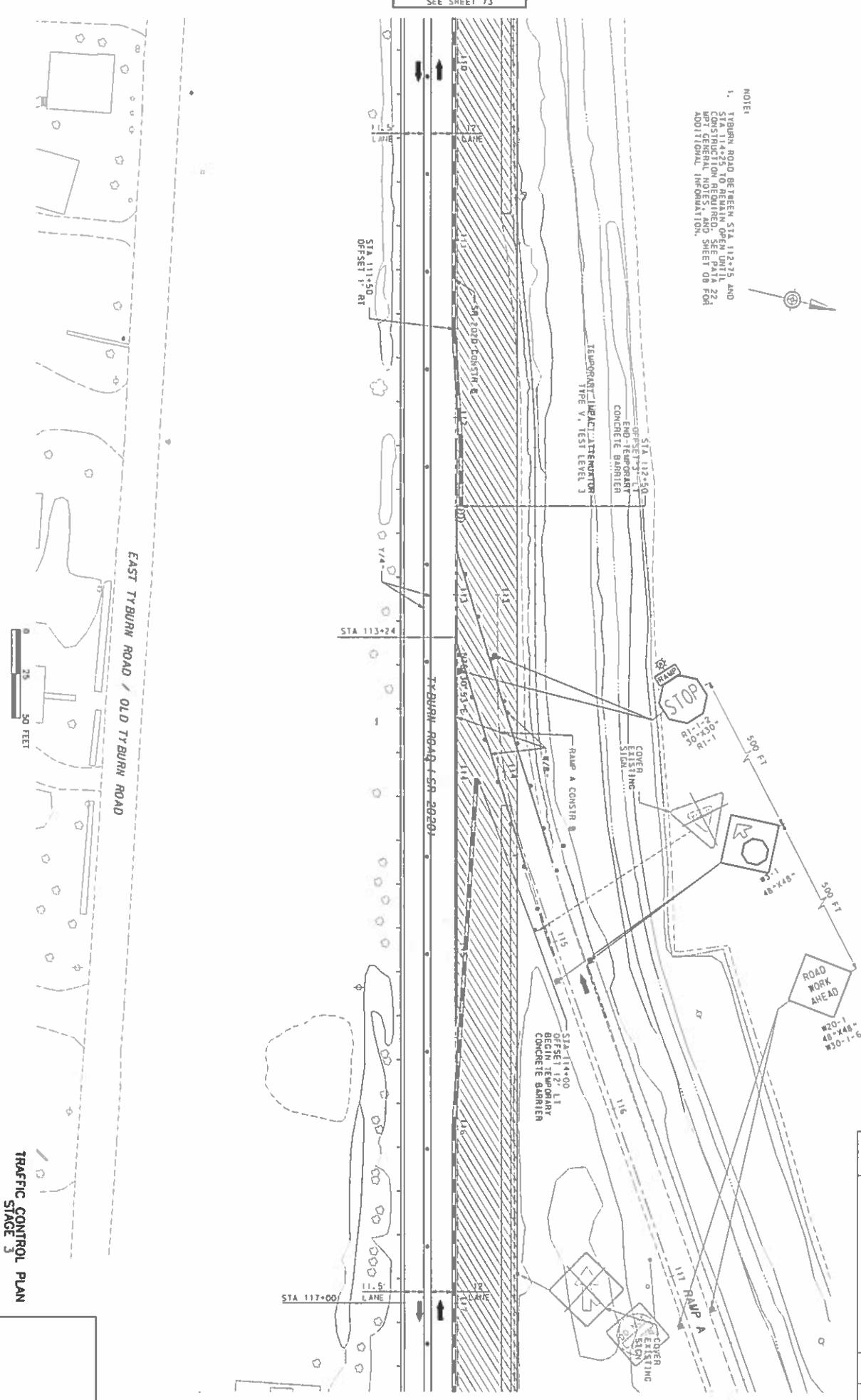
TRAFFIC CONTROL PLAN
STAGE 3



DATE	BY	SECTION	SHEET
2020	MAJ	33 OF 111	
PROJECT: BUCKS FALLS TOWNSHIP			
REVISIONS			
NO.	DATE	BY	

SEE SHEET 73

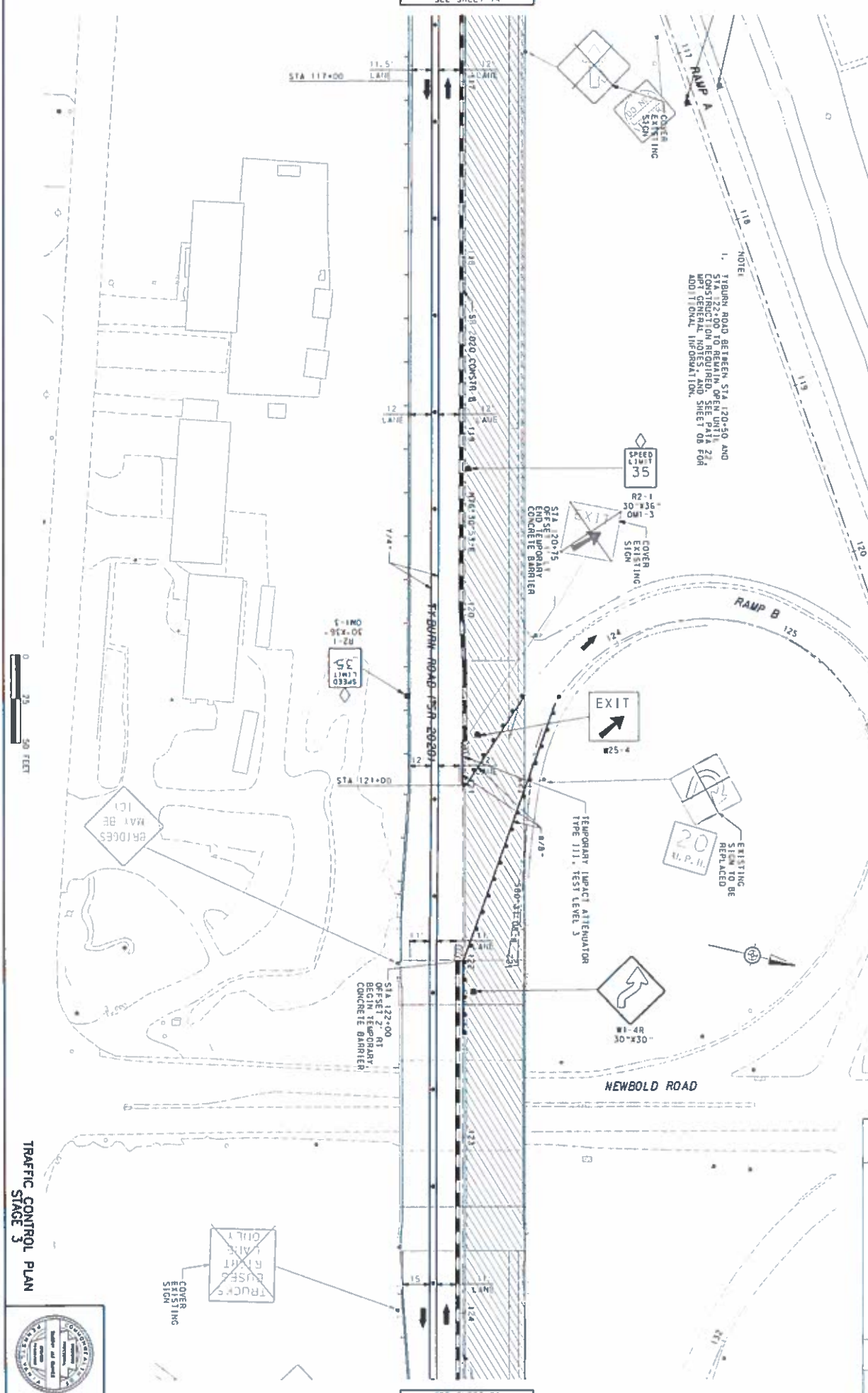
- NOTE:
1. TYBURN ROAD BETWEEN STA 112+75 AND STA 114+25 TO REMAIN OPEN UNTIL CONSTRUCTION REQUIRED. SEE PLAN 224 FOR ADDITIONAL INFORMATION.



SEE SHEET 75

PROJECT	6-0	BLUES FALLS TOWNSHIP	SECTION	74 OF 111
DATE	7/9/2012	SCALE	AS SHOWN	
DRAWN BY	2020	DATE		
CHECKED BY		DATE		

SEE SHEET 74



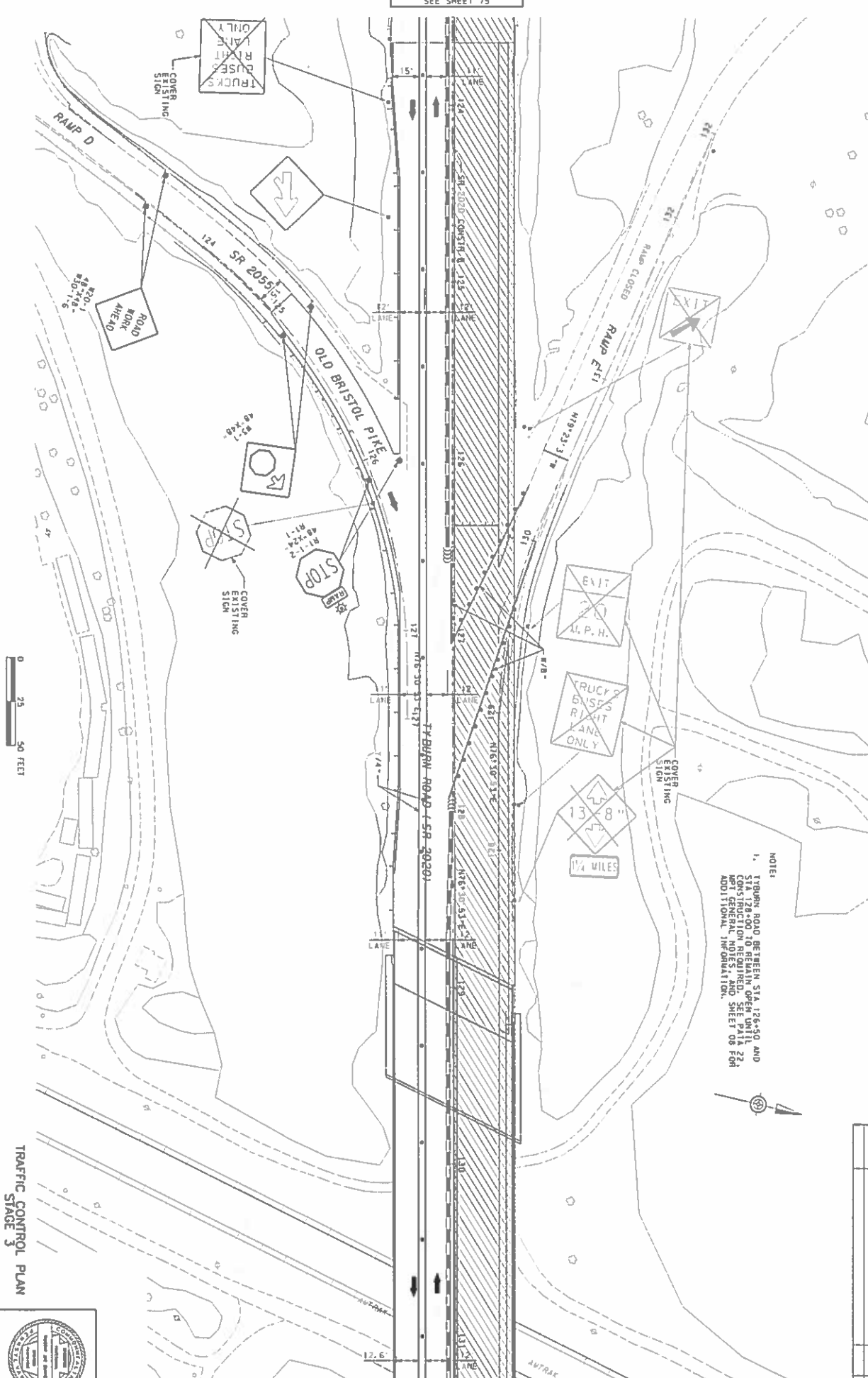
TRAFFIC CONTROL PLAN
STAGE 3



SEE SHEET 76

PROJECT	DATE	SCALE	SECTION	SHEET
BUCKS	2020	AS SHOWN	75 OF 113	81
#14'S TOWNSHIP				
SECTION 14-1				
TOWNSHIP 14-1				
COUNTY 14-1				
STATE OF FLORIDA				

SEE SHEET 75



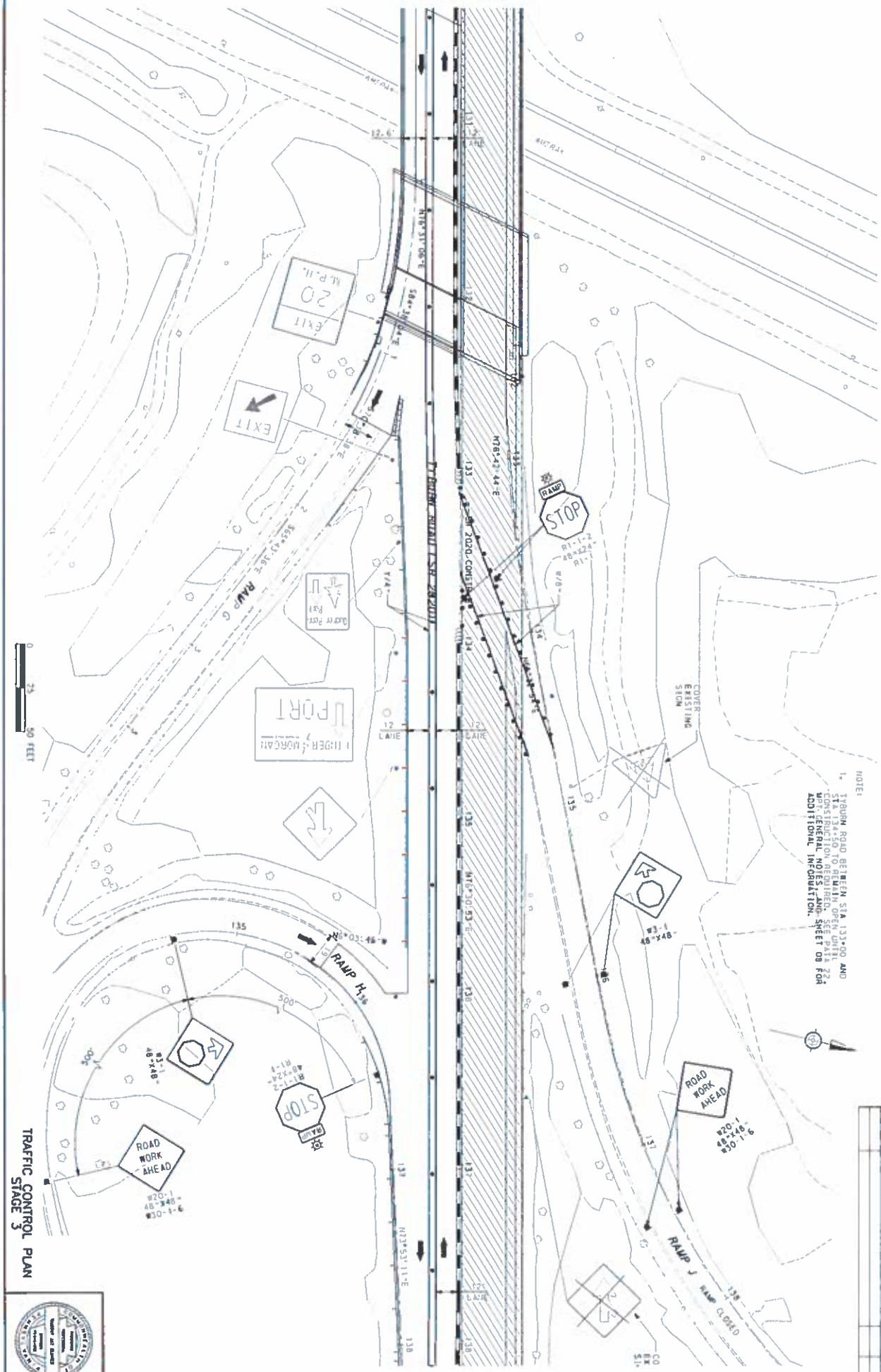
NOTE:
 1. THROUGH ROAD BETWEEN STA. 136+50 AND STA. 228+00 TO BE KEPT OPEN. PERMITS AND CONSTRUCTION REQUIRED. SEE PATA 22 FOR GENERAL NOTES, AND SHEET 08 FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL PLAN
 STAGE 3



SEE SHEET 77

STATION	DATE	SECTION	SHEET
6-0	2020	AMT	76 OF 111
PROJECT: FALLS TOWNSHIP			
REVISION:			
DATE	BY		



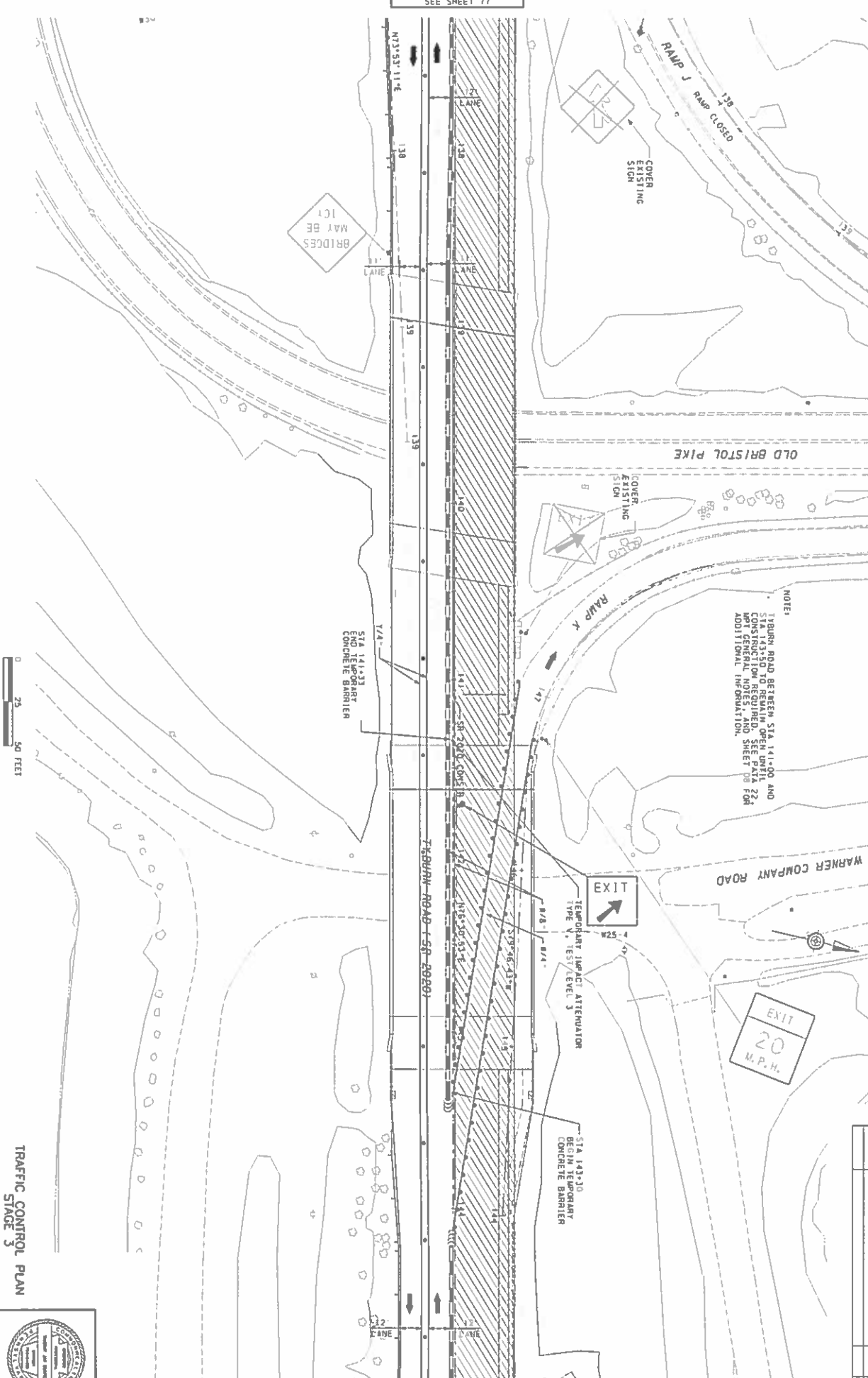
TRAFFIC CONTROL PLAN
STAGE 3



NOTE:
1. THROUGH ROAD BETWEEN STA. 13+00 AND 14+00 IS TO BE MAINTAINED OPEN FOR CONSTRUCTION. CONSTRUCTION REQUIRED. SEE PAGE 22 FOR GENERAL NOTES AND SHEET 08 FOR ADDITIONAL INFORMATION.

PROJECT	ROADWAY	DATE	SHEET
6-0	BUCKS	2020	77 OF 113
PROJECT		DATE	BY
# ALL'S TOWNSHIP		01/11	BT

SEE SHEET 77



NOTE:
 TIBURN ROAD BETWEEN STA 141+00 AND STA 143+30 TO REMAIN OPEN UNTIL CONSTRUCTION REQUIRED. SEE PATA 22, ADDITIONAL INFORMATION.

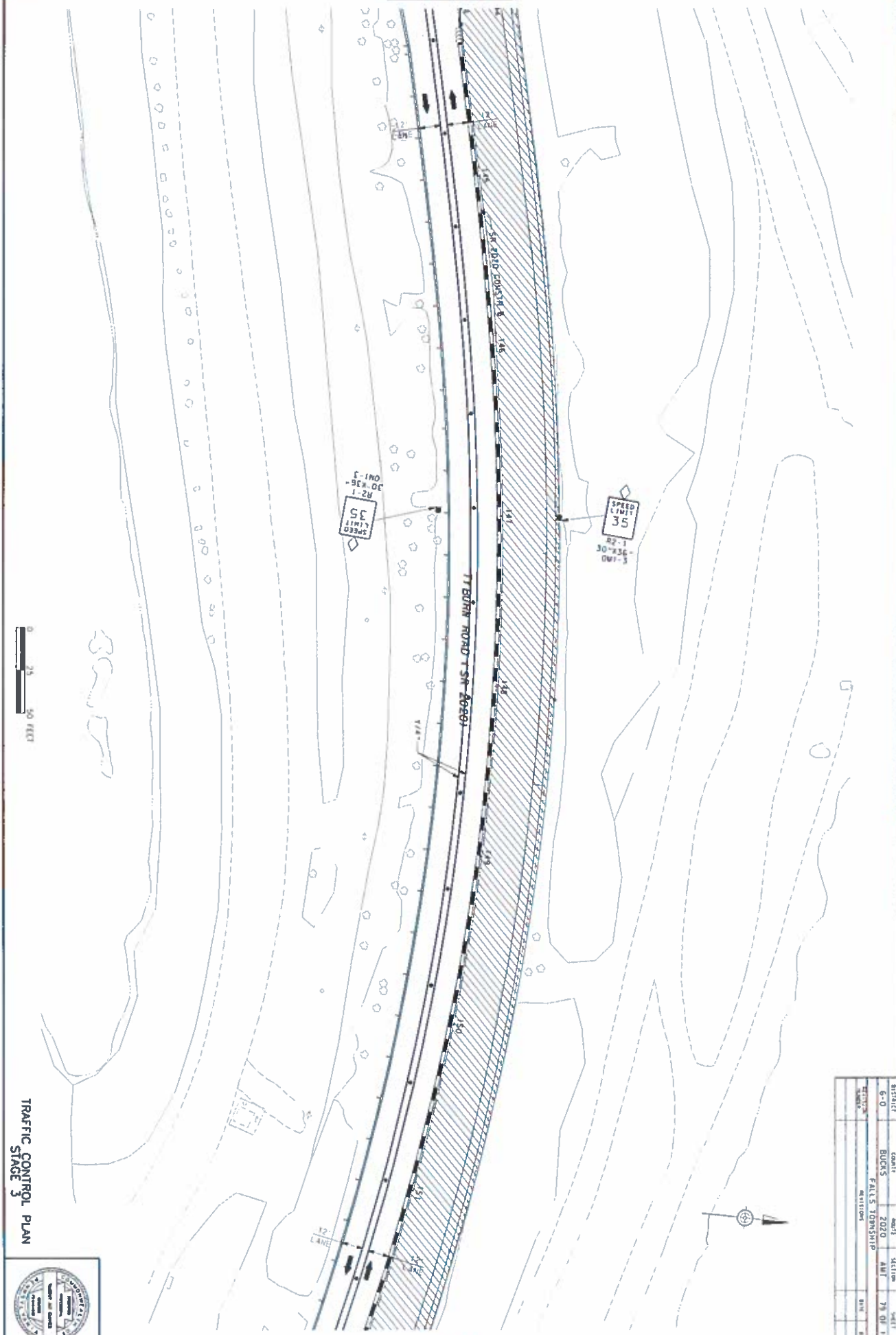
TRAFFIC CONTROL PLAN
 STAGE 3



SEE SHEET 79

DATE	BY	SECTION	SHEET
6-7-0	BUCKS	2020	18 OF 11
FALLS TOWNSHIP			
REVISION			
DATE	BY	SECTION	SHEET

SEE SHEET 78



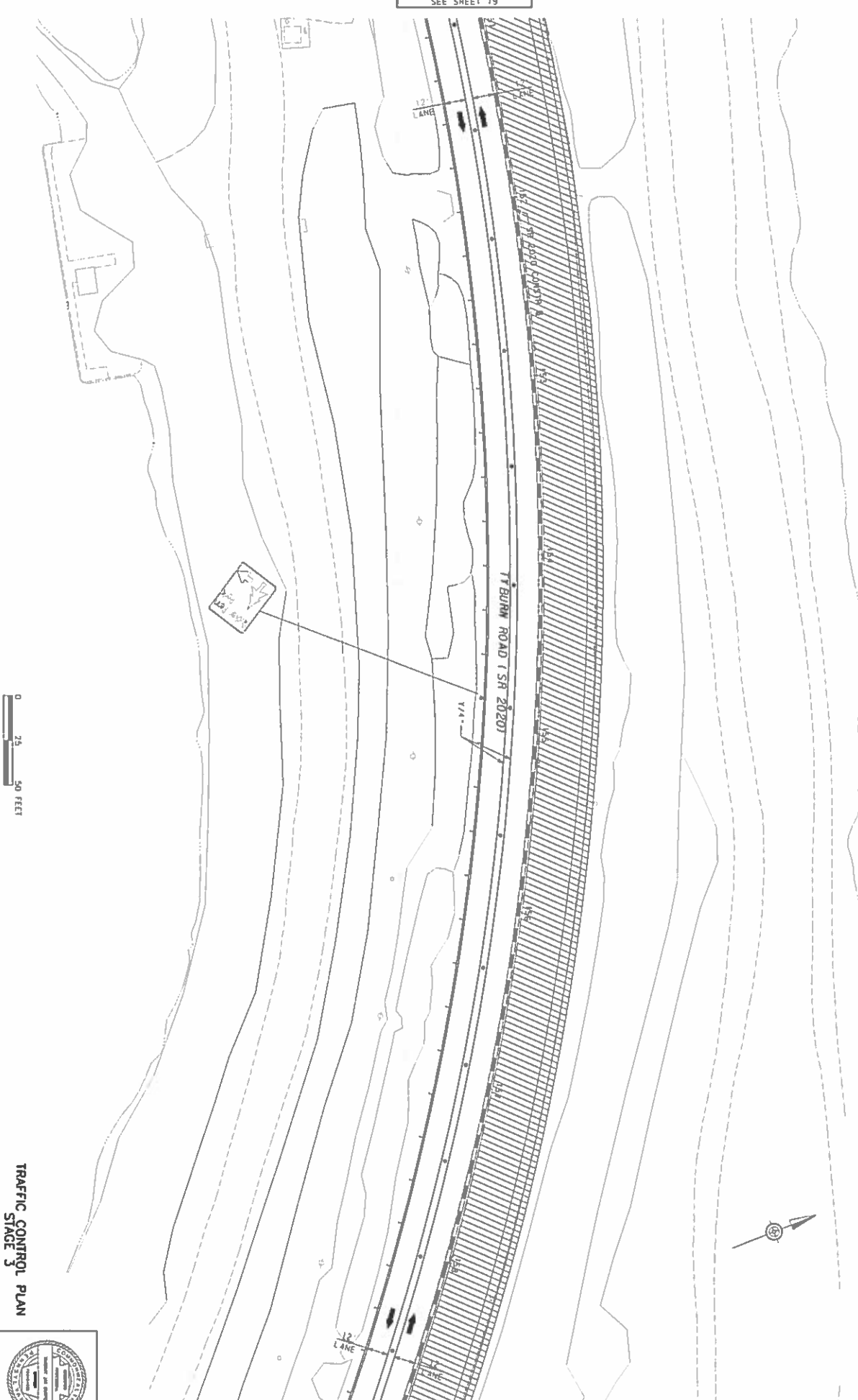
TRAFFIC CONTROL PLAN
STAGE 3



SEE SHEET 80

DISTRICT	COUNTY	TOWNSHIP	SECTION	SHEET
6-0	BUCKS	ZORO	AMJ	78 OF 111
FALLS TOWNSHIP				
SECTION				
DATE				

SEE SHEET 79



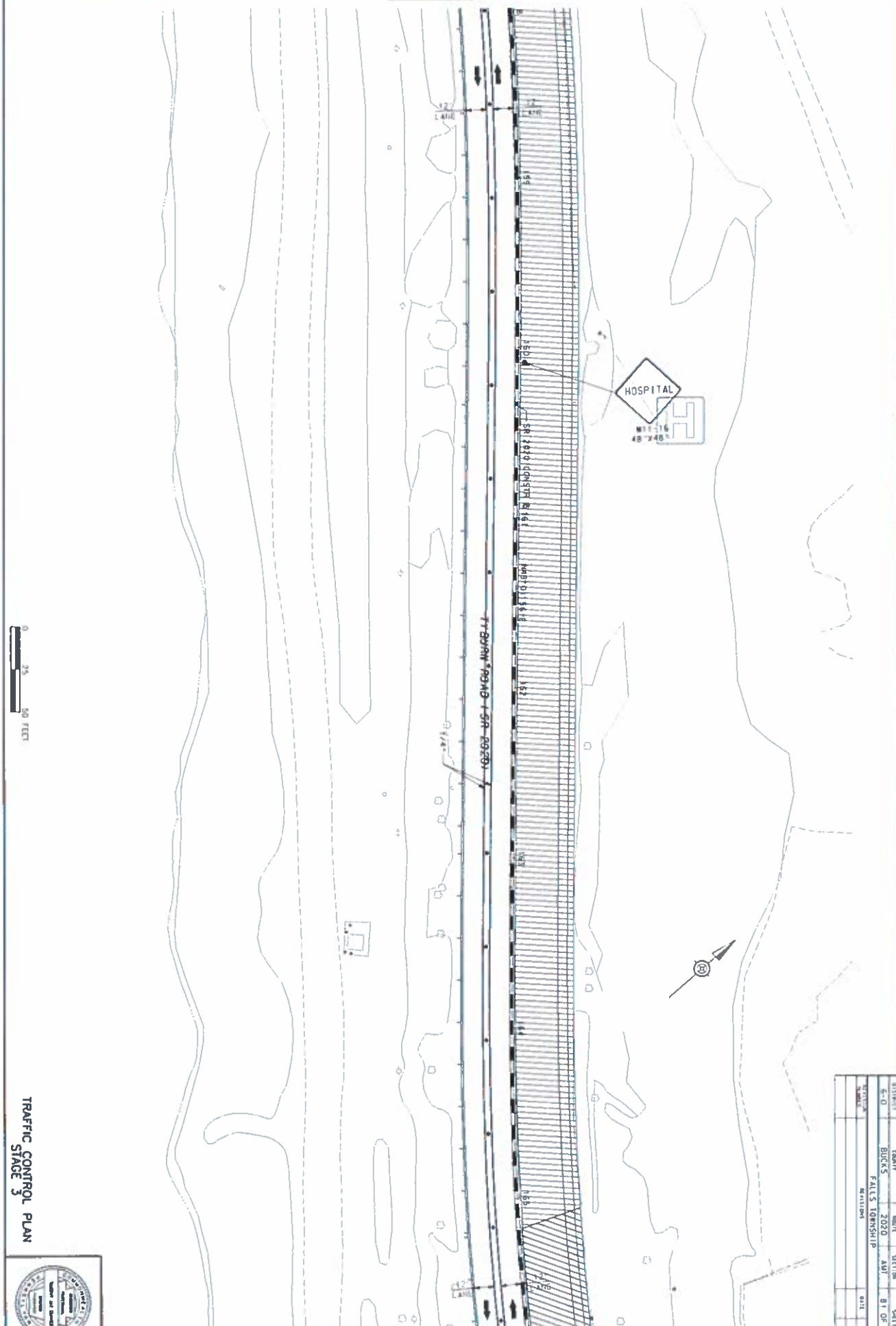
TRAFFIC CONTROL PLAN
STAGE 3



DISTRICT	COUNTY	DATE	SECTION	SHEET
S-0	BURNS	2020	ART	80 OF 111
PROJECT NUMBER	PROJECT NAME	DATE	BY	

SEE SHEET 81

SEE SHEET B0



HOSPITAL

MTT-116
48-948

77-2929W *2941B-1-SR-2928B



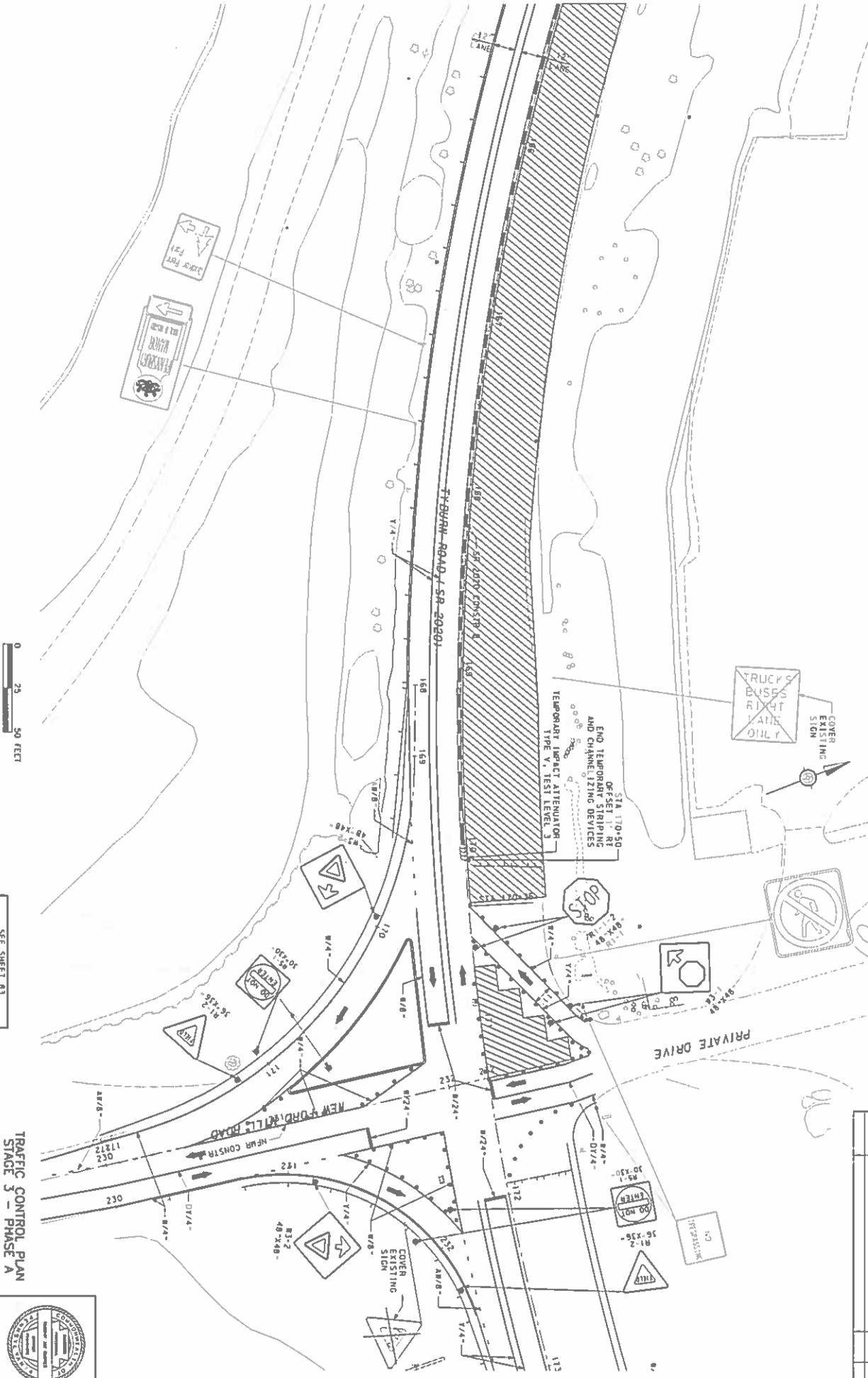
TRAFFIC CONTROL PLAN
STAGE 3



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-D	BUCKS	2020	ARI	81 OF 111
PROJECT NUMBER	FALLS TOWNSHIP			
DATE	REVISED	DATE	BY	

SEE SHEET B2

SEE SHEET B1



SEE SHEET B3

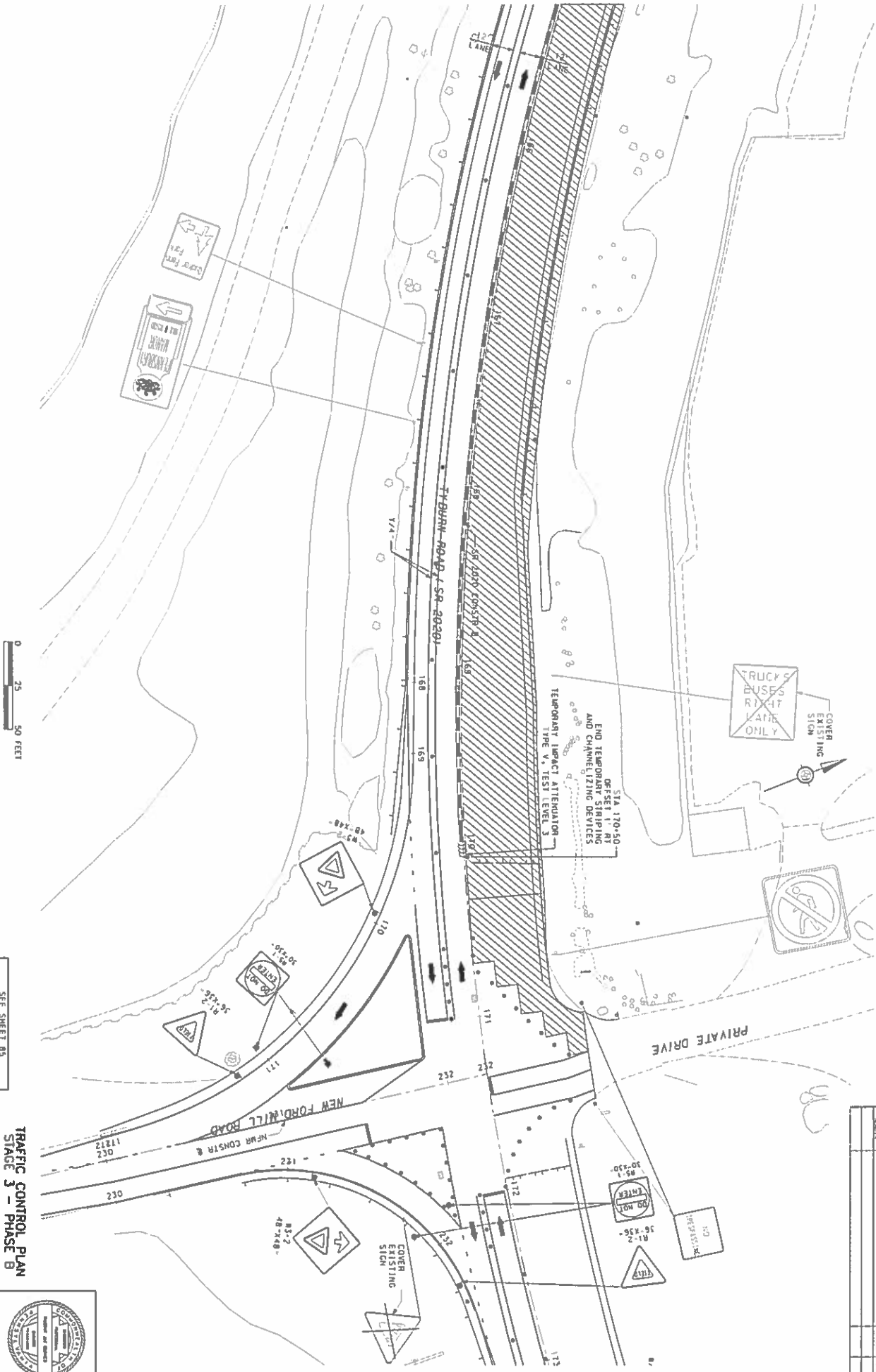
TRAFFIC CONTROL PLAN
STAGE 3 - PHASE A



SEE SHEET B6

DATE	BY	NO.	SECTION	SCALE
8/1/2012	JK	2020	AD	B7.07-111
FALLS CHURCHSHIP				
REVISION	DATE	BY		

SEE SHEET 81



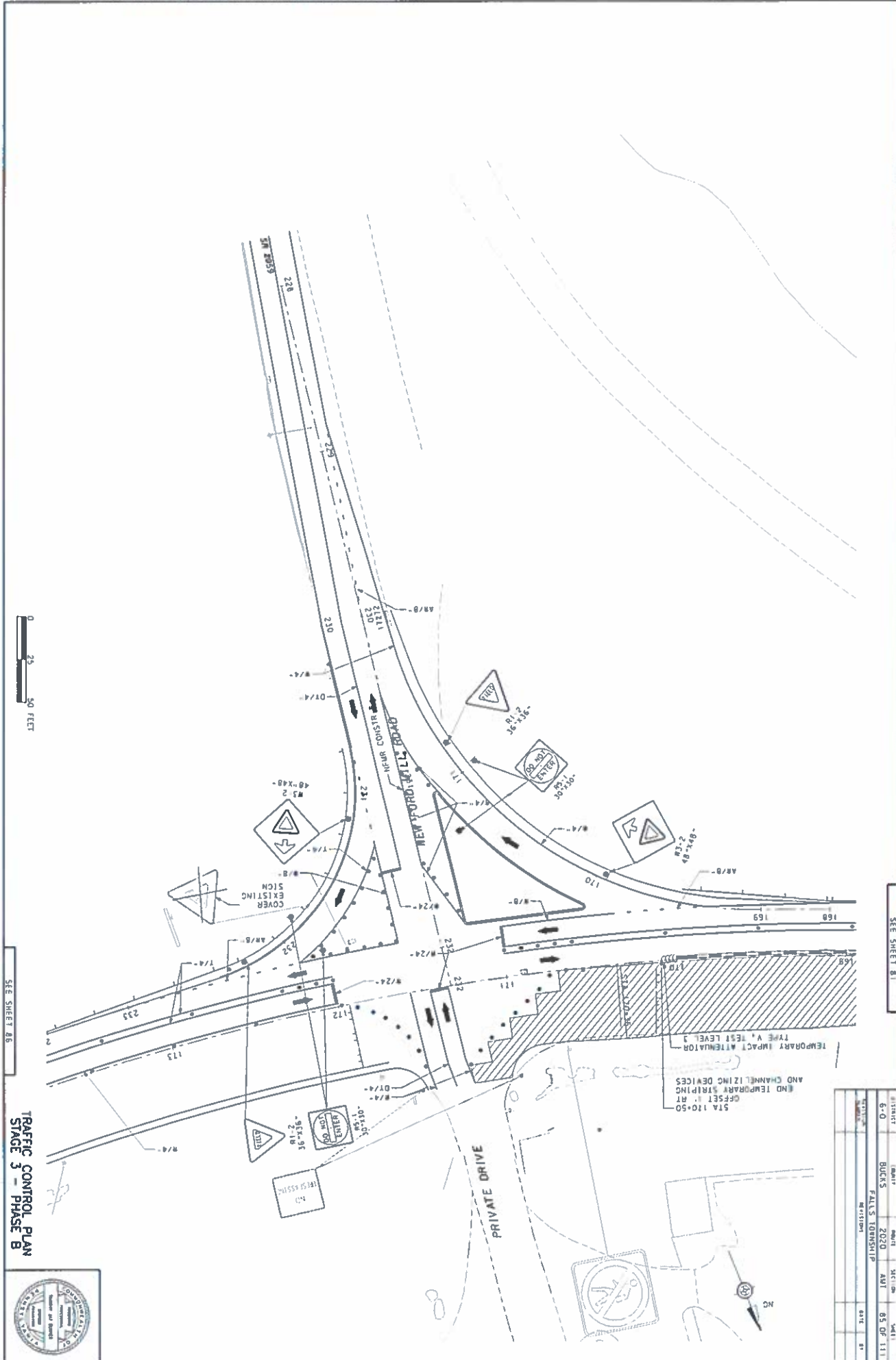
SEE SHEET 85

TRAFFIC CONTROL PLAN
STAGE 3 - PHASE B



SEE SHEET 86

PROJECT	DATE	NO.	STATUS	SHEET
6-0	2020	2020	AWI	84 OF 111
FALL'S TOWNSHIP				
DESIGNED BY	CHECKED BY	DATE	BY	



0 25 50 FEET

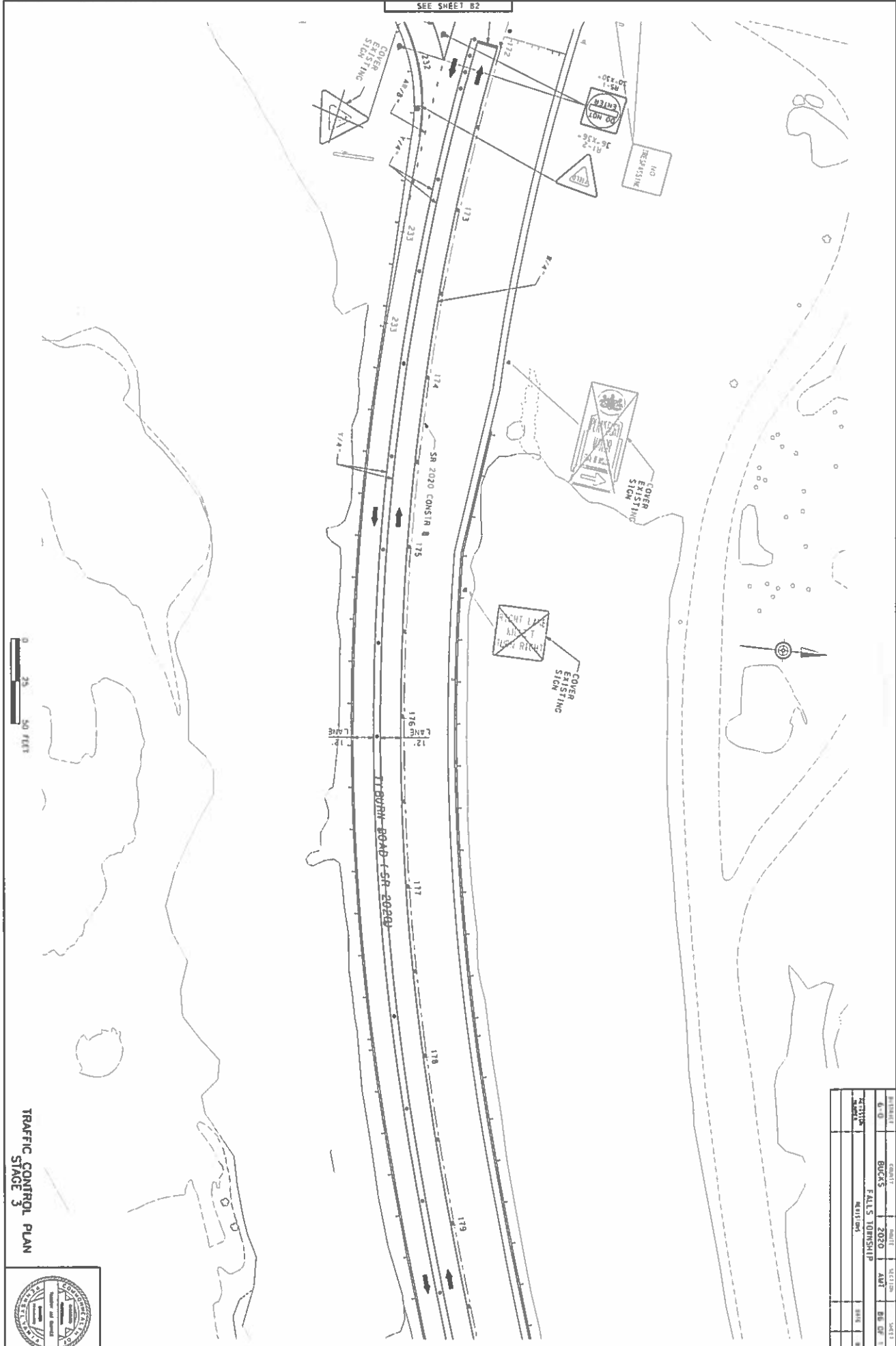
SEE SHEET 8B

TRAFFIC CONTROL PLAN
STAGE 3 - PHASE B



PROJECT	LOCATION	DATE	SECTION	SHEET
6-0	BUCKS	2020	AB1	85 OF 111
FALL'S TOWNSHIP				
REVISION	DATE	BY		

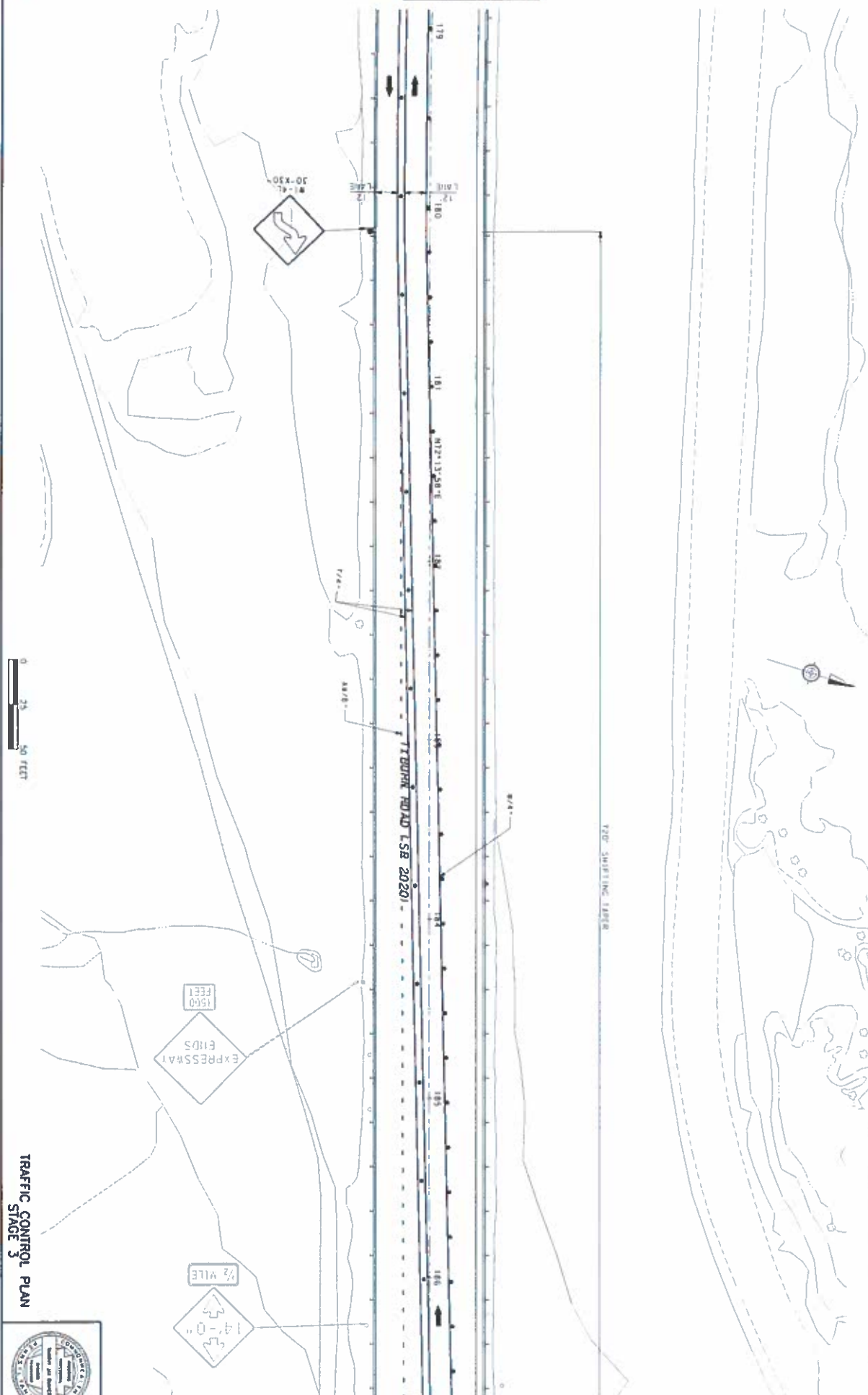
SEE SHEET 8I



TRAFFIC CONTROL PLAN
STAGE 3



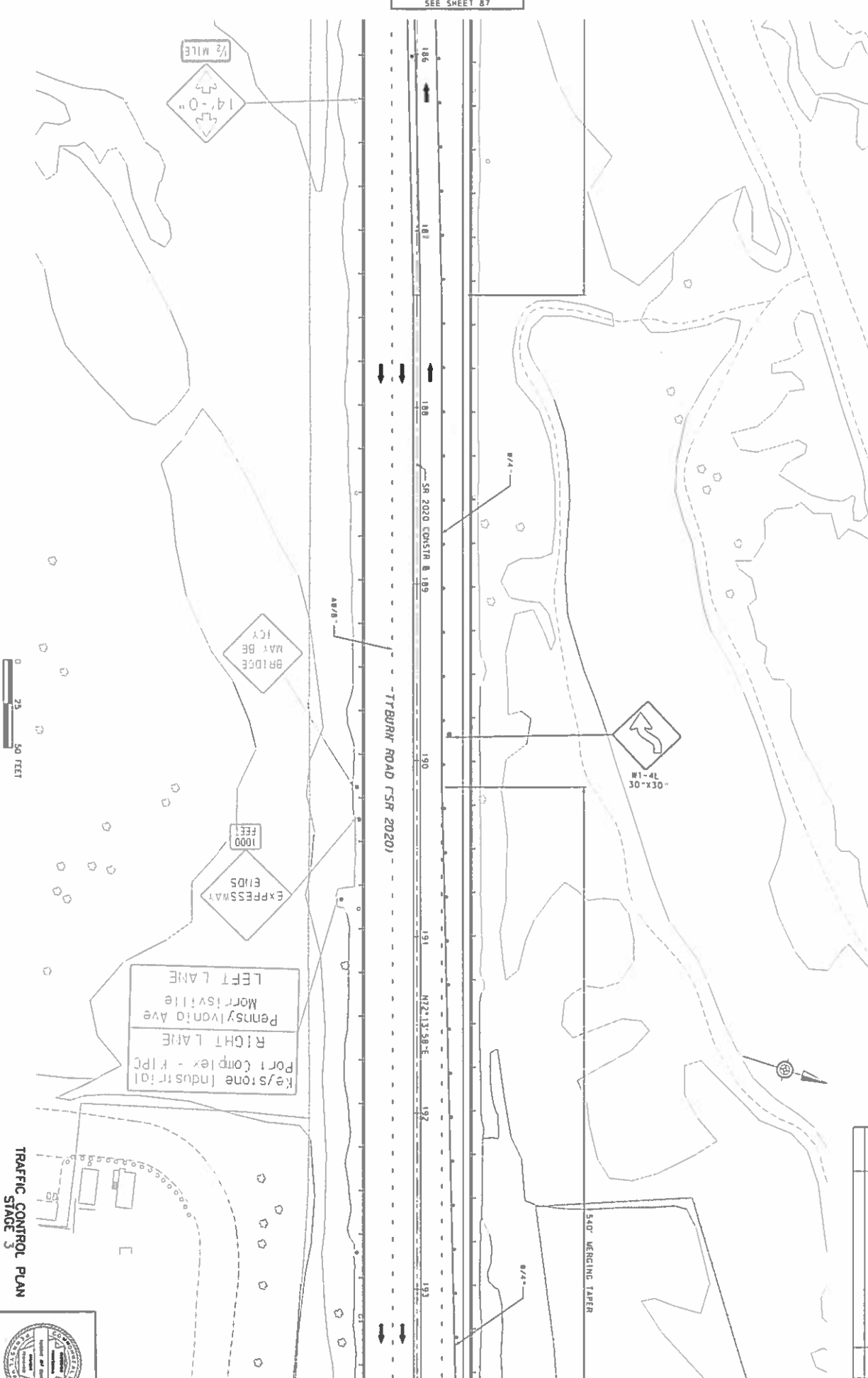
PROJECT	SR 2020	DATE	7/9/12	SHEET	111
LOCATION	BUCKS FALLS TOWNSHIP	APP	AM	OF	111
SCALE	AS SHOWN	DATE			



TRAFFIC CONTROL PLAN
STAGE 3



DATE	BY	REVISION
08/11/2011	BUECKS	2020 LSR
08/11/2011	FALLOTT	TRUCK STOPPING
08/11/2011	08/11/2011	08/11/2011

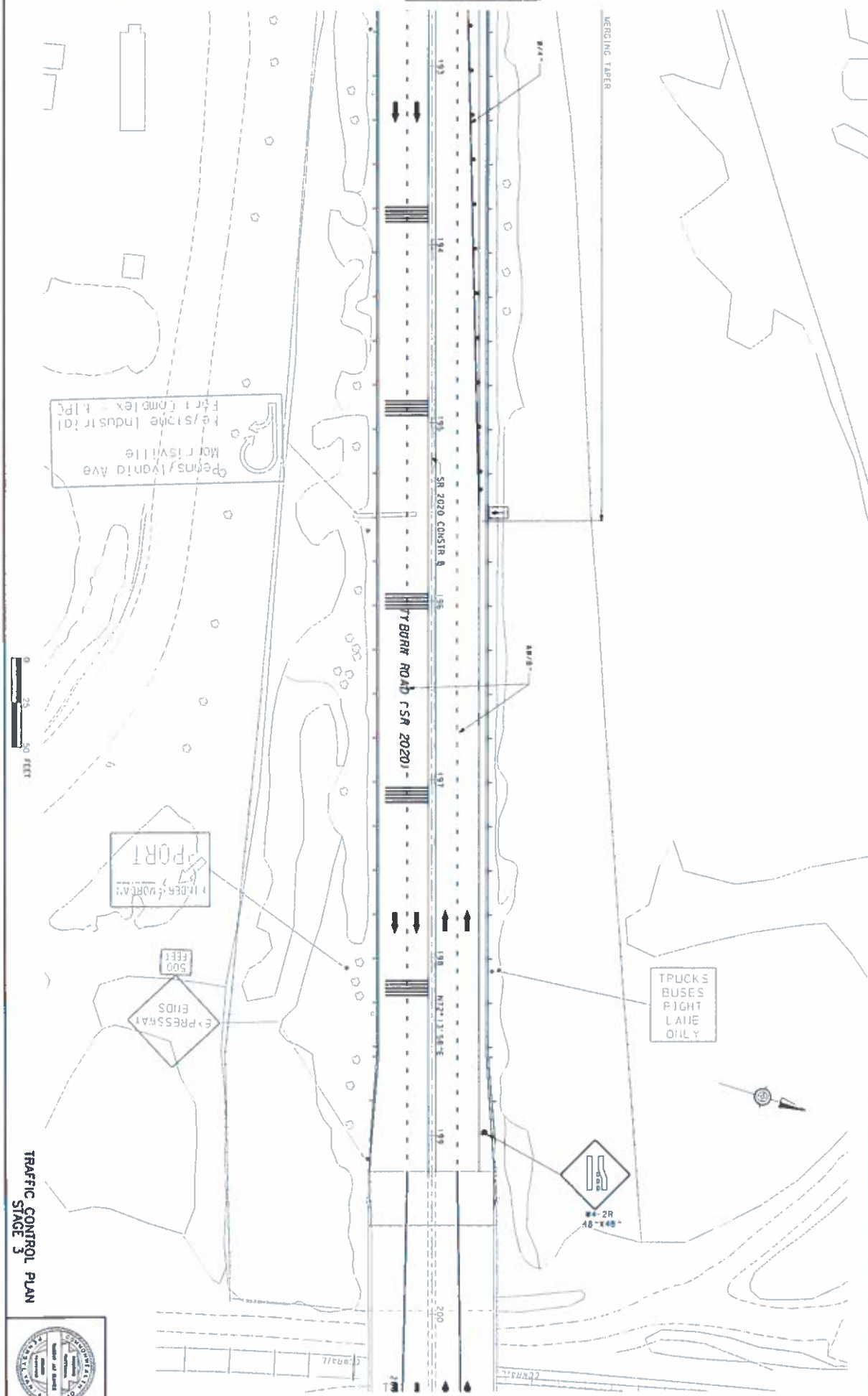


TRAFFIC CONTROL PLAN
STAGE 3



PROJECT	ROAD	NO. 1	SECTION	15-3
DATE	BUCKS FALLS TOWNSHIP	2020	DATE	08-07-11
DRAWN	REVISION		DATE	01

SEE SHEET 88



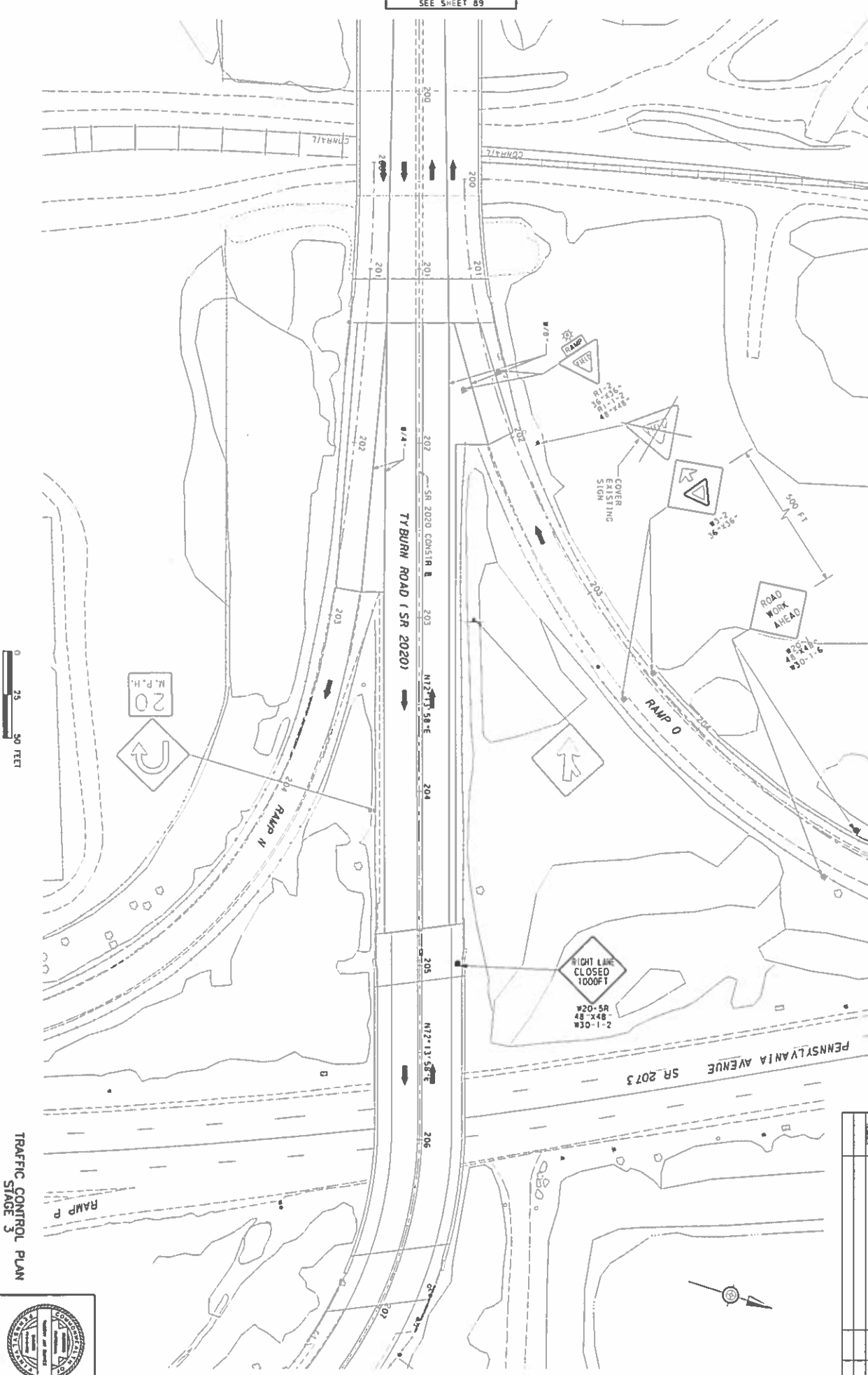
TRAFFIC CONTROL PLAN
STAGE 3



PROJECT	CONTRACT	DATE	SECTION	SHEET
6-0	BURNS	2020	AA1	09 OF 118
DATE	PROJECT	DATE	DATE	DATE
	FALTS TOWNSHIP			

SEE SHEET 90

SEE SHEET 89



TRAFFIC CONTROL PLAN
STAGE 3



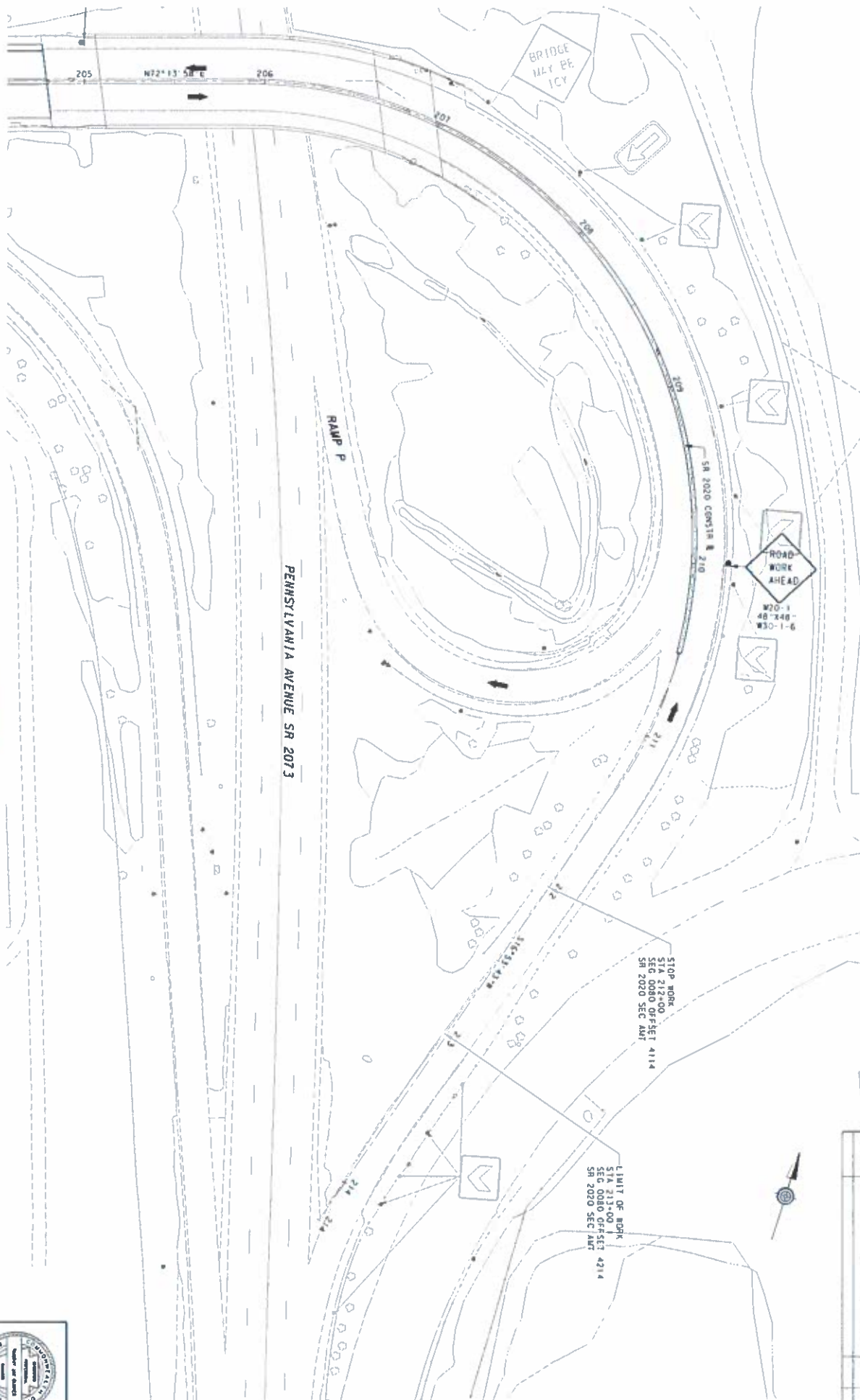
SEE SHEET 91

DATE	2012	BY	MM
PROJECT	SR 2020	DATE	07-11
DESCRIPTION	FALLS TOWNSHIP	DATE	07-11
SCALE	AS SHOWN	DATE	07-11

SEE SHEET 90



TRAFFIC CONTROL PLAN
STAGE 3



PROJECT	CONTRACT	SHEET	SECTION	SHEET
	BUCKS	2020	AB1	91 OF 111
	FALLS TOWNSHIP			
DATE	NO. 113,095	DATE		

NOTE:
 ACT 229 SIGNS REQUIRED AT BEGINNING
 AND END OF EACH STAGE. SEE SHEET 05
 OF 111 FOR DETAILS.

LIMIT OF WORK
 STA 77+70
 SEG 0030 OFFSET 1481
 SR 2020 SEC AWT
 FALLS TOWNSHIP
 BUCKS COUNTY

START WORK 78+70
 SEG 0030 OFFSET 1581
 SR 2020 SEC AWT

STA 88+60
 MATCH EXISTING
 PAVEMENT MARKINGS

STA 78+70
 MATCH EXISTING
 PAVEMENT MARKINGS

R20-1
 48-X48-6
 M30-1-6
 ROAD
 WORK
 AHEAD

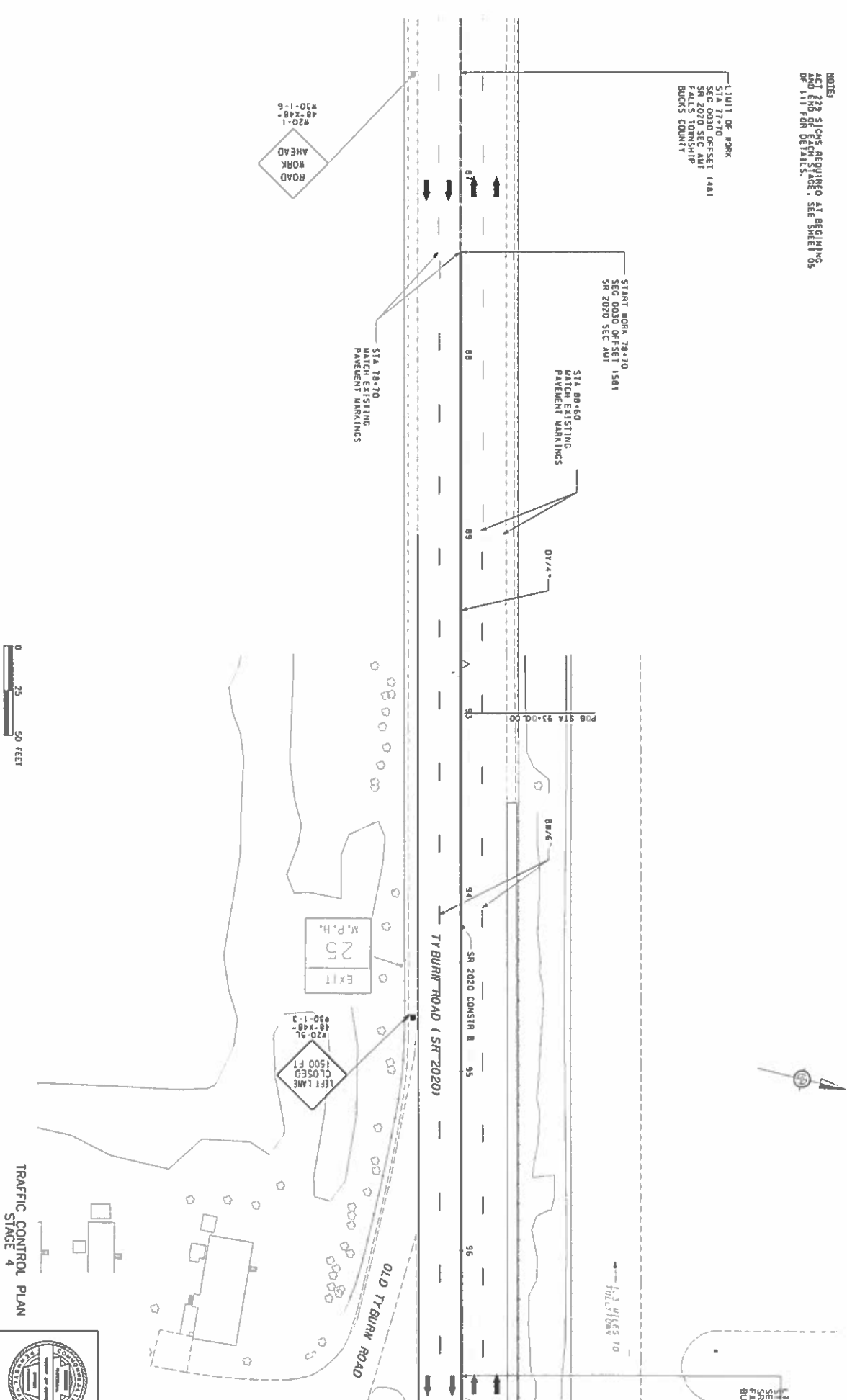


TRAFFIC CONTROL PLAN
 STAGE 4

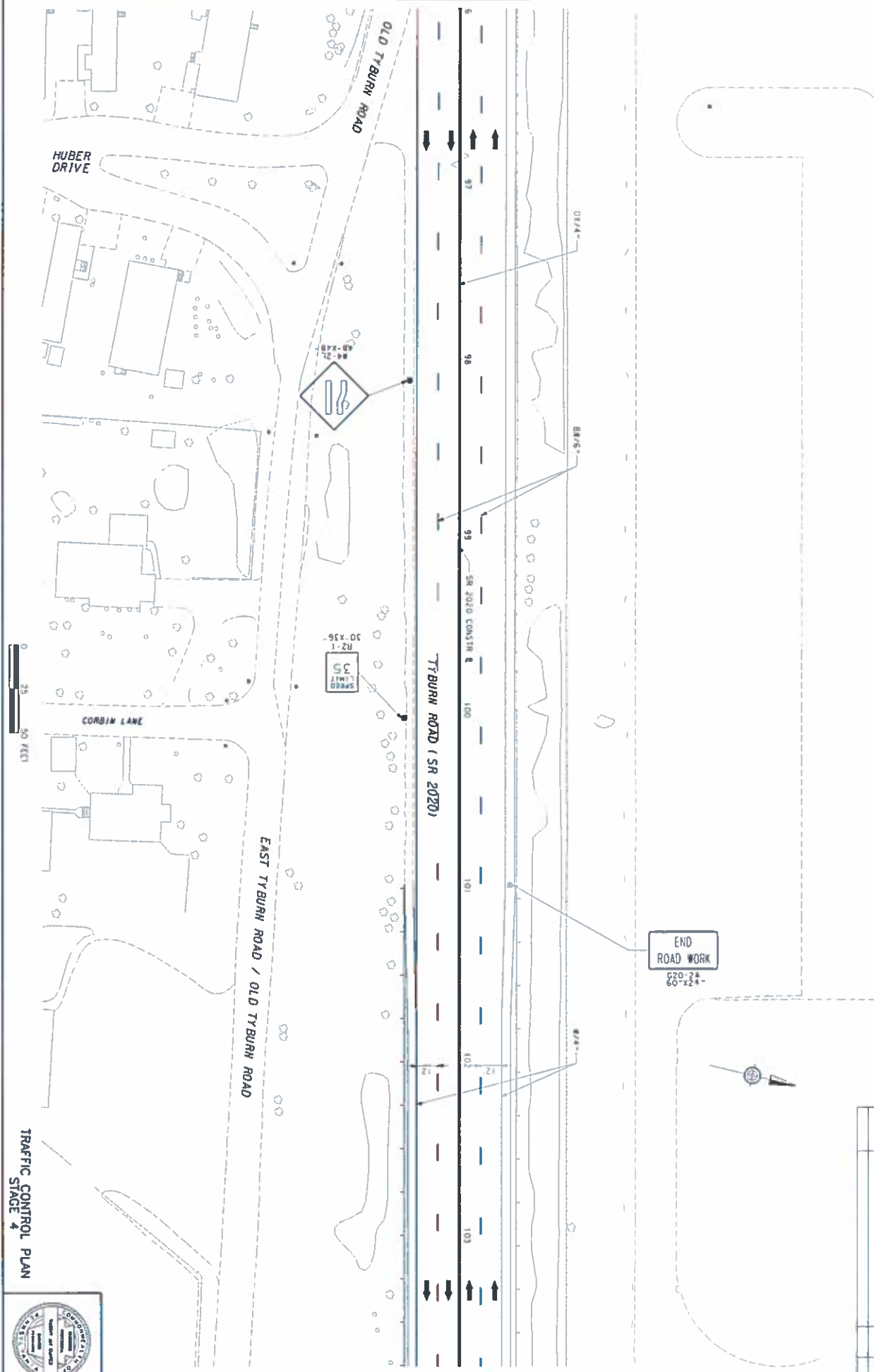


PROJECT	BUCKS COUNTY	DATE	08/11/10	SHEET	92 OF 111
NO.	6-0	DATE	2020	AWT	
TITLE	FALLS TOWNSHIP	DATE			
BY					
CHECKED					
APPROVED					

SEE SHEET 93



SEE SHEET 92



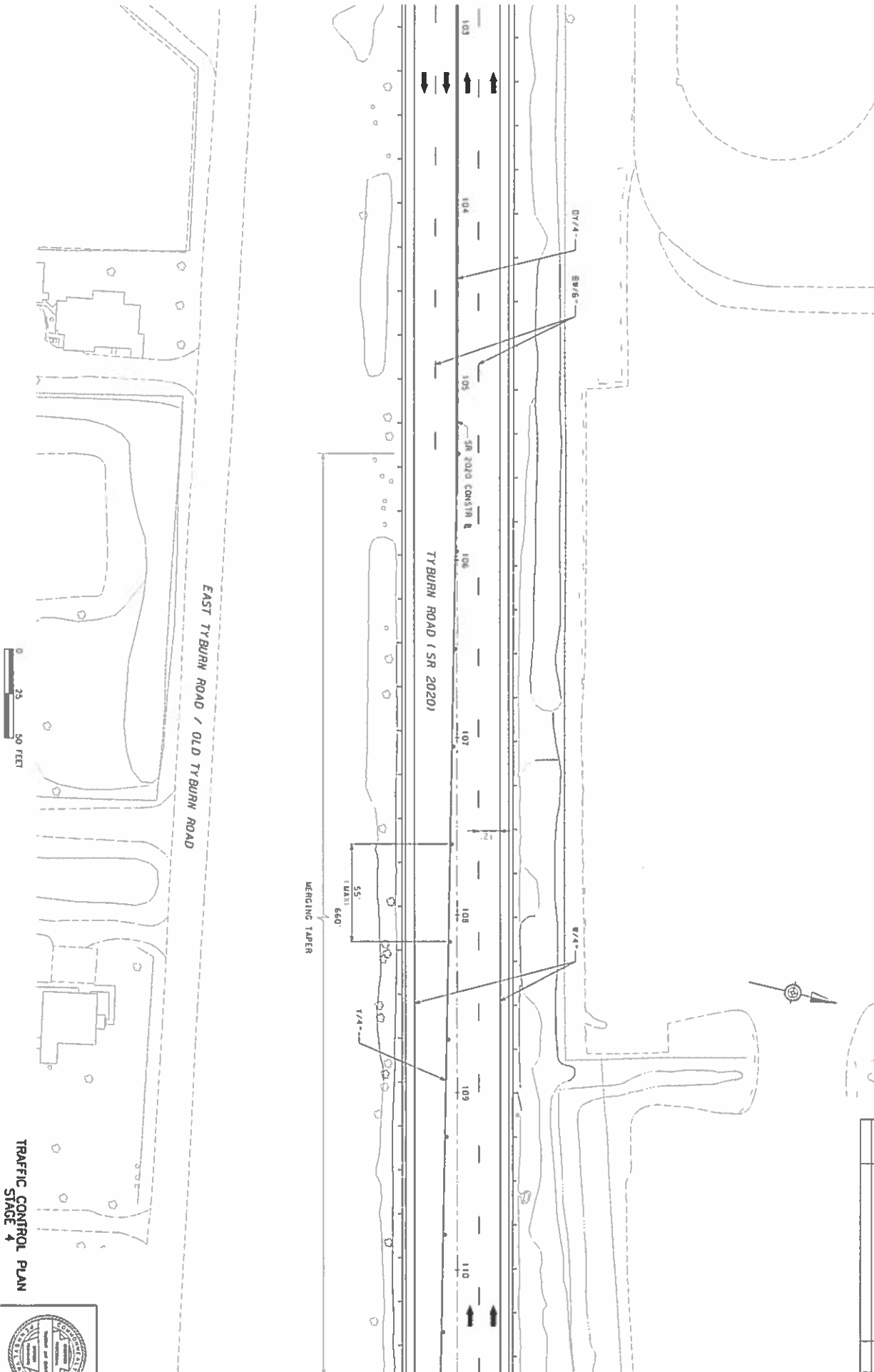
TRAFFIC CONTROL PLAN
STAGE 4



SEE SHEET 94

PROJECT	ROAD	SECTION	SHEET
6.0	BUCKS	2020	93 OF 118
DATE	DATE	DATE	DATE
2020	2020	2020	2020
DESIGNER	DATE	DATE	DATE
FALTS TOMSHINEP	04/17	04/17	04/17

SEE SHEET 93



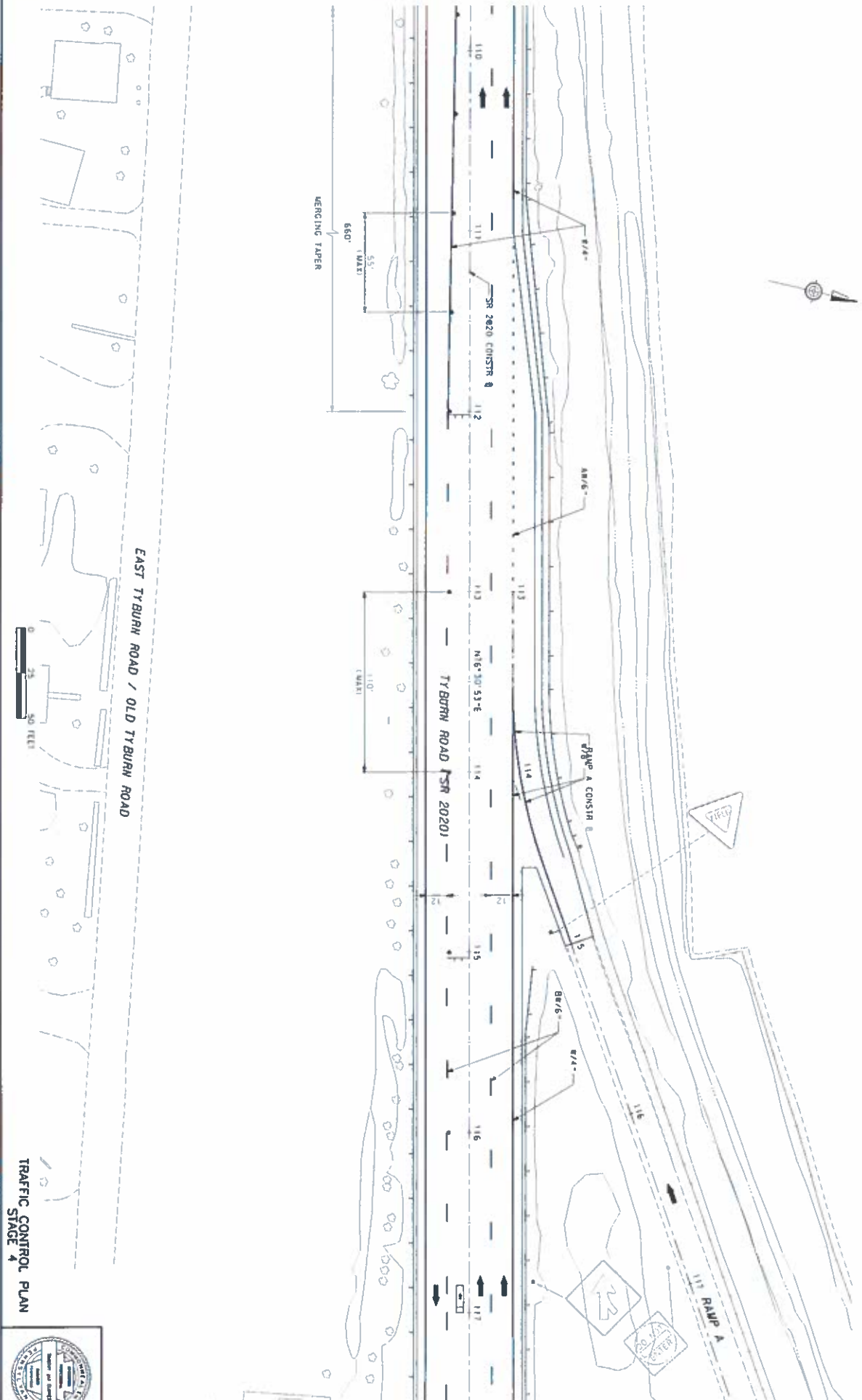
TRAFFIC CONTROL PLAN
STAGE 4



PROJECT	DATE	NO.	SCALE	SHEET
6-0	BUCK'S	2020	ANI	94 OF 111
LOCATION	FALLS TOWNSHIP			
DATE	DATE	BY		

SEE SHEET 95

SEE SHEET 94



EAST TYBURN ROAD / OLD TYBURN ROAD

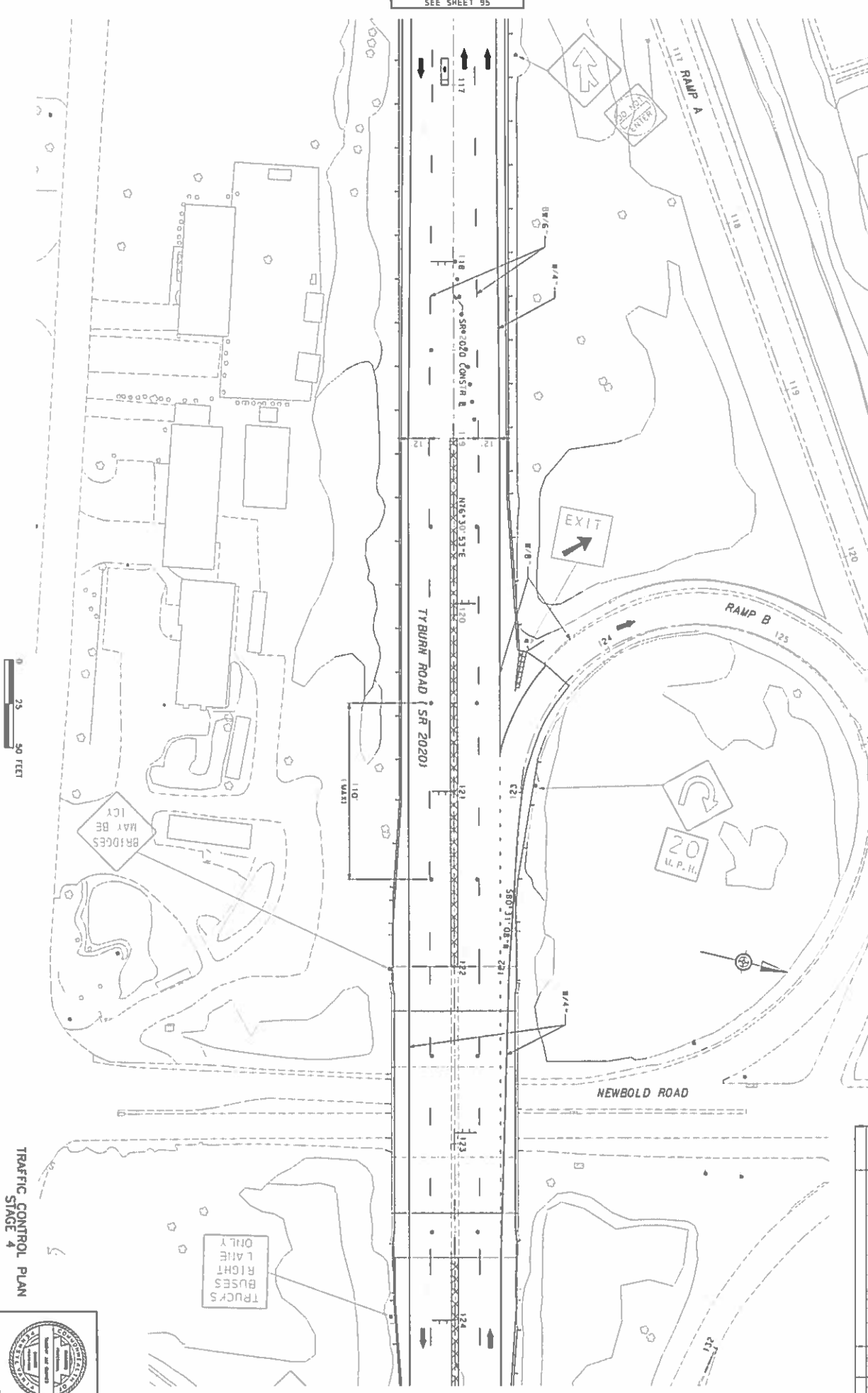


TRAFFIC CONTROL PLAN
STAGE 4



PROJECT	ROADWAY	SECTION	SHEET
NO. 0	BUCKS	ABT	95 OF 111
FALLS TO MEMSHIP			
DATE	REVISIONS	DATE	BY

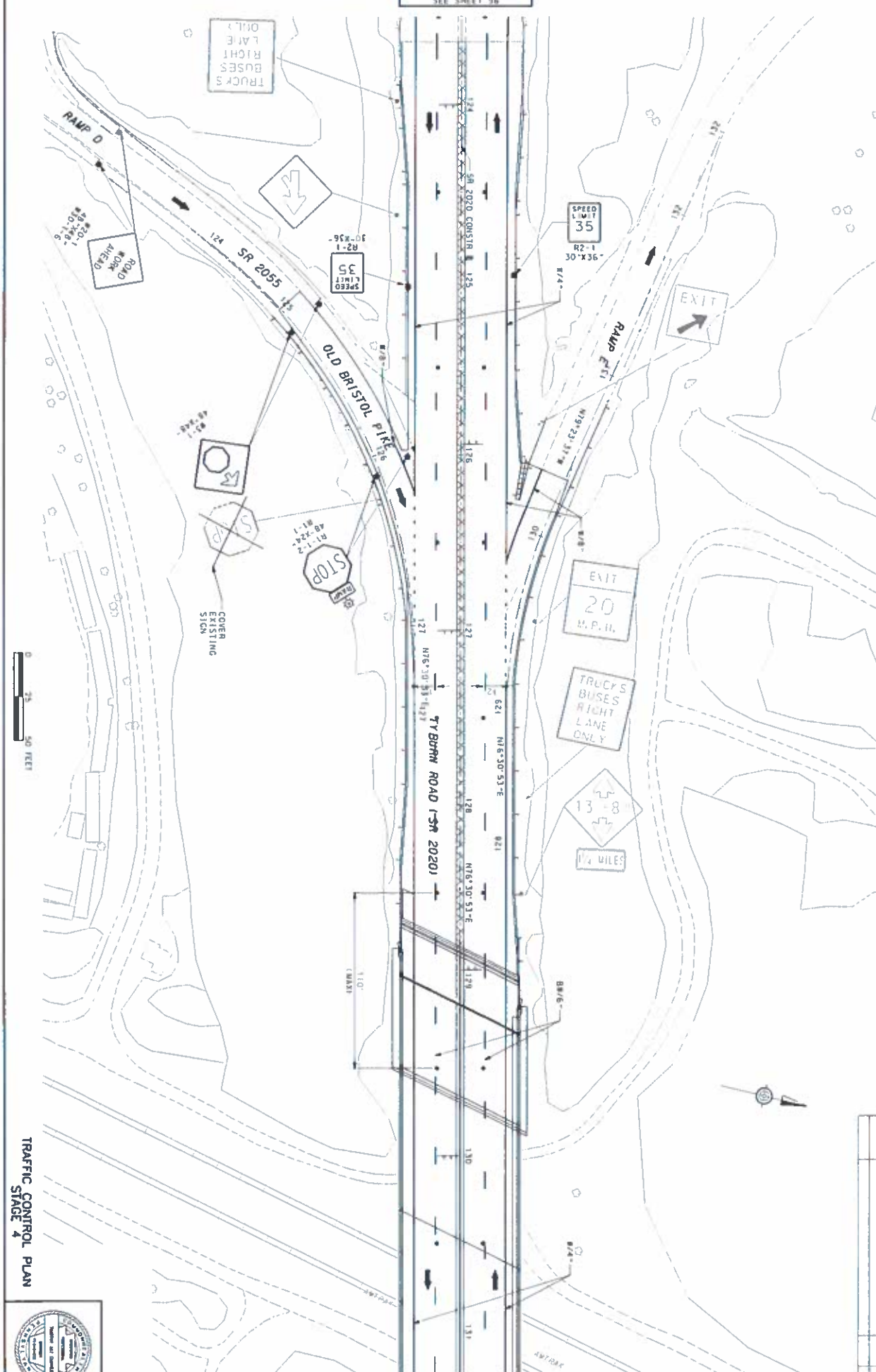
SEE SHEET 94



TRAFFIC CONTROL PLAN
STAGE 4



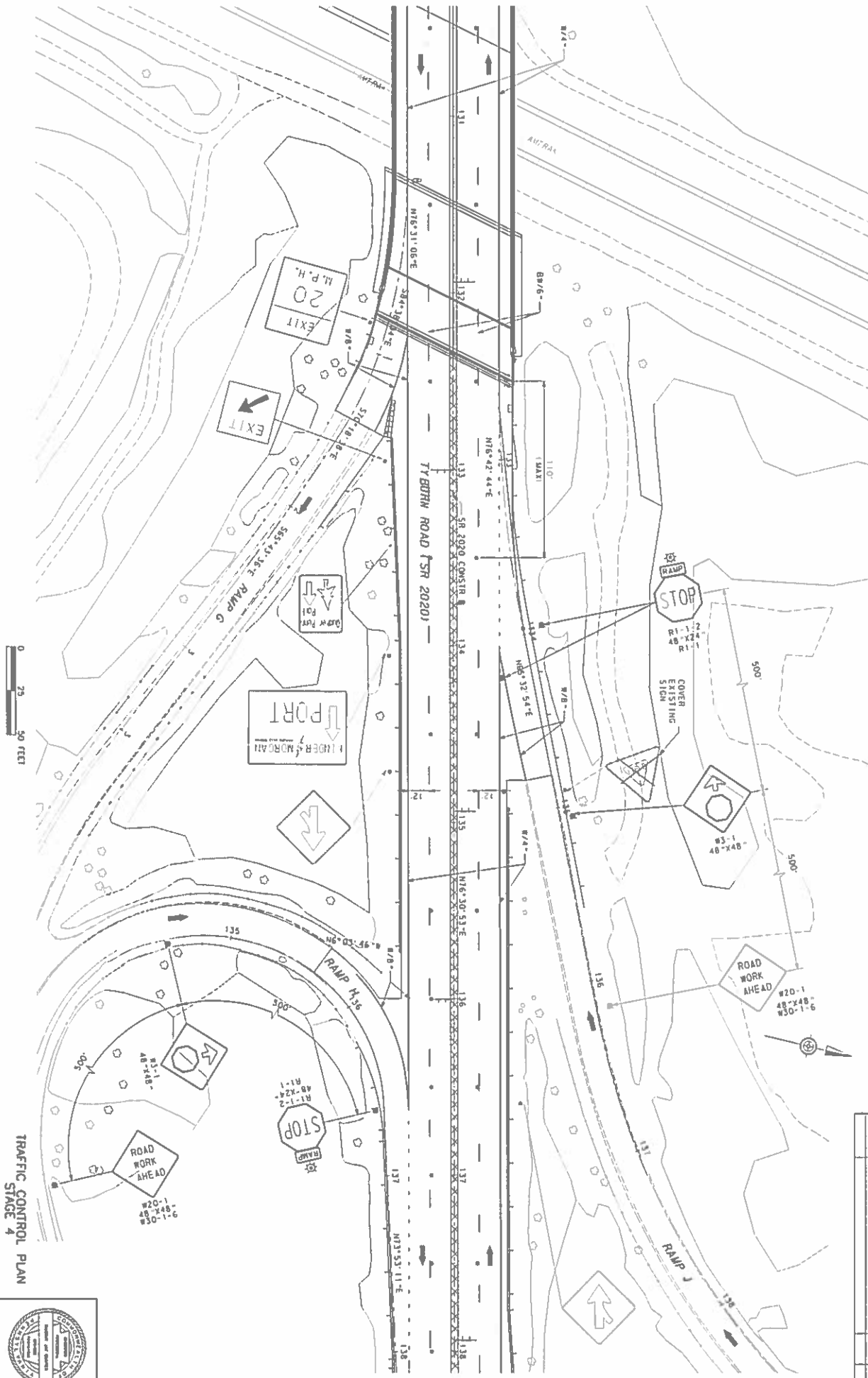
PROJECT	BUCKS FALLS TOWNSHIP
DATE	2020
SECTION	AUT
SHEET	96 OF 111
DATE	
BY	



TRAFFIC CONTROL PLAN
STAGE 4



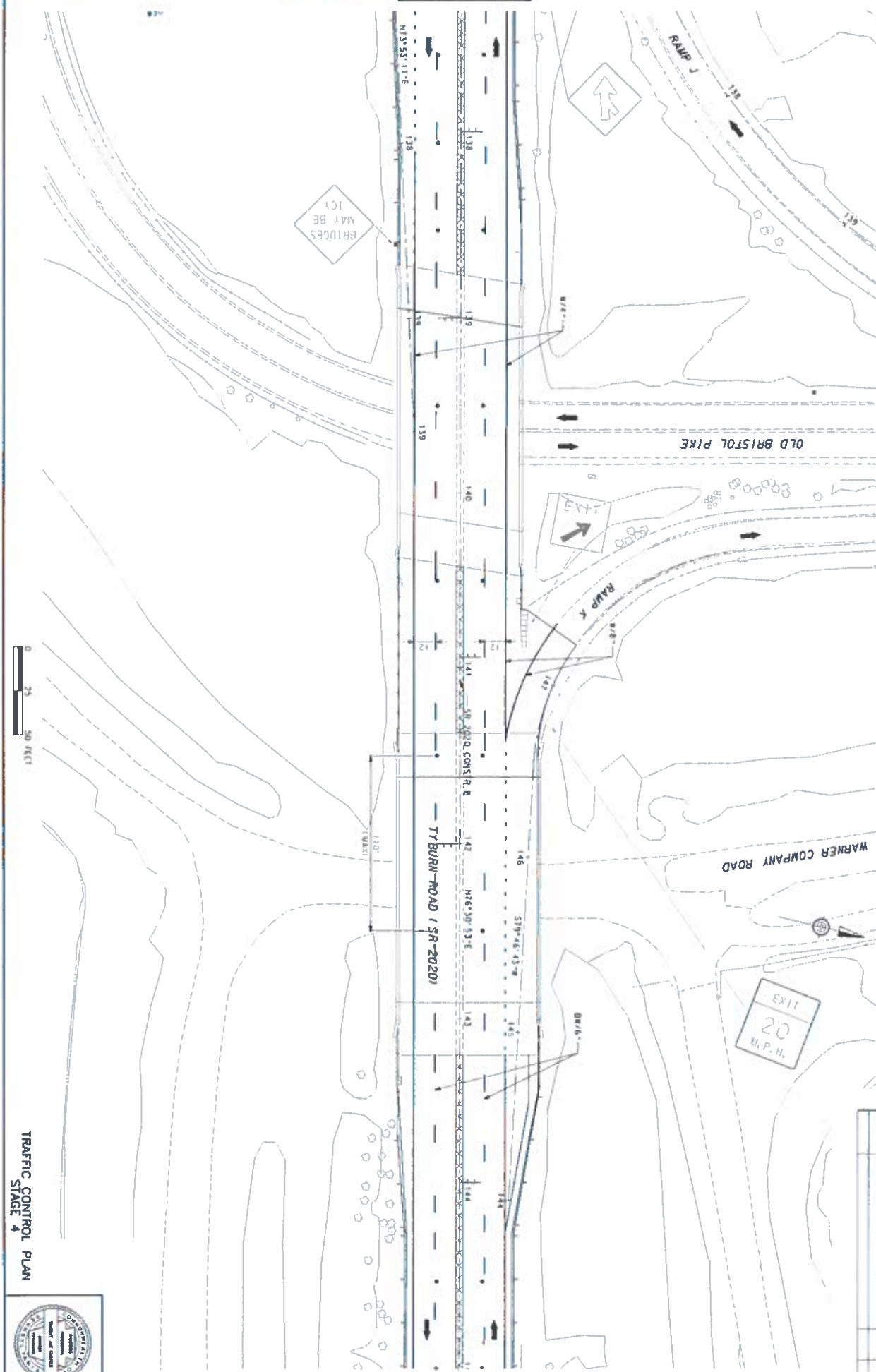
PROJECT	SR 2020	DATE	7/9/12
DRAWN BY	SR 2020	SECTION	97 OF 111
CHECKED BY	FALLS TOWNSHIP	DATE	8/11/12
SCALE			



TRAFFIC CONTROL PLAN
STAGE 4



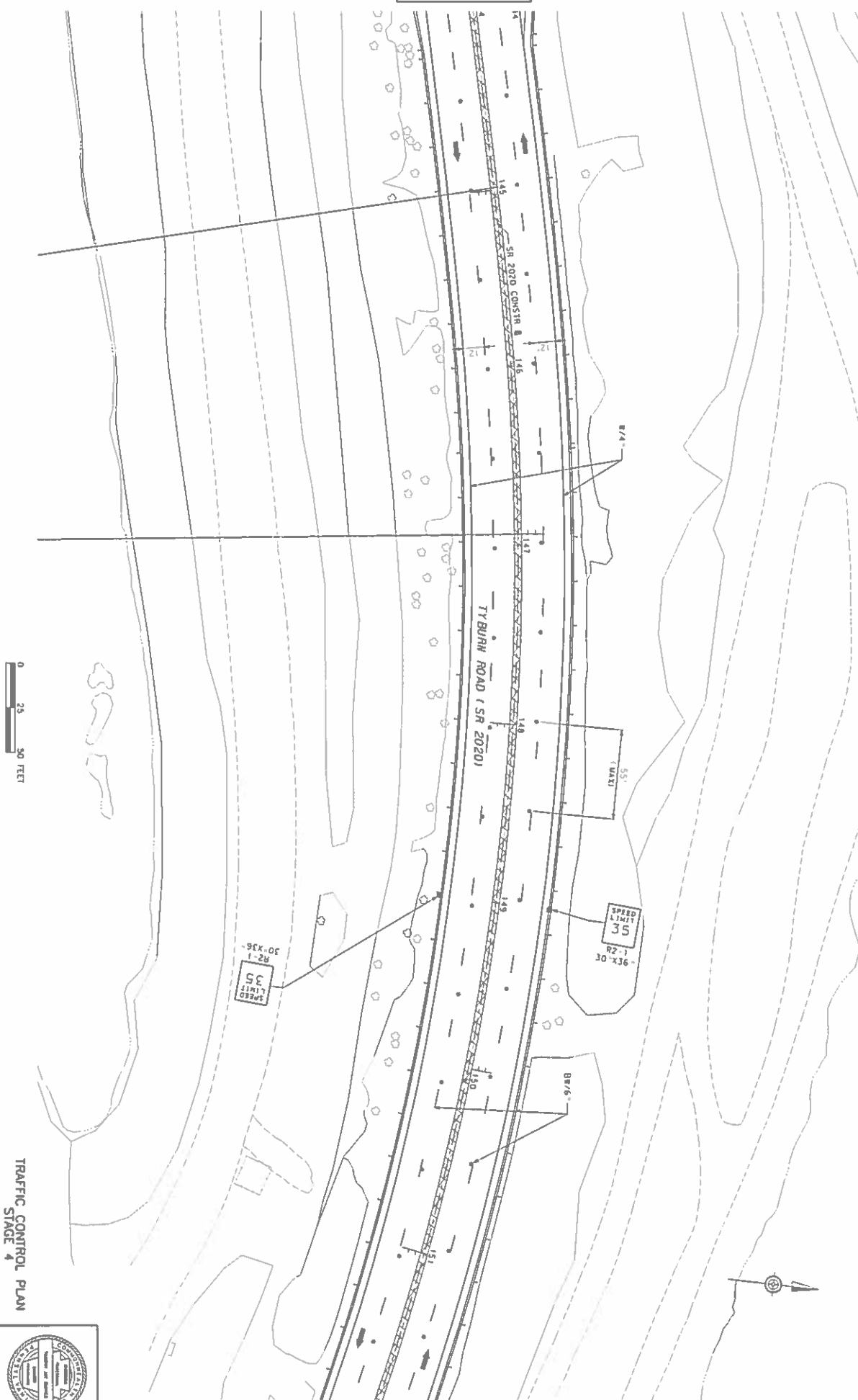
DATE	BY	NO.	REVISION
6-0	BOUCAS	2020	ADD
FALLS TOWNSHIP			
DATE	BY	NO.	REVISION



TRAFFIC CONTROL PLAN
STAGE 4



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
5-0	BUCKS	2020	AMT	99 OF 111
# ALL S TOWNSHIP				
REVISIONS				
DATE	BY	APP		



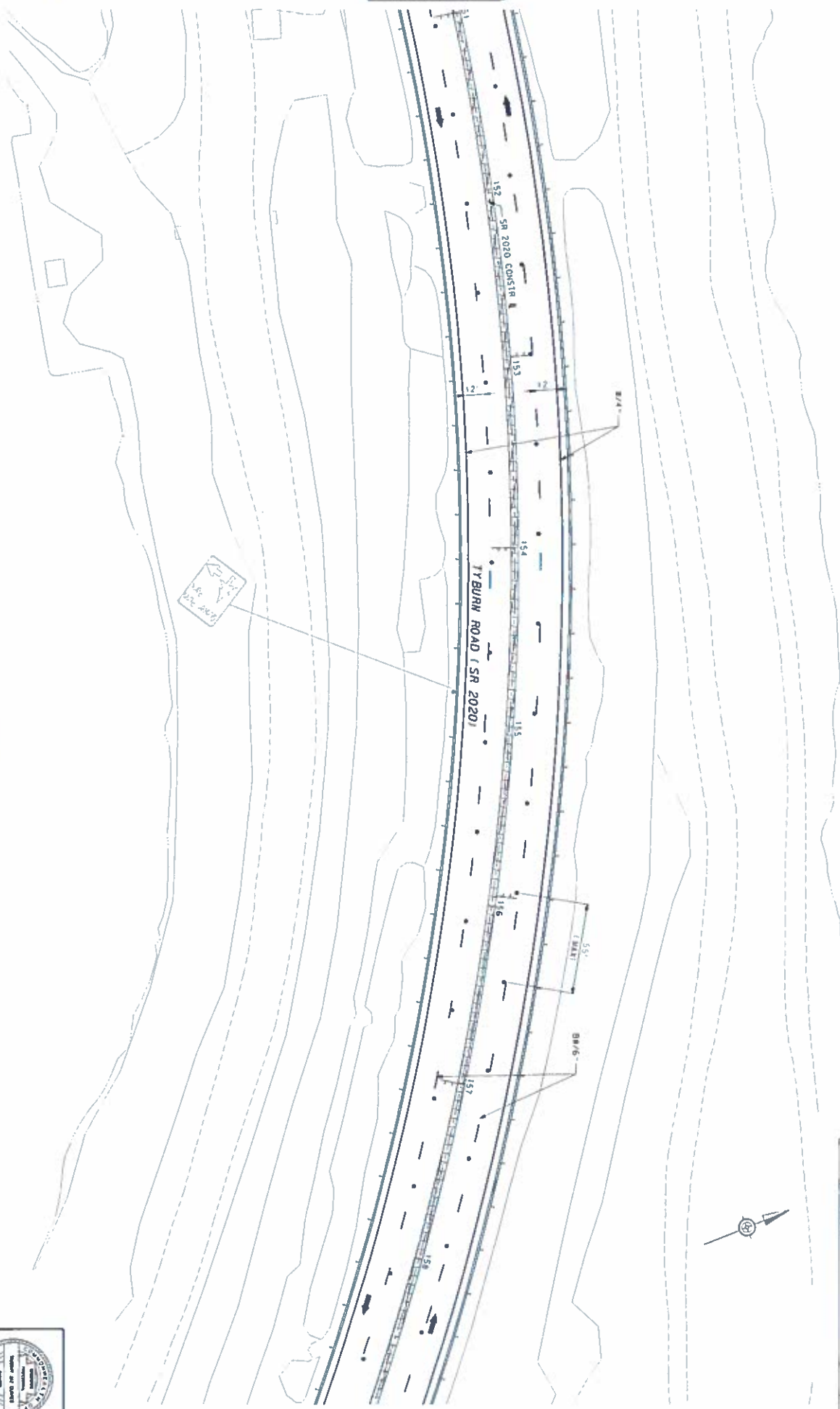
TRAFFIC CONTROL PLAN
STAGE 4



DATE:	2012	BY:	MSL/MS	SCALE:	100% OF 111
PROJECT:	BUCK'S FALLS TOWNSHIP	DATE:	ASR	DATE:	08
LOCATION:		DATE:		DATE:	
REVISION:		DATE:		DATE:	



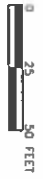
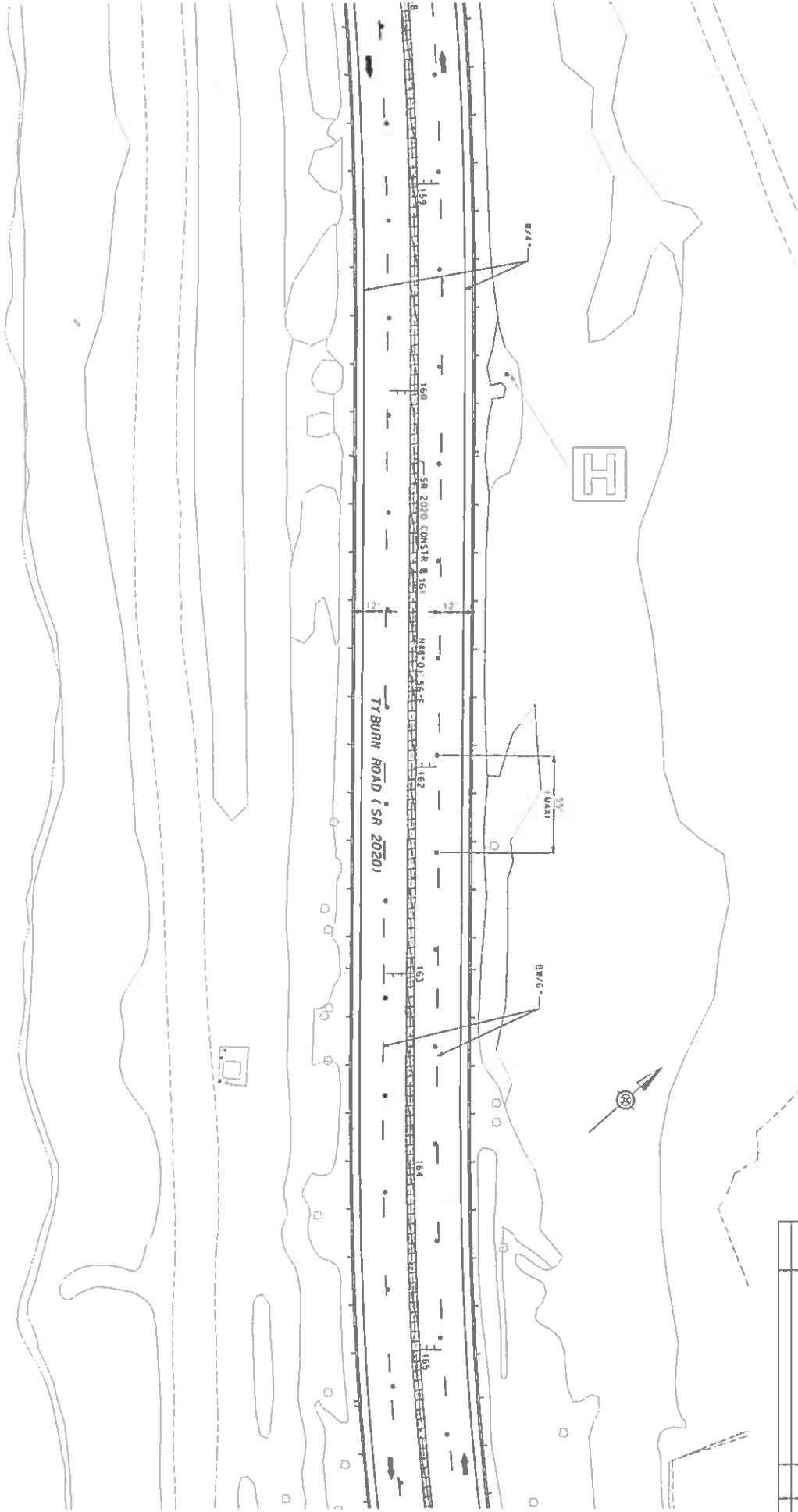
TRAFFIC CONTROL PLAN
STAGE 4



Handwritten note: SR 2020



PROJECT	NUMBER	DATE	SECTION	SHEET
BURNS	2020	AMT	101 OF 111	
FALLS TOWNSHIP				
REVISIONS	NO.	DATE	BY	

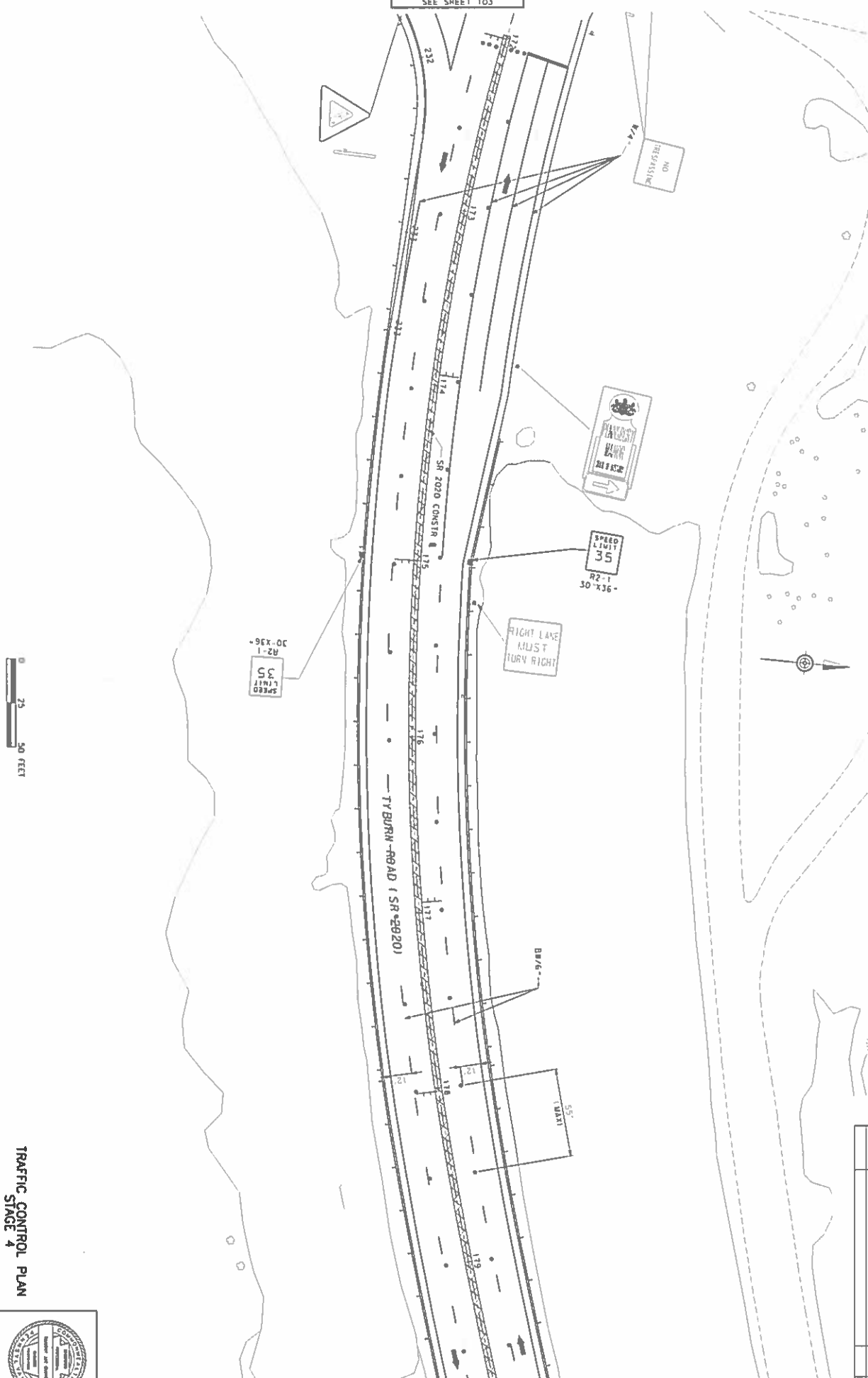


TRAFFIC CONTROL PLAN
STAGE 4



PROJECT	DATE	NO.	SECTION	SHEET
6-0	BURKS	2020	AMT	102 OF 111
FALLS TOWNSHIP				
DATE	BY	CHK	APP	PR

SEE SHEET 103



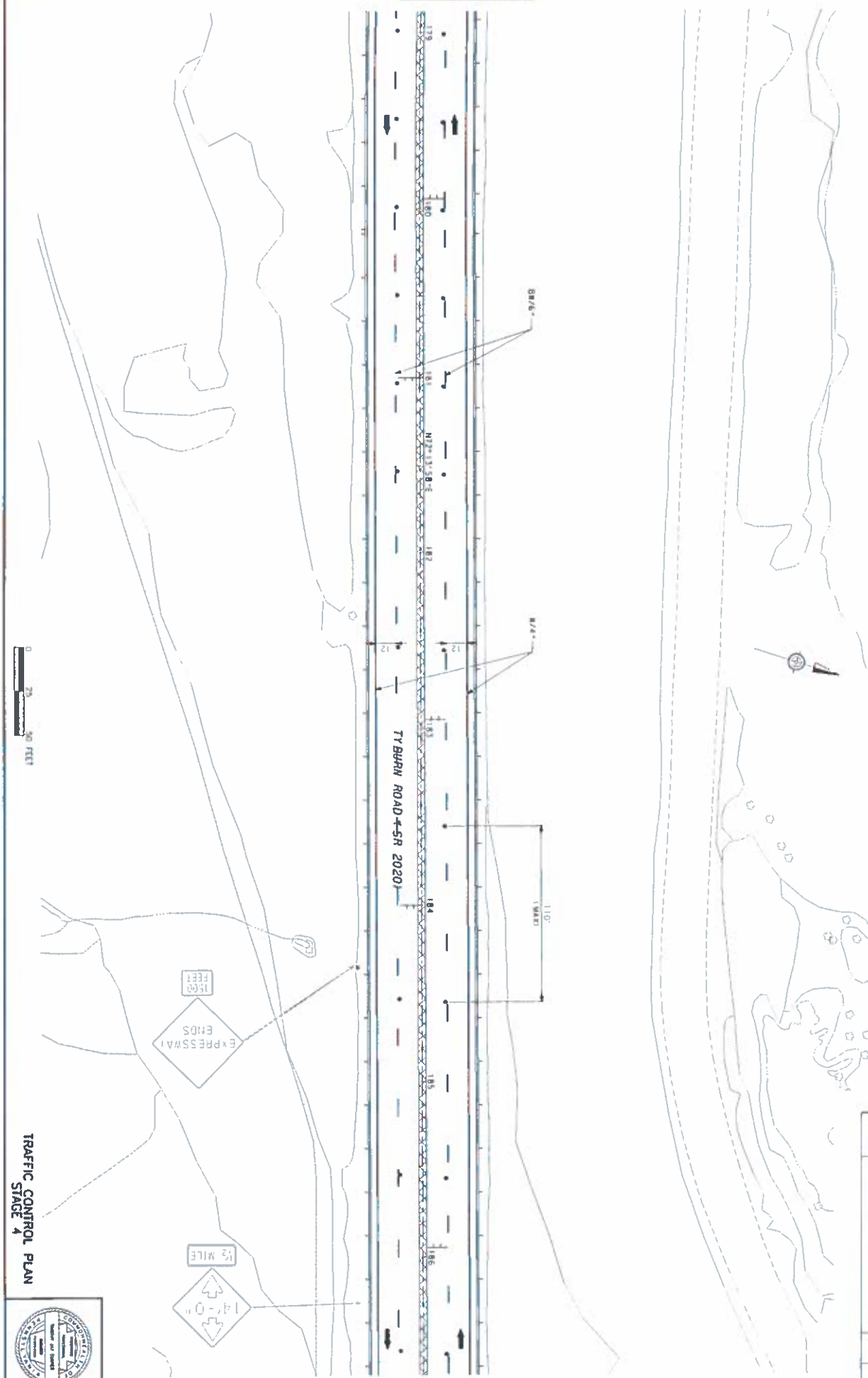
TRAFFIC CONTROL PLAN
STAGE 4



SEE SHEET 105

PROJECT	CONTRACT	SHEET	SECTION	SHEET
S-0	BURNS	2020	ART	104 OF 117
TITLE	FALLS TOWNSHIP			
DATE	REVISION	DATE	BY	

SEE SHEET 104

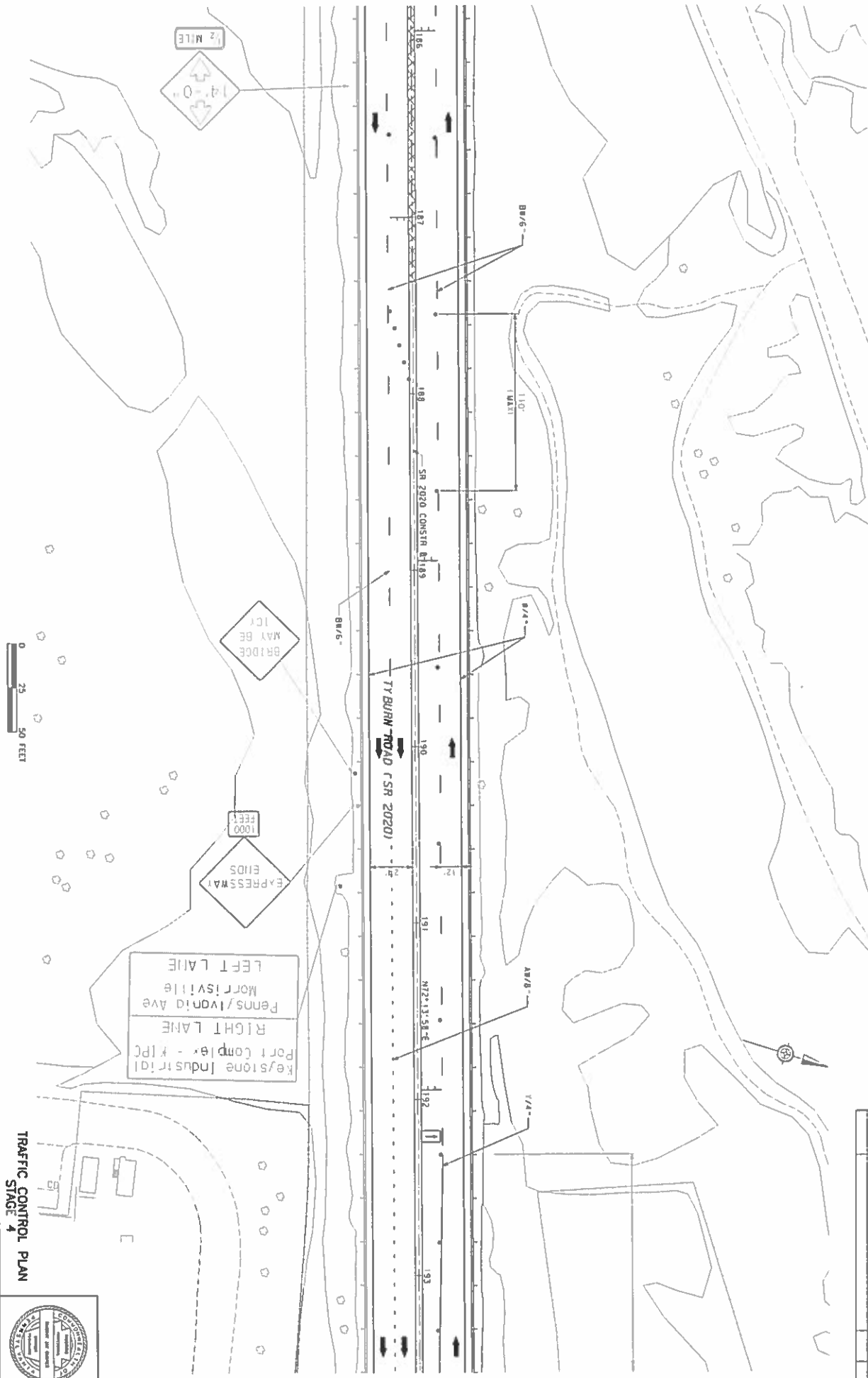


TRAFFIC CONTROL PLAN STAGE 4



PROJECT	CONTRACT	DATE	SECTION	SHEET
	BUCKS	2020	AMT	105 OF 111
FALLES TOWNSHIP				
REVISIONS				
NO.	DATE	BY	DESCRIPTION	

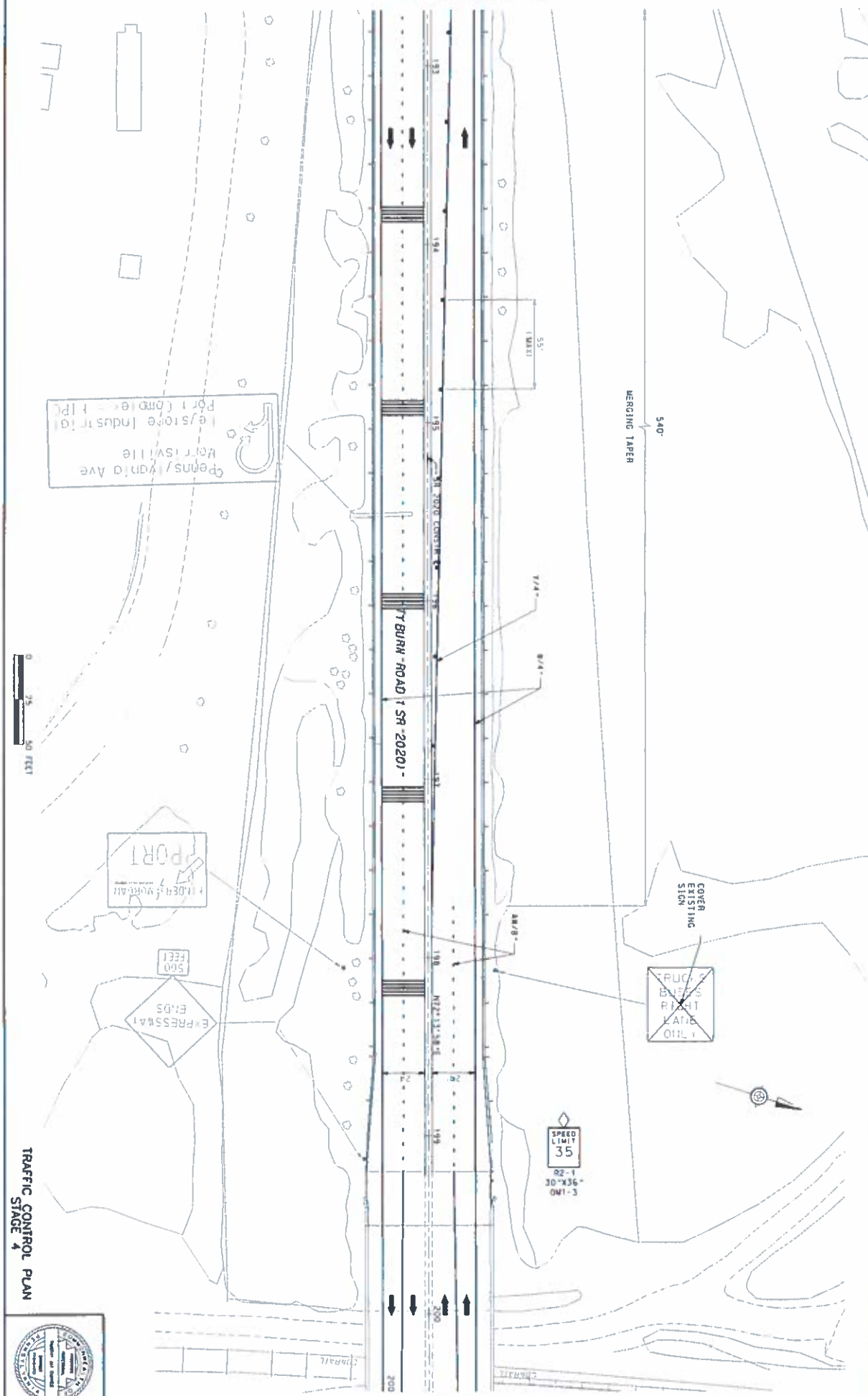
SEE SHEET 106



TRAFFIC CONTROL PLAN
STAGE 4



DATE	BY	SECTION	SCALE
6-0	BUCKS	2020	AUT
FALLS TOWNSHIP			
REVISION	REVISION	DATE	BY

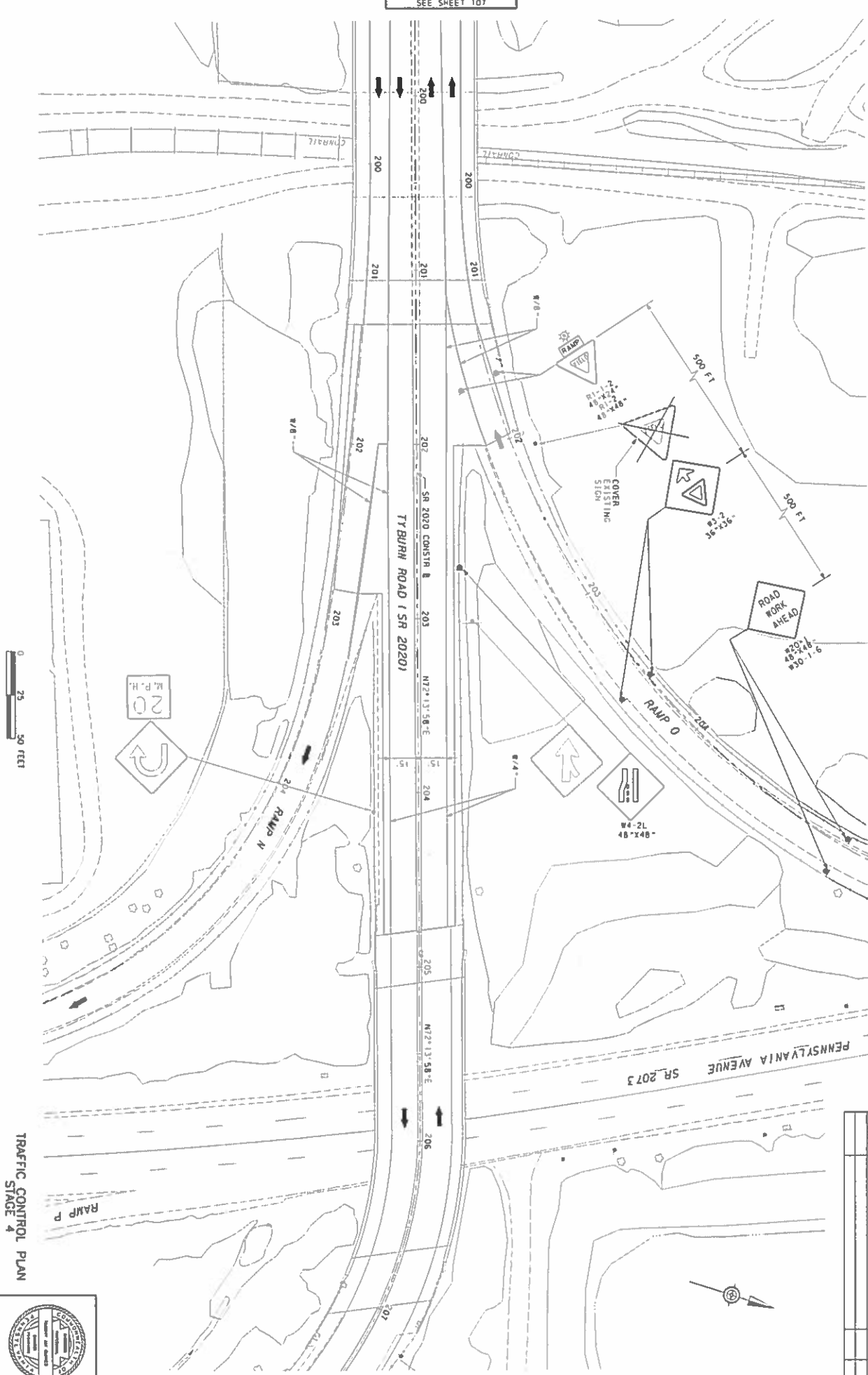


TRAFFIC CONTROL PLAN
STAGE 4



PROJECT	DATE	SECTION	SHEET
BUCKS	2020	AVI	107 OF 111
FALLS TOWNSHIP			
REVISIONS	DATE	BY	BT

SEE SHEET 107



TRAFFIC CONTROL PLAN
STAGE 4



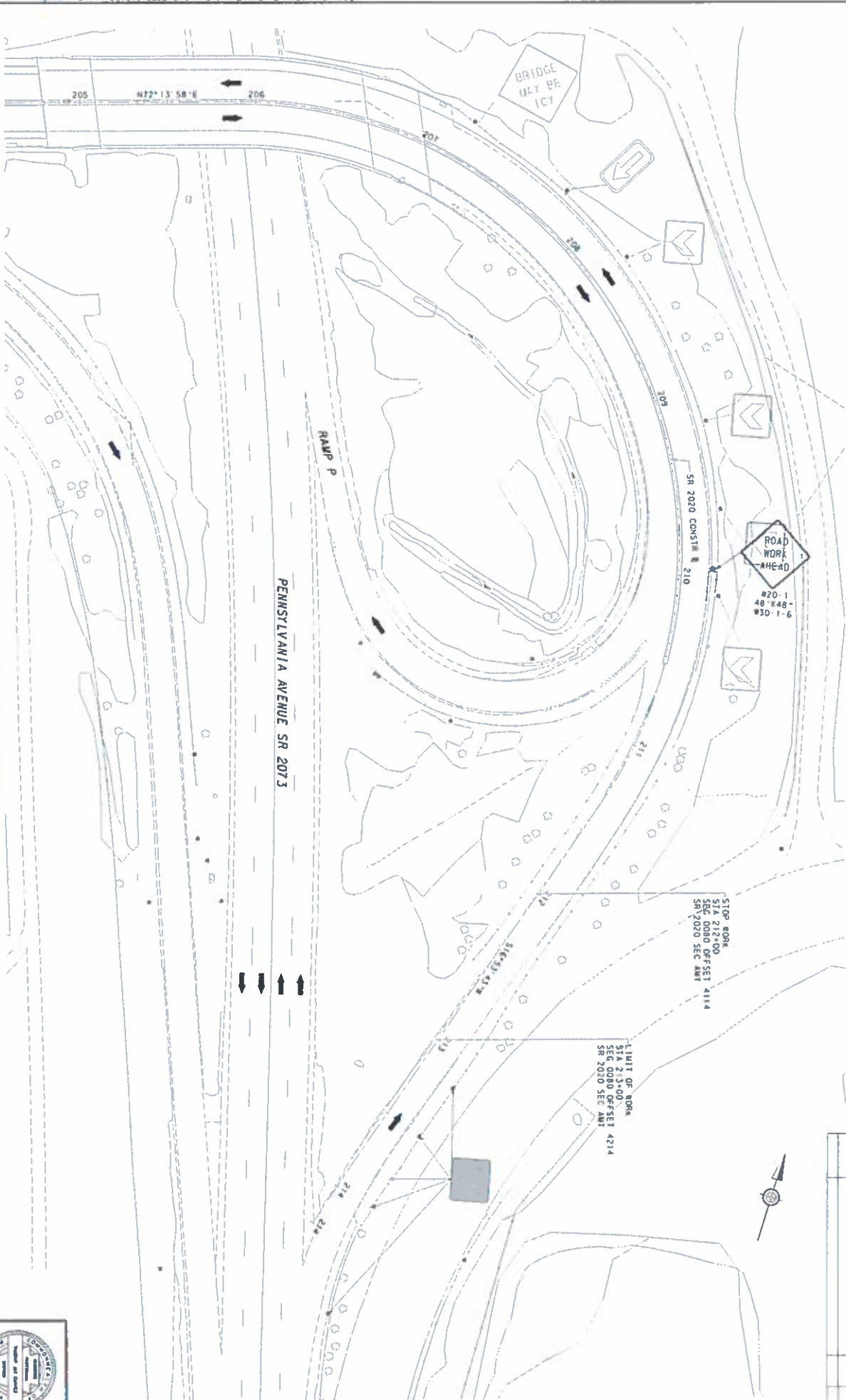
SEE SHEET 109

DISTRICT	CONTRACT	DATE	SECTION	SHEET
6-0	BUCKS FALLS TOWNSHIP	2020	ART	108 OF 111
NOTION	DATE	BY		

SEE SHEET 108



TRAFFIC CONTROL PLAN
STAGE 4



DATE	NO.	SECTION	SHEET
2012	109	109 OF 111	111
FALIS TOWNSHIP			
DEPT. OF HIGHWAYS			
DATE			
BY			

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AVI	2 OF 28
REVISION NUMBER	REVISIONS	DATE	BY	

- LEGEND**
- AV/X - AUXILIARY LANE LINE, WHITE/RED
 - BB/X - BROKEN LANE LINE, WHITE/RED
 - BB/X - BROKEN LANE LINE, BLACK/RED
 - DB/X - DOTTED EXTENSION LINE, WHITE/RED
 - DB/X - DOTTED EXTENSION LINE, YELLOW/RED
 - DB/X - SOLID LANE LINE, WHITE/RED
 - DB/X - SOLID LANE LINE, YELLOW/RED
 - Y/X - PROPOSED SIGN
 - Y - EXISTING SIGN
 - TRAFFIC FLOW ARROW (FOR INFORMATION ON-T-DOT NOT PAINT)
 - PLAN SHEET NUMBER
 - SIGN NUMBER
- SIGNPOSTS OR RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-WAY MARKER
 - ◻ - YELLOW/BLANK - TWO-WAY MARKER
 - - YELLOW/YELLOW - TWO-WAY MARKER
 - ▲ - YELLOW/RED - TWO-WAY MARKER
 - ▲ - WHITE/RED - TWO-WAY MARKER
- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST



*ADD BB/6" SHADOW LINES WHEN PLACING WHITE EPOXY PAVEMENT MARKINGS ON PORTLAND CEMENT SURFACES.
BROKEN LANE LINE



TYPICAL PAVEMENT MARKINGS
NOT TO SCALE

SIGNING AND PAVEMENT MARKING PLAN
DETAILS



TABULATION OF QUANTITIES

SIGNING

ITEM NUMBER	UNIT	REMARKS	SIDE	STATIONS
0930 0004 SF		POST MOUNTED SIGNS, TYPE A		
0930 0101 LB		STEEL S OR W BEAM POSTS		
0930 0110 EACH		BREAKAWAY SYSTEM		
0931 0001 SF		POST MOUNTED SIGNS, TYPE B		
0934 0002 SF		POST MOUNTED SIGNS, TYPE E		
0941 0001 EACH		RESET POST MOUNTED SIGNS, TYPE B		
0971 0001 EACH		REMOVE POST MOUNTED SIGNS, TYPE B		
9936 0010 EACH		REPLACE STRUCTURE MOUNTED SIGN		
		QUANT SIGNS		
		30 FT EACH		
		SIZE (IN X IN)		
		REMARKS		
		SIDE		
		STATIONS		

ITEM NUMBER	UNIT	REMARKS	SIDE	STATIONS
0930 0004 SF		POST MOUNTED SIGNS, TYPE A		
0930 0101 LB		STEEL S OR W BEAM POSTS		
0930 0110 EACH		BREAKAWAY SYSTEM		
0931 0001 SF		POST MOUNTED SIGNS, TYPE B		
0934 0002 SF		POST MOUNTED SIGNS, TYPE E		
0941 0001 EACH		RESET POST MOUNTED SIGNS, TYPE B		
0971 0001 EACH		REMOVE POST MOUNTED SIGNS, TYPE B		
9936 0010 EACH		REPLACE STRUCTURE MOUNTED SIGN		
		QUANT SIGNS		
		30 FT EACH		
		SIZE (IN X IN)		
		REMARKS		
		SIDE		
		STATIONS		

REVISION NO	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				S-0	BUCKS	2020	AMT	4 OF 28



TABULATION OF QUANTITIES

SIGNING

REVISION NO.	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				6-0	BUCKS	2020	AA1	5 OF 28

FALLS TOWNSHIP



0930 0004 SF	0930 0101 LB	0930 0110 EACH	0931 0001 SF	0934 0002 SF	0941 0001 EACH	0971 0001 EACH	0936 0010 EACH	QUANT SIGNS	SQ FT EACH	SIZE (IN X IN)	REMARKS	ITEM NUMBER UNIT	SIDE	STATIONS
POST MOUNTED SIGNS, TYPE A														
STEEL S OR W BEAM POSTS														
BREAKAWAY SYSTEM														
POST MOUNTED SIGNS, TYPE B														
POST MOUNTED SIGNS, TYPE E														
RESET POST MOUNTED SIGNS, TYPE B														
REMOVE POST MOUNTED SIGNS, TYPE B														
REPLACE STRUCTURE MOUNTED SIGN														
QUANT SIGNS														
SQ FT EACH														
SIZE (IN X IN)														
REMARKS														
SIDE														
STATIONS														
		2	3	18 X 24	W-14 CHEVRON ALIGNMENT		LT	208+42.95		18 X 24	W-14 CHEVRON ALIGNMENT		LT	208+42.95
		18		48 X 48	W-14 BRACKET ICE BEFORE ROAD		LT	208+78.75		48 X 48	W-14 BRACKET ICE BEFORE ROAD		LT	208+78.75
		3		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+00.00		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+00.00
		1		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+17.86		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+17.86
		2		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+35.62		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+35.62
		1		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+53.38		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+53.38
		3		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+72.07		18 X 24	W-14 CHEVRON ALIGNMENT		LT	209+72.07
		2		18 X 24	CHEVRON ALIGNMENT		LT	210+08.62		18 X 24	CHEVRON ALIGNMENT		LT	210+08.62
		1		48 X 24	W-14 LARGE SINGLE ARROW		LT	210+38.23		48 X 24	W-14 LARGE SINGLE ARROW		LT	210+38.23
		4		24 X 24	W-15-1/2 ADVISORY SPEED PLaque (15 MPH)		RT	210+60.00		24 X 24	W-15-1/2 ADVISORY SPEED PLaque (15 MPH)		RT	210+60.00
		1		48 X 24	W-14 LARGE SINGLE ARROW		RT	210+60.00		48 X 24	W-14 LARGE SINGLE ARROW		RT	210+60.00
		12		18 X 24	W-14 CHEVRON ALIGNMENT		RT	210+60.00 TO 211+50.00		18 X 24	W-14 CHEVRON ALIGNMENT		RT	210+60.00 TO 211+50.00
					SR 2099 (PREV. FORD VAL. ROAD)									
		18		48 X 48	R1-2 YIELD		LT	170+61.59		48 X 48	R1-2 YIELD		LT	170+61.59
		18		48 X 48	R1-2 YIELD		RT	130+61.59		48 X 48	R1-2 YIELD		RT	130+61.59
		18		48 X 48	R1-2 YIELD		RT	170+70.00		48 X 48	R1-2 YIELD		RT	170+70.00
		6.25		20 X 30	R5-1 DO NOT ENTER		LT	170+61.59		20 X 30	R5-1 DO NOT ENTER		LT	170+61.59
		6.25		20 X 30	R5-1 DO NOT ENTER		RT	170+61.59		20 X 30	R5-1 DO NOT ENTER		RT	170+61.59
		6.25		20 X 30	R5-1 DO NOT ENTER		LT	170+70.00		20 X 30	R5-1 DO NOT ENTER		LT	170+70.00
		6.25		20 X 30	R5-1 DO NOT ENTER		RT	170+70.00		20 X 30	R5-1 DO NOT ENTER		RT	170+70.00
		6.25		20 X 30	R5-1 DO NOT ENTER		LT	170+81.59		20 X 30	R5-1 DO NOT ENTER		LT	170+81.59
		6.25		20 X 30	R5-1 DO NOT ENTER		RT	170+81.59		20 X 30	R5-1 DO NOT ENTER		RT	170+81.59
		6.25		20 X 30	R5-1 DO NOT ENTER		LT	220+00.00		20 X 30	R5-1 DO NOT ENTER		LT	220+00.00
		6.25		20 X 30	R5-1 DO NOT ENTER		RT	220+00.00		20 X 30	R5-1 DO NOT ENTER		RT	220+00.00
		18		48 X 48	R1-2 YIELD		RT	231+72.84		48 X 48	R1-2 YIELD		RT	231+72.84
					SR 0008 (GROUP A)									
		1		30 X 36	R1-2 YIELD		LT	114+50.50		30 X 36	R1-2 YIELD		LT	114+50.50
		1		30 X 36	R5-1 DO NOT ENTER		LT	114+50.50		30 X 36	R5-1 DO NOT ENTER		LT	114+50.50
		1		30 X 36	R5-1 DO NOT ENTER		RT	114+50.50		30 X 36	R5-1 DO NOT ENTER		RT	114+50.50
		1		48 X 48	R1-2 YIELD		LT	114+66.50		48 X 48	R1-2 YIELD		LT	114+66.50
		1		48 X 48	R1-2 YIELD		RT	114+66.50		48 X 48	R1-2 YIELD		RT	114+66.50

0930 0004 SF	0930 0101 LB	0930 0110 EACH	0931 0001 SF	0934 0002 SF	0941 0001 EACH	0971 0001 EACH	0936 0010 EACH	QUANT SIGNS	SQ FT EACH	SIZE (IN X IN)	REMARKS	ITEM NUMBER UNIT	SIDE	STATIONS
POST MOUNTED SIGNS, TYPE A														
STEEL S OR W BEAM POSTS														
BREAKAWAY SYSTEM														
POST MOUNTED SIGNS, TYPE B														
POST MOUNTED SIGNS, TYPE E														
RESET POST MOUNTED SIGNS, TYPE B														
REMOVE POST MOUNTED SIGNS, TYPE B														
REPLACE STRUCTURE MOUNTED SIGN														
QUANT SIGNS														
SQ FT EACH														
SIZE (IN X IN)														
REMARKS														
SIDE														
STATIONS														
		9		30 X 36	R2-4 HOURLY TURN		LT	515+56.73		30 X 36	R2-4 HOURLY TURN		LT	515+56.73
		6		36 X 24	R5-1A WYNDING WAY		LT	118+08.70		36 X 24	R5-1A WYNDING WAY		LT	118+08.70
		9		30 X 36	R1-1 STOP		RT	128+24.43		30 X 36	R1-1 STOP	SR 0008 (GROUP D)	RT	128+24.43
		9		30 X 36	R1-1 STOP		RT	138+47.00		30 X 36	R1-1 STOP	SR 0008 (GROUP H)	RT	138+47.00
		1		30 X 36	R1-1 STOP		LT	134+38.14		30 X 36	R1-1 STOP	SR 0008 (GROUP J)	LT	134+38.14
		16		48 X 48	W-15 STOP AHEAD		LT	136+56.00		48 X 48	W-15 STOP AHEAD	SR 0008 (GROUP M)	LT	136+56.00
		20		48 X 60	W-15 2 ADVISORY EXIT SPEED (25 MPH)		RT	202+46.00		48 X 60	W-15 2 ADVISORY EXIT SPEED (25 MPH)	SR 0008 (GROUP N)	RT	202+46.00
					SR 0008 (GROUP O)									
		1		30 X 36	R1-2 YIELD		LT	202+10.09		30 X 36	R1-2 YIELD	SR 0008 (GROUP O)	LT	202+10.09
		14		933.38	188	3	31	1						
327.75	757.5	14	933.38	188	3	31	1				1077.63			

TABULATION OF QUANTITIES

PAVEMENT MARKINGS

QTY	ITEM	REMARKS	SIDE	STATIONS	SECTION	SHEET
0	0937 0105 EACH	GUIDE RAIL MOUNTED DELINEATOR TYPE B, (Y/Y)				
0	0937 0113 EACH	GUIDE RAIL MOUNTED DELINEATOR TYPE D, (W/B)				
0	0937 0208 EACH	BARRIER MOUNTED DELINEATOR, TOP AND SIDE MOUNT TYPE R, (W/B)				
0	0937 0310 EACH	FLEXIBLE DELINEATOR POST, SURFACE MOUNT TYPE SM-2, WHITE POST WITH WHITE/BLANK SHEETING				
0	0937 0314 EACH	FLEXIBLE DELINEATOR POST, SURFACE MOUNT TYPE SM-2, YELLOW POST WITH YELLOW/YELLOW SHEETING				
0	0960 0001 LF	4" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS				
0	0960 0002 LF	4" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS				
0	0960 0005 LF	6" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS				
0	0960 0008 LF	8" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS				
0	0964 0001 LF	4" WHITE EPOXY PAVEMENT MARKINGS				
0	0964 0002 LF	4" YELLOW EPOXY PAVEMENT MARKINGS				
0	0964 0005 LF	6" WHITE EPOXY PAVEMENT MARKINGS				
0	0964 0007 LF	6" BLACK EPOXY PAVEMENT MARKINGS				
0	0964 0008 LF	8" WHITE EPOXY PAVEMENT MARKINGS				
0	0964 0021 LF	24" WHITE EPOXY PAVEMENT MARKINGS				
0	0964 0101 EACH	WHITE EPOXY LEGEND, "ONLY", 8" - 0"				
0	0964 0222 EACH	WHITE EPOXY LEGEND, "RIGHT ARROW", 12" - 0" X 3" - 0"				
0	0966 0011 EACH	SNOWPLOWABLE RAISED PAVEMENT MARKER TWO WAY HOLDER WITH REFLECTOR (Y/Y)				
0	0966 0014 EACH	SNOWPLOWABLE RAISED PAVEMENT MARKER TWO WAY HOLDER WITH REFLECTOR (Y/R)				
0	0966 0015 EACH	SNOWPLOWABLE RAISED PAVEMENT MARKER TWO WAY HOLDER WITH REFLECTOR (W/R)				
0	0966 0017 EACH	SNOWPLOWABLE RAISED PAVEMENT MARKER TWO WAY HOLDER WITH REFLECTOR (Y/B)				
0	0966 0018 EACH	SNOWPLOWABLE RAISED PAVEMENT MARKER TWO WAY HOLDER WITH REFLECTOR (W/B)				
0	0966 0104 EACH	SNOWPLOWABLE RAISED PAVEMENT MARKER, TWO WAY BRIDGE DECK HOLDER WITH REFLECTOR (W/B)				
0	0966 0106 EACH	SNOWPLOWABLE RAISED PAVEMENT MARKER, TWO WAY BRIDGE DECK HOLDER WITH REFLECTOR (W/R)				
TOTALS						

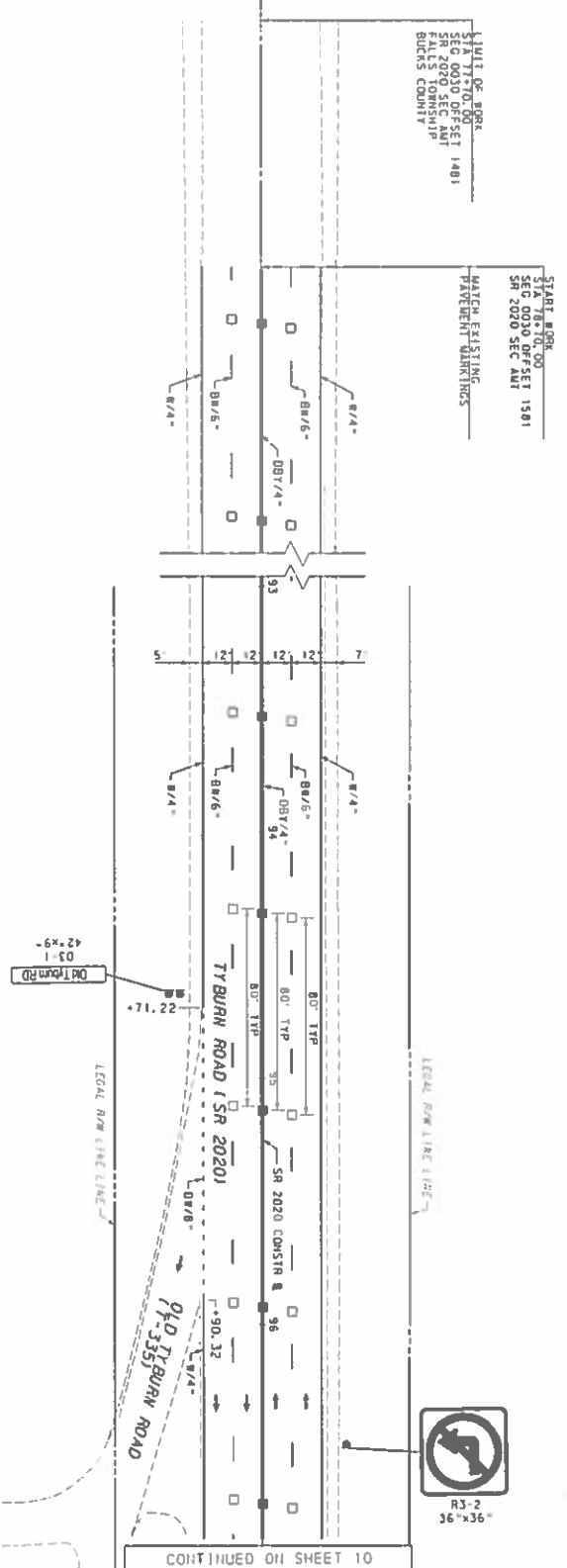
REVISION NO.	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				5-0	BUCKS	2020	AAT	8 OF 28

FALLS TOWNSHIP

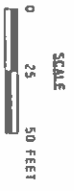


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BURKS	2020	AVI	9 OF 28
PROJECT NUMBER	FALLS TOWNSHIP REVISIONS		DATE	BY

- LEGEND**
- AW/L - AUXILIARY LANE LINE, WHITE/MIDW
 - BR/L - BROKEN LANE LINE, WHITE/MIDW
 - BR/X - BROKEN LANE LINE, BLACK/MIDW
 - DB/X - DOTTED EXTENSION LINE, WHITE/MIDW
 - DB/L - DOUBLE LANE LINE, YELLOW/MIDW
 - R/X - SOLID LANE LINE, WHITE/MIDW
 - T/X - SOLID LANE LINE, YELLOW/MIDW
 - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - PLAN SHEET NUMBER
 - SIGN NUMBER
- SPEED/DOUBLE RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-WAY MARKER
 - ▨ - YELLOW/BLANK - TWO-WAY MARKER
 - - YELLOW/YELLOW - TWO-WAY MARKER
 - ▲ - YELLOW/RED - TWO-WAY MARKER
 - △ - WHITE/RED - TWO-WAY MARKER
- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - ◐ - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST



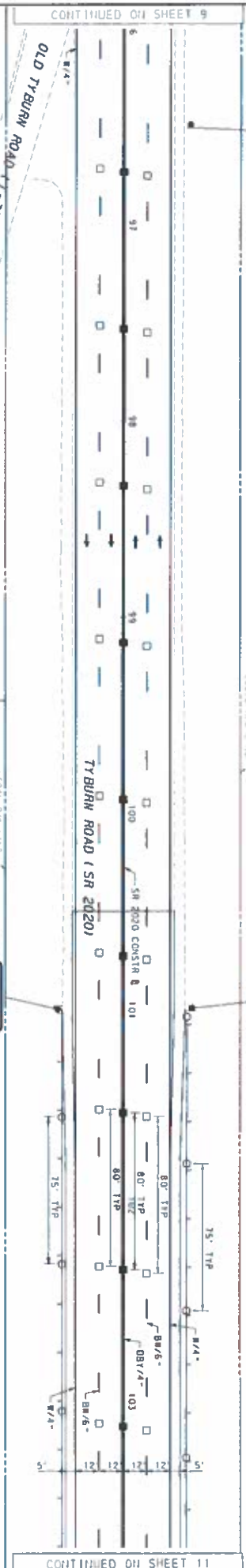
SIGNING AND PAVEMENT MARKING PLAN



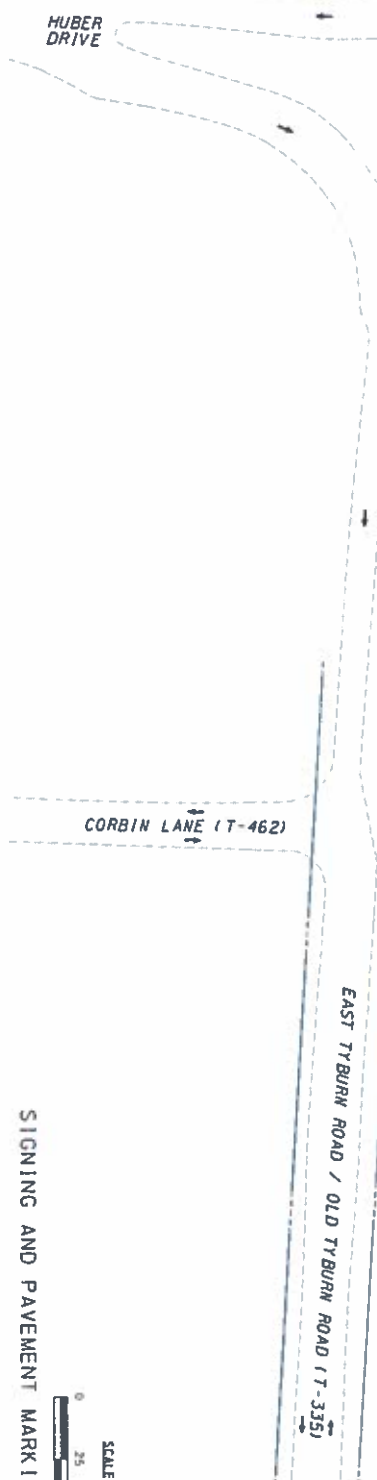
CONTINUED ON SHEET 9

- LEGEND**
- BR/2" - BROKEN LANE LINE, WHITE/WIDTH
 - BR/2" - BROKEN LANE LINE, WHITE/WIDTH
 - BR/2" - BROKEN LANE LINE, BLACK/WIDTH
 - DB/2" - DOTTED EXTENSION LINE, WHITE/WIDTH
 - DB/2" - DOTTED EXTENSION LINE, YELLOW/WIDTH
 - W/2" - SOLID LANE LINE, WHITE/WIDTH
 - Y/2" - SOLID LANE LINE, YELLOW/WIDTH
 - - PROPOSED SIGN
 - - EXISTING SIGN
 - - TRAFFIC FLOW ARROW FOR INFORMATION ON V-D-O HOT PALMS
 - - PLAN SHEET NUMBER
 - - SIGN NUMBER

- SHOPPABLE RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-WAY MARKER
 - - YELLOW/BLANK - TWO-WAY MARKER
 - - YELLOW/YELLOW - TWO-WAY MARKER
 - ▲ - YELLOW/RED - TWO-WAY MARKER
 - ▲ - WHITE/RED - TWO-WAY MARKER
- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST



CONTINUED ON SHEET 11

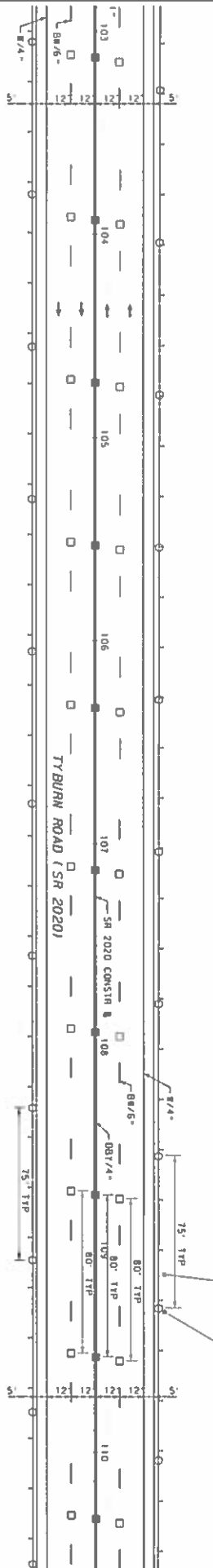


SIGNING AND PAVEMENT MARKING PLAN



DISTRICT	COMMIT	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AVT	10 OF 28
DATE	BY	REVISIONS	DATE	BY

- LEGEND**
- ▲ - ADJUTANT LANE LINE, WHITE/WHITE
 - - BROKEN LANE LINE, WHITE/WHITE
 - - BROKEN LANE LINE, BLACK/WHITE
 - - DOTTED EXTENSION LINE, WHITE/WHITE
 - - DOUBLE LANE LINE, YELLOW/YELLOW
 - - SOLID LANE LINE, WHITE/WHITE
 - - SOLID LANE LINE, YELLOW/WHITE
 - ▲ - PROPOSED SIGN
 - - EXISTING SIGN
 - ▲ - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - - PLAN SHEET NUMBER
 - - SIGN NUMBER
- SUPERELEVABLE RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-BAY MARKER
 - - YELLOW/BLANK - TWO-BAY MARKER
 - - YELLOW/YELLOW - TWO BAY MARKER
 - ▲ - YELLOW/RED - TWO-BAY MARKER
 - ▲ - WHITE/RED - TWO-BAY MARKER
- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST



EAST TYBURN ROAD / OLD TYBURN ROAD (T-3351)

SIGNING AND PAVEMENT MARKING PLAN

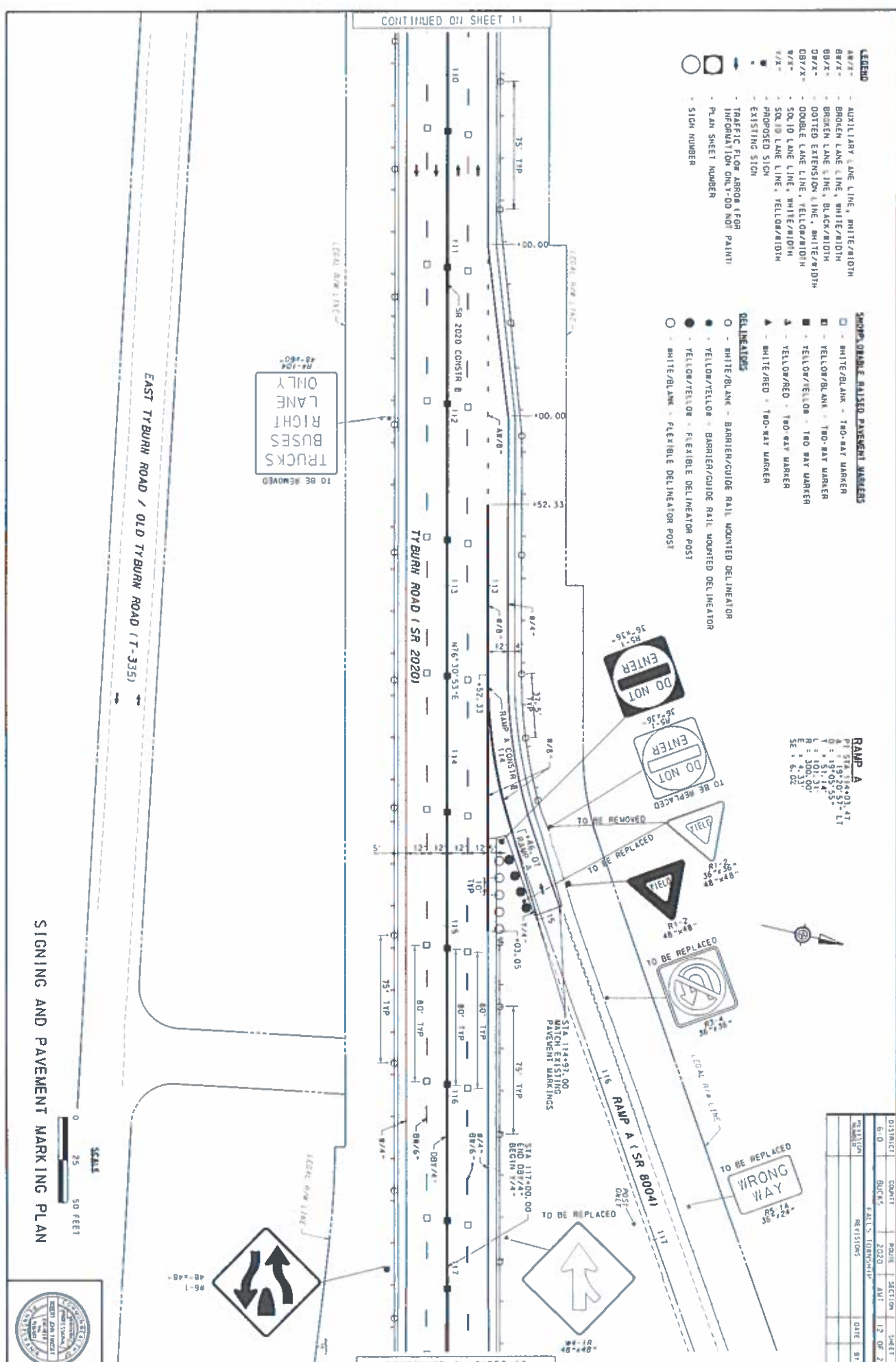


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-D	BENGS	2020	ART	11 OF 28
FALLS TOWNSHIP				
REVISIONS	DATE	BY		

- LEGEND**
- AUXILIARY LANE LINE, WHITE/WHITE
 - BROKEN LANE LINE, WHITE/WHITE
 - BROKEN LANE LINE, BLACK/WHITE
 - DOTTED EXTENSION LINE, WHITE/WHITE
 - DOUBLE LANE LINE, YELLOW/WHITE
 - SR 10 LANE LINE, YELLOW/WHITE
 - SR 10 LANE LINE, YELLOW/WHITE
 - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY-DO NOT PAINT)
 - PLAN SHEET NUMBER
 - SIGN NUMBER

- STANDARD RAISED PAVEMENT MARKINGS**
- WHITE/BLANK - TWO-WAY MARKER
 - YELLOW/BLANK - TWO-WAY MARKER
 - YELLOW/YELLOW - TWO-WAY MARKER
 - YELLOW/RED - TWO-WAY MARKER
 - WHITE/RED - TWO-WAY MARKER
- DELINEATORS**
- WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - WHITE/BLANK - FLEXIBLE DELINEATOR POST

RAMP A
 PI STA 114+03.47
 A = 190.20, 97.47
 V = 5.10, 3.50
 L = 101.31
 R = 300.00
 SE = 6.02



TRUCKS
 BUSES
 RIGHT
 LANE
 ONLY
 TO BE REMOVED

SIGNING AND PAVEMENT MARKING PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	A11	12 OF 28
FALLS IDENTITYSHIP				
REVISIONS	DATE	BY		

CONTINUED ON SHEET 12

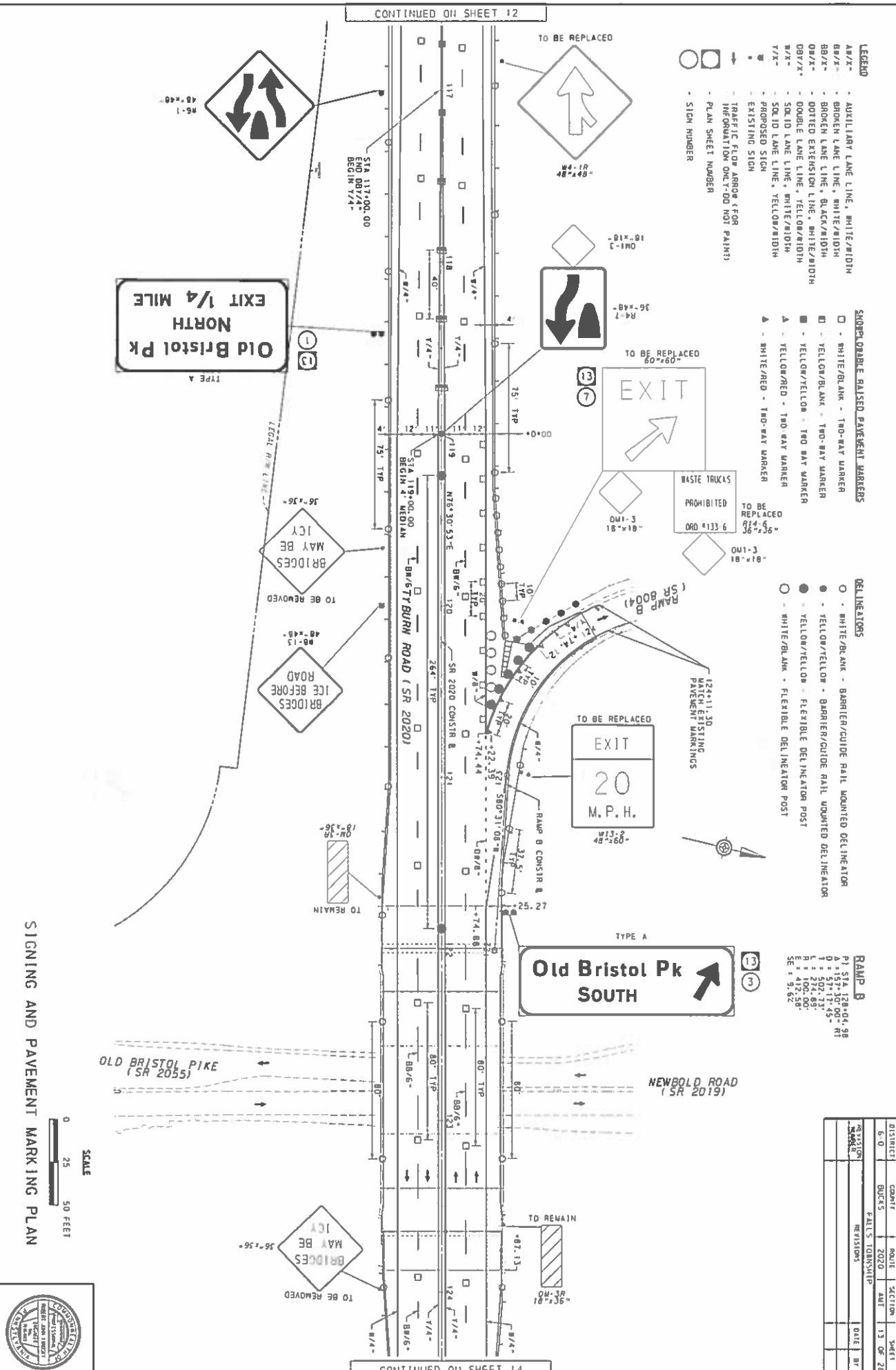
- LEGEND**
- AR/X - AUXILIARY LANE LINE, WHITE/MIDH
 - BR/X - BROKEN LANE LINE, WHITE/MIDH
 - OB/X - DOTTED EXTENSION LINE, WHITE/MIDH
 - DB/X - DOUBLE LANE LINE, YELLOW/MIDH
 - W/X - SOLID LANE LINE, WHITE/MIDH
 - Y/X - SOLID LANE LINE, YELLOW/MIDH
 - ▲ - PROPOSED SIGN
 - - EXISTING SIGN
 - - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - - PLAN SHEET NUMBER
 - - SIGN NUMBER

- SHOULDERABLE RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-WAY MARKER
 - - YELLOW/BLANK - TWO-WAY MARKER
 - - YELLOW/YELLOW - TWO-WAY MARKER
 - ▲ - YELLOW/RED - TWO-WAY MARKER
 - ▲ - WHITE/RED - TWO-WAY MARKER

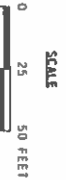
- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST

RAMP B

P1	314	128	04	98
D	51	37	49	R1
T	502	77		
L	204	65		
E	412	58		
SE	9	52		

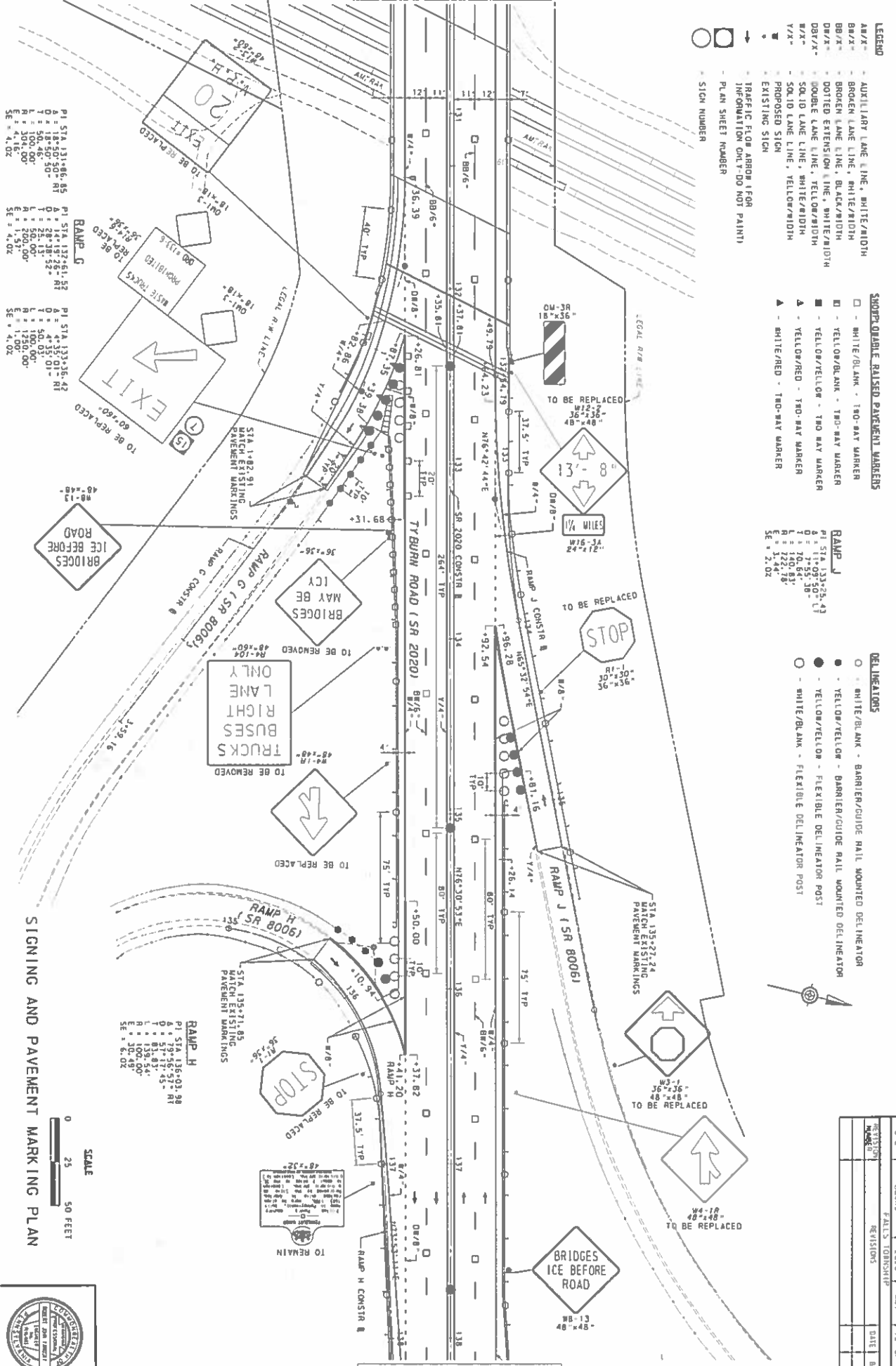


SIGNING AND PAVEMENT MARKING PLAN



CONTINUED ON SHEET 14

DISTRICT	COMMITTEE	ROUTE	SECTION	SHEET
B-0	BUCKS	2020	13	28
# ALL'S THROUGH				
SECTION NUMBER	REVISIONS	DATE	BY	



- LEGEND**
- ▲ - AUXILIARY LANE LINE, WHITE/MIDH
 - BR/X - BROKEN LANE LINE, WHITE/MIDH
 - BB/X - BROKEN LANE LINE, BLACK/MIDH
 - DB/X - DOTTED EXTENSION LINE, WHITE/MIDH
 - DB/X - DOUBLE LANE LINE, YELLOW/MIDH
 - Y/X - SOLID LANE LINE, WHITE/MIDH
 - Y/X - SOLID LANE LINE, YELLOW/MIDH
 - ▲ - PROPOSED SIGN
 - ▲ - EXISTING SIGN
 - ▲ - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - ▲ - PLAN SHEET NUMBER
 - ▲ - SIGN NUMBER

- SHORT-DURABLE RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-WAY MARKER
 - - YELLOW/BLANK - TWO-WAY MARKER
 - - YELLOW/YELLOW - TWO-WAY MARKER
 - - YELLOW/RED - TWO-WAY MARKER
 - ▲ - WHITE/RED - TWO-WAY MARKER

- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST

RAMP G

PI STA 137+61.82
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RAMP H

PI STA 135+03.98
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SIGNING AND PAVEMENT MARKING PLAN

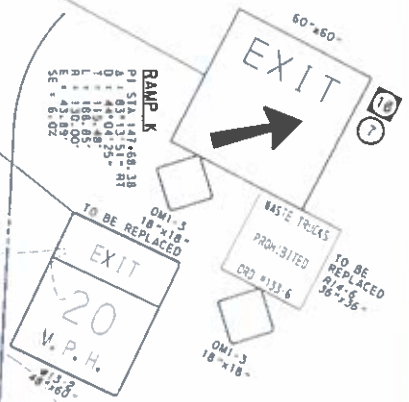
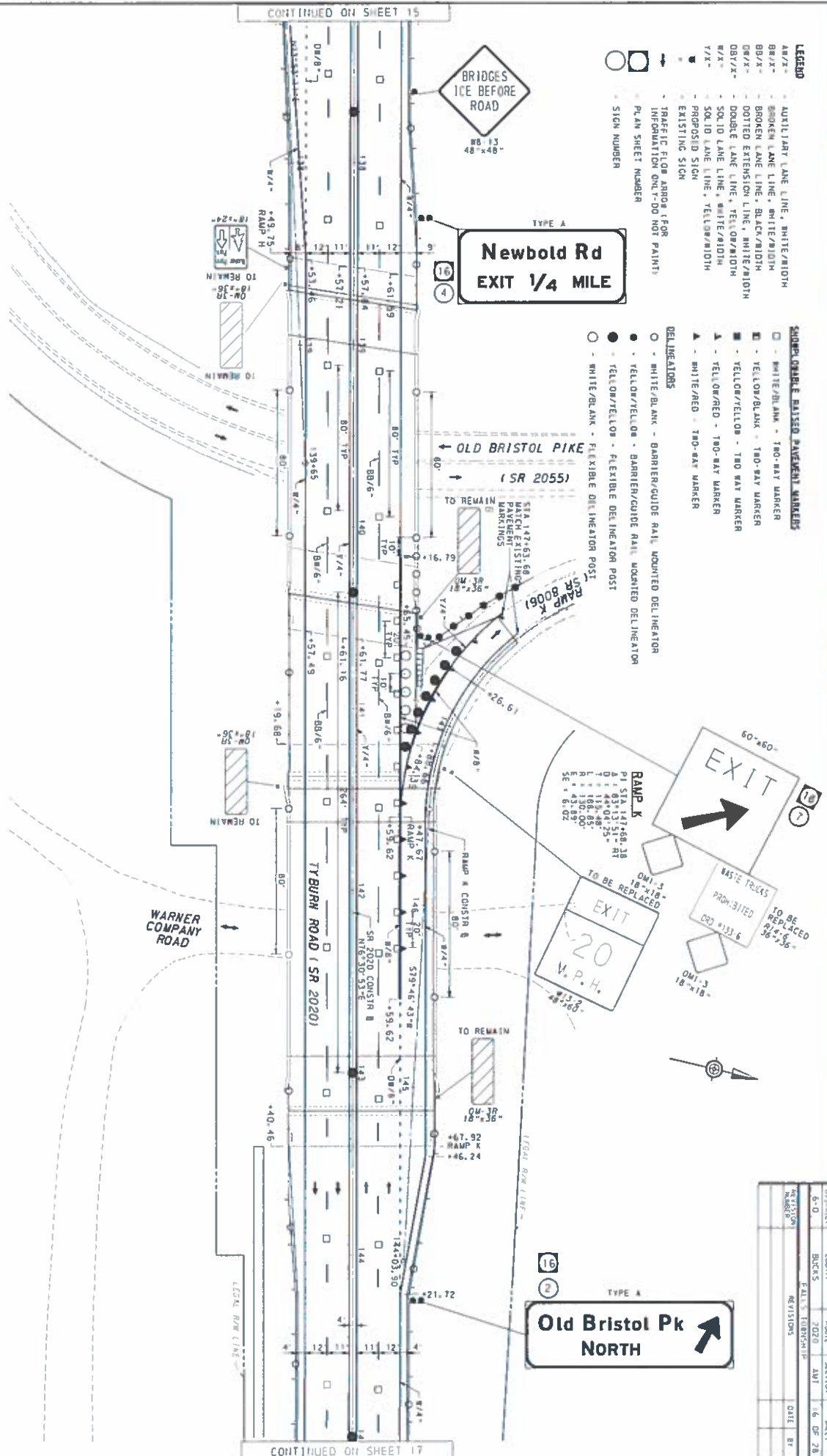
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	A-1	13 OF 28
PROJECT NUMBER	FALLS TOWNSHIP		DATE	BY

CONTINUED ON SHEET 15

- LEGEND**
- BR/2 - BUILT-UP LANE LINE, WHITE/10TH
 - BR/X - BROKEN LANE LINE, WHITE/10TH
 - BB/X - BROKEN LANE LINE, BLACK/10TH
 - DB/X - DOTTED EXTENSION LINE, WHITE/10TH
 - DB/Y - DOUBLE LANE LINE, YELLOW/10TH
 - W/X - SOLID LANE LINE, WHITE/10TH
 - Y/Y - SOLID LANE LINE, YELLOW/10TH
 - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ABOVE FOR INFORMATION ONLY-DO NOT PAINT
 - PLAN SHEET NUMBER
 - SIGN NUMBER



- SIGNIFIABLE RAISED PAVEMENT MARKINGS**
- WHITE/BLANK - 100-WAY MARKER
 - YELLOW/BLANK - TWO-WAY MARKER
 - YELLOW/YELLOW - 100-WAY MARKER
 - YELLOW/RED - 100-WAY MARKER
 - WHITE/RED - 100-WAY MARKER
- DELIMITERS**
- WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - WHITE/BLANK - FLEXIBLE DELINEATOR POST



SIGNING AND PAVEMENT MARKING PLAN



CONTINUED ON SHEET 17

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AVT	16 OF 28
REVISIONS				
NO.	DATE	BY		

Old Bristol Pk
NORTH

SPEED
LIMIT
45

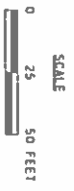
- LEGEND**
- AR/Z - AUXILIARY LANE LINE, WHITE/WHITE
 - BR/Z - BROKEN LANE LINE, BLACK/WHITE
 - DB/Z - DOUBLE EXTENSION LINE, WHITE/WHITE
 - DR/Z - DOTTED EXTENSION LINE, YELLOW/WHITE
 - W/Z - SOLID LANE LINE, WHITE/WHITE
 - Y/Z - SOLID LANE LINE, YELLOW/WHITE
 - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - PLAN SHEET NUMBER
 - SIGN NUMBER

- SHOULDER & RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-BAY MARKER
 - ▨ - YELLOW/BLANK - TWO-BAY MARKER
 - ▩ - YELLOW/YELLOW - TWO-BAY MARKER
 - ▲ - YELLOW/RED - TWO-BAY MARKER
 - △ - WHITE/RED - TWO-BAY MARKER
- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - ◌ - WHITE/BLANK - FLEXIBLE DELINEATOR POST

SR 2020

AT	31.36	RT
A	4.32	RT
BC	4.32	RT
CC	4.32	RT
DC	4.32	RT
EC	4.32	RT
FC	4.32	RT
GC	4.32	RT
HC	4.32	RT
IC	4.32	RT
JC	4.32	RT
KC	4.32	RT
LC	4.32	RT
MC	4.32	RT
NC	4.32	RT
OC	4.32	RT
PC	4.32	RT
QC	4.32	RT
RC	4.32	RT
SC	4.32	RT
TC	4.32	RT
UC	4.32	RT
VC	4.32	RT
WC	4.32	RT
XC	4.32	RT
YC	4.32	RT
ZC	4.32	RT

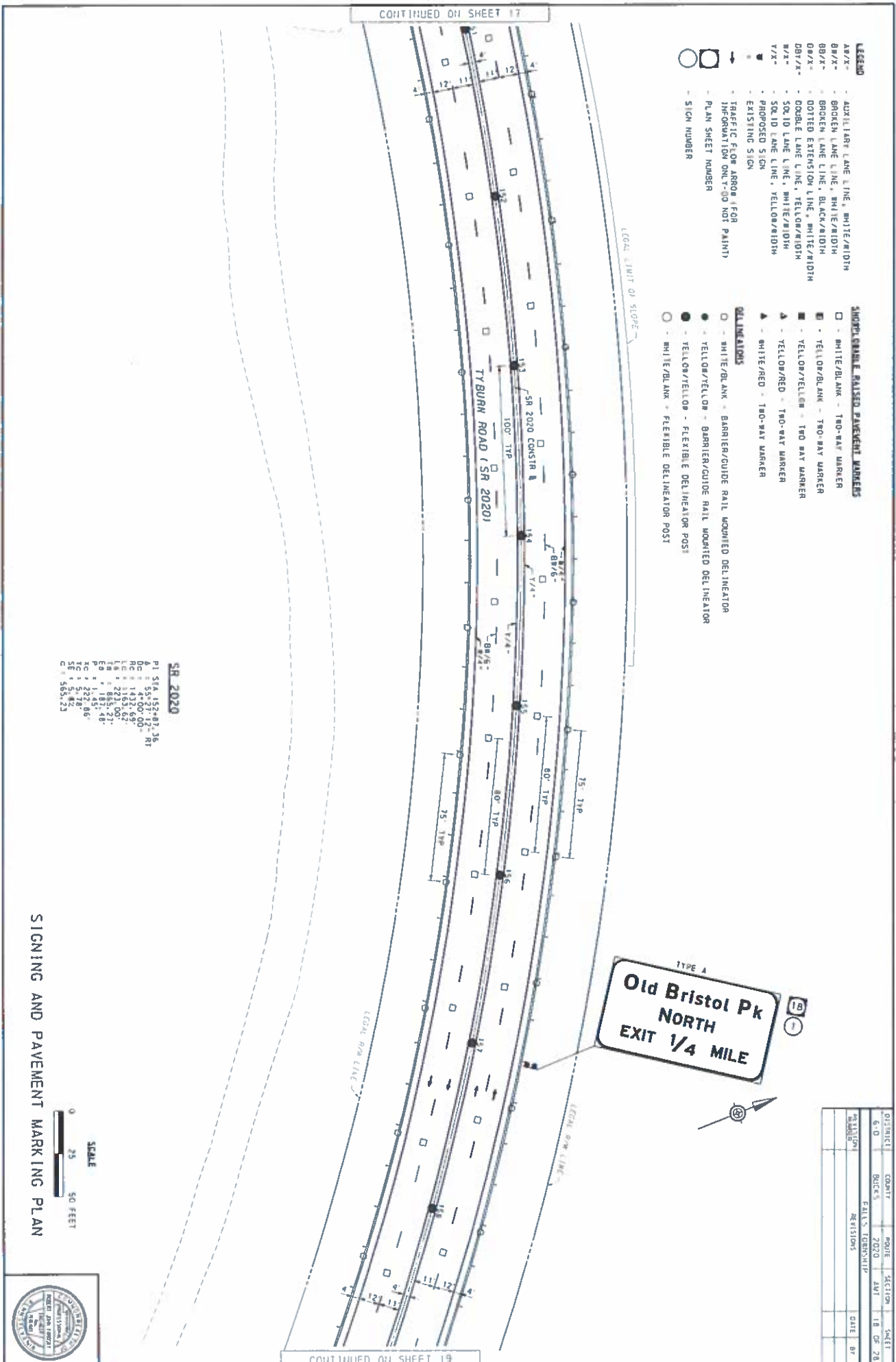
SIGNING AND PAVEMENT MARKING PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BURKS	2020	A01	17 OF 28
PROJECT NUMBER	DATE	DATE	DATE	DATE
REVISIONS				

- LEGEND**
- AR/X - AUXILIARY LANE LINE, WHITE/WHITE
 - BR/X - BROKEN LANE LINE, WHITE/WHITE
 - BB/X - BROKEN LANE LINE, BLACK/WHITE
 - DB/X - DOTTED EXTENSION LINE, WHITE/WHITE
 - DB/Y - DOUBLE LANE LINE, YELLOW/WHITE
 - W/X - SOLID LANE LINE, WHITE/WHITE
 - Y/X - SOLID LANE LINE, YELLOW/WHITE
 - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - PLAN SHEET NUMBER
 - SIGN NUMBER

- SHORT-DURATION RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-WAY MARKER
 - - YELLOW/BLANK - TWO-WAY MARKER
 - ▣ - YELLOW/YELLOW - TWO-WAY MARKER
 - ▲ - YELLOW/RED - TWO-WAY MARKER
 - △ - WHITE/RED - TWO-WAY MARKER
- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST



SR 2020

P1	574.157+81.38
P2	574.157+81.38
P3	574.157+81.38
P4	574.157+81.38
P5	574.157+81.38
P6	574.157+81.38
P7	574.157+81.38
P8	574.157+81.38
P9	574.157+81.38
P10	574.157+81.38
P11	574.157+81.38
P12	574.157+81.38
P13	574.157+81.38
P14	574.157+81.38
P15	574.157+81.38
P16	574.157+81.38
P17	574.157+81.38
P18	574.157+81.38
P19	574.157+81.38
P20	574.157+81.38
P21	574.157+81.38
P22	574.157+81.38
P23	574.157+81.38
P24	574.157+81.38
P25	574.157+81.38
P26	574.157+81.38
P27	574.157+81.38
P28	574.157+81.38
P29	574.157+81.38
P30	574.157+81.38
P31	574.157+81.38
P32	574.157+81.38
P33	574.157+81.38
P34	574.157+81.38
P35	574.157+81.38
P36	574.157+81.38
P37	574.157+81.38
P38	574.157+81.38
P39	574.157+81.38
P40	574.157+81.38
P41	574.157+81.38
P42	574.157+81.38
P43	574.157+81.38
P44	574.157+81.38
P45	574.157+81.38
P46	574.157+81.38
P47	574.157+81.38
P48	574.157+81.38
P49	574.157+81.38
P50	574.157+81.38

SIGNING AND PAVEMENT MARKING PLAN



LEGEND

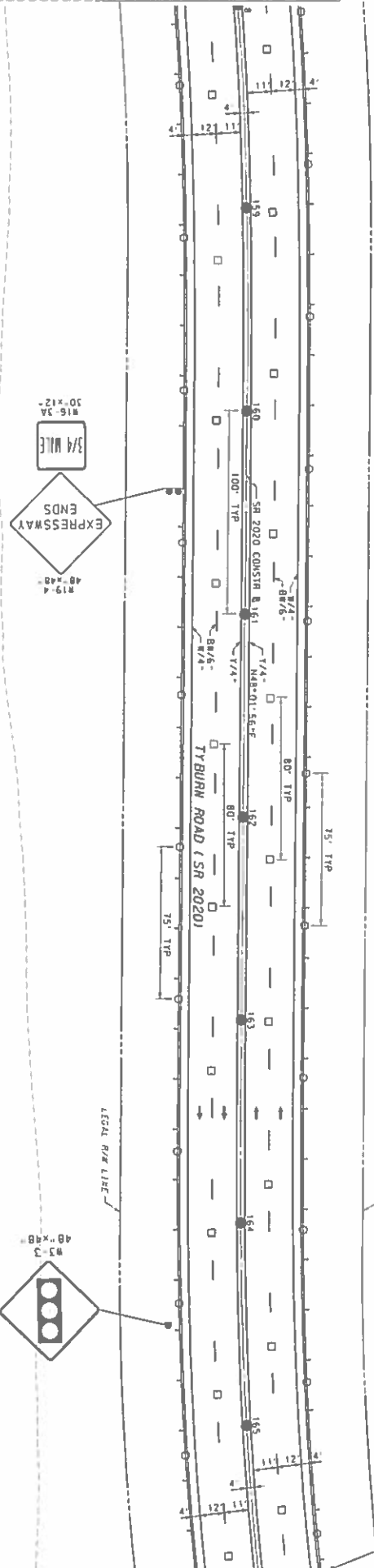
- AUXILIARY LANE LINE, WHITE/RED
- BROKEN LANE LINE, WHITE/WHITE
- BROKEN LANE LINE, BLACK/WHITE
- DOTTED EXTENSION LINE, WHITE/WHITE
- DOUBLE LANE LINE, YELLOW/WHITE
- SOLID LANE LINE, WHITE/WHITE
- SOLID LANE LINE, YELLOW/WHITE
- PROPOSED SIGN
- EXISTING SIGN
- TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
- PLAY SHEET NUMBER
- SIGN NUMBER

SUPERIMPOSED RAISED PAVEMENT MARKERS

- - WHITE/BLANK - TWO-BAY MARKER
- ▣ - YELLOW/BLANK - TWO-BAY MARKER
- - YELLOW/YELLOW - TWO-BAY MARKER
- ▲ - YELLOW/RED - TWO-BAY MARKER
- ▲ - WHITE/RED - TWO-BAY MARKER

DELINEATORS

- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
- - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
- - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
- - WHITE/BLANK - FLEXIBLE DELINEATOR POST



SR 2020

A	59:44.36
B	59:44.36
C	59:44.36
D	59:44.36
E	59:44.36
F	59:44.36
G	59:44.36
H	59:44.36
I	59:44.36
J	59:44.36
K	59:44.36
L	59:44.36
M	59:44.36
N	59:44.36
O	59:44.36
P	59:44.36
Q	59:44.36
R	59:44.36
S	59:44.36
T	59:44.36
U	59:44.36
V	59:44.36
W	59:44.36
X	59:44.36
Y	59:44.36
Z	59:44.36

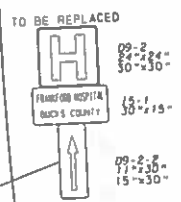
SR 2020

A	59:44.36
B	59:44.36
C	59:44.36
D	59:44.36
E	59:44.36
F	59:44.36
G	59:44.36
H	59:44.36
I	59:44.36
J	59:44.36
K	59:44.36
L	59:44.36
M	59:44.36
N	59:44.36
O	59:44.36
P	59:44.36
Q	59:44.36
R	59:44.36
S	59:44.36
T	59:44.36
U	59:44.36
V	59:44.36
W	59:44.36
X	59:44.36
Y	59:44.36
Z	59:44.36

SIGNING AND PAVEMENT MARKING PLAN



DISTRICT	COMMITTEE	MODE	SECTION	SHEET
M-10	BRUCE S.	2020	19	OF 28
FAY'S TOWNSHIP REVISIONS				
NO.	DATE	BY		
1	11-15-20	AS		
2	11-15-20	AS		
3	11-15-20	AS		
4	11-15-20	AS		



CONTINUED ON SHEET 19

- LEGEND**
- BR/X - AUXILIARY LANE LINE, WHITE/MIDH
 - BR/X - BROKEN LANE LINE, WHITE/MIDH
 - BR/X - BROKEN LANE LINE, BLACK/MIDH
 - BR/X - DOTTED EXTENSION LINE, WHITE/MIDH
 - BR/X - DOUBLE LANE LINE, YELLOW/MIDH
 - BR/X - SINGLE LANE LINE, WHITE/MIDH
 - Y/X - SINGLE LANE LINE, YELLOW/MIDH
 - Y/X - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY-DO NOT PAINT)
 - PLAN SHEET NUMBER
 - SIGN NUMBER

- SHOPPABLE RAISED PAVEMENT MARKERS**
- WHITE/BLANK - TWO-WAY MARKER
 - YELLOW/BLANK - TWO-WAY MARKER
 - YELLOW/YELLOW - TWO-WAY MARKER
 - YELLOW/RED - TWO-WAY MARKER
 - WHITE/RED - TWO-WAY MARKER
- DELIMITERS**
- WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - WHITE/BLANK - FLEXIBLE DELINEATOR POST

SIGNING AND PAVEMENT MARKING PLAN



SR 2020

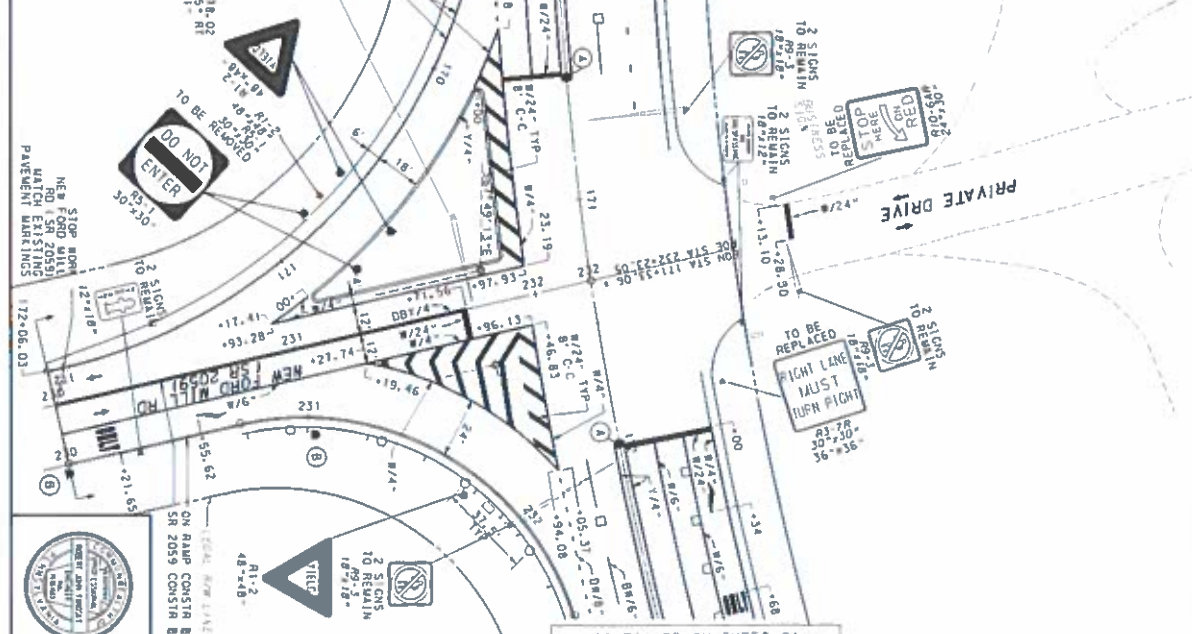
PI STA 172+30.79	PI STA 170+78.31
A = 59+44.08' LT	A = 76+23.35' RT
LC = 41+00' 00"	LC = 1+19' 00" 31'
LC = 1270.68'	LC = 249+33'
LC = 2231.00'	LC = 220+00'
LC = 1+221+10'	LC = 1+15' 00"
LC = 1+15+86'	LC = 1+15' 00"
LC = 5179'	LC = 1+15' 00"
LC = 5179'	LC = 1+15' 00"
LC = 563+23'	LC = 1+15' 00"

DEF RAMP

PI STA 170+78.31	PI STA 170+78.31
A = 76+23.35' RT	A = 85+19' 45" RT
LC = 1+19' 00" 31'	LC = 1+19' 00" 31'
LC = 249+33'	LC = 249+33'
LC = 220+00'	LC = 220+00'
LC = 1+15' 00"	LC = 1+15' 00"
LC = 1+15' 00"	LC = 1+15' 00"
LC = 1+15' 00"	LC = 1+15' 00"
LC = 1+15' 00"	LC = 1+15' 00"

ON RAMP

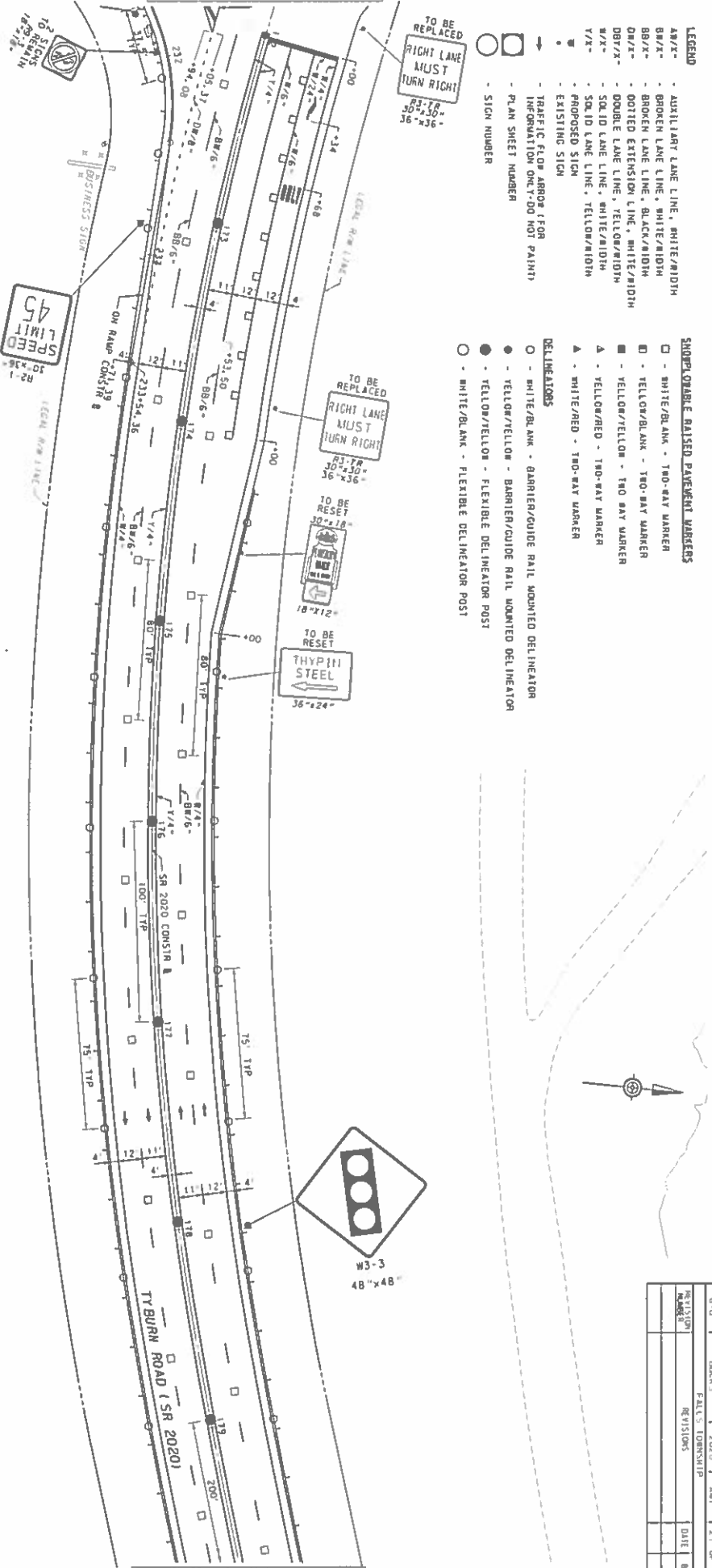
PI STA 170+78.31	PI STA 170+78.31
A = 85+19' 45" RT	A = 85+19' 45" RT
LC = 1+19' 00" 31'	LC = 1+19' 00" 31'
LC = 249+33'	LC = 249+33'
LC = 220+00'	LC = 220+00'
LC = 1+15' 00"	LC = 1+15' 00"
LC = 1+15' 00"	LC = 1+15' 00"
LC = 1+15' 00"	LC = 1+15' 00"
LC = 1+15' 00"	LC = 1+15' 00"



CONTINUED ON SHEET 21

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AVT	20 OF 28
PROJECT	FALLS TOWNSHIP	REVISIONS	DATE	BY

CONTINUED ON SHEET 20



- LEGEND**
- AWX - ASHALLARY LANE LINE, WHITE/MIDH
 - BW/X - BROKEN LANE LINE, WHITE/MIDH
 - BB/X - BROKEN LANE LINE, BLACK/MIDH
 - DB/X - DOTTED EXTENSION LINE, WHITE/MIDH
 - DBY/X - DOUBLE LANE LINE, YELLOW/MIDH
 - W/X - SOLID LANE LINE, WHITE/MIDH
 - Y/X - SOLID LANE LINE, YELLOW/MIDH
 - ▲ - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - PLAN SHEET NUMBER
 - - SIGN NUMBER
- STANDARD RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-BAY MARKER
 - - YELLOW/BLANK - TWO-BAY MARKER
 - - YELLOW/YELLOW - TWO BAY MARKER
 - ▲ - YELLOW/RED - TWO-BAY MARKER
 - ▲ - WHITE/RED - TWO-BAY MARKER
- DELIMITATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST

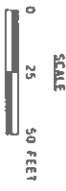
SR 2020

P1 STA 172+30.79 P1 STA 231+10.02
 D = 39'-00" L1 D = 45'-48" L1
 RC = 1432' 69" T = 105'-93"
 LC = 1270' 68" L = 111'-20"
 TA = 933'-05" E = 41'-39"
 EA = 221'-10" SE = 2'-02"
 VC = 5'-78"
 SE = 58'-23"

ON RAMP

P1 STA 231+10.02
 D = 45'-48" L1
 RC = 1432' 69" T = 105'-93"
 LC = 1270' 68" L = 111'-20"
 TA = 933'-05" E = 41'-39"
 EA = 221'-10" SE = 2'-02"
 VC = 5'-78"
 SE = 58'-23"

SIGNING AND PAVEMENT MARKING PLAN

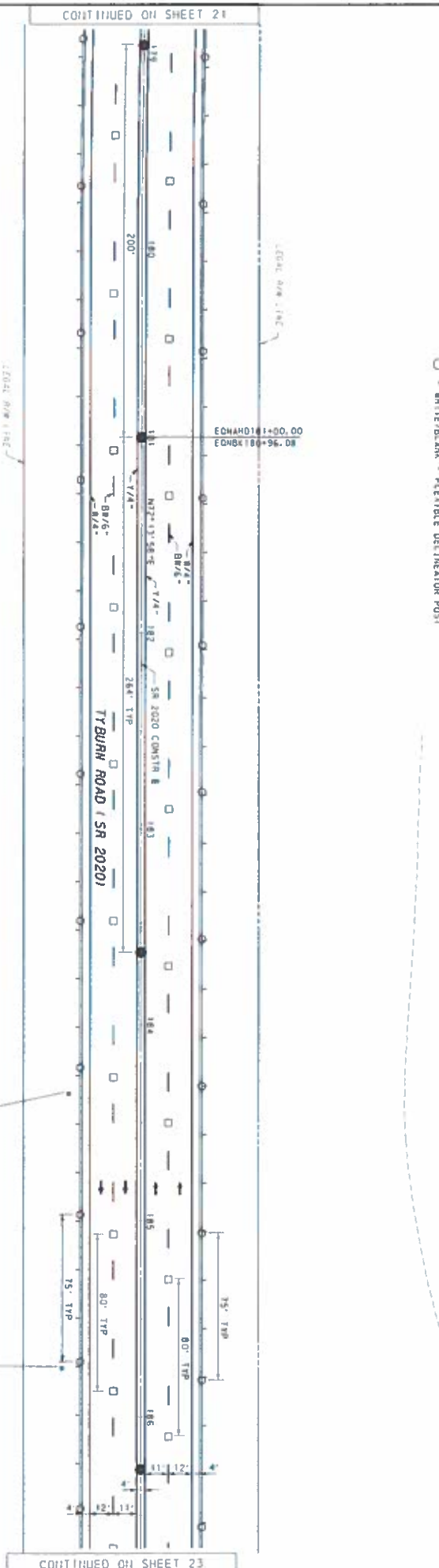


CONTINUED ON SHEET 22

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-D	BREVARD	2020	ART	21 OF 28
PROJECT NUMBER	PALM'S TOWNSHIP REVISIONS			
DATE	BT			

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AVT	27 OF 28
FALLS TOWNSHIP REVISIONS				
DATE	BY			

- LEGEND**
- AUXILIARY LANE LINE, WHITE/WHITE
 - BROKEN LANE LINE, WHITE/WHITE
 - BROKEN LANE LINE, BLACK/WHITE
 - DOTTED EXTENSION LINE, WHITE/WHITE
 - DOUBLE LANE LINE, YELLOW/WHITE
 - SOLID LANE LINE, WHITE/WHITE
 - SOLID LANE LINE, YELLOW/WHITE
 - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY DO NOT PAINT)
 - PLAN SHEET NUMBER
 - SIGN NUMBER
- SHOPPABLE RAISED PAVEMENT MARKERS**
- WHITE/BLANK - TWO-BAY MARKER
 - YELLOW/BLANK - TWO-BAY MARKER
 - YELLOW/YELLOW - TWO-BAY MARKER
 - ▲ YELLOW/RED - TWO-BAY MARKER
 - ▲ WHITE/RED - TWO-BAY MARKER
- DELINEATORS**
- WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/RED - FLEXIBLE DELINEATOR POST
 - WHITE/BLANK - FLEXIBLE DELINEATOR POST



SIGNING AND PAVEMENT MARKING PLAN



SR 2020

A	31	172+30.79
B	1	172+30.79
C	4	172+30.79
D	1	172+30.79
E	1	172+30.79
F	1	172+30.79
G	1	172+30.79
H	1	172+30.79
I	1	172+30.79
J	1	172+30.79
K	1	172+30.79
L	1	172+30.79
M	1	172+30.79
N	1	172+30.79
O	1	172+30.79
P	1	172+30.79
Q	1	172+30.79
R	1	172+30.79
S	1	172+30.79
T	1	172+30.79
U	1	172+30.79
V	1	172+30.79
W	1	172+30.79
X	1	172+30.79
Y	1	172+30.79
Z	1	172+30.79

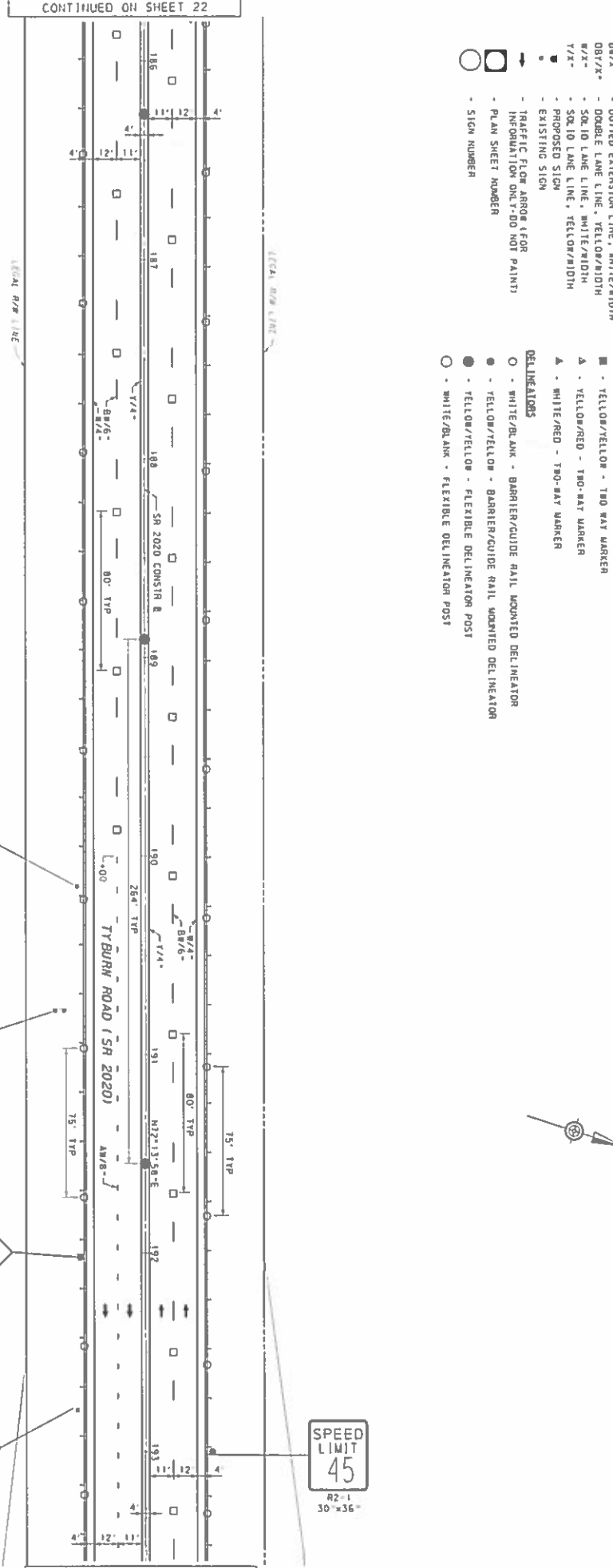


CONTINUED ON SHEET 21

CONTINUED ON SHEET 23

CONTINUED ON SHEET 22

- LEGEND**
- - AUXILIARY LANE LINE, WHITE/MIDTH
 - - BROKEN LANE LINE, WHITE/MIDTH
 - - BROKEN LANE LINE, BLACK/MIDTH
 - - DOTTED EXTENSION LINE, WHITE/MIDTH
 - - DOUBLE LANE LINE, YELLOW/MIDTH
 - - SOLID LANE LINE, WHITE/MIDTH
 - - SOLID LANE LINE, YELLOW/MIDTH
 - - PROPOSED SIGN
 - - EXISTING SIGN
 - - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - - PLAN SHEET NUMBER
 - - SIGN NUMBER
- SUPPLEMENTAL RAISED PAVEMENT MARKERS**
- - WHITE/BLANK - TWO-WAY MARKER
 - ▨ - YELLOW/BLANK - TWO-WAY MARKER
 - - YELLOW/YELLOW - TWO-WAY MARKER
 - ▲ - YELLOW/RED - TWO-WAY MARKER
 - △ - WHITE/RED - TWO-WAY MARKER
- DELINEATORS**
- - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST



CONTINUED ON SHEET 24

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	A&I	23 OF 28
SECTION NUMBER	FALLS TOWNSHIP		DATE	8/
REVISIONS				

SIGNING AND PAVEMENT MARKING PLAN



1000 FEET
 EXPRESSWAY
 TO BE REPLACED
 W/3-4
 48" x 48"

TO REMAIN
 LEFT LANE
 Morrisville
 Pennsylvania Ave
 RIGHT LANE
 Keysone Industrial
 Port Complex - KIPC

88-101
 48" x 48"
 RUMBLE STRIPS
 AHEAD

36-136
 BRIDGE
 MAY BE
 REMOVED

SPEED LIMIT
 45
 R2-1
 30" x 36"

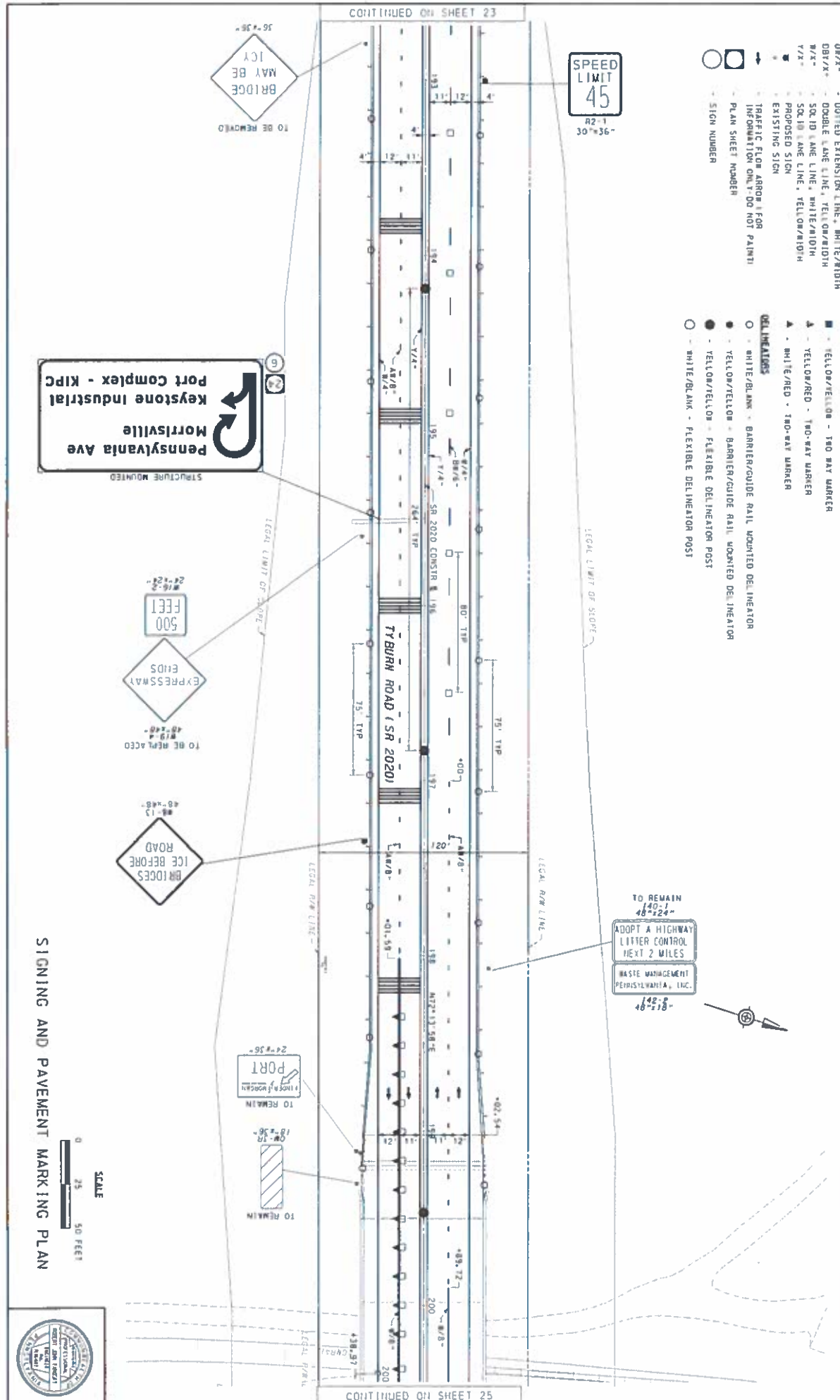
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-D	BURKS	2020	AVT	24 OF 28
		FALLS TOWNSHIP		
		RIGHTWAYS		
			DATE	BY

- LEGEND**
- BR/X- - AUXILIARY LANE LINE, WHITE/10D1H
 - BR/X- - BROKEN LANE LINE, WHITE/10D1H
 - DB/X- - DOTTED EXTENSION LINE, WHITE/10D1H
 - DB/X- - DOUBLE LANE LINE, YELLOW/10D1H
 - W/X- - SR ID LANE LINE, WHITE/10D1H
 - V/X- - SR ID LANE LINE, YELLOW/10D1H
 - PROPOSED SIGN
 - EXISTING SIGN
 - TRAFFIC FLOW ARROW FOR INFORMATION ONLY DO NOT PAINT!
 - PLAN SHEET NUMBER
 - SIGN NUMBER
- SPUR-ONABLE RAISED PAVEMENT MARKERS**
- WHITE/BLANK - TWO-WAY MARKER
 - YELLOW/BLANK - TWO-WAY MARKER
 - YELLOW/YELLOW - TWO-WAY MARKER
 - YELLOW/RED - TWO-WAY MARKER
 - WHITE/RED - TWO-WAY MARKER
- DELINEATORS**
- WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - YELLOW/YELLOW - FLEXIBLE DELINEATOR POST
 - WHITE/BLANK - FLEXIBLE DELINEATOR POST

SPEED LIMIT 45

CONTINUED ON SHEET 23

CONTINUED ON SHEET 25



Port Complex - KIPIC
 Pennsylvania Ave
 Morrisville

BRIDGES AHEAD
 TO BE REPLACED

BRIDGES AHEAD
 TO BE REPLACED

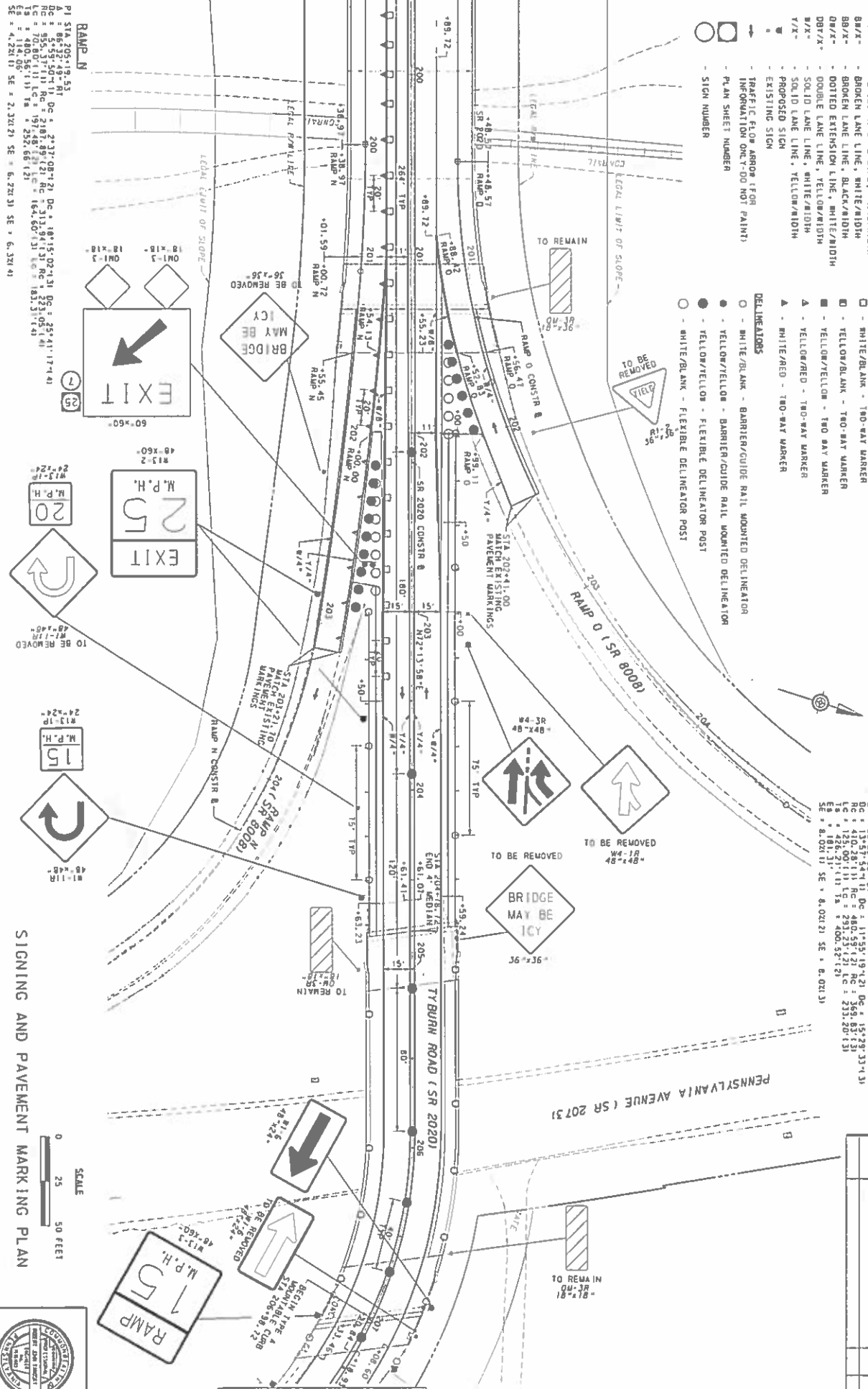
PORT
 TO REMAIN

SIGNING AND PAVEMENT MARKING PLAN



LEGEND

- ▲ - AXILIARY LANE LINE, WHITE/MDH
 - - BROKEN LANE LINE, WHITE/MDH
 - - BROKEN LANE LINE, BLACK/MDH
 - - DOTTED EXTENSION LINE, WHITE/MDH
 - - DOUBLE LANE LINE, YELLOW/MDH
 - - SOLID LANE LINE, WHITE/MDH
 - - SOLID LANE LINE, YELLOW/MDH
 - ▲ - EXISTING SIGN
 - ▲ - PROPOSED SIGN
 - ▲ - TRAFFIC FLOW ARROW (FOR INFORMATION ONLY - DO NOT PAINT)
 - - PLAN SHEET NUMBER
 - - SIGN NUMBER
-
- - SHIELD/SHIELD RAISED PAVEMENT MARKERS
 - - WHITE/BLANK - TWO-BAY MARKER
 - - YELLOW/BLANK - TWO-BAY MARKER
 - - YELLOW/YELLOW - TWO BAY MARKER
 - - YELLOW/RED - TWO-BAY MARKER
 - ▲ - WHITE/RED - TWO-BAY MARKER
-
- - DELINEATORS
 - - WHITE/BLANK - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - YELLOW/YELLOW - BARRIER/GUIDE RAIL MOUNTED DELINEATOR
 - - FLEXIBLE DELINEATOR POST
 - - WHITE/BLANK - FLEXIBLE DELINEATOR POST



RAMP O

P1 STA 204+24.78
 DC = 1175.19+21 DC = 15297.33+31
 RC = 410.28+11 RC = 480.58+21 RC = 369.83+31
 LC = 129.09+11 LC = 293.24+21 LC = 233.20+31
 EC = 181.31+11 EC = 400.32+21
 SE = 8.02+11 SE = 8.02+21 SE = 8.02+31

RAMP N

P1 STA 205+18.53
 DC = 82.93+11 DC = 2737.08+21 DC = 1815.02+31 DC = 2541.17+41
 RC = 70.00+11 RC = 1972.88+21 RC = 2110.41+31 RC = 223.05+41
 LC = 480.56+11 LC = 252.66+21 LC = 60.50+31 LC = 151.31+41
 EC = 124.06+11 EC = 2.32+21 SE = 6.27+31 SE = 6.33+41

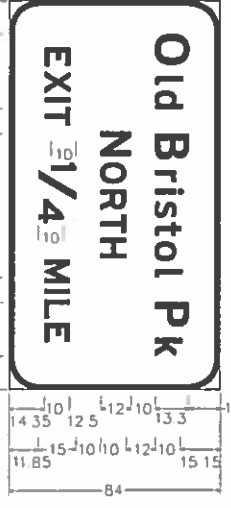
SIGNING AND PAVEMENT MARKING PLAN

SCALE
 0 25 50 FEET



DATE	BY	REVISIONS	NO.	DATE	BY
21-09-28 <td> <td></td> <td></td> <td></td> <td></td> </td>	<td></td> <td></td> <td></td> <td></td>				

13 18



30.08	10	57.55	101.20	93.10	22	12.72
13.42	52.69	50.62	52.69	13.42		
19.065	31.18	15.23	85.15	32.84	19.065	

[Old Bristol Pk] Clearviewwy-5-W.
 [NORTH] E
 [EXIT 1/4 MILE] E
 Table of distances between letter and object lefts.

N	O	I	d	B	f	i	s	o	P	k
13.42	17.03	5.76	17.29	14.67	7.34	5.09	8.58	7.52	11.13	13.24
E	X	1	T	1	1	4	M	1	L	E
19.065	9.4	10.66	3.78	22.34	2.97	11.66	24.22	11.79	4.39	40.73

14 14



12.34	74	101.21	32.10	22	12.34
15.69	14.24	10.23	11.13	5.76	17.29
12.34	15.69	6.68	14.24	10.23	11.13

[Newbold Rd] Clearviewwy-5-W.
 [NORTH] E
 [EXIT 1/4 MILE] E
 Table of distances between letter and object lefts.

N	e	w	b	o	l	d	R
15.69	9.66	14.24	10.23	11.13	5.76	17.29	14.02
E	X	1	T	1	1	4	M
10.07	9.4	10.66	3.78	22.34	2.97	11.66	24.22

[Newbold Rd] Clearviewwy-5-W.
 [SOUTH] E
 [EXIT 1/4 MILE] E
 Table of distances between letter and object lefts.

N	e	w	b	o	l	d	R
16.34	15.69	9.66	14.24	10.23	11.13	5.76	17.29
E	X	1	T	1	1	4	M
10.07	9.4	10.66	3.78	22.34	2.97	11.66	24.22

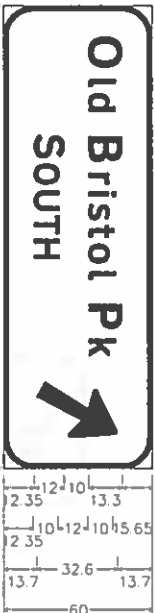
14 16 17



30.08	10	57.55	101.20	93.10	22	12.72	
12.72	51.65	50.7	50.7	12.72			
12.72	17.03	5.76	17.29	14.67	7.34	5.09	
N	O	I	d	B	f	i	s
12.72	17.03	5.76	17.29	14.67	7.34	5.09	8.58
E	X	1	T	1	1	4	M
51.65	12.40	10.9	10.09	4.0	18.00	83.65	

[Old Bristol Pk] Clearviewwy-5-W.
 [NORTH] E
 [EXIT 1/4 MILE] E
 Table of distances between letter and object lefts.

13 13



30.08	10	57.55	101.20	93.10	22	12.72	
12.72	51.95	50.1	50.1	12.72			
12.72	17.03	5.76	17.29	14.67	7.34	5.09	
N	O	I	d	B	f	i	s
12.72	17.03	5.76	17.29	14.67	7.34	5.09	8.58
E	X	1	T	1	1	4	M
51.95	11.80	10.9	10.09	4.0	18.00	83.95	

[Old Bristol Pk] Clearviewwy-5-W.
 [SOUTH] E
 [EXIT 1/4 MILE] E
 Table of distances between letter and object lefts.

LEGEND
 PLAN SHEET NUMBER
 SIGN NUMBER

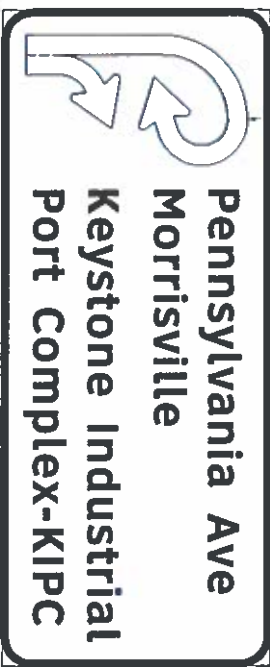
- NOTES:
- ALL SIGNS SHALL HAVE A GREEN REFLECTORIZED BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER, UNLESS NOTED OTHERWISE.
 - ALL SIGNS HAVE A 2" BORDER WITH A 12" RADIUS ON CORNERS, UNLESS NOTED OTHERWISE.
 - ALL U.C./I.C. LETTERS ARE SERIES CLEARVIEW 58 AND ALL CAP, LET./CAP, DIG. ARE SERIES E, UNLESS OTHERWISE NOTED.
 - ALL DIMENSIONS ARE GIVEN IN INCHES UNLESS OTHERWISE NOTED.

SIGNING AND PAVEMENT MARKING PLAN
 SIGN FABRICATION DETAILS



DISTRICT	COMMIT	ROUTE	SECTION	SHEET
6-0	BUCKET	FALLS TOWNSHIP	A01	27 OF 28
REVISION	DATE	BY		

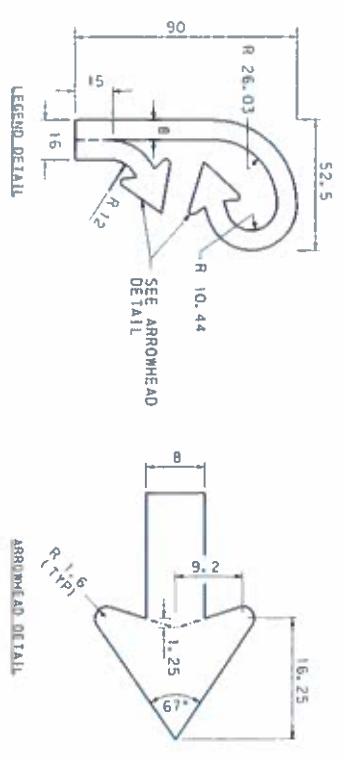
24
6
SEE LEGEND
DETAIL



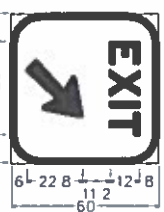
52.5	10	119.4	10.7	32.1	29.2
72.6		94.7	12.1	86.6	1.0
72.6		36	11.4	264	

12.0" Radius, 2.0" Border, White on Green.
 [Pennsylvania Ave] Clearview Hwy-5-W-R 90% spacing;
 [Morrisville] Clearview Hwy-5-W-R 90% spacing;
 [Keystone Industrial] Clearview Hwy-5-W-R 90% spacing;
 [Port Complex-KIPC] Clearview Hwy-5-W-R 90% spacing.

10.1	62	5	10.9	11	9	11	7	10	8	9	2	1	6	5	0	10	7	11	5	4	19	7	12	4	10	8	9	29	2		
72.6	10.9	12	36.9	17	3	11.9	12	3	17	0	1	2	3	17	0	1	2	3	17	0	1	2	3	17	0	1	2	3	17	0	1



13
14
15
16
25
7



18.6	22.8	18.6
37.4	11.3	11.3
60	18.6	18.6

12.00" Radius, 2.00" Border, White on Green.
 [EXIT] E specified length.
 Arrow Custom - 29.25" 45°.
 Table of distances between letter and object lefts.

LEGEND
 PLAN SHEET NUMBER
 SIGN NUMBER

- NOTES:
1. ALL SIGNS SHALL HAVE A GREEN REFLECTORIZED BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER, UNLESS NOTED OTHERWISE.
 2. ALL SIGNS HAVE A 2" BORDER WITH A 12" RADIUS ON CORNERS, UNLESS NOTED OTHERWISE.
 3. ALL U.C./A.C. LETTERS ARE SERIES CLEARVIEW 5" AND ALL CAP, LET./CAP, DIG. ARE SERIES E, UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE GIVEN IN INCHES UNLESS OTHERWISE NOTED.

SIGNING AND PAVEMENT MARKING PLAN
 SIGN FABRICATION DETAILS

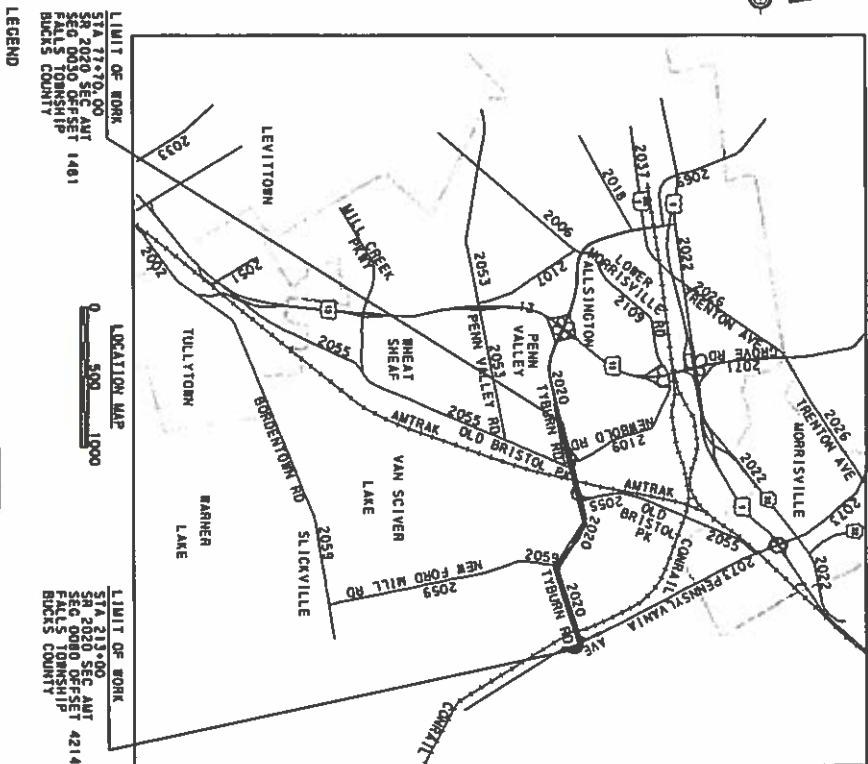
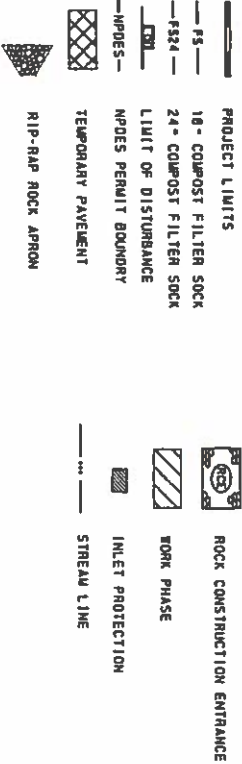


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-10	BUTLER	2020	AUT	78 OF 78
FALLS TOWNSHIP				
NO. DRAWING	REVISIONS	DATE	BY	



PAID CALL 1-800-242-2175
SERIAL NOS. 090348, 090375, 091149,
090773, 090717, 090721, AND 091231
FALLS TOWNSHIP, BRICKS COUNTY

THIS PROJECT IS LOCATED IN THE WATERSHED OF PIDCOCK - MILL CREEK
CHAPTER 93 CLASSIFIES THE PIDCOCK AND MILL CREEKS AS NPDES.



STANDARD EROSION AND SEDIMENT CONTROL PLAN NOTES

STOCKPILE HEIGHTS MUST NOT EXCEED 35 FEET. STOCKPILE SLOPES MUST NOT EXCEED 2:1.

THE OPERATOR/RESPONSIBLE PERSON (O/R/P) ON SITE SHALL ASSURE THAT THE APPROVED EROSION AND SEDIMENT CONTROL PLAN IS PROPERLY AND COMPLETELY IMPLEMENTED.

IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE O/R/P SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES (BMP'S) TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.

THE O/R/P SHALL ASSURE THAT AN EROSION AND SEDIMENT CONTROL PLAN HAS BEEN PREPARED, APPROVED BY THE BRICKS COUNTY CONSERVATION DISTRICT AND IS BEING IMPLEMENTED AND MAINTAINED FOR ALL SOIL AND/OR ROCK SPOIL AND BORROW AREAS REGARDLESS OF THEIR LOCATIONS.

ALL PUMPING OF SEDIMENT-LADEN WATER SHALL BE THROUGH A SEDIMENT CONTROL BMP SUCH AS A PUMPED WATER FILTER BAG DISCHARGING OVER UNDISTURBED AREAS.

A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN MUST BE AVAILABLE ON THE PROJECT SITE AT ALL TIMES.

EROSION AND SEDIMENT BMP'S MUST BE CONSTRUCTED, STABILIZED AND FUNCTIONAL BEFORE SITE DISTURBANCE BEGINS WITHIN THE TRIBUTARY AREAS OF THOSE BMP'S.

AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION AND SEDIMENT CONTROL'S MUST BE REMOVED. AREAS DISTURBED DURING THE REMOVAL OF THE BMP'S MUST BE STABILIZED IMMEDIATELY.

AT LEAST SEVEN (7) DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITY, THE O/R/P SHALL INVITE ALL CONTRACTORS INVOLVED IN THAT ACTIVITY, THE LANDOWNER, ALL APPROPRIATE MUNICIPAL OFFICIALS, THE EROSION AND SEDIMENT CONTROL PLAN DESIGNER AND THE BRICKS COUNTY CONSERVATION DISTRICT TO A PRE-CONSTRUCTION MEETING. ALSO, AT LEAST THREE DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITY, ALL CONTRACTORS INVOLVED IN THAT ACTIVITY SHALL NOTIFY THE PENNSYLVANIA ONE-CALL SYSTEM INC. AT 1-800-242-1776 TO DETERMINE ANY UNDERGROUND UTILITIES LOCATIONS.

IMMEDIATELY AFTER EARTH DISTURBANCE ACTIVITY CEASES, THE O/R/P SHALL STABILIZE ANY AREAS DISTURBED BY THE ACTIVITY. DURING NON-GENERATING PERIODS, MULCH MUST BE APPLIED AT SPECIFIED RATES. DISTURBED AREAS THAT ARE NOT AT FINISHED GRADE AND WHICH WILL BE RE-DISTURBED WITHIN ONE YEAR MUST BE STABILIZED IN ACCORDANCE WITH TEMPORARY VEGETATIVE STABILIZATION SPECIFICATIONS.

DISTURBED AREAS THAT ARE AT FINISHED GRADE OR WHICH WILL NOT BE RE-DISTURBED WITHIN ONE YEAR MUST BE STABILIZED IN ACCORDANCE WITH PERMANENT VEGETATIVE STABILIZATION SPECIFICATIONS.

AN AREA SHALL BE CONSIDERED TO HAVE ACHIEVED FINAL STABILIZATION WHEN IT HAS A MINIMUM UNIFORM 70% (PERCENT) VEGETATIVE OR OTHER PERMANENT NON-VEGETATIVE COVER WITH A DENSITY SUFFICIENT TO RESIST ACCELERATED SURFACE EROSION AND SUBSURFACE CHARACTERISTICS SUFFICIENT TO RESIST SLIDING AND OTHER MOVEMENTS.

AT STREAM CROSSINGS, A 50-FOOT BUFFER SHALL BE MAINTAINED. ON BUFFERS - CLEARINGS, SOIL DISTURBANCES AND EXCAVATIONS, EQUIPMENT TRAFFIC SHOULD BE MINIMIZED. ACTIVITY SUCH AS STACKING LOGS, BURNING CLEARED BRUSH, DISCHARGING RAINWATER FROM TRENCHES, WELDING PIPE SECTIONS, REFUELING AND MAINTAINING EQUIPMENT SHOULD BE AVOIDED WITHIN BUFFER ZONES.

UNTIL A SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMP'S MUST BE MAINTAINED. MAINTENANCE MUST INCLUDE INSPECTIONS OF ALL EROSION CONTROL STRUCTURES AND PERFORM NECESSARY WORK, INCLUDING CLEANOUT, REPAIR, REPLACEMENT, RE-GRADING, RE-SEEDING, RE-MULCHING AND RE-NETTING MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMP'S FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMP'S, OR MODIFICATIONS OF THOSE INSTALLED, WILL BE REQUIRED.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
C-0	BRICKS	2020		1 OF 31
FALLS TOWNSHIP				

SEDIMENT REMOVED FROM BMP'S SHALL BE DISPOSED OF ON-SITE IN LANDSCAPED AREAS OUTSIDE OF STEEP SLOPES, BETA-LANDS, FLOOD PLAINS OR DRAINAGE SWALES AND IMMEDIATELY STABILIZED OR PLACED IN SOIL STOCKPILES AND STABILIZED.

ALL BUILDING MATERIAL AND WASTES MUST BE REMOVED FROM THE SITE AND RECYCLED IN ACCORDANCE WITH DEP 34.0010 AND DEP 34.0015 AND/OR ANY ADDITIONAL FEDERAL, STATE OR FEDERAL REGULATIONS. BUILDING MATERIALS USED OR UNUSED OR WASTE MATERIALS SHALL BE BURIED, BURIED, PUMPED OR DISCHARGED AT THE SITE.

BRICKS COUNTY CONSERVATION DISTRICT
458 EAST ROAD, SUITE 704
DUNELLS, PA 17015
TEL: 717-345-7577
FAX: 717-345-7577

DEP SOUTHEAST REGIONAL OFFICE
2 E. MAIN STREET
MORRISTOWN, PA 19401-4915
484 250-5900

OTHER BMP'S:

SEDIMENT MUST BE REMOVED FROM STORM WATER INLET PROTECTION AFTER EACH RAINFALL EVENT.

AT LEAST 7 DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITY, THE O/R/P SHALL INVITE ALL CONTRACTORS INVOLVED IN THAT ACTIVITY, THE LANDOWNER, ALL APPROPRIATE MUNICIPAL OFFICIALS, THE EROSION AND SEDIMENT CONTROL PLAN DESIGNER AND THE BRICKS COUNTY CONSERVATION DISTRICT TO A PRE-CONSTRUCTION MEETING. ALSO, AT LEAST THREE DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITY, ALL CONTRACTORS INVOLVED IN THAT ACTIVITY SHALL NOTIFY THE PENNSYLVANIA ONE-CALL SYSTEM INC. AT 1-800-242-1776 TO DETERMINE ANY UNDERGROUND UTILITIES LOCATIONS.

UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMP'S MUST BE MAINTAINED. MAINTENANCE MUST INCLUDE INSPECTIONS OF ALL EROSION CONTROL STRUCTURES AND PERFORM NECESSARY WORK, INCLUDING CLEANOUT, REPAIR, REPLACEMENT, RE-GRADING, RE-SEEDING, RE-MULCHING AND RE-NETTING MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMP'S FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMP'S, OR MODIFICATIONS OF THOSE INSTALLED WILL BE REQUIRED. EROSION AND SEDIMENT POLLUTION CONTROL PLAN MANUAL P168

SEDIMENT REMOVED FROM THE BMP'S SHALL BE DISPOSED OF IN LANDSCAPED AREAS OUTSIDE OF STEEP SLOPES, BETA-LANDS, FLOOD PLAINS OR DRAINAGE SWALES AND IMMEDIATELY STABILIZED, OR PLACED IN TOPSOIL STOCKPILES.

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

PREPARED BY:
McCormick Engineering & Surveying Taylor
PHILIP PHILA, P.A.
REGISTERED PROFESSIONAL ENGINEER
DATE: 6/11/12

PREPAREDNESS, PREVENTION, AND CONTINGENCY PLAN GENERAL NOTES

IT IS THE CONTRACTOR'S RESPONSIBILITY TO PREPARE A "PREPAREDNESS PREVENTION AND CONTINGENCY (PPC) PLAN" FOR THE PROPOSED CONSTRUCTION ACTIVITIES TO CONTROL THE POTENTIAL DISCHARGE OF POLLUTANTS CARRIED IN STORM WATER. BOTH THE ERS AND THE PPC PLAN ARE TO BE MAINTAINED ON-SITE FOR THE DURATION OF THE PERMIT. THE PPC PLAN IS REQUIRED IF CHEMICALS, SOLVENTS, HAZARDOUS WASTES, OR ANY MATERIAL WITH THE POTENTIAL FOR CAUSING ACCIDENTAL POLLUTION OF THE AIR, LAND, OR WATER, IS STORED OR UTILIZED ON THE SITE.

FOLLOW THIS FORMAT AND INCLUDE THESE ELEMENTS FOR THE PPC PLAN:

A. GENERAL DESCRIPTION FOR THE CONSTRUCTION ACTIVITY
 INCLUDE DESCRIPTION OF THE CONSTRUCTION ACTIVITY, LOCATION OF SITE, PROPERTY BOUNDARIES, MATERIALS STORAGE AREAS, TRUCK DRIVING OPERATIONAL TIMES, TRUCK WASHING AREAS, IN ADDITION TO THE FEATURES OF THE ERS PLAN.

B. EMERGENCY RESPONSE PROGRAM
 - DESCRIBE THE ORGANIZATION STRUCTURE, CHAIN OF COMMAND, EMERGENCY COORDINATORS AND CONTACTS. INCLUDE DESCRIPTIONS OF EACH INDIVIDUAL'S DUTIES AND RESPONSIBILITIES WITHIN THE CHAIN OF COMMAND FOR IMPLEMENTATION OF THE PPC PLAN.
 IDENTIFY ON THE ORGANIZATIONAL CHART A LIST OF EMERGENCY COORDINATORS THAT MUST BE CONTACTED IN THE EVENT OF AN EMERGENCY OR SPILL.
 DESCRIBE THE DUTIES AND RESPONSIBILITIES OF THE EMERGENCY COORDINATOR SPECIFIC TO THE SITE OR ACTIVITY IN THE EVENT OF AN EMERGENCY OR ACTUAL EMERGENCY.
 - INCLUDE ON THE ORGANIZATIONAL CHART OR ON AN ATTACHMENT, A LIST OF AGENCIES AND PHONE NUMBERS THAT MUST BE CONTACTED IN THE EVENT OF AN EMERGENCY OR SPILL. SUCH A LIST SHOULD INCLUDE:
 - LOCAL LAW ENFORCEMENT AGENCIES
 - LOCAL FIRE DEPARTMENT
 - LOCAL SANITATION DEPARTMENT
 - LOCAL SEWAGE TREATMENT PLANT
 - LOCAL INDUSTRIAL WATER SUPPLIES
 - LOCAL RECREATION AREAS
 - LOCAL COUNTY CONSERVATION DISTRICT
 - PA DEP
 - PA EMERGENCY MANAGEMENT AGENCY
 - COUNTY HEALTH DEPARTMENT
 - PA FISH & BOAT COMMISSION
 - THE NATIONAL RESPONSE CENTER
 - U.S. EPA AND U.S. COAST GUARD
 - LOCAL PUBLIC UTILITIES
 - LOCAL SEWAGE TREATMENT PLANT
 - DOWNSTREAM PUBLIC WATER SUPPLIES
 - INDUSTRIAL WATER USERS
 - RECREATION AREAS

C. INTERNAL AND EXTERNAL COMMUNICATIONS AND ALARM SYSTEMS
 - EMPLOYEE TRAINING PROGRAM
 - LIST OF EMERGENCY EQUIPMENT. INCLUDE THE LOCATION, PHYSICAL DESCRIPTION, INTENDED USE AND CAPABILITIES OF EACH ITEM.
 - MAINTENANCE PROCEDURES AND DECONTAMINATION PROCEDURES OF EMERGENCY EQUIPMENT.
 - EVACUATION PLAN FOR INSTALLATION PERSONNEL (IF DEEMED NECESSARY)
 - ARRANGEMENTS WITH EMERGENCY RESPONSE CONTRACTORS. PROVIDE LIST WITH PHONE NUMBERS AND THE SERVICES EACH CONTRACTOR WILL PROVIDE.
 - INFORM LOCAL EMERGENCY RESPONSE AGENCIES AND HOSPITALS CONCERNING THE TYPE OF POTENTIAL LOCAL EMERGENCIES THAT MAY OCCUR AND THE NEED FOR SERVICES.
 - FAMILIARIZE LOCAL POLICE, FIRE DEPARTMENT, EMERGENCY RESPONSE TEAMS AND THE COUNTY EMERGENCY MANAGEMENT COORDINATOR WITH THE LAYOUT OF THE CONSTRUCTION SITE, THE PROPERTIES AND DANGERS ASSOCIATED WITH THE HAZARDOUS MATERIALS (IF ANY) HANDLED, PLACES WHERE PERSONNEL WOULD BE NORMALLY WORKING, ENTRANCES TO ACCESS ROADS, INSIDE THE FACILITY, AND ANY POSSIBLE EVACUATION ROUTES.

D. MATERIALS AND WASTE INVENTORY
 - MATERIALS AND WASTE INVENTORY AGENTS AND HOSPITALS CONCERNING THE TYPE OF POTENTIAL EMERGENCIES THAT MAY OCCUR AND THE NEED FOR SERVICES.
 - FOR EACH HAZARDOUS CHEMICAL STORED AT THE CONSTRUCTION SITE, THE LOCATION, MATERIAL SAFETY DATA SHEET OR SIMILAR INFORMATION IS TO BE CLEARLY CITED IN THE PPC PLAN.
 E. SPILL AND LEAK PREVENTION AND RESPONSE
 - DESCRIBE THE SOURCE AND AREAS FOR POTENTIAL LEAKS AND SPILLS, THE PROBABLE DIRECTION OF FLOW OF SPILLED MATERIALS, AND THE POLLUTION INCIDENT MEASURE SPECIFIC TO THE SOURCE OR AREA.
 - PROVIDE SEPARATE DRAWINGS OR PLOI PLANS TO SUPPLEMENT THE ABOVE.
 F. INSPECTION PROGRAM
 - DESCRIBE THE INSPECTION PROGRAM AND MONITORING PROCEDURES TO ASSESS THE EFFECTIVENESS OF THE SPILL AND LEAK PREVENTION AND RESPONSE MEASURES.
 G. HOUSEKEEPING PROGRAM
 - DESCRIBE THE PROGRAMS AND PROCEDURES TO MAINTAIN WORK AREAS AND STAIRWAYS TO MINIMIZE THE POSSIBILITY OF ACCIDENTAL SPILLS AND SAFETY HAZARDS TO PERSONNEL.
 H. SECURITY MEASURES
 - DESCRIBE SECURITY PROCEDURES AND SYSTEMS AT THE SITE TO PREVENT ACCIDENTAL OR INTENTIONAL ENTRY THAT COULD RESULT IN A VIOLATION OF DEPARTMENTAL REGULATIONS, AND/OR INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.
 I. EXTERNAL FACTORS
 - DESCRIBE THE POSSIBLE EFFECTS OF EXTERNAL FACTORS SUCH AS POWER OUTAGE, STRIKES, FLOODS, SNOWSTORMS, ETC. AND ANY ACTION TO BE TAKEN TO ALLEVIATE ANY RESULTING EFFECTS TO PUBLIC HEALTH SAFETY OR THE ENVIRONMENT.

LEGEND OF SOIL TYPES

SYMBOL	NAME	SLOPES	EROSION	LIMITATION
A/A	ALTON GRANVELLY	0-1%	SLIGHT	FROST ACTION
DdA	DELAWARE FINE SANDY LOAM	0-3%	MODERATE	FROST ACTION, FLOODING
Nd	NANTUCKET-HAYBORE SILT LOAMS	-	SLIGHT	POUNDING DEPTH TO SATURATED ZONE, FLOODING, FROST ACTION
Pc	PITTS. QUARRY	-	SEVERE	NONE
Ud	UDORHENTS, GRAVELLY	-	MODERATE	NONE
Uf/B	URBAN LAND	0-8%	SEVERE	NONE
Uf/B	URBAN LAND-WAPPAEAE COMPLEX	0-8%	MODERATE	NONE
Uz/B	URBAN LAND-UDORHENTS, SANDY COMPLEX	0-8%	SLIGHT	NONE
W	WATER	-	SEVERE	NONE

RESOLUTIONS

FLOODING:
 DEPTH TO SATURATED ZONE
 FROST ACTION
CLEAN FILL
 IF THE SITE WILL NEED TO IMPORT OR EXPORT MATERIAL FROM THE SITE, THE RESPONSIBILITY FOR PERFORMING ENVIRONMENTAL DUE DILIGENCE AND DETERMINATION OF CLEAN FILL MUST REST WITH THE RESPONSIBLE PARTY.

CLEAN FILL IS DEFINED AS:

UNCONTAMINATED, NON-WATER SOLUBLE, NON-DECOMPOSABLE, INERT, SOIL MATERIAL. THE TERM INCLUDES SOIL, ROCK, STONE, CRACKED MATERIAL, USED ASPHALT, AND BRICK, BLOCK OR CONCRETE FROM CONSTRUCTION AND DEMOLITION ACTIVITIES THAT IS SEPARATE FROM OTHER WASTE AND IS RECOGNIZABLE AS SUCH. THE TERM DOES NOT INCLUDE MATERIALS PLACED IN OR ON THE WATERS OF THE COMMONWEALTH UNLESS OTHERWISE AUTHORIZED. THE TERM "USED ASPHALT" DOES NOT INCLUDE WILDED ASPHALT OR ASPHALT THAT HAS BEEN PROCESSED FOR RE-USE.

CLEAN FILL AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE:
 FILL MATERIALS AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE STILL QUALIFIES AS CLEAN FILL PROVIDED THE TESTING REVEALS THAT THE FILL MATERIAL CONTAINS CONCENTRATIONS OF REGULATED SUBSTANCES THAT ARE BELOW THE RESIDENTIAL LIMITS IN TABLES FP-1A AND FP-1B FOUND IN THE DEPARTMENT'S POLICY "MANAGEMENT OF FILL". ANY PERSON PLACING CLEAN FILL THAT HAS BEEN AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE MUST USE FORM FP-001 TO CERTIFY THE ORIGIN OF THE FILL MATERIAL AND THE RESULTS OF THE ANALYTICAL TESTING TO QUALIFY THE MATERIAL AS CLEAN FILL. FORM FP-001 MUST BE RETAINED BY THE OWNER OF THE PROPERTY RECEIVING THE FILL. A COPY OF FORM FP-001 CAN BE FOUND AT THE END OF THESE INSTRUCTIONS.

ENVIRONMENTAL DUE DILIGENCE:

THE APPLICANT MUST PERFORM ENVIRONMENTAL DUE DILIGENCE TO DETERMINE IF THE FILL MATERIALS ASSOCIATED WITH THE PROJECT QUALIFY AS CLEAN FILL. ENVIRONMENTAL DUE DILIGENCE IS DEFINED AS INVESTIGATIVE TECHNIQUES, INCLUDING, BUT NOT LIMITED TO, VISUAL PROPERTY INSPECTIONS, ELECTRONIC DATA BASE SEARCHES, REVIEW OF PROPERTY OWNERSHIP, REVIEW OF PROPERTY USE HISTORY, SANBORN MAPS, ENVIRONMENTAL QUESTIONNAIRES, TRANSACTION SCREENS, ANALYTICAL TESTING, ENVIRONMENTAL ASSESSMENTS OR AUDITS, ANALYTICAL TESTING IS NOT A REQUIRED PART OF DUE DILIGENCE UNLESS VISUAL INSPECTION AND/OR REVIEW OF THE PAST LAND USE OF THE PROPERTY INDICATES THAT THE FILL MAY HAVE BEEN SUBJECTED TO A SPILL OR RELEASE OF REGULATED SUBSTANCE. IF THE FILL MAY HAVE BEEN AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE, THE APPLICANT MUST BE TESTED TO DETERMINE IF THE FILL QUALIFIES AS CLEAN FILL. TESTING SHOULD BE PERFORMED IN ACCORDANCE WITH APPENDIX B OF THE DEPARTMENT'S POLICY "MANAGEMENT OF FILL". FILL MATERIAL THAT DOES NOT QUALIFY AS CLEAN FILL IS REGULATED FILL. REGULATED FILL IS WASTE AND MUST BE MANAGED IN ACCORDANCE WITH THE DEPARTMENT'S WASTE MANAGEMENT REGULATIONS BASED ON THE TYPE OF WASTE. FOR RESIDUAL WASTE MANAGEMENT, WHEN EVEN IS APPLICABLE, THESE REGULATIONS ARE AVAILABLE ON THE AT WWW.PA.DOE.COM.

SEEDING CHART

FORMULA AND SPECS	SEEDING RATE PER 1000 SQ YD (LBS)	SEED SUPPLEMENTATION PER 1000 SQ YD		% BY MASS	MATERIAL QUANTITY / GENERATION	MATERIAL WETTED
		INJECTION PER 1000 (LBS)	PER 1000 (LBS)			
FORMULA A-1	210	800.0	140.0	70.0	98.0	0.15
FORMULA B-1	210	800.0	140.0	70.0	98.0	0.15
FORMULA C-1	180	800.0	0	100.0	99.0	0.15

* APPLY HALF OR THIRD WORK AT A RATE OF AT LEAST 1.0 TONS PER ACRE

EROSION AND SEDIMENT POLLUTION CONTROL PLAN



DETAILS OTHER THAN THOSE INDICATED ARE ON THE FOLLOWING STANDARD DRAWINGS:
 RC-70A JUNE 1, 2010
 RC-70B JUNE 1, 2010
 RC-70C JUNE 1, 2010
 RC-70D JUNE 1, 2010
 RC-70E JUNE 1, 2010
 RC-70F JUNE 1, 2010
 RC-70G JUNE 1, 2010
 RC-70H JUNE 1, 2010

MAINTENANCE PROGRAM

UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPs MUST BE MAINTAINED PROPERLY BY THE CONTRACTOR. MAINTENANCE MUST INCLUDE INSPECTION OF ALL EROSION AND SEDIMENT BMPs PRESENTING COMMON PROBLEMS AND UNUSUAL CONDITIONS. ALL MAINTENANCE, REPAIR, REPLACEMENT, REGRADING, RESEEDING, REMEDIATION, AND SEDIMENT CONTROL, MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMPs FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPs, OR MODIFICATIONS TO THOSE INSTALLED WILL BE REQUIRED.

CHECK AREAS WHICH CONTAIN SOIL VERY CLOSELY TO EXPOSED AREAS BETWEEN THE STRIPS TO DETERMINE WHETHER THERE IS A PROBLEM WITH JOINT SEPARATION. IF JOINT SEPARATION IS EVIDENT, MAKE A CAREFUL INSPECTION OF EACH JOINT TO DETERMINE WHETHER UNDERMINING OF THE STRIPS IS OCCURRING. IF IT IS, ROLL UP THE STRIPS, AND GRADE THE SURFACE AS REQUIRED. AND RELAY THE STRIPS WITH TIGHT JOINTS AND REGRADING.

FILE AND GRADE SEEDED AREAS THAT HAVE WASHED AWAY AS NECESSARY AND THEN RESEED. APPLY GOOD FIBER MULCH COVER TO RETAIN THE SEED UNTIL IT HAS A CHANCE TO ROOT PROPERLY. REPEAT THE ABOVE PROCEDURE AFTER EACH STORM UNTIL NO ADDITIONAL SIGNS OF EROSION ARE EVIDENT. AT MONTHLY INTERVALS THEREAFTER, INSPECT AND CLEAN AS NECESSARY.

INLET FILTERS: EMPTY BAG WHEN ACCUMULATED DEBRIS OR SEDIMENT REACHES 1/2 BAG CAPACITY. REPLACE IF THE BAG IS RIPPED OR TORN. EXTRA FILTER BAGS MUST BE MAINTAINED ON SITE FOR THIS PURPOSE. ALL SEDIMENT REMOVED FROM BAGS WILL BE DISPOSED OF IN AN APPROVED MANNER.

DRAINAGE DITCHES: DESIGN CAPACITY SHALL BE MAINTAINED AT ALL TIMES. REMOVE ALL ACCUMULATED SEDIMENT AND DISPOSE OF IN AN APPROVED MANNER. PROTECTIVE LININGS SHALL BE REPAIRED OR REPLACED AT THE FIRST SIGN OF DETERIORATION.

REMOVE SILT THAT HAS ACCUMULATED. ALLOW TO DRY, AND THEN DISPOSE OF TRASH THAT IS REMOVED FROM ANY OF THE CONTROL DEVICES AT AN APPROVED MUNICIPAL DISPOSAL AREA.

MOW VEGETATION WHENEVER NECESSARY TO MAINTAIN A PLEASING APPEARANCE AND TO DISCOURAGE WEED GROWTH. COMPLY WITH ALL LOCAL REGULATIONS.

SEDIMENT FILTER BAGS: INSPECT FILTER BAGS DAILY. IF ANY PROBLEM IS DETECTED, PUMPING SHALL CEASE IMMEDIATELY AND NOT RESUME UNTIL THE PROBLEM IS CORRECTED. REPLACE FILTER BAGS WHEN THEY BECOME 1/2 FULL. KEEP SPARE BAGS AVAILABLE FOR THOSE THAT HAVE FAILED OR ARE FILLED. FILTER BAGS SHALL NOT BE PLACED IN WATERWAYS OF THE U.S. OR COMMONWEALTH.

CONSTRUCTION SEQUENCE:

THE FOLLOWING SUB-SEQUENCES ARE INTENDED TO PROVIDE DETAILED PROCEDURES FOR VARIOUS ASPECTS OF CONSTRUCTION THAT ARE ENCOUNTERED MULTIPLE TIMES WITHIN THE CONSTRUCTION CONTRACT. THESE SUBSEQUENCES ARE THEN SIMPLY REFERENCED BY NUMBER WITHIN THE BODY OF THE MAIN SEQUENCE.

1. PERMANENT STABILIZATION NOTES:
 - A. UPON COMPLETION OF AN EARTH DISTURBANCE ACTIVITY OR ANY STAGE OR PHASE OF AN ACTIVITY, THE SITE SHALL BE IMMEDIATELY RESEED, MULCHED OR OTHERWISE PROTECTED FROM ACCELERATED EROSION AND SEDIMENTATION.
 - B. EROSION AND SEDIMENT CONTROL BMPs SHALL BE IMPLEMENTED AND MAINTAINED UNTIL THE PERMANENT STABILIZATION IS COMPLETED.
 - C. FOR AN EARTH DISTURBANCE ACTIVITY OR ANY STAGE OR PHASE OF AN ACTIVITY TO BE CONSIDERED PERMANENTLY STABILIZED, THE DISTURBED AREAS SHALL BE COVERED WITH ONE OF THE FOLLOWING:
 1. A MINIMUM UNIFORM 70% PERENNIAL VEGETATIVE COVER, WITH A DENSITY CAPABLE OF RESISTING ACCELERATED EROSION AND SEDIMENTATION.
 2. AN ACCEPTABLE BMP WHICH PERMANENTLY MINIMIZES ACCELERATED EROSION AND SEDIMENTATION.

CONSTRUCTION SEQUENCE

THE FOLLOWING IS THE SUGGESTED STAGING OF EARTH MOVING AND CONSTRUCTION ACTIVITIES WITHIN VARIOUS GRADING AREAS ON THIS PROJECT. STATIONS REPRESENTED IN THE CONSTRUCTION SEQUENCE ARE ALL REFERENCED FROM THE SURVEY AND/OR CONSTRUCTION BASELINES.

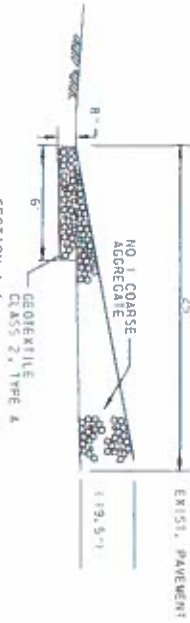
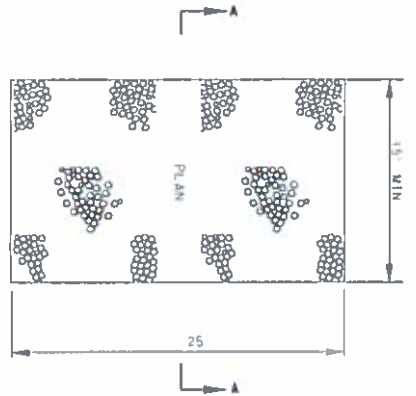
ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE FOLLOWING SEQUENCE. EACH STAGE SHALL BE COMPLETED BEFORE ANY FOLLOWING STAGE IS INITIATED. CLEARING AND GRUBBING SHALL BE LIMITED ONLY TO THOSE AREAS DESCRIBED IN EACH STAGE.

- 5.R. 2020 STATION 93+00 TO STATION 199+00
WORK AREA DESCRIPTION:
ROAD IN THIS SECTION CONSISTS OF THE RECONSTRUCTION OF ROADWAY AND DRAINAGE FEATURES ALONG S.R. 2020 (TYBURN ROAD).
- STAGE 1:
 1. CONSTRUCT 18" FILTER SOCK AS SHOWN ON THE PLAN ALONG THE NORTHERN LIMIT AS SHOWN ON THE PLAN. FOLLOW THE DETAIL AS SHOWN ON PLAN SHEET 4 OF 29.
 2. INSTALL INLET FILTERS AS INDICATED ON THE PLANS. FOLLOW THE DETAIL AS SHOWN ON PLAN SHEET 5 OF 29.
 3. CLEAR AND GRUB NECESSARY AREAS FOR TEMPORARY PAVEMENT.
 4. CONSTRUCT TEMPORARY PAVEMENT AS SHOWN ON THE PLAN.
 5. COMPLETE STAGE 1.
- STAGE 2:
 1. CONSTRUCT 18" FILTER SOCK AS SHOWN ON THE PLAN ALONG THE SOUTHERN LIMIT AS SHOWN ON THE PLAN. FOLLOW THE DETAIL AS SHOWN ON PLAN SHEET 4 OF 29.
 2. INSTALL INLET FILTERS FOR STAGE 2 AS SHOWN ON THE PLAN.
 3. CONSTRUCT ROCK CONSTRUCTION ENTRANCES AT STATIONS, 100+50, 120+50, 171+25, AND 199+00 AS INDICATED ON THE PLANS.
 4. CONSTRUCT ROCK CONSTRUCTION ENTRANCE AT OLD BRISTOL PIKE 15.R. 2020 STATION 125+00, AT AND STATION 137+50. RTI FOR THE TEMPORARY ROAD AS SHOWN ON THE PLAN.
 5. CONSTRUCT 24" FILTER SOCK ALONG THE SOUTHERN PART OF THE SOUTHERN TEMPORARY HAUL ROADS AS SHOWN ON THE PLAN. FOLLOW THE DETAIL AS SHOWN ON PLAN SHEET 4 OF 29.
 6. CONSTRUCT THE SOUTHERN TEMPORARY HAUL ROAD #1 AND #2 AS SHOWN ON THE PLAN. THE HAUL ROAD IS TO GRANT THE CONTRACTOR ACCESS TO BUILD THE SOUTHERN SECTION OF THE STRUCTURE OVER THE AIRTRAK RAILROAD LINES. USE TYPICAL SECTION SHOWN ON PLAN SHEET 5 OF 29.
 7. STABILIZE TEMPORARY HAUL ROADS.
- STAGE 3:
 1. CONSTRUCT ROCK CONSTRUCTION ENTRANCES AT STATIONS 100+50, 114+10, 120+28, 126+07, 134+04, AND 199+50 AS INDICATED ON THE PLAN.
 2. CONSTRUCT ROCK CONSTRUCTION ENTRANCE AT NEBBOLD ROAD 15.R. 2020 STATION 123+50, L11 AND AT HALL ROAD BRISTOL PIKE 15.R. 2020 STATION 196+50, L11 FOR THE TEMPORARY ROAD AS SHOWN ON THE PLAN.
 3. CONSTRUCT 24" FILTER SOCK ALONG THE SOUTHERN PART OF THE NORTHERN TEMPORARY HAUL ROADS AS SHOWN ON THE PLAN. FOLLOW THE DETAIL AS SHOWN ON PLAN SHEET 4 OF 29.
 4. CONSTRUCT THE NORTHERN TEMPORARY HAUL ROADS #3 AND #4 AS SHOWN ON THE PLAN. THE HAUL ROAD IS TO GRANT THE CONTRACTOR ACCESS TO BUILD THE SOUTHERN SECTION OF THE STRUCTURE OVER THE AIRTRAK RAILROAD LINES. USE TYPICAL SECTION SHOWN ON PLAN SHEET 5 OF 31.
 5. CONSTRUCT ROCK APRONS, INLETS, PIPES, AND END SECTIONS FOR STAGE 2 AS SHOWN ON THE PLANS. CONSTRUCT PIPE IN A DOWNSTREAM TO UPSTREAM MANNER. REMOVE INLET SEALS FROM STAGE 2 ONCE THE DOWNSTREAM PIPE AND OUTLETS ARE CONSTRUCTED AND STABILIZED.
 6. CONSTRUCT STAGE 3. THIS INCLUDES THE CONSTRUCTION OF THE STAGE 3 SECTION OF THE STRUCTURE OVER THE AIRTRAK LINES.
 7. ONCE THE STAGE 3 SECTION OF THE STRUCTURE OVER THE AIRTRAK RAILROAD LINES IS COMPLETE REMOVE THE SOUTHERN TEMPORARY ROADS AND FILTER SOCK CONSTRUCTED IN STAGE 2 AND 3.
 8. REMOVE ALL ROCK CONSTRUCTION ENTRANCES.
 9. STABILIZE STAGE 3.
 10. REMOVE 18" FILTER SOCK INSTALLED IN STAGE 1, STEP 1.
 11. COMPLETE STAGE 3.

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BURLINGAME	2020	111	3 OF 31
REVISIONS NO. DATE BY				



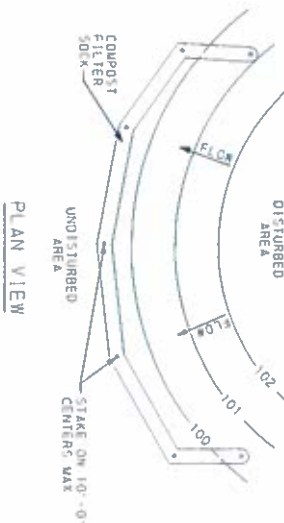
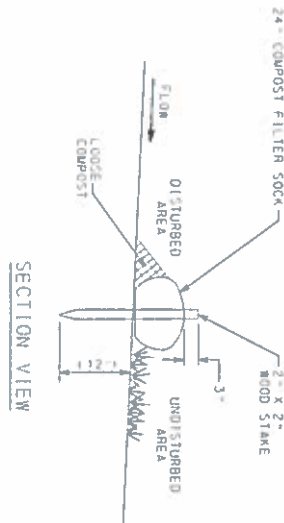
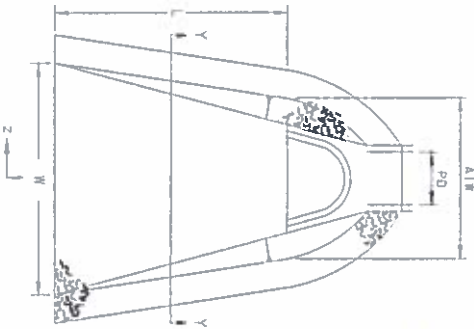


ROCK CONSTRUCTION ENTRANCE
NOT TO SCALE

ROCK CONSTRUCTION ENTRANCE SPECIFICATIONS

1. STONE SIZE: NO. 1 COARSE AGGREGATE.
2. LENGTH AS REQUIRED, BUT NOT LESS THAN FIFTY (50) FEET.
3. THICKNESS: NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH: TWENTY (20) FEET MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINT WHERE INGRESS OR EGRESS OCCURS.
5. GEOTEXTILE, CLASS 2, TYPE A WILL BE PLACED OVER ENTIRE AREA PRIOR TO PLACING OF STONES.
6. SURFACE WATER: PIPE ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES IS PERMITTED.
7. MAINTENANCE: MAINTAIN THE ENTRANCE IN A CONDITION WHICH WILL PREVENT TRACKING OR LEAKING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. PERIODICALLY TOP DRESS WITH ADDITIONAL STONES, AND REPAIR AND/OR CLEAN OUT ANY WEASLES USED TO TRAP SEDIMENT AS NEEDED OR DIRECTED BY THE ENGINEER. IMMEDIATELY REMOVE ALL SEDIMENT SPILLED, DROPPED ONTO PUBLIC RIGHT-OF-WAY. DO NOT WASH SEDIMENT FROM STREET. PROVIDE PERIODIC INSPECTION AND NEEDED MAINTENANCE AFTER EACH RAINFALL.

ESTIMATED QUANTITIES FOR ROCK CONSTRUCTION ENTRANCE (FOR INFORMATION ONLY)			
DESCRIPTION	UNIT	TOTAL	
NO. 1 COARSE AGGREGATE	CY	15	
GEOTEXTILE, CLASS 2, TYPE A	SY	42	
CLASS 1 EXCAVATION	CY	15	



NOTES

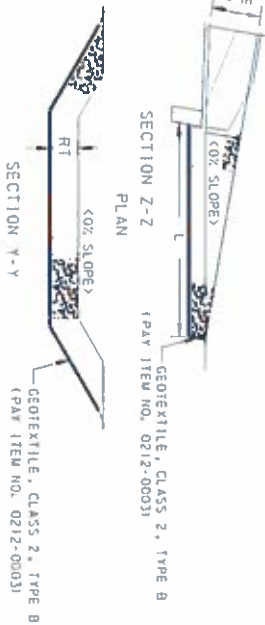
1. REMOVE DEPOSITS, WHEN SEDIMENT ACCUMULATION IS ONE THIRD THE HEIGHT OF THE EXPOSED COMPOST FILTER BERM OR ONE HALF OF THE EXPOSED COMPOST FILTER SOCK.
2. PLACE COMPOST FILTER SOCK/BERM ON LEVEL GRADE AT LEAST 6" BELOW THE COMPOST/BERM SOCK/BERM AT EACH END. SLOPE AT 45 DEGREES TO THE MAIN ALIGNMENT.
3. REPLACE BIODEGRADABLE FILTER SOCK AFTER 6 MONTHS; PHOTOGRADABLE AFTER 12 MONTHS.

COMPOST FILTER SOCK, 18" AND 24" DIAMETER

(ITEM NO. 0867-0018)

ROCK APRON PROTECTION

OUTLET NUMBER	PIPE DIA. (IN.)	VALVE/WATER	FLOW (CFS)	VELOCITY (FPS)	ROCK SIZE (FT.)	L (FT.)	B (FT.)	RT (IN.)
132*25	18	MIN	17.10	7.26	R-4	12.5	9.5	18
152*80	18	MIN	8.15	4.62	R-3	8	7.7	12
155*00	18	MIN	14.88	4.42	R-3	11	8.9	12
157*90	18	MIN	9.41	3.20	R-3	8	7.7	12
183*18	18	MIN	6.65	1.92	R-3	8	7.7	12
183*35	18	MIN	19.40	6.70	R-4	16	10.9	18
169*50	18	MIN	18.82	6.13	R-4	16	10.9	18
177*50	18	MIN	23.29	8.05	R-4	18	11.7	18
180*25	18	MIN	23.29	6.33	R-4	18	11.7	18



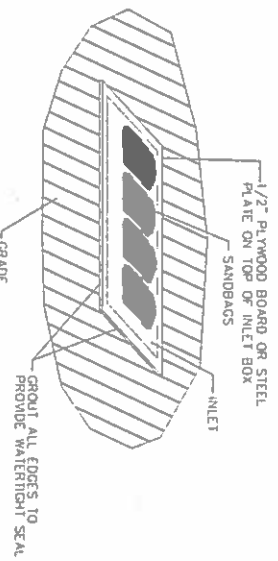
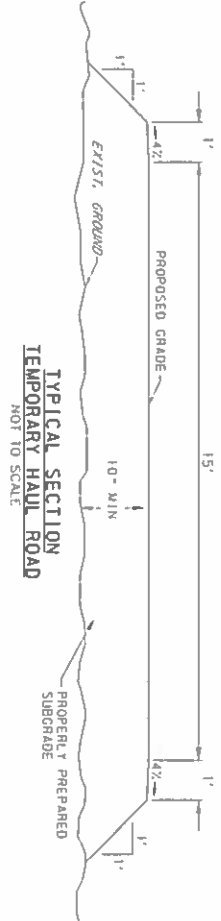
ROCK APRONS AT PIPE OUTLETS WITH FLARED END SECTIONS

NOT TO SCALE

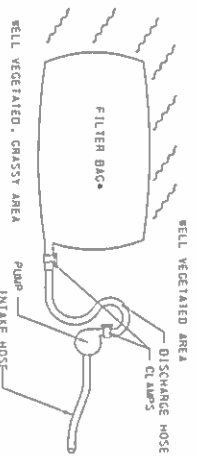
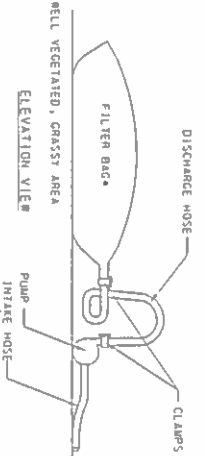
EROSION AND SEDIMENT POLLUTION CONTROL PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	FALLS TERRACE	4 OF 31
			REVISIONS	DATE BY



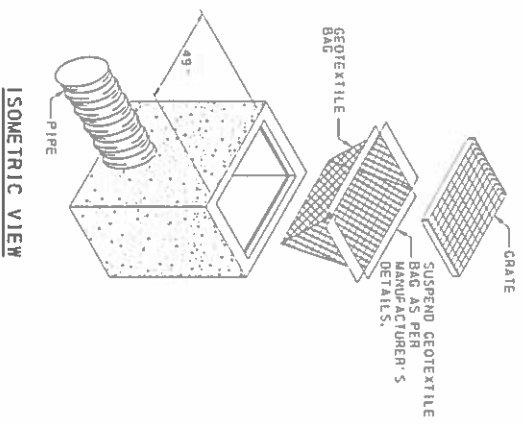
INLET SEAL
NOT TO SCALE



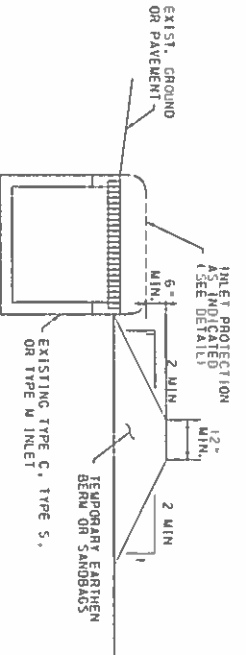
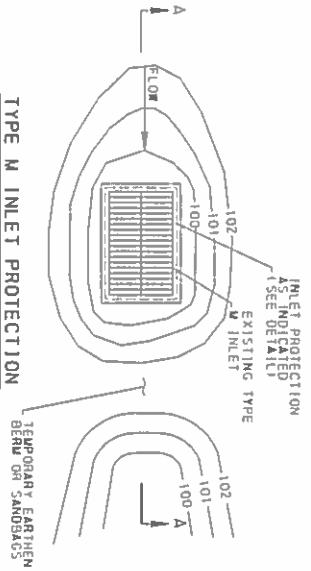
PUMPED WATER FILTER BAG
(ITEM NO. 0855-0003)

- NOTES:**
1. FILTER BAGS SHALL BE MADE FROM NON-WOVEN GEOTEXTILE MATERIAL SEWN WITH HIGH STRENGTH, DOUBLE STITCHED "J" TYPE SEAMS. THEY SHALL BE CAPABLE OF TRAPPING PARTICLES LARGER THAN 150 MICRONS.
 2. A SUITABLE WEAN OR ACCESSING THE BAG WITH MACHINERY REQUIRED FOR DISPOSAL PURPOSES MUST BE PROVIDED. FILTER BAGS SHALL BE SEPT AVAILABLE FOR REPLACEMENT OF THOSE THAT HAVE FAILED OR ARE FILLED.
 3. BAGS SHALL BE LOCATED IN WELL VEGETATED (GRASSY) AREAS, AND DISCHARGE HOSES SHALL BE PROTECTED FROM DAMAGE. BAGS SHALL NOT BE FLEED ON SLOPES GREATER THAN 5%.
 4. THE PUMP DISCHARGE HOSE SHALL BE INSERTED INTO THE BAGS IN THE MANNER SPECIFIED BY THE MANUFACTURER AND SECURELY CLAMPED.
 5. THE PUMPING RATE SHALL BE NO GREATER THAN 150 GPM ON 1/2" DIAMETER INTAKES SHOULD BE FLOATING AND SCREENED.

ESTIMATED QUANTITIES FOR SEDIMENT FILTER BAG FOR PUMPED WATER (FOR INFORMATION ONLY)			
NO	DESCRIPTION	UNIT	TOTAL
57	COARSE AGGREGATE	CY	6
	FILTER BAGS	EACH	4



TYPE M OR TYPE S INLET INSTALLATION (TYPE)
(ITEM NO. 0860-00001)



SECTION A-A

TYPE C, TYPE S, OR TYPE M INLET PROTECTION SIDE VIEW
EROSION AND SEDIMENT POLLUTION CONTROL PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
6.0	BUCKS	2020	AVT	5 OF 31	
PROJECT: FALLS TOWNSHIP REVISIONS					
				DATE	BT

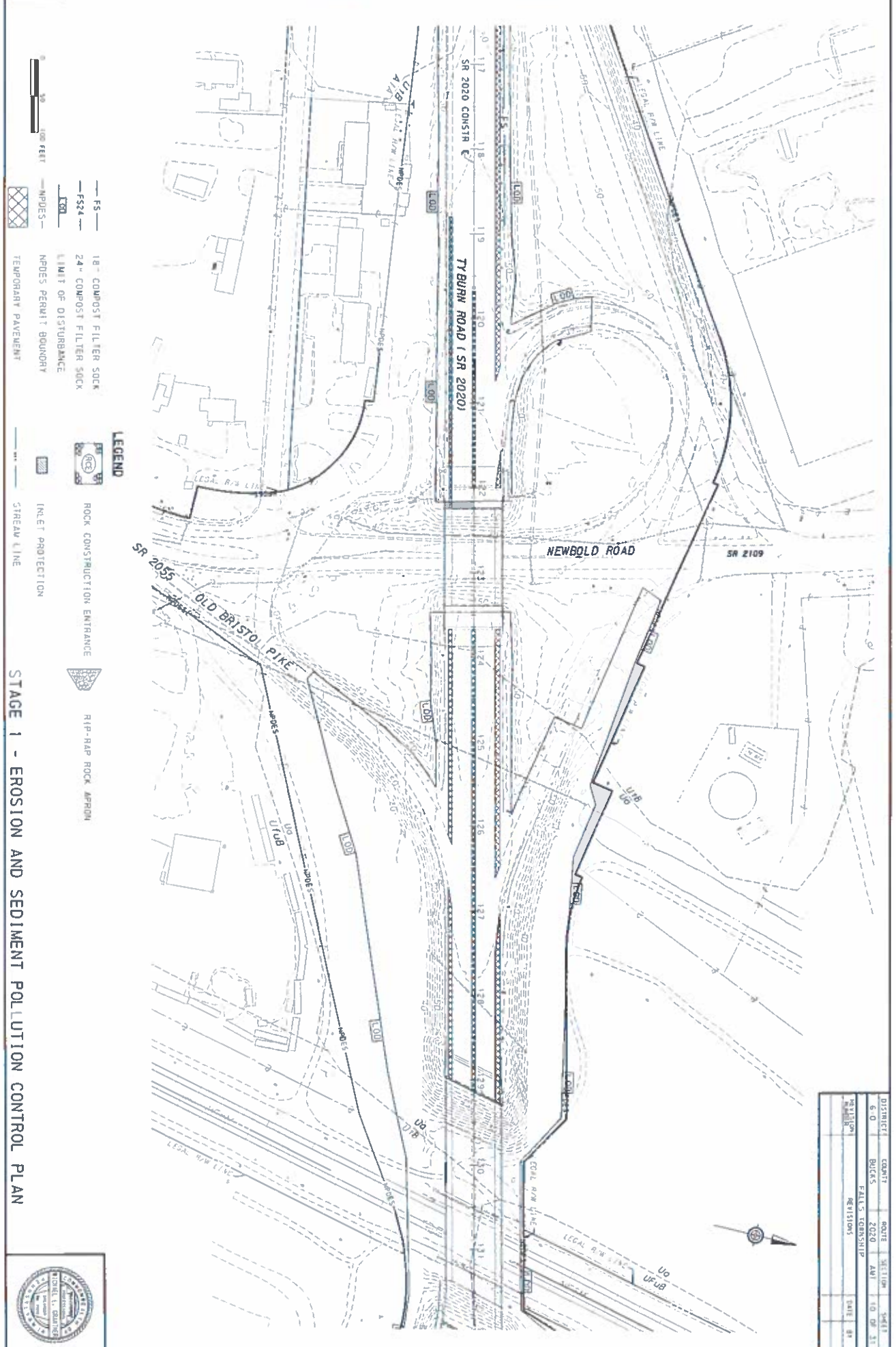
TABULATION OF QUANTITIES

EROSION AND SEDIMENT POLLUTION CONTROL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL	REMARKS	SIDE	STATIONS
0203 0001	CLASS 1 EXCAVATION	CY	29				LT	165+35.00 TO 165+55.00
0204 0001	CLASS 2 EXCAVATION	CY	29				LT	169+50.00 TO 169+50.00
0212 0002	GEOTEXTILE, CLASS 2, TYPE A	SY	42				LT	171+30.00 TO 171+30.00
0212 0003	GEOTEXTILE, CLASS 2, TYPE B	SY	18				LT	171+30.00 TO 171+30.00
4677 0001	SELECTED MATERIAL SURFACING MODIFIED	CY	36				RT	171+30.00 TO 171+30.00
0703 0020	NO. 1 COARSE AGGREGATE	CY	18				RT	171+30.00 TO 171+30.00
0802 0001	TOPSOIL FURNISHED AND PLACED	CY	23				LT	174+50.00 TO 199+20.00
0804 0013	SEEDING AND SOIL SUPPLEMENTS - FORMULA D	LB	23				LT	174+50.00 TO 199+20.00
0804 0014	SEEDING - FORMULA E	LB	23				LT	174+50.00 TO 199+20.00
0805 0022	MULCHING - STRAW	TON	23				LT	174+50.00 TO 199+20.00
0850 0021	ROCK, CLASS R 3	CY	22				LT	177+50.00 TO 177+50.00
0850 0022	ROCK, CLASS R 4	CY	22				LT	180+25.00 TO 180+25.00
0855 0003	PUMPED WATER FILTER BAG	EACH	4				LT	184+50.00 TO 184+50.00
0860 0000	INLET FILTER BAG FOR TYPE M INLET	EACH	3				RT	184+70.00 TO 184+70.00
0860 0002	INLET FILTER BAG FOR TYPE C INLET	EACH	2				RT	184+70.00 TO 184+70.00
0867 0018	COMPOST FILTER SOCK, 18" DIAMETER	LF	2415				RT	184+70.00 TO 184+70.00
0867 0022	COMPOST FILTER SOCK, 24" DIAMETER	LF	2415				RT	184+70.00 TO 184+70.00
TOTALS								

REVISION NO.	REVISIONS	DATE	BY	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				6-0	BUCKS	S.R. 2020	AMT	7 OF 31
					FALLS TOWNSHIP			





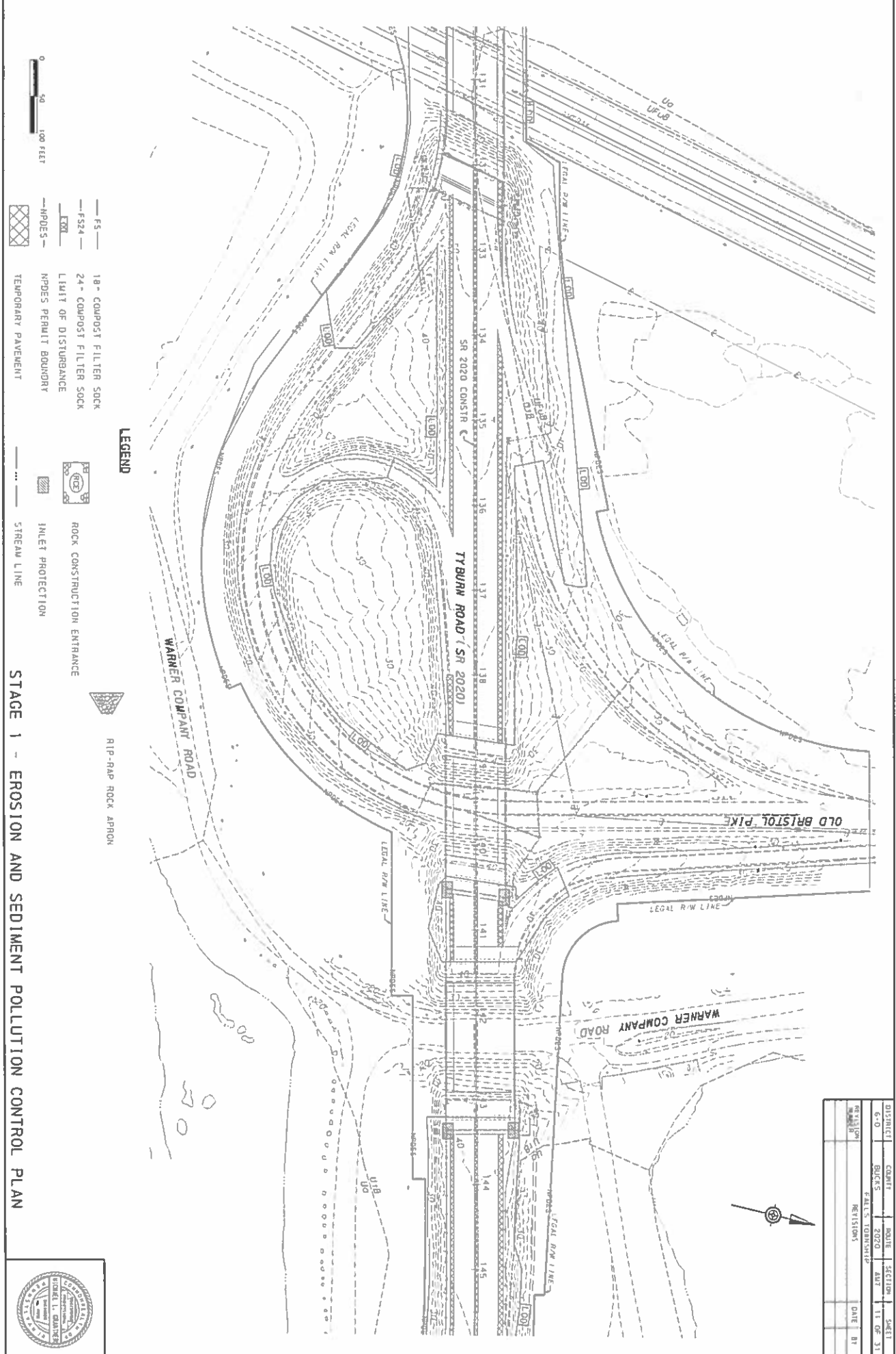
- FS 18" COMPOST FILTER SOCK
- FS24 24" COMPOST FILTER SOCK
- FLB LIMIT OF DISTURBANCE
- NDES- NPDES PERMIT BOUNDARY
- TEMPORARY PAVEMENT

- LEGEND**
- ROCK CONSTRUCTION ENTRANCE
 - RIP-RAP ROCK APRON
 - INLET PROTECTION
 - STREAM LINE

STAGE 1 - EROSION AND SEDIMENT POLLUTION CONTROL PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-D	BUCKS	2020	AMT	10 OF 11
PROJECT	FALLS TOWNSHIP		DATE	08
REVISIONS				



- F5 — 18" COMPOST FILTER SOCK
- F524 — 24" COMPOST FILTER SOCK
- L — LIMIT OF DISTURBANCE
- NPDES — NPDES PERMIT BOUNDARY
- ▨ — TEMPORARY PAVEMENT

LEGEND

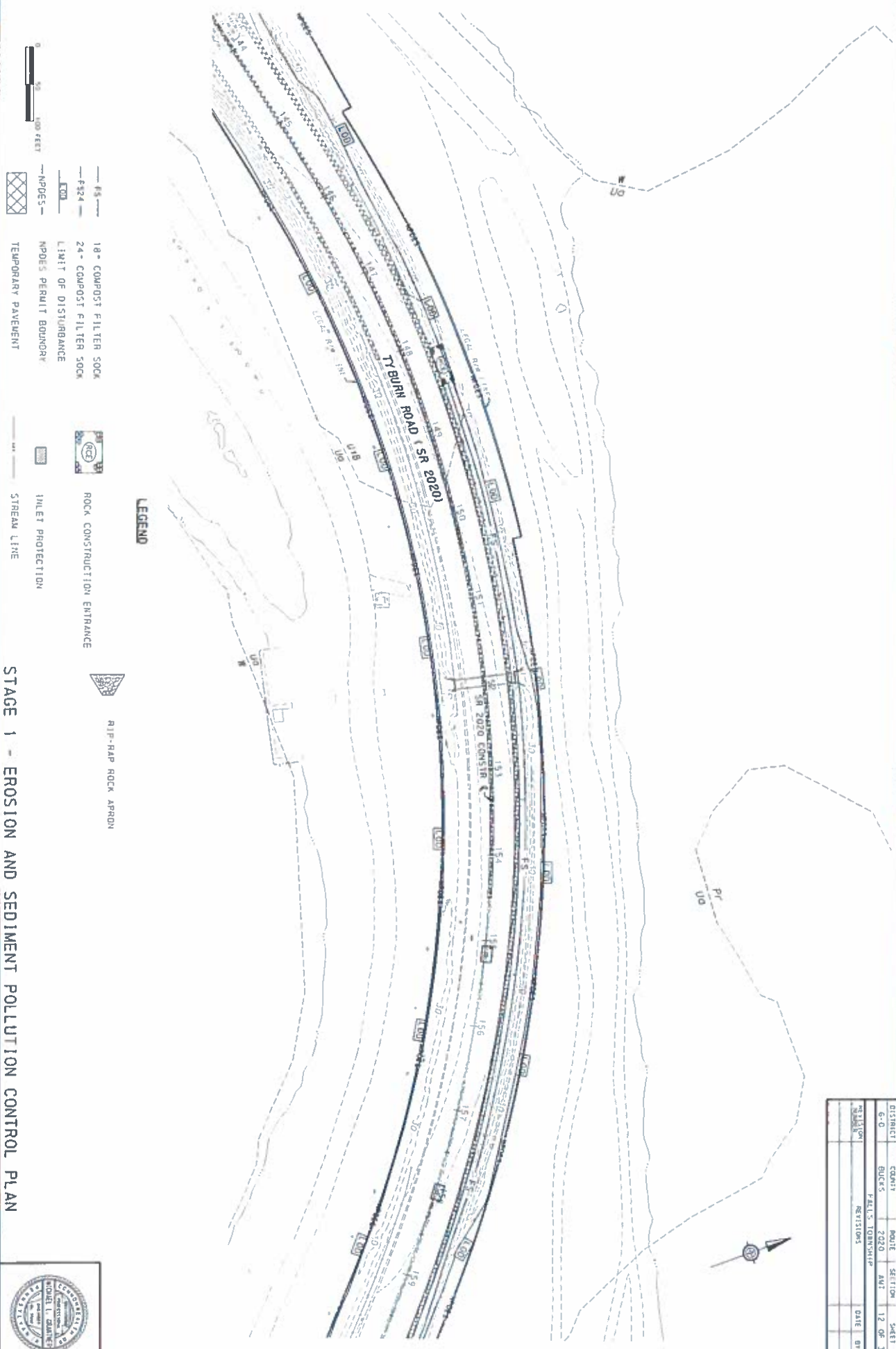
- ⊠ — ROCK CONSTRUCTION ENTRANCE
- ⊠ — INLET PROTECTION
- ▨ — RIP-RAP ROCK APRON
- — — — — STREAM LINE

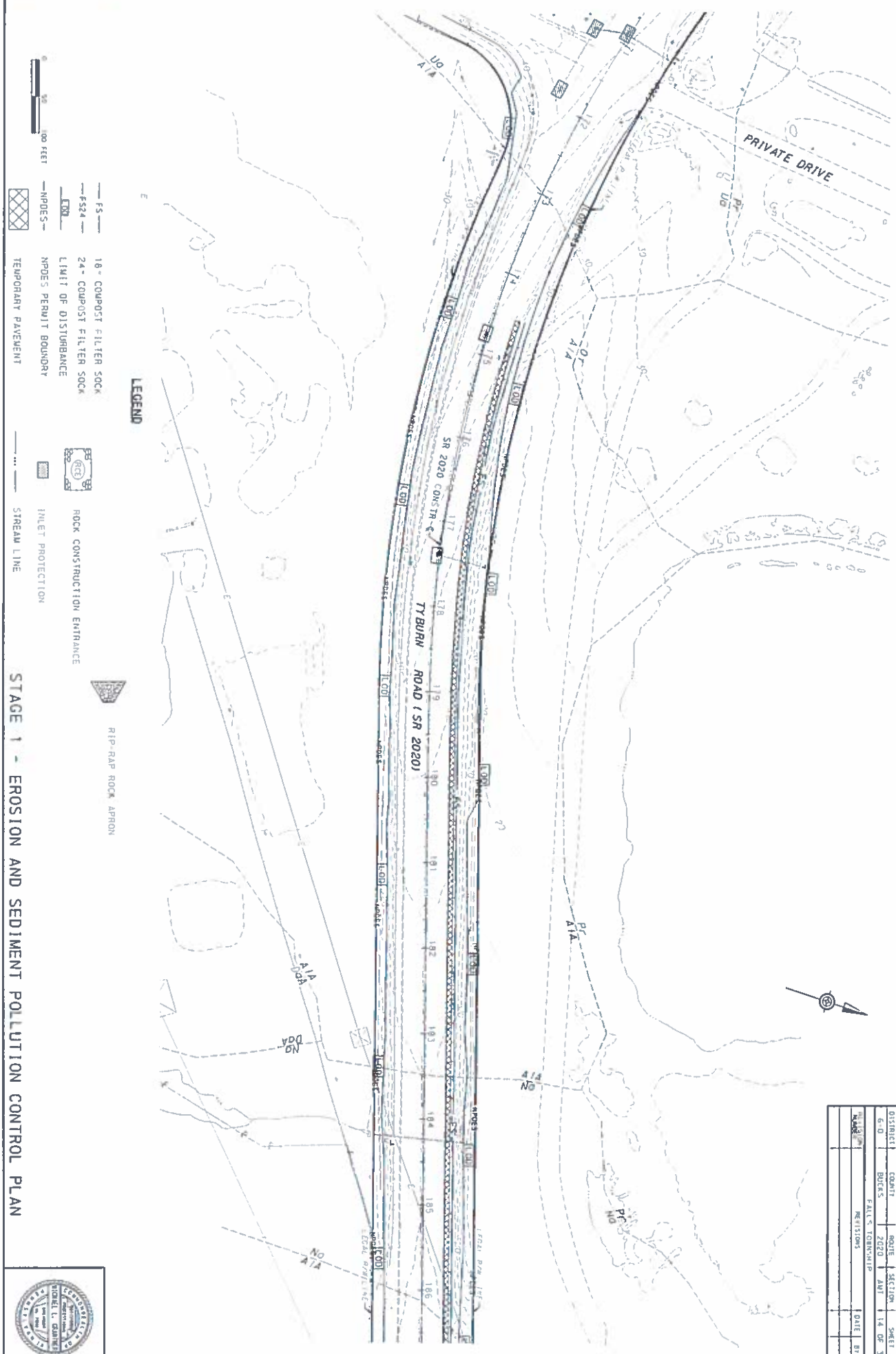
STAGE 1 - EROSION AND SEDIMENT POLLUTION CONTROL PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AB7	11 OF 31
REVISION	FALLS TOWNSHIP		DATE	BY
REVISIONS				

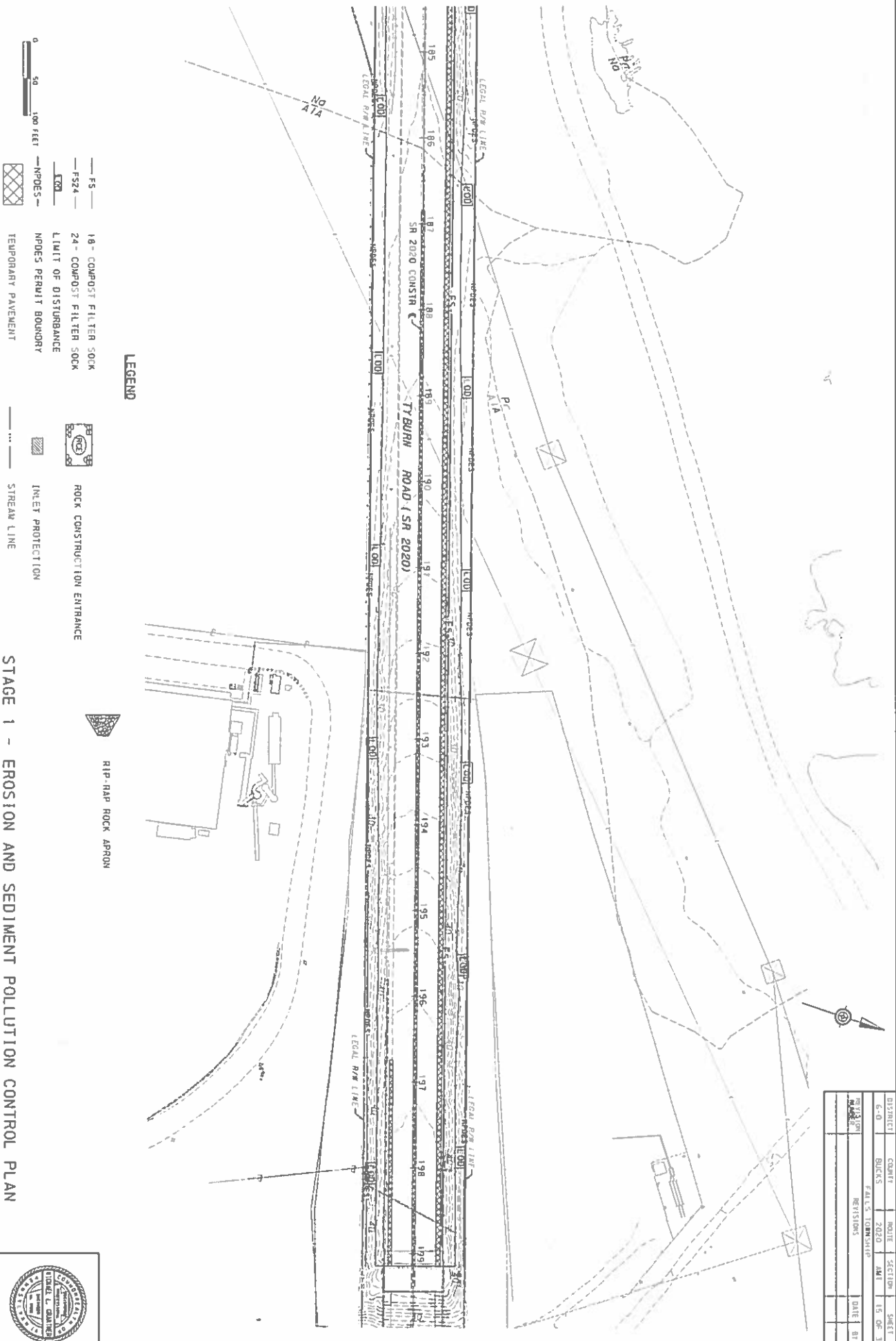






DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-10	BURKS	2020	14 OF 31	
FALLS TOWNSHIP				
NO.	REVISIONS	DATE	BY	

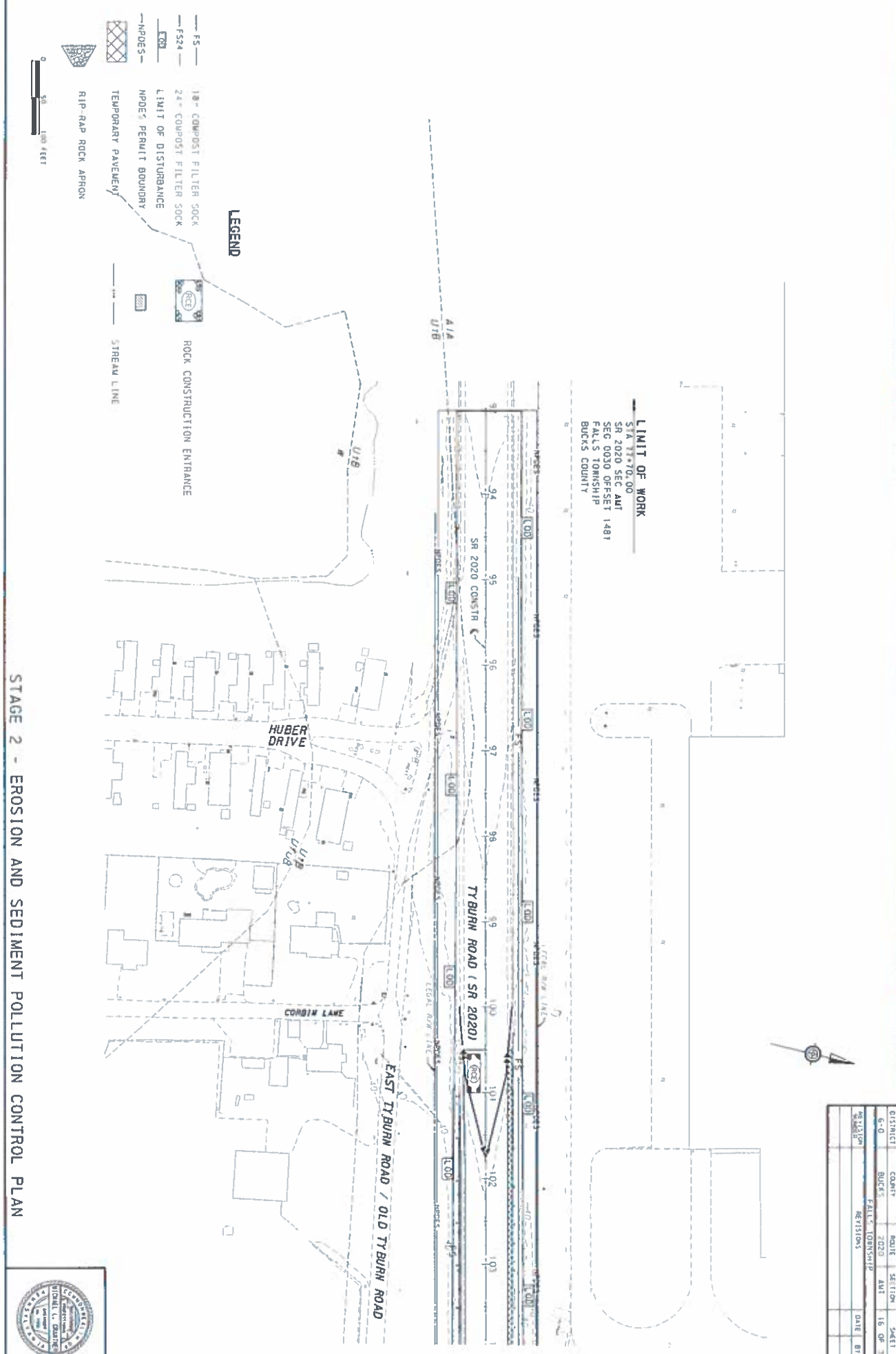


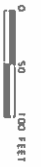


STAGE 1 - EROSION AND SEDIMENT POLLUTION CONTROL PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BALTIMORE	2020	AMT	15 OF 31
PROJECT	FALLS TOWNSHIP REVISIONS		DATE	BT





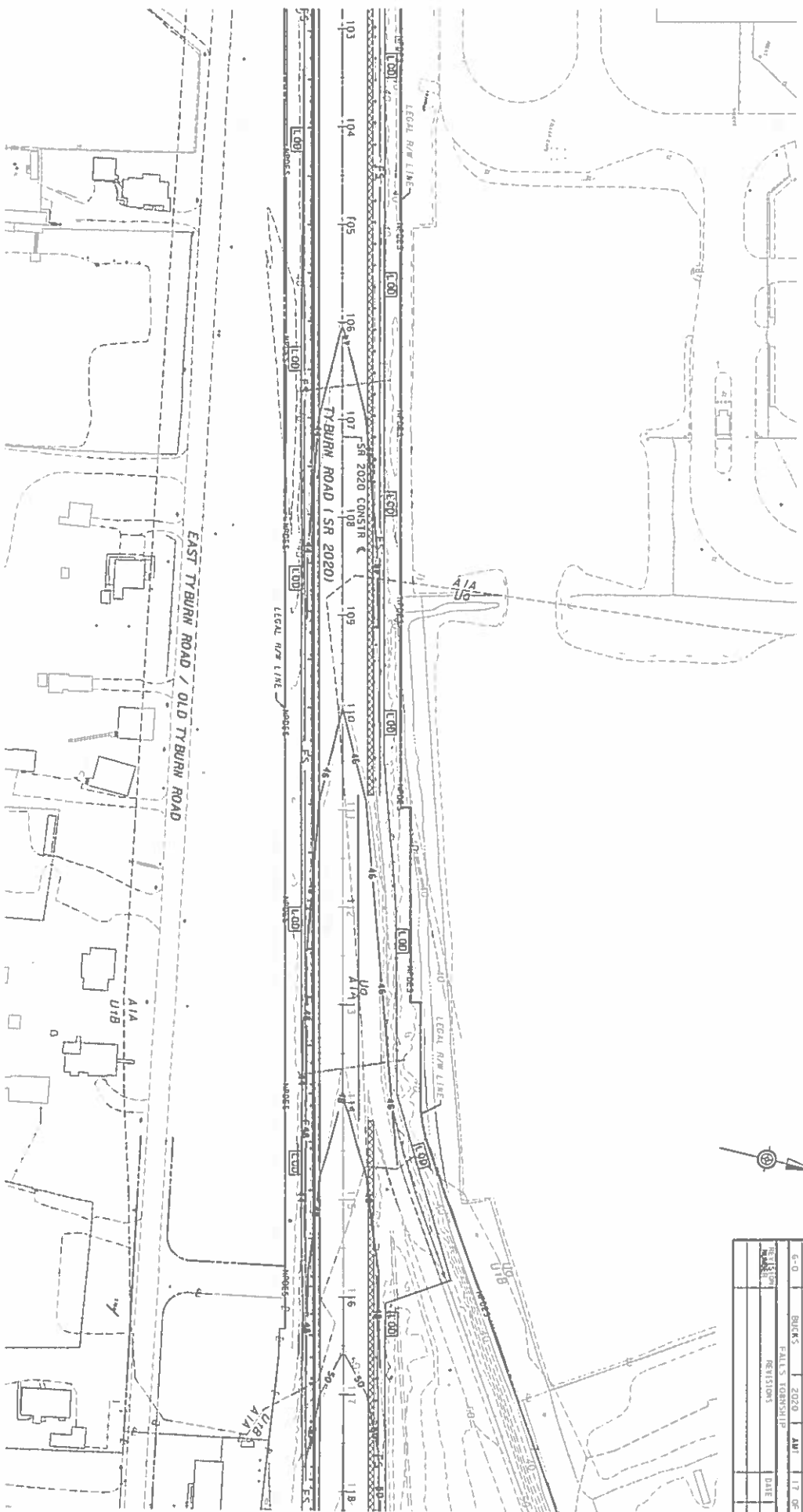
- FS 18" COMPOST FILTER SOCK
- FS24 24" COMPOST FILTER SOCK
- LIMIT OF DISTURBANCE
- NPDES PERMIT BOUNDARY
- TEMPORARY PAVEMENT

- ES ROCK CONSTRUCTION ENTRANCE
- INLET PROJECTION
- STREAM LINE

LEGEND



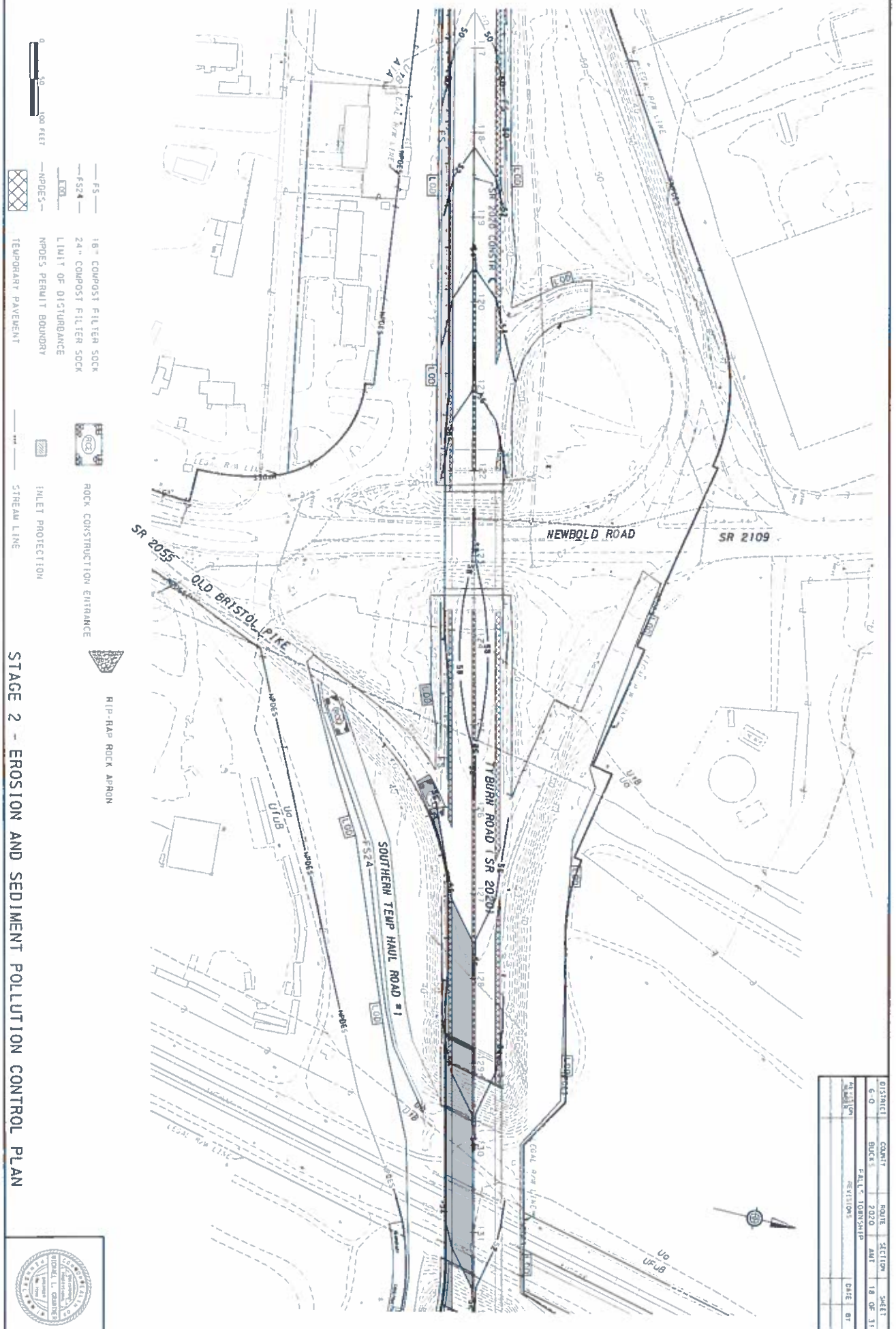
RIP-RAP ROCK APRON



STAGE 2 - EROSION AND SEDIMENT POLLUTION CONTROL PLAN



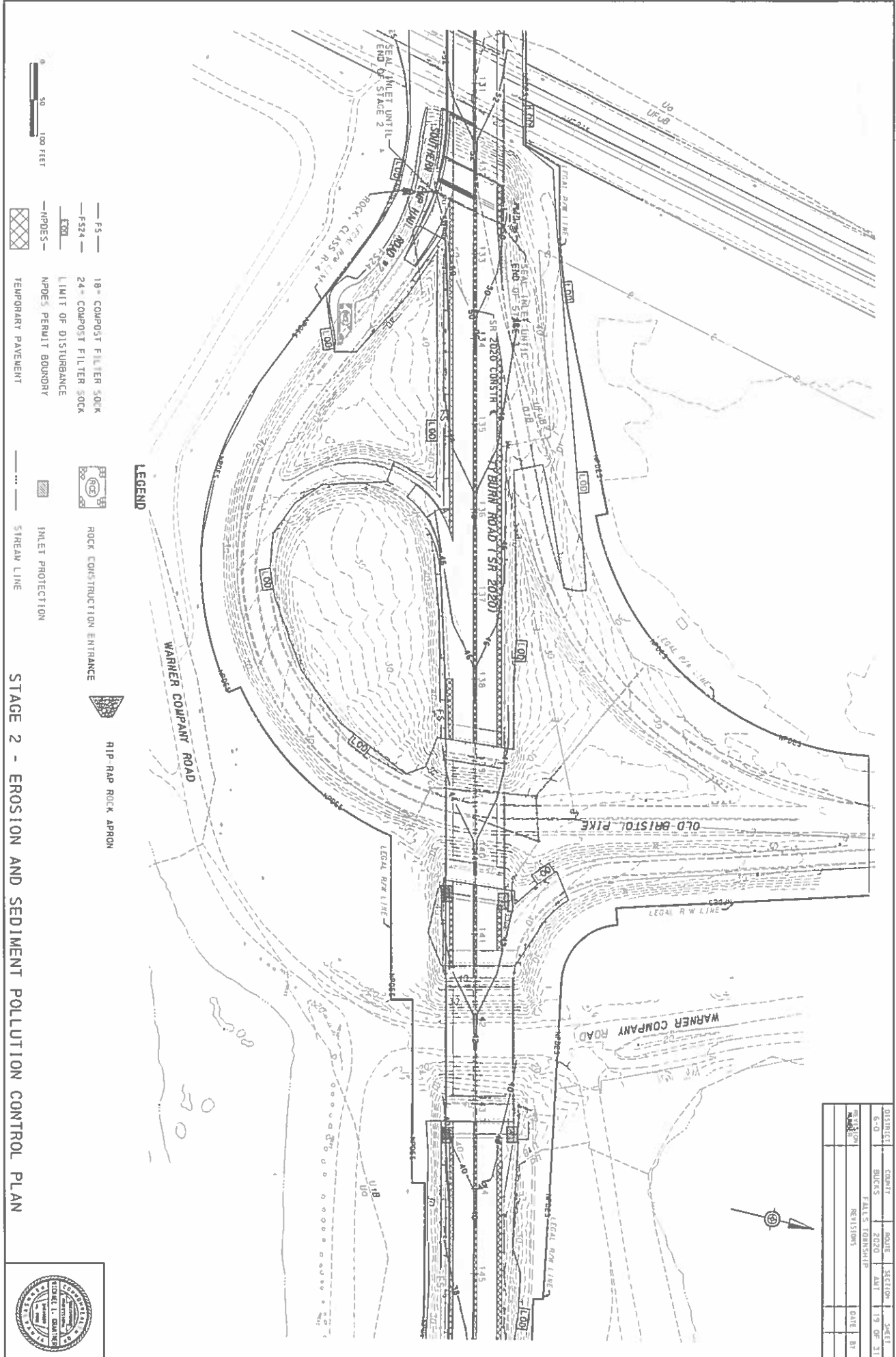
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AM	17 OF 31
PROJECT	FALE'S TOWNSHIP	REVISIONS	DATE	BY



STAGE 2 - EROSION AND SEDIMENT POLLUTION CONTROL PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	2020	AVT	18 OF 31	
AS SHOWN	FALL'S TOWNSHIP			
REVISIONS		DATE	BY	



STAGE 2 - EROSION AND SEDIMENT POLLUTION CONTROL PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	ART	19 OF 31
FALLS TOWNSHIP				
REVISIONS				
NO.	DATE	BY		



CONTOUR GRADING AND DRAINAGE PLAN



DISTRICT	ROUTE	SECTION	SHEET
6-0	SR 2020	10 OF 19	
PROJECT	DATE	BY	
REVISIONS			

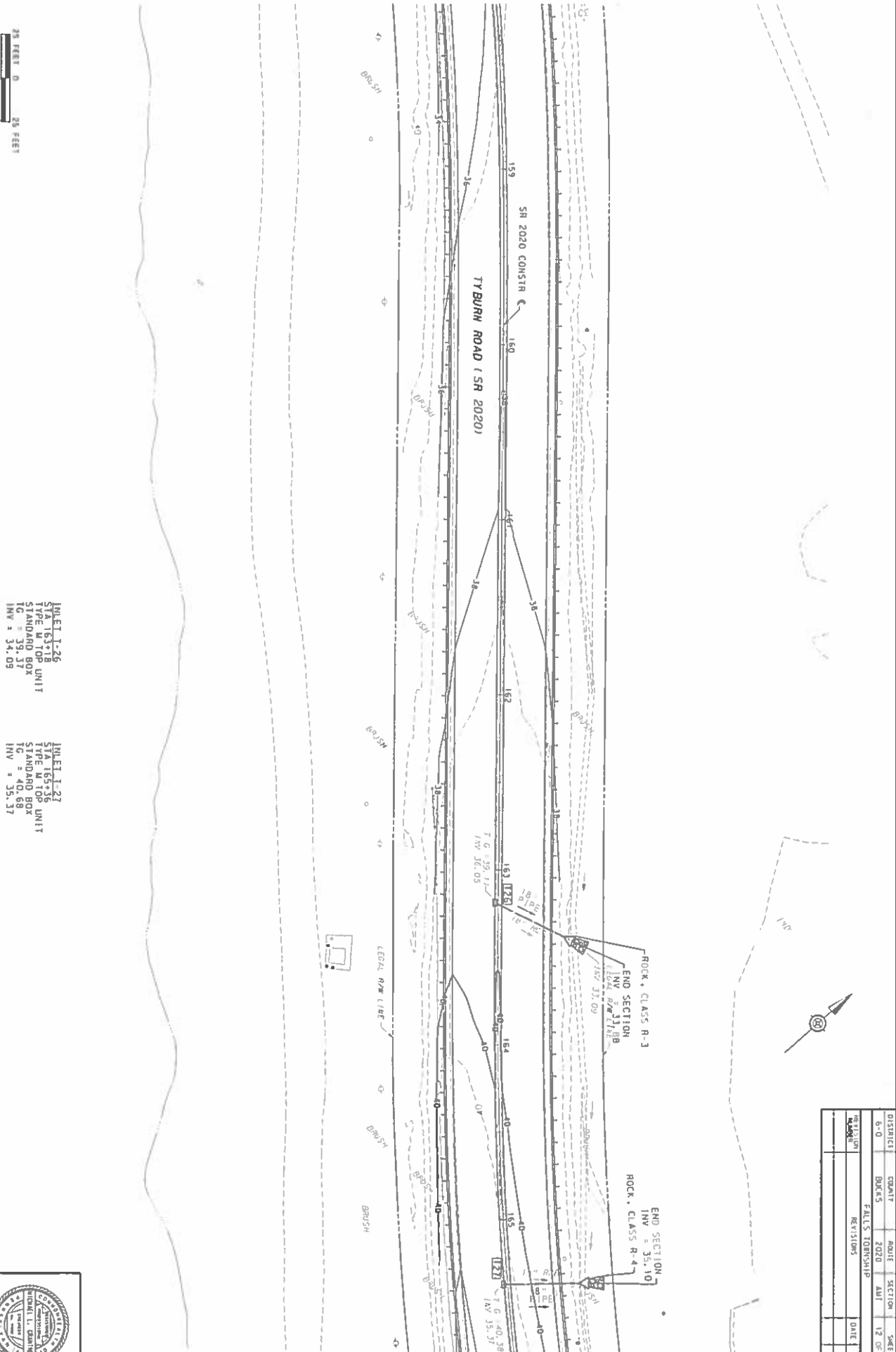
SEE SHEET NO. 11



SHEET 1-26
 STA 13+78
 TYPE M TOP UNIT
 STANDARD BOX
 TC = 39.37
 INV = 34.09

SHEET 1-27
 STA 16+70
 TYPE M TOP UNIT
 STANDARD BOX
 TC = 40.68
 INV = 35.37

CONTOUR GRADING AND DRAINAGE PLAN

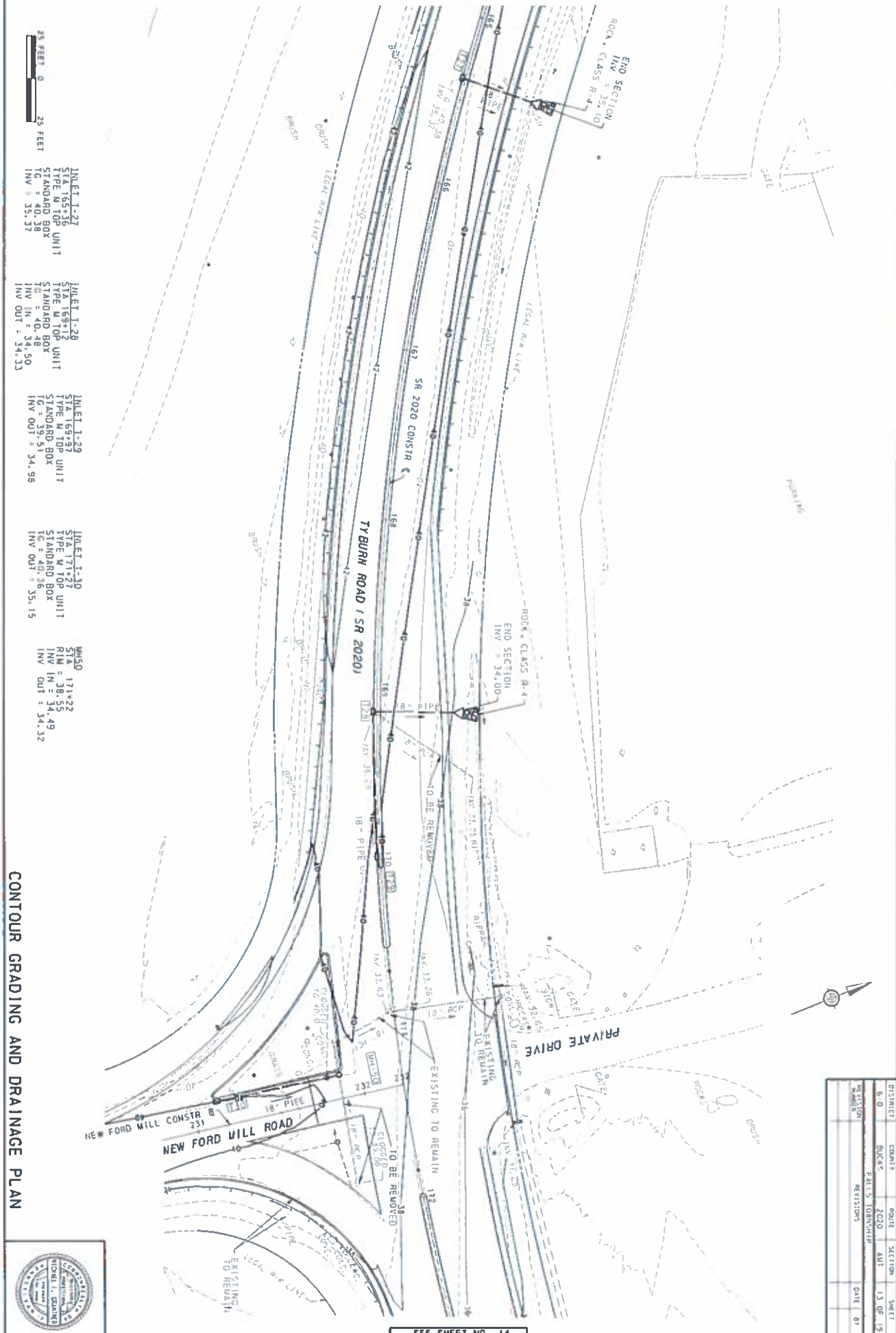


SEE SHEET NO. 13

DISTRICT	ROUTE	SECTION	SHEET
6-0	2020	12 OF 19	
BOOK'S	AUT		
REVISION	DATE	BY	
REVISIONS			



SEE SHEET NO. 12



CONTOUR GRADING AND DRAINAGE PLAN



SEE SHEET NO. 14

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	2020	AUT	13 OF 19
PROJECT: FALTS TOWNSHIP				
REVISIONS				
DATE	BY			

SEE SHEET NO. 13

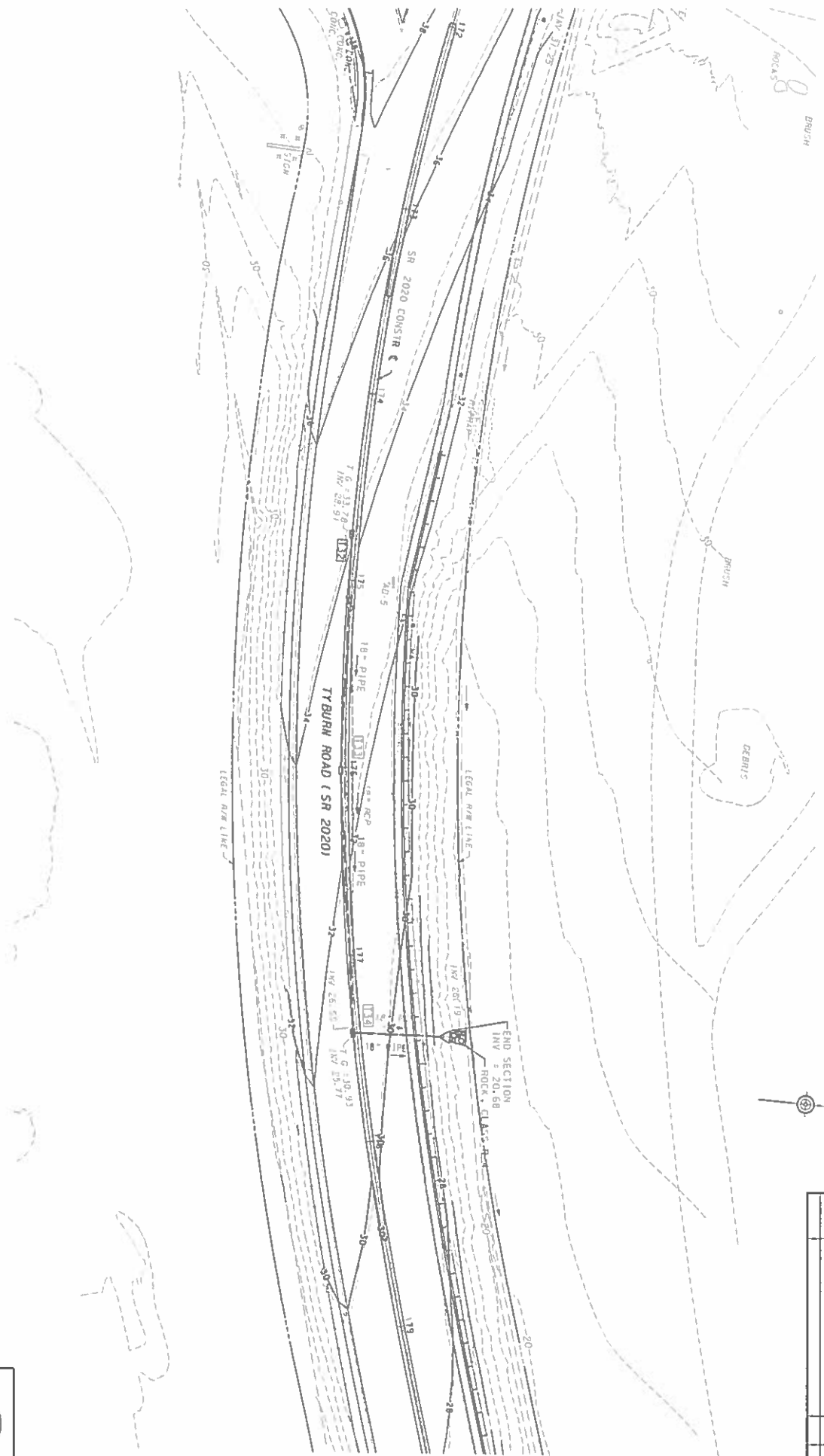


INLET I-32
STA 174+76
TYPE M TOP UNIT
STANDARD BOX
IC = 34.01
INV = 29.54

INLET I-33
STA 176+00
TYPE M TOP UNIT
STANDARD BOX
IC = 32.85
INV = 24.17

INLET I-34
STA 177+40
TYPE M TOP UNIT
STANDARD BOX
IC = 30.82
INV = 22.45

CONTOUR GRADING AND DRAINAGE PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BLUES	2020	AS1	14 OF 19
SECTION		FALLS TOWNSHIP		
REVISIONS		DATE BY		

SEE SHEET NO. 15



SEE SHEET NO. 14

25 FEET 0 75 FEET

INLET I-35
 STA 180+20
 TYPE M TOP UNIT
 STANDARD BOX
 IC = 27.66
 INV = 22+20

CONTOUR GRADING AND DRAINAGE PLAN

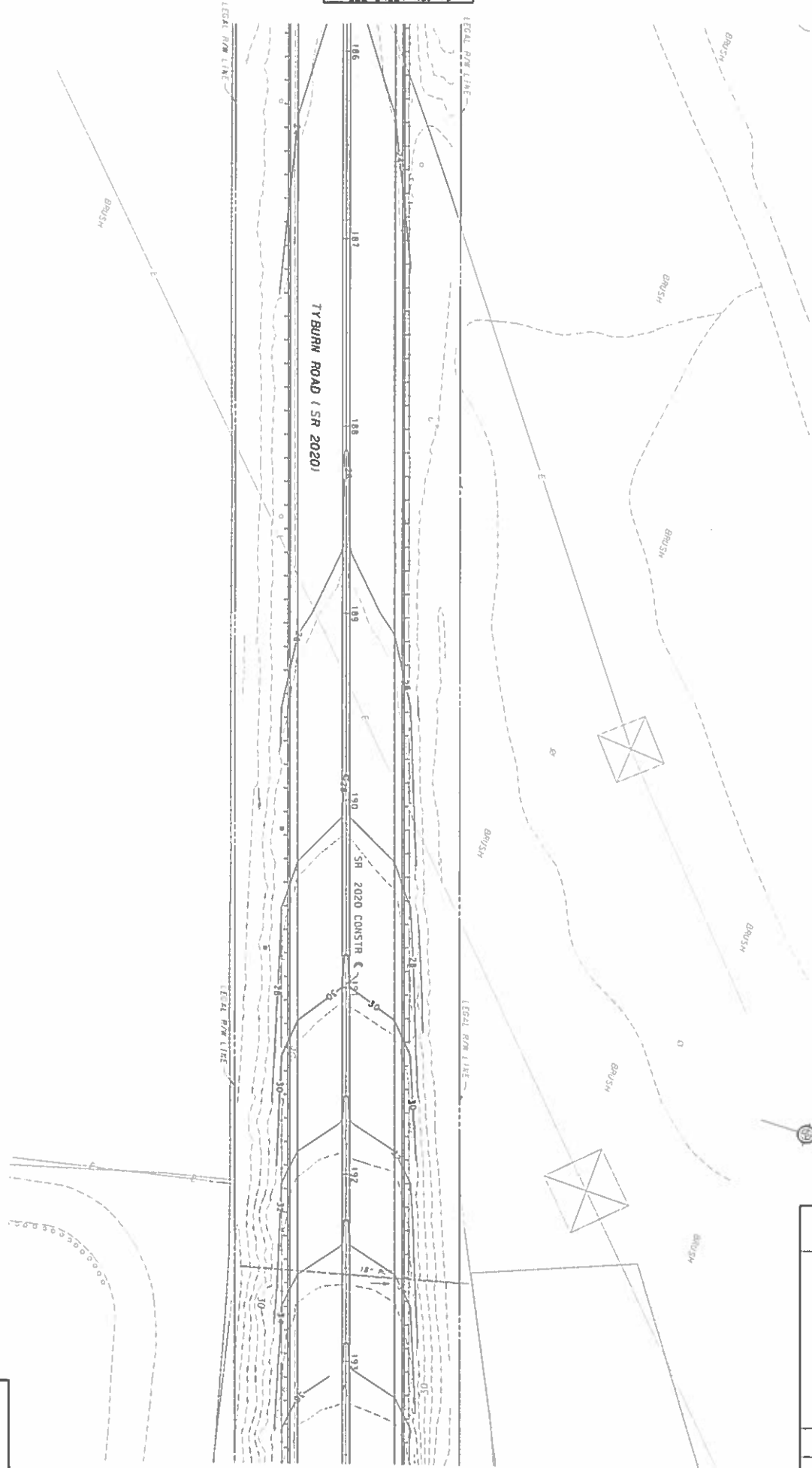


SEE SHEET NO. 16

DISTRICT	COUNTY	MOJAVE	SECTION	SHEET
6-D	BUCKLE	2020	AVT	15 OF 19
PROJECT		FALLS TOWNSHIP		
REVISIONS		DATE	BY	



SEE SHEET NO. 15



CONTOUR GRADING AND DRAINAGE PLAN

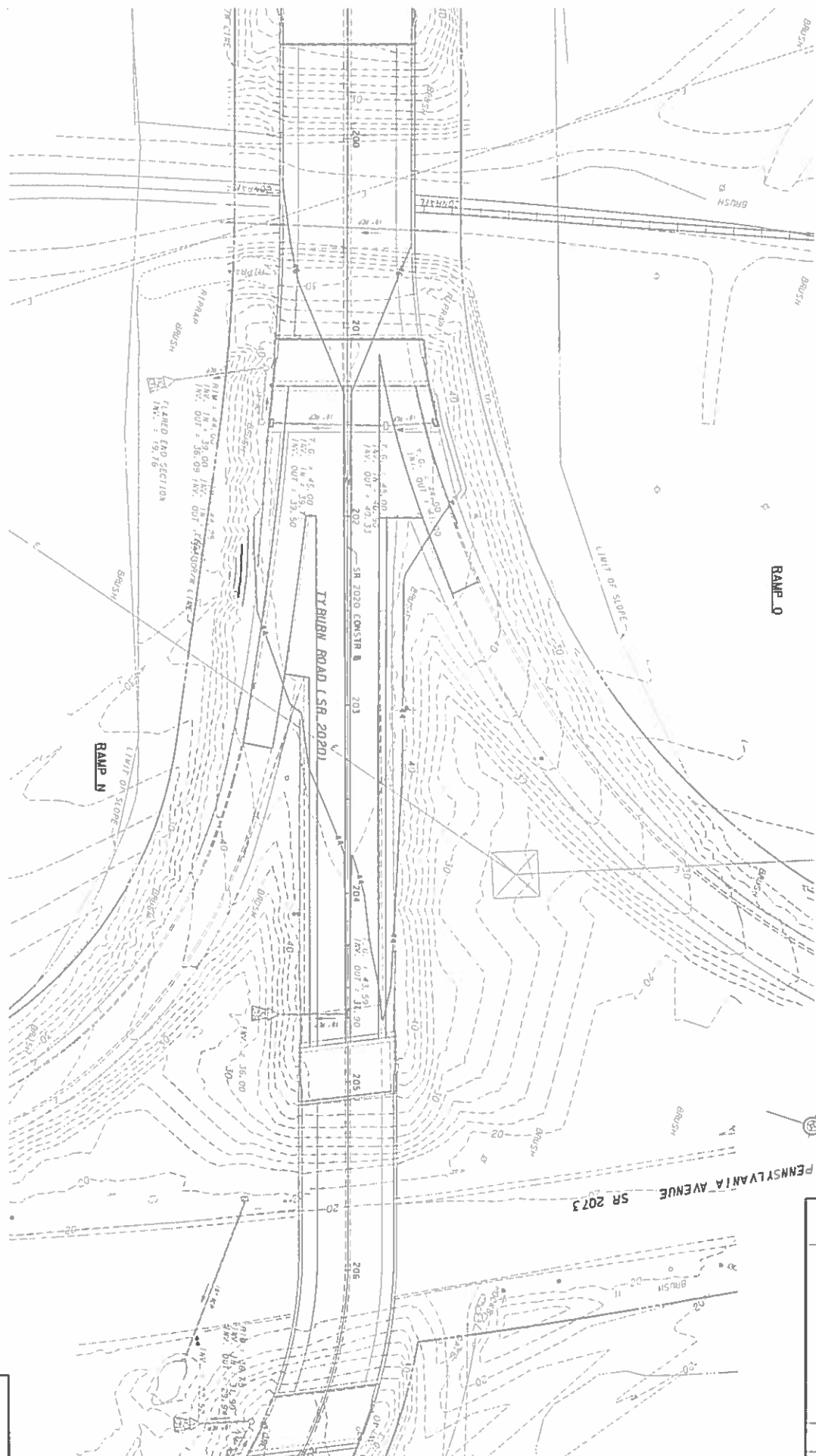


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-D	BOCK'S	2020	AUT	16 OF 19
PROJECT	FALLS TOWNSHIP		DATE	07
REVISIONS			DATE	07

SEE SHEET NO. 17

SEE SHEET NO. 17

25 FEET 0 25 FEET



CONTOUR GRADING AND DRAINAGE PLAN



SEE SHEET NO. 19

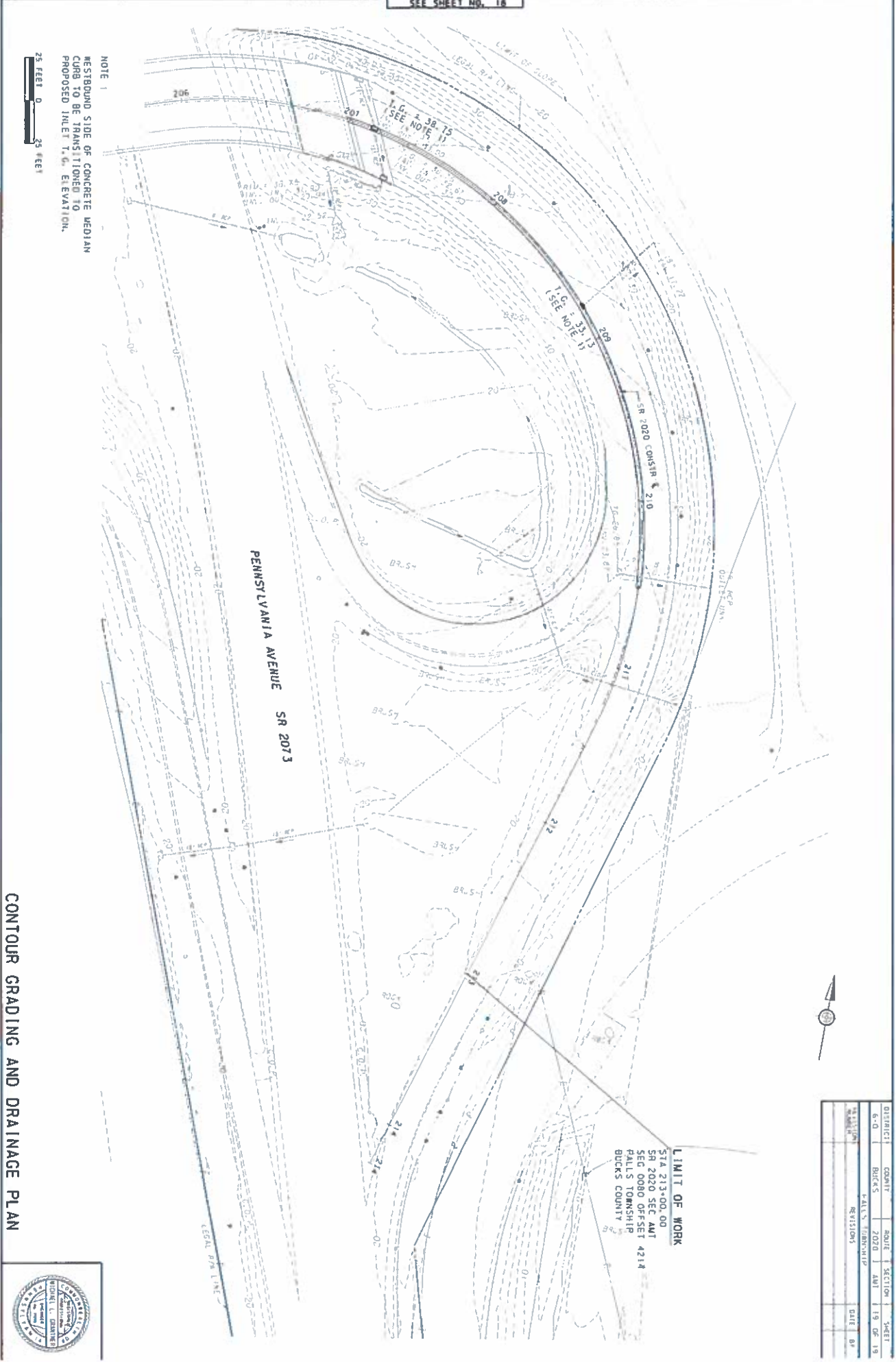
DISRICT	ROUTE	SECTION	SHEET
610	2020	1A	19
REVISIONS	DATE	BY	

SEE SHEET NO. 18

NOTE 1
 WESTBOUND SIDE OF CONCRETE MEDIAN
 CURB TO BE TRANSITIONED TO
 PROPOSED INLET T.G. ELEVATION.



CONTOUR GRADING AND DRAINAGE PLAN



LIMIT OF WORK
 STA 213+00.00
 SR 2020 SEC AM
 SEG 0000 OFFSET 4214
 FALLS TOWNSHIP
 BUCKS COUNTY



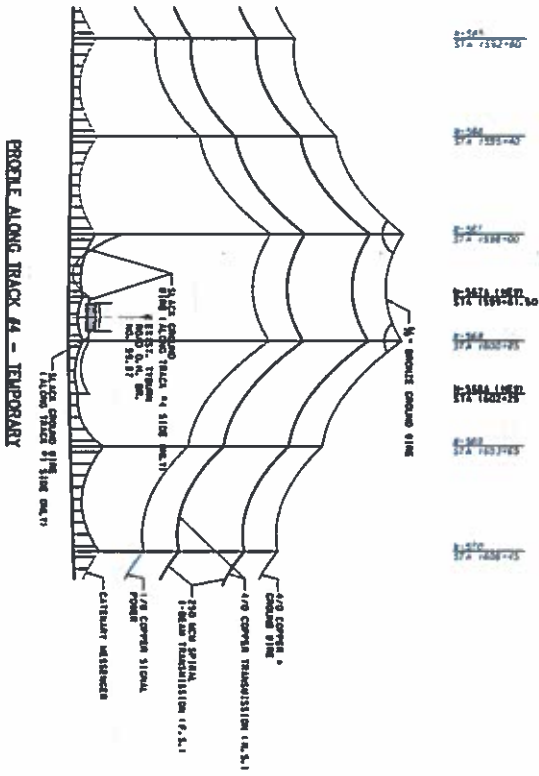
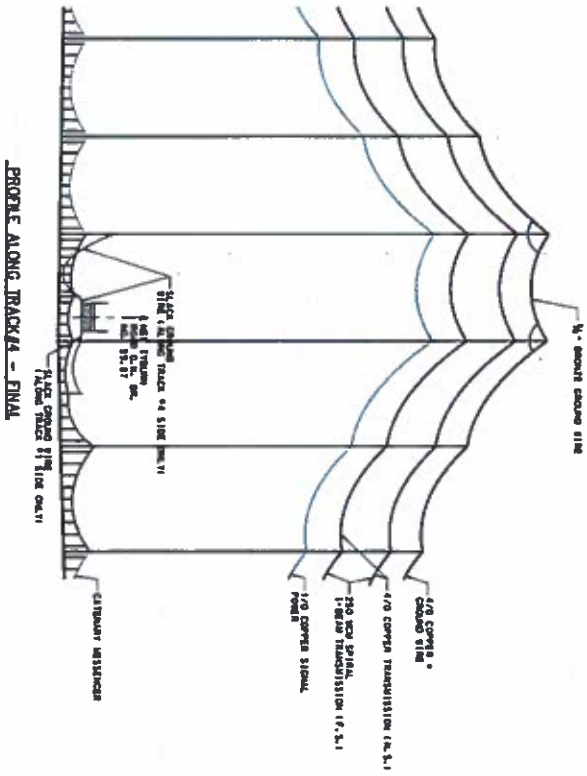
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-D	BUCKS	2020	AM	19 OF 19
M.A.C.'S TOWNSHIP				
REVISIONS				
NO.	DATE	BY		





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LIBRARY
DIVERSITY

NO. 34 PLAN CS01 JWB DWH CJ CDD NO



- TEMPORARY STAGING NOTES:**
1. INSTALL NEW FORMATIONS AND STRUCTURAL STEEL FOR PABAL STRUCTURE N-587A & N-588A.
 2. INSTALL SLACK GROUND RISE FROM STRUCTURE N-587A TO STRUCTURE N-587Y AND FROM STRUCTURE N-588 TO STRUCTURE N-588A.
 3. INSTALL SLIDING CONNECTION AND ASSEMBLIES ON TRACK #4.
 4. REINFORCE OVERHEAD BRIDGE FROM EXISTING TRACK #4 TO OVERHEAD BRIDGE #587A & #588A AND REMOVE I.E. ON STRUCTURES N-587A & N-588A.
 5. REMOVE EXISTING TIBURN ROAD OVERHEAD BRIDGE.
- FINAL STAGING NOTES:**
1. INSTALL NEW TIBURN ROAD OVERHEAD BRIDGE.
 2. INSTALL SLACK GROUND RISES FROM TIBURN ROAD OVERHEAD BRIDGE TO STRUCTURES N-587A & N-588A.
 3. REMOVE TRACK #1, 2, 3 & 4 CATERMAY.

Prepared by:
AECOM
 1700 Locust Street, Suite 1800
 Philadelphia, Pennsylvania 19103

David H. Smith

Work	Description	By	Chk'd	App'd	Date
	REVISIONS				

SR 2020 PREVIOUSLY KNOWN AS LN150

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SEG. 0060 OFFSET 0000
 SR 2020 (TIBURN RD) STA 130+90.28
 OVER AIRTRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 STAGING PLAN

RECOMMENDED _____ SHEET 3 OF 51
 ET-2

DESIGNER: JAH | CHECKER: JAH | DATE: 07/16/12

PROJECT: SR 2020 OVERHEAD BRIDGE

SCALE: 1" = 20' (VERTICAL)

SCALE: 1" = 20' (HORIZONTAL)

PROJECT NO: 2020-0060

DATE: 07/16/12

PROJECT NO: 2020-0060

DATE: 07/16/12

SHEET 4 OF 51

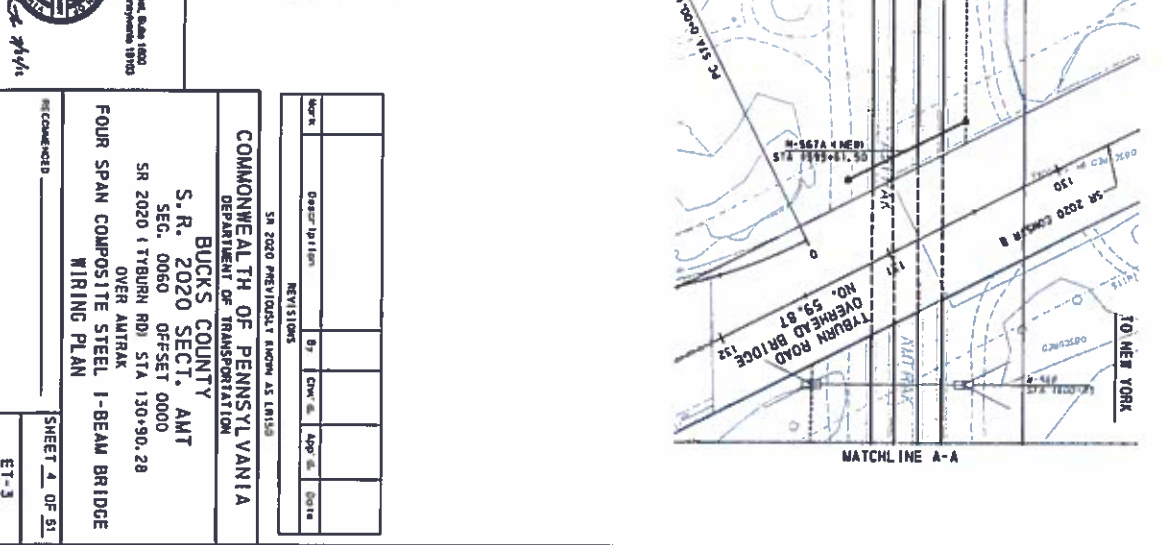
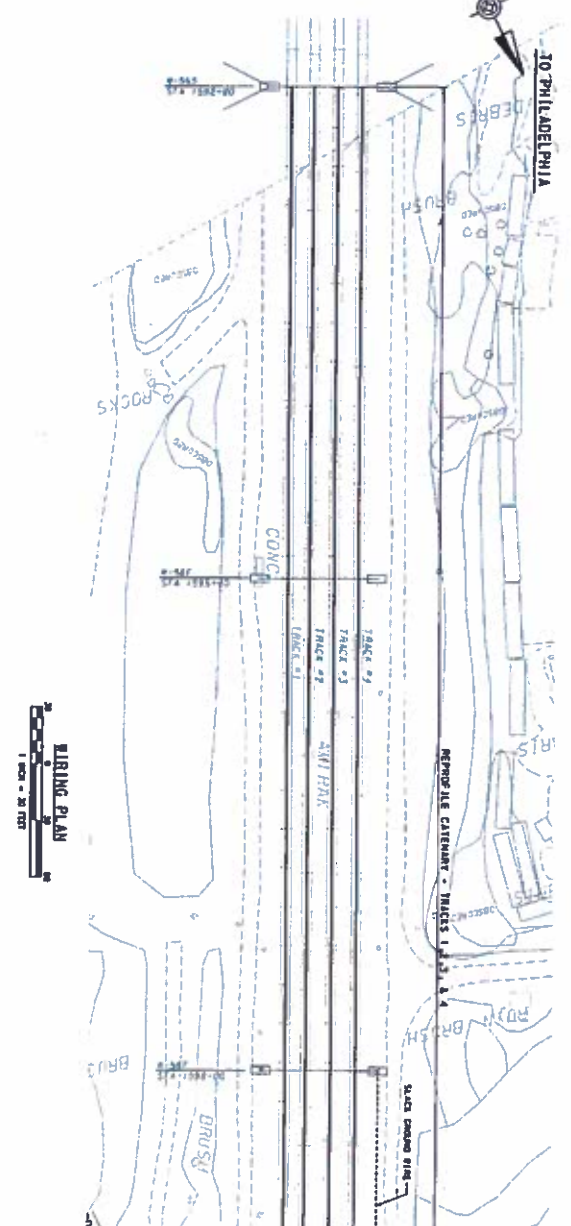
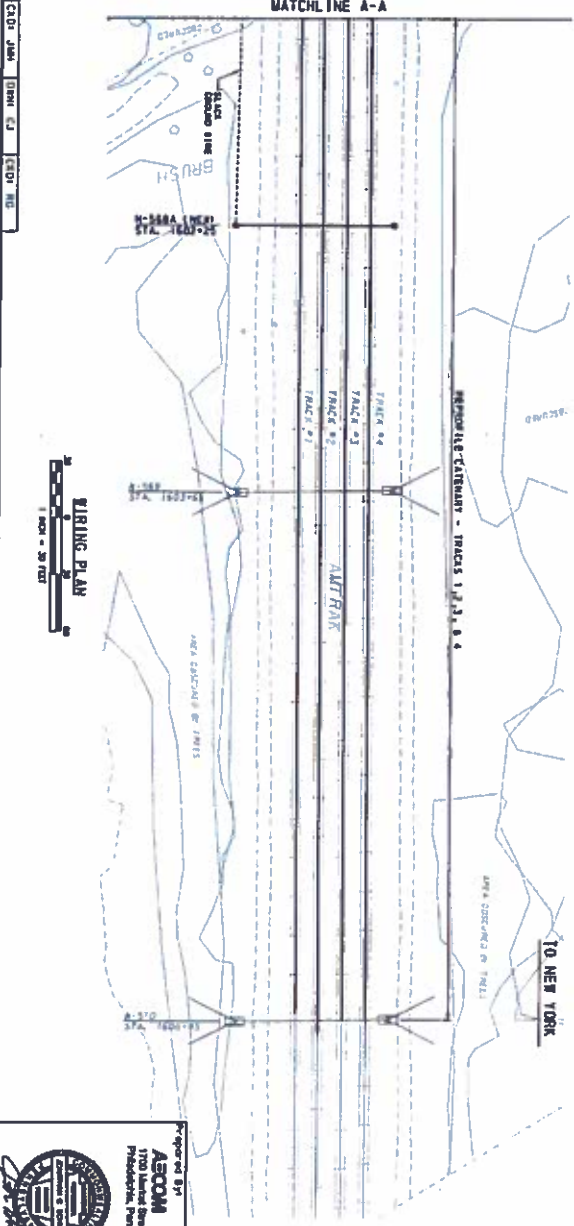
ET-3



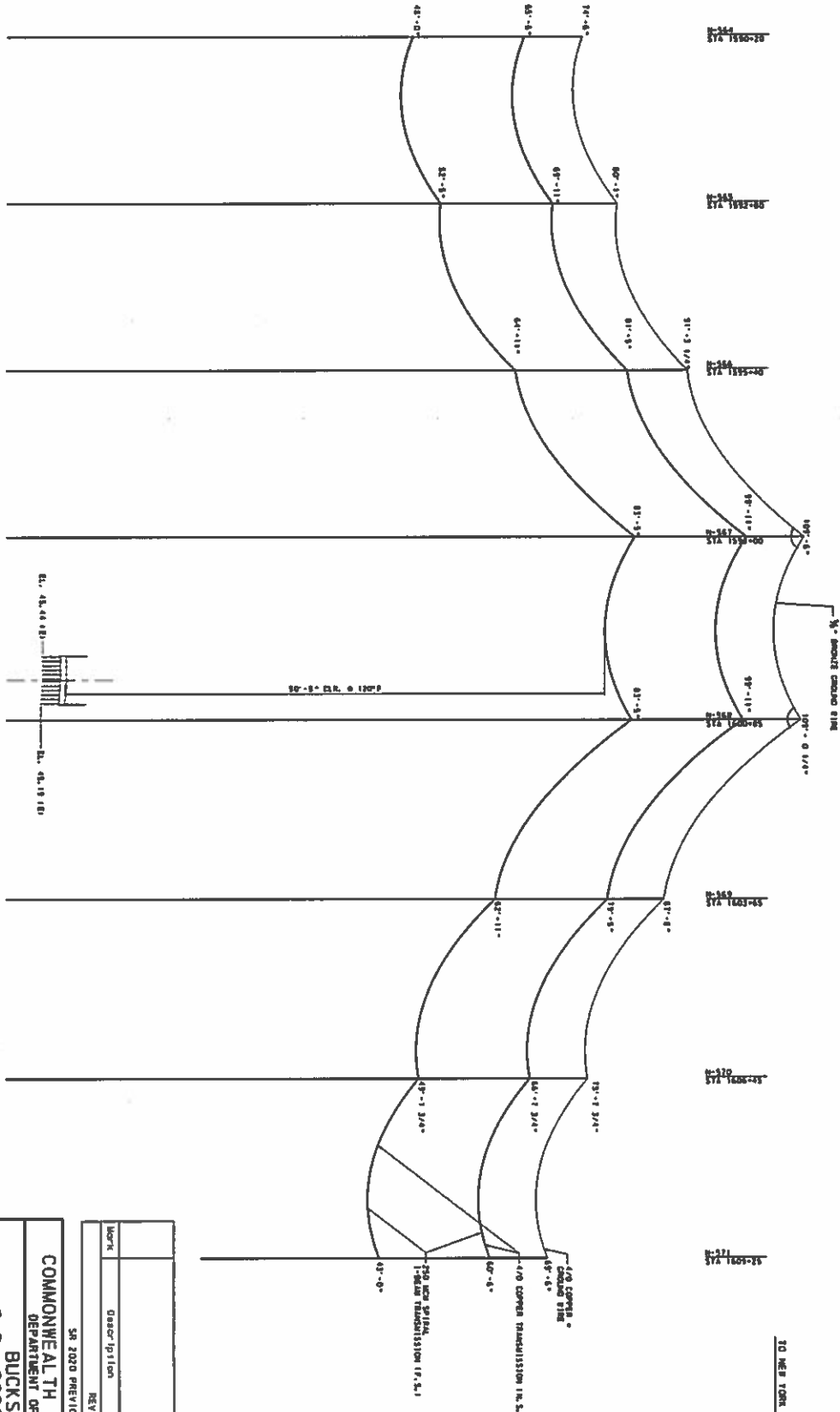
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
 S.R. 2020 SECT. 1
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
WIRING PLAN

SR 2020 PREVIOUSLY KNOWN AS EN158

NO.	DATE	BY	CHK'D BY	APP'D BY	DATE



DESIGN: RJM CHECKED: JMM DRAWN: E.J. CADD: HD



ANCILLARY CONDUCTOR PROFILES - EXISTING
ALONG TRACK #1

Prepared by:

AECOM
 1700 Locust Street, Suite 1600
 Philadelphia, Pennsylvania 19103

NO.	DESCRIPTION	BY	CHK'D	APP'D	DATE

SR 2020 PREVIOUSLY KNOWN AS LR150

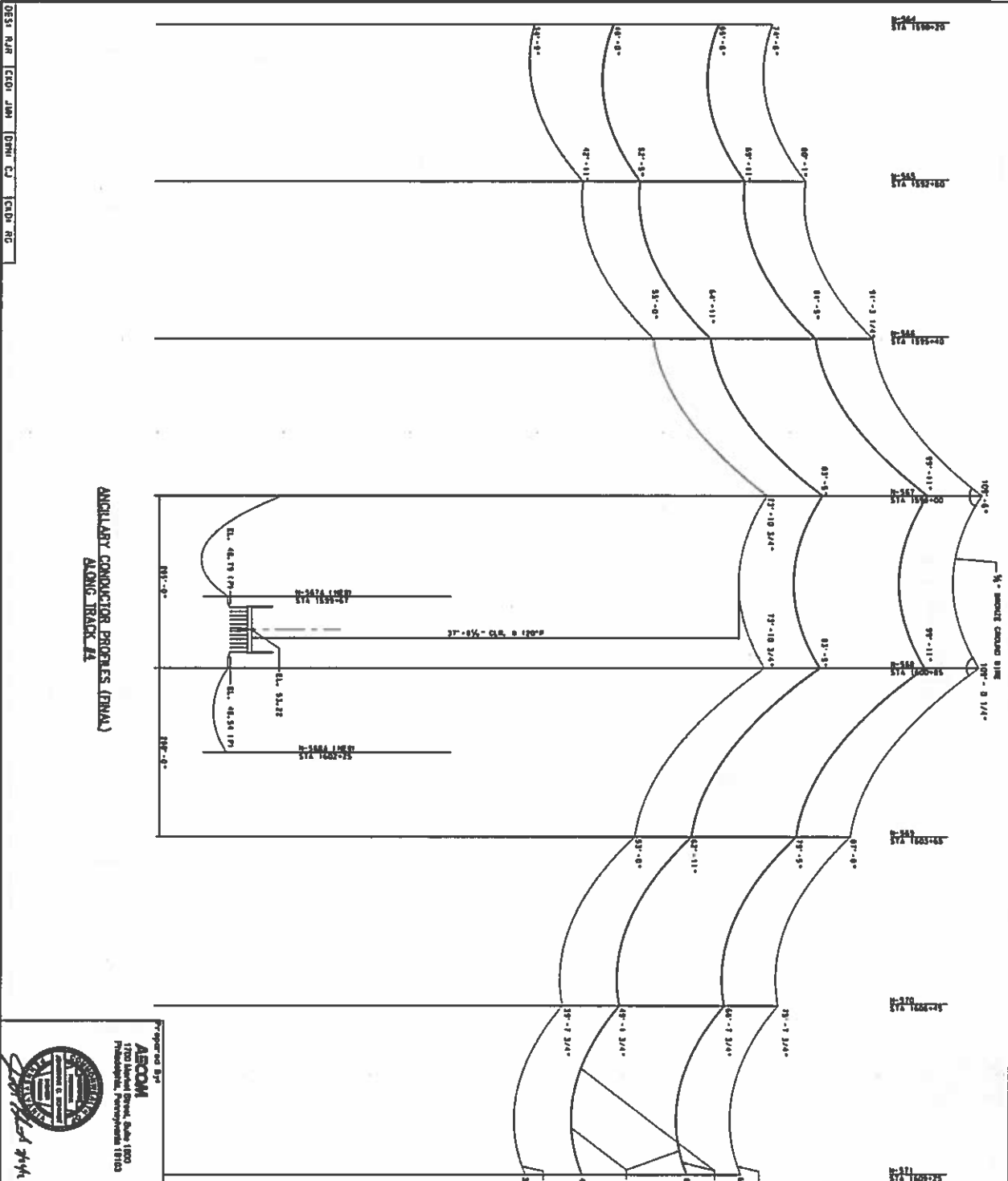
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SEC. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 TRACK #1 ANCILLARY CONDUCTOR PROFILES (EXISTING)

RECOMMENDED SHEET 8 OF 31
 ET-4A

DES: RAB EXP: JMM DWN: CJ CD: RG



ANCILLARY CONDUCTOR PROFILES (FINAL)
ALONG TRACK #4

Prepared By
ARCOM
1700 Belmont Street, Suite 1000
Philadelphia, Pennsylvania 19103



Handwritten signature

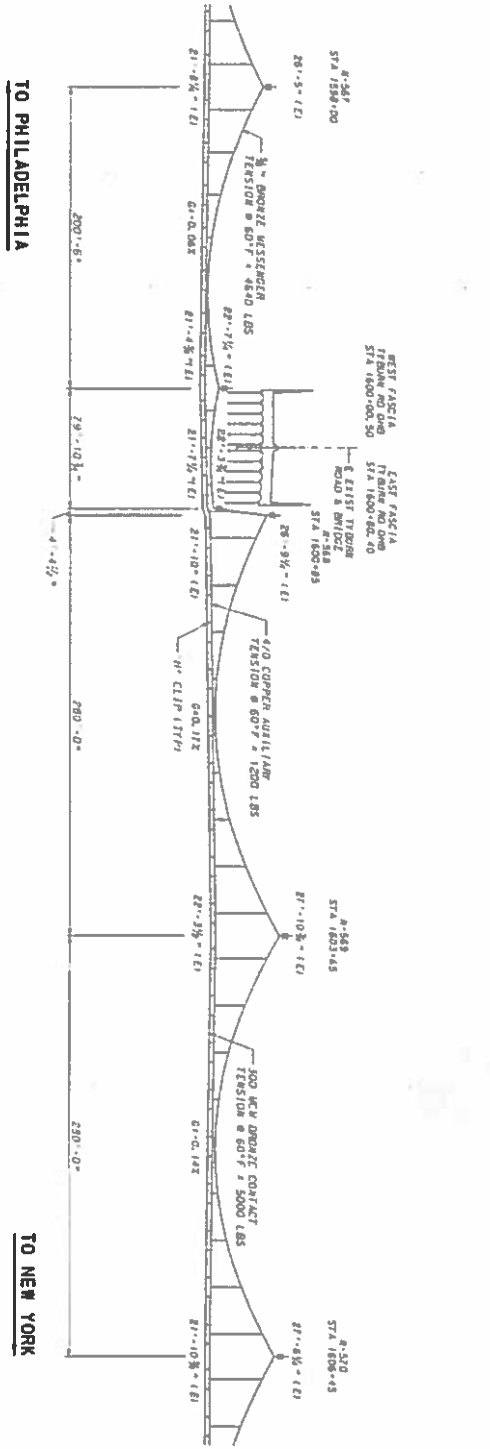
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
SR 2020 PREVIOUSLY KNOWN AS LR150
BUCKS COUNTY
S.R. 2020 SECT. AMT
SEG. 0060 OFFSET 0000
SR 2020 (TUBURN RD) STA 130+90.28
OVER AIRTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
TRACK #4 ANCILLARY CONDUCTOR PROFILES (FINAL)

Work	Description	By	CHK'd	App'd	Date

REVISIONS

RECOMMENDED
SHEET 7 OF 31
ET-5

DESIGN PLAN CROSS JAW DOWN CL CROSSING



WIRE #1 - EXISTING
 HORIZ. SCALE: 1" = 4'-0"
 VERT. SCALE: 1" = 40'-0"

Work	Description	By	Chk'd	App'd	Date



SR 2020 PREVIOUSLY ENGINEERED BY LUISO

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY

S. R. 2020 SECT. AMT
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28

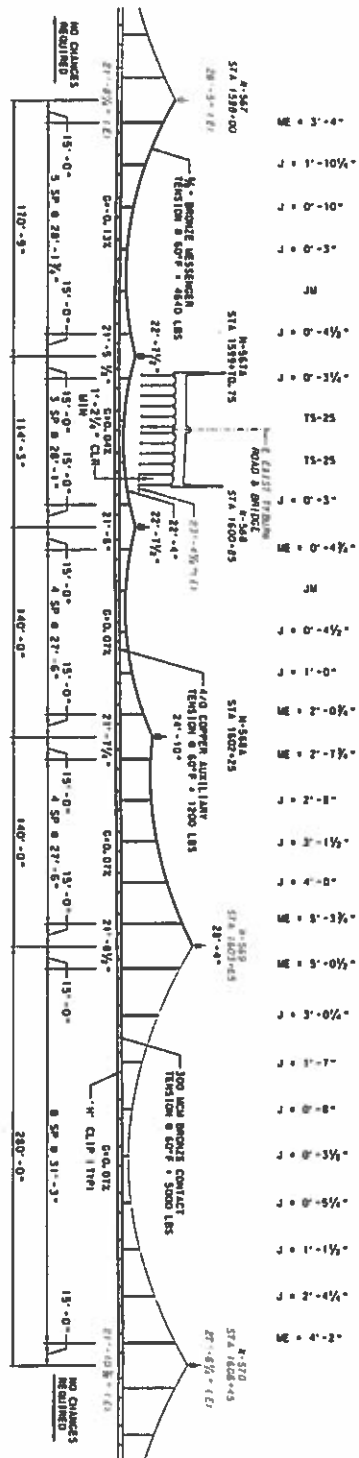
OVER AIRTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
CATENARY PROFILE WIRE #1 (EXISTING)

RECOMMENDED _____ SHEET 8 OF 51

ET-6

DESIGN RUN CADD JMM DWM CJ CADD BC

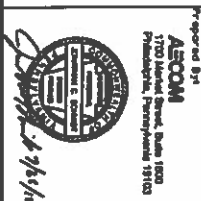


TO PHILADELPHIA

TO NEW YORK

WIRE #1 - TEMPORARY
 VERT. SCALE 1" = 4'-0"
 HORIZ. SCALE 1" = 40'-0"

BAL OF MATERIAL - WIRE RUN #1		
QTY	UNIT	DESCRIPTION
7	EA.	CATENARY HANGING ASSEMBLY Y
15	EA.	CATENARY HANGING ASSEMBLY Y
1	EA.	48" CATENARY HANGING ASSEMBLY Y
7	EA.	174" CATENARY HANGING ASSEMBLY Y
15	EA.	174" CATENARY HANGING ASSEMBLY Y
1	EA.	48" CATENARY HANGING ASSEMBLY Y
7	EA.	174" CATENARY HANGING ASSEMBLY Y



COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUCKS COUNTY S. R. 2020 SECT. AMT SEG. 0060 OFFSET 0000 SR 2020 (TYBURN RD) STA 130+90.28 OVER AMTRAK FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE CATENARY PROFILE WIRE #1 (TEMPORARY)		SR 2020 PREVIOUSLY EMBN AS LR150
WORK Description	BY	CHK'd.
REVISIONS	DATE	DATE
RECOMMENDED	SHEET 10 OF 51	ET-7

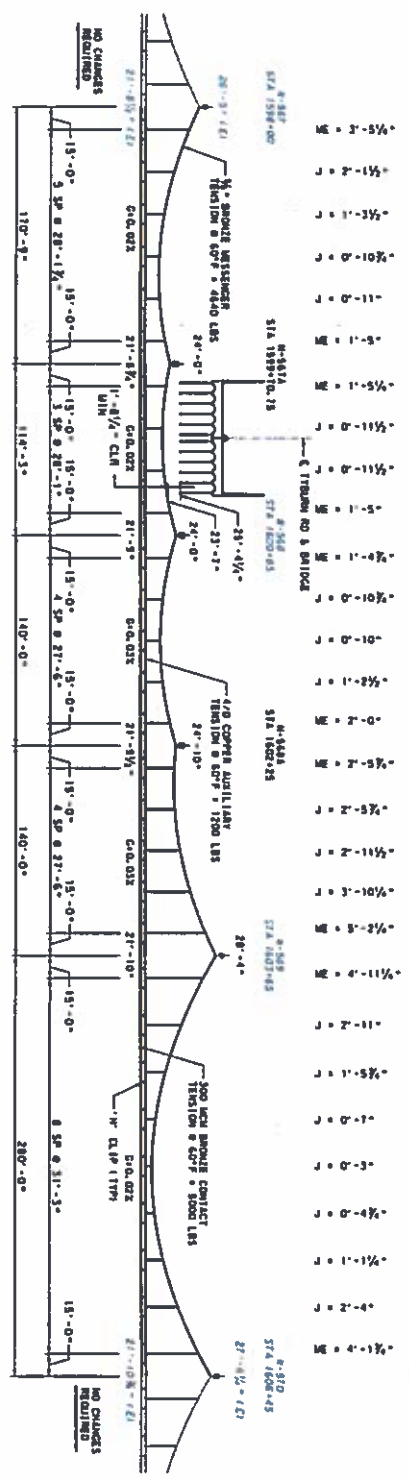
DESIGN BY: CDDI JMKI DRAWN BY: CDDI JMKI

BILL OF MATERIAL - WIRE ROUN #1			
QTY.	UNIT	MARK	DESCRIPTION
50	EA.	W1	CATTANARY SPANNING ASSEMBLY
50	EA.	W2	CATTANARY SPANNING ASSEMBLY
50	EA.	W3	CATTANARY SPANNING ASSEMBLY
50	EA.	W4	CATTANARY SPANNING ASSEMBLY

TO PHILADELPHIA

TO NEW YORK

WIRE #1 - FINAL
VERT. SCALE 1" = 4'-0"
HORIZ. SCALE 1" = 40'-0"



Prepared By:
ASCEM
1700 Walnut Street, Suite 1000
Philadelphia, Pennsylvania 19102

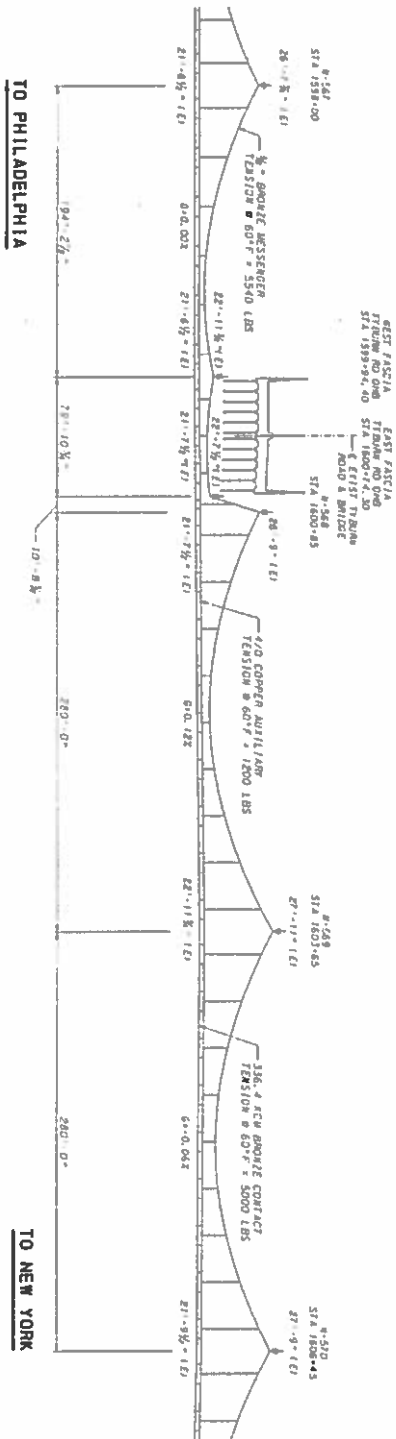
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
S.R. 2020 SECT. AMT
SEG. 0060 OFFSET 0000
SR 2020 (TIBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
CATENARY PROFILE WIRE #1 (FINAL)

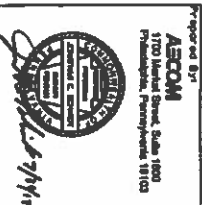
RECOMMENDED SHEET 11 OF 31
ET-8

Work	Description	By	CHK'd	APP'd	Date

DESIGNER: JMM
 CHECKER: JMM
 DRAWN BY: CJ
 CADD: NG



WIRE #2 - EXISTING
 YEAR: SCALE: 1" = 4'-0"
 MONTH: SCALE: 1" = 40'-0"



NO.	DESCRIPTION	BY	CHK'D	APP'D	DATE

SR 2020 PREVIOUSLY KNOWN AS LR150
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

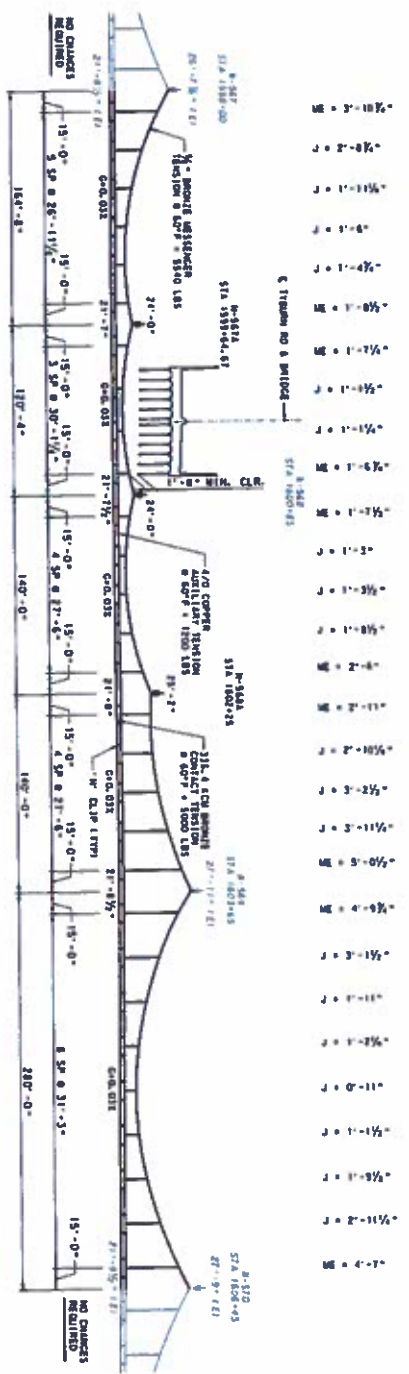
BUCKS COUNTY
S. R. 2020 SECT. AMT
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+30.28
 OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
CATENARY PROFILE STEEL #2 (EXISTING)

RECOMMENDED SHEET 12 OF 31
 ET-9

DESIGN RLR CADR JMK TRM CJ CADR RG

BILL OF MATERIAL - WIRE RUN #2			
ITEM	QTY	UNIT	DESCRIPTION
1	1	EA	1/2" MONITE WIRE
2	1	EA	1/2" MONITE WIRE
3	1	EA	1/2" MONITE WIRE
4	1	EA	1/2" MONITE WIRE
5	1	EA	1/2" MONITE WIRE
6	1	EA	1/2" MONITE WIRE
7	1	EA	1/2" MONITE WIRE
8	1	EA	1/2" MONITE WIRE
9	1	EA	1/2" MONITE WIRE
10	1	EA	1/2" MONITE WIRE
11	1	EA	1/2" MONITE WIRE
12	1	EA	1/2" MONITE WIRE
13	1	EA	1/2" MONITE WIRE
14	1	EA	1/2" MONITE WIRE
15	1	EA	1/2" MONITE WIRE
16	1	EA	1/2" MONITE WIRE
17	1	EA	1/2" MONITE WIRE
18	1	EA	1/2" MONITE WIRE
19	1	EA	1/2" MONITE WIRE
20	1	EA	1/2" MONITE WIRE
21	1	EA	1/2" MONITE WIRE
22	1	EA	1/2" MONITE WIRE
23	1	EA	1/2" MONITE WIRE
24	1	EA	1/2" MONITE WIRE
25	1	EA	1/2" MONITE WIRE
26	1	EA	1/2" MONITE WIRE
27	1	EA	1/2" MONITE WIRE
28	1	EA	1/2" MONITE WIRE
29	1	EA	1/2" MONITE WIRE
30	1	EA	1/2" MONITE WIRE
31	1	EA	1/2" MONITE WIRE
32	1	EA	1/2" MONITE WIRE
33	1	EA	1/2" MONITE WIRE
34	1	EA	1/2" MONITE WIRE
35	1	EA	1/2" MONITE WIRE
36	1	EA	1/2" MONITE WIRE
37	1	EA	1/2" MONITE WIRE
38	1	EA	1/2" MONITE WIRE
39	1	EA	1/2" MONITE WIRE
40	1	EA	1/2" MONITE WIRE
41	1	EA	1/2" MONITE WIRE
42	1	EA	1/2" MONITE WIRE
43	1	EA	1/2" MONITE WIRE
44	1	EA	1/2" MONITE WIRE
45	1	EA	1/2" MONITE WIRE
46	1	EA	1/2" MONITE WIRE
47	1	EA	1/2" MONITE WIRE
48	1	EA	1/2" MONITE WIRE
49	1	EA	1/2" MONITE WIRE
50	1	EA	1/2" MONITE WIRE
51	1	EA	1/2" MONITE WIRE
52	1	EA	1/2" MONITE WIRE
53	1	EA	1/2" MONITE WIRE
54	1	EA	1/2" MONITE WIRE
55	1	EA	1/2" MONITE WIRE
56	1	EA	1/2" MONITE WIRE
57	1	EA	1/2" MONITE WIRE
58	1	EA	1/2" MONITE WIRE
59	1	EA	1/2" MONITE WIRE
60	1	EA	1/2" MONITE WIRE
61	1	EA	1/2" MONITE WIRE
62	1	EA	1/2" MONITE WIRE
63	1	EA	1/2" MONITE WIRE
64	1	EA	1/2" MONITE WIRE
65	1	EA	1/2" MONITE WIRE
66	1	EA	1/2" MONITE WIRE
67	1	EA	1/2" MONITE WIRE
68	1	EA	1/2" MONITE WIRE
69	1	EA	1/2" MONITE WIRE
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71	1	EA	1/2" MONITE WIRE
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74	1	EA	1/2" MONITE WIRE
75	1	EA	1/2" MONITE WIRE
76	1	EA	1/2" MONITE WIRE
77	1	EA	1/2" MONITE WIRE
78	1	EA	1/2" MONITE WIRE
79	1	EA	1/2" MONITE WIRE
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81	1	EA	1/2" MONITE WIRE
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83	1	EA	1/2" MONITE WIRE
84	1	EA	1/2" MONITE WIRE
85	1	EA	1/2" MONITE WIRE
86	1	EA	1/2" MONITE WIRE
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90	1	EA	1/2" MONITE WIRE
91	1	EA	1/2" MONITE WIRE
92	1	EA	1/2" MONITE WIRE
93	1	EA	1/2" MONITE WIRE
94	1	EA	1/2" MONITE WIRE
95	1	EA	1/2" MONITE WIRE
96	1	EA	1/2" MONITE WIRE
97	1	EA	1/2" MONITE WIRE
98	1	EA	1/2" MONITE WIRE
99	1	EA	1/2" MONITE WIRE
100	1	EA	1/2" MONITE WIRE

TO PHILADELPHIA



WIRE #2 - FINAL
 HORIZ. SCALE: 1" = 40'-0"
 VERT. SCALE: 1" = 40'-0"

TO NEW YORK



SM 2020 PREVIOUSLY KNOWN AS LRT150

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SEG. 0080 OFFSET 0000
 SR 2020 I TYBURN RD STA 130+90.28
 OVER AMTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
CATENARY PROFILE WIRE #2 (FINAL)

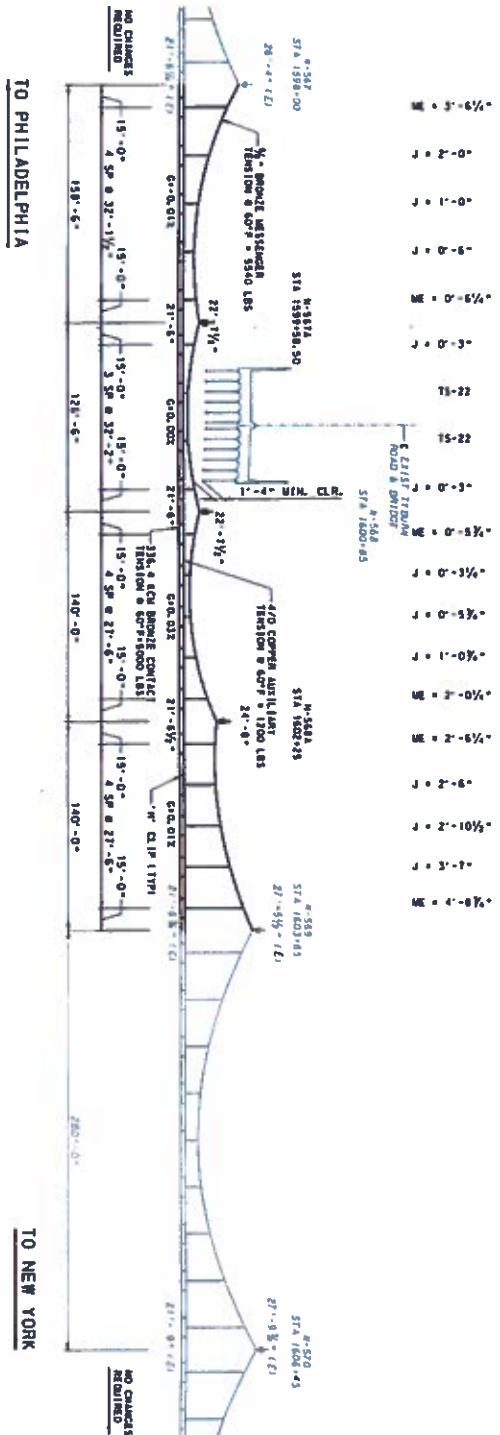
SHEET 14 OF 51
 ET-11

DESIGN: RUM
 CADD: JMM
 OWNER: CJ
 CADD: RG

BILL OF MATERIALS - WIRE RUM #3

QTY	UNIT	GRADE	DESCRIPTION	REF. CODE
0	EA	06	CATENARY HANGING ASSEMBLY	ET-10
11	EA	07	CATENARY HANGING ASSEMBLY	ET-10
0	EA	13	CATENARY HANGING ASSEMBLY	ET-10
0	EA	14	CATENARY HANGING ASSEMBLY	ET-10

WIRE #3 - TEMPORARY
 WIRE SCALE = 1" = 4'-0"
 HORIZ. SCALE = 1" = 80'-0"



Prepared By
AECOM
 1700 Locust Street, Suite 1000
 Philadelphia, Pennsylvania 19103

James S. Smith

NO.	DESCRIPTION	DATE

SR 2020 PREVIOUSLY KNOWN AS LR150

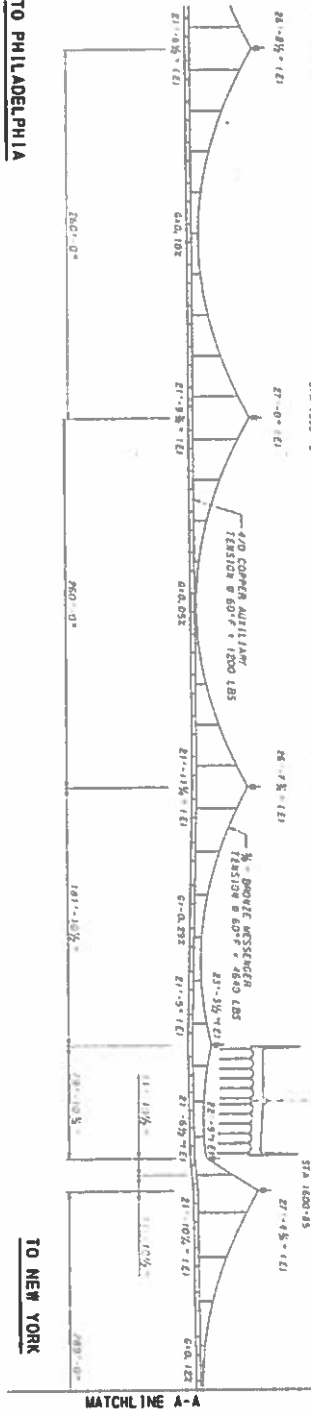
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK

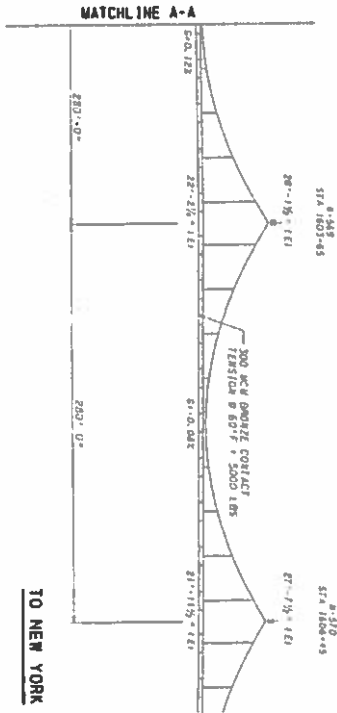
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
CATENARY PROFILE WIRE #3 (TEMPORARY)

RECOMMENDED _____ SHEET 10 OF 51

ET-13



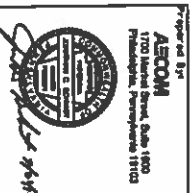
WIRE #4 - EXISTING
 SCALE: 1" = 40'-0"



WIRE #4 - EXISTING
 SCALE: 1" = 40'-0"

DESIGNER: JAM DRAWING: CI CON: RG

WEST FACILITY EAST FACILITY
 1700 Market Street, Suite 1000
 Philadelphia, Pennsylvania 19103
 STA 1538+00 STA 1606+85
 STA 1539+00 STA 1607+00



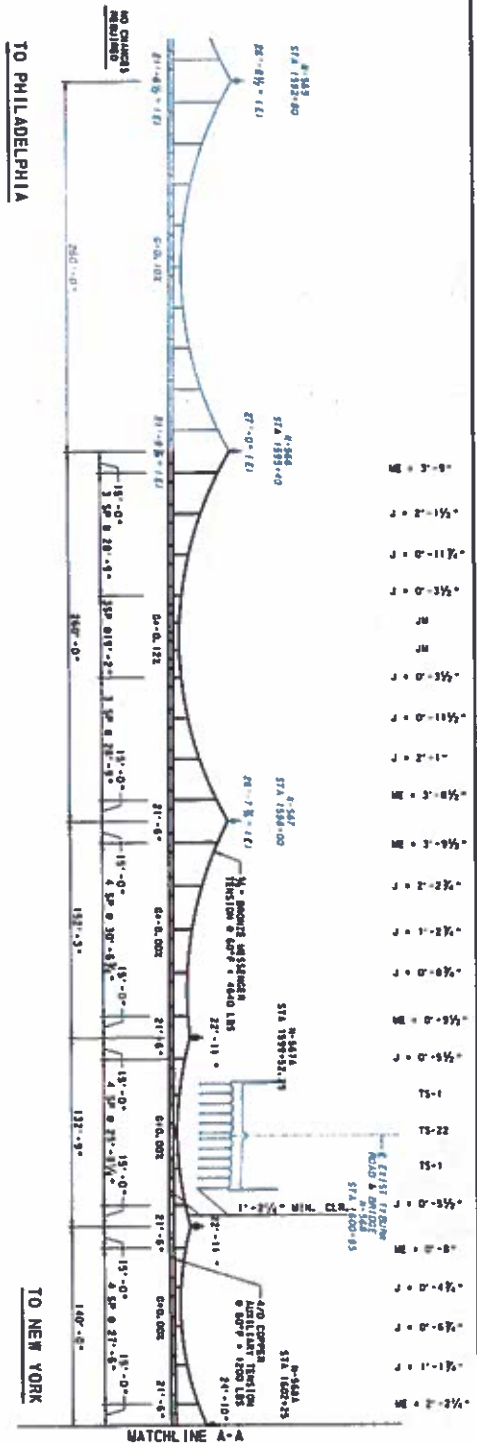
ASCOM
 1700 Market Street, Suite 1000
 Philadelphia, Pennsylvania 19103
 S. R. AMT
 License No. 1000

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SEG. 0060 OFF-SET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER ATRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 CATENARY PROFILE WIRE #4 (EXISTING)

SHEET 1B OF 31
 ET-15

NO.	DESCRIPTION	BY	CHK. D.	APP. D.	DATE

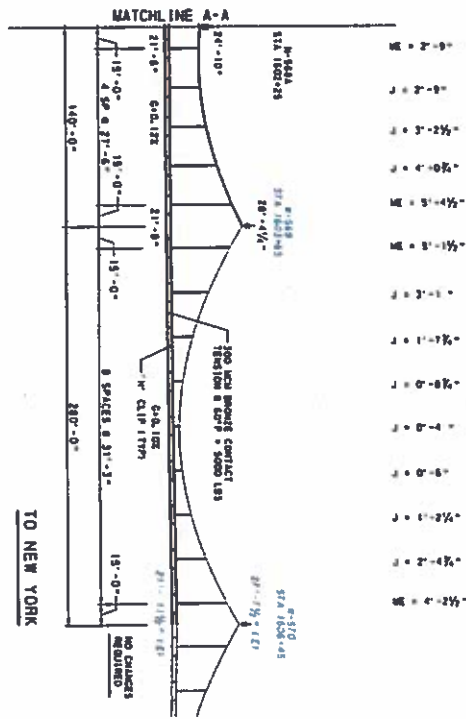
WEST R/R CTD JAN 09M CL CTD 86



TO PHILADELPHIA

TO NEW YORK

WIRE #4 - TEMPORARY
 UNIT: FEET
 HORIZ. SCALE: 1" = 40'-0"



TO NEW YORK

WIRE #4 - TEMPORARY
 UNIT: FEET
 HORIZ. SCALE: 1" = 40'-0"

REV.	DATE	BY	DESCRIPTION
1	07/16/12	AMT	ISSUED FOR CONSTRUCTION
2	07/16/12	AMT	REVISIONS
3	07/16/12	AMT	REVISIONS
4	07/16/12	AMT	REVISIONS
5	07/16/12	AMT	REVISIONS
6	07/16/12	AMT	REVISIONS
7	07/16/12	AMT	REVISIONS
8	07/16/12	AMT	REVISIONS
9	07/16/12	AMT	REVISIONS
10	07/16/12	AMT	REVISIONS

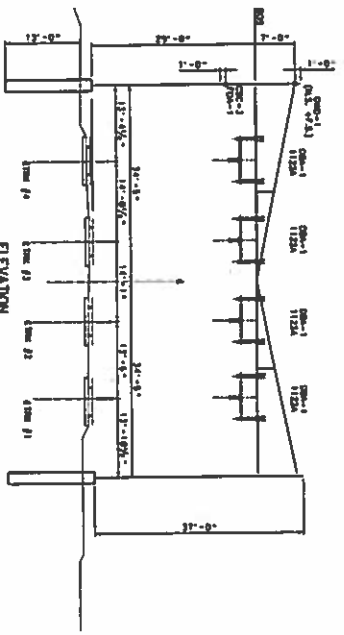
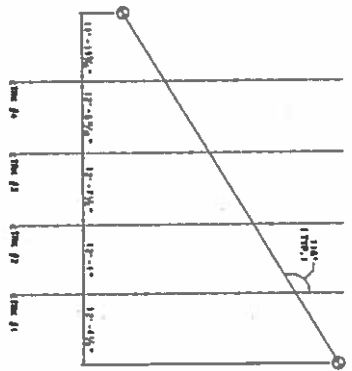
NO.	DATE	BY	CHK'D	APP'D	DATE

Approved By:
ASBOM
 1700 Market Street, Suite 1800
 Philadelphia, Pennsylvania 19103

SR 2020 PREVIOUSLY KNOWN AS L1510
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. AMT
 SEC. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AWTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
CATENARY PROFILE WIRE #4 (TEMPORARY)

RECORD NO. _____ SHEET 10 OF 31
 ET-16

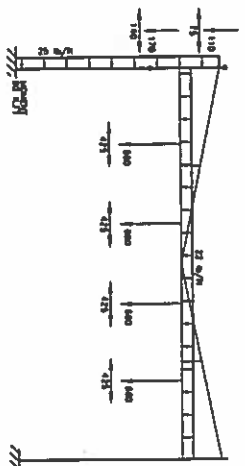
DESIGN R/R REVISION JAN 08mm C2 C301 BC



STRUCTURE N-567A
STA. 1599+81.50
LOOKING TOWARD NEW YORK

NOTE: BRIDGE DECK ELEVATIONS ARE GIVEN
MINUS 1.0' TO INDICATE ROAD OVERHEAD CLEARANCE

- WORK STATEMENT (TEMPORARY)**
- INSTALL AND ERECT BRIDGE FOR NEW PERMANENT BRIDGE.
 - INSTALL BRIDGE AND ALL APPROPRIATE BRIDGE WORK.
 - INSTALL BRIDGE AND ALL APPROPRIATE BRIDGE WORK.
 - INSTALL BRIDGE AND ALL APPROPRIATE BRIDGE WORK.
- WORK STATEMENT (FINAL)**
- REMOVE BRIDGE AND ALL APPROPRIATE BRIDGE WORK.
 - REMOVE BRIDGE AND ALL APPROPRIATE BRIDGE WORK.



- NOTES:**
- BRIDGE SPAN OFF SET DIMENSIONS INDICATED ON DRAWING ARE TO BE MAINTAINED.
 - SEE DRAWING AND ALL OTHER RELEVANT DRAWINGS.

Prepared By:
ASCOM
1700 Locust Street, Suite 1400
Philadelphia, Pennsylvania 19102

NEW BALL OF MATERIAL - N-567A

ITEM	DESCRIPTION	QUANTITY	UNIT
1	STEEL	15,153	LB
2	WOOD	24	CU YD
3	CONCRETE	24	CU YD
4	BRIDGE	24	CU YD

FINAL WIRE HEIGHTS - N-567A

SPAN	WIRE HEIGHT	WIRE HEIGHT	WIRE HEIGHT	WIRE HEIGHT
1	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"
2	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"
3	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"
4	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"

TEMPORARY WIRE HEIGHTS - N-567A

SPAN	WIRE HEIGHT	WIRE HEIGHT	WIRE HEIGHT	WIRE HEIGHT
1	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"
2	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"
3	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"
4	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"	37'-4 1/2"

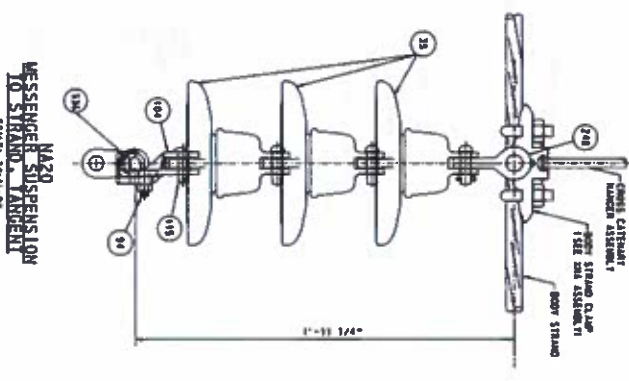
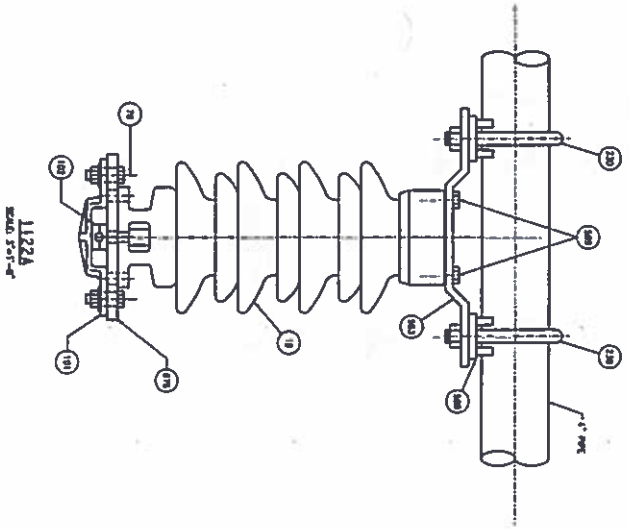
- NOTES:**
- SEE DRAWING AND ALL OTHER RELEVANT DRAWINGS.
 - SEE DRAWING AND ALL OTHER RELEVANT DRAWINGS.

SR 2020 PREVIOUSLY RENUMERATED AS L6110

DATE	BY	CHK'D	APP'D	DATE

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. AMT
SEC. 0080 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER ANTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
STRUCTURAL ERECTION DIAGRAM OF N-567A

RECOMMENDED: **SHEET 22 OF 51**
ET-20



BILL OF MATERIAL

NO	QTY	DESCRIPTION	REF. QTY	DRY
230	EA	1-1/2\"/>		

BILL OF MATERIAL (NAZ0)

TOWER UNIT	QTY	DESCRIPTION	APPROX. NET WT. (LBS)
35	EA	1\"/>	

DESIGNER: JRM
CHECKER: JRM
DATE: 01/16/12



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. AMT
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.2B
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
RIGID INSULATOR ASSEMBLY

NO.	DESCRIPTION	BY	CHK. D.	APP. D.	DATE

RECOMMENDED
SHEET 27 OF 51
ET-25

DESIGNER: CDR. JAM. DOWN. CIVIL ENGINEER

CHECKED BY: CDR. M.C. HARRIS. CIVIL ENGINEER

DATE: 07/16/2012

PROJECT: 2020 PREVIOUSLY KNOWN AS LRT150

LOCATION: S.R. 2020 SECT. AMT

SEG. 0060 OFFSET 0000

SR 2020 (TYBURN RD) STA 130+90.28

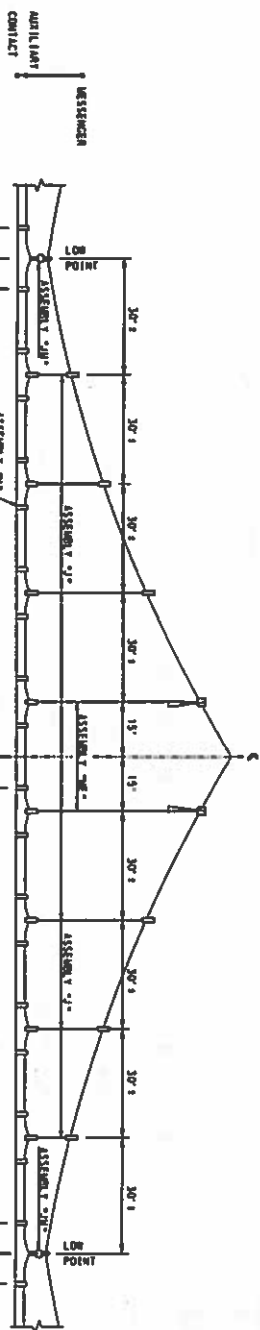
OVER ASTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE

STEADY SPAN ASSEMBLIES

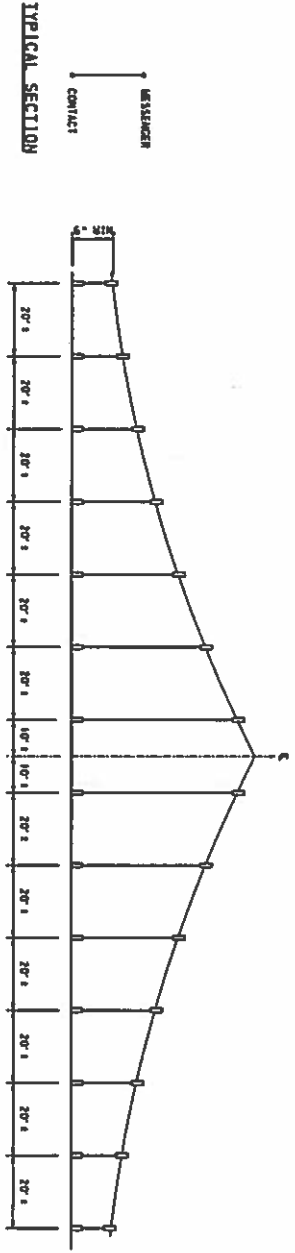
SHEET 29 OF 31





CATENARY STANDARD 1 FOR TANGENT OR TANGENT CHORD

FOR SPANS 0'-00" TO 0'-44" & 3'-11" UP SPANS 20' MINIMUM TO 300' MAXIMUM



STANDARD XVI
HEAVY YARD TRACK CONSTRUCTION

TANGENT & CHORD
ASSEMBLY #1-2 FOR ALL HANDERS

- NOTES:
1. FOR DETAILS OF HANGER ASSEMBLIES, SEE DRAWING ET-20.
 2. ALL HANGER LENGTHS ARE TO BE CALCULATED USING THE APPROPRIATE HANGER HANGING CONSTANTS AND TOLERANCES ON THE CATENARY PROFILE.

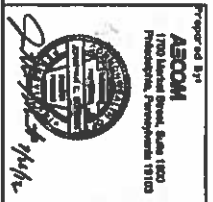
CATENARY ARRANGEMENT ASSEMBLIES

WIRE COMBINATIONS, ALL STANDARDS

- EXISTING IN SYSTEM AND LOWER USED
- 5/8" DIA. BRONZE, 19 STRAND MESSINGER WIRE
- 4/8" DIA. COPPER AERIALWAY WIRE
- 4/8" BRONZE, CONTACT WIRE
- EXISTING IN SYSTEM AND LOWER USED
- 5/8" DIA. BRONZE, 19 STRAND MESSINGER WIRE
- 4/8" DIA. COPPER AERIALWAY WIRE
- 500,000 CM. BRONZE, CONTACT WIRE
- 1/8" CONSTRUCTION
- 5/8" DIA. COMPOSITE, 19 STRAND MESSINGER WIRE
- 4/8" DIA. COPPER AERIALWAY WIRE
- 4/8" BRONZE, CONTACT WIRE
- 1/8" CONSTRUCTION
- 5/8" DIA. COMPOSITE, 19 STRAND MESSINGER WIRE
- 4/8" DIA. COPPER AERIALWAY WIRE
- 335,000 CM. BRONZE, CONTACT WIRE

WIRE COMBINATIONS, STANDARD XVI

- EXISTING IN SYSTEM AND LOWER USED
- 5/8" DIA. BRONZE, 19 STRAND MESSINGER WIRE
- 4/8" BRONZE, CONTACT WIRE
- EXISTING IN SYSTEM AND LOWER USED
- 5/8" DIA. BRONZE, 19 STRAND MESSINGER WIRE
- 500,000 CM. BRONZE, CONTACT WIRE
- 1/8" CONSTRUCTION
- 5/8" DIA. COMPOSITE, 19 STRAND MESSINGER WIRE
- 4/8" BRONZE, CONTACT WIRE
- 1/8" CONSTRUCTION
- 5/8" DIA. COMPOSITE, 19 STRAND MESSINGER WIRE
- 335,000 CM. BRONZE, CONTACT WIRE



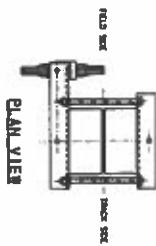
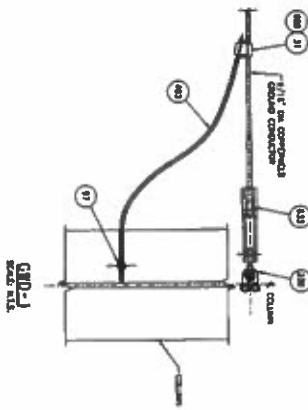
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. AMT
SEG. 0050 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AIRTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
CATENARY STANDARD ARRANGEMENT

RECOMMENDED SHEET 31 OF 31
ET-29

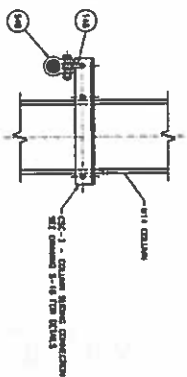
Work	Revision	By	Chk'd	App'd	Date

DESIGN BY: COLI, JHM, DMH, CJ, CDD, MC

DESIGNER: JRM
 CHECKER: JRM
 DRAWN: CJ
 CADD: RG



EQ-A-1
 ADSS SUSPENSION ASSEMBLY



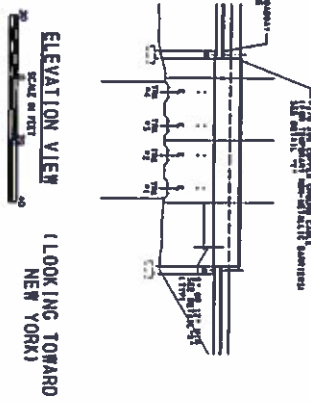
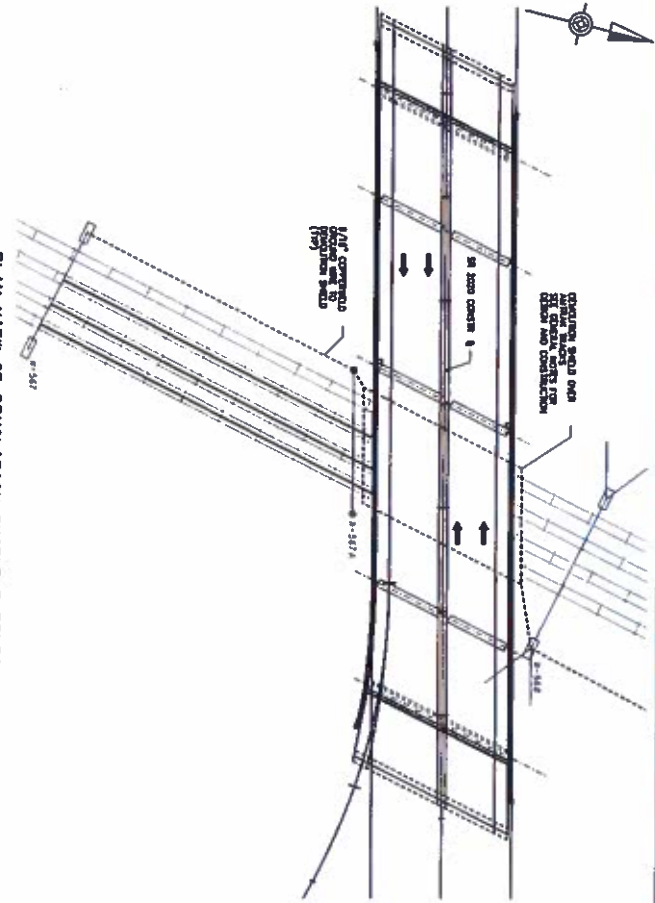
BILL OF MATERIAL

QTY	UNIT	DESCRIPTION	REFER TO DET	UNIT	QTY	QTY
633	CSF/16	FORMED STEEL SOCKET FOR 1/2\"/>				
648	-	STEEL PLATE 1/2\"/>				
71	-	STEEL PLATE 1/2\"/>				
87	-	STEEL PLATE 1/2\"/>				
149	SA	STEEL PLATE 1/2\"/>				
150	16#-40	STEEL 1/2\"/>				
492	-	STEEL PLATE 1/2\"/>				
549	-	STEEL PLATE 1/2\"/>				



COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. AMT
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AIRTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
GROUNDING AND ADSS ASSEMBLIES

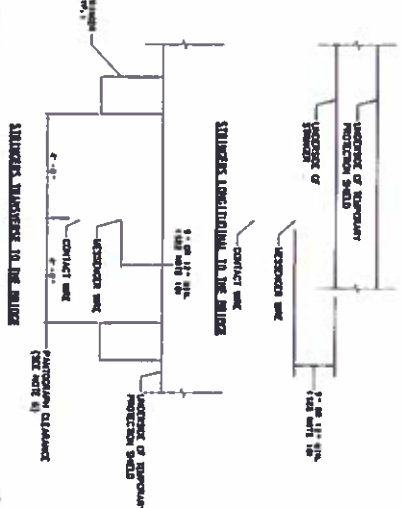
RECOMMENDED BY: _____
 DATE: _____
 SHEET 30 OF 51
ET-31



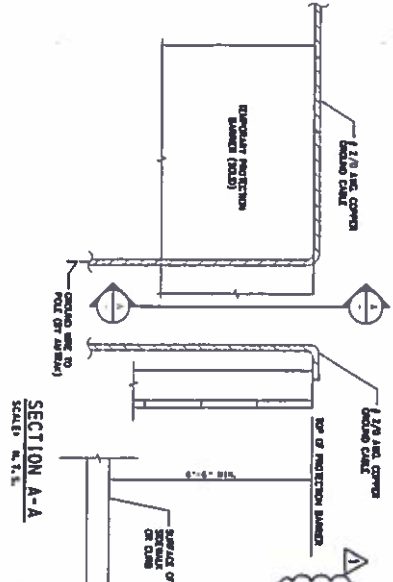
PLAN VIEW OF DEMOLITION SHIELD EXTENTS
 SCALE: AS SHOWN

ELEVATION VIEW
 (LOOKING TOWARD NEW YORK)
 SCALE: AS SHOWN

TYPICAL ARRANGEMENT OF PROTECTION SHIELD STRINGERS SHOWING CLEARANCES



APPLICATION OF GROUND CABLE TO PROTECTION BARRIER



SECTION A-A
 SCALE: AS SHOWN

GENERAL NOTES:

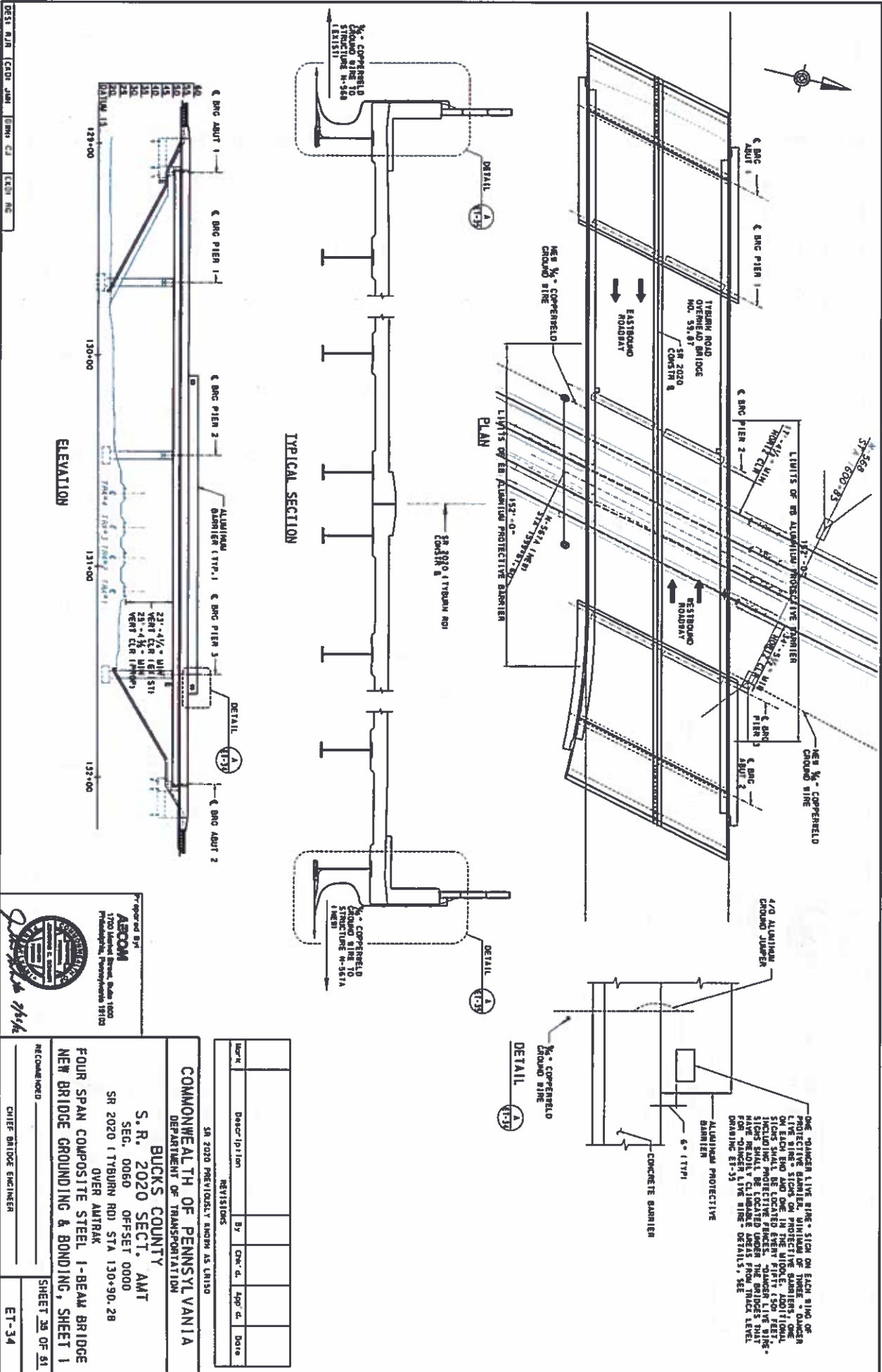
- DEMOLITION PROTECTION SHIELDS SHALL BE USED WITH CERTAIN EXCEPTIONS SHOWN ON THE DRAWINGS.
- DEMOLITION PROTECTION SHIELDS SHALL BE USED TO PROTECT ALL WORK AREAS FROM COLLISION WITH OVERHEAD POWER LINES AND TO PREVENT CONTACT WITH OVERHEAD POWER LINES.
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COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AIRRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 BRIDGE DEMOLITION GROUNDING & BONDING

NO.	REVISIONS	BY	CHK. D.	APP. D.	DATE
1	ADDITIONAL 2	CVJ	RLR	JCS	8/24/2012

RECOMMENDED: _____
 SHEET 34 OF 51
 ET-33



Approved By:

Prepared By:

ASACOM
1700 Market Street, Suite 1000
Philadelphia, Pennsylvania 19103

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. AMT
SEG. 0060 OFFSET 0000
SR 2020 (TIBURN RD) STA 130+90.28
OVER AIRTAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
NEW BRIDGE GRONDING & BONDING, SHEET 1

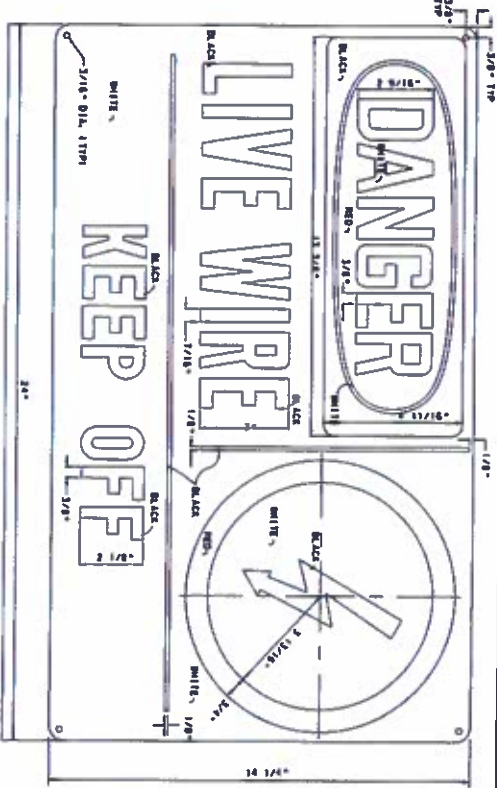
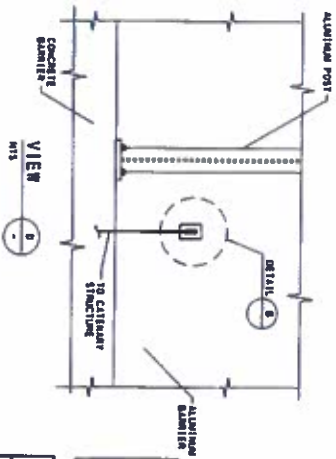
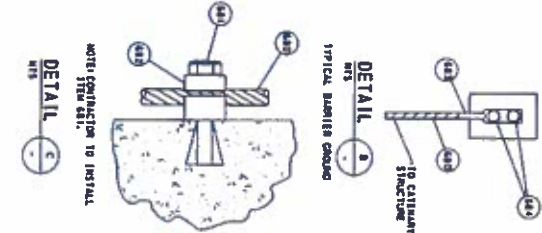
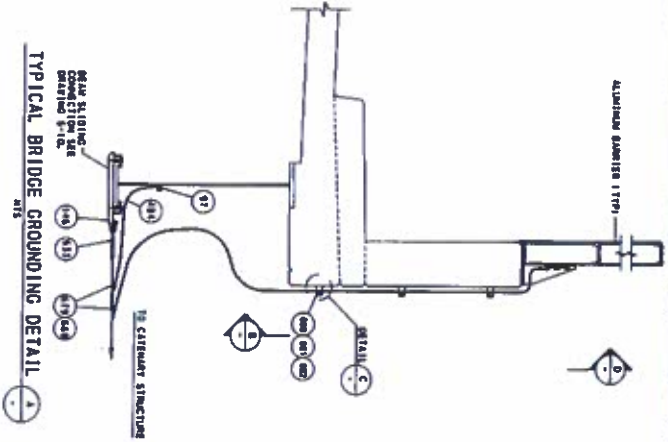
RECOMMENDED: _____

CHIEF BRIDGE ENGINEER

ET-34

Work	Description	By	CHK. d.	APP. d.	Date
	REVISIONS				

ITEM NO.	QTY	DESCRIPTION	UNIT	AMOUNT	PRICE	TOTAL
106 BA	34	BRIDGE, GALV. STEEL I-BEAM	LF	81-705.8		4
107 BA		POST, GALV. STEEL 4" DIA.	EA			4
108 BA		CONCRETE, 4" DIA. POST	EA			4
109 BA		CONCRETE, 4" DIA. POST	EA			4
110 BA		CONCRETE, 4" DIA. POST	EA			4
111 BA		CONCRETE, 4" DIA. POST	EA			4
112 BA		CONCRETE, 4" DIA. POST	EA			4
113 BA		CONCRETE, 4" DIA. POST	EA			4
114 BA		CONCRETE, 4" DIA. POST	EA			4
115 BA		CONCRETE, 4" DIA. POST	EA			4
116 BA		CONCRETE, 4" DIA. POST	EA			4
117 BA		CONCRETE, 4" DIA. POST	EA			4
118 BA		CONCRETE, 4" DIA. POST	EA			4
119 BA		CONCRETE, 4" DIA. POST	EA			4
120 BA		CONCRETE, 4" DIA. POST	EA			4



“DANGER LIVE WIRE” SIGN DETAIL

- GENERAL NOTES FOR SIGN:**
- SIGN PLATES SHALL BE GALV. - SIZES ACCORDING TREATED ACCORDING.
 - LETTERS TO BE ON FRONT ONLY, SIZES TO BE AS NOTED ON DRAWING.
 - COLORS OF SIGN TO BE AS NOTED ON DRAWING.
 - BACK OF SIGN TO BE MILL FINISH.
 - THE FACE OF THE PLATE SHALL BE COATED WITH WHITE ENAMEL PAINT REFLECTIVE PAINTING, MEETING FEDERAL SPECIFICATION CS-300C.
 - CHARACTERS SHALL BE PUNCHED INTO SIGN PLATE. CHARACTERS SHALL BE PUNCHED INTO SIGN PLATE. CHARACTERS SHALL BE PUNCHED INTO SIGN PLATE. CHARACTERS SHALL BE PUNCHED INTO SIGN PLATE.
 - A NOTARIZED CERTIFICATION OF ALUMINUM AND BRIDGE CONNECTIONS SHALL BE REQUESTED FROM MANUFACTURER.
 - SIGN TO BE SUPPLIED BY AIRMAIL.
- NOTES:**
- USE GALV. - IMITATING ALIEN COMPANON ON ALL CONCRETE CONNECTION APPLICATIONS, SEE ITEM NO. 612.
 - FOR BRIDGE DETAILS, SEE BRIDGE DETAILS.
 - REFER TO CONNECTIONS AND BRIDGE CONNECTIONS WITH BRIDGE CONNECTION.

ASCOM
 1700 North State St., 1000
 Philadelphia, Pennsylvania 19103
 215-261-7444

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S.R. 2020 SECT. AMT
 SEG. 0060 OFFSET 0000
 SR 2020 | TYBURN RD | STA 130+90.28
 OVER AMTRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 NEW BRIDGE GROUNDING & BONDING, SHEET 2
 SHEET 26 OF 51
 ET-35

NO.	DESCRIPTION	BY	CHK'D	APP'D	DATE

ITEM	STOCK NO.	MARK	REF. DWG.	DESCRIPTION	MANUFACTURER	UNIT	QTY
611	440795106	CS7/16	ACT 10001	FORGED COLLAR SOCKET FOR 2 1/2" DIA. 7 STRAND COPPERWELD WIRE BORN 316 STAINLESS STEEL, FLANGE: AL BRONZE, FLURY CAT. NO. 610.02A.103	ARTHEM FLURY AG	EA.	24
633	440500415	CS9/16	-	FORGED COLLAR SOCKET FOR 9/16 - 19 STRAND COPPERWELD WIRE BORN 316 STAINLESS STEEL, FLANGE: AL BRONZE, FLURY CAT. NO. 610.017.105	TRANSTECH OF SC INC, REDMONT, SC	EA.	9
628	-	-	-	CARTIDGE AMPACT BLUE TYPE FOR INSTALLATION OF COPPER TAP, AMP 693B-1	AMP VALLEY FORGE, PA	EA.	12
671	-	275387-6	-	TAP COPPER 4/0 STRANDED TO 4/0 STRANDED	AMP PRODUCTS, VALLEY FORGE, PA	EA.	7
672	-	-	-	QUICK-INSTALLING COLP/ALU II, PENETRAX	FCI-BURNIDY LONDONDERRY, NH	AS REQ.	-
679	-	-	-	CONNECTING WEDGE TYPE, AMP 692046-7	AMP VALLEY FORGE, PA	EA.	5
680	-	-	-	4/0 19 STRAND INSULATED ALUMINUM CONDUCTOR	AMP VALLEY FORGE, PA	FT.	46
681	-	-	-	STAINLESS STEEL RING BOLT 1/2" DIA. X 4 1/2" LG. HELIX	HELIX	EA.	9
682	-	-	-	TITANUM COSS1596	ANDERSON	EA.	9
683	-	-	-	QUICK AND CLAMP ANDERSON REC-140-04	ANDERSON	EA.	2
684	-	-	-	TELEMANUAL CONNECTOR, COMPRESSION TYPE FOR 4/0 ALUMINUM STRANDED CONDUCTOR, BURNIDY WAZBAS	FCI-BURNIDY LONDONDERRY, NH	EA.	3
700	442100067	-	ACT 10001	ROBT 1/2" X 2" LG. STAINLESS STEEL W/100XWASHER	-	EA.	5
722	442100068	SSB-22	ACT 10001	1/2" DIA. - 13 UNF STAINLESS STEEL REMAINUT WITH CL WASHER	-	EA.	1047
724	442100069	SSB-34	ACT 10001	STAINLESS STEEL BOLT 1/2" X 1-1/2 13 UNF-2A	-	EA.	472
						EA	575

DEST: RLR CDR: JAW DWR: CJ CAD: BG



SR 2020 PREVIOUSLY KNOWN AS LR150

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
S. R. 2020 SECT. AMT
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL 1-BEAM BRIDGE
MASTER BILL OF MATERIAL

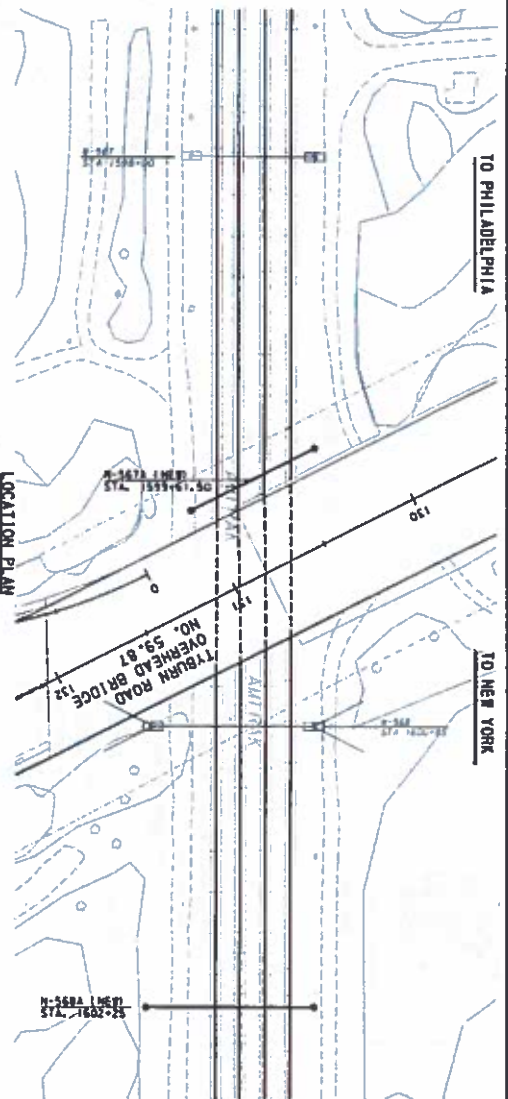
RECOMMENDED _____ SHEET 38 OF 51

ET-37

Work	Description	By	Chk'd	App'd	Date



- DRAWING INDEX**
- 1-2 FOUNDATION AND JOINT DETAILS
 - 3-4 FOUNDATION AND JOINT DETAILS
 - 5-6 WELD FORM DETAILS
 - 7-8 FOUNDATION REPAIR
 - 9-10 FOUNDATION REPAIR
 - 11-12 STRUCTURAL SECTION DETAILS OF M-50A
 - 13-14 STRUCTURAL SECTION DETAILS OF M-50A
 - 15-16 STRUCTURAL SECTION DETAILS, SHEET 1
 - 17-18 STRUCTURAL SECTION DETAILS, SHEET 2
 - 19-20 STRUCTURAL SECTION DETAILS, SHEET 3
 - 21-22 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 23-24 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 25-26 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 27-28 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 29-30 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 31-32 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 33-34 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 35-36 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 37-38 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 39-40 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 41-42 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 43-44 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 45-46 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 47-48 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 49-50 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 51-52 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 53-54 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 55-56 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 57-58 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 59-60 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 61-62 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 63-64 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 65-66 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 67-68 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 69-70 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 71-72 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 73-74 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 75-76 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 77-78 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 79-80 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 81-82 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 83-84 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 85-86 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 87-88 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 89-90 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 91-92 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 93-94 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 95-96 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 97-98 JOINT DETAILS AND WELD CONNECTION DETAILS
 - 99-100 JOINT DETAILS AND WELD CONNECTION DETAILS



STRUCTURAL STEEL NOTES

1. STRUCTURAL STEEL SHALL CONFORM TO ASTM STANDARDS, AS SHOWN ON THE DRAWINGS.
2. ALL WELDS SHALL BE CALVANIZED, IN ACCORDANCE WITH ASTM A153 AND A153.
3. ALL BOLTS SHALL BE $\frac{1}{2}$ " DIAMETER WITH $\frac{1}{4}$ " DIAMETER HOLES UNLESS OTHERWISE SPECIFIED ON THE PLANS.
4. ALL BEAM SPICES TO BE SHIP BOLTED, WITH ONE SPICE ON EACH END.
5. ALL BOLTS TO HAVE HEXAGONAL HEAD, NUT AND WASHER.
6. ALL CONNECTION BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM STANDARDS, DESIGNATION A153 AND SHALL BE GALVANIZED.
7. STRUCTURAL MEMBERS AND CATEGORY SUPPORT CLAMP SHALL BE SHIPPED WITH ALL PLATS COMPLETELY ASSEMBLED.
8. ALL DIMENSIONS TO BE VERIFIED IN FIELD.
9. ALL GALVANIZED STEEL ITEMS CUT OR MODIFIED IN FIELD SHALL BE CUT TO THE CORRECT DIMENSIONS AND WELD TO THE ORIGINAL DIMENSIONS AND FINISH COATS OF ZINC REPAIR MATERIAL IN THE AFFECTED AREAS.
10. STEEL DETAILING, FABRICATION AND ERECTION SHALL COMPLY WITH THE CURRENT AISC MANUAL.
11. ALL WELDS AND BOLDING TO CONFORM WITH THE APPLICABLE REQUIREMENTS OF AISC D1.1, OR THE AMERICAN WELDING SOCIETY.
12. STEEL FABRICATION SHOULD NOT BEGIN BEFORE FIELD VERIFICATION OF ALL FOUNDATION LOCATIONS.
13. ALL FIELD WORK TO BE BOLTED, UNLESS OTHERWISE NOTED.

CONCRETE NOTES

1. CONCRETE COMPRESSIVE STRENGTH SHALL BE 4000 PSI AT 28 DAYS.
2. ALL CONCRETE WORK SHALL CONFORM TO THE LATEST EDITION OF ACI 301 AND ACI 318.
3. REINFORCING STEEL SHALL BE ASTM A-615, GRADE 60.
4. CHAMFER ALL EXPOSED EDGES 1 INCH UNLESS OTHERWISE NOTED.
5. COMPACTION TO DRILL ALL HOLES IN CONCRETE AS REQUIRED.

ABBREVIATIONS

ABBREV.	MEANING
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
ASSY	ASSEMBLY
ART	AMERICAN ROAD AND BUILDING BUILDING SOCIETY
AUT	AUTOMATIC
CL. & E	CENTER LINE
COL.	COLUMN
CON.	CONTACT
CONT'D	CONTINUED
COV. YARD	CORNER YARD
DET.	DETAIL
DRG.	DRAWING
F.S.	FACE SIDE
FT.	FEET
IN.	INCHES
EL. ELEV.	ELEVATION
BRIS.	BRISTLING
CLV.	CALVANIZED
DIA.	DIAMETER
C.S.	CORNER SIDE
LB., LBS.	POUNDS
NET.	NET
MON.	MONITOR
L.C.	LONG
L.	LINEAR
L. FT.	LINEAR FEET

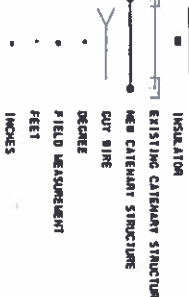
GENERAL NOTES

1. WORKMANSHIP SHALL CONFORM TO CURRENT APPLICABLE AISC AND AIAA SPECIFICATIONS.
2. WHEREVER A MANUFACTURED ITEM IS LISTED ON THE DRAWINGS, AN APPROVED EQUAL IS ACCEPTABLE.

CAISSON NOTES

1. CASINGS SHALL BE WELDED WITH THEIR IDENTIFYING STRUCTURE NUMBERS.
2. BEAM CLIPS SHALL BE FULLY ASSEMBLED AND SHIPPED WITHIN THEIR RESPECTIVE CASINGS.
3. BEAM CLIP ASSEMBLY SHALL CONSIST OF JACK BOLTS, BEAM CLIPS, AND BEAM CLIP PLATES AS SHOWN AT THE DRAWINGS. THE BEAM CLIP SHALL BE FULLY ASSEMBLED AT THE DRAWING OFFICE AT THE TIME OF THE DRAWING CONNECTION.
4. FOUNDATION ANCHOR RODS SHALL BE SHIPPED ON A SEPARATE SKID FOR EACH FOUNDATION LOCATION.
5. FOUNDATION ANCHOR RODS SHALL BE SHIPPED WITH WELDED PROTECTORS.
6. FOUNDATION ANCHOR RODS SHALL BE FULLY GALVANIZED ALONG WITH ALL ASSOCIATED NUTS, WASHERS AND EMBEDMENT ASSEMBLIES.
7. FOUNDATION ANCHOR ROD EMBEDMENT PLATE SHALL NOT BE GALVANIZED.

SYMBOLS



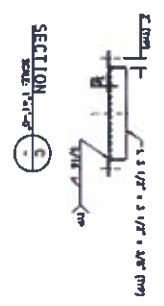
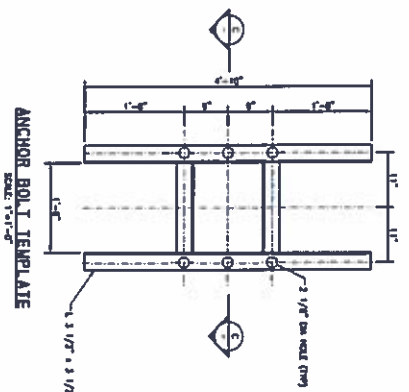
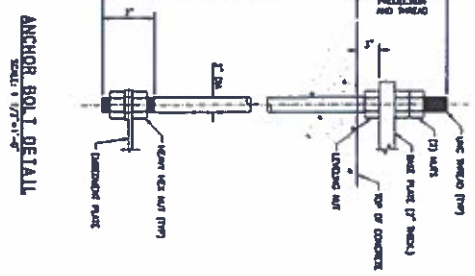
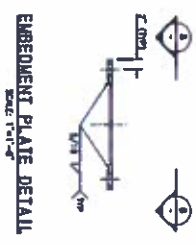
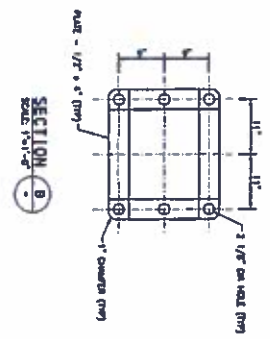
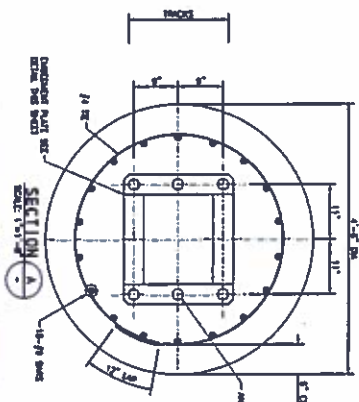
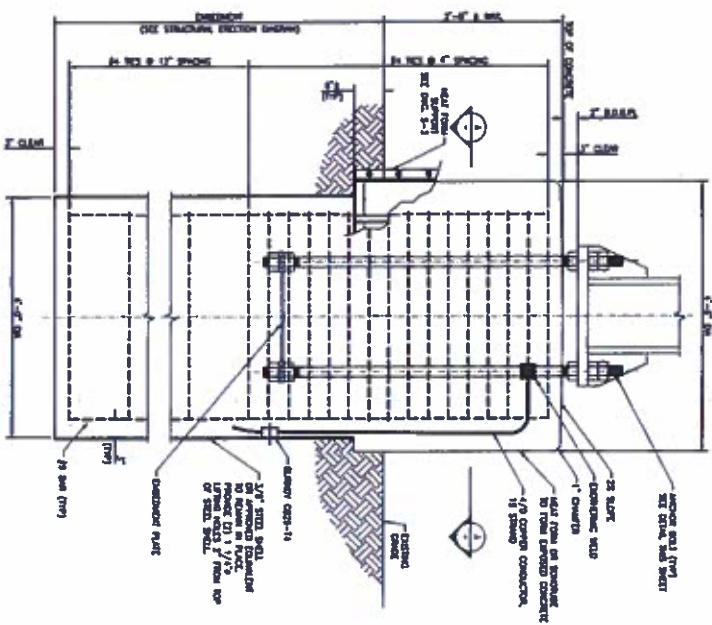
Work	Description	By	Chk'd.	App'd.	Date
	REVISIONS				

Prepared by
AECOM
 1700 Market Street, Suite 1800
 Philadelphia, Pennsylvania 19103
 Date: 7/16/12

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S.R. 2020 SECT. AMT
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AIRTRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 LOCATION PLAN, INDEX, NOTES & SYMBOLS
 SHEET 39 OF 51
 RECOMMENDED

DESIGN: JMM CAD: JMM DRAWN: CL CAD: MC

FOUNDATION DETAIL
SCALE: 1/4" = 1'-0"



FOUNDATION SCHEDULE

STRUCTURE	STATION AT TRACK #4	STATION AT TRACK #1	OFFSET FROM TRACK #4	OFFSET FROM TRACK #1	TOP OF FOUNDATION
H. 500A	1599+04.13	1599+94.88	13'-4 1/4"	13'-10 1/2"	22.72
H. 500A	1600+25.00	1600+35.00	12'-3 3/4"	12'-7 1/4"	22.87

- NOTES:**
1. FOR CONCRETE NOTES, SEE DRAWING S-1.
 2. FOR LOCATION OF STRUCTURES, SEE DRAWING S-1.
 3. COUPLERS AND WELDED COUPLERS SHALL BE WELDED WITH HIGH STRENGTH EPOXY RESIN.
 4. FOUNDATION ANCHOR BOLTS SHALL BE SPACED WITH WELDED COUPLERS AND WELDED COUPLERS SHALL BE WELDED WITH HIGH STRENGTH EPOXY RESIN.
 5. FOUNDATION ANCHOR BOLTS, WELDED COUPLERS AND ATTACHED WELDED COUPLERS SHALL BE CORROSION RESISTANT.
 6. TOP OF BOLT AND NUTS AT 10% TO 15% OVER EXISTENCE OF THE EXISTING FOUNDATION. THE EXISTING FOUNDATION SHALL BE CORROSION RESISTANT.
 7. ALL ANCHOR BOLTS AND NUTS SHALL BE WELDED TO THE EXISTING FOUNDATION AT A MINIMUM OF TWO SPACES FOR CONNECTION OF WELDED COUPLERS TO THE EXISTING FOUNDATION.

Prepared by:
AECOM
1700 National Street, Suite 1000
Pittsburgh, Pennsylvania 15109

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
S. R. 2020 SECT. AMT
SEG. 006D OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK

**FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
FOUNDATION AND ANCHOR BOLT DETAILS**

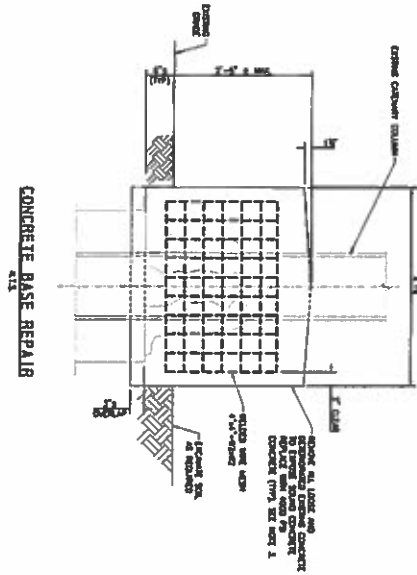
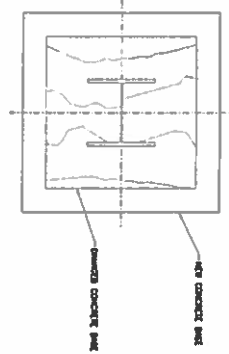
RECOMMENDED SHEET 40 OF 51

SR 2020 PREVIOUSLY KNOWN AS LR150

NO.	DATE	BY	CHK'D BY	APP'D BY	DATE

DESIGN NAME (C101) JMB (C101) JMB (C101) JMB (C101) JMB

- WORK STATEMENT**
1. REMOVE ALL EXISTING DAMAGED CONCRETE BASE TO EXPOSE SOUND CONCRETE.
 2. REMOVE ALL REINFORCING STEEL THAT HAS BEEN DAMAGED BY CONCRETE SPALLS.
 3. REPAIR ALL DAMAGED REINFORCING STEEL WITH EPOXY REINFORCING ANCHORS AND WELDED BARS.
 4. REPAIR CONCRETE SPALLS IN ACCORDANCE WITH THE SPECIFICATIONS FOR CONCRETE REPAIRS.
 5. FINISH REPAIRS AND PLACE OVER WITH 1" CONCRETE.



CONCRETE BASE REPAIR STRUCTURES

Structure	Station	Width	Length	Quantity
1-101	1703+00	22.5'	50.0'	1
1-102	1703+00	22.5'	50.0'	1
1-103	1703+00	22.5'	50.0'	1
1-104	1703+00	22.5'	50.0'	1

- NOTES**
1. FOR DETAILS, SEE SHEET S-1.
 2. FOR LOCATION OF STRUCTURE, SEE SHEET S-1.
 3. REMOVE ALL LOOSE AND DAMAGED CONCRETE TO EXPOSE SOUND CONCRETE. REPAIR WITH TYPE 1 CONCRETE (1703) SEE PAGE 1.
 4. REMOVE ALL REINFORCING STEEL THAT HAS BEEN DAMAGED BY CONCRETE SPALLS. REPAIR WITH EPOXY REINFORCING ANCHORS AND WELDED BARS.

Work	Date/Revision	By	Chk'd	App'd	Date

SA 2020 PRELIMINARY DRAW AS LRI30

Approved By:

ASCEM
1703 Lehigh Avenue, Suite 1000
Pottsville, Pennsylvania 17855

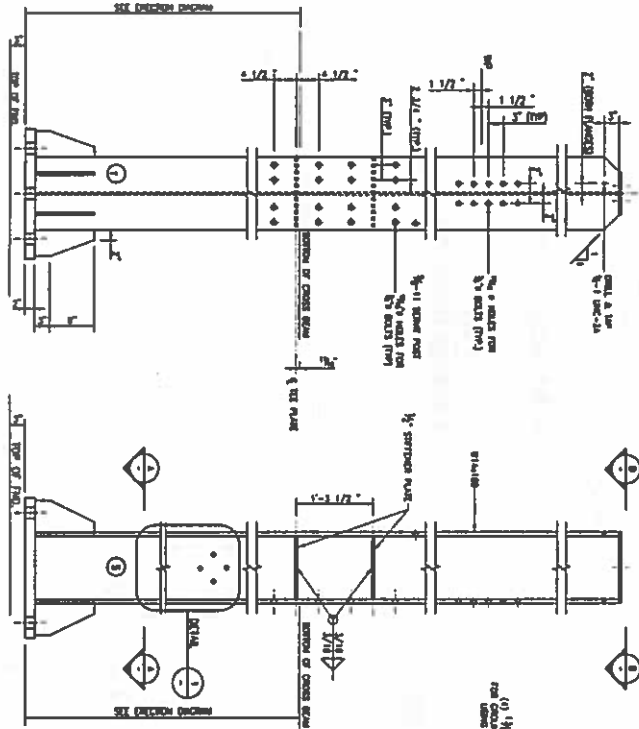
12/28/20

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

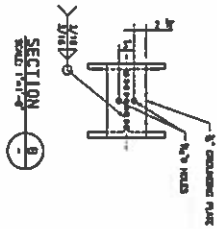
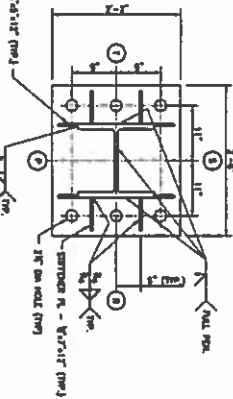
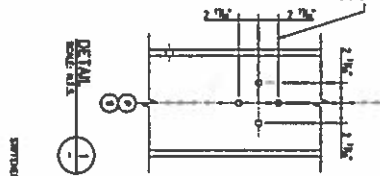
BUCKS COUNTY
S. R. 2020 SECT. AMT
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL 1-BEAM BRIDGE
FOUNDATION REPAIR

RECOMMENDED SHEET 42 OF 51
S-4

DESIGN CODE CAD: JMM DWG: C2 CSD: RC



(P-1) COLUMN
SCALE: 1/4\"/>



Prepared and Drawn by:
AECOM
 1700 Market Street, Suite 1000
 Philadelphia, Pennsylvania 19103
 7/16/12

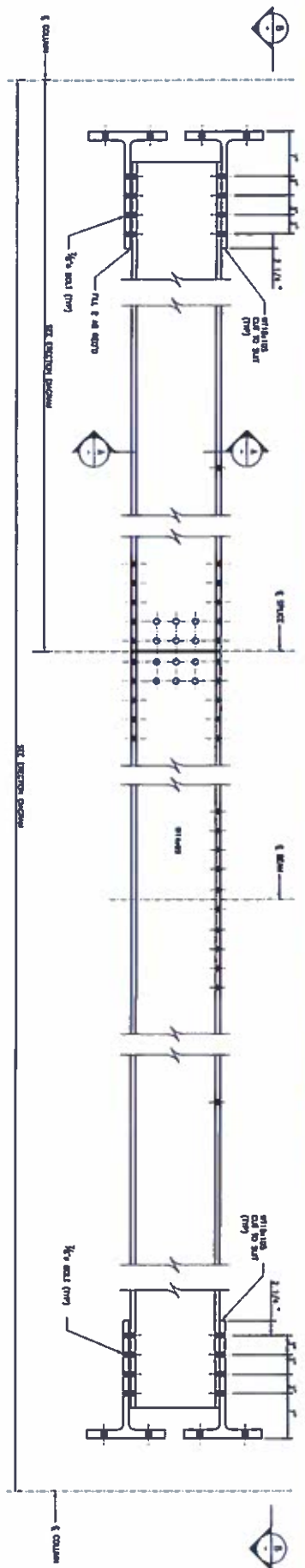
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 SR 2020 PREVIOUSLY KNOWN AS LRL150

BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AIRTRAK

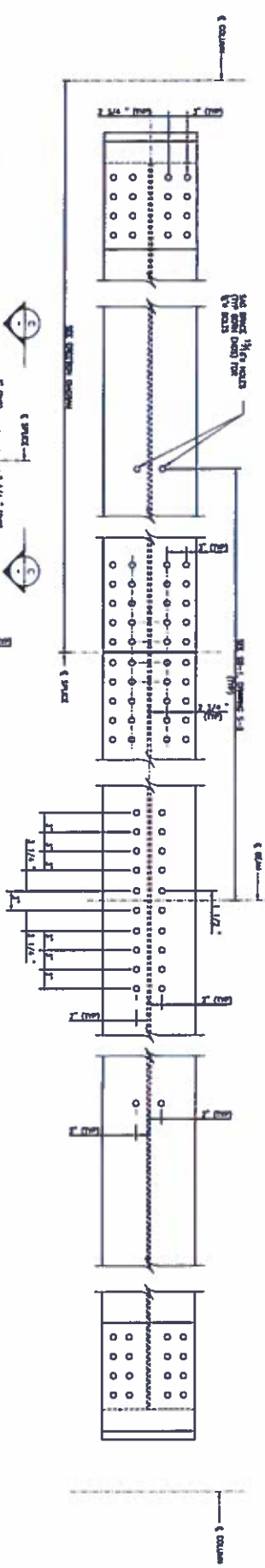
**FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 STRUCTURAL STEEL DETAILS, SHEET 1**

RECOMMENDED _____ SHEET 48 OF 51
 S-7

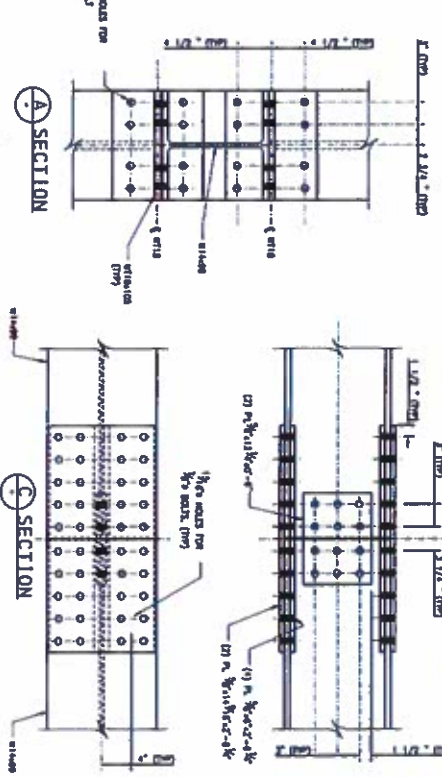
Work	Description	By	Chk'd	App'd	Date
	REVISIONS				



CROSS BEAM CB-1
N15



SECTION
SCALE 1/4\"/>



CAMBER DIAGRAM
N15



Work	Description	By	CHK'd	App'd	Date

SR 2020 PREVIOUSLY KNOWN AS LN150

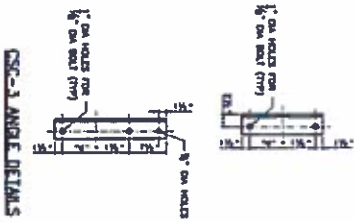
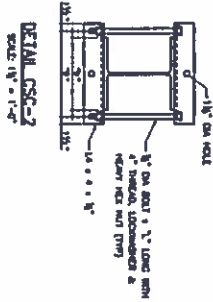
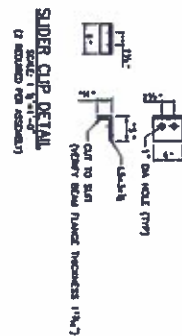
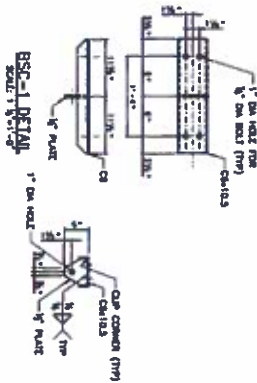
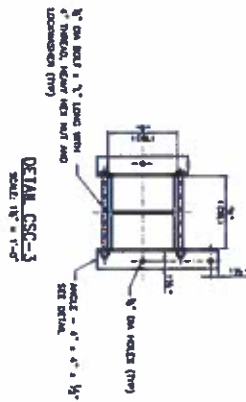
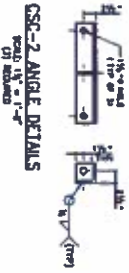
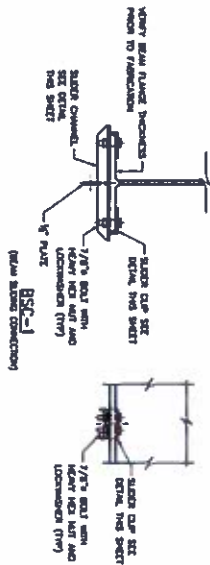
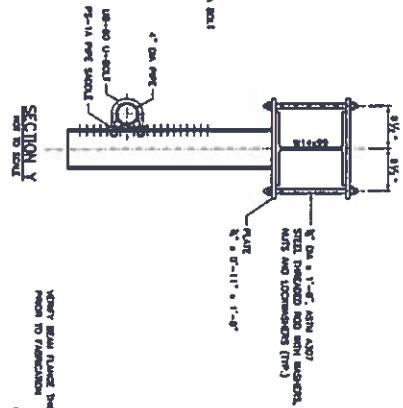
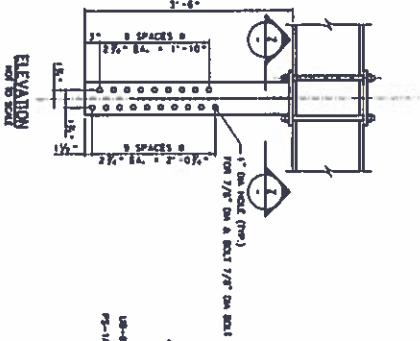
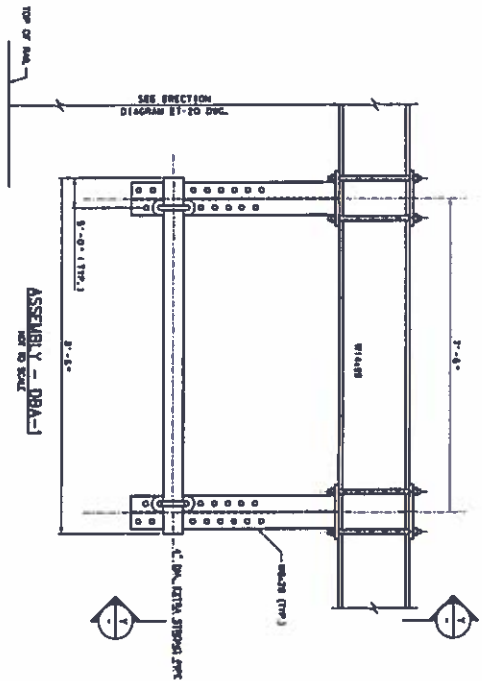
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
S.R. 2020 SECT. AMT
SEC. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK

FOUR SPAN COMPOSITE STEEL 1-BEAM BRIDGE
STRUCTURAL STEEL DETAILS, SHEET 2

RECOMMENDED _____ SHEET 48 OF 51

S-8



DIMENSION SCHEDULE

FOR MEMBERS CSC-2, CSC-3	FOR MEMBERS CSC-2, CSC-3
SECTION	1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8"
SECTION	1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8"
SECTION	1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8"
SECTION	1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8"
SECTION	1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8" / 1'-2 1/8"

FOR ALL OTHER MEMBER DIMENSIONS REFER TO

- NOTES:**
- FOR GENERAL NOTES, SEE DRAWING S-1.
 - FOR LOCATION OF STRUCTURE, SEE DRAWING S-1.

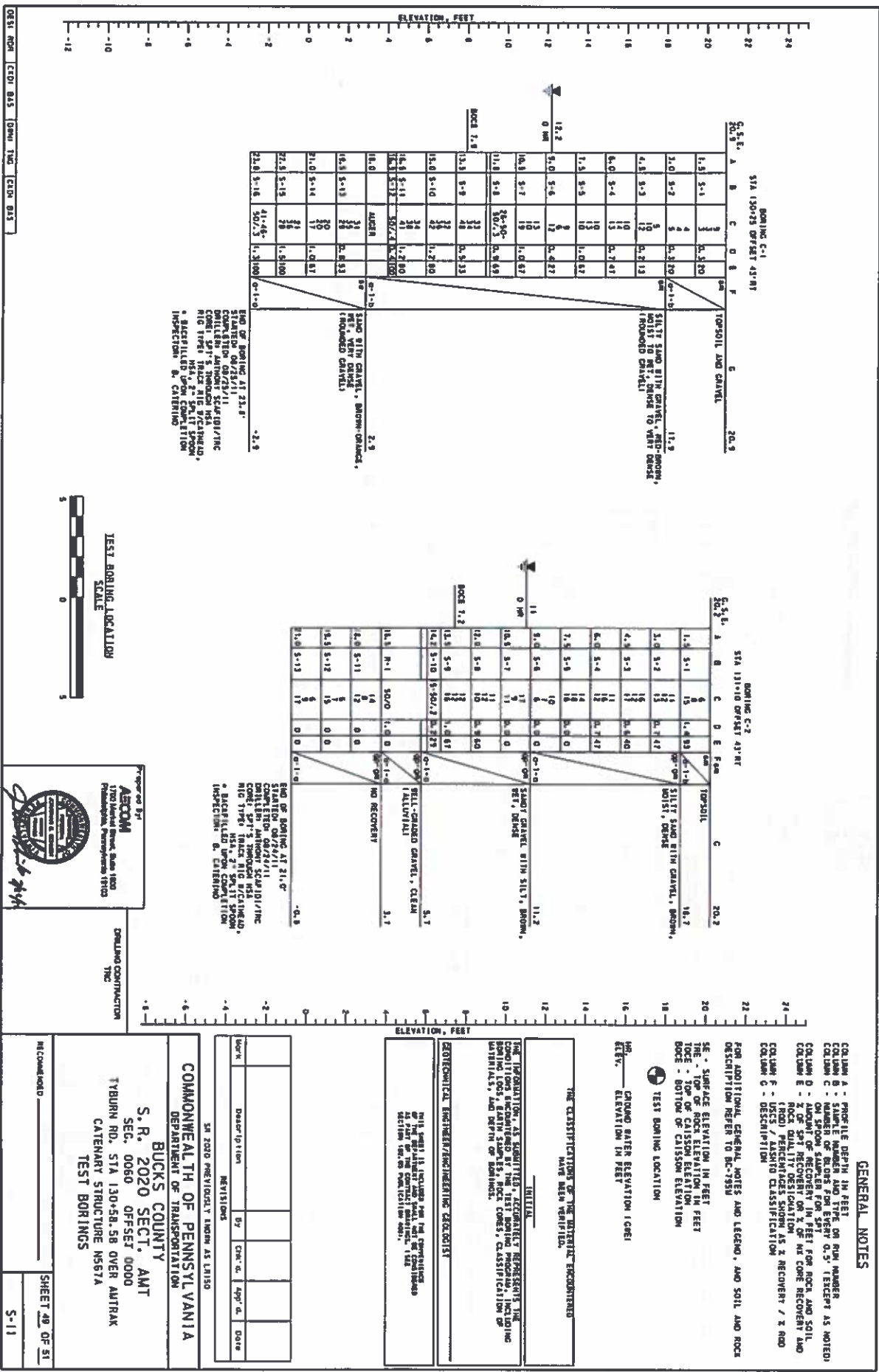
DESIGN: RHM CAD: JAM JOHN CJ CADD: RC



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. AMT
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL 1-BEAM BRIDGE
DROP BRACKET & SLIDING CONNECTION DETAIL

RECOMMENDED SHEET 48 OF 51

5-10



GENERAL NOTES

- COLUMN A - PROFILE DEPTH IN FEET
- COLUMN B - SAMPLE NUMBER AND TYPE OR RUN NUMBER
- COLUMN C - NUMBER OF BLOWS FOR EVERY 0.5' (EXCEPT AS NOTED)
- COLUMN D - AMOUNT OF RECOVERY IN FEET FOR ROCK AND SOIL
- COLUMN E - % OF SP1 RECOVERY OR % OF HI CORE RECOVERY AND ROCK QUALITY DESIGNATION (AS 2 RECOVERY / % ROCK)
- COLUMN F - USES / CLASSIFICATION (AS 2 RECOVERY / % ROCK)
- COLUMN G - DESCRIPTION

FOR ADDITIONAL GENERAL NOTES AND LEGEND, AND SOIL AND ROCK DESCRIPTION REFER TO BC-735W

SE - SURFACE ELEVATION IN FEET
 TE - TOP OF ROCK ELEVATION IN FEET
 BO - BOTTOM OF CHASSIS ELEVATION

TEST BORING LOCATION

NO. - BORING AFTER ELEVATION (ONE)
 FEET - ELEVATION IN FEET

THE CLASSIFICATION FOR THE MATERIALS ENCOUNTERED MAY BE REVISITED.

INITIALS

THE INFORMATION, AS SUBMITTED, ACCURATELY REPRESENTS THE CONDITIONS ENCOUNTERED BY THE TEST BORING PROGRAM, INCLUDING MATERIALS, AND DEPTH OF BORINGS.

GEOTECHNICAL ENGINEERING/INTEGRATING CONSULTANT

THIS LOG IS IN ACCORDANCE WITH THE REQUIREMENTS OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SECTION 104.00 (PARTIAL) AND 104.01.

NO.	REVISIONS	BY	CHK'D	APP'D	DATE

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SER. 0060 OFFSET 0000
 TYBURN RD, STA 130+58.58 OVER AWT/RAK
 CATENARY STRUCTURE NS67A
 TEST BORINGS

IN CHARGE: _____ SHEET 28 OF 31
 5-11



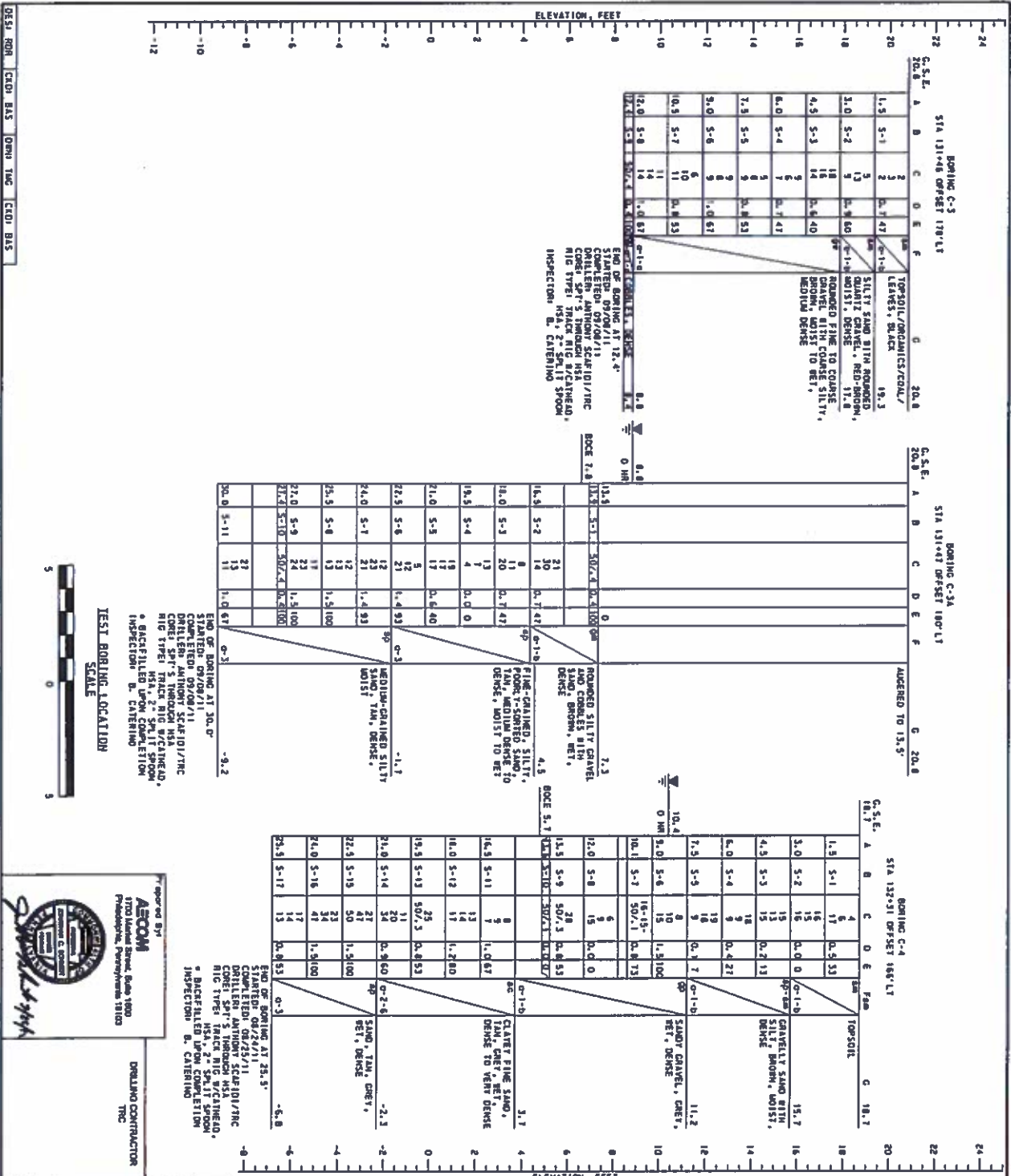
DESIGNED BY: AECOM
 1700 Market Street, Suite 1800
 Philadelphia, Pennsylvania 19103

DRILLING CONTRACTOR: TMC



END OF BORING AT 23.8'
 STATED ON 7/23/11
 COMPLETION ON 7/23/11
 CONTRACT NO. 700-0000
 CONSULTANT: AECOM/INC
 CONSULTANT: SP1'S THROUGH HSA
 RIG TYPE: TRACK RIG / CATENARY
 * BACKFILLED UPON COMPLETION
 INSPECTION BY: CATENARY

END OF BORING AT 31.0'
 STATED ON 7/23/11
 COMPLETION ON 7/23/11
 CONTRACT NO. 700-0000
 CONSULTANT: AECOM/INC
 CONSULTANT: SP1'S THROUGH HSA
 RIG TYPE: TRACK RIG / CATENARY
 * BACKFILLED UPON COMPLETION
 INSPECTION BY: CATENARY



GENERAL NOTES

COLUMN A - PROFILE DEPTH IN FEET
 COLUMN B - SAMPLE NUMBER AND TYPE OR RUN NUMBER
 COLUMN C - NUMBER OF BLOBS FOR EVERY 0.5' (EXCEPT AS NOTED)
 COLUMN D - ON SPREAD SAMPLER FOR SPT FOR ROCK AND SOIL
 COLUMN E - % OF SPT RECOVERY OR % OF WET CORE RECOVERY AND ROCK QUALITY DESIGNATION
 COLUMN F - USES / ASSAYS DESIGNATION AS X RECOVERY / X MID
 COLUMN G - DESCRIPTION

FOR ADDITIONAL GENERAL NOTES AND LEGEND, AND SOIL AND ROCK DESCRIPTION REFER TO BC-795A

SE - SURFACE ELEVATION IN FEET
 TOE - TOP OF CLASSION ELEVATION
 BOCE - BOTTOM OF CLASSION ELEVATION

TEST BORING LOCATION

GROUND WATER ELEVATION (GWE)
 ELEVATION IN FEET

THE CLASSIFICATION OF THE MATERIAL INDICATED HAVE BEEN VERIFIED.

THE INFORMATION IS SOOUGHTER, ACCURATELY REPRESENTS THE RESULTS OF THE LABORATORY TESTS AND FIELD OBSERVATIONS OF BORING LOGS, SAMPLERS, ROCK CORES, CLASSIFICATION OF MATERIALS, AND DEPTH OF BORINGS.

GEOTECHNICAL ENGINEERING INCORPORATED

THIS SHEET IS INCLUDED FOR THE CONFORMANCE OF THE REQUIREMENTS AND SHALL NOT BE CONSIDERED SECTION 106.00, MULTISTEP 4001 - 100

REVISIONS

Work	Description	By	Chk'd	App'd	Date

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S. R. 2020 SECT. AMT
 SEC. 0060 OFFSET 0000
 TYBURN RD. STA 130+58.58 OVER AMTRAK
 CATENARY STRUCTURE 4567A
 TEST BORINGS

DESIGNED BY: *[Signature]*
 1700 Market Street, Suite 1000
 Philadelphia, Pennsylvania 19103

DRILLING CONTRACTOR: TMC

RECOMMENDED: SHEET 50 OF 51
 5-12

DATE: 03/16/2012 CADD: JAM DWG: C1 CDR: M6

ITEM	STOCK NO.	MARK	REF. DWG.	DESCRIPTION	MANUFACTURER	UNIT	QTY
1				CONCRETE		CU	2
2				CONCRETE		CU	240
3				REINFORCING STEEL, #4		LBS	3,700
4				REINFORCING STEEL, #13		LBS	970
5				STEEL SHEET, 1/2" THK, 24"		EA	4
6				ANCHOR BOLTS, 2" DIA		EA	14
7				REINFORCING PART		EA	8
8				REINFORCING PART		EA	8
9				REINFORCING PART		EA	4
10				REINFORCING PART		EA	4
11				ANCHOR BOLT TYPICAL		EA	4
12				ANCHOR BOLT TYPICAL		EA	4
13				ANCHOR BOLT TYPICAL		EA	4
14				ANCHOR BOLT TYPICAL		EA	4
15				ANCHOR BOLT TYPICAL		EA	4
16				ANCHOR BOLT TYPICAL		EA	4
17				ANCHOR BOLT TYPICAL		EA	4
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55				ANCHOR BOLT TYPICAL		EA	4
56				ANCHOR BOLT TYPICAL		EA	4
57				ANCHOR BOLT TYPICAL		EA	4
58				ANCHOR BOLT TYPICAL		EA	4
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95				ANCHOR BOLT TYPICAL		EA	4
96				ANCHOR BOLT TYPICAL		EA	4
97				ANCHOR BOLT TYPICAL		EA	4
98				ANCHOR BOLT TYPICAL		EA	4
99				ANCHOR BOLT TYPICAL		EA	4
100				ANCHOR BOLT TYPICAL		EA	4

NOTES:
1. Dimensions and quantities shown are estimated figures only.
Contractor to verify actual lengths prior to fabrication.



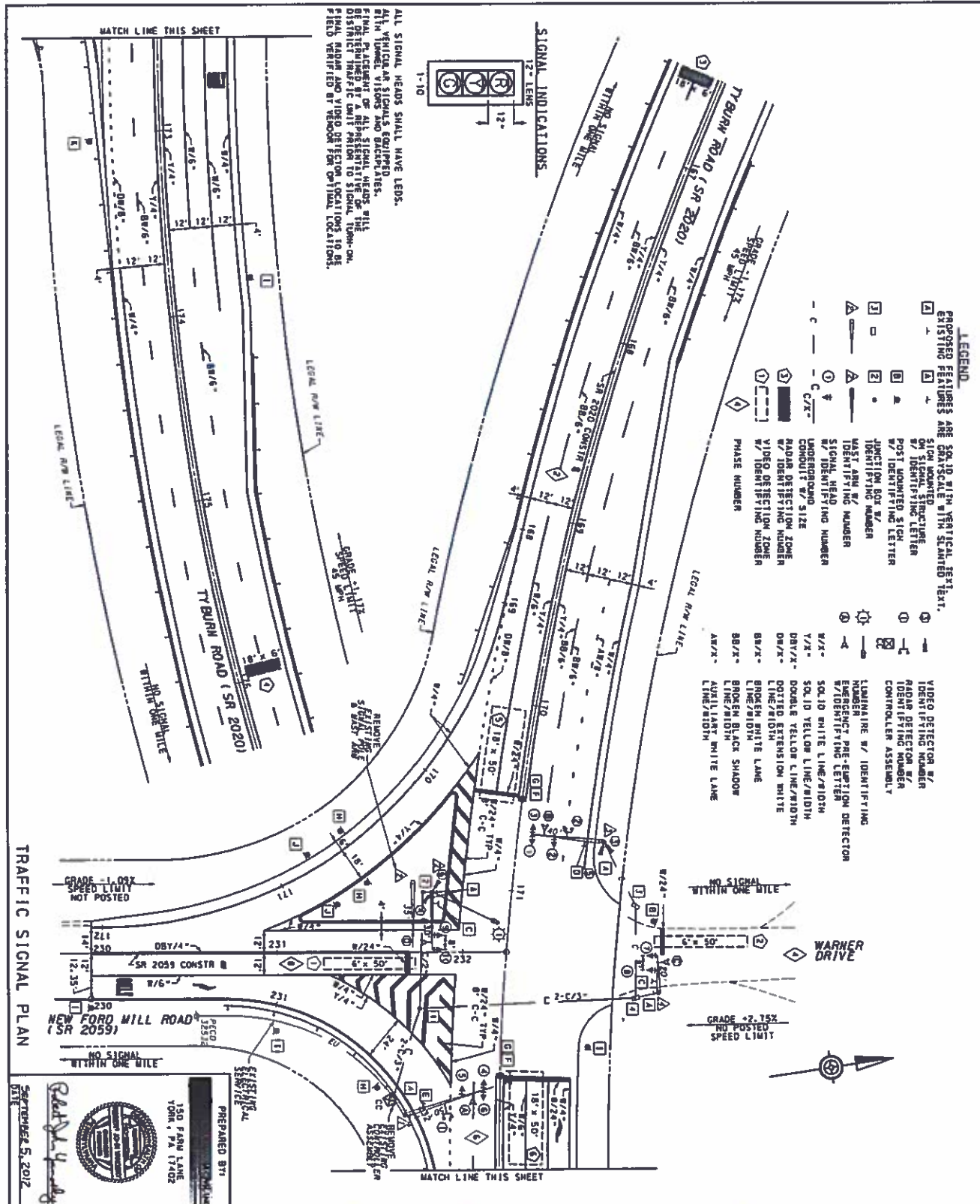
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

SR 2020 PREVIOUSLY KNOWN AS LR150

BUCKS COUNTY
S. R. 2020 SECT. AMT
SEG. 0060 OFFSET 0000
SR 2020 (TUBURN RD) STA 130+90.28
OVER AIRTRAK
MASTER BILL OF MATERIALS
STRUCTURAL ITEMS

RECOMMENDED: _____ SHEET 81 OF 81

S-13



LEGEND
 PROPOSED FEATURES ARE SHOWN WITH VERTICAL TEXT.
 EXISTING FEATURES ARE GRAYSCALE WITH SLANTED TEXT.

- 1 - VIDEO DETECTOR W/ IDENTIFYING NUMBER
- 2 - VIDEO DETECTOR W/ IDENTIFYING NUMBER
- 3 - VIDEO DETECTOR W/ IDENTIFYING NUMBER
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- 100 - VIDEO DETECTOR W/ IDENTIFYING NUMBER

TRAFFIC SIGNAL PLAN

PREPARED BY:
 COUNTY & BECK'S
 MUNICIPALITY: FALLS TOWNSHIP
 INTERSECTION: TYBURN ROAD (SR 2020) & NEW FORD MILL ROAD (SR 2059)
 DATE: SEPTEMBER 5, 2012

APPROVED BY:
 COUNTY & BECK'S
 MUNICIPALITY: FALLS TOWNSHIP
 INTERSECTION: TYBURN ROAD (SR 2020) & NEW FORD MILL ROAD (SR 2059)
 DATE: SEPTEMBER 5, 2012

PERMITS REQUIRED:
 PENNSYLVANIA LAW REQUIRES PERMITS FOR ALL CONSTRUCTION PHASES AND TO WORKING DAYS IN DESIGN STAGE - STOP CALL PENNSYLVANIA ONE CALL SYSTEM, INC. CALL BEFORE YOU DIG 1-800-925-1170

TRAFFIC SIGNAL NOTES:
 1. ALL SIGNS AND PAVEMENT MARKINGS INDICATED ARE TO BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
 2. THE MINIMUM HORIZONTAL DISTANCE BETWEEN OPERATED SIGNALS SHALL BE 300 FEET.
 3. THE MINIMUM HORIZONTAL DISTANCE BETWEEN OPERATED SIGNALS SHALL BE 300 FEET.
 4. THE MINIMUM HORIZONTAL DISTANCE BETWEEN OPERATED SIGNALS SHALL BE 300 FEET.
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 9. THE MINIMUM HORIZONTAL DISTANCE BETWEEN OPERATED SIGNALS SHALL BE 300 FEET.
 10. THE MINIMUM HORIZONTAL DISTANCE BETWEEN OPERATED SIGNALS SHALL BE 300 FEET.

SCALE: 1" = 25'

DATE: SEPTEMBER 5, 2012

PROJECT: TYBURN ROAD (SR 2020) & NEW FORD MILL ROAD (SR 2059)

DESIGNER: COUNTY & BECK'S

DATE: SEPTEMBER 5, 2012

INSTALLATION OF QUANTITIES
 TYBURN ROAD (SR 2020)
 NEW FORD MILL ROAD (SR 2059)
 & WARNER DRIVE
 DETECTORS

SENSOR NO.	ITEM NO.	QTY	UNIT	DESCRIPTION	ROUTE	LOCATION	TYPE	OPERATION PHASE
1	0936-0710	1	EACH	DIGITAL WAVE RADAR DETECTION SYSTEM	SR 2020	WAST AVE T RACAR	POLE 1	6
2	0936-0710	1	EACH	DIGITAL WAVE RADAR DETECTION SYSTEM	SR 2020	WAST AVE S RACAR	POLE 2	2
TOTAL		2						
3	0936-0700	1	EACH	VIDEO DETECTION	SR 2059	POLE 2	VIDEO PRESENCE	4
4	0936-0700	1	EACH	VIDEO DETECTION	SR 2059	POLE 2	VIDEO PRESENCE	8
5	0936-0700	1	EACH	VIDEO DETECTION	SR 2059	POLE 3	VIDEO PRESENCE	5
6	0936-0700	1	EACH	VIDEO DETECTION	SR 2059	POLE 2	VIDEO PRESENCE	2
TOTAL		4						

SIGN TABULATION

PLAN SYMBO.	SERIES NUMBER	SIZE	SA FT	QTY	DESCRIPTION	POST MOUNTED SIGNS, TYPE B	STRUCTURE MOUNTED FLAT SHEET ALUMINUM SIGNS	RESET POST MOUNTED SIGNS, TYPE F	REMOVE POST MOUNTED SIGNS, TYPE P
A	R9-3	18"x18"	6.25	4	NO PEDESTRIAN CROSSING	0931	0338	0945	0915
B	R10-5AL	24"x30"	2.25	2	STOP HERE ON RED (LEFT) SIGN	0001	0200	0001	0001
C	D3-4	36"x24"	16	2	NO PEDESTRIAN CROSSING				
D	D3-4	114"x24"	19	1	NO PEDESTRIAN CROSSING				
E	D3-4	114"x24"	19	1	NO PEDESTRIAN CROSSING				
TOTAL					5	14.50	6	2	

TRAFFIC SIGNAL SUPPORTS

STRUCT. ITEM NO.	TYPE	ROUTE	STATION	SIDE	OFFSET	H	K	L	SIGNAL LOCATION FRONT	SIGNAL LOCATION BACK	SIGNAL HEIGHT	AND "S"	AND "C"
1	WAST ARM	SR 2020	172+82.19	RT	50.3'	16.0'		50	43.0	51.0	43.0	9.0	17'
2	TRAFFIC SIGNAL SUPPORT, 30' WAST ARM WITH LUMINAIRE ARM (30' DOWNING HEIGHT)	SR 2020	171+05.00	RT	42.1'	16.0'		30	30.0	42.0	36.0	5.0	0'
3	WAST ARM	SR 2020	170+86.12	LT	46.7'	16.0'		40	37.0	45.0	31.8	9.0	0'
4	WAST ARM	SR 2020	171+50.75	LT	63.4'	16.0'		20	20.0	32.0	16.0	5.0	0'

TRENCH, CONDUIT, JUNCTION BOX, ELECTRICAL ITEMS

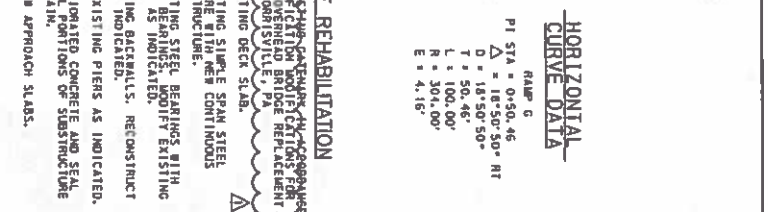
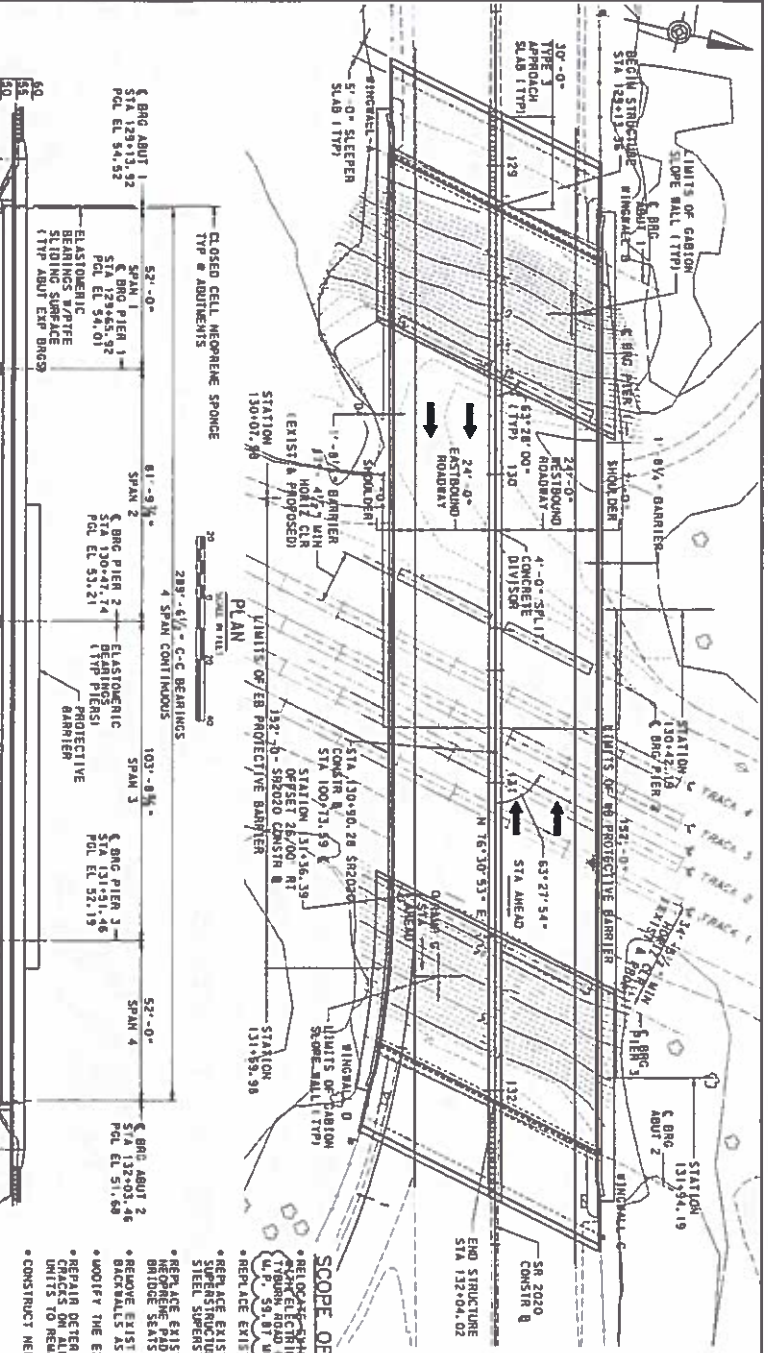
ITEM NO.	QTY	UNIT	DESCRIPTION	LOCATION
0955-2008	10	EACH	VEHICULAR SIGNAL HEAD, THREE 12" SECTIONS	CC
0956-0801	1	EACH	OPTICAL PREEMPTION SYSTEM	CC
0954-0600	1	EACH	DRIVER/OPTICAL PAPER SUPPLY (DPS)	CC

MISCELLANEOUS

ITEM NO.	QTY	UNIT	DESCRIPTION	LOCATION
0955-2008	10	EACH	VEHICULAR SIGNAL HEAD, THREE 12" SECTIONS	CC
0956-0801	1	EACH	OPTICAL PREEMPTION SYSTEM	CC
0954-0600	1	EACH	DRIVER/OPTICAL PAPER SUPPLY (DPS)	CC

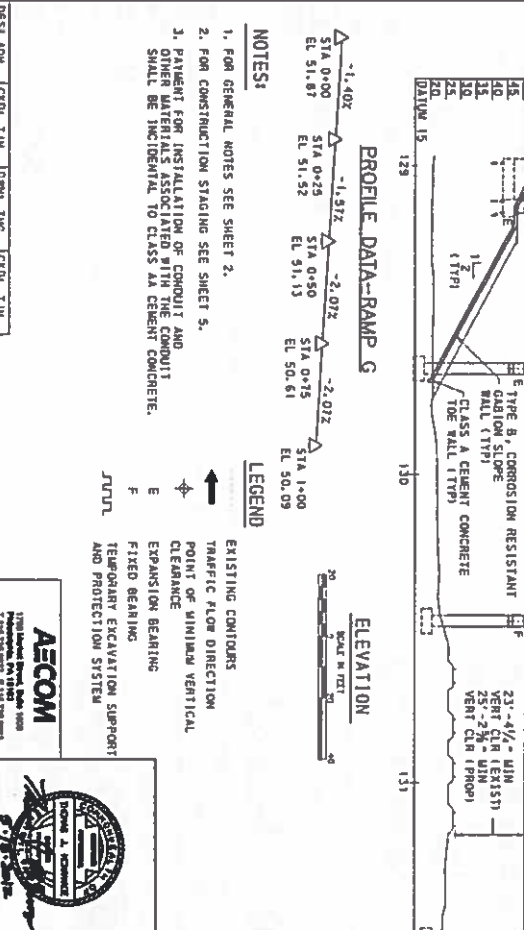
DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 APPROVED BY: _____





INDEX OF DRAWINGS

SHEET NO	TITLE
1	GENERAL PLAN & ELEVATION
2	GENERAL NOTES
3	GENERAL NOTES
4	GENERAL NOTES
5	GENERAL NOTES
6	GENERAL NOTES
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99	GENERAL NOTES
100	GENERAL NOTES



SCOPE OF REHABILITATION

- REPLACE EXISTING CONCRETE AND SEAL CRACKS ON ALL PORTIONS OF SUBSTRUCTURE UNLESS OTHERWISE INDICATED.
- REPAIR DETERIORATED CONCRETE AND SEAL CRACKS ON ALL PORTIONS OF SUBSTRUCTURE UNLESS OTHERWISE INDICATED.
- MODIFY THE EXISTING PIERS AS INDICATED.
- REPAIR DETERIORATED CONCRETE AND SEAL CRACKS ON ALL PORTIONS OF SUBSTRUCTURE UNLESS OTHERWISE INDICATED.
- CONSTRUCT NEW APPROACH SLABS.
- REPLACE EXISTING SIMPLE SPAN STEEL BEARINGS WITH NEW CONTINUOUS STEEL BEARINGS.
- REPLACE EXISTING STEEL BEARINGS WITH BRIDGE SEAS AS INDICATED.
- REMOVE EXISTING BRIDGES, RECONSTRUCT BRIDGES AS INDICATED.
- MODIFY THE EXISTING PIERS AS INDICATED.
- REPAIR DETERIORATED CONCRETE AND SEAL CRACKS ON ALL PORTIONS OF SUBSTRUCTURE UNLESS OTHERWISE INDICATED.
- CONSTRUCT NEW APPROACH SLABS.

PROFILE GRADE DATA--SR2020

STA	ELEV	STA	ELEV
0+00	51.87	0+25	51.52
0+25	51.52	0+50	51.13
0+50	51.13	0+75	50.61
0+75	50.61	1+00	50.09

LEGEND

- EXISTING CONTOURS
- TRAFFIC FLOW DIRECTION
- POINT OF MINIMUM VERTICAL CLEARANCE
- EXPANSION BEARING
- FIXED BEARING
- TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM

NOTES:

- FOR GENERAL NOTES SEE SHEET 2.
- FOR CONSTRUCTION STAGING SEE SHEET 5.
- PAYMENT FOR INSTALLATION OF CONDUIT AND OTHER MATERIALS ASSOCIATED WITH THE CONDUIT SHALL BE IDENTICAL TO CLASS AA CEMENT CONCRETE.

SUPPLEMENTAL DRAWINGS

DESCRIPTION	DWG. NO.	REC. DATE
TYPICAL WATERPROOFING AND EXPANSION DETAILS	9C-708U	10-26-10
REINFORCED CONCRETE REPAIR	9C-708U	10-26-10
CASFORM WALL DETAILS	9C-707U	10-26-10
NEOPRENE STRIP SEAL DAW	9C-707U	10-26-10
BEARINGS	9C-705U	10-26-10
STEEL DOORWAYS	9C-704U	10-26-10
STEEL GROSS DETAILS	9C-703U	10-26-10
CONCRETE DECK SLAB DETAILS	9C-702U	10-26-10
WATERPROOFING DETAIL DETAILS	9C-701U	10-26-10
ANCHOR BOLTS EXP. JOINT DETAILS	9C-700U	10-26-10
PREPARED METAL DECK FORMS	9C-231U	10-26-10
ELECTRICAL DETAILS	9C-231U	10-26-10
TEMPORARY CONCRETE BRIDGE STRUCTURE SUPPORTED	9C-219U	10-26-10
ALUMINUM PROTECTIVE BARRIER	9C-211U	10-26-10
GABION SLOPE TRANSITION AT END OF STRUCTURE	9C-204U	08-01-10
BACKFILL AT STRUCTURES	9C-124U	08-01-10
CLASSIFICATION OF UNDERPINNINGS FOR STRUCTURES	9C-111U	08-01-10
DESCRIPTION	DWG. NO.	REC. DATE

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S.R. 2020 SECT. TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TIBURN RD) STA 130+90.28
 OVER AIRTAK
 GENERAL PLAN & ELEVATION

RECOMMENDED: *Shah*
 CHIEF BRIDGE ENGINEER

DATE: 6/27/12

BY: JAZ TJB
 CVD: d. App: d. Date

REVISIONS:

APPENDIX 2

PROJECT: SR 2020 PREVIOUSLY KNOWN AS LR150

PIV STA = 126+30.00
 ELEV = 57.50
 PVI STA = 147+20.00
 ELEV = 56.86

DESIGNER: AECOM
 PROJECT NO: 1700
 DRAWING NO: 1700-01-01-10

SHEET 1 OF 57
 SUPPLEMENTAL DRAWING
 5-28905

DESIGN SPECIFICATIONS

- ASSIST LARG BRIDGE DESIGN SPECIFICATIONS, 2004 AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4, SEVENTH EDITION, 1999
- LIVE LOAD DISTRIBUTION TO GIRDERS IS BASED UPON THREE DIMENSIONAL FINITE ELEMENT ANALYSIS METHOD.
- DESIGN IS IN ACCORDANCE WITH THE LRFD METHOD
- DESIGN LIVE LOADS
- FH-93 OR P-42 (204 KIP) PERMIT LOAD
- FATIGUE DESIGN IS BASED ON THE FOLLOWING:
 - STEEL STRUCTURES, PART 110 (2002) ONE-DIRECTIONAL DEAD LOADS
 - INCLUDES SURFACE AREA DENSITY OF 0.030 KSF FOR FUTURE WEARING SURFACE ON THE DECK SLAB.
- INCLUDES A SURFACE AREA DENSITY OF 0.015 KSF FOR PERMANENT METAL DECK FORMS WHICH TAKES INTO ACCOUNT THE WEIGHT OF THE FORM PLUS THE WEIGHT OF THE CONCRETE IN THE WALLS OF THE FORM.

GENERAL

- PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408/2011, ASHROF/AS D.5.0/15.0/2002 BRIDGE WELDING CODE AND CONTRACT SPECIAL PROVISIONS.
- PROVIDE STRUCTURAL STEEL, CONFORMING TO A572 GR 50 (ASTM A572 GR 50) DESIGNATION, EXCEPT WHEN NOTED OTHERWISE.
- PROVIDE 2"th. CONCRETE COVER ON REINFORCEMENT BARS, EXCEPT AS NOTED.
- USE HIGH PERFORMANCE CONCRETE IN THE DECK SLAB AND APPROACH SLABS.
- USE CLASS A CEMENT CONCRETE IN CURBS, BARRIERS, DIVERSIONS, CONCRETE DIMENSIONS, ABUTMENT BACKFILLS, AND SLEEPER SLABS.
- USE CLASS A CEMENT CONCRETE IN PIERS, PILECAPS, AND THE WALLS.
- A HIGHER CLASS CONCRETE MAY BE SUBSTITUTED FOR A LOWER CLASS CONCRETE AT AN ADDITIONAL COST TO THE DEPARTMENT.
- PROVIDE CARE SO REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A618, A618M, OR A706, DO NOT HAVE CRACKS OR REINFORCING STEEL BARS UNLESS SPECIFIED. CRACKS OR REINFORCING STEEL BARS MAY BE SUBSTITUTED WITH A PROPORTIONAL WEIGHTS STEEL CLASS AS LONG AS THE CENTER LINE DRIVE ENTRIES ON WHEEL BEARING OR WELDING OF THE REINFORCEMENT BARS IS UNCHANGED.
- USE EPOXY COATED REINFORCEMENT BARS UNLESS NOTED OTHERWISE.
- GALVANIZED REINFORCING STEEL BARS MAY BE SUBSTITUTED FOR EPOXY COATED REINFORCING STEEL BARS AT NO ADDITIONAL COST TO THE DEPARTMENT.
- RAFT-FRAMES ALL HORIZONTAL CONSTRUCTION JOINTS EXCEPT AS INDICATED.
- SEISMIC CONSIDERATIONS ARE IN ACCORDANCE WITH DIV - PART A, SECTION 5.5.2.B.
- VERIFY ALL DIMENSIONS AND CENTERLINE OF THE EXISTING STRUCTURE IN THE FIELD AS NECESSARY FOR THE PROPER FIT OF THE PROPOSED CONSTRUCTION.
- CONSTRUCT DECK SLAB TRANSVERSE CONSTRUCTION JOINTS PARALLEL TO BRIDGE CENTERLINE OR BEARINGLINE.
- PLACE BACKFILL CONCRETE AFTER BEAMS ARE SET IN POSITION.
- ALL DIMENSIONS SHOWN IN HORIZONTAL, EXCEPT AS NOTED.
- CHAMFER EXPOSED CONCRETE EDGES 1"th. BY 1"th. EXCEPT AS NOTED.
- USE PERMANENT METAL FOLDS TO CONSTRUCT THE DECK SLAB.
- DECK SLAB THICKNESS INCLUDES A 1/2"th. INTERCAL WEARING SURFACE.
- SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68°F.

BRIDGE REHABILITATION NOTES

- DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURE SUPPLIED IN THE AUTHORIZED AS-BUILT OR POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT YOU WILL ENCOUNTER IN THE FIELD.
- THE INFORMATION SHOWN ON THE PLANS FOR THE EXISTING BRIDGE IS NOT PART OF THE PLAN, PERSONAL OR CONTRACT AND IS NOT TO BE CONSIDERED A BASIS FOR COMMITMENT OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS OF THE EXISTING BRIDGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS OF THE EXISTING BRIDGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS OF THE EXISTING BRIDGE.
- THE EXISTING BRIDGE STRUCTURAL MEMBERS CONTAIN LEAD PAINT AND OTHER TOXIC MATERIALS (CHROMIUM, CADMIUM, ARSENIC) BASED ON LABORATORY TESTING.

STEEL BEAM NOTES

- IF BEAMS CANNOT BE SHIPPED IN THE LENGTHS SHOWN ON THE PLANS, FIELD SPICES WILL BE ALLOWED FOR THE SPICES.
- IF BEAMS CAN BE FABRICATED IN LENGTHS LONGER THAN THE SECTION SHOWN ON THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING A STATE PERMIT NOT ISSUED BY THE DEPARTMENT TO ISSUE A WELDING PERMIT.
- DO NOT USE GROW SUPPORT SYSTEM THAT WILL CAUSE UNDESIRABLE OVERSTRESS OR OVERLOADING TO REMAINING BRIDGE MEMBERS.
- ALL FASTENERS ARE 7/8"th. DIAMETER HS BOLTS, EXCEPT AS NOTED.
- REAR SUBRILLED AND SUBRIPPED HOLES FOR FIELD SPICES IN THE FABRICATION SHOP.
- PREPARE BEARING AREAS AS SPECIFIED IN PUBLICATION 408, SECTION 1001.314.9.
- DO NOT USE PERMANENT METAL DECK FORMS OR OTHER ATTACHMENTS TO GIRDER TOP FLANGES IN TENSION AREAS. TENSION AREAS ARE DESIGNATED ON THE PLANS BY THE WORDS "TENSION AREAS". THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE TENSILE STRENGTH OF THE TENSILE STAYS ATTACHED TO THE STEEL BEARING DURING ANY WELDING.
- REINFORCEMENT OF REINFORCEMENT BARS DURING FABRICATION IS NOT REQUIRED UNLESS SPECIFIED.
- PROVIDE WELDED STUD SHEAR CONNECTORS MANUFACTURED FROM STEEL CONFORMING TO ASTM A108.
- SET ANCHOR BOLTS TO TEMPLATES OR IN PREPARED HOLES. DO NOT DRILL UNLESS SPECIFIED. FILL THE CLEARANCE BETWEEN ANCHOR BOLTS AND HOLES IN WELDED PLATES WITH APPROVED NON-HARDENING GROUTING CONCRETE CONFORMING TO PUBLICATION 408/2011, SECTION 705.1.
- FABRICATE ALL MEMBERS ON MEMBER COMPONENTS DESIGNATED AS FATIGUE-CRITICAL MEMBERS FROM TOP TO BOTTOM TO MEET THE REQUIREMENTS OF DESIGN MANUAL PART 4 SECTION 6.2.3 FROM 408/2011, SECTIONS 1105.02, 1105.04 AND 1105.05. MEET THE DIST. METAL CLAMP W/NOBODY CWR REQUIREMENTS FOR ZONE 2.
- STABILITY OF PARTIAL AND COMPLETE GIRDERS IS TO BE MAINTAINED BY THE CONTRACTOR DURING ERECTION. UNTIL ALL GIRDERS AND DIMENSIONS ARE IN PLACE AND WELDED STUD LOADS AND CONNECTIONS ARE IN PLACE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE STABILITY OF THE STEEL CONSTRUCTION FOR STABILITY, STRESSES AND DEFLECTIONS ON THE STEEL MEMBERS DURING ANY STAGE OF ERECTION.
- AN ALTERNATE SLAB PLACEMENT SEQUENCE MAY BE PERMITTED AT THE REQUEST OF THE CONTRACTOR. SUBMIT A PLAN REVIEW AND APPROVAL TO THE DEPARTMENT OF TRANSPORTATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE STABILITY OF THE STEEL CONSTRUCTION FOR STABILITY, STRESSES AND DEFLECTIONS ON THE STEEL MEMBERS DURING ANY STAGE OF ERECTION.

WELDING NOTES

- WELDING SPECIFICATIONS ASHROF/AS D.5.0/15.0/2002 BRIDGE WELDING CODE CONSISTENT WITH SECTION 705.1 FROM PUBLICATION 408/2011, SECTIONS 1105.02, 1105.04 AND 1105.05. DO NOT FIELD-WELD ON ANY OF THE BRIDGE MEMBERS. WELDING SHALL BE DONE IN THE FABRICATION SHOP.
- USE ZONE 2 WELDS WITH THE SAME TYPE OF ELECTRODE AND INCOMPATIBLE IN THE FINAL WELD.
- DO NOT WELD OVER REBAR. DO NOT WELD OVER EXPOSED TO RAIN. STOP ON RAIN WHEN WELDS ARE EXPOSED TO WIND OR WET WEATHER THAT WILL ADVERSELY AFFECT THE QUALITY OF THE WORK.
- DO NOT WELD ON RAIN WHEN THE TEMPERATURE IS BELOW 0°F. PREHEAT AND MAINTAIN THE TEMPERATURE OF THE METAL TO AT LEAST 70°F WHEN THE TEMPERATURE IS BETWEEN 0°F AND 32°F DURING WELDING OR DRAINING.
- PREHEAT THE STEEL TO THE SPECIFIED MINIMUM TEMPERATURE FOR DISTANCE EQUAL TO THE THICKNESS OF THE PART BEING WELDED BUT NOT LESS THAN 3"th. IN ALL DIRECTIONS FROM THE POINT OF WELDING.
- REMOVE BY APPLICATION OF HEAT ANY MOISTURE PRESENT AT POINT OF WELD. PROVIDE VIBROBLEBS FOR PROTECTION FROM DIRECT WIND.
- PRIOR TO PLACING THE WELD, THOROUGHLY CLEAN ALL POINTS OF MEET AND EXISTING SURFACES TO RECEIVE WELD OR ALL FORDER WATERS, INCLUDING SHOWN ON THE PLANS, WITHIN THE WELD AREA.
- TEST COMPLETED WELDS USING VISUAL AND NONDESTRUCTIVE METHODS IN ACCORDANCE WITH ASHROF/AS D.5.0/15.0/2002 BRIDGE WELDING CODE CHAPTER 6.
- ULLIITY NOTES
- COMMUNALTY, LOCATE AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBLICATION 408/2011, SECTIONS 705.06, 705.07, 705.12
- ALL BURIED OR UNDERGROUND UTILITIES, CABLES AND FACILITIES MUST BE LOCATED AND PROTECTED BEFORE ANY WORK ON ERECTION. UTILITIES SHALL BE IDENTIFIED AND COVERED WITH CONDUITS AND PRESERVED THE RIGHT TO OPERATE AND INSTALL NEW CABLES AND CONDUITS IN THE AFFECTED AREA.

LOAD RATING TABLE NOTES

- 1. "A" AND "B" DENOTE THAT MOMENT OR SHEAR CONTROL THE RATING FACTOR, RESPECTIVELY.
- 2. RATINGS AND LIVE LOAD DISTRIBUTION ARE BASED ON A 30-PE MODEL AS ALLOWED USING HS91 30, VERSION 2.1.
- 3. MOMENT CAPACITIES ARE BASED ON VERTICAL BEARING ONLY.
- 4. LOCATION "A", "B" DENOTES END OF THE SPAN.
- 5. SEE SHEET 31 FOR RATING PROCEDURE.

BRIDGE LOAD RATINGS ROLLED BEAM OPTION

DESIGN METHOD	H20	H50	MS10	PH1-33	P-42	TR-937
CRITICAL GIRDER	8.9	8.9	8.9	8.9	8.9	8.9
SPAN	1.00	1.00	1.00	1.00	1.00	1.00
LEAF STATE FOR LR1	5.81	5.81	5.81	5.81	5.81	5.81
LEAF STATE FOR LR2	1.42	1.42	1.42	1.42	1.42	1.42
LEAF STATE FOR LR3	3.97	3.97	3.97	3.97	3.97	3.97
OPERATING RATING (TOR)	2.35	2.35	2.35	2.35	2.35	2.35
MOMENT CAPACITY AT CONTROLLING RATING	4155 FT-K (910 AT 1.00L SPAN 3)					
SHEAR CAPACITY AT CONTROLLING RATING	310 K (810 AT 1.00L SPAN 3)					

BRIDGE LOAD RATINGS ROLLED BEAM OPTION

DESIGN METHOD	H20	H50	MS10	PH1-33	P-42	TR-937
CRITICAL GIRDER	8.9	8.9	8.9	8.9	8.9	8.9
SPAN	1.00	1.00	1.00	1.00	1.00	1.00
LEAF STATE FOR LR1	5.81	5.81	5.81	5.81	5.81	5.81
LEAF STATE FOR LR2	1.42	1.42	1.42	1.42	1.42	1.42
LEAF STATE FOR LR3	3.97	3.97	3.97	3.97	3.97	3.97
OPERATING RATING (TOR)	2.35	2.35	2.35	2.35	2.35	2.35
MOMENT CAPACITY AT CONTROLLING RATING	4155 FT-K (910 AT 1.00L SPAN 3)					
SHEAR CAPACITY AT CONTROLLING RATING	310 K (810 AT 1.00L SPAN 3)					

BRIDGE LOAD RATINGS PLATE GIRDER OPTION

DESIGN METHOD	H20	H50	MS10	PH1-33	P-42	TR-937
CRITICAL GIRDER	8.9	8.9	8.9	8.9	8.9	8.9
SPAN	1.00	1.00	1.00	1.00	1.00	1.00
LEAF STATE FOR LR1	5.81	5.81	5.81	5.81	5.81	5.81
LEAF STATE FOR LR2	1.42	1.42	1.42	1.42	1.42	1.42
LEAF STATE FOR LR3	3.97	3.97	3.97	3.97	3.97	3.97
OPERATING RATING (TOR)	2.35	2.35	2.35	2.35	2.35	2.35
MOMENT CAPACITY AT CONTROLLING RATING	4155 FT-K (910 AT 1.00L SPAN 3)					
SHEAR CAPACITY AT CONTROLLING RATING	310 K (810 AT 1.00L SPAN 3)					

BRIDGE LOAD RATINGS PLATE GIRDER OPTION

DESIGN METHOD	H20	H50	MS10	PH1-33	P-42	TR-937
CRITICAL GIRDER	8.9	8.9	8.9	8.9	8.9	8.9
SPAN	1.00	1.00	1.00	1.00	1.00	1.00
LEAF STATE FOR LR1	5.81	5.81	5.81	5.81	5.81	5.81
LEAF STATE FOR LR2	1.42	1.42	1.42	1.42	1.42	1.42
LEAF STATE FOR LR3	3.97	3.97	3.97	3.97	3.97	3.97
OPERATING RATING (TOR)	2.35	2.35	2.35	2.35	2.35	2.35
MOMENT CAPACITY AT CONTROLLING RATING	4155 FT-K (910 AT 1.00L SPAN 3)					
SHEAR CAPACITY AT CONTROLLING RATING	310 K (810 AT 1.00L SPAN 3)					

SR 2020 PREVIOUSLY KNOWN AS LR150

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
S.R. 2020 SECT. TYB
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
GENERAL NOTES

RECOMMENDED 5/18/12

SHEET 2 OF 31
S-28905



TABLATION OF BRIDGE BID ITEMS AND APPROXIMATE QUANTITIES

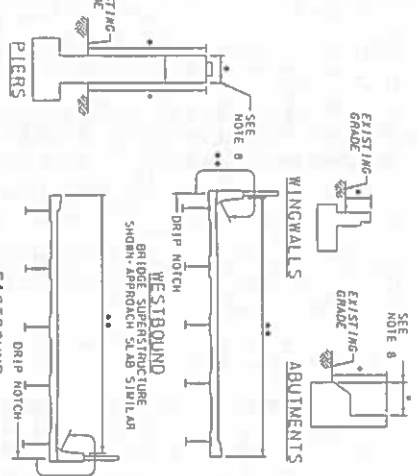
ITEM NUMBER & UNIT	DESCRIPTION	ABUT 1	PIER 1	PIER 2	PIER 3	ABUT 2	SUPERSIR	TOTAL
8110 0001 EITHER L.S. L.S.	BRIDGE STRUCTURE, AS DESIGNED, ROLLED BEAM OPTION, S-28905 (2)	-	-	-	-	-	-	-
111	CLASS 3 EXCAVATION	126	-	-	-	140	-	266
111	CORROSION RESISTANT GABIONS, TYPE B	218	-	-	-	230	-	448
111	HIGH PERFORMANCE CONCRETE	1231.41	-	-	-	136.41	6341.31	913
111	CLASS AA CEMENT CONCRETE	37.61	-	-	-	40.51	1327.61	209
111	CLASS A CEMENT CONCRETE	10.771	68	68	68	10.771	-	224
111	SELECTED BRIDGE EXCAVATION	64	-	-	-	67	-	131
111	PROTECTIVE COATING FOR REINFORCED CONCRETE (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES)	124	398	398	386	131	-	1437
111	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)	-	-	-	-	-	3482.191	3482
111	NEOPRENE STRIP SEAL DAW	77	-	-	-	89	-	166
111	FABRICATED STRUCTURAL STEEL	-	-	-	-	-	158,979	158,979
111	LAMINATED NEOPRENE BEARING PADS	-	10	10	10	10	-	37.111
111	SHEAR CONNECTIONS	-	-	-	-	-	11,580	11,580
111	DOREL HOLES 16" DEPTH	16	-	-	-	16	-	32
111	DOREL HOLES 12" DEPTH	156	-	-	-	156	-	312
111	DOREL HOLES 120" DEPTH	148	-	-	-	148	-	296
111	PROTECTIVE BARRIER	-	-	-	-	-	304	304
111	RESET EXPANSION BEARINGS, STEEL SUPERSTRUCTURE	10	10	10	10	10	-	40
1110 0002 L.S.	BRIDGE STRUCTURE, AS DESIGNED, PLATE GIRDER OPTION, S-28905 (2)	-	-	-	-	-	-	-
111	CLASS 3 EXCAVATION	126	-	-	-	140	-	266
111	CORROSION RESISTANT GABIONS, TYPE B	218	-	-	-	230	-	448
111	HIGH PERFORMANCE CONCRETE	1231.41	-	-	-	136.41	6341.31	913
111	CLASS AA CEMENT CONCRETE	37.61	-	-	-	40.51	1327.61	209
111	CLASS A CEMENT CONCRETE	10.771	68	68	68	10.771	-	224
111	SELECTED BRIDGE EXCAVATION	64	-	-	-	67	-	131
111	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES)	124	398	398	386	131	-	1437
111	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)	-	-	-	-	-	3482.191	3482
111	NEOPRENE STRIP SEAL DAW	77	-	-	-	89	-	166
111	FABRICATED STRUCTURAL STEEL	-	-	-	-	-	158,979	158,979
111	LAMINATED NEOPRENE BEARING PADS	-	10	10	10	10	-	37.111
111	SHEAR CONNECTIONS	-	-	-	-	-	11,580	11,580
111	DOREL HOLES 16" DEPTH	16	-	-	-	16	-	32
111	DOREL HOLES 12" DEPTH	156	-	-	-	156	-	312
111	DOREL HOLES 120" DEPTH	148	-	-	-	148	-	296
111	PROTECTIVE BARRIER	-	-	-	-	-	304	304
111	RESET EXPANSION BEARINGS, STEEL SUPERSTRUCTURE	10	10	10	10	10	-	40
1002 0053 LB	REINFORCEMENT BARS, EPOXY COATED	38,000	13,000	13,000	13,000	38,000	186,000	301,000

TABLATION OF BRIDGE BID ITEMS AND APPROXIMATE QUANTITIES

ITEM NUMBER & UNIT	DESCRIPTION	ABUT 1	PIER 1	PIER 2	PIER 3	ABUT 2	SUPERSIR	TOTAL
8110 0002 L.S.	STEEL BRIDGE STRUCTURE (2)	-	-	-	-	-	-	-
111	EPOXY INJECTION CRACK SEAL	16	19	10	10	16	-	71
111	TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM (2)	-	-	-	-	-	-	-
111	REMOVAL OF PORTION OF EXISTING BRIDGE (2)	-	-	-	-	-	-	-
111	REPAIR DETERIORATED CONCRETE, MODIFIED (2)	10	105	70	58	10	-	253

NOTES:

- 11) ITEMS IN BRIDGE STRUCTURE LUMP SUM ITEMS 8110-0001, 8110-0002 GIVEN FOR INFORMATION ONLY.
- 12) SEE SPECIAL PROVISIONS
- 13) INCLUDES HIGH PERFORMANCE CONCRETE TO ACCOUNT FOR STAY-IN-PLACE FORM TROUBLES.
- 14) INCLUDES HIGH PERFORMANCE CONCRETE IN APPROACH SLAB (TYPE 3).
- 15) INCLUDES CLASS AA CONCRETE IN THE END DIAPHRAGMS, AND BARRIERS, DIVISIONS ON THE DECK.
- 16) INCLUDES CLASS AA CONCRETE IN THE BACKFILLS, AND BARRIERS, DIVISIONS ON THE APPROACH SLAB.
- 17) INCLUDES CLASS A CONCRETE IN THE TOE WALL.
- 18) SEE BC-75M FOR COATING LIMITS IN BEARING AREAS.
- 19) INCLUDES QUANTITY FOR APPROACH SLABS.
- 110) INCLUDES REINFORCEMENT IN THE APPROACH SLAB.
- 111) BEARING PADS TO BE SAMPLED FOR TESTING ACCORDING TO PIW #312.



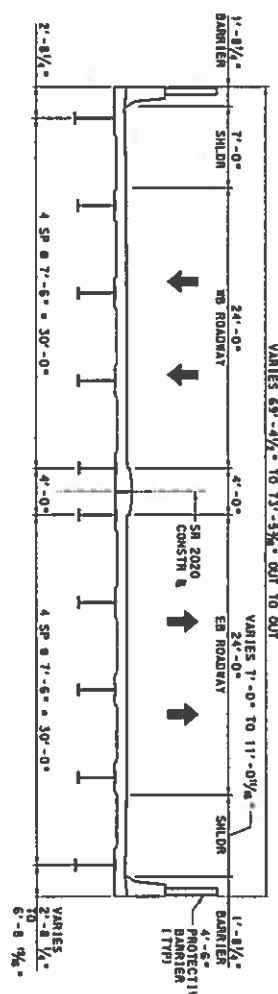
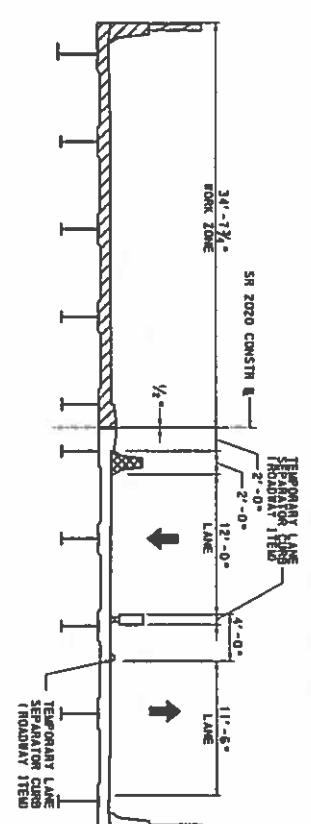
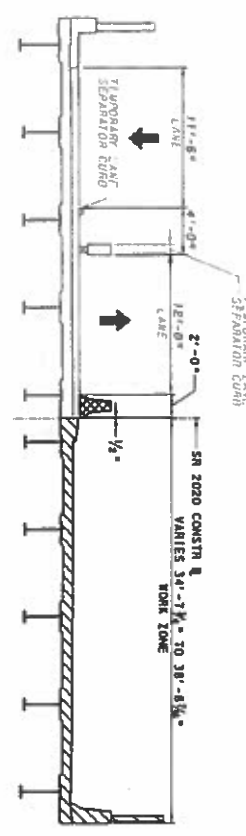
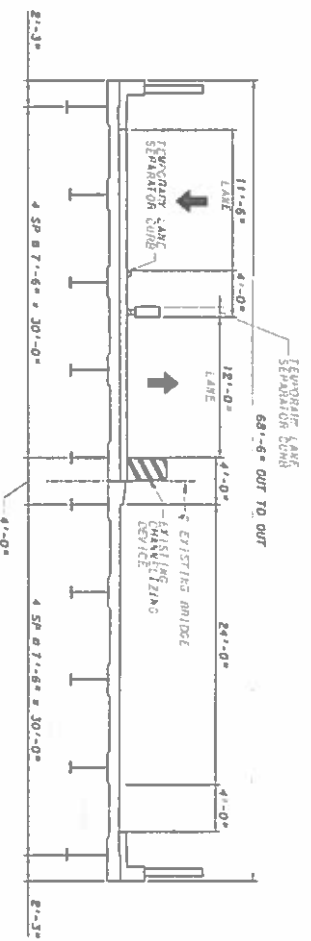
LEGEND
 PENETRATING SEALER, REINFORCED CONCRETE SUBSTRUCTURE SURFACES
 ** PENETRATING SEALER, BRIDGE SUPERSTRUCTURE

Rev	Description	Date	By	CHK'd	App'd	Date
1	ADDENDUM 2	JAZ	TJM			9/05/12
REVISIONS						

SR 2020 PREVIOUSLY KNOWN AS BR150
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
 S.R. 2020 SECT. TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 TABULATION OF QUANTITIES



REC'D AND NOTED Shahr
 SHEET 3 OF 57
 S-28905



- LEGEND**
- EXISTING STRUCTURE
 - TEMPORARY DOUBLE FACE BARRIER, STRUCTURE MOUNTED, TYPE C, (SEE BC-7190)
 - RECONSTRUCTION LIMITS
 - TRAFFIC FLOW DIRECTION

AECOM
1000 Lakeside Drive, Suite 1000
Trenton, NJ 08610
TEL: 609.981.2200 FAX: 609.981.2201

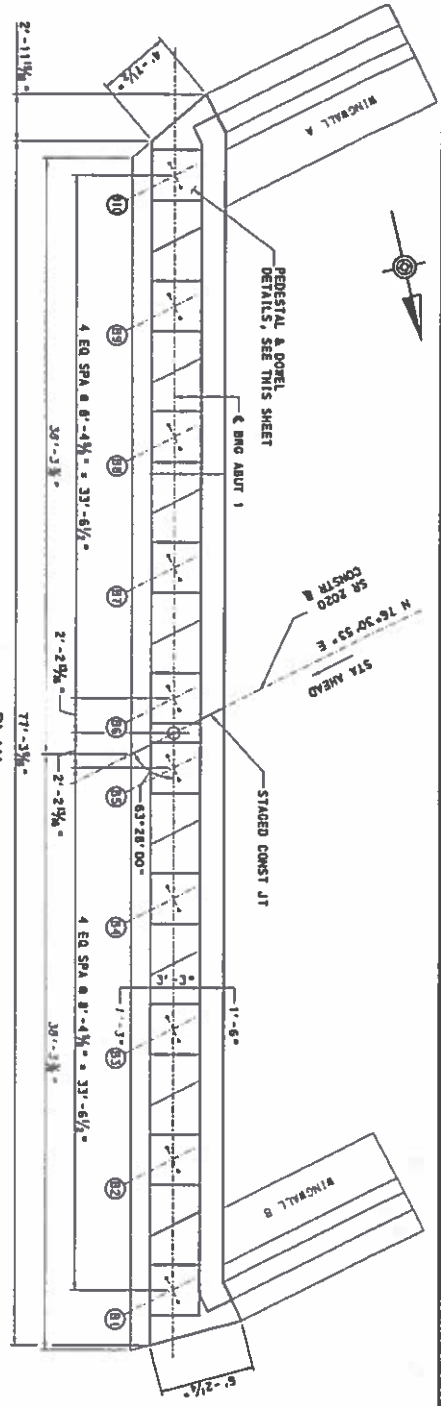


COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. TYB
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
CONSTRUCTION STAGING

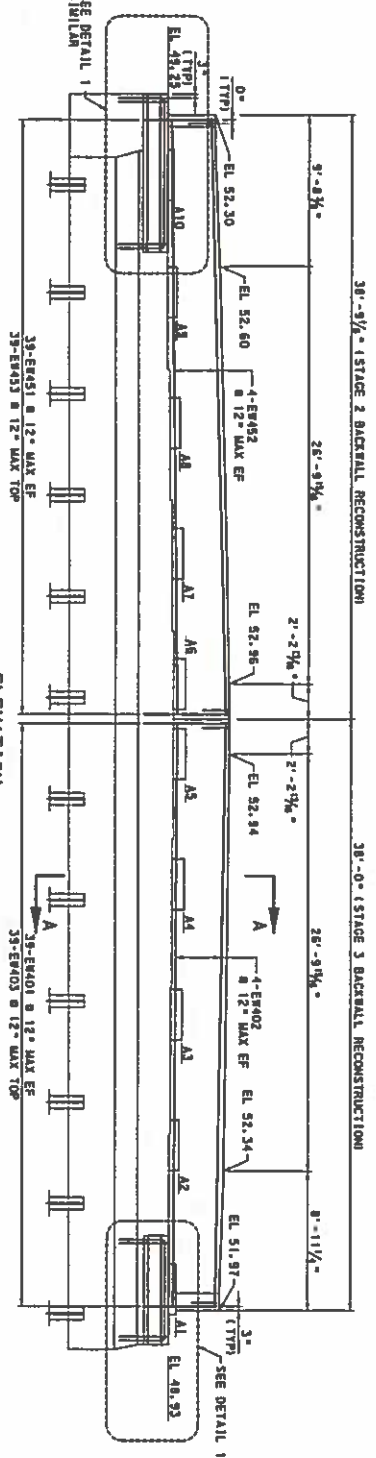
RECOMMENDED 4/1/12 SHEET 5 OF 57
S-28905

NO.	DESCRIPTION	BY	CHK. D.	APP. D.	DATE

SR 2020 PREVIOUSLY KNOWN AS LR150

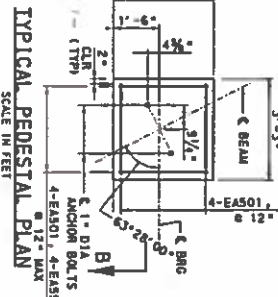


PLAN SCALE IN FEET 1/8\"/>

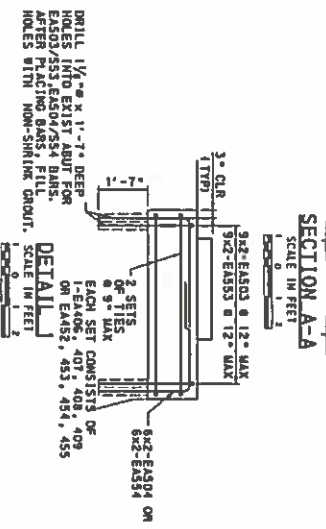


ELEVATION SCALE IN FEET 1/8\"/>

TOP OF PEDESTAL ELEVATIONS		
PEDESTAL #	ROLL ELEVATION (PLATE POSITION)	FINISH ELEVATION (PLATE POSITION)
A1	EL. 49.12	EL. 49.08
A2	EL. 49.44	EL. 49.40
A3	EL. 49.63	EL. 49.59
A4	EL. 49.81	EL. 49.78
A5	EL. 49.95	EL. 49.95
A6	EL. 50.00	EL. 49.97
A7	EL. 49.91	EL. 49.87
A8	EL. 49.79	EL. 49.76
A9	EL. 49.68	EL. 49.64
A10	EL. 49.43	EL. 49.40



ABCOM
 10700 Market Street, Suite 100
 Philadelphia, PA 19141
 781-739-8800



SECTION A-A SCALE IN FEET 1/8\"/>

Work	Description	By	Chk'd	App'd	Date

SR 2020 PREVIOUSLY KNOWN AS LR150

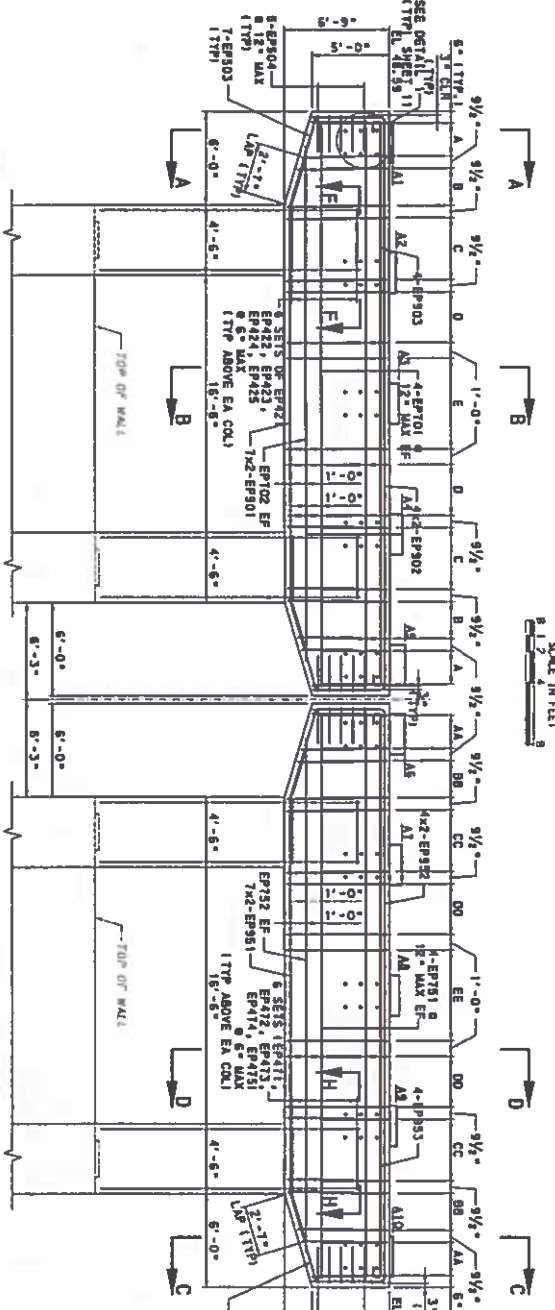
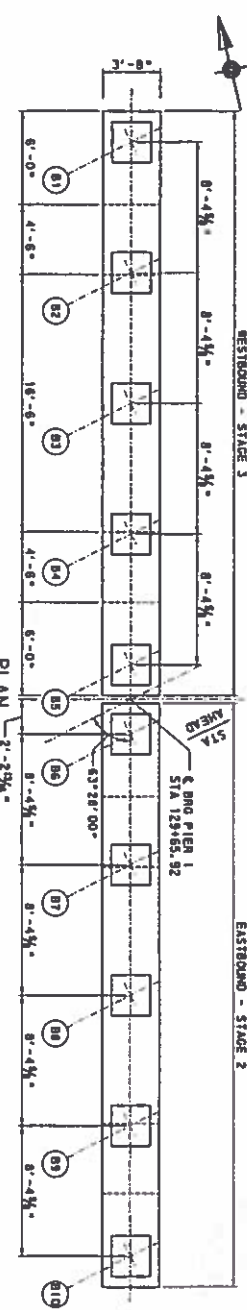
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AIRTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 ABUTMENT 1 - PLAN, ELEV & SECTIONS

RECOMMENDED *gml/s*

SHEET 7 OF 57

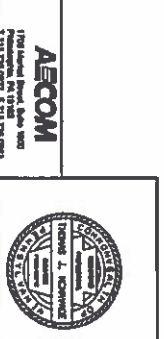
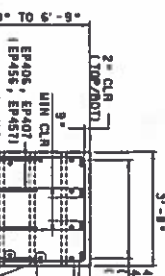
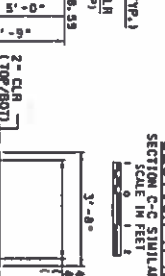
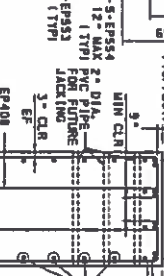
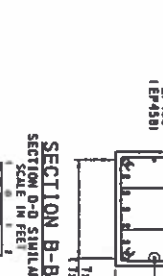
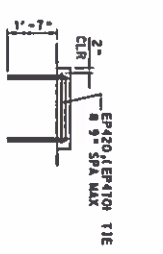
S-28905



DESIGNATION	REINFORCEMENT LAYOUT
EA	4x4-EP426 @ 31/2"
EB	4x4-EP427 @ 31/2"
EC	8x4-EP428 @ 31/2"
ED	8x4-EP429 @ 31/2"
EE	5x2-EP430 @ 12" MAX

DESIGNATION	REINFORCEMENT LAYOUT
EA	4x4-EP426 @ 31/2"
EB	4x4-EP427 @ 31/2"
EC	8x4-EP428 @ 31/2"
ED	8x4-EP429 @ 31/2"
EE	5x2-EP430 @ 12" MAX

PEDESTAL #	INTEGRAL REINFORCEMENT	PLATE REINFORCEMENT	ELEVATION OF TOP OF PEDESTAL
A1	EP426	EP426	EL. 49.11
A2	EP427	EP427	EL. 49.11
A3	EP428	EP428	EL. 49.23
A4	EP429	EP429	EL. 49.45
A5	EP430	EP430	EL. 49.67
A6	EP431	EP431	EL. 49.65
A7	EP432	EP432	EL. 49.57
A8	EP433	EP433	EL. 49.46
A9	EP434	EP434	EL. 49.35
A10	EP435	EP435	EL. 49.07



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

SR 2020 PREVIOUSLY KNOWN AS L1150

BUCKS COUNTY
S. R. 2020 SECT. TYB
SEG. 0060 OFF-SET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
PIER 1 - PLAN, ELEVATION & SECTIONS

RECOMMENDED *4/1/12*

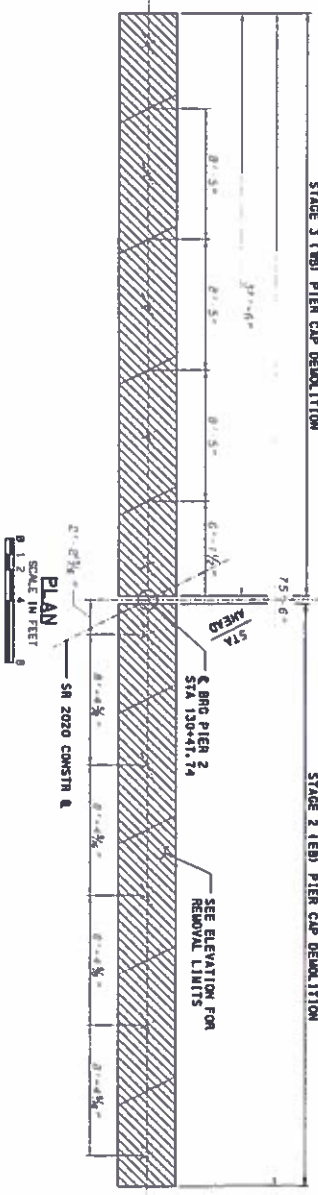
SHEET 9 OF 57

5-28905

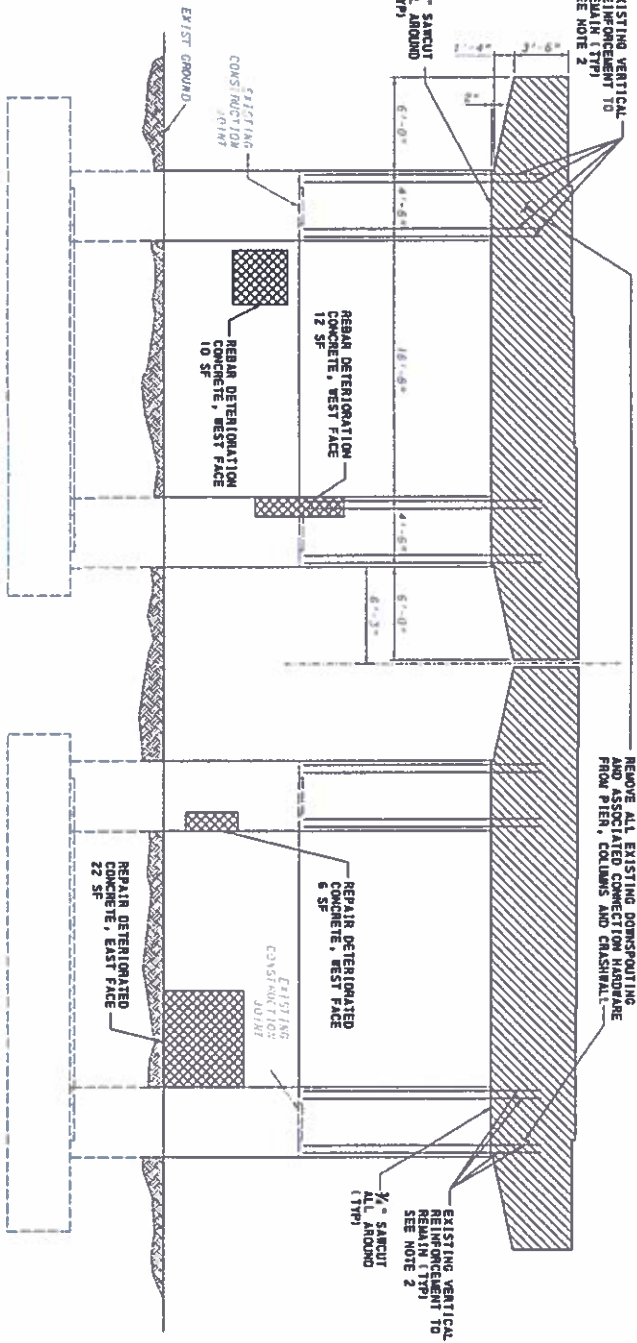
Work	Designation	By	CHK'd	App'd	Date



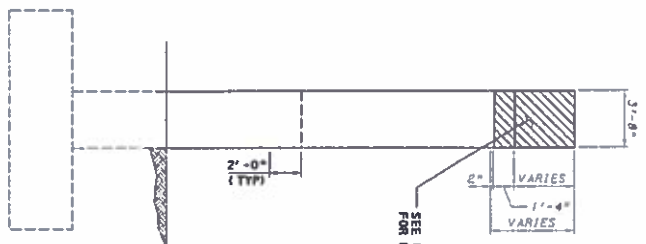
STAGE 3 (1RD) PIER CAP DEMOLITION
 STAGE 2 (2RD) PIER CAP DEMOLITION



PLAN
 SCALE IN FEET
 1" = 4'



WEST ELEVATION
 SCALE IN FEET
 1" = 4'



SOUTH ELEVATION
 SCALE IN FEET
 1" = 4'

- NOTES:**
1. PORTIONS OF EXISTING PIERS SHOWN HATCHED ARE AREAS OF REMOVAL.
 2. CLEAN STRUTTING IS BEING INSTALLED TO SUPPORT EXISTING REINFORCING BARS EXTENDING INTO NEW CONSTRUCTION.

DESIGNER: CDD TUM
 CHECKER: DMH JPS
 DATE: CDD TUM



COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

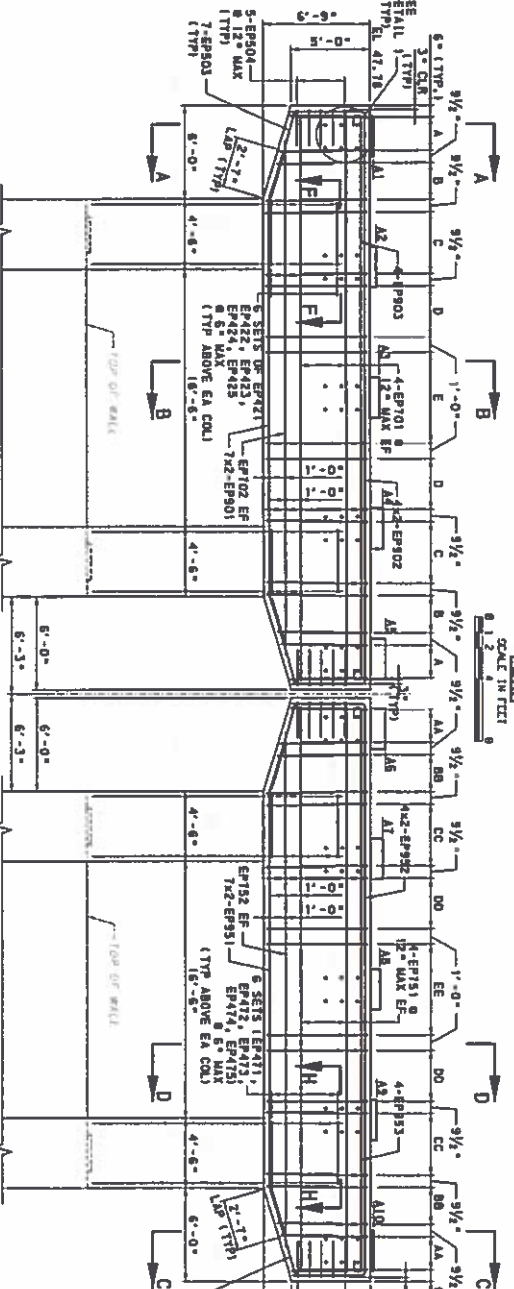
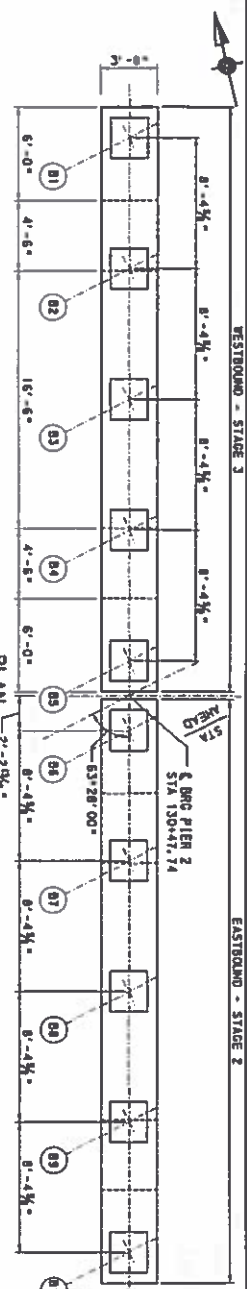
BUCKS COUNTY
 S.R. 2020 SECT. TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURH RD) STA 130+90.28
 OVER AMTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 PIER 2 - DEMOLITION PLAN & ELEVATION

RECOMMENDED ELM/LS SHEET 10 OF 57
 S-28905

SR 2020 PREVIOUSLY KNOWN AS 1R150

NO.	DESCRIPTION	BY	CHK'D	APP'D	DATE



TOP OF PEDESTAL ELEVATIONS

PEDESTAL #	ELEVATION (ROLL-OFF POSITION)	ELEVATION (PLATE TOP/BEH POSITION)
A1	EL. 47.98	EL. 47.95
A2	EL. 48.30	EL. 48.27
A3	EL. 48.49	EL. 48.45
A4	EL. 48.58	EL. 48.54
A5	EL. 48.88	EL. 48.83
A6	EL. 48.88	EL. 48.83
A7	EL. 48.77	EL. 48.73
A8	EL. 48.66	EL. 48.62
A9	EL. 48.55	EL. 48.51
A10	EL. 48.30	EL. 48.26

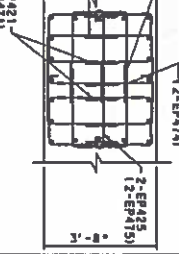
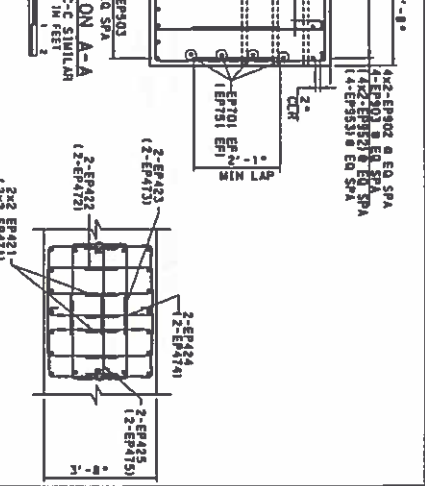
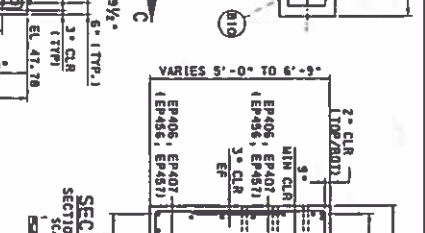
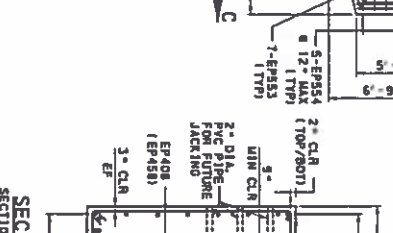
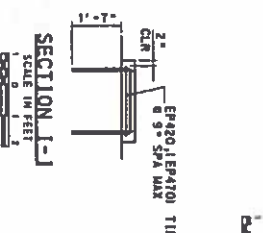
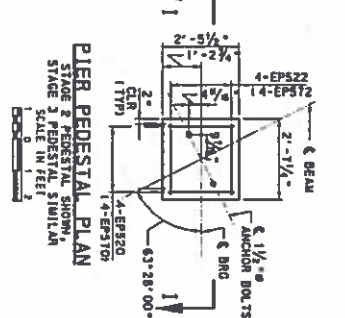
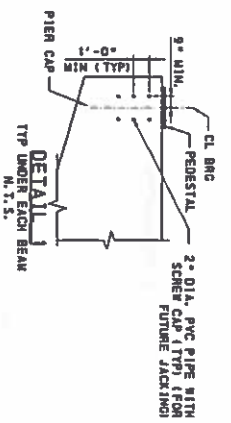
EB (STAGE 2)

REINFORCEMENT LAYOUT	
AA	4X4-EP158 @ 9\"/>

WB (STAGE 3)

REINFORCEMENT LAYOUT	
A	4X4-EP108 @ 9\"/>

- ### NOTES
- JACKING LOAD TO CONSIST OF SUPERSTRUCTURE DEAD LOAD ONLY AND IS ASSUMED DIVIDED OVER TWO JACKING SUPPORTS AT EACH PIER. (I.E. SUPPORT AT EACH FACE) CONTRACTOR.
 - THE JACKING STAGE DESIGN IS THE RESPONSIBILITY OF THE CONTRACTOR.
 - PVC PIPE WITH SCREW CAP FOR FUTURE JACKING IS INCIDENTAL TO BRIDGE CONSTRUCTION AS DESIGNED.



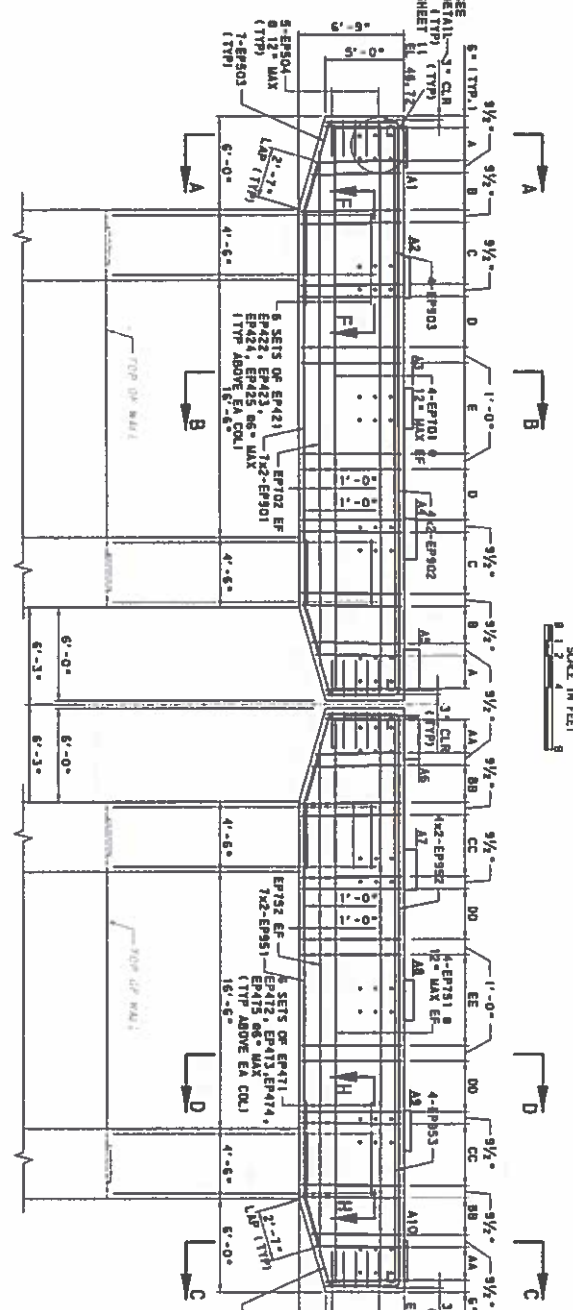
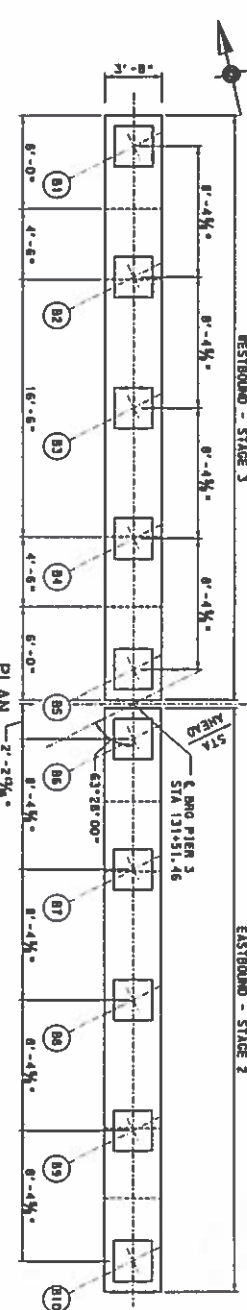
COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. TYB
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
PIER 2 - PLAN, ELEVATION & SECTIONS

RECOMMENDED *clutz* SHEET 11 OF 57
S-28905

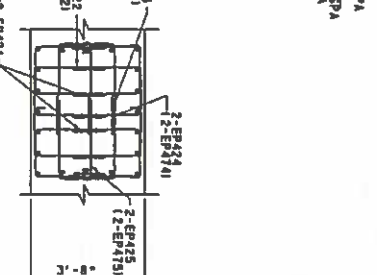
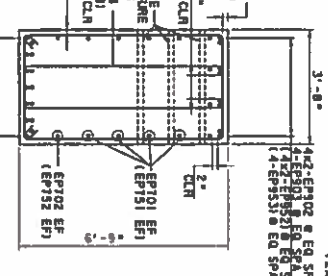
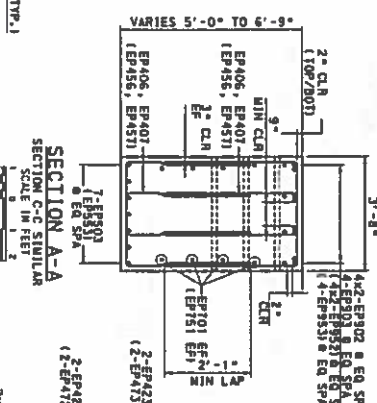
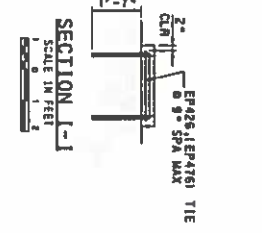
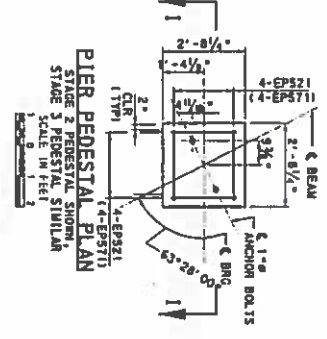
NO.	DATE	BY	CHK'D	APP'D	DATE



EB (STAGE 2)	
DESIGNATION	REINFORCEMENT LAYOUT
AA	4#4-EP486 @ 8" O.C.
BB	4#4-EP486 @ 8" O.C.
CC	4#4-EP486 @ 8" O.C.
DD	4#4-EP486 @ 8" O.C.
EE	5#2-EP458 @ 12" MAX

WB (STAGE 3)	
DESIGNATION	REINFORCEMENT LAYOUT
A	4#4-EP406 @ 8" O.C.
B	4#4-EP407 @ 8" O.C.
C	4#4-EP407 @ 8" O.C.
D	4#4-EP407 @ 8" O.C.
E	5#2-EP408 @ 12" MAX

TOP OF PEDESTAL ELEVATIONS	
PEDESTAL #	ELEVATION
A1	EL. 47.20
A2	EL. 47.20
A3	EL. 47.20
A4	EL. 47.20
A5	EL. 47.20
A6	EL. 47.20
A7	EL. 47.20
A8	EL. 47.20
A9	EL. 47.20
A10	EL. 47.20



AECOM
1700 Market Street, Suite 1000
Philadelphia, PA 19103

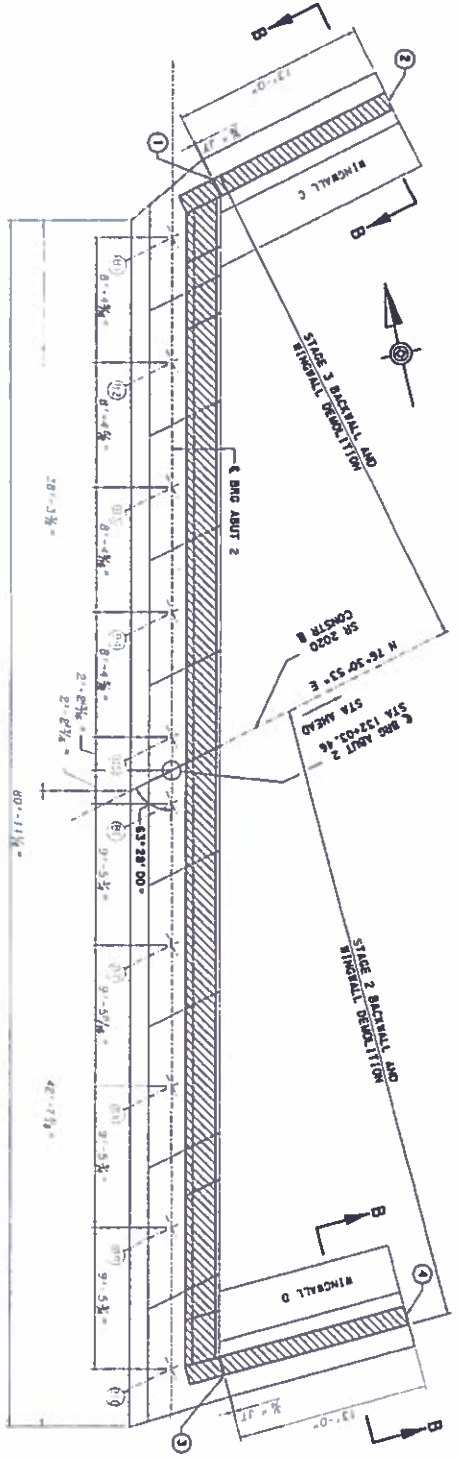


Work	Designation	By	Chk'd	App'd	Date

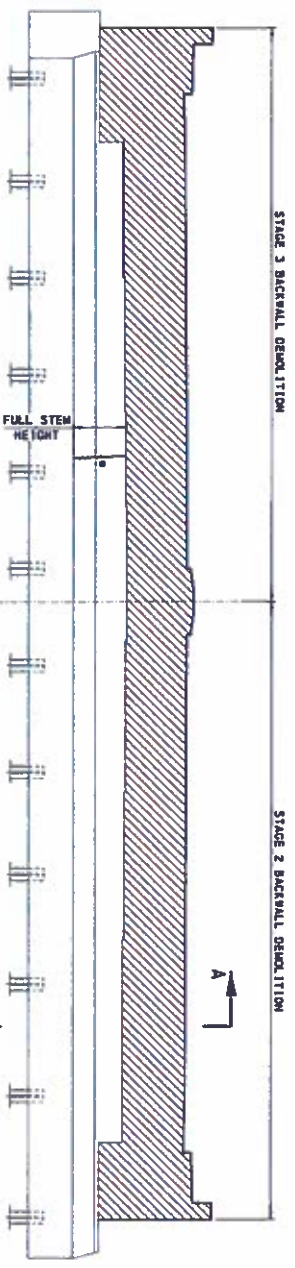
SR 2020 PREVIOUSLY KNOWN AS LR150
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. TYB
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER ANTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
PIER 3 - PLAN, ELEVATION & SECTIONS

RECOMMENDED shale
SHEET 13 OF 57
5-28905

DESIGNER: JAZ CHECKER: TAW DRAWN: JPS CADD: TAW



PLAN
SCALE IN FEET
1" = 2'

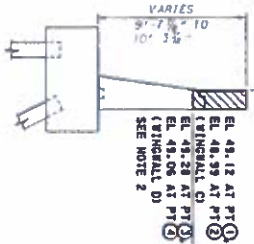


ELEVATION
SCALE IN FEET
1" = 2'

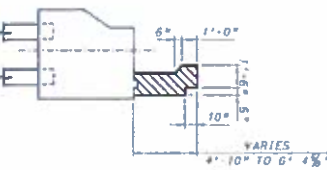
- NOTES:**
1. PORTIONS OF EXISTING SUBSTRUCTURE UNITS SHOWN HATCHED ARE AREAS OF REMOVAL.
 2. GRIND SURFACE SMOOTH AT ELEVATION SHOWN.

• EPOXY INJECTION CRACK SEAL

SECTION B-B



SECTION A-A

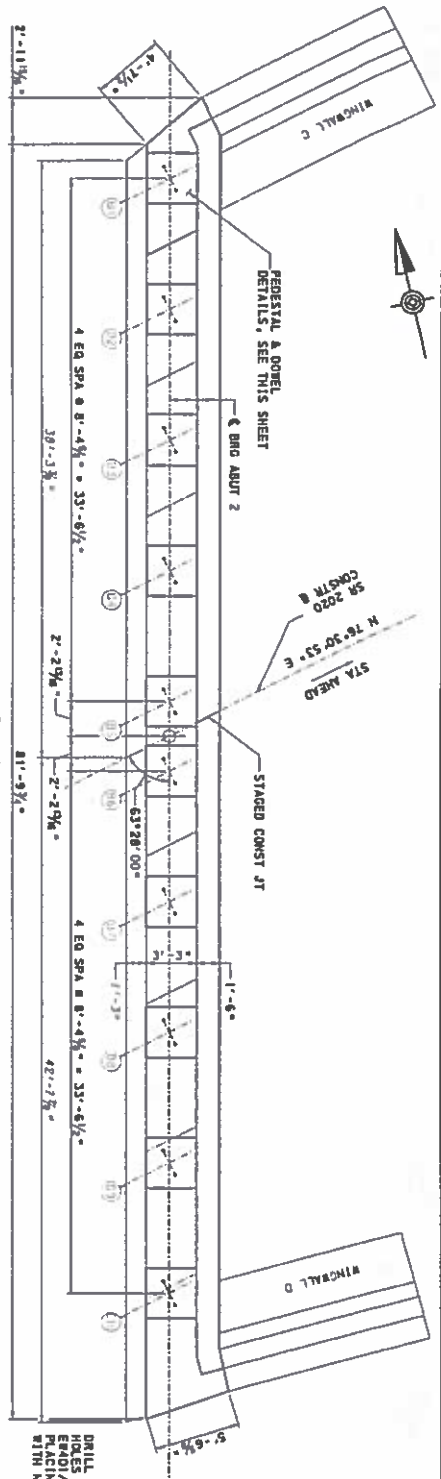


Rev#	Description	By	Chk'd	App'd	Date

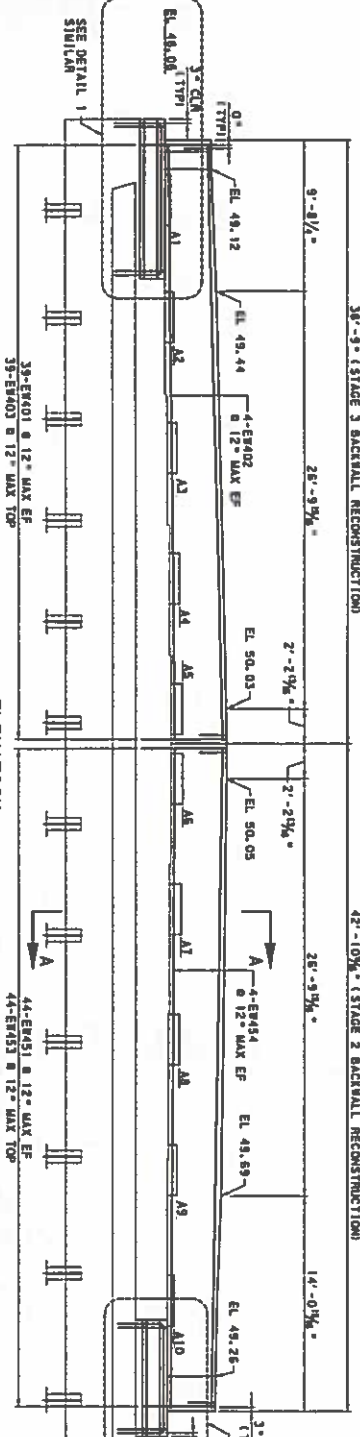
AECOM
1100 Avenue of the Americas
7707 Shelburne Avenue
New York, NY 10020



SR 2020 PREVIOUSLY KNOWN AS LR150
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. TYB
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
ABUTMENT 2 - DEMOLITION PLAN & ELEVATION
RECOMMENDED *KML*
SHEET 14 OF 57
S-28905

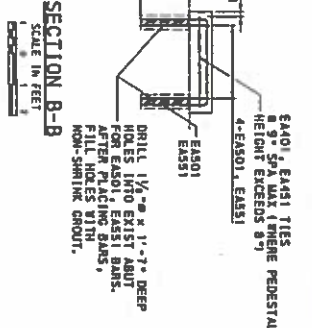
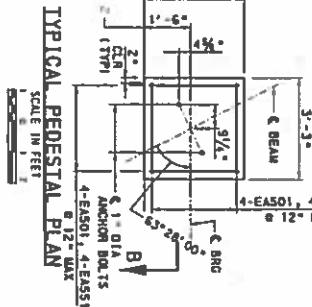


PLAN
SCALE IN FEET
1" = 4'



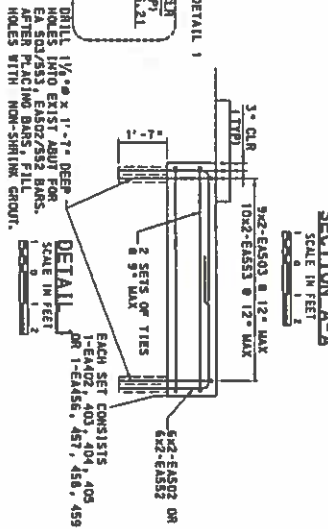
ELEVATION
SCALE IN FEET
1" = 4'

TOP OF PEDESTAL ELEVATIONS	
PEDESTAL #	ELEVATION (PLATE ELEVATION)
A1	EL. 46.25
A2	EL. 46.31
A3	EL. 46.37
A4	EL. 46.43
A5	EL. 46.49
A6	EL. 46.55
A7	EL. 46.61
A8	EL. 46.67
A9	EL. 46.73
A10	EL. 46.79



TYPICAL PEDESTAL PLAN
SCALE IN FEET
1" = 12"

SECTION B-B
SCALE IN FEET
1" = 12"



DETAIL
SCALE IN FEET
1" = 12"

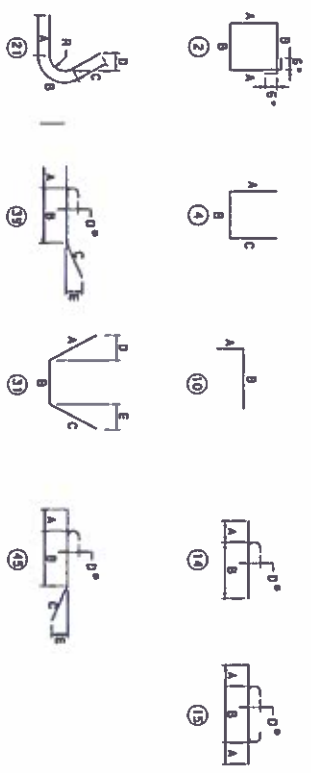
AECOM
1400 Pennsylvania Avenue, Suite 4000
Washington, DC 20004
TEL: 202.243.2400 FAX: 202.243.2401



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. TYB
SEG. 0060 OFF-SET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER ANTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
ABUTMENT 2 - PLAN, ELEV & SECTIONS
RECOMMENDED SCALE
SHEET 15 OF 57
S-28905

SUBSTRUCTURE REINFORCEMENT BAR SCHEDULE

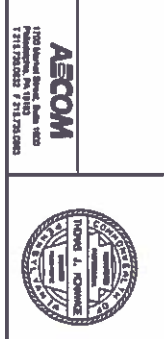
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	R	REMARKS
ABUTMENTS STAGE 2 - EASTBOUND											
EA481	4	1	12'-6"	2	2'-10 1/2"	2'-10 1/2"					
EA482	4	2	7'-1 1/2"	15	6"	6'-1 1/2"					
EA483	4	2	5'-1 1/2"	15	6"	5'-1 1/2"					
EA484	4	2	8'-10 1/2"	39	6"	4'-4"	3'-1 1/2"	1'-7 1/2"			
EA485	4	2	8'-10 1/2"	39	6"	4'-4"	3'-1 1/2"	3'-3"			
EA486	4	2	8'-10 1/2"	45	6"	6'-4 1/2"	2'-1 1/2"	8"			
EA487	4	2	8'-10 1/2"	45	6"	6'-4 1/2"	2'-1 1/2"	8"			
EA488	4	2	13'-3"	31	2'-1"	4"	2'-1"	4 1/2"			
EA489	4	2	13'-3"	39	6"	6'-1 1/2"	6'-1 1/2"	5'-11 1/2"			
EA490	5	12	7'-1"	10	3'-0 1/2"	3'-8"					
EA491	5	12	7'-1"	10	3'-0"	4'-7"					
EA492	4	156	4'-4"	STR							FIELD CUT
EA493	4	18	32'-3 1/2"	STR							FIELD CUT
EA494	4	18	5'-1"	STR	2'-1"	1'-0"					FIELD CUT
EA495	4	8	42'-7 1/2"	STR							FIELD CUT
PIERS STAGE 2 - EASTBOUND											
EP496	4	96	9'-9 1/2"	4	3'-9 1/2"	2'-2 1/2"	3'-9 1/2"				
EP497	4	240	10'-8 1/2"	4	4'-3"	2'-8 1/2"	4'-3"				
EP498	4	102	18'-2 1/2"	2	6'-5"	2'-8 1/2"	4'-3"				
EP499	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP500	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP501	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP502	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP503	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP504	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP505	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP506	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP507	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP508	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP509	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP510	5	32	6'-11 1/2"	4	2'-5 1/2"	2'-0 1/2"	2'-5 1/2"				FIELD CUT
EP511	5	32	7'-1 1/2"	4	2'-5"	2'-5"	2'-5"				FIELD CUT
EP512	5	32	7'-0 1/2"	4	2'-5"	2'-5"	2'-5"				FIELD CUT
EP513	7	24	37'-0"	STR							
EP514	7	6	33'-11"	STR							
EP515	9	42	32'-0"	31	3'-3"	25'-6"	3'-3"	3'-1 1/2"			
EP516	9	42	46'-0"	4	4'-6"	37'-0"	4'-6"				
EP517	9	12	39'-0"	15	1'-3"	36'-8"					



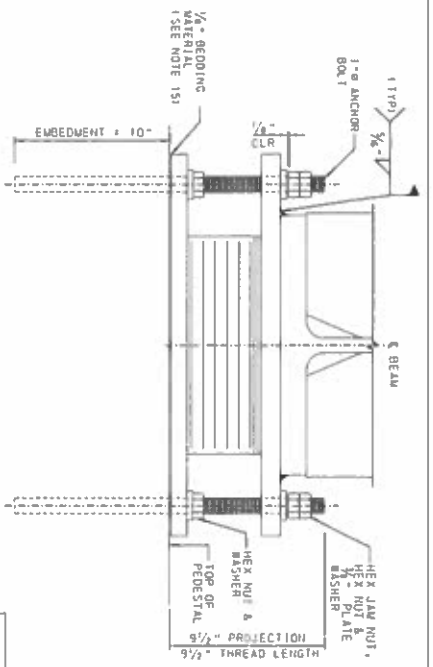
SUBSTRUCTURE REINFORCEMENT BAR SCHEDULE

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	E	R	REMARKS
ABUTMENTS STAGE 3 - WESTBOUND											
EA501	4	1	12'-6"	2	2'-10 1/2"	2'-10 1/2"					
EA502	4	2	7'-1 1/2"	15	6"	6'-1 1/2"					
EA503	4	2	5'-1 1/2"	15	6"	5'-1 1/2"					
EA504	4	2	8'-10 1/2"	39	6"	4'-4"	3'-1 1/2"	1'-7 1/2"			
EA505	4	2	8'-10 1/2"	39	6"	4'-4"	3'-1 1/2"	3'-3"			
EA506	4	2	8'-10 1/2"	45	6"	6'-4 1/2"	2'-1 1/2"	8"			
EA507	4	2	8'-10 1/2"	45	6"	6'-4 1/2"	2'-1 1/2"	8"			
EA508	4	2	13'-3"	31	2'-1"	4"	2'-1"	4 1/2"			
EA509	4	2	13'-3"	39	6"	6'-1 1/2"	6'-1 1/2"	5'-11 1/2"			
EA510	5	12	7'-1"	10	3'-0 1/2"	3'-8"					
EA511	5	12	7'-1"	10	3'-0"	4'-7"					
EA512	4	156	4'-4"	STR							FIELD CUT
EA513	4	18	32'-3 1/2"	STR							FIELD CUT
EA514	4	18	5'-1"	STR	2'-1"	1'-0"					FIELD CUT
EA515	4	8	42'-7 1/2"	STR							FIELD CUT
PIERS STAGE 3 - EASTBOUND											
EP516	4	96	9'-9 1/2"	4	3'-9 1/2"	2'-2 1/2"	3'-9 1/2"				
EP517	4	240	10'-8 1/2"	4	4'-3"	2'-8 1/2"	4'-3"				
EP518	4	102	18'-2 1/2"	2	6'-5"	2'-8 1/2"	4'-3"				
EP519	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP520	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP521	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP522	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP523	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP524	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP525	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP526	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP527	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP528	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP529	4	144	6'-8"	4	2'-1 1/2"	1'-8 1/2"	2'-1 1/2"				
EP530	5	32	6'-11 1/2"	4	2'-5 1/2"	2'-0 1/2"	2'-5 1/2"				FIELD CUT
EP531	5	32	7'-1 1/2"	4	2'-5"	2'-5"	2'-5"				FIELD CUT
EP532	5	32	7'-0 1/2"	4	2'-5"	2'-5"	2'-5"				FIELD CUT
EP533	7	24	37'-0"	STR							
EP534	7	6	33'-11"	STR							
EP535	9	42	32'-0"	31	3'-3"	25'-6"	3'-3"	3'-1 1/2"			
EP536	9	42	46'-0"	4	4'-6"	37'-0"	4'-6"				
EP537	9	12	39'-0"	15	1'-3"	36'-8"					

* E WELFIX DENOTES EPOXY COATED BARS.
 * FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING DE-755K.
 * FIGURES IN CIRCLES SHOW TYPES.
 * ** DIMENSION ON 180° HOOKS ARE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE USED.



SR 2020 PREVIOUSLY KNOWN AS LTR10
 COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S.R. 2020 SECT. 1 TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 SUBSTRUCTURE REINFORCEMENT BAR SCHEDULE-1
 SHEET 16 OF 51
 S-28905



- NOTES:**
- BEARING BARS NOT SHOWN FOR CLARITY.
 - ROLLED BEAM OPTION SHOWN. PLATE CINDER OPTION SIMILAR.
 - ADDITIONAL DOWELING REQUIRED TO ACHIEVE 10\"/>

DESIGN REACTIONS

1 (WEATHERED), 4 (IPS)

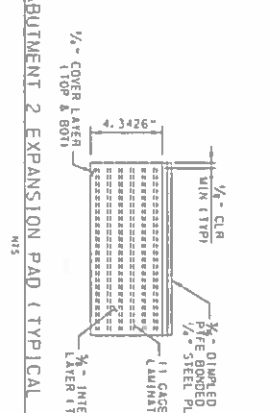
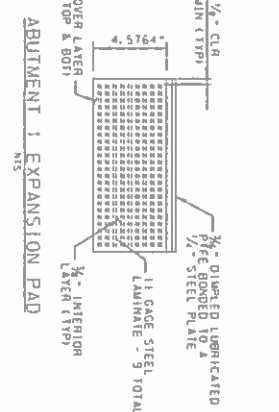
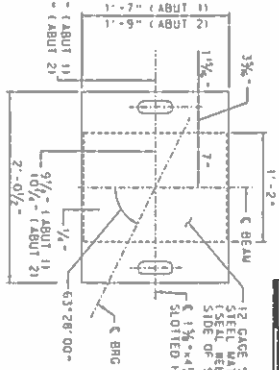
	ABUTMENT 1	PIER 1	PIER 2	ABUTMENT 2	ABUTMENT 2**
MAXIMUM DEAD LOAD	83.20	142.00	199.00	194.00	81.30
MINIMUM DEAD LOAD	59.00	125.00	98.00	98.00	123.60
MAXIMUM LIVE LOAD	50.38	95.49	102.76	107.01	74.90
MINIMUM LIVE LOAD	-20.30	-28.52	-20.30	-21.80	-16.54

ELASTOMERIC BEARING PAD DATA

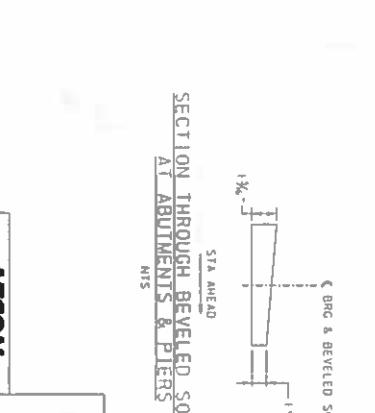
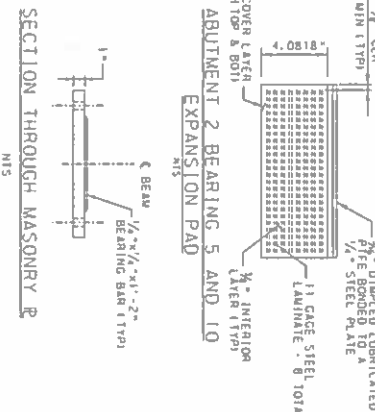
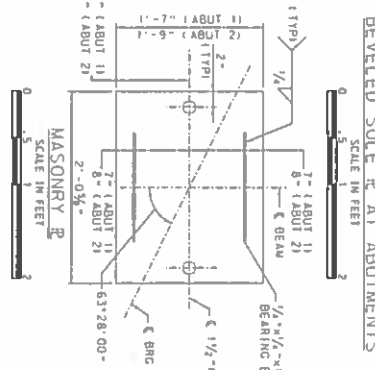
EXPANSION BEARING PAD	FIXED PIER 2	EXPANSION BEARING PAD	EXPANSION BEARING PAD
ABUTMENT 1	PIER 1	ABUTMENT 2	ABUTMENT 2**
LENGTH (IN)	14	16	14
WIDTH (IN)	14	18	14
THICKNESS OF COVER ELASTOMER LAYER (IN)	0.25	0.25	0.25
THICKNESS OF INTERIOR ELASTOMER LAYER (IN)	0.375	0.375	0.375
NUMBER OF INTERIOR ELASTOMER LAYERS	0	7	0
THICKNESS OF STEEL LAMINATE (IN)	0.1196	0.1196	0.1196
TOTAL BEARING PAD THICKNESS (IN)	4.5764	4.0818	4.3428*
EFFECTIVE ELASTOMER THICKNESS	3.5	3.125	3.625
SHAPE FACTOR COVER LAYER	14	16.941	14.933
SHAPE FACTOR INTERIOR LAYER	9.333	11.294	9.956
LENGTH / THICKNESS	4.00	5.12	4.41
NUMBER REQUIRED (EXCLUDES TEST PAD)	10	10	8
MINIMUM DESIGN ROTATION - LONGITUDINAL (RAD)	0.0004	0.0003	0.0005
MINIMUM DESIGN ROTATION - TRANSVERSE (RAD)	0.0009	0.0010	0.0010
CONSTRUCTION TOLERANCE - LONGITUDINAL (RAD)	0.000	0.005	0.000
CONSTRUCTION TOLERANCE - TRANSVERSE (RAD)	0.003	0.005	0.003

** BEARING 5 AND 10 ONLY

** DOES NOT INCLUDE PIPE SLIDING SURFACE, 1/2\"/>

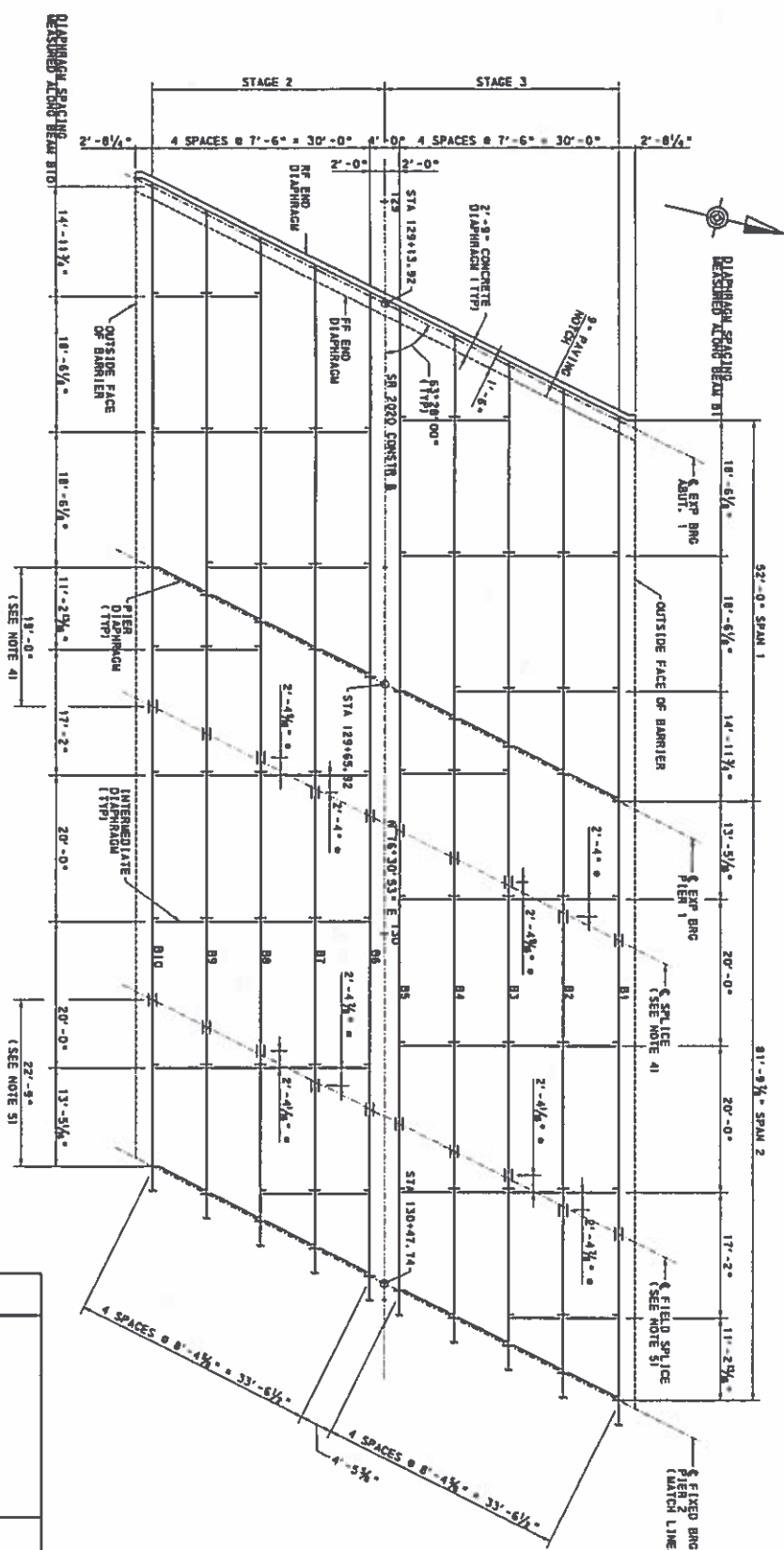


- BEARING NOTES:**
- SEE BC-TSSU FOR ADDITIONAL DETAILS AND NOTES.
 - SMOOTH CUT AND DEBURR METAL SHIMS.
 - GRIT BLAST AND DECREASE METAL SHIMS.
 - MANUFACTURE ALL BEARINGS IN ACCORDANCE WITH THE COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SECTION 1111.02-1C1 SPECIFICATIONS FOR FABRICATION.
 - ALL BEARING PADS TO BE WELDED TO DESIGN DIMENSIONS. CUTTING TO SIZE AFTER FABRICATION IS PROHIBITED.
 - PROVIDE NEOPRENE 50-7 - 5 DIAPHRAGM.
 - INTERNAL SHIMS ARE ASTM A709 GRADE 36.
 - VARICANIZE PATCH PIN GROVES.
 - PROVIDE MINIMUM LOW TEMPERATURE NEOPRENE GRADE 3.
 - BEARING PADS TO BE SAMPLED FOR TESTING ACCORDING TO FHWA-D12.
 - PROVIDE ASTM F1554 GRADE 55 ANCHOR BOLTS.
 - PROVIDE 1/2\"/>



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. TYB
SEC. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE BEARINGS - 1

REVISIONS	By	CHK'd.	DATE
ADDENDUM 2	JAZ	TJM	6/27/12



- NOTES:**
1. FOR ROLLED BEAM ELEVATION, SEE SHEET 21.
 2. FOR PLATE GIRDER ELEVATION, SEE SHEET 22.
 3. FOR DIAPHRAGM DETAILS, SEE SHEETS 40 THROUGH 43.
 4. FOR ROLLED BEAM OPTION, FIELD SPLICE AT THE LOCATION SHOWN, INCLUDING THE NOTED EXCEPTIONS. FOR THE PLATE GIRDER OPTION, WELDED SHOP SPLICE LOCATED 19'-0" FROM E BRG, PIER 1 FOR ALL BEAMS.
 5. FOR ROLLED BEAM OPTION, FIELD SPLICE AT THE LOCATION SHOWN, INCLUDING THE NOTED EXCEPTIONS. FOR THE PLATE GIRDER OPTION, FIELD SPLICE LOCATED 22'-9" FROM E BRG, PIER 2 FOR ALL BEAMS.

DRAWING PLAN - SPANS 1 & 2

SCALE IN FEET
1" = 4'-0"

SPRINT LOCATION APPLICABLE TO ROLLED BEAM OPTION ONLY.

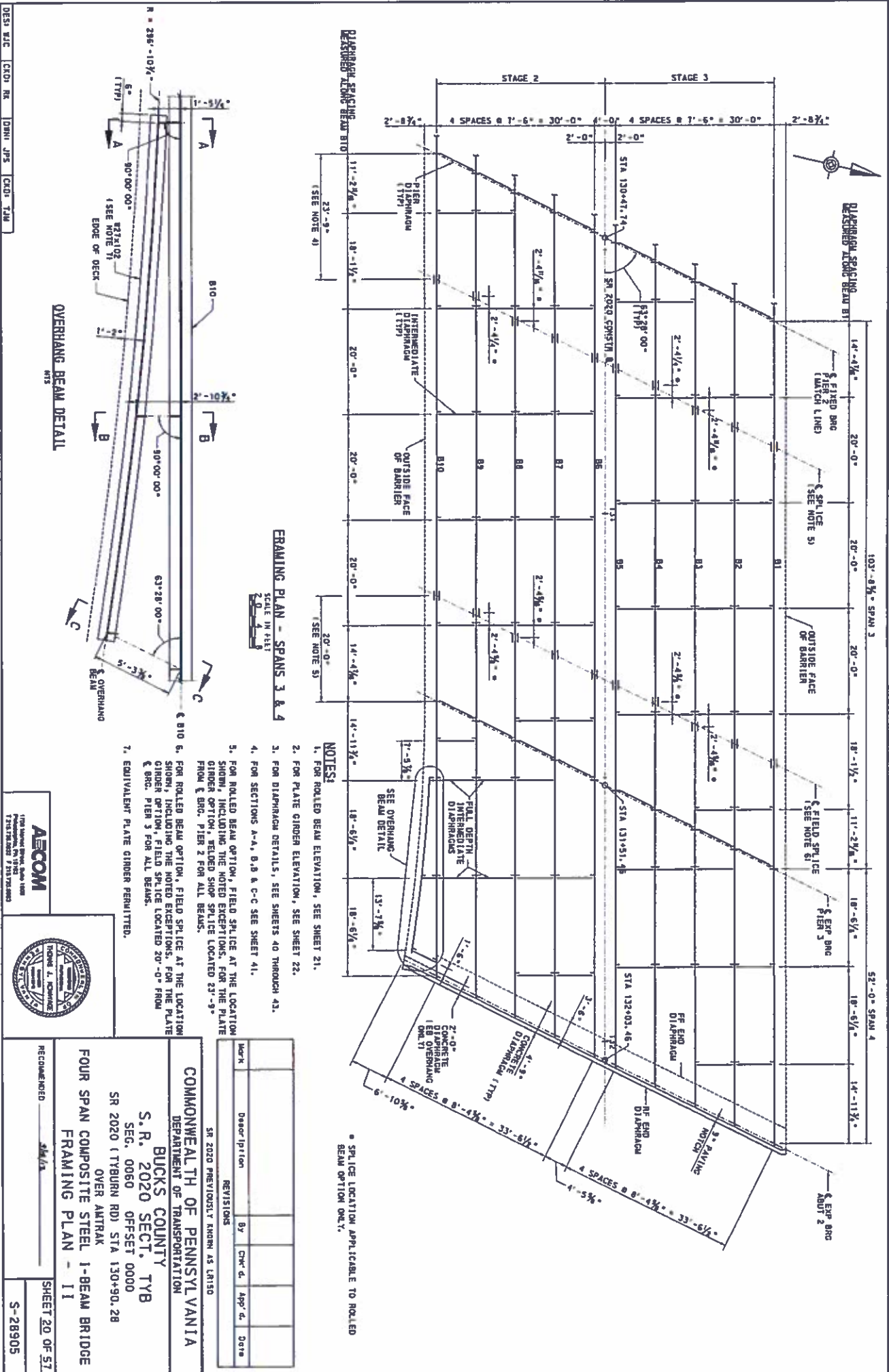
DESIGN: WJC CAD: RK DWN: JPS CRW: TAM



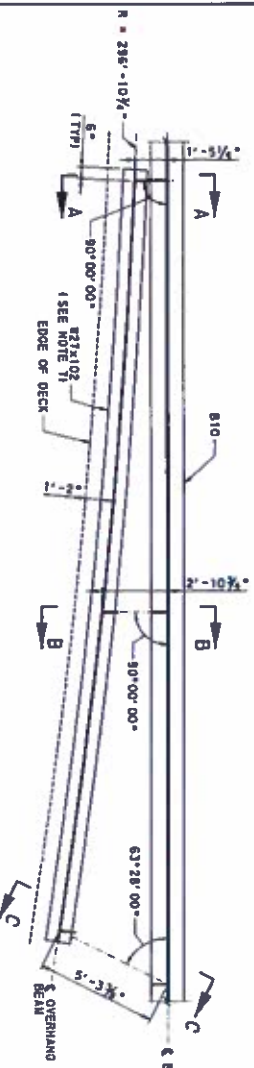
Work	Description	By	Chk'd	App'd	Date

SR 2020 PREVIOUSLY KNOWN AS LR150
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER ANTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
FRAMING PLAN - I

RECOMMENDED: *Stahls*
 SHEET 19 OF 57
 S-28905



OVERHANG BEAM DETAIL



FRAMING PLAN - SPANS 3 & 4



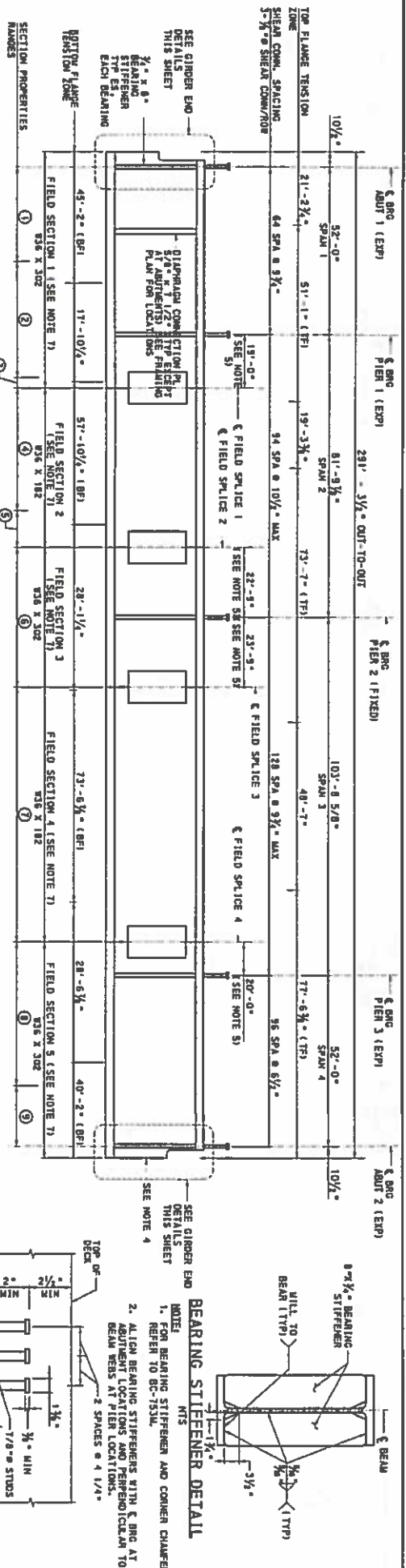
- NOTES:**
1. FOR ROLLED BEAM ELEVATION, SEE SHEET 21.
 2. FOR PLATE GIRDER ELEVATION, SEE SHEET 22.
 3. FOR DIAPHRAGM DETAILS, SEE SHEETS 40 THROUGH 43.
 4. FOR SECTIONS A-A, B-B & C-C SEE SHEET 41.
 5. FOR ROLLED BEAM OPTION, FIELD SPLICE AT THE LOCATION SHOWN, INCLUDING THE NOTED EXCEPTIONS. FOR THE PLATE GIRDER OPTION, WELDED SHOP SPLICE LOCATED 23'-9\"/>

• SPLICE LOCATION APPLICABLE TO ROLLED BEAM OPTION ONLY.



COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUCKS COUNTY S.A.R. 2020 SECT. TYB SEG. 0060 OFFSET 0000 SR 2020 (TYBURN RD) STA 130+90.28 OVER AMTRAK			
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE FRAMING PLAN - 11	SHEET 20 OF 57 S-28905	RECOMMENDED: <u> </u> / <u> </u>	DATE: <u> </u>
REVISIONS No. Description By CWD d. App'd. Date			

21 5/1/12



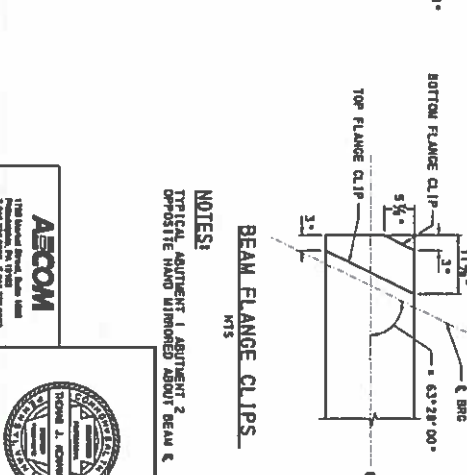
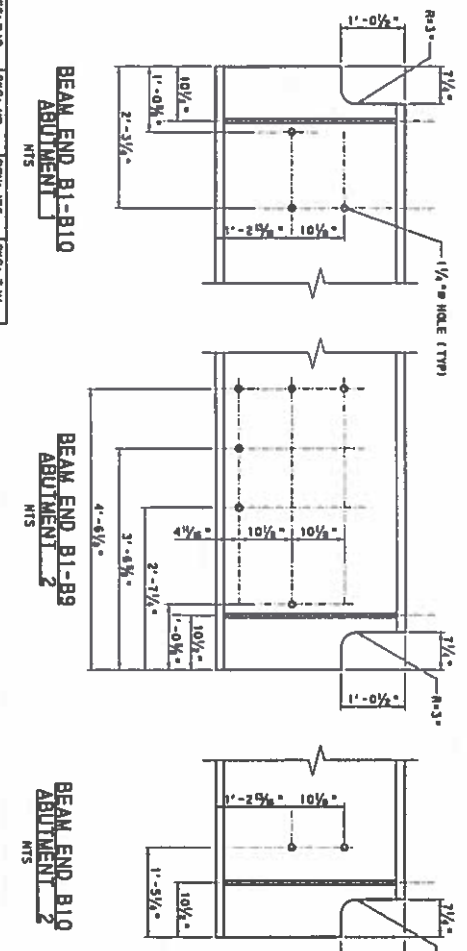
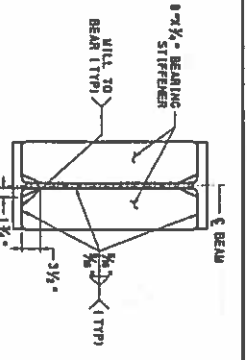
SECTION PROPERTIES (LRFD)

SECTION	BEAM	NON-COMPOSITE MOMENT (k-ft)	POSITIVE MOMENT (k-ft)	NEGATIVE MOMENT (k-ft)	BEAM	NON-COMPOSITE MOMENT (k-ft)	POSITIVE MOMENT (k-ft)	NEGATIVE MOMENT (k-ft)	BEAM	NON-COMPOSITE MOMENT (k-ft)	POSITIVE MOMENT (k-ft)	NEGATIVE MOMENT (k-ft)	BEAM	NON-COMPOSITE MOMENT (k-ft)	POSITIVE MOMENT (k-ft)	NEGATIVE MOMENT (k-ft)	BEAM	NON-COMPOSITE MOMENT (k-ft)	POSITIVE MOMENT (k-ft)	NEGATIVE MOMENT (k-ft)	BEAM	NON-COMPOSITE MOMENT (k-ft)	POSITIVE MOMENT (k-ft)	NEGATIVE MOMENT (k-ft)
1	BC-75M	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200
2	BC-75M	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200
3	BC-75M	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200
4	BC-75M	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200
5	BC-75M	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200
6	BC-75M	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200
7	BC-75M	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200	1120	1120	1200	1200

SHEAR CONNECTOR DETAIL



BEARING STIFFENER DETAIL



NOTES:
 1. TYPICAL ABUTMENT 1 ABUTMENT 2
 OPPOSITE HAND MIRRORRED ABOUT BEAM C

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S. R. 2020 SECT. TYB
 SEC. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK
 ROLLED BEAM ELEVATION

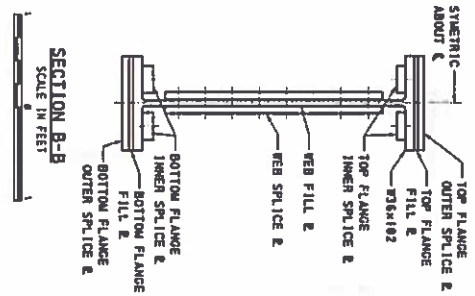
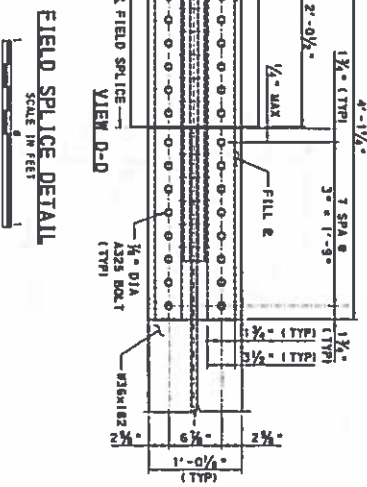
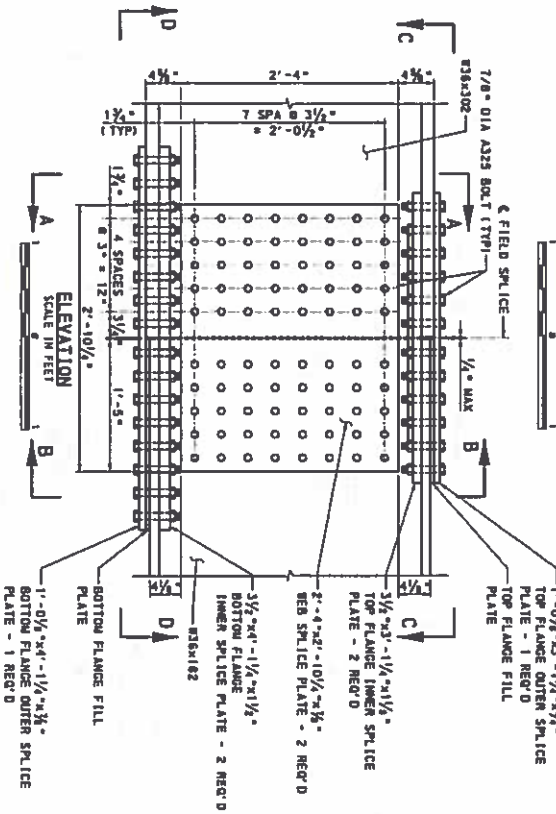
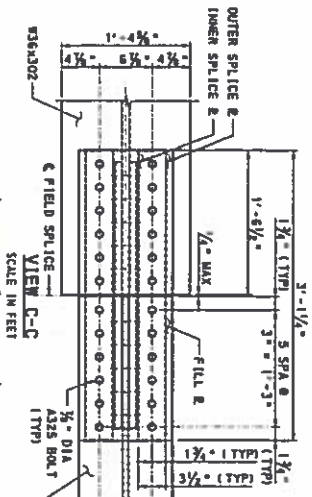
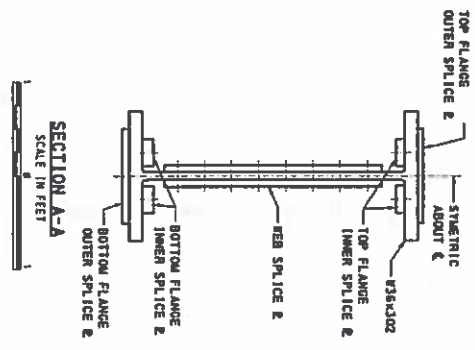
RECOMMENDED *stiles* SHEET 21 OF 57
 S-28905



NO.	REVISIONS	DATE	BY	CHK'D	APP'D
1	Issue for Construction				

22/01/12

DESIGN NO. CAD LIT. DRAW. JRS. ECHO. TAU



SECTION PROPERTIES RANGE DISTANCES

RANGE	B1, B6	B2, B7	B3, B8	B4, B9	B1, B10
(1)	37'-8 1/2"	37'-2 3/4"	36'-5 1/2"	35'-9 1/2"	36'-0 1/2"
(2)	29'-10 3/4"	30'-5"	30'-6 3/4"	31'-2"	31'-1 1/2"
(3)	31'-4 1/4"	31'-10"	31'-5 1/2"	41'-0 1/2"	31'-10 1/2"
(4)	38'-3 3/4"	33'-2 3/4"	34'-2 3/4"	33'-9 1/2"	35'-7 1/4"
(5)	1'-3 1/4"	6'-5 1/2"	6'-5 1/2"	6'-3 1/2"	4'-5 3/4"
(6)	46'-1"	44'-8 1/2"	48'-8 1/2"	44'-10 1/4"	45'-4 3/4"
(7)	60'-0 1/2"	60'-11"	60'-2"	60'-1 1/2"	60'-4 3/4"
(8)	51'-3 3/4"	52'-0 1/2"	52'-8 1/2"	51'-6 1/2"	46'-4 1/2"
(9)	21'-1 1/2"	20'-5 3/4"	20'-4 3/4"	21'-11 1/2"	26'-4 1/2"

NOTE: SEE SHEET 21 FOR SECTION PROPERTIES ASSOCIATED WITH THE RANGES IN THIS TABLE.

FIELD SECTION LENGTHS

BEAM	FIELD 1	FIELD 2	FIELD 3	FIELD 4	FIELD 5
B1	SECTION 1	SECTION 2	SECTION 3	SECTION 4	SECTION 5
B2	71'-10 1/2"	40'-0 1/2"	46'-6"	57'-11 3/4"	72'-10 1/2"
B3	72'-4 1/2"	40'-0 1/2"	47'-0"	57'-11 3/4"	72'-10 1/2"
B4	71'-4 1/2"	40'-0 1/2"	47'-0"	57'-11 3/4"	72'-4 1/2"
B5	71'-10 1/2"	40'-0 1/2"	46'-0"	57'-11 3/4"	72'-4 1/2"
B6	71'-10 1/2"	40'-0 1/2"	46'-6"	57'-11 3/4"	72'-10 1/2"
B7	72'-4 1/2"	40'-0 1/2"	46'-6"	57'-11 3/4"	72'-10 1/2"
B8	71'-4 1/2"	40'-0 1/2"	47'-0"	57'-11 3/4"	72'-4 1/2"
B9	71'-10 1/2"	40'-0 1/2"	46'-0"	57'-11 3/4"	73'-4 1/2"
B10	71'-10 1/2"	40'-0 1/2"	46'-6"	57'-11 3/4"	72'-10 1/2"

NOTE: SEE ROLLED BEAM ELEVATION SHEET 21, FOR FIELD SECTION CALLOUTS AND BEAM STRESSES.

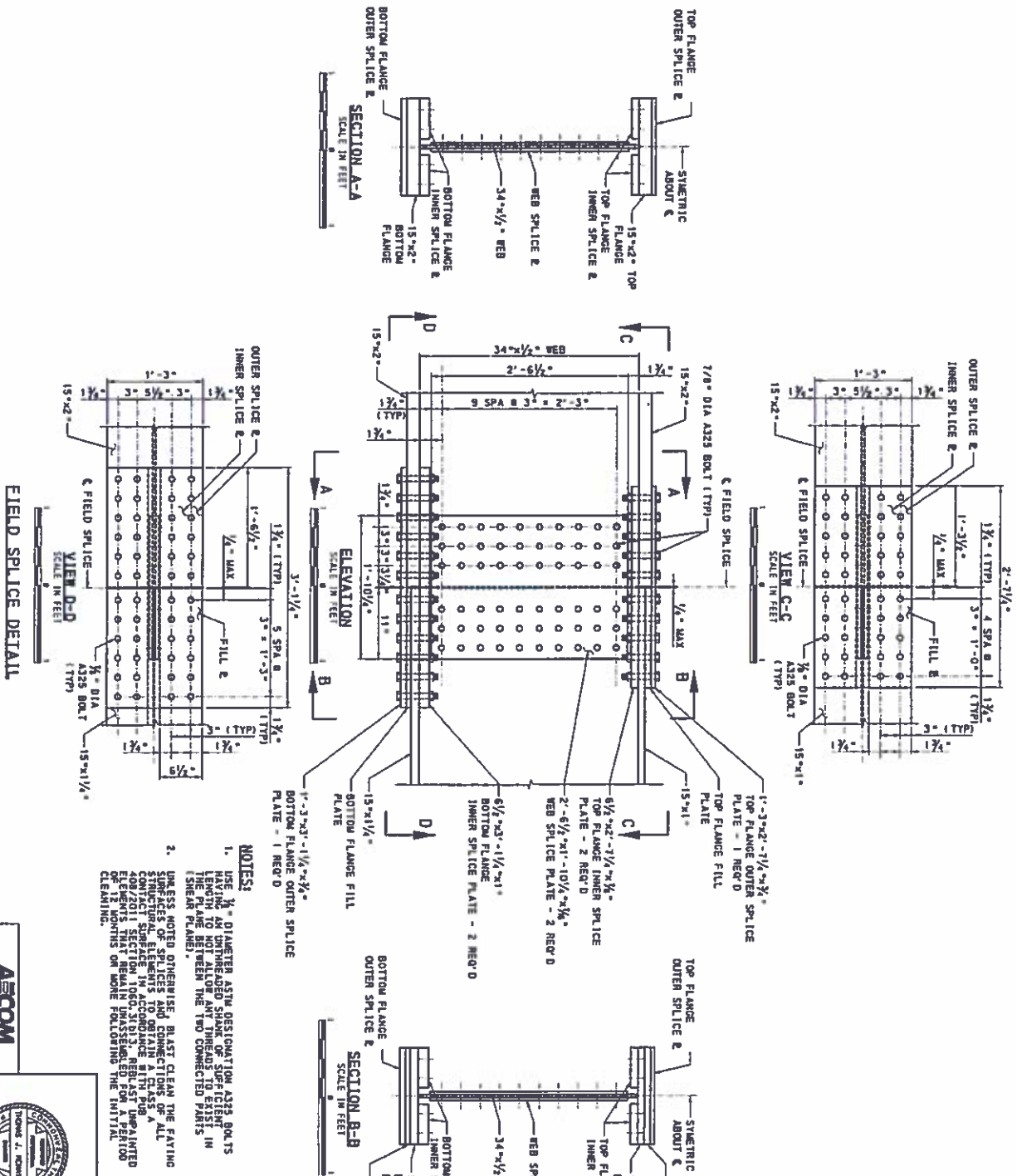
- NOTES:**
1. UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP). UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP). UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP). UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP). UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP).
 2. UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP). UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP). UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP). UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE A325 BOLT (TYP).



COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S. R. 2020 SECT. TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 ROLLED BEAM SPLICE DETAILS

RECOMMENDED SCALE SHEET 23 OF 57
 S-28905

DESIGN: MJC CAD: LJV DRAWN: JPS CHECK: TAW



SECTION PROPERTIES RANGE DISTANCES									
RANGE	B5, B6	B2, A7	B3, B8	B4, B9	B1, B10				
(1)	37'-7 1/4"	37'-1"	35'-5 1/2"	35'-9 1/2"	36'-1 1/4"				
(2)	29'-9 3/4"	30'-4 1/4"	30'-4 1/4"	30'-11 1/4"	30'-9 3/4"				
(3)	3'-6 1/2"	3'-6 1/2"	4'-2 1/4"	4'-3 1/2"	4'-1 1/4"				
(4)	35'-4 1/4"	34'-7 1/2"	34'-4 1/4"	34'-2 1/4"	36'-2 1/4"				
(5)	45'-8 1/2"	44'-6 1/2"	44'-8 1/2"	44'-3 3/4"	42'-9 1/4"				
(6)	53'-11 1/4"	54'-11 1/4"	53'-11 1/4"	53'-11 1/4"	59'-11 1/4"				
(7)	9 1/4"	11'-1 1/4"	11'-9 1/4"	2'-2 1/4"	3'-8 1/4"				
(8)	50'-5"	51'-6 1/4"	51'-6 1/4"	49'-9 1/4"	45'-7"				
(9)	21'-7"	20'-6"	20'-6"	22'-2 1/4"	28'-5 1/4"				

NOTE: SEE SHEET 22 FOR SECTION PROPERTIES ASSOCIATED WITH THE RANGES IN THIS TABLE.



COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. TYB
 SEG. 0060 OFF-SET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
PLATE GIRDER SPLICE DETAILS

RECOMMENDED: *etl/v*
 SHEET 24 OF 57
 S-28905

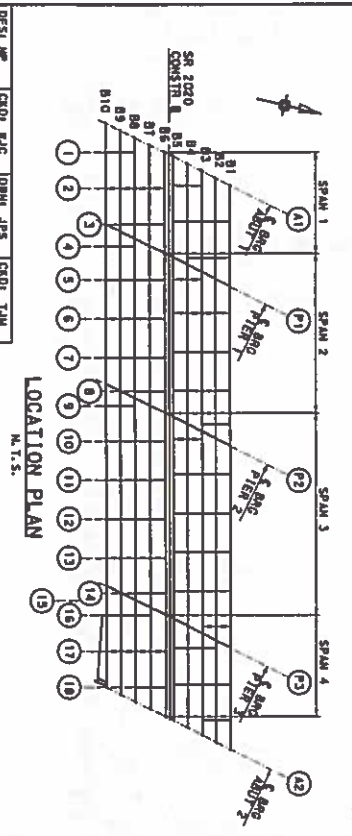
- NOTES:**
- USE 3/4" DIAMETER ASTM DESIGNATION A325 BOLTS HAVING AN UNTREATED SHAFT OR SUFFICIENT IN THE PLATE BETWEEN THE TWO CONNECTED PARTS (SHAD PLATE).
 - LESS NOTED OTHERWISE, BLAST CLEAN THE FAYING SURFACES OF SPLICES AND CONNECTIONS OF ALL STRUCTURAL ELEMENTS TO OBTAIN A CLASS A FINISH. ELEMENTS TO BE REBLASTED FOR A PERIOD OF 12 MONTHS ON DONE FOLLOWING THE INITIAL CLEANING.

BEAM LATERAL DISPLACEMENTS

B1/B6				B2/B7				B3/B8			
LOCATION	STEEL I-BEAM ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT	LOCATION	STEEL I-BEAM ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT	LOCATION	STEEL I-BEAM ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT
TYPE OF MEMBER	TOP OF BEAM	BOTTOM OF BEAM	TOP OF BEAM	TYPE OF MEMBER	TOP OF BEAM	BOTTOM OF BEAM	TOP OF BEAM	TYPE OF MEMBER	TOP OF BEAM	BOTTOM OF BEAM	TOP OF BEAM
A1	-0.004	0.000	-0.003	0.000	0.000	-0.003	0.000	A1	-0.004	0.000	-0.003
2	-0.001	-0.001	-0.003	-0.000	-0.001	-0.002	-0.001	2	-0.001	-0.001	-0.003
3	-0.001	-0.001	-0.003	-0.000	-0.001	-0.002	-0.001	3	-0.001	-0.001	-0.003
4	-0.001	-0.001	-0.003	-0.000	-0.001	-0.002	-0.001	4	-0.001	-0.001	-0.003
P1	-0.002	0.000	-0.005	0.000	-0.002	-0.002	-0.004	P1	-0.002	0.000	-0.005
5	-0.002	0.000	-0.005	0.000	-0.002	-0.002	-0.004	5	-0.002	0.000	-0.005
6	-0.002	0.000	-0.005	0.000	-0.002	-0.002	-0.004	6	-0.002	0.000	-0.005
7	-0.001	-0.004	-0.005	-0.011	-0.001	-0.002	-0.003	7	-0.001	-0.004	-0.005
8	-0.003	-0.003	-0.000	-0.013	-0.003	-0.013	-0.005	8	-0.003	-0.003	-0.000
9	-0.004	-0.005	-0.010	-0.033	-0.004	-0.023	-0.041	9	-0.004	-0.005	-0.010
P2	-0.004	-0.004	-0.010	-0.033	-0.004	-0.023	-0.041	P2	-0.004	-0.004	-0.010
10	-0.004	-0.004	-0.010	-0.033	-0.004	-0.023	-0.041	10	-0.004	-0.004	-0.010
11	-0.004	-0.003	-0.012	-0.038	-0.004	-0.028	-0.046	11	-0.004	-0.003	-0.012
12	-0.005	-0.001	-0.010	-0.038	-0.005	-0.028	-0.046	12	-0.005	-0.001	-0.010
13	-0.011	-0.005	-0.021	-0.053	-0.004	-0.044	-0.059	13	-0.011	-0.005	-0.021
14	-0.010	-0.005	-0.022	-0.054	-0.004	-0.044	-0.059	14	-0.010	-0.005	-0.022
15	-0.006	-0.001	-0.012	-0.041	-0.006	-0.012	-0.041	15	-0.006	-0.001	-0.012
16	-0.006	-0.001	-0.012	-0.041	-0.006	-0.012	-0.041	16	-0.006	-0.001	-0.012
17	-0.004	-0.001	-0.008	-0.038	-0.004	-0.008	-0.038	17	-0.004	-0.001	-0.008
18	-0.003	-0.004	-0.003	-0.009	-0.003	-0.009	-0.012	18	-0.003	-0.004	-0.003
A2	-0.009	-0.002	-0.012	-0.004	0.000	-0.007	-0.013	A2	-0.009	-0.002	-0.012

BEAM LATERAL DISPLACEMENTS

B4/B9				B5/B10			
LOCATION	STEEL I-BEAM ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT	LOCATION	STEEL I-BEAM ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT
TYPE OF MEMBER	TOP OF BEAM	BOTTOM OF BEAM	TOP OF BEAM	TYPE OF MEMBER	TOP OF BEAM	BOTTOM OF BEAM	TOP OF BEAM
A1	-0.004	-0.001	-0.003	0.000	-0.004	-0.000	-0.004
2	-0.000	-0.001	-0.003	0.000	-0.002	-0.002	-0.004
3	-0.001	-0.001	-0.003	0.000	-0.002	-0.002	-0.004
P1	-0.000	-0.000	-0.000	-0.000	-0.000	-0.000	-0.000
4	-0.002	-0.001	-0.004	-0.001	-0.002	-0.002	-0.004
5	-0.002	-0.001	-0.004	-0.001	-0.002	-0.002	-0.004
6	-0.001	-0.002	-0.002	-0.001	-0.001	-0.001	-0.002
7	-0.001	-0.004	-0.005	-0.013	-0.001	-0.002	-0.003
8	-0.001	-0.004	-0.005	-0.013	-0.001	-0.002	-0.003
9	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
10	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
11	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
12	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
13	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
14	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
15	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
16	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
17	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
18	-0.000	-0.002	-0.010	-0.033	-0.000	-0.023	-0.041
A2	-0.012	0.000	-0.013	0.000	-0.013	0.000	-0.013



NOTES:

1. THE DISPLACEMENTS DUE TO THE CONCRETE DECK WEIGHT REGION ASSUMES THAT THE WEIGHT OF THE DECK IS APPLIED ALL AT ONCE.
2. THE DIMENSIONS WERE MEASURED VERTICALLY AFTER THE FULL TOP COMPOSITE STEEL CONNECTIONS WERE TOLERANCED.
3. THE DISPLACEMENTS CORRESPOND WITH THOSE AT THE FIRST DISPLACEMENT FOR EB DIAPHRAGMS WITH LOCATION 11.

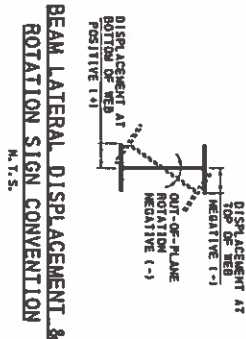
AECOM

1700 L STREET, SUITE 1000
FALLS CHURCH, VA 22046

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. TYB
SEG. 0060 OFF-SET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
ROLLED BEAM LATERAL DISPLACEMENTS

RECOMMENDED *AK/LA*

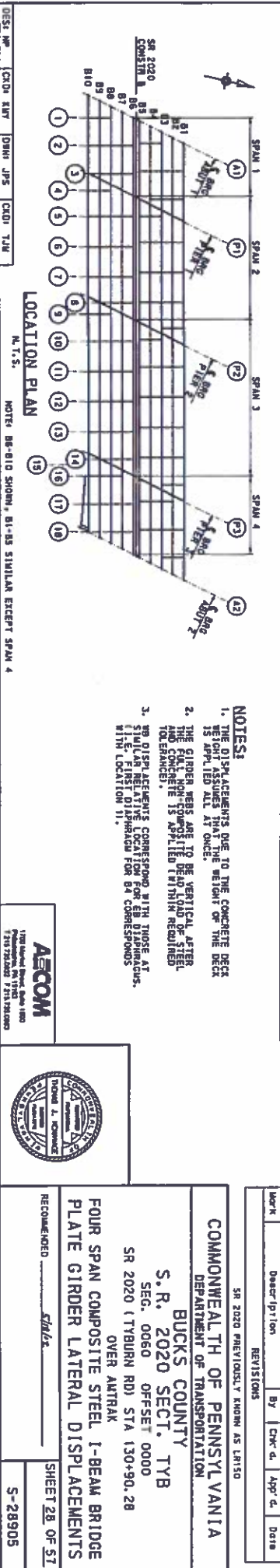
SHEET 27 OF 37
S-28905



B1/B6				B2/B7				B3/B8			
LOCATION	STEEL WEIGHT ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT	LOCATION	STEEL WEIGHT ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT	LOCATION	STEEL WEIGHT ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT
TOP OF WEB	TOP OF DECK	TOP OF WEB	TOP OF DECK	TOP OF WEB	TOP OF DECK	TOP OF WEB	TOP OF DECK	TOP OF WEB	TOP OF DECK	TOP OF WEB	TOP OF DECK
A1	-0.004	0.000	-0.004	A1	-0.003	0.000	-0.003	A1	-0.003	0.000	-0.003
1	-0.001	0.000	-0.001	2	-0.001	0.000	-0.001	2	-0.001	0.000	-0.001
2	-0.001	0.000	-0.001	3	-0.001	0.000	-0.001	3	-0.001	0.000	-0.001
3	-0.001	0.000	-0.001	4/P1	0.000	0.000	0.000	P1	-0.001	0.000	-0.001
4	-0.001	0.000	-0.001	5	-0.002	0.000	-0.002	5	-0.002	0.000	-0.002
5	-0.002	0.001	-0.001	6	-0.001	0.000	-0.001	6	-0.001	0.000	-0.001
6	-0.002	0.001	-0.001	7	-0.001	0.000	-0.001	7	-0.001	0.000	-0.001
7	-0.001	0.000	-0.001	8	-0.001	0.000	-0.001	8	-0.001	0.000	-0.001
8	-0.001	0.000	-0.001	9/P2	0.000	0.000	0.000	P2	-0.001	0.000	-0.001
9	-0.001	0.000	-0.001	10	-0.001	0.000	-0.001	10	-0.001	0.000	-0.001
10	-0.001	0.000	-0.001	11	-0.001	0.000	-0.001	11	-0.001	0.000	-0.001
11	-0.001	0.000	-0.001	12	-0.001	0.000	-0.001	12	-0.001	0.000	-0.001
12	-0.001	0.000	-0.001	13	-0.001	0.000	-0.001	13	-0.001	0.000	-0.001
13	-0.001	0.000	-0.001	14	-0.001	0.000	-0.001	14	-0.001	0.000	-0.001
14	-0.001	0.000	-0.001	15	-0.001	0.000	-0.001	15	-0.001	0.000	-0.001
15	-0.001	0.000	-0.001	16	-0.001	0.000	-0.001	16/P3	0.000	0.000	0.000
16	-0.001	0.000	-0.001	17	-0.001	0.000	-0.001	P3	-0.001	0.000	-0.001
17	-0.001	0.000	-0.001	18	-0.001	0.000	-0.001	18	-0.001	0.000	-0.001
18	-0.001	0.000	-0.001	19	-0.001	0.000	-0.001	19	-0.001	0.000	-0.001
19	-0.001	0.000	-0.001	20	-0.001	0.000	-0.001	20	-0.001	0.000	-0.001
20	-0.001	0.000	-0.001	21	-0.001	0.000	-0.001	21	-0.001	0.000	-0.001
21	-0.001	0.000	-0.001	22	-0.001	0.000	-0.001	22	-0.001	0.000	-0.001
22	-0.001	0.000	-0.001	23	-0.001	0.000	-0.001	23	-0.001	0.000	-0.001
23	-0.001	0.000	-0.001	24	-0.001	0.000	-0.001	24	-0.001	0.000	-0.001
24	-0.001	0.000	-0.001	25	-0.001	0.000	-0.001	25	-0.001	0.000	-0.001
25	-0.001	0.000	-0.001	26	-0.001	0.000	-0.001	26	-0.001	0.000	-0.001
26	-0.001	0.000	-0.001	27	-0.001	0.000	-0.001	27	-0.001	0.000	-0.001
27	-0.001	0.000	-0.001	28	-0.001	0.000	-0.001	28	-0.001	0.000	-0.001
28	-0.001	0.000	-0.001	29	-0.001	0.000	-0.001	29	-0.001	0.000	-0.001
29	-0.001	0.000	-0.001	30	-0.001	0.000	-0.001	30	-0.001	0.000	-0.001
30	-0.001	0.000	-0.001	31	-0.001	0.000	-0.001	31	-0.001	0.000	-0.001
31	-0.001	0.000	-0.001	32	-0.001	0.000	-0.001	32	-0.001	0.000	-0.001
32	-0.001	0.000	-0.001	33	-0.001	0.000	-0.001	33	-0.001	0.000	-0.001
33	-0.001	0.000	-0.001	34	-0.001	0.000	-0.001	34	-0.001	0.000	-0.001
34	-0.001	0.000	-0.001	35	-0.001	0.000	-0.001	35	-0.001	0.000	-0.001
35	-0.001	0.000	-0.001	36	-0.001	0.000	-0.001	36	-0.001	0.000	-0.001
36	-0.001	0.000	-0.001	37	-0.001	0.000	-0.001	37	-0.001	0.000	-0.001
37	-0.001	0.000	-0.001	38	-0.001	0.000	-0.001	38	-0.001	0.000	-0.001
38	-0.001	0.000	-0.001	39	-0.001	0.000	-0.001	39	-0.001	0.000	-0.001
39	-0.001	0.000	-0.001	40	-0.001	0.000	-0.001	40	-0.001	0.000	-0.001
40	-0.001	0.000	-0.001	41	-0.001	0.000	-0.001	41	-0.001	0.000	-0.001
41	-0.001	0.000	-0.001	42	-0.001	0.000	-0.001	42	-0.001	0.000	-0.001

GIRDER LATERAL DISPLACEMENTS

B4/B9				B5/B10			
LOCATION	STEEL WEIGHT ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT	LOCATION	STEEL WEIGHT ONLY	CONCRETE DECK WEIGHT	STEEL & CONCRETE DECK WEIGHT
TOP OF WEB	TOP OF DECK	TOP OF WEB	TOP OF DECK	TOP OF WEB	TOP OF DECK	TOP OF WEB	TOP OF DECK
A1	-0.003	0.000	-0.003	A1	-0.003	0.000	-0.003
1	-0.002	0.000	-0.002	2	-0.002	0.000	-0.002
2	-0.002	0.000	-0.002	3	-0.002	0.000	-0.002
3	-0.001	0.000	-0.001	4	-0.001	0.000	-0.001
4	-0.002	0.000	-0.002	5	-0.002	0.000	-0.002
5	-0.002	0.000	-0.002	6	-0.002	0.000	-0.002
6	-0.002	0.000	-0.002	7	-0.002	0.000	-0.002
7	-0.001	0.000	-0.001	8	-0.001	0.000	-0.001
8	-0.001	0.000	-0.001	9	-0.001	0.000	-0.001
9	-0.001	0.000	-0.001	10	-0.001	0.000	-0.001
10	-0.001	0.000	-0.001	11	-0.001	0.000	-0.001
11	-0.001	0.000	-0.001	12	-0.001	0.000	-0.001
12	-0.001	0.000	-0.001	13	-0.001	0.000	-0.001
13	-0.001	0.000	-0.001	14	-0.001	0.000	-0.001
14	-0.001	0.000	-0.001	15	-0.001	0.000	-0.001
15	-0.001	0.000	-0.001	16	-0.001	0.000	-0.001
16	-0.001	0.000	-0.001	17	-0.001	0.000	-0.001
17	-0.001	0.000	-0.001	18	-0.001	0.000	-0.001
18	-0.001	0.000	-0.001	19	-0.001	0.000	-0.001
19	-0.001	0.000	-0.001	20	-0.001	0.000	-0.001
20	-0.001	0.000	-0.001	21	-0.001	0.000	-0.001
21	-0.001	0.000	-0.001	22	-0.001	0.000	-0.001
22	-0.001	0.000	-0.001	23	-0.001	0.000	-0.001
23	-0.001	0.000	-0.001	24	-0.001	0.000	-0.001
24	-0.001	0.000	-0.001	25	-0.001	0.000	-0.001
25	-0.001	0.000	-0.001	26	-0.001	0.000	-0.001
26	-0.001	0.000	-0.001	27	-0.001	0.000	-0.001
27	-0.001	0.000	-0.001	28	-0.001	0.000	-0.001
28	-0.001	0.000	-0.001	29	-0.001	0.000	-0.001
29	-0.001	0.000	-0.001	30	-0.001	0.000	-0.001
30	-0.001	0.000	-0.001	31	-0.001	0.000	-0.001
31	-0.001	0.000	-0.001	32	-0.001	0.000	-0.001
32	-0.001	0.000	-0.001	33	-0.001	0.000	-0.001
33	-0.001	0.000	-0.001	34	-0.001	0.000	-0.001
34	-0.001	0.000	-0.001	35	-0.001	0.000	-0.001
35	-0.001	0.000	-0.001	36	-0.001	0.000	-0.001
36	-0.001	0.000	-0.001	37	-0.001	0.000	-0.001
37	-0.001	0.000	-0.001	38	-0.001	0.000	-0.001
38	-0.001	0.000	-0.001	39	-0.001	0.000	-0.001
39	-0.001	0.000	-0.001	40	-0.001	0.000	-0.001
40	-0.001	0.000	-0.001	41	-0.001	0.000	-0.001
41	-0.001	0.000	-0.001	42	-0.001	0.000	-0.001



RECOMMENDED: *SLK*

DATE: _____

LOAD COMBINATIONS FOR RATINGS

LOAD COMBINATIONS		STR I	STR II	SERV I	SERV II	SERV III
TRC	1.25, 0.90	1.25, 0.90	1.00	1.00	1.00	1.00
TRC	1.50, 0.65	1.50, 0.65	1.00	1.00	1.00	1.00
TRC	1.75	1.00	1.35	1.30	1.00	1.00
RATING APPLICABILITY						
PERMIT VEHICLE	-	-	OR	--	--	OR
SPECIAL VEHICLE	IR	-	OR	IR	OR	-

RATING NOTES:

1. USE THE LOAD FACTOR THAT RESULTS IN THE LOWEST RATING FACTOR FOR A PARTICULAR LOAD COMBINATION.
2. REFER TO PERMIT DESIGN MANUAL 4 FOR APPLICABLE LOAD COMBINATIONS AND RATING APPLICABILITY FOR STANDARD RATING VEHICLES (TRC, TRC2, TRC3, TRC4, TRC5 AND TRC6).

MOMENT RATING PROCEDURE:

1. OBTAIN UNFACTORED VERTICAL AND LATERAL BENDING MOMENTS DUE TO DEAD LOAD 1 (DC1), DEAD LOAD 2 (DC2) AND FUTURE WEARING SURFACE (FWS) AT THE DESIRED RATING LOCATION FROM THE DESIGN PROPERTIES TABLE.
2. OBTAIN UNFACTORED L1+1 MOMENTS FOR THE DESIRED RATING VEHICLE (LV) BY USING ANY APPROPRIATE LINE GIBBER ANALYSIS WITH A DISTRIBUTION FACTOR OF 1.0 AXES AND A TRUCK OR TRAILER OF 10 KIPS. THE UNFACTORED L1+1 MOMENT OBTAINED FROM THE LINE GIBBER ANALYSIS SHALL BE MULTIPLIED BY THE DISTRIBUTION FACTOR FROM THE DESIGN PROPERTIES TABLE TO OBTAIN THE UNFACTORED L1+1 MOMENT. UNFACTORED VERTICAL MOMENT FOR THE RATING VEHICLE REPRESENTS ACTUAL AXLE DISTRIBUTION (2 X TRUCK DISTRIBUTION) AND INCLUDES THE EFFECTS OF STEER BASED ON A 2-D FINITE ELEMENT ANALYSIS. THEY HAVE BEEN PROVIDED AT CRITICAL SECTIONS ALONG THE GIBBER.
3. NO VERTICAL BENDING MOMENT MAY BE APPROXIMATED BY:
 - (a) FLANGE LATERAL BENDING MOMENT FROM PERMITS (TRC3)
 - (b) 1/2 OF VERTICAL BENDING MOMENT
 - (c) 1/2 OF VERTICAL BENDING MOMENT
4. DETERMINE THE SECTION CAPACITY (F_r) BASED ON ASD/ LRFD BRIDGE DESIGN SPECIFICATIONS 3RD EDITION (2004).
5. CALCULATE THE INVENTOR RATINGS (IR) AND THE OPERATING RATINGS (OR) USING THE LOAD COMBINATIONS IN THE PREVIOUS SECTION AND THE EQUATION LISTED BELOW.

RATING FACTOR (IR OR OR) = $\frac{F_r - f_{DC1} - f_{DC2} - f_{FWS}}{f_{L1+1}}$

WHERE

$f_{DC1} = \gamma_{DC} \left(f_{DC1} + f_{DC2} \right)$ WHERE $f_{DC2} = 0$ FOR TOP FLANGE

$f_{FWS} = \gamma_{FWS} \left(f_{FWS} + f_{FWS} \right)$ WHERE $f_{FWS} = 0$ FOR TOP FLANGE

$f_{L1+1} = \gamma_{L1+1} \left(f_{L1+1} + f_{L1+1} \right)$ WHERE $f_{L1+1} = 0$ FOR TOP FLANGE

r = 2 AND 3 FOR STRENGTH AND SERVICE LOAD COMBINATIONS, RESPECTIVELY.

MOMENT RATING EXAMPLE:

1. ASSIGNED RATING VEHICLE (LV) IS LR10 (LOAD 10) FROM BEAM 10, RATING LOCATION COMP. FROM 180' FROM AT PIER 3 (LOCATION 11) FOR BEAM 10.
2. UNFACTORED VERTICAL BENDING MOMENT VALUES FROM THE TABLES FOR DC1, DC2 AND FWS ARE:
 - DC1 = -291.5 K-FT
 - DC2 = -291.5 K-FT
 - FWS = -116 K-FT
3. UNFACTORED FLANGE LATERAL BENDING MOMENT VALUES FROM THE TABLES FOR DC1, DC2 AND FWS ARE:
 - DC1 = 1.0 K-FT
 - DC2 = 1.0 K-FT
 - FWS = 0.0 K-FT
4. UNFACTORED LR10+1 MOMENT FROM THE LINE GIBBER ANALYSIS = -1241.7 K-FT
5. UNFACTORED FLANGE LATERAL BENDING MOMENT FROM LR10+1 BASED ON PERMITS VALUES IS:
 - DC1 = -171.0 K-FT
 - DC2 = -171.0 K-FT
 - FWS = -64.9 K-FT
6. THE VERTICAL BENDING STRESSES (F_b) USING APPROPRIATE SECTION MODULUS FROM THE DESIGN PROPERTIES TABLES FOR SHEAR LIMIT STATE (SHEAR CONCRETE AND EFFECTIVE IN TENSION) ARE:
 - DC1 = -11.81 KSI
 - DC2 = -11.81 KSI
 - FWS = -11.81 KSI
7. THE VERTICAL BENDING STRESSES (F_b) USING APPROPRIATE SECTION MODULUS FROM THE DESIGN PROPERTIES TABLES FOR SERVICE LIMIT STATE (SHEAR CONCRETE AND EFFECTIVE IN TENSION) ARE:
 - DC1 = -11.81 KSI
 - DC2 = -11.81 KSI
 - FWS = -11.81 KSI
8. FLANGE LATERAL BENDING STRESSES (F_b) ARE:
 - DC1 = 0.18 KSI
 - DC2 = 0.18 KSI
 - FWS = 0.18 KSI
9. TOTAL UNFACTORED LATERAL BENDING STRESS (F_b) IS:
 - DC1 = 0.18 KSI
 - DC2 = 0.18 KSI
 - FWS = 0.18 KSI
10. SECTION CAPACITY CALCULATIONS:
 - F_r = SMALLER OF 0.59 F_y AND F_{cr} = SMALLER OF 47.5 KSI AND 50 KSI = 47.5 KSI
 - F_r = 47.5 KSI
 - F_r = 47.5 KSI
11. INVERTED BUCKLING RESISTANCE:
 - F_r = 47.5 KSI
 - F_r = 47.5 KSI
 - F_r = 47.5 KSI

SHEAR RATING PROCEDURE:

1. OBTAIN UNFACTORED SHEARS DUE TO DEAD LOAD 1 (DC1), DEAD LOAD 2 (DC2) AND FUTURE WEARING SURFACE (FWS) AT THE DESIRED RATING LOCATION FROM THE DESIGN PROPERTIES TABLE.
2. OBTAIN L1+1 UNFACTORED SHEARS FROM THE DESIRED RATING VEHICLE (LV) BY USING ANY APPROPRIATE LINE GIBBER ANALYSIS WITH A DISTRIBUTION FACTOR OF 1.0 AXES AND A TRUCK OR TRAILER OF 10 KIPS. THE UNFACTORED L1+1 SHEAR OBTAINED FROM THE LINE GIBBER ANALYSIS SHALL BE MULTIPLIED BY THE DISTRIBUTION FACTOR FROM THE DESIGN PROPERTIES TABLE TO OBTAIN THE UNFACTORED L1+1 SHEAR. UNFACTORED VERTICAL SHEAR FOR THE RATING VEHICLE REPRESENTS ACTUAL AXLE DISTRIBUTION (2 X TRUCK DISTRIBUTION) AND INCLUDES THE EFFECTS OF STEER BASED ON A 2-D FINITE ELEMENT ANALYSIS. THEY HAVE BEEN PROVIDED AT CRITICAL SECTIONS ALONG THE GIBBER.
3. DETERMINE THE SECTION CAPACITY (V_r) BASED ON ASD/ LRFD BRIDGE DESIGN SPECIFICATIONS 3RD EDITION (2004), SECTION 6.10.3
4. CALCULATE THE INVENTOR RATINGS (IR) AND THE OPERATING RATINGS (OR) USING THE SHEAR LOAD COMBINATIONS TABULATED PREVIOUSLY AND THE EQUATION LISTED BELOW.

RATING FACTOR (IR OR OR) = $\frac{V_r - \gamma_{DC1} V_{DC1} - \gamma_{DC2} V_{DC2} - \gamma_{FWS} V_{FWS}}{V_{L1+1}}$

SHEAR RATING EXAMPLE:

1. ASSIGNED RATING VEHICLE (LV) IS LR10 (LOAD 10) FROM BEAM 10, RATING LOCATION PIER 3 (LOCATION 11) FOR BEAM 10.
2. UNFACTORED SHEAR VALUES FROM THE TABLES FOR DC1, DC2 AND FWS ARE:
 - DC1 = -37 KIPS
 - DC2 = -37 KIPS
 - FWS = -37 KIPS
3. SECTION CAPACITY CALCULATIONS:
 - V_r = 94.7 KIPS
 - V_r = 94.7 KIPS
 - V_r = 94.7 KIPS
4. RATING CALCULATIONS:
 - IR = $\frac{94.7 - 1.00(-37) - 1.00(-37) - 1.00(-37)}{133(624)} = 0.917$
 - OR = $\frac{94.7 - 1.00(-37) - 1.00(-37) - 1.00(-37)}{133(624)} = 0.917$

DESIGNER: [] CHECKED BY: [] DRAWN BY: [] DATE: []



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
S.R. 2020 SECT. TYB
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER ATRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
RATING PROCEDURE & NOTES

RECOMMENDED: Schultz SHEET 31 OF 37
S-28905

DESIGN MAN: [] CIVIL: [] ARCH: [] STRUCT: []

MOMENT ENVELOPE PHL-93

LOCATION	ABUT 1	SPAN 1	PIER 1	SPAN 2	PIER 2	SPAN 3	PIER 3	SPAN 4	ABUT 2
A	0	215.91	-482.45	181.23	-128.32	550.62	-1038.10	0.23	0
B	0	117	-317	161	-759	346	-617	34	0
C	0	233	-604	241	-1416	701	-1248	0	0
D	0	590	230	694	69	851	148	567	0
E	0	-223	-819	-326	-1207	-122	-1133	-303	0
F	0	623	-374	935	-1341	1592	-1100	567	0
G	0	10	-1423	15	-2623	519	-2381	-303	0
H	0	201	-489	150	-1059	490	-942	23	0
I	0	27	-68	35	-245	140	-192	-25	0
J	0	228	-557	225	-1304	630	-1134	-2	0
K	0	590	216	644	62	715	135	559	0
L	0	-204	-601	-192	-1160	-107	-1065	-213	0
M	0	818	-341	869	-1242	1405	-999	527	0
N	0	24	-1358	33	-2464	523	-2199	-275	0
O	0	195	-479	183	-1052	484	-969	34	0
P	0	34	-65	28	-198	99	-169	-14	0
Q	0	229	-544	211	-1247	583	-1138	20	0
R	0	612	246	726	73	814	151	538	0
S	0	-220	-655	-242	-1269	-128	-1138	-289	0
T	0	841	-588	937	-1174	1457	-987	508	0
U	0	1	-1405	-31	-2818	455	-2274	-289	0
V	0	171.01	-408.23	160.63	-115.51	438.54	-810.23	83.59	0
W	0	47	-102	42	-149	80	-177	0	0
X	0	218	-110	203	-1065	517	-1041	88	0
Y	0	581	260	344	122	348	274	686	0
Z	0	-252	-222	-219	-1329	546	-129	-323	0
AA	0	489	-262	547	-1523	1463	-743	324	0
AB	0	139	-322	180	-232	279	-448	-249	0
AC	0	47	-102	42	-149	80	-177	0	0
AD	0	234	-520	205	-1126	537	-1073	4	0
AE	0	528	327	610	193	863	171	477	0
AF	0	-247	-818	-278	-1229	-160	-1066	-327	0
AG	0	763	-133	878	-533	1420	-902	481	0
AH	0	-13	-1319	-73	-2355	367	-2139	-333	0
AI	0	196	-470	174	-1011	480	-928	12	0
AJ	0	34	-65	28	-165	99	-169	-14	0
AK	0	230	-535	202	-1226	519	-1087	-2	0
AL	0	550	230	694	69	851	148	567	0
AM	0	-223	-819	-326	-1207	-122	-1133	-303	0
AN	0	620	-305	686	-1157	1430	-949	565	0
AO	0	7	-1354	-24	-2433	457	-2230	-305	0
AP	0	201	-489	150	-1059	490	-942	23	0
AQ	0	27	-68	35	-245	140	-192	-25	0
AR	0	228	-557	225	-1304	630	-1134	-2	0
AS	0	590	216	644	62	715	135	559	0
AT	0	-204	-601	-192	-1160	-107	-1065	-213	0
AU	0	818	-341	869	-1242	1405	-999	527	0
AV	0	24	-1358	33	-2464	523	-2199	-275	0
AW	0	195	-479	183	-1052	484	-969	34	0
AX	0	37	-134	67	-385	221	-120	-12	0
AY	0	232	-613	230	-1437	709	-1269	22	0
AZ	0	612	246	726	73	814	151	538	0
BA	0	-220	-655	-242	-1269	-128	-1138	-289	0
BB	0	844	-347	916	-1164	1579	-1138	560	0
BC	0	0	-1478	8	-2706	577	-2429	-267	0
BD	0	193	-460	181	-1032	492	-981	34	0
BE	0	117	-317	161	-759	346	-617	34	0
BF	0	210	-437	242	-1171	628	-1658	128	0
BG	0	-232	-819	-326	-1207	-122	-1133	-303	0
BH	0	612	246	726	73	814	151	538	0
BI	0	-220	-655	-242	-1269	-128	-1138	-289	0
BJ	0	844	-347	916	-1164	1579	-1138	560	0
BK	0	0	-1478	8	-2706	577	-2429	-267	0
BL	0	193	-460	181	-1032	492	-981	34	0
BM	0	117	-317	161	-759	346	-617	34	0
BN	0	210	-437	242	-1171	628	-1658	128	0
BO	0	-232	-819	-326	-1207	-122	-1133	-303	0
BP	0	612	246	726	73	814	151	538	0
BQ	0	-220	-655	-242	-1269	-128	-1138	-289	0
BR	0	844	-347	916	-1164	1579	-1138	560	0
BS	0	0	-1478	8	-2706	577	-2429	-267	0
BT	0	193	-460	181	-1032	492	-981	34	0
BU	0	117	-317	161	-759	346	-617	34	0
BV	0	210	-437	242	-1171	628	-1658	128	0
BW	0	-232	-819	-326	-1207	-122	-1133	-303	0
BX	0	612	246	726	73	814	151	538	0
BY	0	-220	-655	-242	-1269	-128	-1138	-289	0
BZ	0	844	-347	916	-1164	1579	-1138	560	0
CA	0	0	-1478	8	-2706	577	-2429	-267	0
CB	0	193	-460	181	-1032	492	-981	34	0
CC	0	117	-317	161	-759	346	-617	34	0
CD	0	210	-437	242	-1171	628	-1658	128	0
CE	0	-232	-819	-326	-1207	-122	-1133	-303	0
CF	0	612	246	726	73	814	151	538	0
CG	0	-220	-655	-242	-1269	-128	-1138	-289	0
CH	0	844	-347	916	-1164	1579	-1138	560	0
CI	0	0	-1478	8	-2706	577	-2429	-267	0
CJ	0	193	-460	181	-1032	492	-981	34	0
CK	0	117	-317	161	-759	346	-617	34	0
CL	0	210	-437	242	-1171	628	-1658	128	0
CM	0	-232	-819	-326	-1207	-122	-1133	-303	0
CN	0	612	246	726	73	814	151	538	0
CO	0	-220	-655	-242	-1269	-128	-1138	-289	0
CP	0	844	-347	916	-1164	1579	-1138	560	0
CQ	0	0	-1478	8	-2706	577	-2429	-267	0
CR	0	193	-460	181	-1032	492	-981	34	0
CS	0	117	-317	161	-759	346	-617	34	0
CT	0	210	-437	242	-1171	628	-1658	128	0
CU	0	-232	-819	-326	-1207	-122	-1133	-303	0
CV	0	612	246	726	73	814	151	538	0
CW	0	-220	-655	-242	-1269	-128	-1138	-289	0
CV	0	844	-347	916	-1164	1579	-1138	560	0
CA	0	0	-1478	8	-2706	577	-2429	-267	0
CB	0	193	-460	181	-1032	492	-981	34	0
CC	0	117	-317	161	-759	346	-617	34	0
CD	0	210	-437	242	-1171	628	-1658	128	0
CE	0	-232	-819	-326	-1207	-122	-1133	-303	0
CF	0	612	246	726	73	814	151	538	0
CG	0	-220	-655	-242	-1269	-128	-1138	-289	0
CH	0	844	-347	916	-1164	1579	-1138	560	0
CI	0	0	-1478	8	-2706	577	-2429	-267	0
CJ	0	193	-460	181	-1032	492	-981	34	0
CK	0	117	-317	161	-759	346	-617	34	0
CL	0	210	-437	242	-1171	628	-1658	128	0
CM	0	-232	-819	-326	-1207	-122	-1133	-303	0
CN	0	612	246	726	73	814	151	538	0
CO	0	-220	-655	-242	-1269	-128	-1138	-289	0
CP	0	844	-347	916	-1164	1579	-1138	560	0
CQ	0	0	-1478	8	-2706	577	-2429	-267	0
CR	0	193	-460	181	-1032	492	-981	34	0
CS	0	117	-317	161	-759	346	-617	34	0
CT	0	210	-437	242	-1171	628	-1658	128	0
CU	0	-232	-819	-326	-1207	-122	-1133	-303	0
CV	0	612	246	726	73	814	151	538	0
CW	0	-220	-655	-242	-1269	-128	-1138	-289	0
CV	0	844	-347	916	-1164	1579	-1138	560	0
CA	0	0	-1478	8	-2706	577	-2429	-267	0
CB	0	193	-460	181	-1032	492	-981	34	0
CC	0	117	-317	161	-759	346	-617	34	0
CD	0	210	-437	242	-1171	628	-1658	128	0
CE	0	-232	-819	-326	-1207	-122	-1133	-303	0
CF	0	612	246	726	73				

MOMENT ENVELOPE P-82

VALUES SHOWN IN KIP-FT / UNFACTORED

LOCATION	ABUT 1	SPAN 1	PIER 1	SPAN 2	PIER 2	SPAN 3	PIER 3	SPAN 4	ABUT 2
A	0	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0	0
H	0	0	0	0	0	0	0	0	0
I	0	0	0	0	0	0	0	0	0
J	0	0	0	0	0	0	0	0	0
K	0	0	0	0	0	0	0	0	0
L	0	0	0	0	0	0	0	0	0
M	0	0	0	0	0	0	0	0	0
N	0	0	0	0	0	0	0	0	0
O	0	0	0	0	0	0	0	0	0
P	0	0	0	0	0	0	0	0	0
Q	0	0	0	0	0	0	0	0	0
R	0	0	0	0	0	0	0	0	0
S	0	0	0	0	0	0	0	0	0
T	0	0	0	0	0	0	0	0	0
U	0	0	0	0	0	0	0	0	0
V	0	0	0	0	0	0	0	0	0
W	0	0	0	0	0	0	0	0	0
X	0	0	0	0	0	0	0	0	0
Y	0	0	0	0	0	0	0	0	0
Z	0	0	0	0	0	0	0	0	0
AA	0	0	0	0	0	0	0	0	0
AB	0	0	0	0	0	0	0	0	0
AC	0	0	0	0	0	0	0	0	0
AD	0	0	0	0	0	0	0	0	0
AE	0	0	0	0	0	0	0	0	0
AF	0	0	0	0	0	0	0	0	0
AG	0	0	0	0	0	0	0	0	0
AH	0	0	0	0	0	0	0	0	0
AI	0	0	0	0	0	0	0	0	0
AJ	0	0	0	0	0	0	0	0	0
AK	0	0	0	0	0	0	0	0	0
AL	0	0	0	0	0	0	0	0	0
AM	0	0	0	0	0	0	0	0	0
AN	0	0	0	0	0	0	0	0	0
AO	0	0	0	0	0	0	0	0	0
AP	0	0	0	0	0	0	0	0	0
AQ	0	0	0	0	0	0	0	0	0
AR	0	0	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0
AU	0	0	0	0	0	0	0	0	0
AV	0	0	0	0	0	0	0	0	0
AW	0	0	0	0	0	0	0	0	0
AX	0	0	0	0	0	0	0	0	0
AY	0	0	0	0	0	0	0	0	0
AZ	0	0	0	0	0	0	0	0	0
BA	0	0	0	0	0	0	0	0	0
BB	0	0	0	0	0	0	0	0	0
BC	0	0	0	0	0	0	0	0	0
BD	0	0	0	0	0	0	0	0	0
BE	0	0	0	0	0	0	0	0	0
BF	0	0	0	0	0	0	0	0	0
BG	0	0	0	0	0	0	0	0	0
BH	0	0	0	0	0	0	0	0	0
BI	0	0	0	0	0	0	0	0	0
BJ	0	0	0	0	0	0	0	0	0
BK	0	0	0	0	0	0	0	0	0
BL	0	0	0	0	0	0	0	0	0
BM	0	0	0	0	0	0	0	0	0
BN	0	0	0	0	0	0	0	0	0
BO	0	0	0	0	0	0	0	0	0
BP	0	0	0	0	0	0	0	0	0
BQ	0	0	0	0	0	0	0	0	0
BR	0	0	0	0	0	0	0	0	0
BS	0	0	0	0	0	0	0	0	0
BT	0	0	0	0	0	0	0	0	0
BU	0	0	0	0	0	0	0	0	0
BV	0	0	0	0	0	0	0	0	0
BW	0	0	0	0	0	0	0	0	0
BX	0	0	0	0	0	0	0	0	0
BY	0	0	0	0	0	0	0	0	0
BZ	0	0	0	0	0	0	0	0	0
CA	0	0	0	0	0	0	0	0	0
CB	0	0	0	0	0	0	0	0	0
CC	0	0	0	0	0	0	0	0	0
CD	0	0	0	0	0	0	0	0	0
CE	0	0	0	0	0	0	0	0	0
CF	0	0	0	0	0	0	0	0	0
CG	0	0	0	0	0	0	0	0	0
CH	0	0	0	0	0	0	0	0	0
CI	0	0	0	0	0	0	0	0	0
CJ	0	0	0	0	0	0	0	0	0
CK	0	0	0	0	0	0	0	0	0
CL	0	0	0	0	0	0	0	0	0
CM	0	0	0	0	0	0	0	0	0
CN	0	0	0	0	0	0	0	0	0
CO	0	0	0	0	0	0	0	0	0
CP	0	0	0	0	0	0	0	0	0
CQ	0	0	0	0	0	0	0	0	0
CR	0	0	0	0	0	0	0	0	0
CS	0	0	0	0	0	0	0	0	0
CT	0	0	0	0	0	0	0	0	0
CU	0	0	0	0	0	0	0	0	0
CV	0	0	0	0	0	0	0	0	0
CW	0	0	0	0	0	0	0	0	0
CX	0	0	0	0	0	0	0	0	0
CY	0	0	0	0	0	0	0	0	0
CZ	0	0	0	0	0	0	0	0	0
DA	0	0	0	0	0	0	0	0	0
DB	0	0	0	0	0	0	0	0	0
DC	0	0	0	0	0	0	0	0	0
DD	0	0	0	0	0	0	0	0	0
DE	0	0	0	0	0	0	0	0	0
DF	0	0	0	0	0	0	0	0	0
DG	0	0	0	0	0	0	0	0	0
DH	0	0	0	0	0	0	0	0	0
DI	0	0	0	0	0	0	0	0	0
DJ	0	0	0	0	0	0	0	0	0
DK	0	0	0	0	0	0	0	0	0
DL	0	0	0	0	0	0	0	0	0
DM	0	0	0	0	0	0	0	0	0
DN	0	0	0	0	0	0	0	0	0
DO	0	0	0	0	0	0	0	0	0
DP	0	0	0	0	0	0	0	0	0
DQ	0	0	0	0	0	0	0	0	0
DR	0	0	0	0	0	0	0	0	0
DS	0	0	0	0	0	0	0	0	0
DT	0	0	0	0	0	0	0	0	0
DU	0	0	0	0	0	0	0	0	0
DV	0	0	0	0	0	0	0	0	0
DW	0	0	0	0	0	0	0	0	0
DX	0	0	0	0	0	0	0	0	0
DY	0	0	0	0	0	0	0	0	0
DZ	0	0	0	0	0	0	0	0	0
EA	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0
EC	0	0	0	0	0	0	0	0	0
ED	0	0	0	0	0	0	0	0	0
EE	0	0	0	0	0	0	0	0	0
EF	0	0	0	0	0	0	0	0	0
EG	0	0	0	0	0	0	0	0	0
EH	0	0	0	0	0	0	0	0	0
EI	0	0	0	0	0	0	0	0	0
EJ	0	0	0	0	0	0	0	0	0
EK	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0
EM	0	0	0	0	0	0	0	0	0
EN	0	0	0	0	0	0	0	0	0
EO	0	0	0	0	0	0	0	0	0
EP	0	0	0	0	0	0	0	0	0
EQ	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0
ES	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0
EU	0	0	0	0	0	0	0	0	0
EV	0	0	0	0	0	0	0	0	0
EW	0	0	0	0	0	0	0	0	0
EX	0	0	0	0	0	0	0	0	0
EY	0	0	0	0	0	0	0	0	0
EZ	0	0	0	0	0	0	0	0	0

PHIL-93 SHEAR ENVELOPE

LOCATION	VALUES SHOWN IN KIPS / UNFACTORED									
	ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	PIER 7	PIER 8	ABUT 2
A	27.18	-40.33	41.59	-54.72	61.90	-69.28	51.11	-21.12		
B	16	-22	21	-30	34	-40	31	-15		
C	43	-22	21	-30	34	-40	31	-15		
D	58	-10	64	-80	104	-108	50	17		
E	-23	-54	-6	-55	-10	-87	-3	-48		
F	101	-62	137	-87	172	-106	142	2		
G	20	-126	65	-184	94	-165	85	-63		
H	30	-39	39	-52	53	-59	47	-27		
I	2	-6	12	-13	21	-15	12	0		
J	32	-45	51	-65	80	-10	59	-27		
K	54	5	76	1	76	4	73	22		
L	-11	-70	-5	-75	-1	-79	-5	-83		
M	86	-40	127	-64	156	-68	139	-5		
N	21	-115	46	-140	79	-145	54	-80		
O	30	-41	41	-54	59	-97	46	-27		
P	2	-6	4	-10	11	-11	4	1		
Q	32	-47	45	-64	70	-68	50	-26		
R	53	5	92	1	87	3	74	18		
S	-11	-15	-6	-80	-1	-80	-3	-84		
T	67	-42	137	-63	157	-65	124	-8		
U	21	-122	39	-144	69	-148	47	-80		
V	30	-40	40	-53	59	-57	46	-27		
W	2	-6	12	-13	21	-15	12	0		
X	32	-45	51	-65	80	-10	59	-27		
Y	54	5	76	1	76	4	73	22		
Z	-11	-70	-5	-75	-1	-79	-5	-83		
AA	86	-40	127	-64	156	-68	139	-5		
AB	21	-115	46	-140	79	-145	54	-80		
AC	30	-41	41	-54	59	-97	46	-27		
AD	2	-6	4	-10	11	-11	4	1		
AE	32	-47	45	-64	70	-68	50	-26		
AF	53	5	92	1	87	3	74	18		
AG	-11	-15	-6	-80	-1	-80	-3	-84		
AH	67	-42	137	-63	157	-65	124	-8		
AI	21	-122	39	-144	69	-148	47	-80		
AJ	30	-40	40	-53	59	-57	46	-27		
AK	2	-6	12	-13	21	-15	12	0		
AL	32	-45	51	-65	80	-10	59	-27		
AM	54	5	76	1	76	4	73	22		
AN	-11	-70	-5	-75	-1	-79	-5	-83		
AO	86	-40	127	-64	156	-68	139	-5		
AP	21	-115	46	-140	79	-145	54	-80		
AQ	30	-41	41	-54	59	-97	46	-27		
AR	2	-6	4	-10	11	-11	4	1		
AS	32	-47	45	-64	70	-68	50	-26		
AT	53	5	92	1	87	3	74	18		
AU	-11	-15	-6	-80	-1	-80	-3	-84		
AV	67	-42	137	-63	157	-65	124	-8		
AW	21	-122	39	-144	69	-148	47	-80		
AX	30	-40	40	-53	59	-57	46	-27		
AY	2	-6	12	-13	21	-15	12	0		
AZ	32	-45	51	-65	80	-10	59	-27		
BA	54	5	76	1	76	4	73	22		
BB	-11	-70	-5	-75	-1	-79	-5	-83		
BC	86	-40	127	-64	156	-68	139	-5		
BD	21	-115	46	-140	79	-145	54	-80		
BE	30	-41	41	-54	59	-97	46	-27		
BF	2	-6	4	-10	11	-11	4	1		
BF	32	-47	45	-64	70	-68	50	-26		
BG	53	5	92	1	87	3	74	18		
BH	-11	-15	-6	-80	-1	-80	-3	-84		
BI	67	-42	137	-63	157	-65	124	-8		
BJ	21	-122	39	-144	69	-148	47	-80		
BK	30	-40	40	-53	59	-57	46	-27		
BL	2	-6	12	-13	21	-15	12	0		
BL	32	-45	51	-65	80	-10	59	-27		
BM	54	5	76	1	76	4	73	22		
BN	-11	-70	-5	-75	-1	-79	-5	-83		
BO	86	-40	127	-64	156	-68	139	-5		
BP	21	-115	46	-140	79	-145	54	-80		
BQ	30	-41	41	-54	59	-97	46	-27		
BR	2	-6	4	-10	11	-11	4	1		
BR	32	-47	45	-64	70	-68	50	-26		
BS	53	5	92	1	87	3	74	18		
BT	-11	-15	-6	-80	-1	-80	-3	-84		
BU	67	-42	137	-63	157	-65	124	-8		
BV	21	-122	39	-144	69	-148	47	-80		
BW	30	-40	40	-53	59	-57	46	-27		
BX	2	-6	12	-13	21	-15	12	0		
BX	32	-45	51	-65	80	-10	59	-27		
BY	54	5	76	1	76	4	73	22		
BZ	-11	-70	-5	-75	-1	-79	-5	-83		
CA	86	-40	127	-64	156	-68	139	-5		
CB	21	-115	46	-140	79	-145	54	-80		
CC	30	-41	41	-54	59	-97	46	-27		
CD	2	-6	4	-10	11	-11	4	1		
CD	32	-47	45	-64	70	-68	50	-26		
CE	53	5	92	1	87	3	74	18		
CF	-11	-15	-6	-80	-1	-80	-3	-84		
CG	67	-42	137	-63	157	-65	124	-8		
CH	21	-122	39	-144	69	-148	47	-80		
CH	30	-40	40	-53	59	-57	46	-27		
CI	2	-6	12	-13	21	-15	12	0		
CI	32	-45	51	-65	80	-10	59	-27		
CJ	54	5	76	1	76	4	73	22		
CK	-11	-70	-5	-75	-1	-79	-5	-83		
CL	86	-40	127	-64	156	-68	139	-5		
CM	21	-115	46	-140	79	-145	54	-80		
CM	30	-41	41	-54	59	-97	46	-27		
CN	2	-6	4	-10	11	-11	4	1		
CN	32	-47	45	-64	70	-68	50	-26		
CO	53	5	92	1	87	3	74	18		
CP	-11	-15	-6	-80	-1	-80	-3	-84		
CQ	67	-42	137	-63	157	-65	124	-8		
CQ	21	-122	39	-144	69	-148	47	-80		
CR	30	-40	40	-53	59	-57	46	-27		
CR	2	-6	12	-13	21	-15	12	0		
CR	32	-45	51	-65	80	-10	59	-27		
CS	54	5	76	1	76	4	73	22		
CT	-11	-70	-5	-75	-1	-79	-5	-83		
CU	86	-40	127	-64	156	-68	139	-5		
CV	21	-115	46	-140	79	-145	54	-80		
CV	30	-41	41	-54	59	-97	46	-27		
CW	2	-6	4	-10	11	-11	4	1		
CW	32	-47	45	-64	70	-68	50	-26		
CX	53	5	92	1	87	3	74	18		
CY	-11	-15	-6	-80	-1	-80	-3	-84		
CZ	67	-42	137	-63	157	-65	124	-8		
CA	21	-122	39	-144	69	-148	47	-80		
CA	30	-40	40	-53	59	-57	46	-27		
CB	2	-6	12	-13	21	-15	12	0		
CB	32	-45	51	-65	80	-10	59	-27		
CC	54	5	76	1	76	4	73	22		
CD	-11	-70	-5	-75	-1	-79	-5	-83		
CE	86	-40	127	-64	156	-68	139	-5		
CF	21	-115	46	-140	79	-145	54	-80		
CF	30	-41	41	-54	59	-97	46	-27		
CG	2	-6	4	-10	11	-11	4	1		
CG	32	-47	45	-64	70	-68	50	-26		
CH	53	5	92	1	87	3	74	18		
CH	-11	-15	-6	-80	-1	-80	-3	-84		
CI	67	-42	137	-63	157	-65	124	-8		
CI	21	-122	39	-144	69	-148	47	-80		
CJ	30	-40	40	-53	59	-57	46	-27		
CJ	2	-6	12	-13	21	-15	12	0		
CJ	32	-45	51	-65	80	-10	59	-27		
CK	54	5	76	1	76	4	73	22		
CK	-11	-70	-5	-75	-1	-79	-5	-83		

SHEAR ENVELOPE P-82

LOCATION	PIER 1			PIER 2			PIER 3			ABUT 2
	ABUT 1	BACK	AHEAD	BACK	AHEAD	BACK	AHEAD	BACK	AHEAD	
B1	27.18	-10.39	41.59	-54.72	51.88	-60.58	51.11	-21.12	37.7	5
B2	16	-32	31	-43	42	-47	37	-5	6	6
B3	43	-72	73	-88	104	-108	88	-15	23	7
B4	16	6	39	6	103	7	71	23	66	8
B5	-31	-73	-8	-15	-9	-88	-6	-66	21	9
B6	119	-68	172	-92	205	-95	195	-81	82	10
B7	30	-35	39	-32	39	-35	47	-27	27	11
B8	2	-6	12	-13	21	-15	12	0	21	12
B9	103	-18	158	-172	61	-184	41	-83	56	13
B10	30	-40	40	-53	59	-57	46	-28	28	14
B11	2	-6	9	-10	10	-11	6	-1	6	15
B12	32	-46	46	-63	69	-68	62	-30	30	16
B13	14	-8	112	-9	120	-10	102	-23	23	17
B14	-18	-88	-10	-108	-10	-116	-9	-10	10	18
B15	106	-38	157	-54	189	-58	184	-7	7	19
B16	14	-144	35	-171	59	-184	53	-108	108	20
B17	32.68	-33.70	33.70	-45.59	30.16	-50.16	47.33	-30.78	30.78	21
B18	6	-9	9	-9	9	-12	10	-5	5	22
B19	29	-43	43	-55	59	-62	57	-36	36	23
B20	69	-7	35	-9	35	-10	102	32	32	24
B21	-17	-84	-8	-105	-8	-122	-9	-131	131	25
B22	37	-36	138	-46	154	-52	159	16	16	26
B23	12	-127	35	-160	51	-184	48	-167	167	27
B24	24	-35	35	-47	54	-53	44	-18	18	28
B25	6	-9	9	-9	9	-12	10	-5	5	29
B26	30	-44	45	-58	63	-65	54	-23	23	30
B27	76	6	39	6	105	7	71	23	23	31
B28	-31	-73	-8	-75	-9	-88	-6	-66	66	32
B29	108	-38	144	-50	168	-56	125	0	0	33
B30	1	-117	37	-131	54	-153	48	-89	89	34
B31	30	-39	35	-32	39	-35	47	-27	27	35
B32	2	-6	5	-10	10	-11	6	-1	6	36
B33	32	-45	44	-62	63	-66	53	-28	28	37
B34	12	-8	101	-9	109	-10	95	-30	30	38
B35	-18	-82	-9	-104	-9	-113	-8	-68	68	39
B36	104	-57	151	-53	178	-56	148	2	2	40
B37	16	-131	35	-168	50	-179	48	-98	98	41
B38	30	-41	41	-52	53	-57	48	-27	27	42
B39	37	-47	48	-60	70	-68	50	-36	36	43
B40	9	-113	9	-120	109	-10	100	-26	26	44
B41	103	-18	158	-108	-9	-116	-9	-67	67	45
B42	15	-147	35	-172	51	-184	41	-83	83	46
B43	30	-40	40	-53	59	-57	46	-28	28	47
B44	2	-6	12	-13	21	-15	12	0	21	48
B45	103	-18	158	-172	61	-184	41	-83	56	49
B46	30	-40	40	-53	59	-57	46	-28	28	50
B47	2	-6	9	-10	10	-11	6	-1	6	51
B48	32	-46	46	-63	69	-68	62	-30	30	52
B49	14	-8	112	-9	120	-10	102	-23	23	53
B50	-18	-88	-10	-108	-10	-116	-9	-10	10	54
B51	106	-38	157	-54	189	-58	184	-7	7	55
B52	14	-144	35	-171	59	-184	53	-108	108	56
B53	32.68	-33.70	33.70	-45.59	30.16	-50.16	47.33	-30.78	30.78	57
B54	6	-9	9	-9	9	-12	10	-5	5	58
B55	29	-43	43	-55	59	-62	57	-36	36	59
B56	69	-7	35	-9	35	-10	102	32	32	60
B57	-17	-84	-8	-105	-8	-122	-9	-131	131	61
B58	37	-36	138	-46	154	-52	159	16	16	62
B59	12	-127	35	-160	51	-184	48	-167	167	63
B60	24	-35	35	-47	54	-53	44	-18	18	64
B61	6	-9	9	-9	9	-12	10	-5	5	65
B62	30	-44	45	-58	63	-65	54	-23	23	66
B63	76	6	39	6	105	7	71	23	23	67
B64	-31	-73	-8	-75	-9	-88	-6	-66	66	68
B65	108	-38	144	-50	168	-56	125	0	0	69
B66	1	-117	37	-131	54	-153	48	-89	89	70
B67	30	-39	35	-32	39	-35	47	-27	27	71
B68	2	-6	5	-10	10	-11	6	-1	6	72
B69	32	-45	44	-62	63	-66	53	-28	28	73
B70	12	-8	101	-9	109	-10	95	-30	30	74
B71	-18	-82	-9	-104	-9	-113	-8	-68	68	75
B72	104	-57	151	-53	178	-56	148	2	2	76
B73	16	-131	35	-168	50	-179	48	-98	98	77
B74	30	-41	41	-52	53	-57	48	-27	27	78
B75	37	-47	48	-60	70	-68	50	-36	36	79
B76	9	-113	9	-120	109	-10	100	-26	26	80
B77	103	-18	158	-108	-9	-116	-9	-67	67	81
B78	15	-147	35	-172	51	-184	41	-83	83	82
B79	30	-40	40	-53	59	-57	46	-28	28	83
B80	2	-6	12	-13	21	-15	12	0	21	84
B81	103	-18	158	-172	61	-184	41	-83	56	85
B82	30	-40	40	-53	59	-57	46	-28	28	86
B83	2	-6	9	-10	10	-11	6	-1	6	87
B84	32	-46	46	-63	69	-68	62	-30	30	88
B85	14	-8	112	-9	120	-10	102	-23	23	89
B86	-18	-88	-10	-108	-10	-116	-9	-10	10	90
B87	106	-38	157	-54	189	-58	184	-7	7	91
B88	14	-144	35	-171	59	-184	53	-108	108	92
B89	32.68	-33.70	33.70	-45.59	30.16	-50.16	47.33	-30.78	30.78	93
B90	6	-9	9	-9	9	-12	10	-5	5	94
B91	29	-43	43	-55	59	-62	57	-36	36	95
B92	69	-7	35	-9	35	-10	102	32	32	96
B93	-17	-84	-8	-105	-8	-122	-9	-131	131	97
B94	37	-36	138	-46	154	-52	159	16	16	98
B95	12	-127	35	-160	51	-184	48	-167	167	99
B96	24	-35	35	-47	54	-53	44	-18	18	100
B97	6	-9	9	-9	9	-12	10	-5	5	101
B98	30	-44	45	-58	63	-65	54	-23	23	102
B99	76	6	39	6	105	7	71	23	23	103
B100	-31	-73	-8	-75	-9	-88	-6	-66	66	104
B101	108	-38	144	-50	168	-56	125	0	0	105
B102	1	-117	37	-131	54	-153	48	-89	89	106
B103	30	-39	35	-32	39	-35	47	-27	27	107
B104	2	-6	5	-10	10	-11	6	-1	6	108
B105	32	-45	44	-62	63	-66	53	-28	28	109
B106	12	-8	101	-9	109	-10	95	-30	30	110
B107	-18	-82	-9	-104	-9	-113	-8	-68	68	111
B108	104	-57	151	-53	178	-56	148	2	2	112
B109	16	-131	35	-168	50	-179	48	-98	98	113
B110	30	-41	41	-52	53	-57	48	-27	27	114
B111	37	-47	48	-60	70	-68	50	-36	36	115
B112	9	-113	9	-120	109	-10	100	-26	26	116
B113	103	-18	158	-108	-9	-116	-9	-67	67	117
B114	15	-147	35	-172	51	-184	41	-83	83	118
B115	30	-40	40	-53	59	-57	46	-28	28	119
B116	2	-6	12	-13	21	-15	12	0	21	120
B117	103	-18	158	-172	61	-184	41	-83	56	121
B118	30	-40	40	-53	59	-57	46	-28	28	122
B119	2	-6	9	-10	10	-11	6	-1	6	123
B120	32	-46	46	-63	69	-68	62	-30	30	124
B121	14	-8	112	-9	120	-10	102	-23	23	125
B122	-18	-88	-10	-108	-10	-116	-9	-10	10	126
B123	106	-38	157	-54	189	-58	184	-7	7	127
B124	14	-144	35	-171	59	-184	53	-108	108	128
B125	32.68	-33.70	33.70	-45.59	30.16	-50.16	47.33	-30.78	30.78	129

MOMENT ENVELOPE PHL-93

VALUES SHOWN IN KIP-FT / UNFACTORED

LOCATION	SPAN 1	PIER 1	SPAN 2	PIER 2	SPAN 3	PIER 3	SPAN 4	ABUT 2
A	0	205.65	-477.18	192.95	-1094.16	554.53	-934.80	314.47
B	0	115	-374	171	-730	350	-654	34
C	0	321	-851	364	-1824	915	-1659	37
D	0	518	-296	688	-180	893	163	473
E	0	-234	-789	-281	-1208	-165	-1036	-309
F	0	839	-955	1052	-1644	1808	-1496	510
G	0	87	-1650	63	-3032	750	-2695	-212
H	0	190	-664	100	-1017	495	-910	11
I	0	39	-140	73	-319	232	-353	-9
J	0	228	-604	233	-1406	727	-1233	2
K	0	571	-213	708	-67	874	140	551
L	0	-212	-789	-227	-1181	-124	-1101	-208
M	0	800	-391	961	-1339	1601	-1093	553
N	0	11	-1403	26	-2987	603	-3334	-286
O	0	17	-481	156	-1042	504	-927	21
P	0	29	-481	37	-248	146	-192	-21
Q	0	223	-854	233	-1250	650	-1113	538
R	0	511	-191	637	-630	734	-1128	-238
S	0	784	-352	830	-1298	1443	-888	531
T	0	30	-1338	39	-2450	141	-2143	-281
U	0	189	-474	190	-1039	550	-951	55
V	0	33	-70	29	-196	102	-168	-12
W	0	222	-544	219	-1234	602	-1119	23
X	0	593	-220	738	-71	900	142	923
Y	0	-215	-635	-241	-1239	-130	-1103	-276
Z	0	815	-318	958	-1163	1502	-977	546
AA	0	7	-1379	-22	-2473	472	-2222	-833
AB	0	164.04	-389.02	164.93	-891.13	441.58	-838.70	81.58
AC	0	47	-103	41	-149	82	-173	8
AD	0	211	-502	206	-1040	574	-1013	90
AE	0	558	-240	763	-133	919	262	637
AF	0	-237	-815	-276	-1278	-171	-1359	-315
AG	0	767	-882	989	-907	1903	-751	727
AH	0	-28	-1317	-70	-2318	353	-2372	-225
AI	0	47	-103	41	-149	82	-173	8
AJ	0	229	-816	208	-1096	562	-1034	11
AK	0	518	-286	688	-180	893	163	473
AL	0	-234	-799	-281	-1208	-165	-1036	-309
AM	0	743	-320	836	-916	1455	-871	484
AN	0	-9	-1315	-73	-2304	387	-2070	-298
AO	0	190	-664	180	-1017	495	-910	11
AP	0	33	-70	29	-196	102	-168	-12
AQ	0	223	-534	209	-1213	597	-1018	-1
AR	0	571	-213	708	-67	874	140	551
AS	0	-212	-789	-227	-1181	-124	-1101	-208
AT	0	800	-391	961	-1339	1601	-1093	553
AU	0	11	-1403	26	-2987	603	-3334	-286
AV	0	17	-481	156	-1042	504	-927	21
AW	0	29	-481	37	-248	146	-192	-21
AX	0	223	-854	233	-1250	650	-1113	538
AY	0	511	-191	637	-630	734	-1128	-238
AZ	0	784	-352	830	-1298	1443	-888	531
BA	0	30	-1338	39	-2450	141	-2143	-281
BB	0	189	-474	190	-1039	550	-951	55
BC	0	33	-70	29	-196	102	-168	-12
BD	0	222	-544	219	-1234	602	-1119	23
BE	0	593	-220	738	-71	900	142	923
BF	0	-215	-635	-241	-1239	-130	-1103	-276
BG	0	815	-318	958	-1163	1502	-977	546
BH	0	7	-1379	-22	-2473	472	-2222	-833
BI	0	164.04	-389.02	164.93	-891.13	441.58	-838.70	81.58
BJ	0	47	-103	41	-149	82	-173	8
BK	0	211	-502	206	-1040	574	-1013	90
BL	0	558	-240	763	-133	919	262	637
BM	0	-237	-815	-276	-1278	-171	-1359	-315
BN	0	767	-882	989	-907	1903	-751	727
BO	0	-28	-1317	-70	-2318	353	-2372	-225
BP	0	47	-103	41	-149	82	-173	8
BQ	0	229	-816	208	-1096	562	-1034	11
BR	0	518	-286	688	-180	893	163	473
BS	0	-234	-799	-281	-1208	-165	-1036	-309
BT	0	743	-320	836	-916	1455	-871	484
BU	0	-9	-1315	-73	-2304	387	-2070	-298
BV	0	190	-664	180	-1017	495	-910	11
BW	0	33	-70	29	-196	102	-168	-12
BX	0	223	-534	209	-1213	597	-1018	-1
BY	0	571	-213	708	-67	874	140	551
BZ	0	-212	-789	-227	-1181	-124	-1101	-208
CA	0	800	-391	961	-1339	1601	-1093	553
CB	0	11	-1403	26	-2987	603	-3334	-286
CC	0	17	-481	156	-1042	504	-927	21
CD	0	29	-481	37	-248	146	-192	-21
CE	0	223	-854	233	-1250	650	-1113	538
CF	0	511	-191	637	-630	734	-1128	-238
CG	0	784	-352	830	-1298	1443	-888	531
CH	0	30	-1338	39	-2450	141	-2143	-281
CI	0	189	-474	190	-1039	550	-951	55
CJ	0	33	-70	29	-196	102	-168	-12
CK	0	222	-544	219	-1234	602	-1119	23
CL	0	593	-220	738	-71	900	142	923
CM	0	-215	-635	-241	-1239	-130	-1103	-276
CN	0	815	-318	958	-1163	1502	-977	546
CO	0	7	-1379	-22	-2473	472	-2222	-833
CP	0	164.04	-389.02	164.93	-891.13	441.58	-838.70	81.58
CQ	0	47	-103	41	-149	82	-173	8
CR	0	211	-502	206	-1040	574	-1013	90
CS	0	558	-240	763	-133	919	262	637
CT	0	-237	-815	-276	-1278	-171	-1359	-315
CU	0	767	-882	989	-907	1903	-751	727
CV	0	-28	-1317	-70	-2318	353	-2372	-225
CW	0	47	-103	41	-149	82	-173	8
CV	0	229	-816	208	-1096	562	-1034	11
CV	0	518	-286	688	-180	893	163	473
CV	0	-234	-799	-281	-1208	-165	-1036	-309
CV	0	743	-320	836	-916	1455	-871	484
CV	0	-9	-1315	-73	-2304	387	-2070	-298
CV	0	190	-664	180	-1017	495	-910	11
CV	0	33	-70	29	-196	102	-168	-12
CV	0	223	-534	209	-1213	597	-1018	-1
CV	0	571	-213	708	-67	874	140	551
CV	0	-212	-789	-227	-1181	-124	-1101	-208
CV	0	800	-391	961	-1339	1601	-1093	553
CV	0	11	-1403	26	-2987	603	-3334	-286
CV	0	17	-481	156	-1042	504	-927	21
CV	0	29	-481	37	-248	146	-192	-21
CV	0	223	-854	233	-1250	650	-1113	538
CV	0	511	-191	637	-630	734	-1128	-238
CV	0	784	-352	830	-1298	1443	-888	531
CV	0	30	-1338	39	-2450	141	-2143	-281
CV	0	189	-474	190	-1039	550	-951	55
CV	0	33	-70	29	-196	102	-168	-12
CV	0	222	-544	219	-1234	602	-1119	23
CV	0	593	-220	738	-71	900	142	923
CV	0	-215	-635	-241	-1239	-130	-1103	-276
CV	0	815	-318	958	-1163	1502	-977	546
CV	0	7	-1379	-22	-2473	472	-2222	-833
CV	0	164.04	-389.02	164.93	-891.13	441.58	-838.70	81.58
CV	0	47	-103	41	-149	82	-173	8
CV	0	211	-502	206	-1040	574	-1013	90
CV	0	558	-240	763	-133	919	262	637
CV	0	-237	-815	-276	-1278	-171	-1359	-315
CV	0	767	-882	989	-907	1903	-751	727
CV	0	-28	-1317	-70	-2318	353	-2372	-225
CV	0	47	-103	41	-149	82	-173	8
CV	0	229	-816	208	-1096	562	-1034	11
CV	0	518	-286	688	-180	893	163	473
CV	0	-234	-799	-281	-1208	-165	-1036	-309
CV	0	743	-320	836	-916	1455	-871	484
CV	0	-9	-1315	-73	-2304	387	-2070	-298
CV	0	190	-664	180	-1017	495	-910	11
CV	0	33	-70	29	-196	102	-168	-12
CV	0	223	-534	209	-1213	597	-1018	-1
CV	0	571	-213	708	-67	874	140	551

MOMENT ENVELOPE P-82

(VALUES SHOWN IN KIP-FT / UNFACTORED)

LOCATION	ABUT 1	SPAN 1	PIER 1	SPAN 2	PIER 2	SPAN 3	PIER 3	SPAN 4	ABUT 2
A	0	0	0	0	0	0	0	0	0
B	0	115	-3174	171	-730	360	-664	34	0
C	0	321	-851	364	-1024	915	-1659	37	0
D	0	591	-114	952	-240	1221	-229	544	0
E	0	-329	-943	-392	-1231	-500	-1297	-469	0
F	0	902	-437	1296	-1584	2136	-1430	511	0
G	0	-180	-1734	-28	-1065	115	-2936	-431	0
H	0	180	-464	180	-1017	495	-310	11	0
I	0	239	-430	239	-408	232	-1333	3	0
J	0	629	-318	632	-375	1156	-156	636	0
K	0	-301	-948	-375	-1078	-159	-1345	-428	0
L	0	630	-296	114	-1333	1083	-1037	628	0
M	0	-72	-1352	-74	-2484	564	-2578	-428	0
N	0	194	-481	196	-1042	504	-921	21	0
O	0	29	-83	37	-248	148	-152	-21	0
P	0	223	-564	233	-1280	650	-1113	0	0
Q	0	641	-293	658	-272	1095	-181	615	0
R	0	-266	-884	-272	-1062	-146	-1348	-344	0
S	0	670	-255	1091	-1215	1735	-332	615	0
T	0	-83	-1448	-39	-2352	504	-2361	-344	0
U	0	189	-174	190	-1038	500	-931	35	0
V	0	33	-70	29	-195	102	-168	-12	0
W	0	222	-544	219	-1234	602	-1119	23	0
X	0	663	-340	632	-78	1187	-203	546	0
Y	0	-306	-995	-335	-1206	-171	-1379	-420	0
Z	0	815	-204	1151	-136	1789	-316	621	0
AA	0	-84	-1839	-116	-2440	431	-2498	-387	0
AB	0	164.04	-389.02	164.33	-691.13	441.28	-139.70	81.50	0
AC	0	47	-103	41	-149	82	-173	8	0
AD	0	211	-502	206	-1040	524	-1013	50	0
AE	0	632	-355	599	-152	1331	-339	736	0
AF	0	-348	-943	-384	-1185	-315	-1682	-489	0
AG	0	843	-147	1205	-818	1955	-634	826	0
AH	0	-135	-1445	-178	-2195	309	-2765	-339	0
AI	0	110	-413	167	-347	480	-863	3	0
AJ	0	47	-103	41	-149	82	-173	8	0
AK	0	223	-516	208	-1095	562	-1034	11	0
AL	0	681	-414	892	-240	1221	-229	544	0
AM	0	-329	-943	-392	-1231	-500	-1297	-469	0
AN	0	806	-102	1100	-956	1783	-1065	535	0
AO	0	-104	-1459	-184	-2337	362	-2331	-457	0
AP	0	190	-464	180	-1017	495	-310	11	0
AQ	0	33	-70	29	-195	102	-168	-12	0
AR	0	222	-544	219	-1234	602	-1119	23	0
AS	0	663	-340	632	-78	1187	-203	546	0
AT	0	-306	-995	-335	-1206	-171	-1379	-420	0
AU	0	815	-204	1151	-136	1789	-316	621	0
AV	0	-84	-1839	-116	-2440	431	-2498	-387	0
AW	0	164.04	-389.02	164.33	-691.13	441.28	-139.70	81.50	0
AX	0	47	-103	41	-149	82	-173	8	0
AY	0	211	-502	206	-1040	524	-1013	50	0
AZ	0	632	-355	599	-152	1331	-339	736	0
BA	0	-348	-943	-384	-1185	-315	-1682	-489	0
BB	0	843	-147	1205	-818	1955	-634	826	0
BC	0	-135	-1445	-178	-2195	309	-2765	-339	0
BD	0	110	-413	167	-347	480	-863	3	0
BE	0	47	-103	41	-149	82	-173	8	0
BF	0	223	-516	208	-1095	562	-1034	11	0
BG	0	681	-414	892	-240	1221	-229	544	0
BH	0	-329	-943	-392	-1231	-500	-1297	-469	0
BI	0	806	-102	1100	-956	1783	-1065	535	0
BJ	0	-104	-1459	-184	-2337	362	-2331	-457	0
BK	0	190	-464	180	-1017	495	-310	11	0
BL	0	33	-70	29	-195	102	-168	-12	0
BM	0	222	-544	219	-1234	602	-1119	23	0
BN	0	663	-340	632	-78	1187	-203	546	0
BO	0	-306	-995	-335	-1206	-171	-1379	-420	0
BP	0	815	-204	1151	-136	1789	-316	621	0
BQ	0	-84	-1839	-116	-2440	431	-2498	-387	0
BR	0	164.04	-389.02	164.33	-691.13	441.28	-139.70	81.50	0
BS	0	47	-103	41	-149	82	-173	8	0
BT	0	211	-502	206	-1040	524	-1013	50	0
BU	0	632	-355	599	-152	1331	-339	736	0
BV	0	-348	-943	-384	-1185	-315	-1682	-489	0
BW	0	843	-147	1205	-818	1955	-634	826	0
BX	0	-135	-1445	-178	-2195	309	-2765	-339	0
BY	0	110	-413	167	-347	480	-863	3	0
BZ	0	47	-103	41	-149	82	-173	8	0
CA	0	223	-516	208	-1095	562	-1034	11	0
CB	0	681	-414	892	-240	1221	-229	544	0
CC	0	-329	-943	-392	-1231	-500	-1297	-469	0
CD	0	806	-102	1100	-956	1783	-1065	535	0
CE	0	-104	-1459	-184	-2337	362	-2331	-457	0
CF	0	190	-464	180	-1017	495	-310	11	0
CG	0	33	-70	29	-195	102	-168	-12	0
CH	0	222	-544	219	-1234	602	-1119	23	0
CI	0	663	-340	632	-78	1187	-203	546	0
CJ	0	-306	-995	-335	-1206	-171	-1379	-420	0
CK	0	815	-204	1151	-136	1789	-316	621	0
CL	0	-84	-1839	-116	-2440	431	-2498	-387	0
CM	0	164.04	-389.02	164.33	-691.13	441.28	-139.70	81.50	0
CN	0	47	-103	41	-149	82	-173	8	0
CO	0	211	-502	206	-1040	524	-1013	50	0
CP	0	632	-355	599	-152	1331	-339	736	0
CQ	0	-348	-943	-384	-1185	-315	-1682	-489	0
CR	0	843	-147	1205	-818	1955	-634	826	0
CS	0	-135	-1445	-178	-2195	309	-2765	-339	0
CT	0	110	-413	167	-347	480	-863	3	0
CU	0	47	-103	41	-149	82	-173	8	0
CV	0	223	-516	208	-1095	562	-1034	11	0
CV	0	681	-414	892	-240	1221	-229	544	0
CV	0	-329	-943	-392	-1231	-500	-1297	-469	0
CV	0	806	-102	1100	-956	1783	-1065	535	0
CV	0	-104	-1459	-184	-2337	362	-2331	-457	0
CV	0	190	-464	180	-1017	495	-310	11	0
CV	0	33	-70	29	-195	102	-168	-12	0
CV	0	222	-544	219	-1234	602	-1119	23	0
CV	0	663	-340	632	-78	1187	-203	546	0
CV	0	-306	-995	-335	-1206	-171	-1379	-420	0
CV	0	815	-204	1151	-136	1789	-316	621	0
CV	0	-84	-1839	-116	-2440	431	-2498	-387	0
CV	0	164.04	-389.02	164.33	-691.13	441.28	-139.70	81.50	0
CV	0	47	-103	41	-149	82	-173	8	0
CV	0	211	-502	206	-1040	524	-1013	50	0
CV	0	632	-355	599	-152	1331	-339	736	0
CV	0	-348	-943	-384	-1185	-315	-1682	-489	0
CV	0	843	-147	1205	-818	1955	-634	826	0
CV	0	-135	-1445	-178	-2195	309	-2765	-339	0
CV	0	110	-413	167	-347	480	-863	3	0
CV	0	47	-103	41	-149	82	-173	8	0
CV	0	223	-516	208	-1095	562	-1034	11	0
CV	0	681	-414	892	-240	1221	-229	544	0
CV	0	-329	-943	-392	-1231	-500	-1297	-469	0
CV	0	806	-102	1100	-956	1783	-1065	535	0
CV	0	-104	-1459	-184	-2337	362	-2331	-457	0
CV	0	190	-464	180	-1017	495	-310	11	0
CV	0	33	-70	29	-195	102	-168	-12	0
CV	0	222	-544	219	-1234	602	-1119	23	0
CV	0	663	-340	632	-78	1187	-203	546	0
CV	0	-306	-995	-335	-1206	-171	-1379	-420	0
CV	0	815	-204	1151	-136	1789	-316	621	0
CV	0	-84	-1839	-116	-2440	431	-2498	-387	0
CV	0	164.04	-389.02	164.33	-691.13	441.28	-139.70	81.50	0
CV	0	47	-103	41	-149	82	-173	8	0
CV	0	211	-502	206	-1040	524	-1013	50	0
CV	0	632	-355	599	-152	1331	-339	736	0
CV	0	-348	-943	-384	-1185	-315	-1682	-489	0
CV	0	843	-147	1205	-818	1955	-634	826	0
CV	0	-135	-1445	-178	-2195	309	-2765	-339	0
CV	0	110	-413	167	-347	480	-863	3	0
CV	0	47	-103	41	-149	82	-173	8	0
CV	0	223	-516	208	-1095	562	-1034	11	0
CV	0	681	-414	892	-240	1221	-229	544	0
CV	0	-329	-943	-392	-1231	-500	-1297	-469	0
CV	0	806	-102	1100	-956	1783	-1065	535	0
CV	0	-104	-1459	-184	-2337	362	-2331	-457	0
CV	0	190	-464	180	-1017	495	-310	11	0
CV	0	33	-70	29	-195	102	-168	-12	0
CV	0	222	-544	219	-1234	602	-1119	23	0
CV	0	663	-340	632	-78	1187	-203	546	0
CV	0	-306	-995	-335	-1206	-171	-1379	-420	0

SHEAR ENVELOPE PHL-93

(VALUES SHOWN IN KIPS / UNFACTORED)

LOCATION	PIER 1		PIER 2		PIER 3		ABUT 2
	ABUT 1	BACK	AHEAD	BACK	AHEAD	BACK		AHEAD
A	86.57	-39.28	40.44	-53.15	61.24	-58.93	49.68
B	16	-32	71	-98	103	-106	85
C	43	-71	71	-98	103	-106	85
D	57	-10	66	-11	70	-2	54
E	-22	-84	-9	-61	-10	-60	-3
F	100	-61	137	-85	133	-104	139
G	21	-128	62	-137	83	-166	82
A	29	-38	38	-51	58	-55	46
B	2	-6	13	-12	22	-15	14
C	31	-44	51	-63	80	-70	60
D	34	5	78	1	79	3	17
E	-11	-13	-5	-76	-1	-77	-3
F	85	-19	129	-62	159	-67	137
G	20	-117	46	-139	79	-147	57
A	29	-39	40	-53	58	-55	44
B	2	-7	5	-10	11	-12	4
C	31	-46	45	-63	69	-67	48
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39	-52	58	-56	53
B	2	-6	3	-10	10	-11	8
C	31	-45	44	-62	68	-67	59
D	58	5	89	1	88	3	17
E	-11	-10	-6	-80	-2	-80	-3
F	86	-41	134	-62	157	-64	125
G	20	-124	39	-143	67	-147	45
A	29	-39	39				

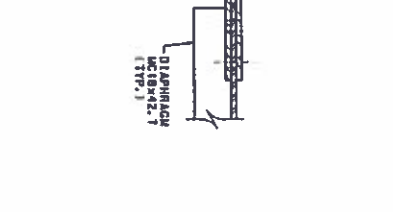
SHEAR ENVELOPE P-82

(VALUES SHOWN IN KIPS / UNFACTORED)

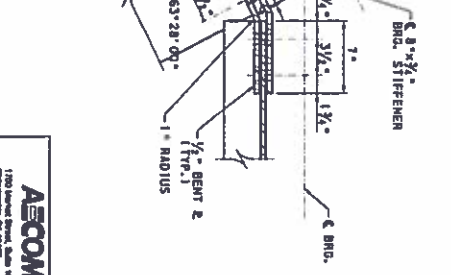
LOCATION	PIER 1		PIER 2		PIER 3		ABOUT 2
	ABUT 1	BACK	ABUT 1	BACK	ABUT 1	BACK	
A	26.57	-39.28	40.44	-53.15	61.24	-58.93	-21.35
B	16	-32	31	-43	42	-47	35
C	43	-71	71	-98	103	-106	85
D	76	-6	99	7	109	8	68
E	-30	-73	-8	-82	-9	-92	-6
F	2	-55	170	-89	212	-90	153
G	13	-144	43	-178	94	-190	79
H	29	-39	38	-51	58	-55	46
I	2	-6	33	-12	22	-15	14
J	31	-45	31	-43	10	-10	60
K	12	-8	110	-9	113	10	95
L	-14	-16	8	-107	-10	-19	-9
M	103	-37	161	-50	193	-40	138
N	17	-141	42	-170	90	-89	22
O	39	-37	40	-53	58	-55	4
P	2	-48	3	-43	68	-62	48
Q	31	-48	113	-9	116	10	101
R	-18	-102	158	-84	185	-87	149
S	102	-37	158	-84	185	-87	149
T	15	-148	38	-171	59	-183	38
U	29	-39	39	-52	58	-55	53
V	2	-6	5	-10	10	-11	6
W	31	-48	44	-62	68	-67	59
X	74	-9	118	10	122	10	103
Y	-17	-106	-10	-112	-10	-120	-9
Z	109	-36	160	-92	190	-87	182
AA	14	-151	34	-174	58	-181	50
AB	21.28	-32.81	35.81	-44.34	49.77	-48.77	46.11
BA	5	-9	8	-9	9	-12	10
BB	27	-42	41	-53	58	-61	56
BC	68	7	98	9	99	11	105
BD	-17	-82	-8	-111	-6	-124	-9
BE	95	-39	139	-44	157	-90	151
BF	10	-124	33	-164	60	-187	43
BG	23	-34	35	-46	53	-51	43
BH	6	-9	8	-9	9	-12	10
BI	29	-43	43	-53	62	-53	53
BJ	76	-73	99	7	109	8	68
BK	-30	-73	-8	-82	-9	-92	-6
BL	109	-37	142	-48	171	-55	171
BM	-1	-118	35	-137	53	-59	47
BN	29	-39	39	-51	58	-55	46
BO	2	-6	3	-10	10	-11	6
BP	31	-49	43	-61	68	-66	62
BQ	12	-8	110	-9	113	10	95
BR	-14	-16	8	-107	-10	-19	-9
BS	103	-37	161	-50	193	-40	138
BT	17	-141	42	-170	90	-89	22
BU	39	-37	40	-53	58	-55	4
BV	2	-48	3	-43	68	-62	48
BW	31	-48	113	-9	116	10	101
BX	-18	-102	158	-84	185	-87	149
BY	102	-37	158	-84	185	-87	149
BZ	15	-148	38	-171	59	-183	38
CA	29	-39	39	-52	58	-55	53
CB	2	-6	5	-10	10	-11	6
CC	31	-48	44	-62	68	-67	59
CD	74	-9	118	10	122	10	103
CE	-17	-106	-10	-112	-10	-120	-9
CF	109	-36	160	-92	190	-87	182
CG	14	-151	34	-174	58	-181	50
CH	21.28	-32.81	35.81	-44.34	49.77	-48.77	46.11
CI	5	-9	8	-9	9	-12	10
CJ	27	-42	41	-53	58	-61	56
CK	68	7	98	9	99	11	105
CL	-17	-82	-8	-111	-6	-124	-9
CM	95	-39	139	-44	157	-90	151
CN	10	-124	33	-164	60	-187	43
CO	23	-34	35	-46	53	-51	43
CP	6	-9	8	-9	9	-12	10
CQ	29	-43	43	-53	62	-53	53
CR	76	-73	99	7	109	8	68
CS	-30	-73	-8	-82	-9	-92	-6
CT	109	-37	142	-48	171	-55	171
CU	-1	-118	35	-137	53	-59	47
CV	29	-39	39	-51	58	-55	46
CW	2	-6	3	-10	10	-11	6
CX	31	-49	43	-61	68	-66	62
CY	12	-8	110	-9	113	10	95
CZ	-14	-16	8	-107	-10	-19	-9
CA	103	-37	161	-50	193	-40	138
CB	17	-141	42	-170	90	-89	22
CC	39	-37	40	-53	58	-55	4
CD	2	-48	3	-43	68	-62	48
CE	31	-48	113	-9	116	10	101
CF	-18	-102	158	-84	185	-87	149
CG	102	-37	158	-84	185	-87	149
CH	15	-148	38	-171	59	-183	38
CI	29	-39	39	-52	58	-55	53
CJ	2	-6	5	-10	10	-11	6
CK	31	-48	44	-62	68	-67	59
CL	74	-9	118	10	122	10	103
CM	-17	-106	-10	-112	-10	-120	-9
CN	109	-36	160	-92	190	-87	182
CO	14	-151	34	-174	58	-181	50
CP	21.28	-32.81	35.81	-44.34	49.77	-48.77	46.11
CQ	5	-9	8	-9	9	-12	10
CR	27	-42	41	-53	58	-61	56
CS	68	7	98	9	99	11	105
CT	-17	-82	-8	-111	-6	-124	-9
CU	95	-39	139	-44	157	-90	151
CV	10	-124	33	-164	60	-187	43
CW	23	-34	35	-46	53	-51	43
CX	6	-9	8	-9	9	-12	10
CY	29	-43	43	-53	62	-53	53
CZ	76	-73	99	7	109	8	68
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CB	109	-37	142	-48	171	-55	171
CC	-1	-118	35	-137	53	-59	47
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CF	31	-49	43	-61	68	-66	62
CG	12	-8	110	-9	113	10	95
CH	-14	-16	8	-107	-10	-19	-9
CI	103	-37	161	-50	193	-40	138
CJ	17	-141	42	-170	90	-89	22
CK	39	-37	40	-53	58	-55	4
CL	2	-48	3	-43	68	-62	48
CM	31	-48	113	-9	116	10	101
CN	-18	-102	158	-84	185	-87	149
CO	102	-37	158	-84	185	-87	149
CP	15	-148	38	-171	59	-183	38
CQ	29	-39	39	-52	58	-55	53
CR	2	-6	5	-10	10	-11	6
CS	31	-48	44	-62	68	-67	59
CT	74	-9	118	10	122	10	103
CU	-17	-106	-10	-112	-10	-120	-9
CV	109	-36	160	-92	190	-87	182
CG	14	-151	34	-174	58	-181	50
CH	21.28	-32.81	35.81	-44.34	49.77	-48.77	46.11
CI	5	-9	8	-9	9	-12	10
CJ	27	-42	41	-53	58	-61	56
CK	68	7	98	9	99	11	105
CL	-17	-82	-8	-111	-6	-124	-9
CM	95	-39	139	-44	157	-90	151
CN	10	-124	33	-164	60	-187	43
CO	23	-34	35	-46	53	-51	43
CP	6	-9	8	-9	9	-12	10
CQ	29	-43	43	-53	62	-53	53
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CS	-30	-73	-8	-82	-9	-92	-6
CT	109	-37	142	-48	171	-55	171
CU	-1	-118	35	-137	53	-59	47
CV	29	-39	39	-51	58	-55	46
CW	2	-6	3	-10	10	-11	6
CX	31	-49	43	-61	68	-66	62
CY	12	-8	110	-9	113	10	95
CZ	-14	-16	8	-107	-10	-19	-9
DA	103	-37	161	-50	193	-40	138
DB	17	-141	42	-170	90	-89	22
DC	39	-37	40	-53	58	-55	4
DD	2	-48	3	-43	68	-62	48
DE	31	-48	113	-9	116	10	101
DF	-18	-102	158	-84	185	-87	149
DF	102	-37	158	-84	185	-87	149
DE	15	-148	38	-171	59	-183	38
DF	29	-39	39	-52	58	-55	53
DF	2	-6	5	-10	10	-11	6
DF	31	-48	44	-62	68	-67	59
DF	74	-9	118	10	122	10	103
DF	-17	-106	-10	-112	-10	-120	-9
DF	109	-36	160	-92	190	-87	182
DF	14	-151	34	-174	58	-181	50
DF	21.28	-32.81	35.81	-44.34	49.77	-48.77	46.11
DF	5	-9	8	-9	9	-12	10
DF	27	-42	41	-53	58	-61	56
DF	68	7	98	9	99	11	105
DF	-17	-82	-8	-111	-6	-124	-9
DF	95	-39	139	-44	157	-90	151
DF	10	-12					

DESIGNER: JAC, CHECKER: MK, DRAWN: JPP, CADD: TAW

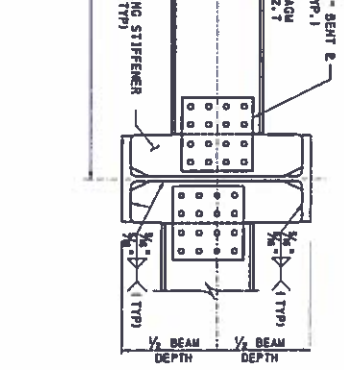
SECTION A-A
SCALE IN FEET



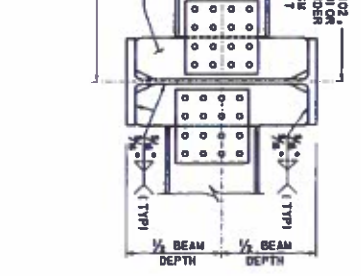
SECTION B-B
SCALE IN FEET



PIER DIAPHRAGM
SCALE IN FEET



INTERMEDIATE DIAPHRAGM
SCALE IN FEET



DETAIL A
SCALE IN FEET



DETAIL B
SCALE IN FEET



NOTES:

1. SEE BC-75-N FOR ADDITIONAL DETAILS AND NOTES.
2. USE 1" DIAMETER ASTM DESIGNATION A325 BOLTS HAVING ALL FOUR THREADS TO EXIST IN THE PLATE BETWEEN THE TWO CONNECTED PARTS (SHEAR PLATE).
3. PROVIDE CLASS B CONTACT SURFACE FOR ALL DIAPHRAGM CONNECTIONS.
4. PERSON CIVIL TESTING OF DIAPHRAGM AND CONNECTION PLATES. SEE GENERAL NOTES FOR CIVIL TESTING REQUIREMENTS.

NO.	DESCRIPTION	DATE

AECOM
1700 Avenue of the Stars, Suite 1000
Farmingdale, NY 11735
718.278.2000

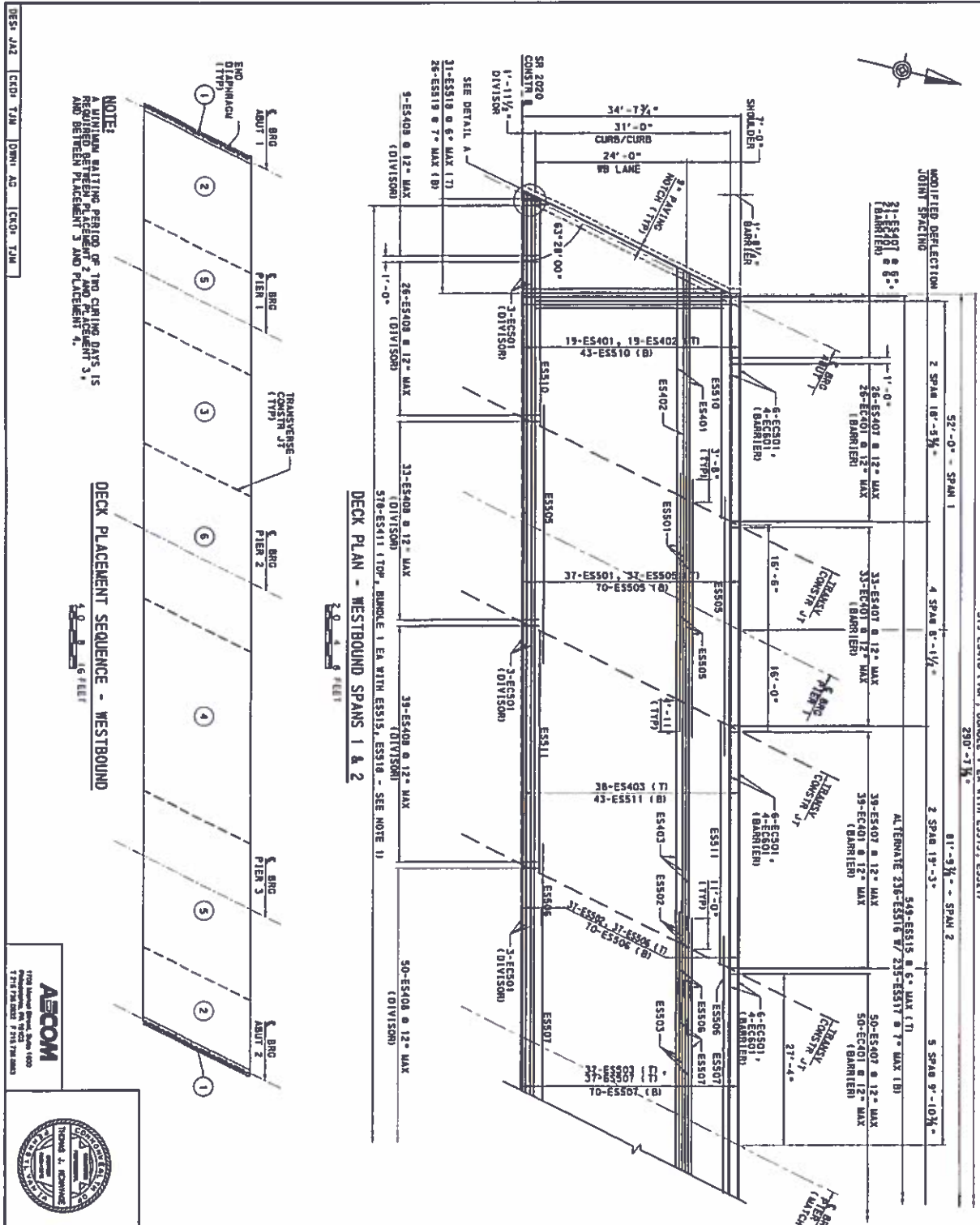


COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

BUCKS COUNTY
S. R. 2020 SECT. 1TYB
SEC. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER ANTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
DIAPHRAGMS - I

RECOMMENDED: *gfk*
SHEET 40 OF 57
5-28905



NOTE:
1. ES411 TO BE BUNDLED WITH EACH ES318 IN SKEWED 1" END REGION EXCEPT LAST TWO AT ABUT 1.

DETAIL A
M.T.S.

REVISIONS

NO.	DESCRIPTION	DATE	BY	CHK'D	APP'D	DATE

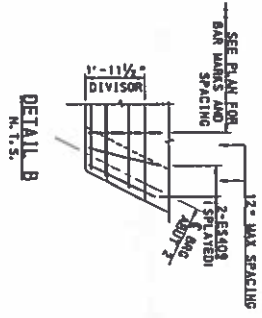
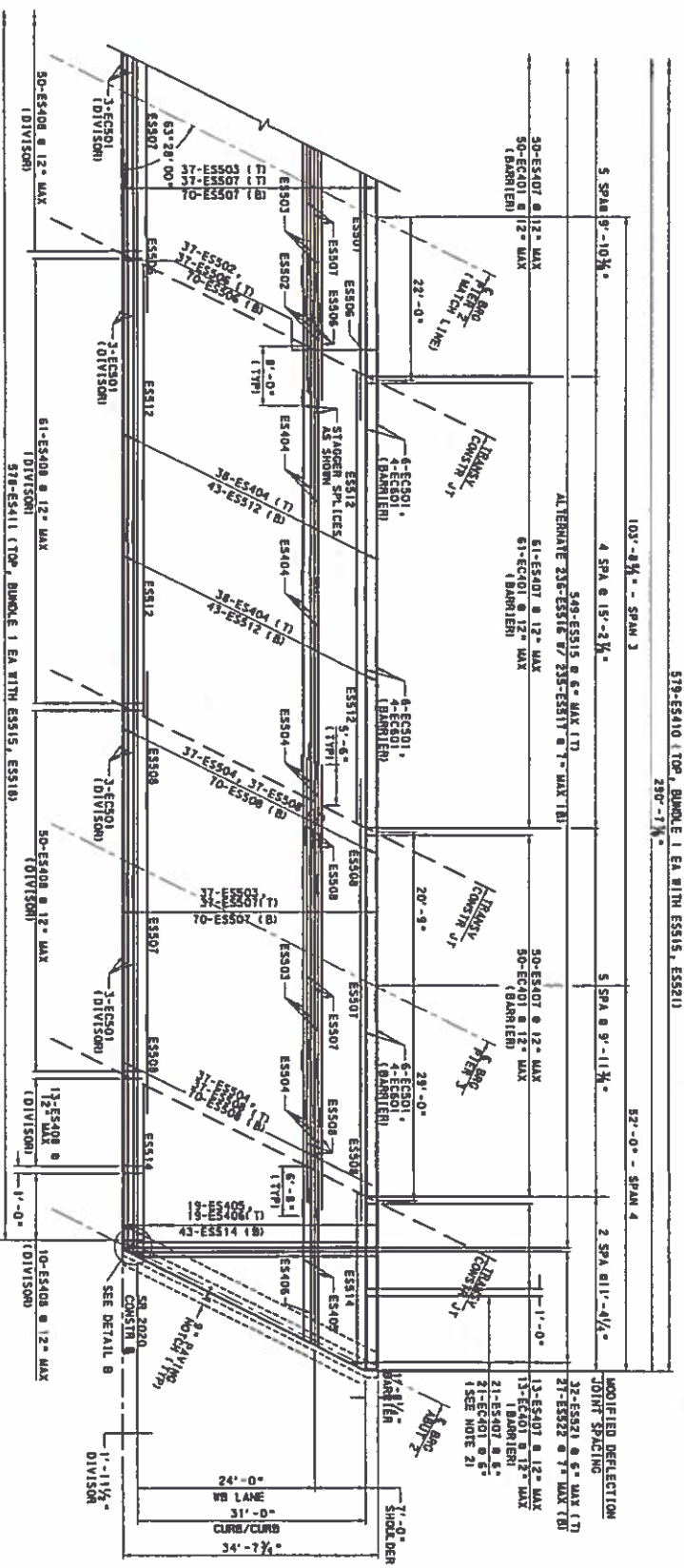
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S.R. 2020 SECT. TYB
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER AMTRAK

FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
DECK PLAN - WESTBOUND-1

RECOMMENDED **Stals**

SHEET 44 OF 57
S-28905





DECK PLAN - WESTBOUND SPANS 3 & 4
2.0" = 4' 0\"/>

- NOTES:**
- FOR DECK PLACEMENT SEQUENCE SEE SHEET 44.
 - SPRINT 121 ES407 BARS AS NEEDED AT END OF BARRIER.

Work	Designation	By	Chk'd	App'd	Date

SR 2020 PREVIOUSLY KNOWN AS LN150
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
 S.R. 2020 SECT. TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 DECK PLAN - WESTBOUND-11



RECOMMENDED *shils*
 SHEET 45 OF 57
 S-28905

DESK JAZ CRD TWM DWN AC CRD TWM

DESIGN JAZ CAD TAU DMH AG CDR TAU

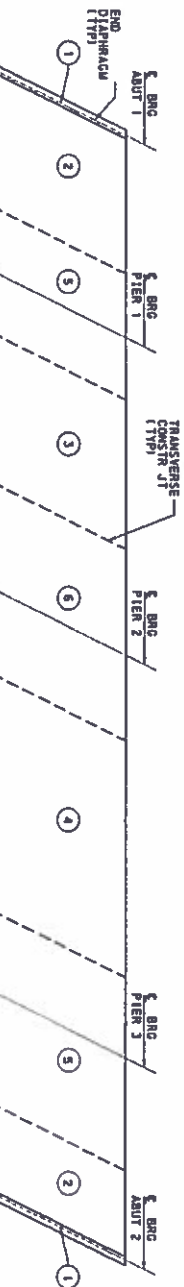
NOTE:
A MINIMUM WAITING PERIOD OF TWO CURING DAYS IS REQUIRED BETWEEN PLACEMENT 2 AND PLACEMENT 3, AND BETWEEN PLACEMENT 3 AND PLACEMENT 4.

DECK PLACEMENT SEQUENCE - EASTBOUND

M/S

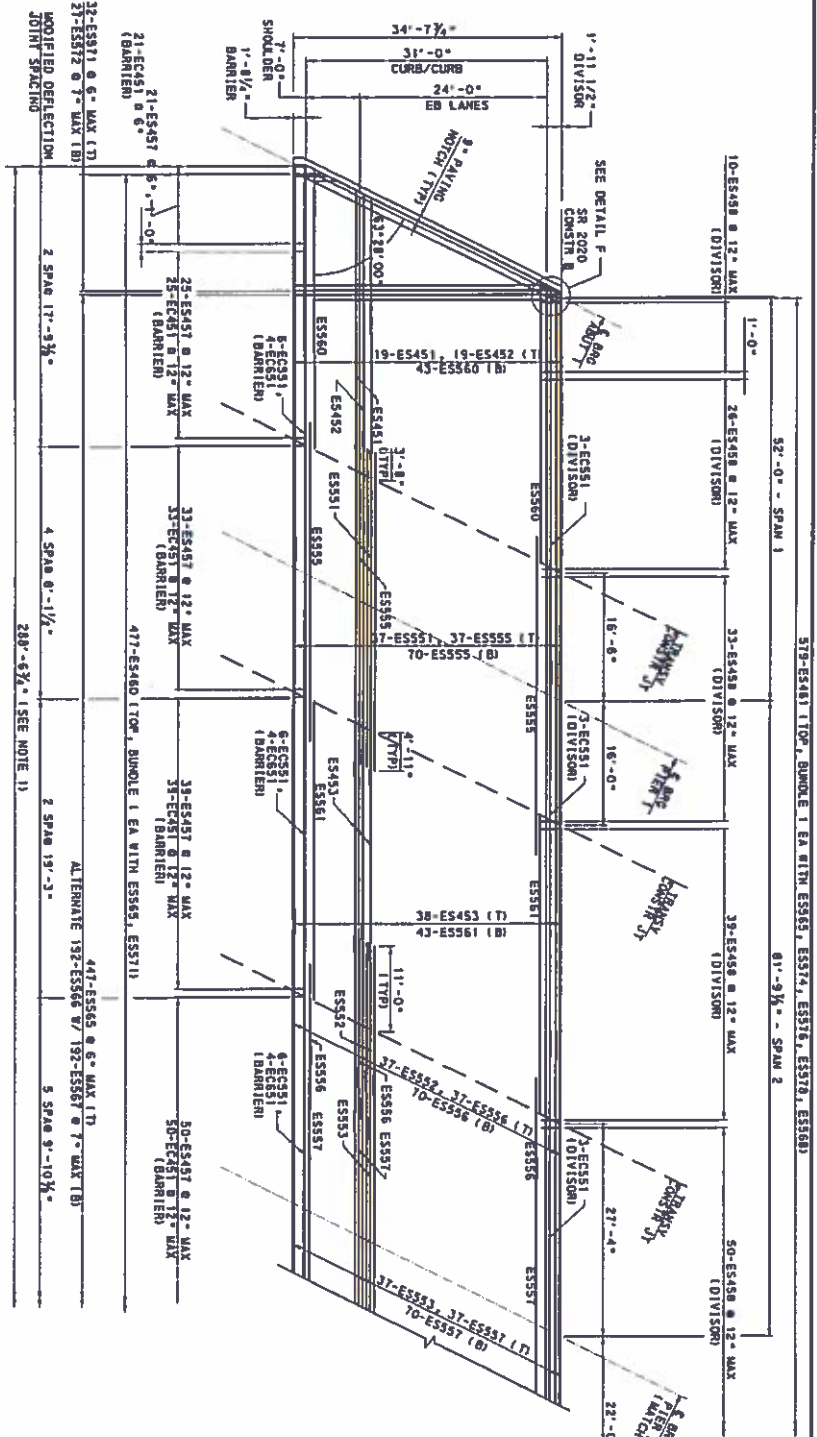


RECOMMENDED Scale
SHEET 46 OF 57
S-28905



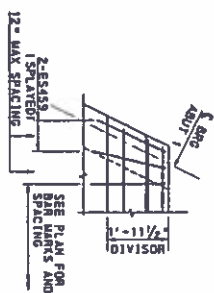
DECK PLAN EASTBOUND SPANS 1 & 2

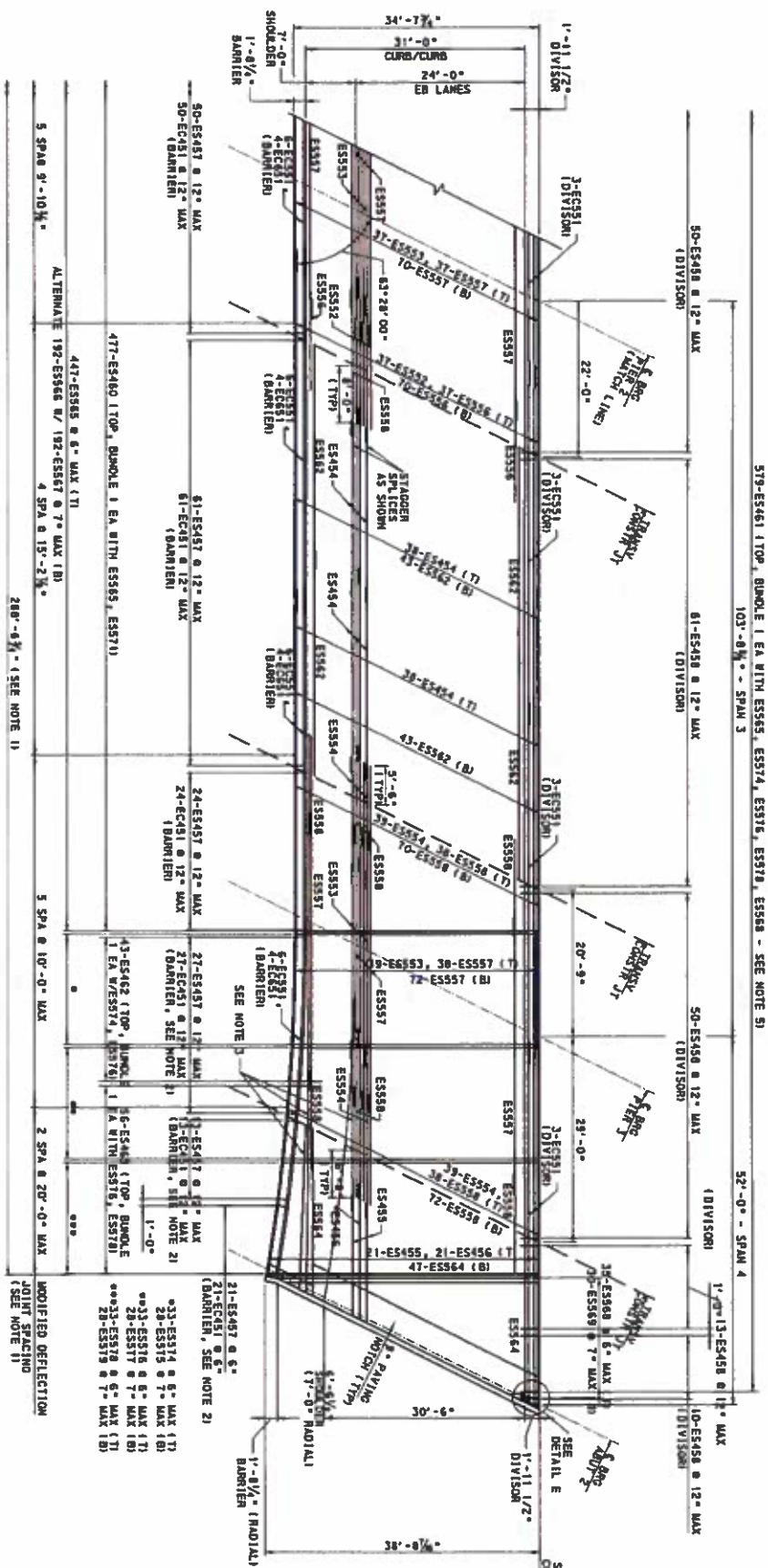
SCALE IN FEET
0 2 4 6 8 10



NOTES:
1. MEASURED ALONG OUTSIDE FACE OF BARRIER.

DETAIL E



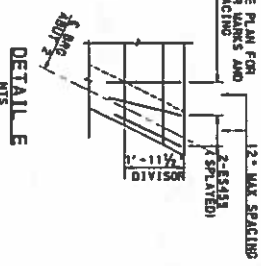


DECK PLAN EASTBOUND SPANS 3 & 4

SCALE IN FEET
0 2 4 8 16

NOTES:

1. MEASURED ALONG OUTSIDE FACE OF BARRIER.
2. ALL BAR BARS PERPENDICULAR TO OUTER FACE OF BARRIER.
3. SPAY BOTTOM AND TOP LONGITUDINAL REINFORCING BARS BEGINNING IN OVERHANG - MAINTAIN MAXIMUM SPACING (SEE TYPICAL SECTION AT TRANSV. CONTR. JT. FOR NEGATIVE MOMENT STEEL AND AT THE ADJUNCTION 2. FOR POSITIVE MOMENT STEEL AND AT THE ADJUNCTION 2. FOR DECK PLACEMENT SEQUENCE SEE SHEET 10.
4. 1-ES461 TO BE BUNDLED WITH EACH ES568 (IN SKEWED END REGION EXCEPT LAST TWO BARS AT ADJUNCTION 2).



0851 JAT CRO1 TAU DRW AC CRO1 TAU

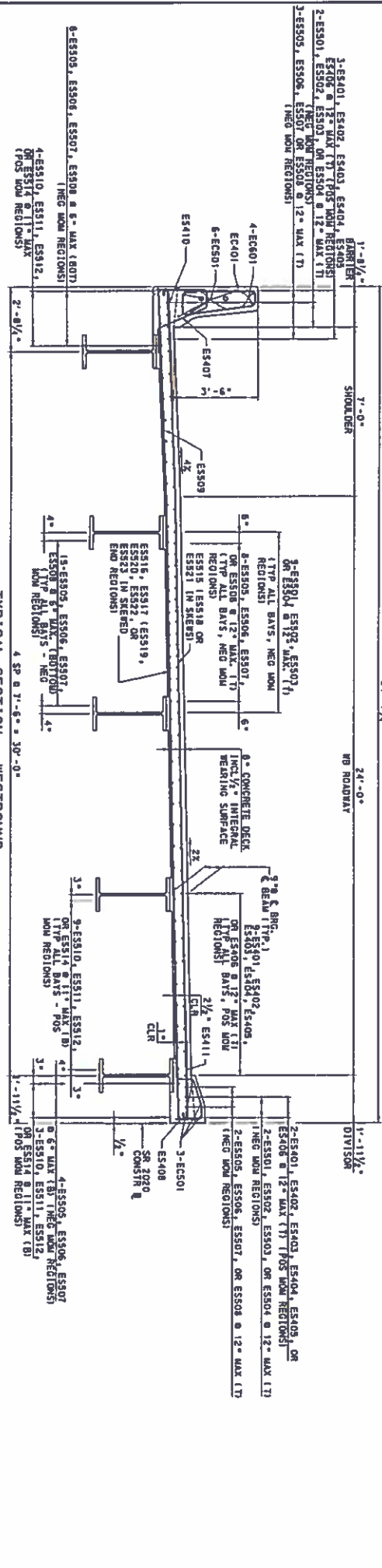
ABCOM
1000 Locust Street, Suite 400
Philadelphia, PA 19106
726-7800 / 726-7800



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUCKS COUNTY
S. R. 2020 SECT. TYB
SEG. 0060 OFFSET 0000
SR 2020 (TYBURN RD) STA 130+90.28
OVER ANTRAK
FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
DECK PLAN - EASTBOUND-11
RECOMMENDED *Scale*
SHEET 47 OF 57
S-28905

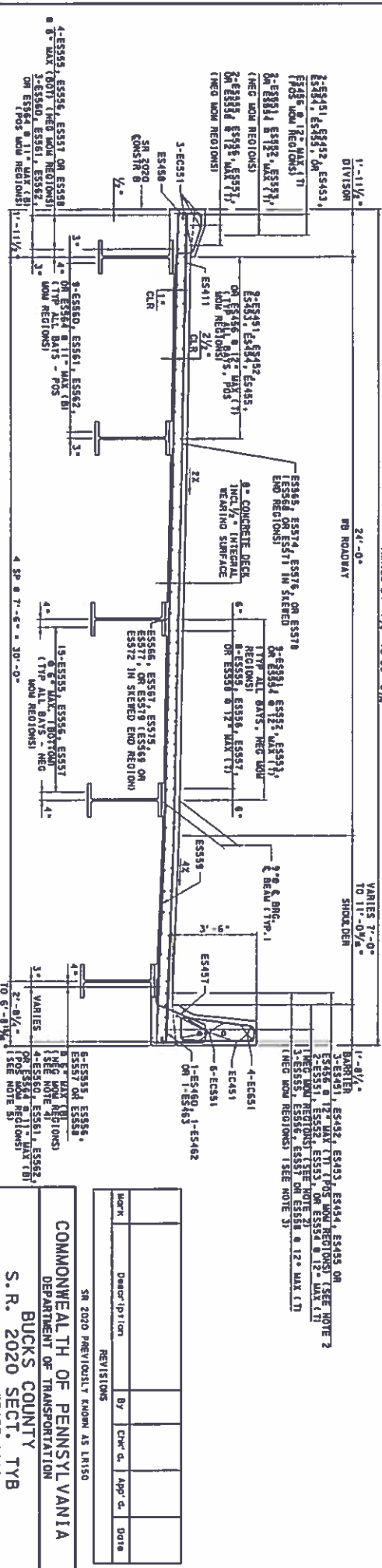
NO.	DATE	BY	CHK'D	APP'D	DATE

ms/af/c



TYPICAL SECTION - WESTBOUND

SCALE IN FEET



TYPICAL SECTION - EASTBOUND

SCALE IN FEET

- NOTES:**
1. AT LOCATION OF FLARE IN POS. MOM. REGION (SPAN 4), USE 3-ES465, 4-ES456.
 2. IN NEGATIVE MOMENT REGION OVER PIER 3, USE 4-ES353 OR ES354.
 3. IN NEGATIVE MOMENT REGION OVER PIER 3, USE 4-ES357 OR ES358.
 4. IN NEGATIVE MOMENT REGION OVER PIER 3, USE 4-ES357 OR ES358.
 5. AT LOCATION OF FLARE IN POS. MOM. REGION (SPAN 4), USE 4-ES454.
 6. PROTECTIVE BARRIER NOT SHOWN FOR CLARITY. SEE SHEET 1 FOR LIMITS OF INSTALLATION.



COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BUCKS COUNTY
 S. R. 2020 SECT. TYB
 SEG. 0060 OFFSET 0000
 SR 2020 (TYBURN RD) STA 130+90.28
 OVER AMTRAK
 FOUR SPAN COMPOSITE STEEL I-BEAM BRIDGE
 DECK SECTIONS

RECOMMENDED *Plm/ks*

SHEET 48 OF 57

S-28905

NO.	DATE	BY	CHK'D	APP'D	DOOR

SR 2020 PREVIOUSLY KNOWN AS LR150

BUCKS COUNTY S.R. 2020 SECTION AMT

CROSS SECTIONS

SR 2020 SEC AMT
STATION 77+70 TO STATION 213+00 (LIMITS OF WORK)

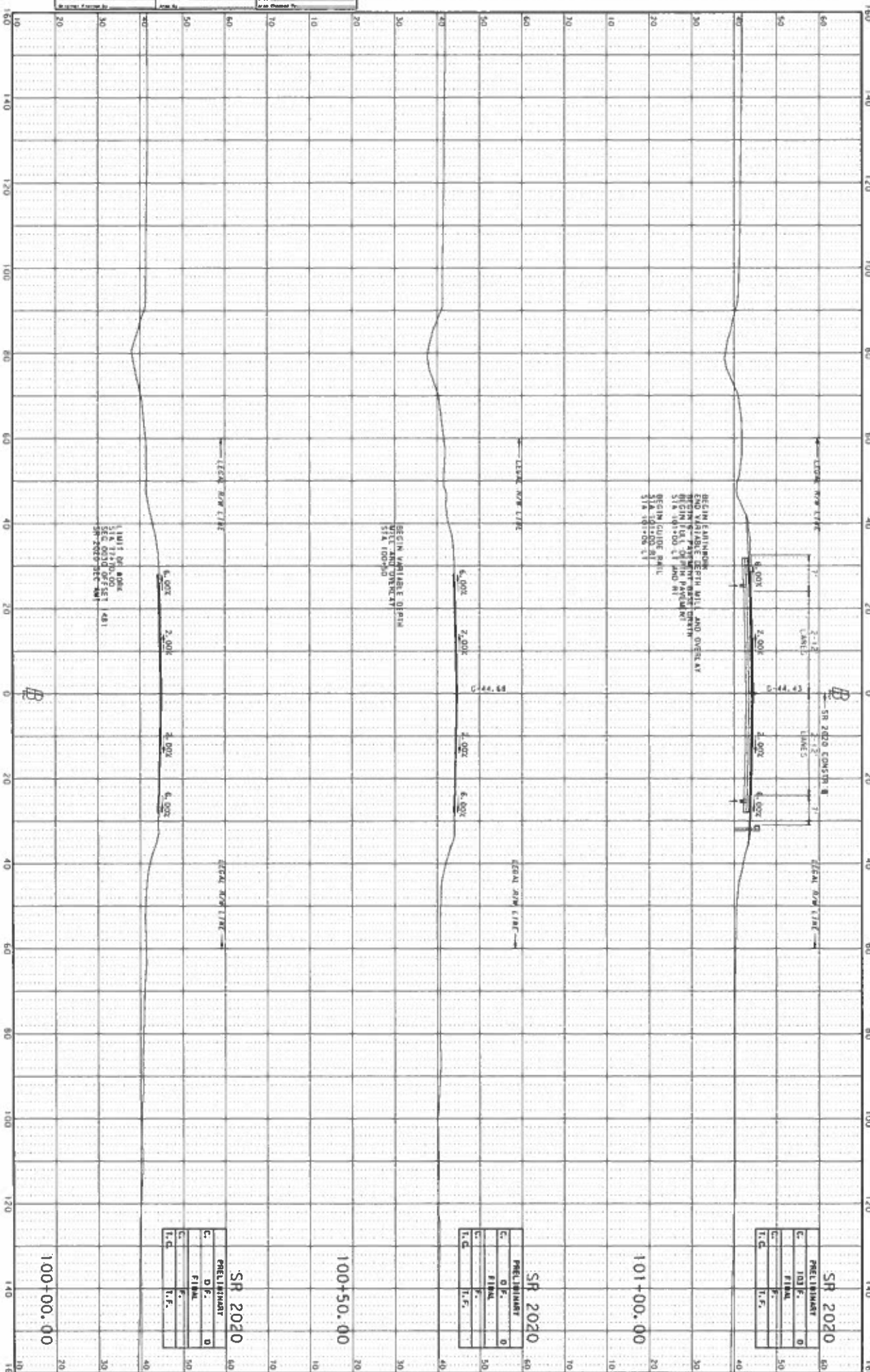
INDEX OF DRAWINGS

ROADWAY NAME	STATION TO STATION	SHEET NO
SR 2020	100+00 TO 205+00	02-94

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-10	BUCKS	2020	AMT	1 OF 94
TOWNSHIP				
FALES TOWNSHIP				
DATE				
2011				
BY				
[Signature]				



Prepared By	Checked By	Project Name
Drawn By	Reviewed By	File Name
Scale	Date	Plot Date



PLAN VIEW (ELEVATION) OF ROADWAY
 CROSS SECTIONS
 SCALE: 1" = 10' HORIZ. 1" = 10' VERT.

Sheet	Count	Block	Sheet	Block	Sheet	Block
6-0	1	2020	2020	2020	2020	2020

SR 2020

PRELIMINARY	0
D.F.	0
FINAL	0
T.C.	1.5

SR 2020

PRELIMINARY	0
D.F.	0
FINAL	0
T.C.	1.5

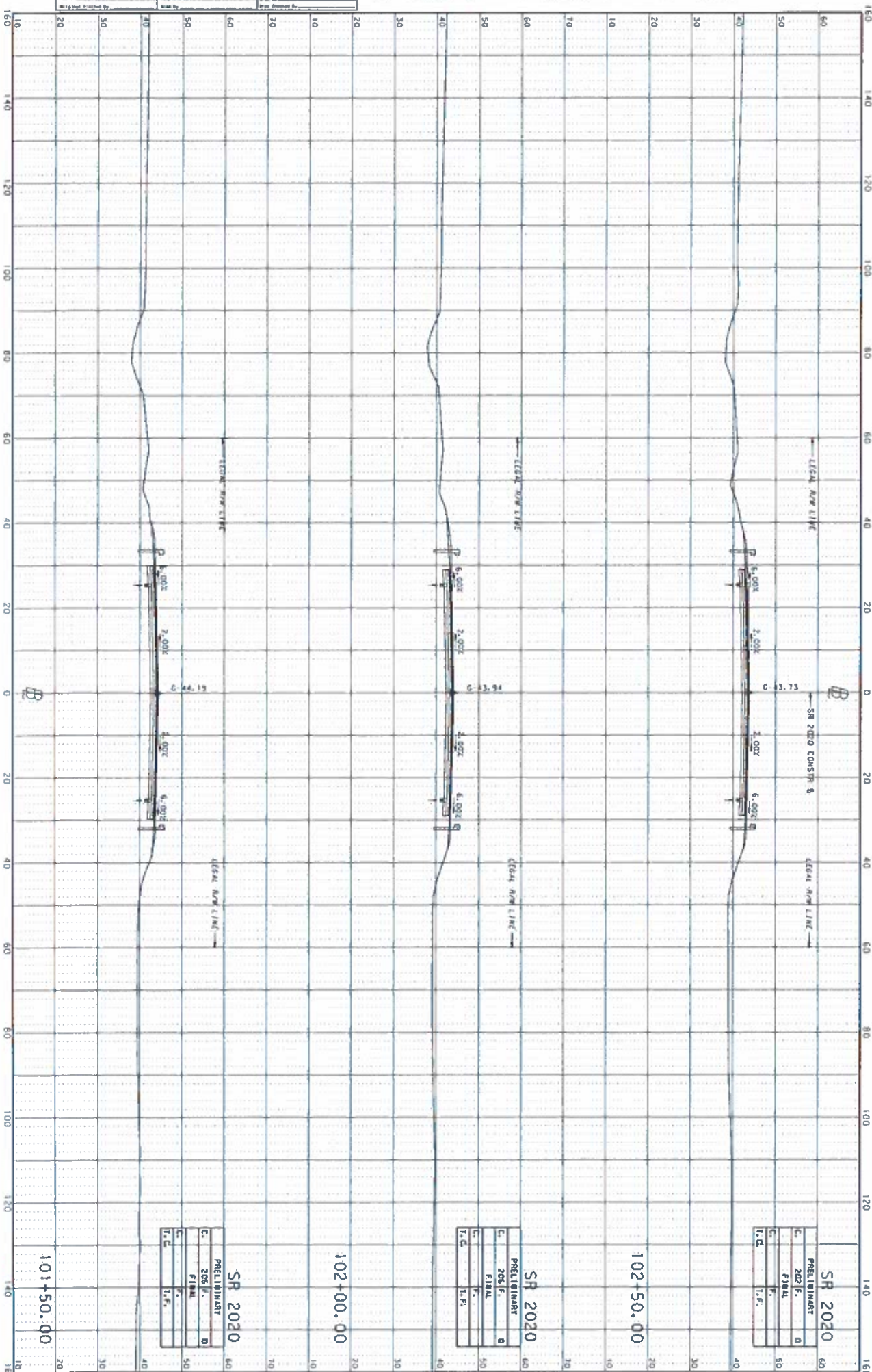
SR 2010

PRELIMINARY	0
D.F.	0
FINAL	0
T.C.	1.5

100+00.00

Map Number:	Design Number:	Project Name:
Map Title:	Design Title:	Project Location:
Map Author:	Design Author:	Project Manager:

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET



SR 2020

C	2021 F	0
C	2021 F	50
C	2021 F	50
T.C.	T.C.	

SR 2020

C	205 F	0
C	205 F	50
C	205 F	50
T.C.	T.C.	

SR 2020

C	205 F	0
C	205 F	50
C	205 F	50
T.C.	T.C.	

DATE:	DESIGN:	SCALE:	PROJECT:	DATE:
6-01	6-05	1"=10'	SR 2020	7-16-2012

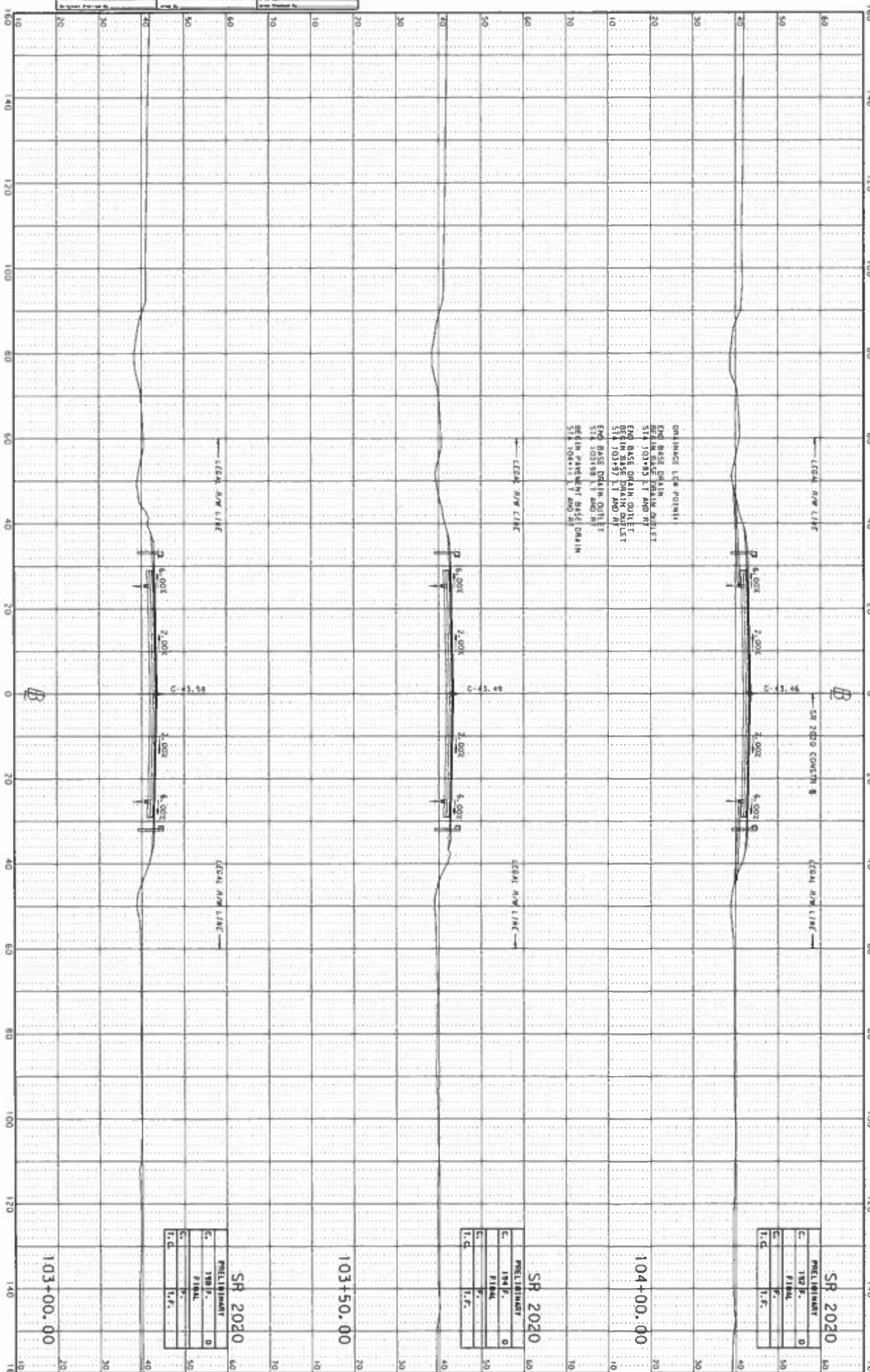
101+50.00

102+00.00

102+50.00

APP'D PROJECT NO.	DESIGNED BY	CHECKED BY
DATE	DATE	DATE
BY	BY	BY

OPERATOR: FILE NAME: G:\6042141\Roadway Supplement\Civil\Design\Cross Sections\15 P&E 5-29-2012.dgn PLOT NO: 7/14/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

FILE	DATE	SCALE	PROJECT NO.	DATE
6-0	2020	1/200	04-08-98	04-08-98

SR 2020

PRELIMINARY	
C	150 P.
C	PIBAL
T.C	T.F.

SR 2020

PRELIMINARY	
C	150 P.
C	PIBAL
T.C	T.F.

SR 2020

PRELIMINARY	
C	150 P.
C	PIBAL
T.C	T.F.

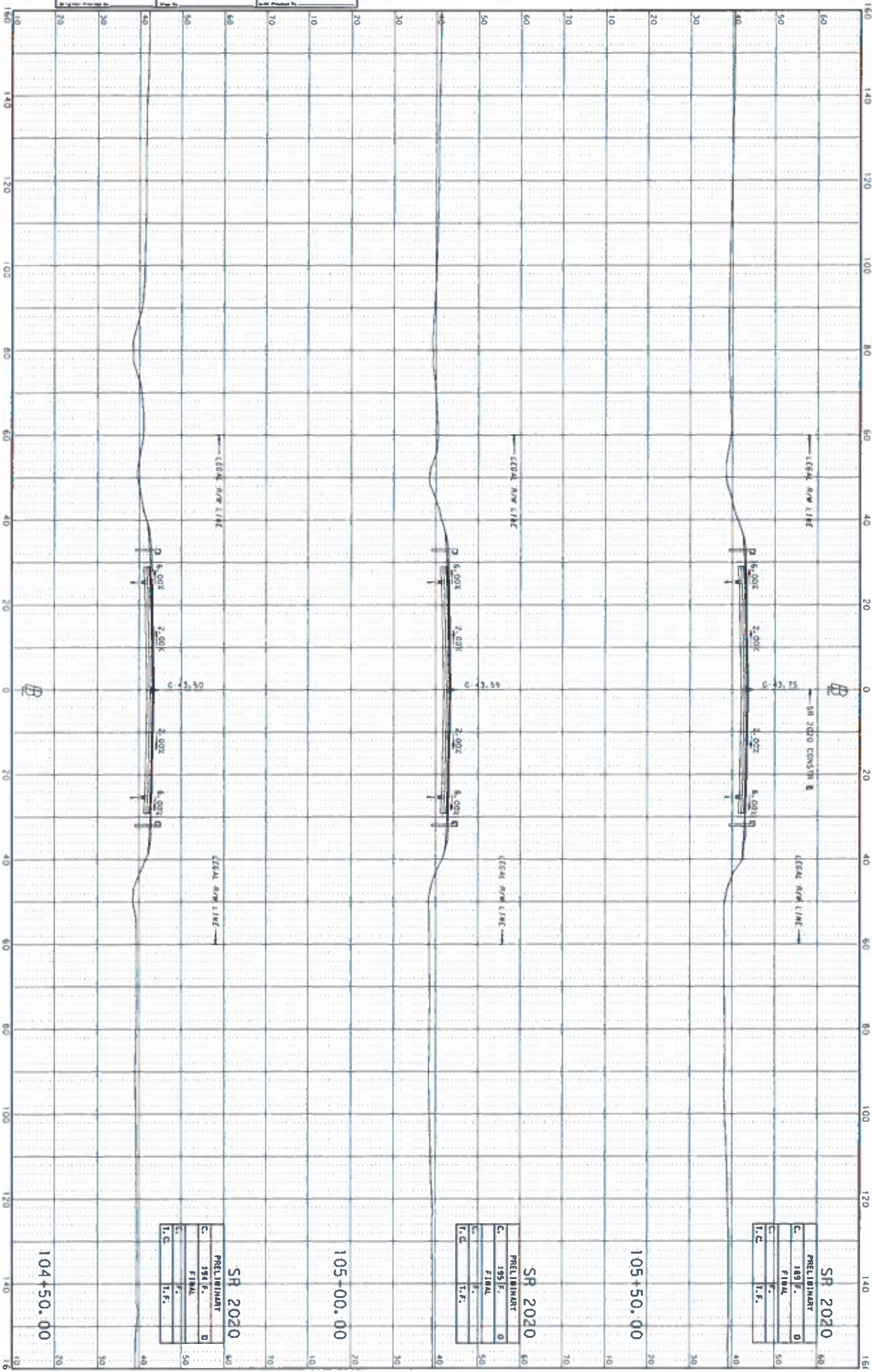
103+00.00

103+50.00

104+00.00

APP'D: [Signature]	DESIGNED BY: [Signature]	CHECKED BY: [Signature]
DATE: [Date]	DATE: [Date]	DATE: [Date]
BY: [Signature]	BY: [Signature]	BY: [Signature]

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET



SR 2020

C	PRELIMINARY
C	189 F.
C	FINAL
T.C	T.F.

SR 2020

C	PRELIMINARY
C	195 F.
C	FINAL
T.C	T.F.

SR 2020

C	PRELIMINARY
C	194 F.
C	FINAL
T.C	T.F.

DATE	07/16/2012
PROJECT	SR 2020
SECTION	AVI
SCALE	1" = 10 FEET
PLOTTED BY	[Signature]

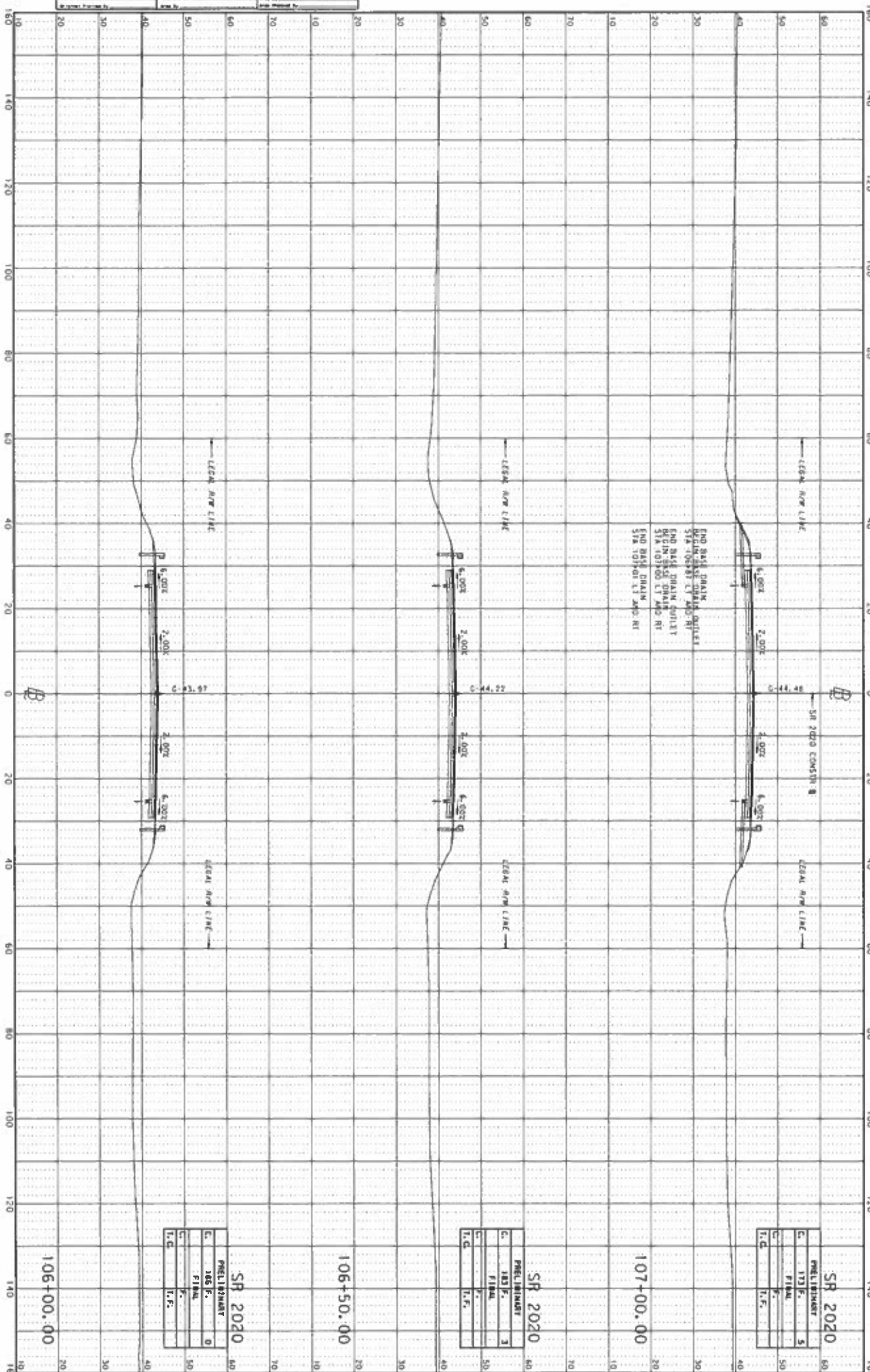
104+50.00

105+00.00

105+50.00

Project No.	Drawn By	Checked By
Sheet No.	Revised By	Date
Project Name	Date	Scale

OPERATOR: FILE: HASET G1-60042141-Roadway Supplement-Civil-Design-Cross Sections-15 P&E 5-29-2012.dgn PLOTTED: 7/16/2012



PROJECT NAME: HASET G1-60042141-Roadway Supplement-Civil-Design-Cross Sections-15 P&E 5-29-2012.dgn
SCALE: 1" = 10' HORIZONTAL, 1" = 4' VERTICAL

DATE	DESCRIPTION	BY	CHECKED
7/16/2012	DESIGN	J. HASET	J. HASET

SR 2020	
C	113 F.
F	FLAME
T.C.	T.C.

SR 2020	
C	103 F.
F	FLAME
T.C.	T.C.

SR 2020	
C	106 F.
F	FLAME
T.C.	T.C.

106+00.00

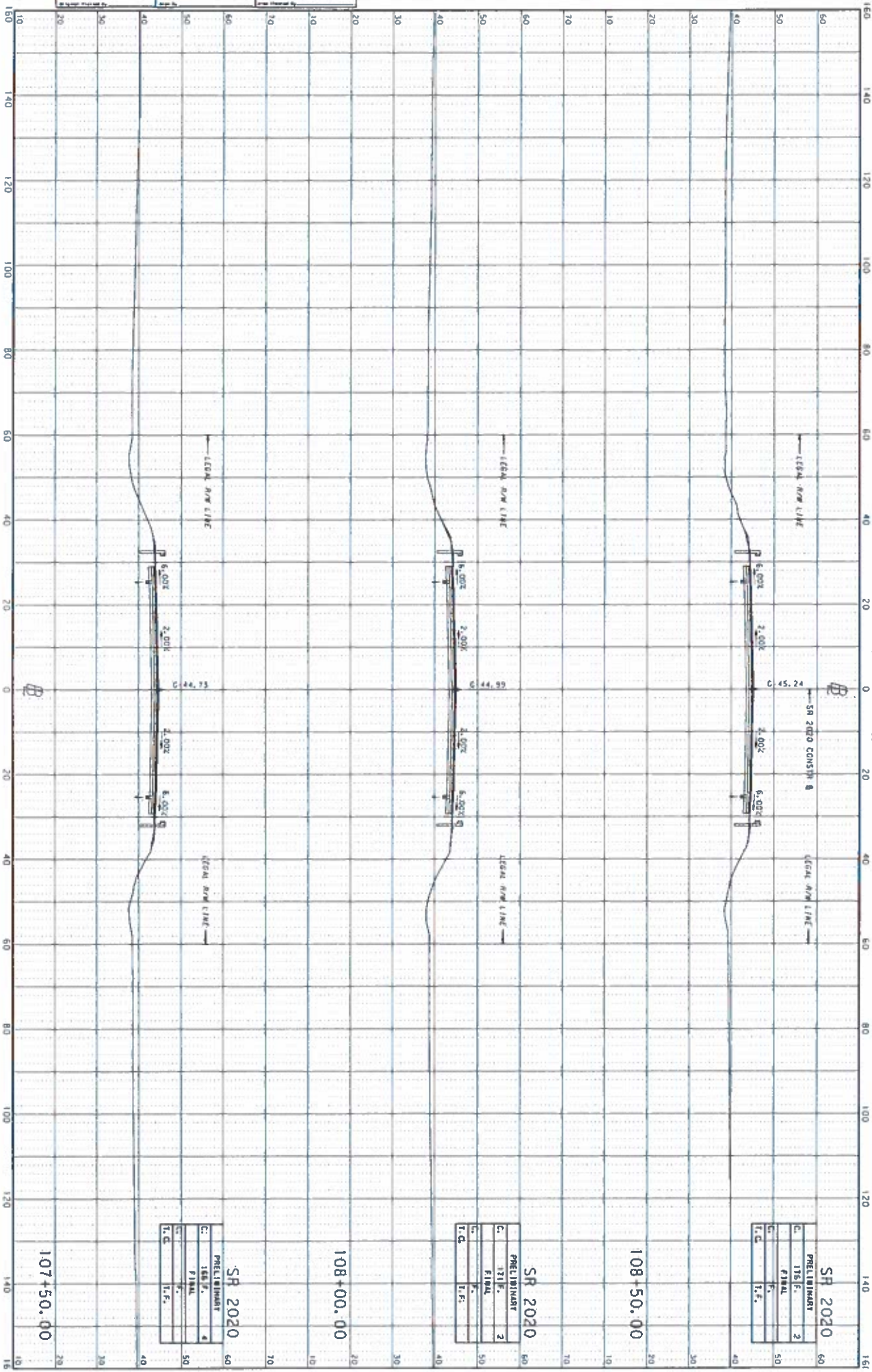
106+50.00

107+00.00

Design Engineer By: [Blank]	Design Checked By: [Blank]	Project Manager By: [Blank]
Drawn By: [Blank]	Reviewed By: [Blank]	Printed By: [Blank]
Scale: [Blank]	Date: [Blank]	Sheet No: [Blank]

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

Sheet No.	107+50.00
Project No.	SR 2020
Date	07/09/12



SR 2020

CL	115.0'	2
FS	1.5'	
TC	1.5'	

SR 2020

CL	131.0'	2
FS	1.5'	
TC	1.5'	

SR 2020

CL	156.0'	4
FS	1.5'	
TC	1.5'	

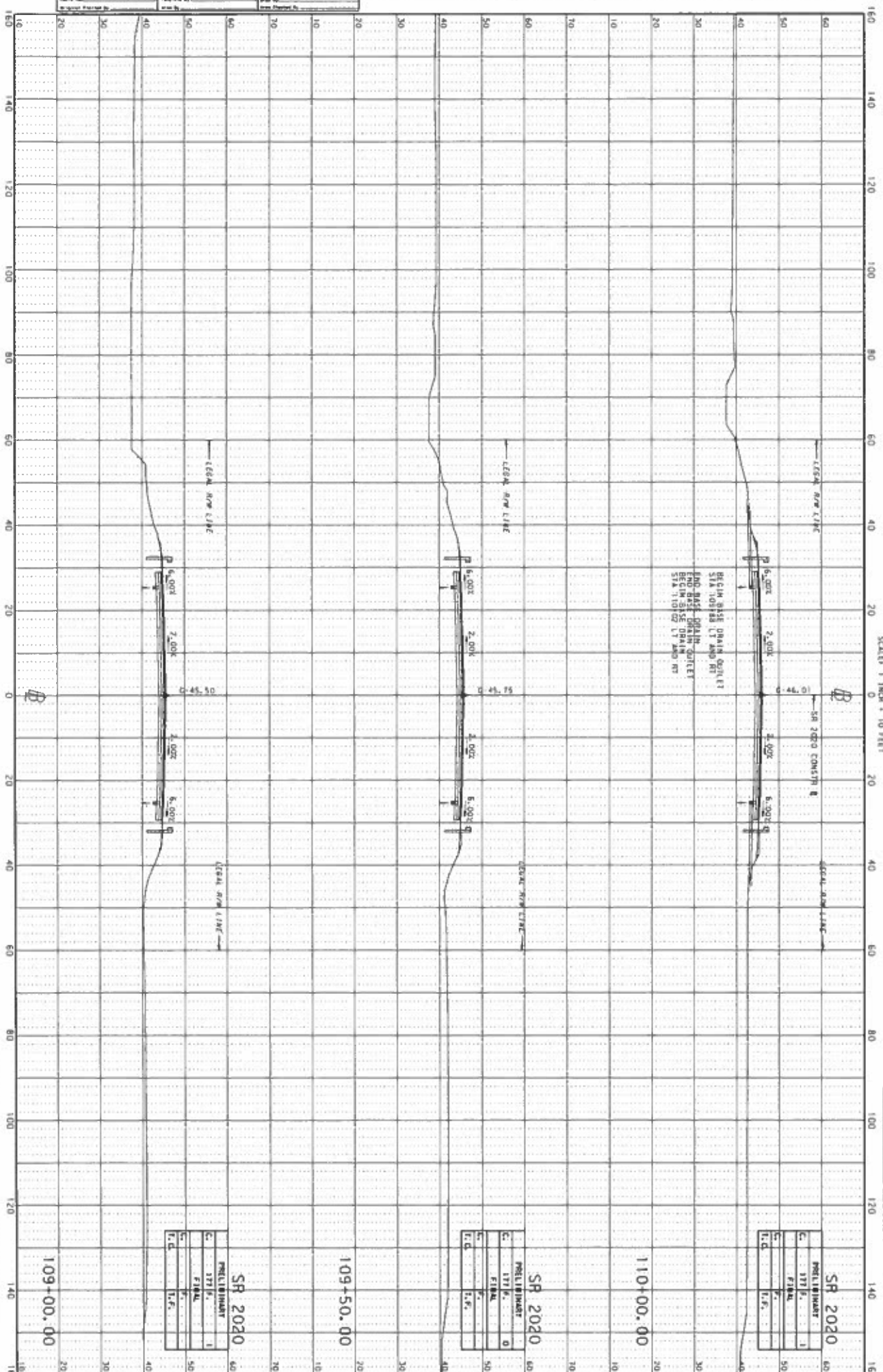
107+50.00

108+00.00

108+50.00

Project No.	Drawn By	Check By
Sheet No.	Scale	Date
Project Name	Project No.	Drawn By

OPERATOR: FILE NAME: G:\60042141\Roadway Supplement\Civil\Design\Cross Sections\15 P&E 5-29-2012.dgn PLOTTED: 7/16/2012



PROPERTY, STATE OF MISSOURI
 CROSS SECTIONS
 SCALE: 1" = 10' + 10' FEET

FILE NO.	DATE	BY	CHKD BY	DATE
67-0	8/20/15			
67-0	8/20/15			
67-0	8/20/15			

SR 2020

PROLIMINARY	1
FINAL	0
TOTAL	1

SR 2020

PROLIMINARY	1
FINAL	0
TOTAL	1

SR 2020

PROLIMINARY	1
FINAL	0
TOTAL	1

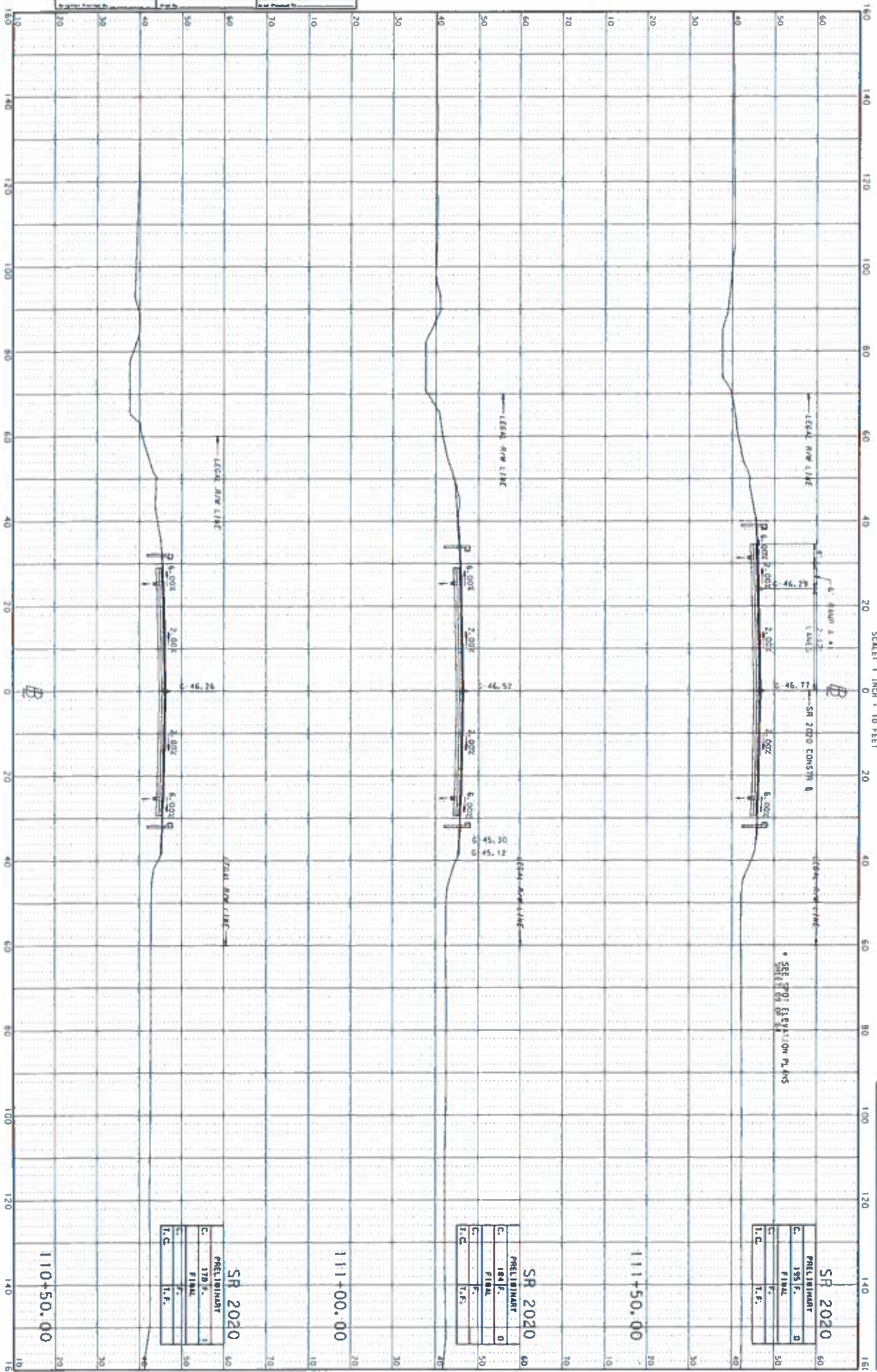
109+00.00

109+50.00

110+00.00

Drawn By: [Blank]	Checked By: [Blank]	Project No: [Blank]
Scale: [Blank]	Date: [Blank]	Sheet No: [Blank]

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET



SR 2020

C	135.1	D
F	1.0	
L.C.	1.0	

SR 2020

C	144.1	D
F	1.0	
L.C.	1.0	

SR 2020

C	179.1	D
F	1.0	
L.C.	1.0	

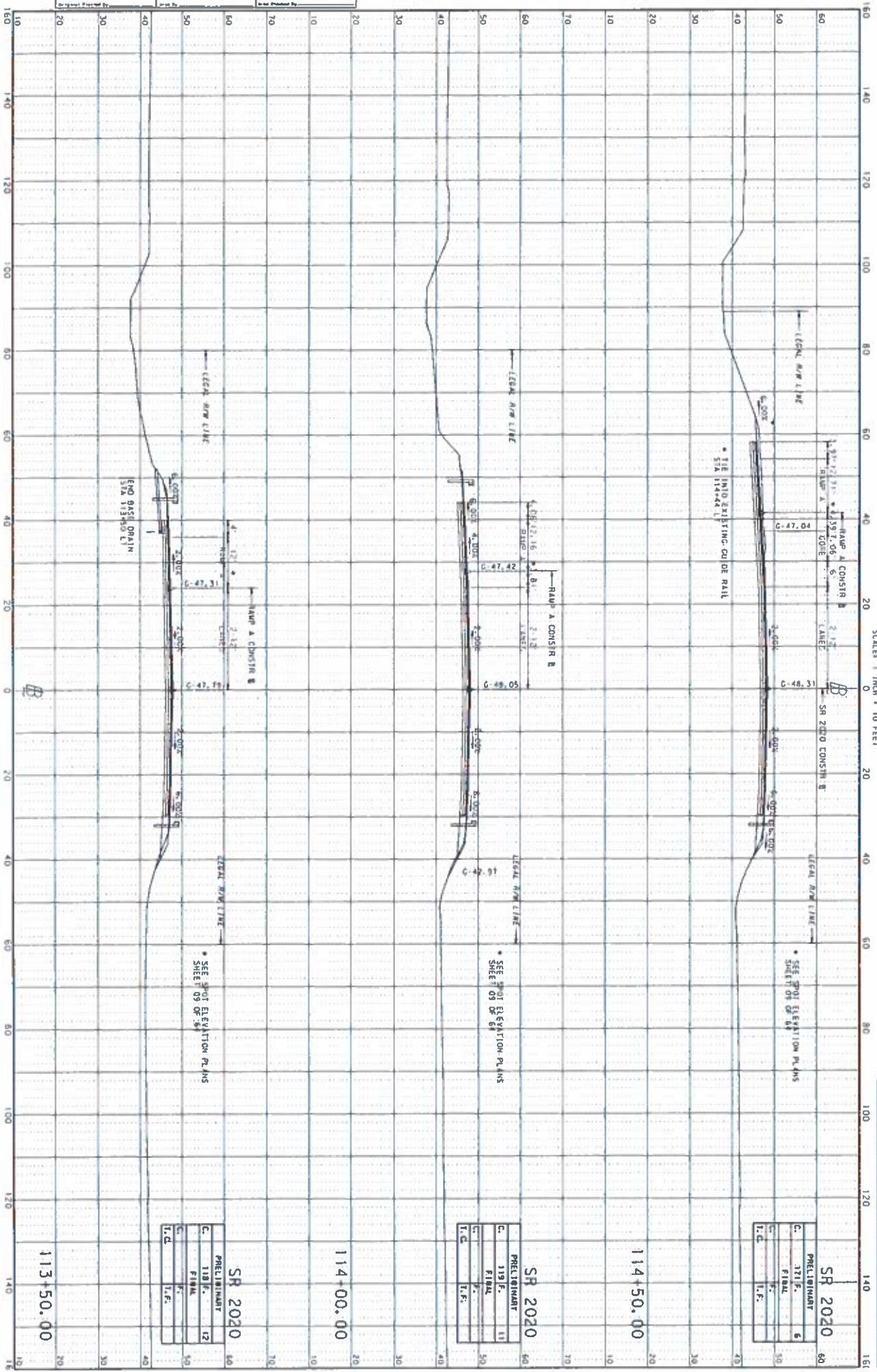
110+50.00

111+00.00

111+50.00

Sheet	1	Scale	1" = 10'	Date	09/09/12
Project	2020I AB1	Author	[Blank]	Drawn	[Blank]

Drawn By: _____	Checked By: _____	Project No: _____
Design Date: _____	Scale: _____	Sheet No: _____
Drawn By: _____	Checked By: _____	Project No: _____
Design Date: _____	Scale: _____	Sheet No: _____



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

DATE:	2012	SCALE:	1" = 10 FEET
PROJECT:	SR 2020	SHEET:	11 OF 34

SR 2020

PRELIMINARY	6
C. 171 F.	6
FILL	10
C. 15	10
T.C.	15

SR 2020

PRELIMINARY	11
C. 119 F.	11
FILL	50
C. 15	50
T.C.	15

SR 2020

PRELIMINARY	12
C. 118 F.	12
FILL	10
C. 15	10
T.C.	15

SR 2020

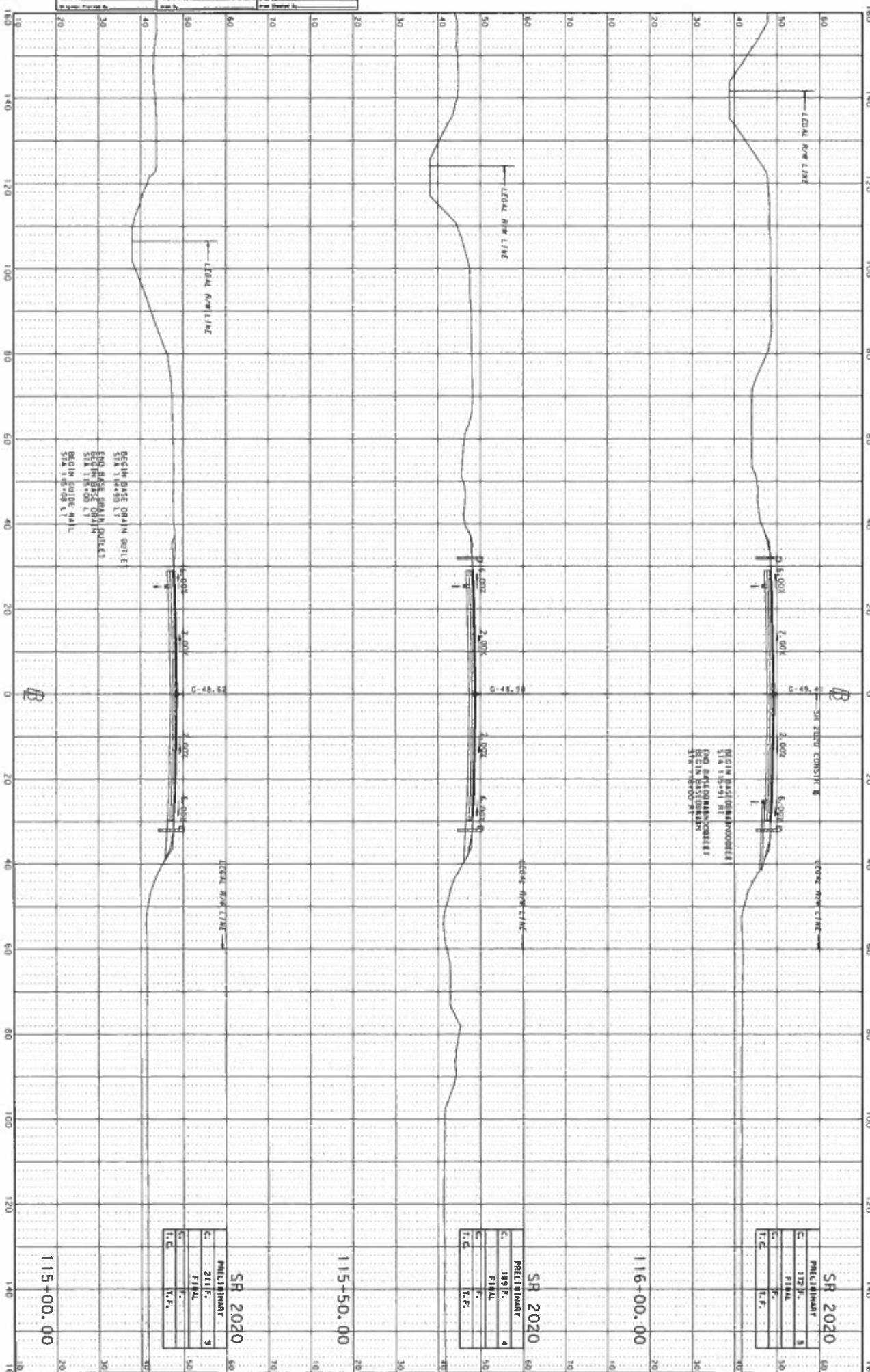
PRELIMINARY	12
C. 118 F.	12
FILL	10
C. 15	10
T.C.	15

113+50.00

114+00.00

114+50.00

App. No.:	Checked By:	Date Plotted By:
Scale:	Scale:	Date:
By:	By:	By:



VERTICAL SPACING OF TRANSFORMATION
 CROSS SECTIONS
 SCALE 1" = 10 FEET

DATE	BY	SCALE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
6-0	BUCKS	2020 AM		12 OF 94	

SR 2020

PRELIMINARY	3
FINAL	4
T.C.	5
T.F.	6

SR 2020

PRELIMINARY	4
FINAL	5
T.C.	6
T.F.	7

SR 2020

PRELIMINARY	5
FINAL	6
T.C.	7
T.F.	8

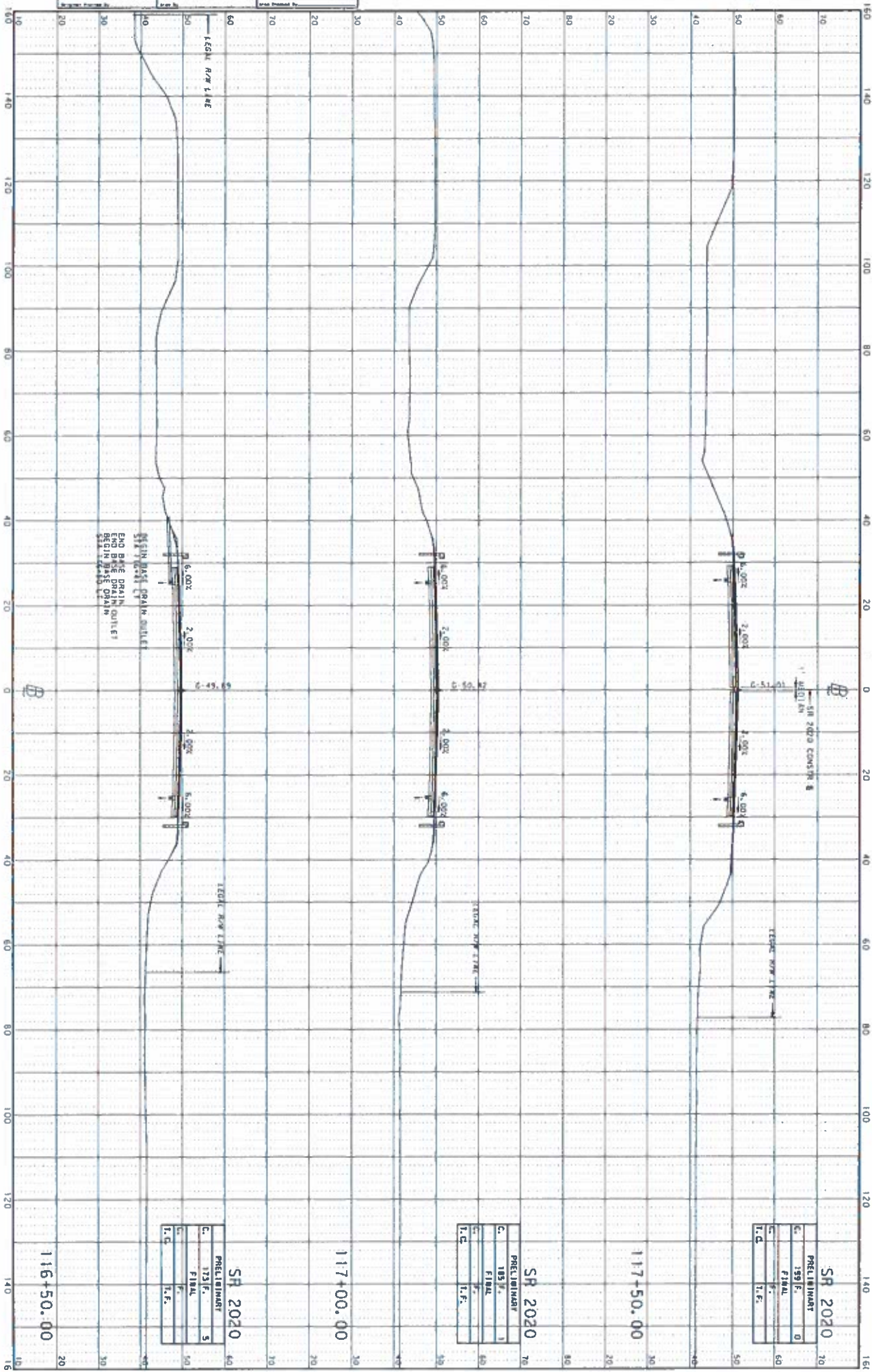
115+00.00

115+50.00

116+00.00

Operator	Checked By	Drawn By
FILE NAME: C:\60042141\Roadway Supplement\11\Design Cross Sections\SS PS&E 5-29-2012.dgn		

OPERATOR: FILE NAME: C:\60042141\Roadway Supplement\11\Design Cross Sections\SS PS&E 5-29-2012.dgn PLOTTED: 7/16/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

DATE	DESCRIPTION	BY	SCALE	PROJECT NO.	DATE	PROJECT NO.	SCALE
6-01	00063	2020	1"	2020	117	2020	1.35" = 9'

SR 2020	
PRELIMINARY	0
FINAL	1
T.C.	1.5

SR 2020	
PRELIMINARY	1
FINAL	1
T.C.	1.5

SR 2020	
PRELIMINARY	5
FINAL	1
T.C.	1.5

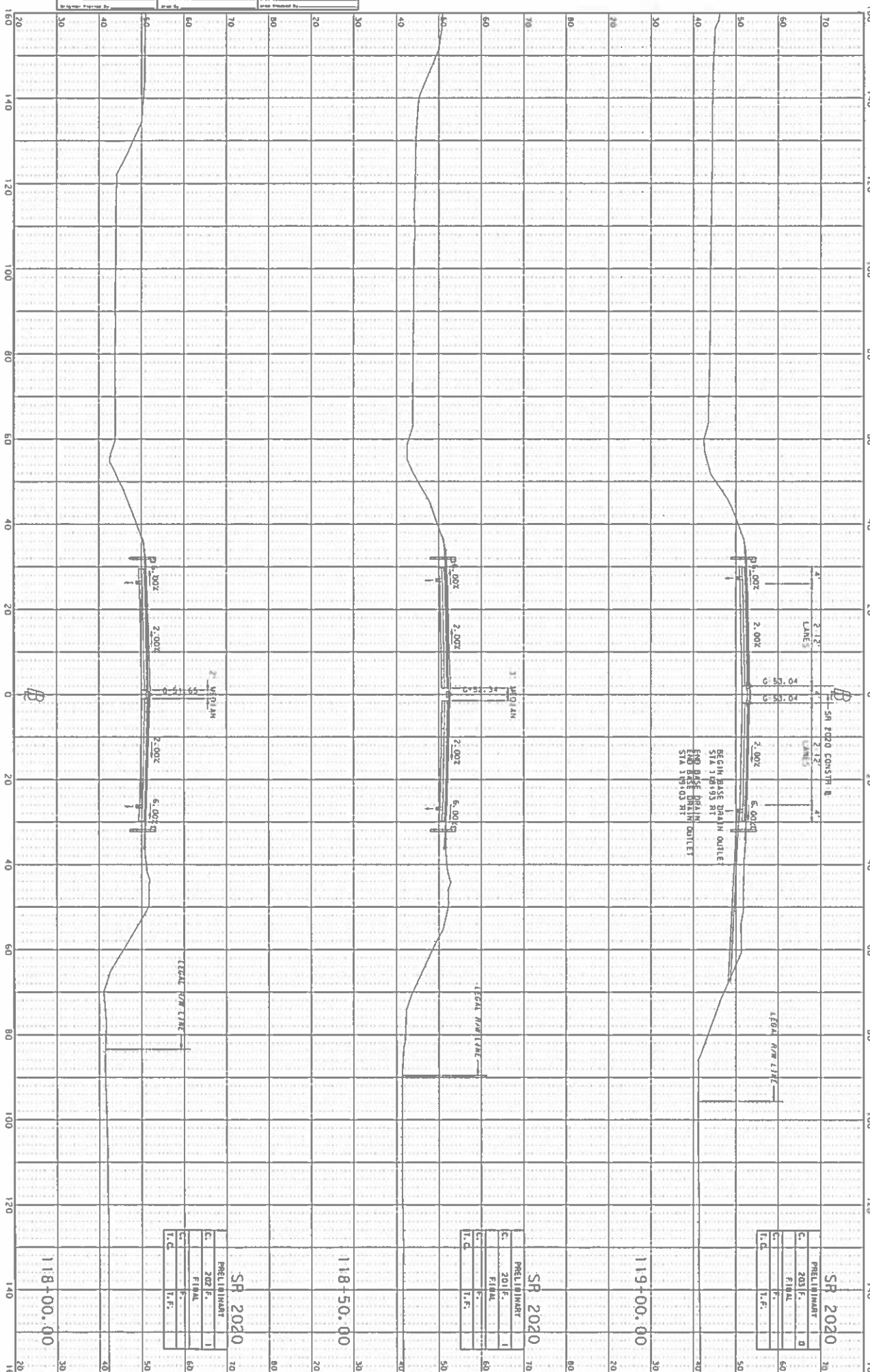
116+50.00

117+00.00

117+50.00

App'l Prepared By	Dr. Right: Drawn By	Check: Engineer By
Scale: 1/4"	Intersect: By	Grade: Checked By
Dr. Right: Prepared By	Dr. Right: By	Grade: Checked By

OPERATORS
 FILE NAME: G:\6204\141\Roadway Supplement\2\1\1\Design\Cross Sections\5 PS&E 5-29-20\2.dgn
 PLOTTED: 7/16/2012

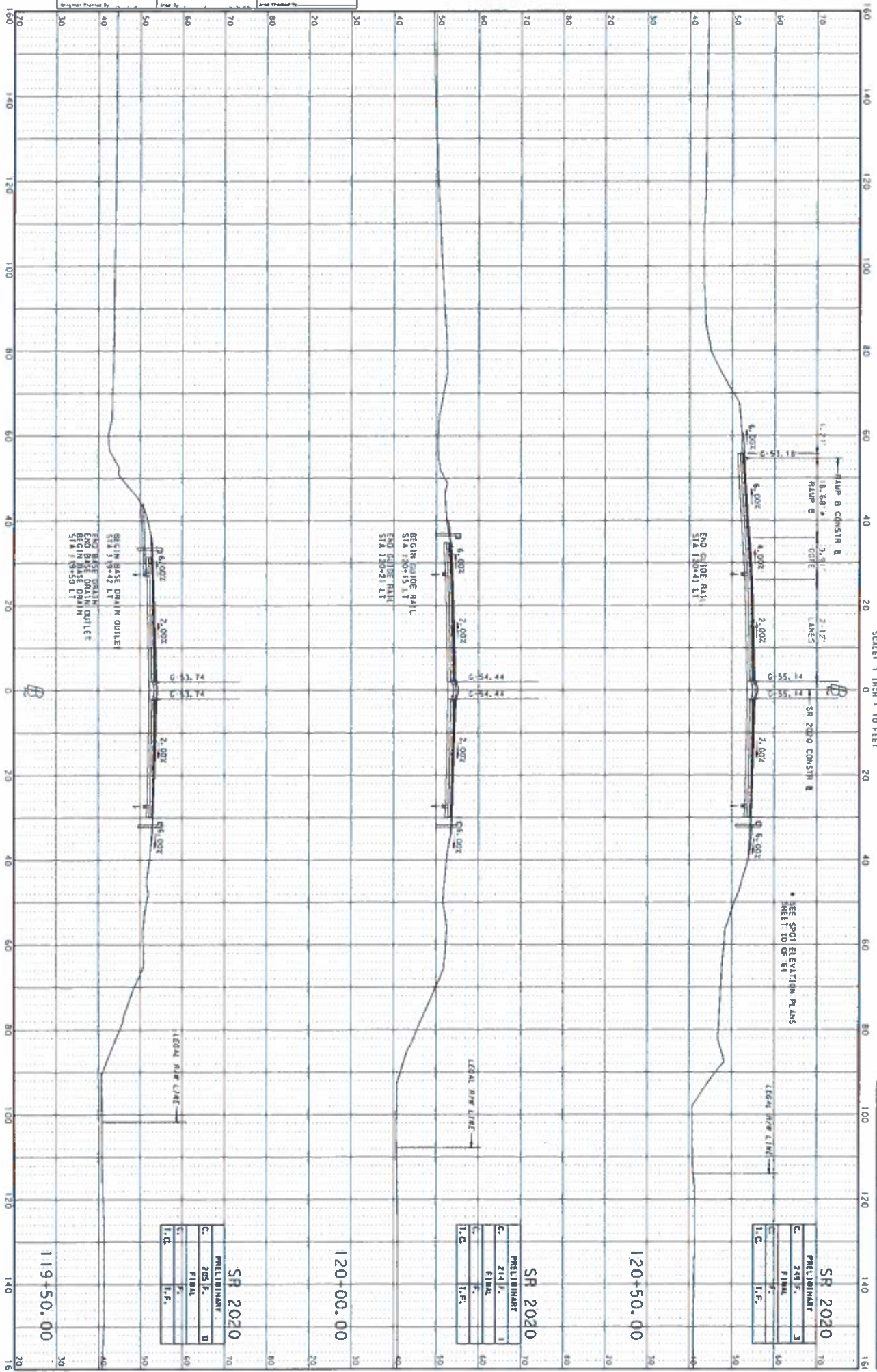


Sheet	Count	Scale	Plot Size	Plot Date	Sheet No.
60	2020	1/4"	11x17	7/16/2012	140 of 144

App. Made by:	Drawn by:	Checked by:
Design:	Scale:	Date:
Project No.:	Sheet No.:	Total Sheets:

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Sheet No.	1506-94
Project No.	2020I AV1
Contract No.	BURKS
Scale	1" = 10'



SR 2020

PRELIMINARY	3
C. 243 F.	
F. 11.0	
T.C. 11.0	

SR 2020

PRELIMINARY	1
C. 214 F.	
F. 11.0	
T.C. 11.0	

SR 2020

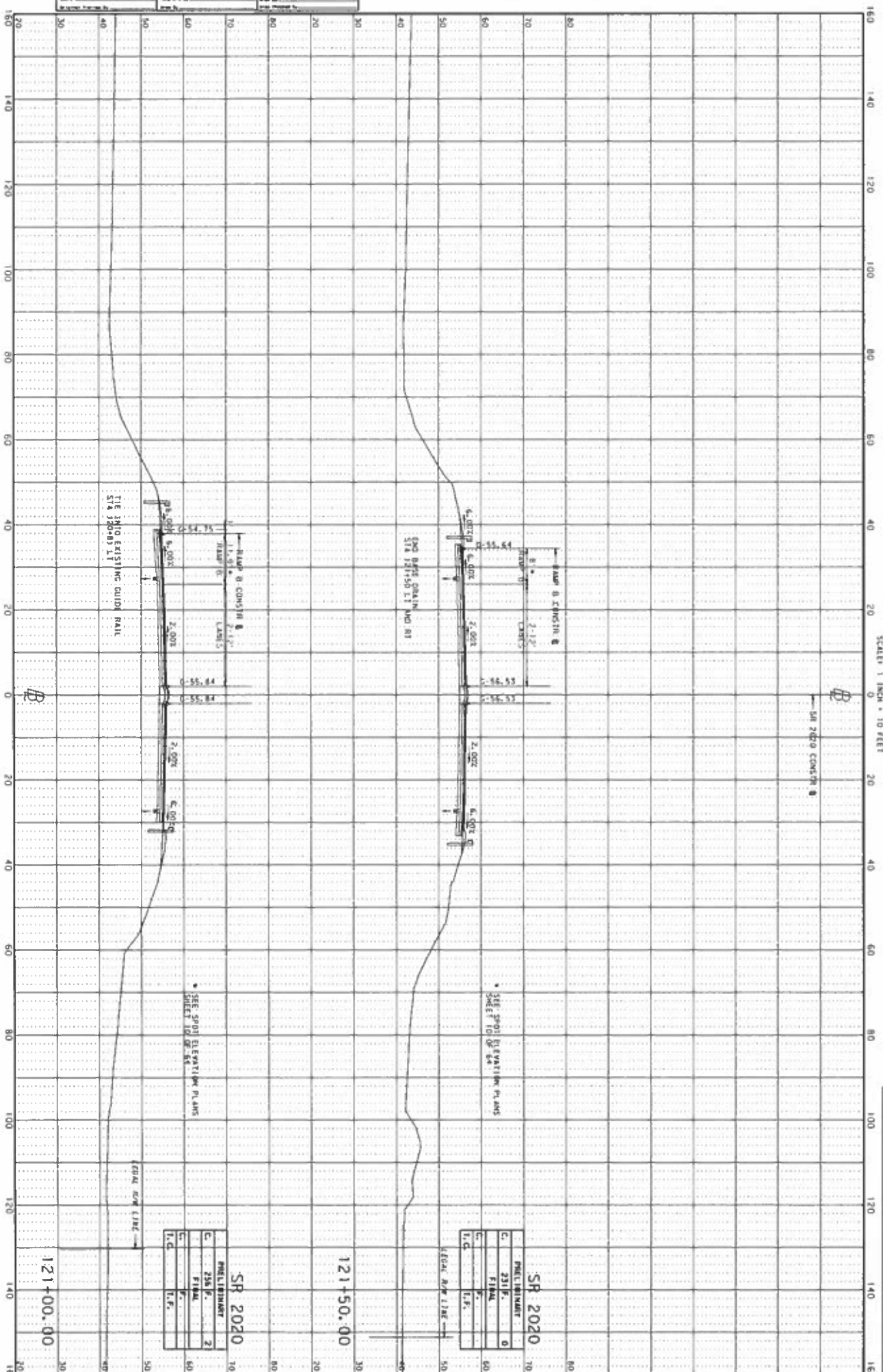
PRELIMINARY	0
C. 205 F.	
F. 11.0	
T.C. 11.0	

119+50.00

120+00.00

120+50.00

App. Checked By:	Checked By:	Checked By:
Drawn By:	Drawn By:	Drawn By:
Approved By:	Approved By:	Approved By:



PROPORTIONAL DIMENSIONS OF REPRESENTATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

Sheet No.	16 OF 94
Project No.	2020
Contract No.	6-0
Revision No.	0
Revision Description	

SR 2020

INCL. SHEET	0
FINAL	0
L.F.	

LEOCL. RW LINE

SR 2020

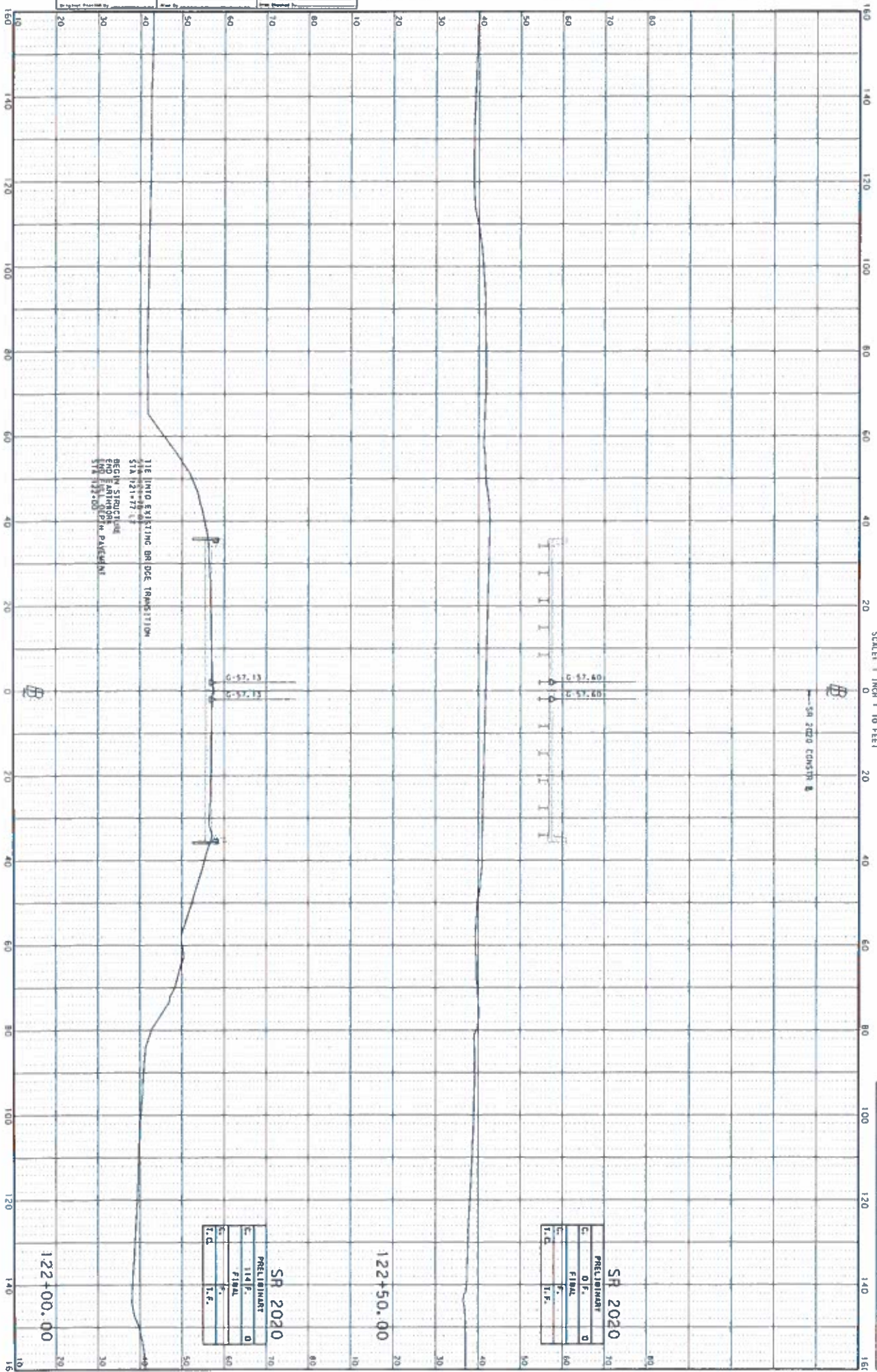
INCL. SHEET	2
FINAL	2
L.F.	

LEOCL. RW LINE

121+00.00

121+50.00

App. Modified By:	Dr. Right: Prepared By:	Scale: Proposed By:
Drawn By:	Language By:	Drawn By:
Dr. Right: Checked By:	Drawn By:	Drawn By:



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Sheet No.	1769-91
Project No.	2020 AB1
Contract No.	6-01
Division	BURKS

SF 2020	
CL	0.15
FL	0.15
FD	1.15

SR 2020	
CL	1.14
FL	0
FD	1.14

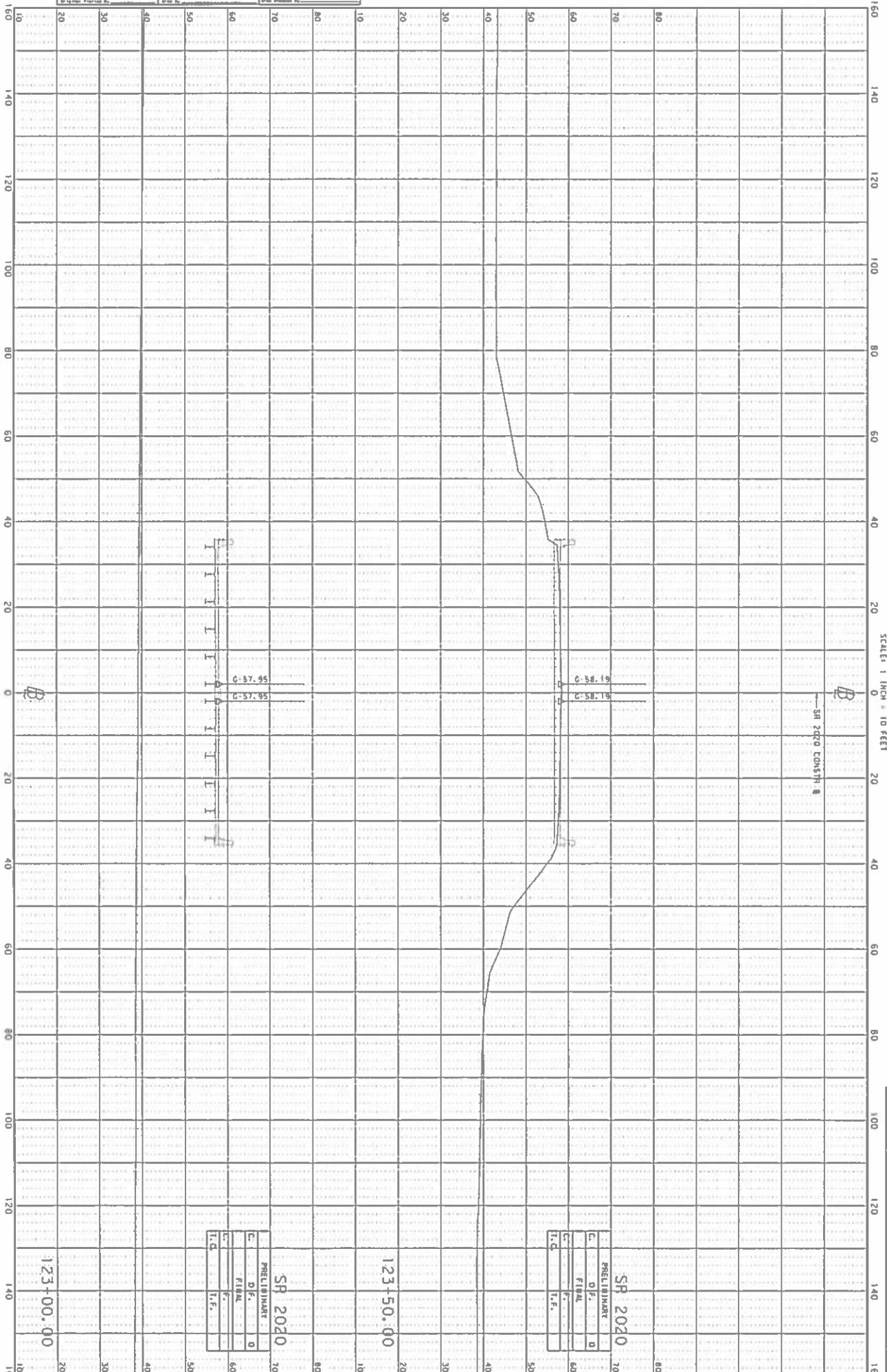
122+50.00

122+00.00

11E INTO EXISTING BRIDGE TRANSITION
BEGIN STRUCTURE
END BRIDGE
END PAVEMENT

App'l Name: []	Drawn By: []	Printed By: []
Sheet No: []	Checked By: []	Plot Date: []
Project Name: []	Scale: []	Plot Size: []

OPERATOR: FILE NAME: G:\16054214\Roadway Supplement\Civil\Design\Cross Sections\SR 2020\PSAE 5 29 2012.dgn PLOTTED: 7/16/2012



PROJECT: SR 2020 CONSTN. R.
SCALE: 1" = 10 FEET

Sheet No.	180 of 94
Project Name	SR 2020 CONSTN. R.
Date	7/16/2012
Scale	1" = 10 FEET

SR 2020	
PRELIMINARY	0
D.F.	0
FINAL	0
T.C.	1.5

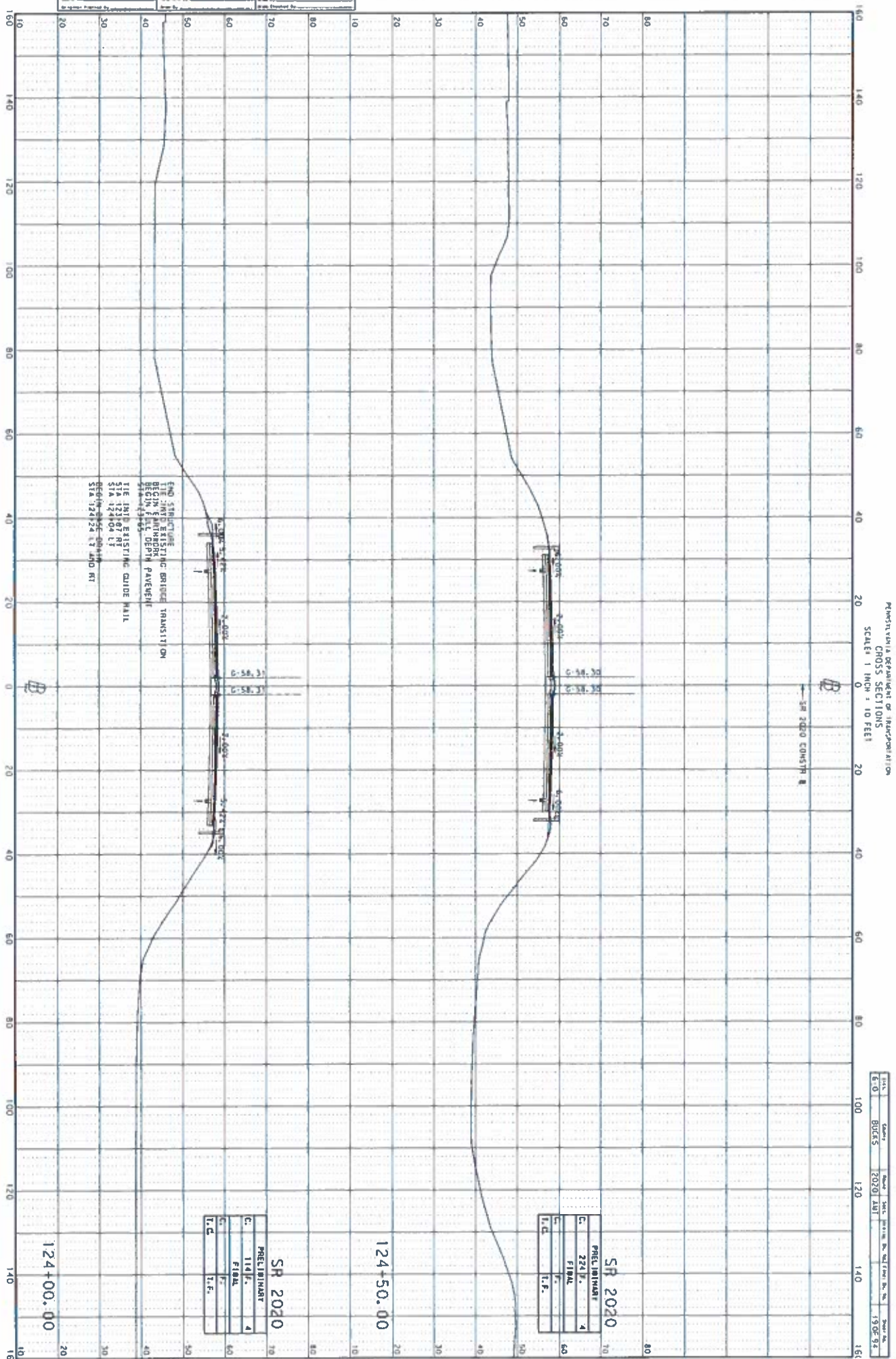
SR 2020	
PRELIMINARY	0
D.F.	0
FINAL	0
T.C.	1.5

123+00.00

123+50.00

App. Name: _____
 Drawn By: _____
 Checked By: _____
 Date: _____
 Scale: _____
 Plot Date: _____

OPERATOR: _____
 FILE NAME: G:\6042141\Roadway Supplement\Civil\Design\Cross Sections\15 #SE 5 29 2012.dgn
 PLOTTED: 7/16/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

DATE	DESIGNER	SCALE	DATE	SCALE	DATE	SCALE
6-01	BOUCES	2020J AWT				1996-97

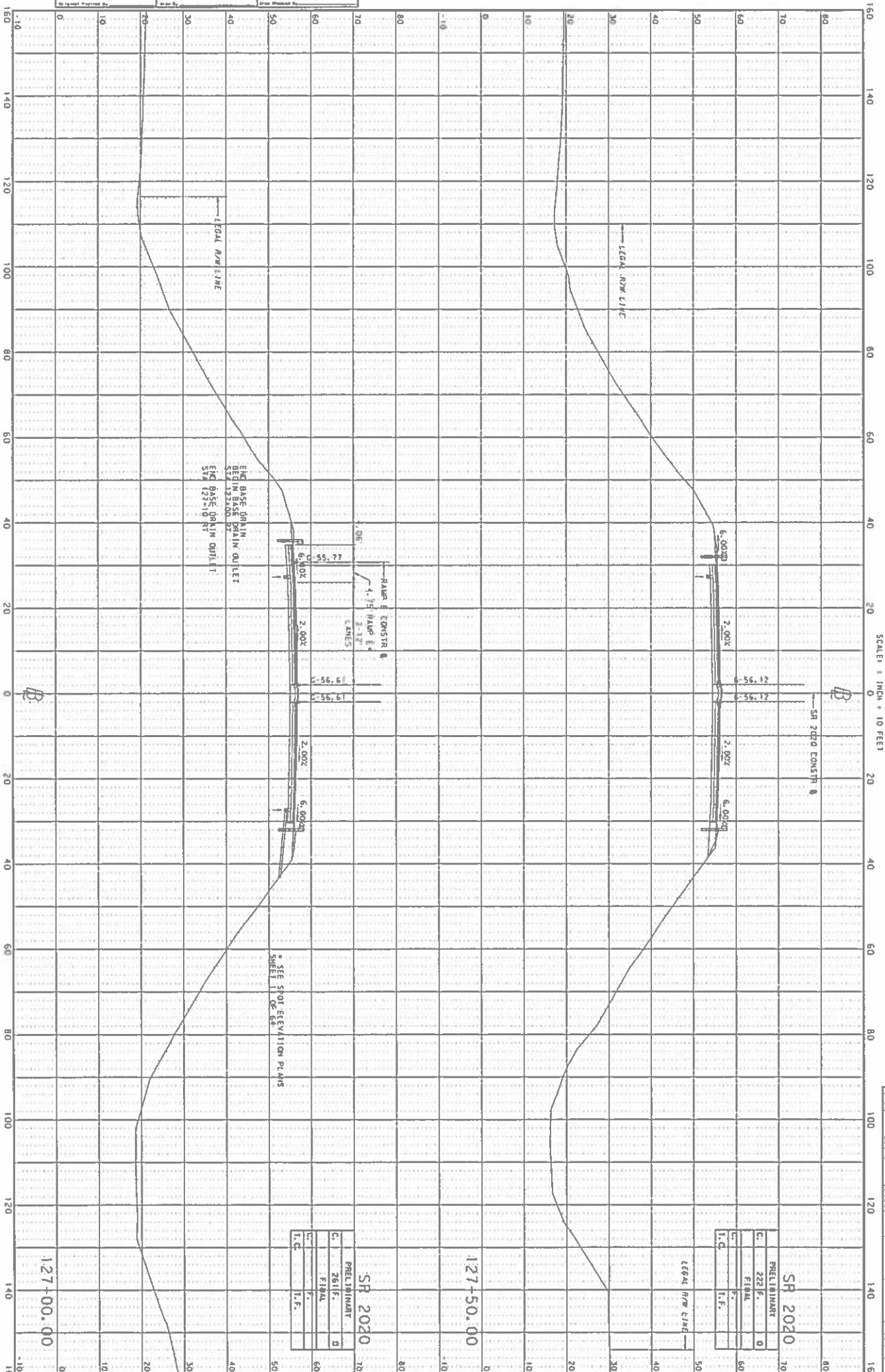
SR 2020	
C	114 F.
F	FLANK
T.C.	7 F.

SR 2020	
C	114 F.
F	FLANK
T.C.	7 F.

124+50.00

124+00.00

App. Made On: _____	By: _____	Checked By: _____
App. Made By: _____	Checked By: _____	App. Made By: _____



APPROXIMATE PLACEMENT OF TRANSPORTATION CROSS SECTIONS SCALE: 1" = 10 FEET

DATE	BY	SCALE	PROJECT NO.	SHEET NO.
6-0	BUCKS	2020		27 OF 94

SR 2020	
PRELIMINARY	0
FINAL	1
T.F.	1

SR 2020	
PRELIMINARY	0
FINAL	1
T.F.	1

127+00.00

127+50.00

SEE SPOT ELEVATION PLANS SHEET 1 OF 64

SEE BASE DRAIN LINE OUTLET
STATION 127+00.00
STATION 127+50.00

RAWD CONSTR
4.5' x 1.5' MANHOLE
2.17'

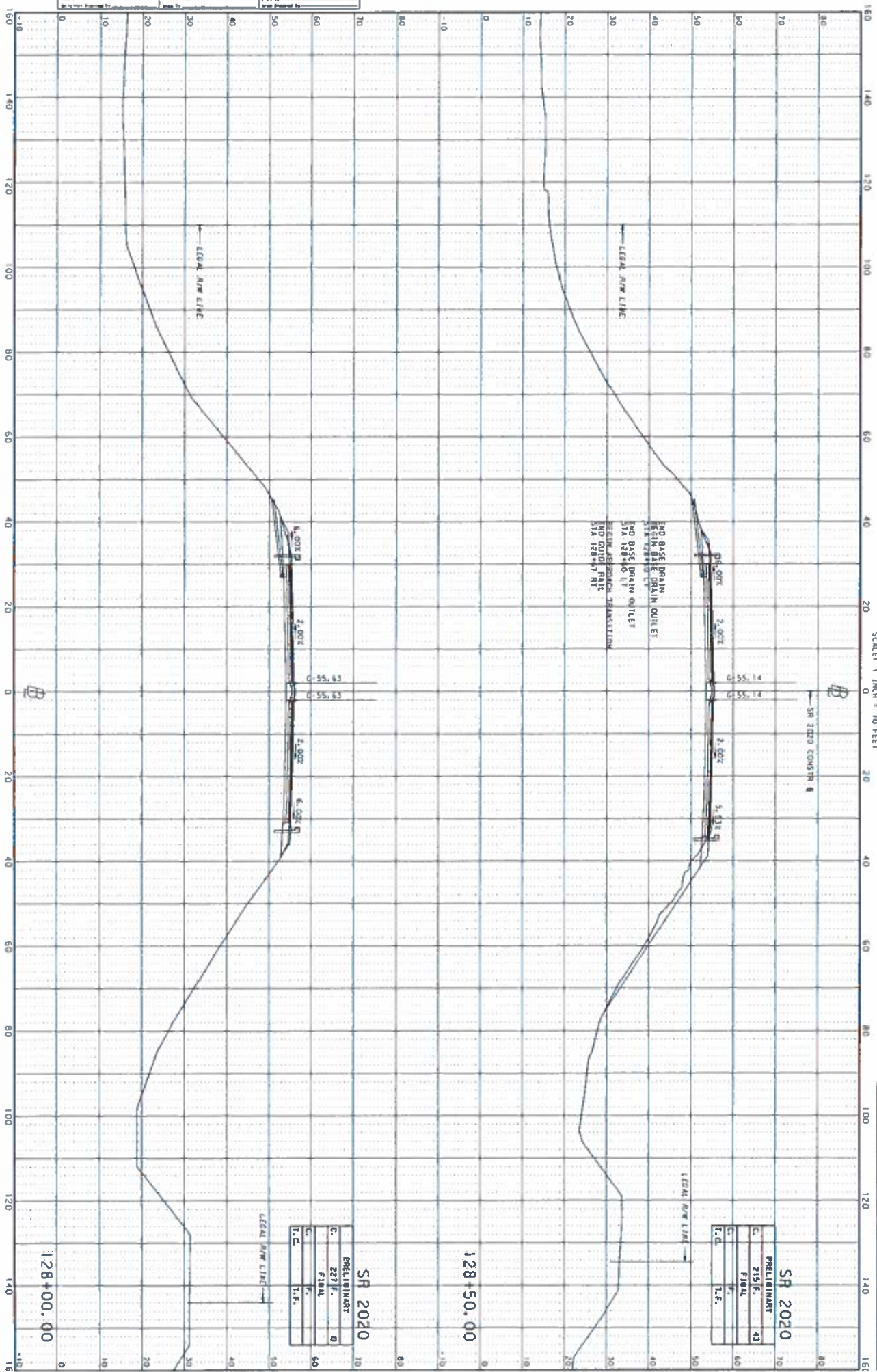
SR 2020 CONSTR

LEGAL R/W LINE

LEGAL R/W LINE

Project Name: _____	Drawn By: _____	Checked By: _____
Scale: _____	Date: _____	Project No.: _____
Sheet No.: _____	Sheet Title: _____	Sheet Size: _____

OPERATOR: FILE NAME: C:\0047141-Roadway Supplements\047141\Design\Cross Sections\SR 2020\PSLE 5 29 2012.dgn PLOTTED: 7/16/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Sheet No.	230 of 98
Project No.	SR 2020
Sheet Title	CROSS SECTIONS
Scale	1" = 10'

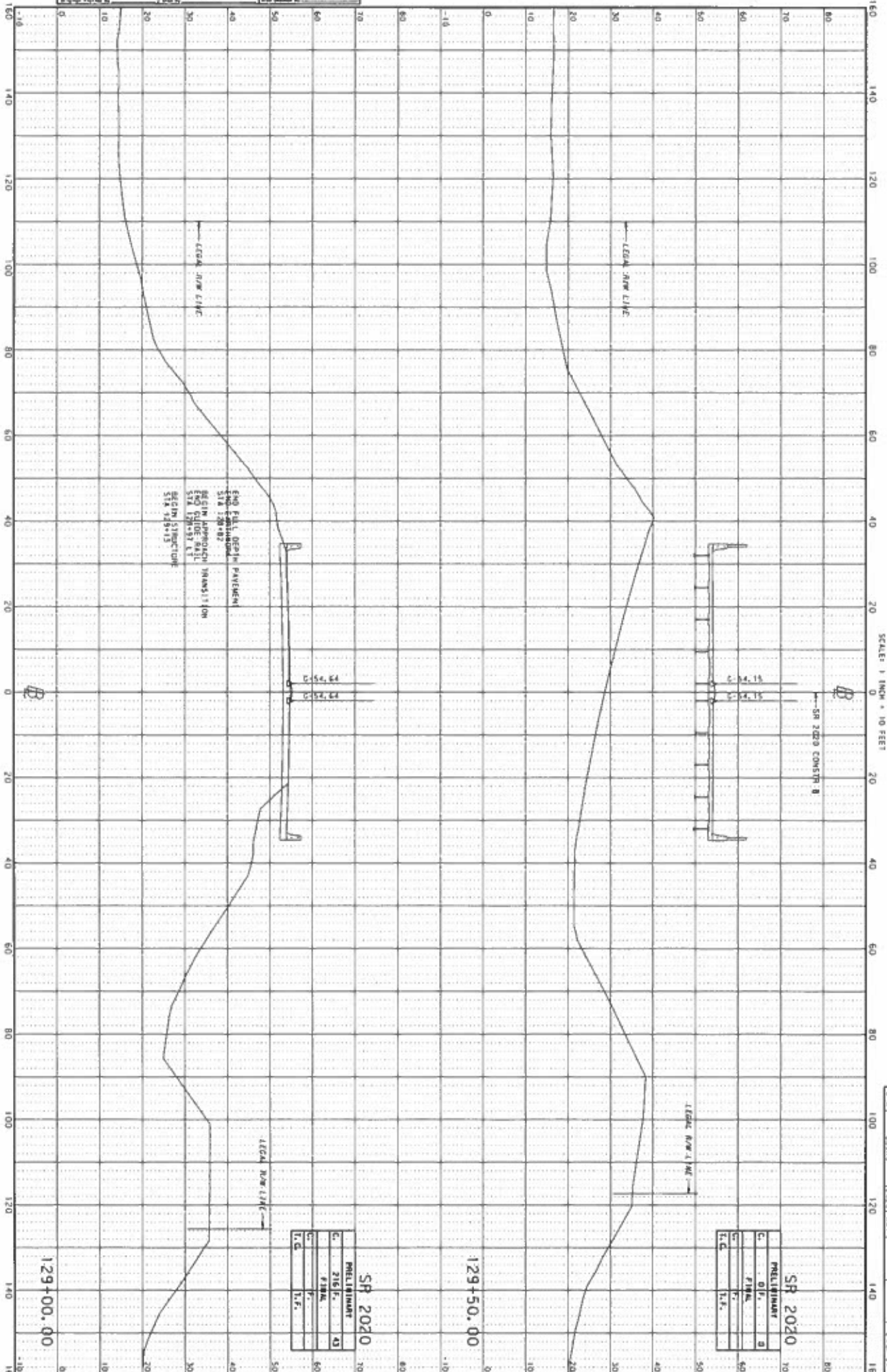
SR 2020	
C.	PRELIMINARY
F.	FINAL
T.C.	1-F

SR 2020	
C.	PRELIMINARY
F.	FINAL
T.C.	1-F

128+00.00

128+50.00

OPERATOR: FILE NAME: G:\60942141\Roadway Supplement\Civil\Design\Cross Sections\15 P&E 5-25-2012.dgn
 DATE PLOTTED: 7/16/2012
 PLOTTED BY:



MISSOURI DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

DATE	DESIGNED	CHECKED	DATE	SCALE	PROJECT NO.	FILE NO.	SHEET NO.
6/0	6/25/15	7/27/15	JAV				24 OF 34

SR 2020

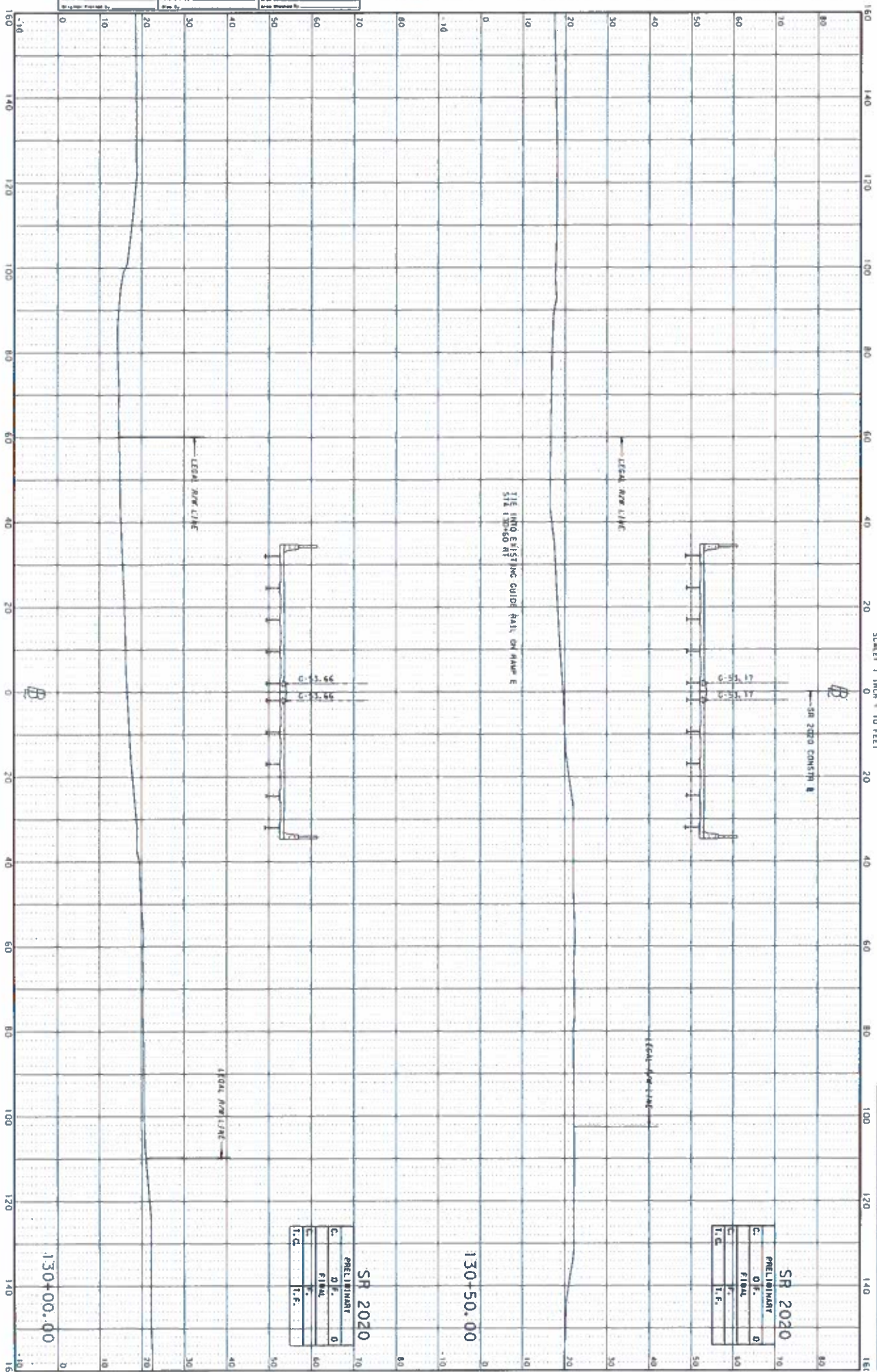
DATE	DESIGNED	CHECKED
6/0	6/25/15	7/27/15
FILE NO.	PROJECT NO.	SHEET NO.
15 P&E		24 OF 34

SR 2020

DATE	DESIGNED	CHECKED
6/0	6/25/15	7/27/15
FILE NO.	PROJECT NO.	SHEET NO.
15 P&E		24 OF 34

50% FILL, 50% CUT - PAVED
 1" = 10' HORIZONTAL
 1" = 10' VERTICAL
 129+20+87
 129+20+87
 129+20+87
 129+20+87
 129+20+87
 129+20+87

Project Name:	Drawn By:	Project No.:
Scale:	Checked By:	Date:
Author:	Appr. By:	Sheet No.:
Drawn:	Scale:	Total Sheets:



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

Sheet	25 OF 93
Project	SR 2020
Date	7/16/2012

SR 2020

PRELIMINARY	0
FINAL	0
TOTAL	0

SR 2020

PRELIMINARY	0
FINAL	0
TOTAL	0

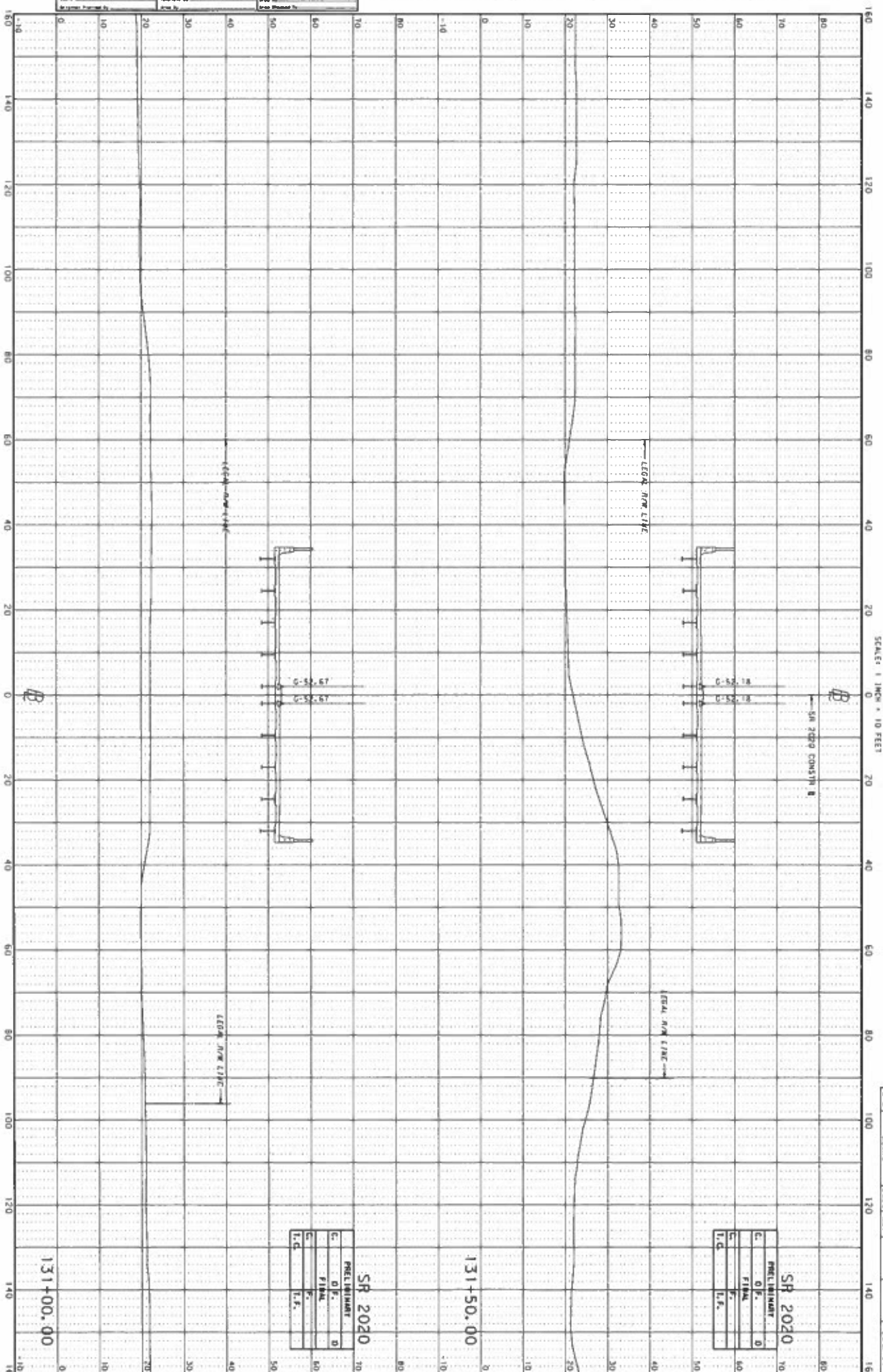
130+00.00

130+50.00

App. Number: _____	App. Number: _____	Project Name: _____
Drawn By: _____	Checked By: _____	Scale: _____
App. Number: _____	App. Number: _____	App. Number: _____

OPERATION: FILE NAME: G:\60042141\Roadway Supplement\Ch1\1\Design\Cross Sections\15 PS&E 5-29-2012.dgn

PLOTTED: 7/16/2012



MINNESOTA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

DATE	DESCRIPTION	BY	SCALE	PROJECT NO.	SHEET NO.
8-0	REVISED	2012	1:10		26 OF 34

SR 2020

C	0
O.P.	0
FINAL	10
L.C.	L.F.

SR 2020

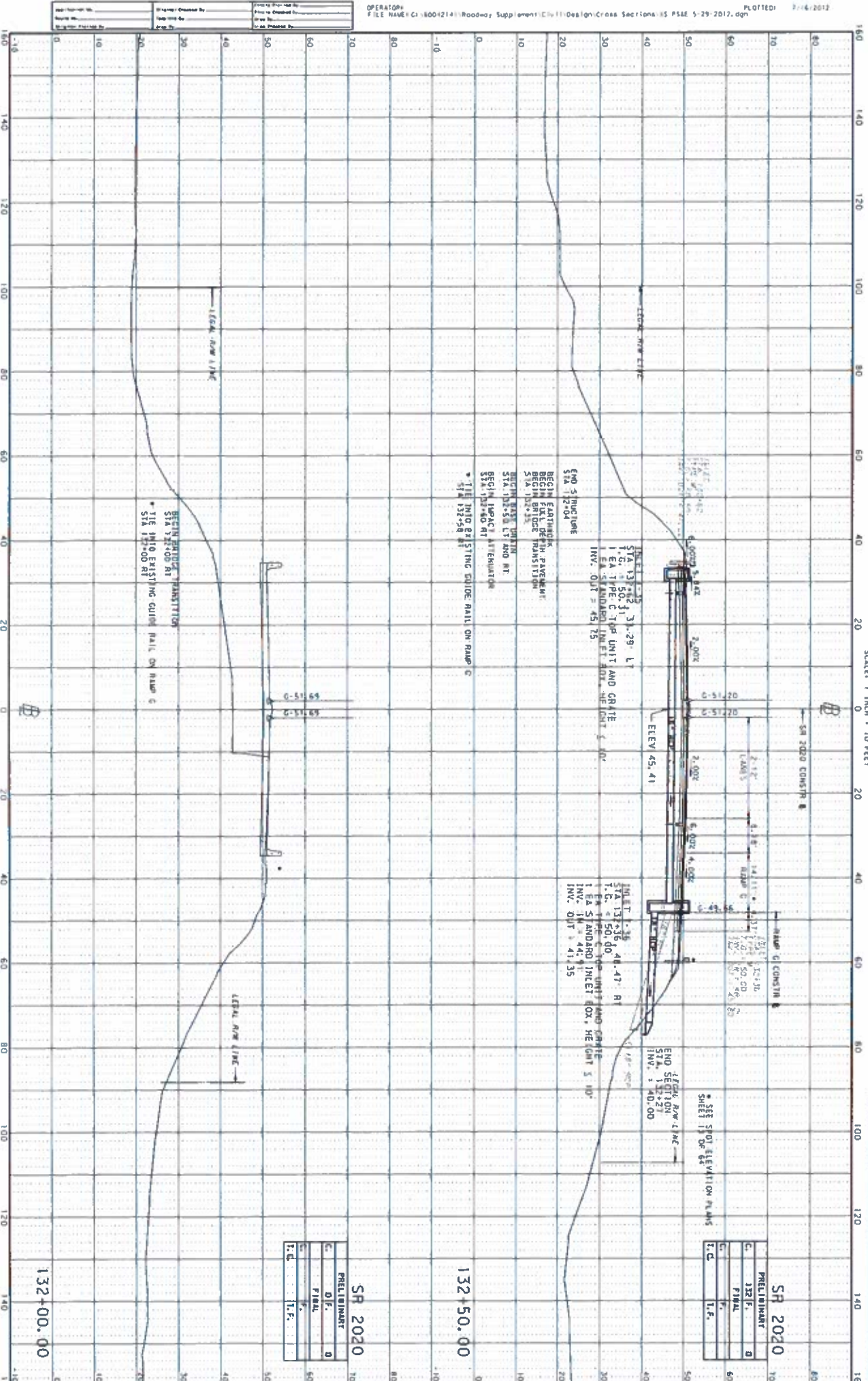
C	0
O.P.	0
FINAL	10
L.C.	L.F.

131+00.00

131+50.00

PLANNING & DESIGN DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

DATE	DESCRIPTION	BY	CHECKED
5-0	2020/10/18		



SR 2020	
C	PRELIMINARY
D	132 F
E	FINAL
F	60
G	1.5

SR 2020	
C	PRELIMINARY
D	132 F
E	FINAL
F	60
G	1.5

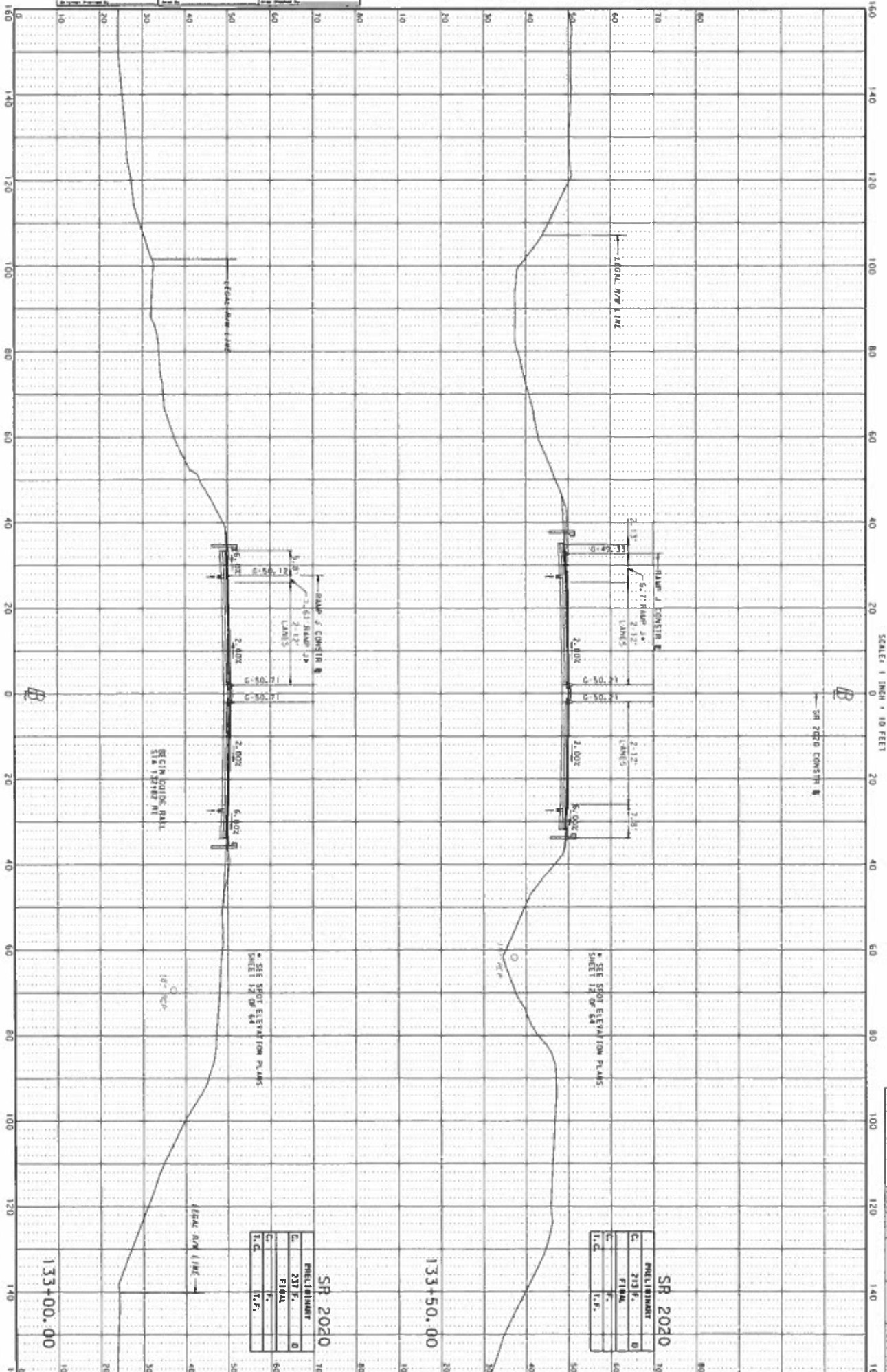
132+00.00

132+50.00

OPERATOR	FILE NAME	DATE
FILE NAME: C:\80042141.Roadway Supplement City\Design\Cross Sections\SR 2020\2017.dgn	2/16/2012	

Project No.	Contract No.	Sheet No.
Sheet No.	Stationing	Scale
Drawn By	Checked By	Approved By

OPERATOR: FILE NAME: D:\40047111\Roadway_Supplemental\Drawings\Cross Sections\SR 2020.dwg PLOTTED: 7/16/2012



PORTLAND DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

TITLE	DATE	BY	CHKD	APP'D
6-0	BLUES	2020	AMT	2020

SR 2020

PRELIMINARY	D
213 F.	D
FINAL	
T.C.	

SR 2020

PRELIMINARY	D
237 F.	D
FINAL	
T.C.	

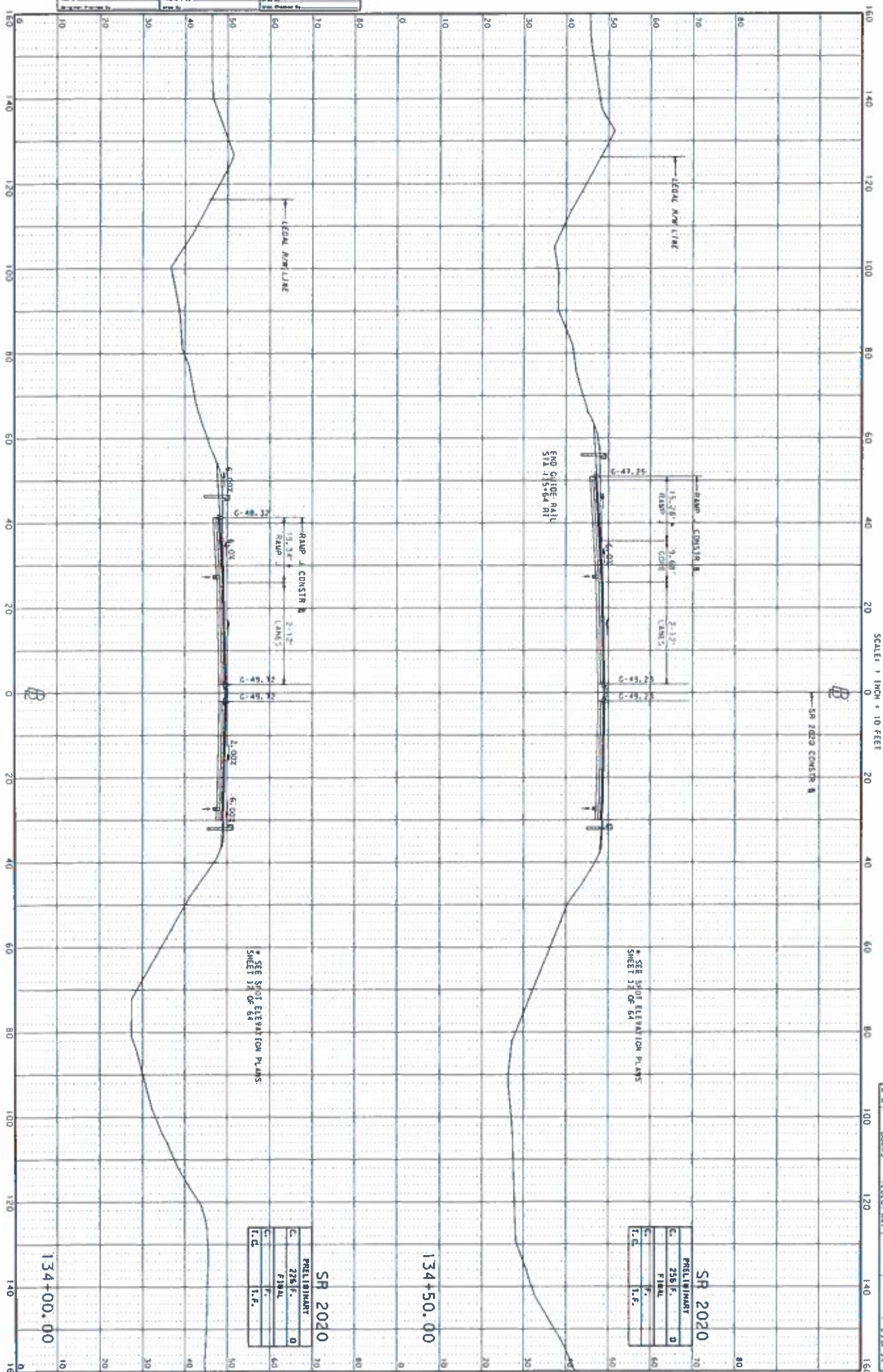
133+00.00

133+50.00

App: 11/11/11
 Name: 11/11/11
 Date: 11/11/11

OPERATOR:
 FILE NAME: C:\600421\11\Roadway Supplement\11\11\Design\Cross Sections\SR 2020.dgn

PLOTTED: 7/16/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10' FEET

Sheet	6-0	Project No.	SR 2020
Block	BUCS5	Revision No.	19 OF 94
Date	2020 JAN	Drawn By	

SR 2020

CL	235 F.	D
CR	FINAL	
LD	1. F.	

SR 2020

CL	226 F.	0
CR	FINAL	
LD	1. F.	

134+00.00

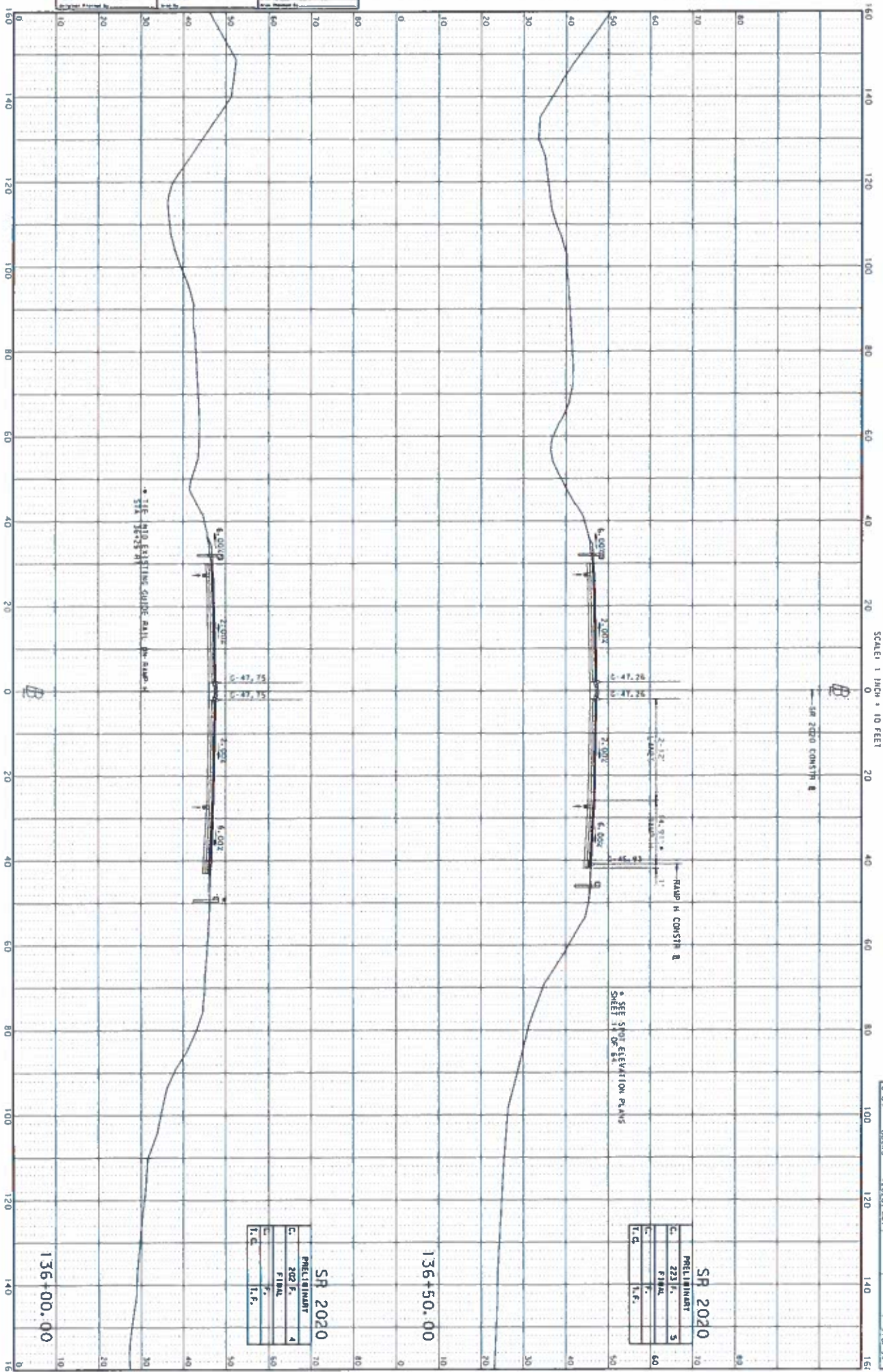
134+50.00

* SEE SPOT ELEVATION PLANS SHEET 3 OF 64

* SEE SPOT ELEVATION PLANS SHEET 3 OF 64

Prepared By	Checked By	Scale
Drawn By	Reviewed By	Notes
Project No.	Sheet No.	Date

OPERATOR: FILE NAME: C:\60042141\Roadway Supplement\CH\1\Design\Cross Sections\SR PS&E 5-29-2012.dgn PLOTTED: 7/16/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1"=40' HORIZ. 1"=10' VERT.

Project No.	2020
Sheet No.	5
Date	7/16/2012

SR 2020	
C.	2231 F.
L.	8.144
L.C.	1.6

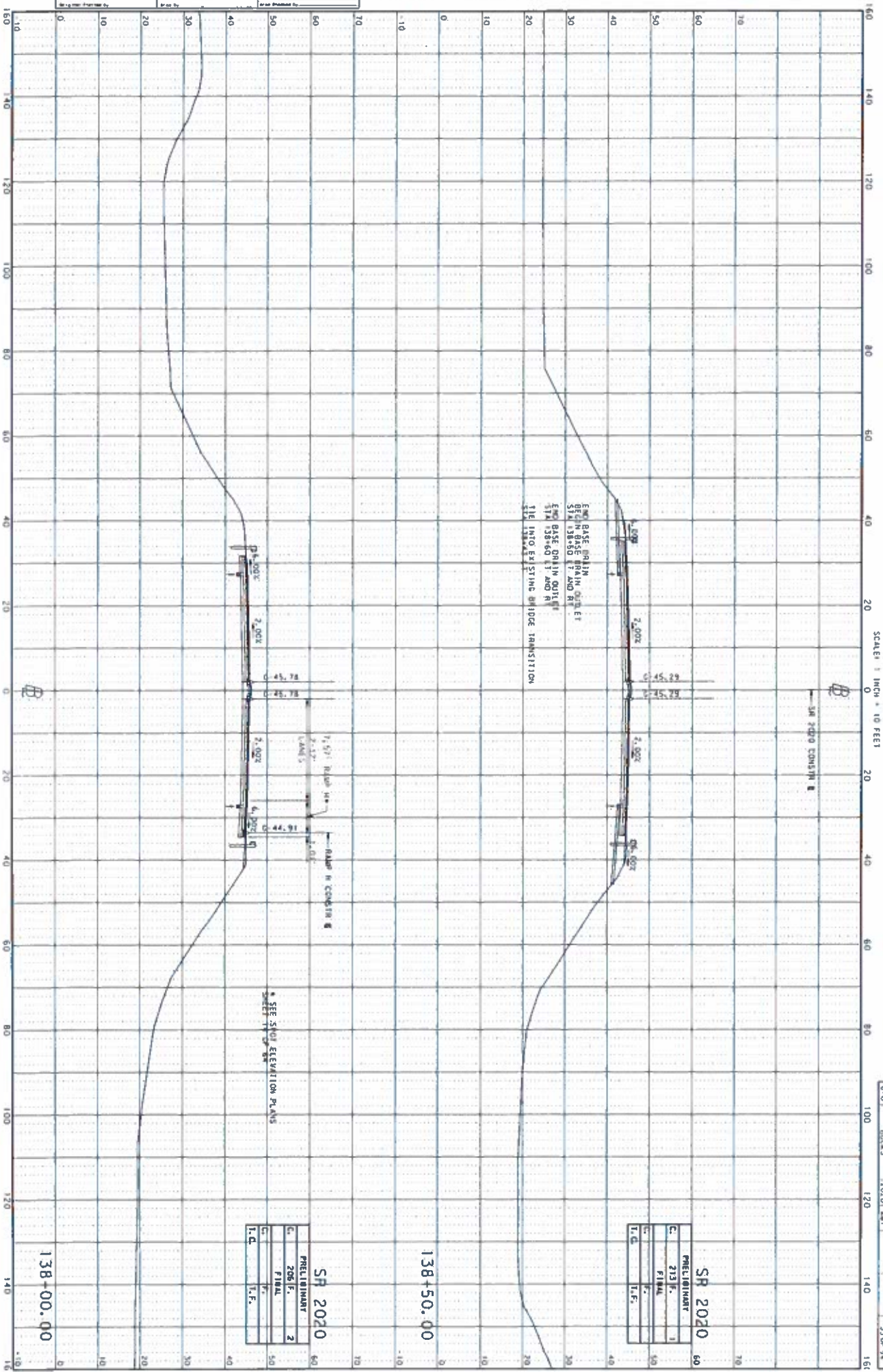
SR 2020	
C.	202 F.
L.	7.144
L.C.	1.6

136+50.00

136+00.00

Appr. Engineer By:	Design Checked By:	Project Number:
Checked By:	Appr. Engineer By:	Scale:
Design Engineer By:	Appr. Engineer By:	Sheet No. of Total:

OPERATOR: FILE NAME: G:\60042141\Roadway\Supplemental\City\Design\Cross Sections\US PS&E 5-29-2012.dgn PLOTDATE: 7/16/2012



MINNESOTA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

Scale:	1" = 10'
Sheet No. of Total:	33 of 93

SR 2020	
CL	213 F.
CR	214 F.
LC	11.5'

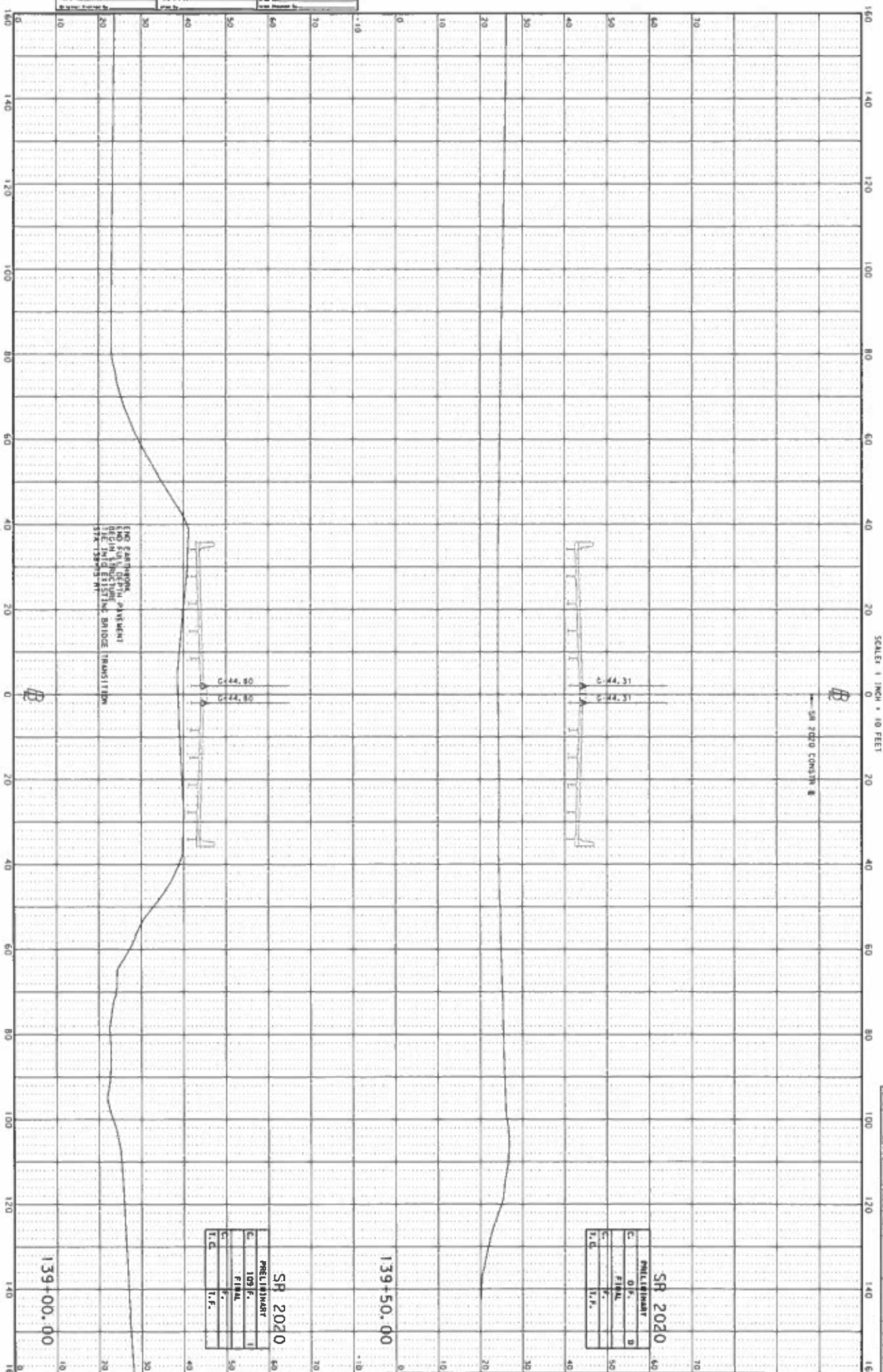
SR 2020	
CL	205 F.
CR	206 F.
LC	11.5'

138+00.00

138+50.00

* SEE SIGN ELEVATION PLANS
SHEET 11 OF 68

Drawn By: _____	Checked By: _____	Project No: _____
Scale: _____	Date: _____	Sheet No: _____



MISSOURI DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Scale:	1" = 10'
Sheet:	139+00.00
Project:	SR 2020
Date:	7/16/2012
Drawn By:	_____
Checked By:	_____

SR 2020	
C:	PRELIMINARY
D:	0 F.
E:	FINAL
F:	1 F.
G:	2 F.
H:	3 F.
I:	4 F.
J:	5 F.
K:	6 F.
L:	7 F.
M:	8 F.
N:	9 F.
O:	10 F.
P:	11 F.
Q:	12 F.
R:	13 F.
S:	14 F.
T:	15 F.
U:	16 F.

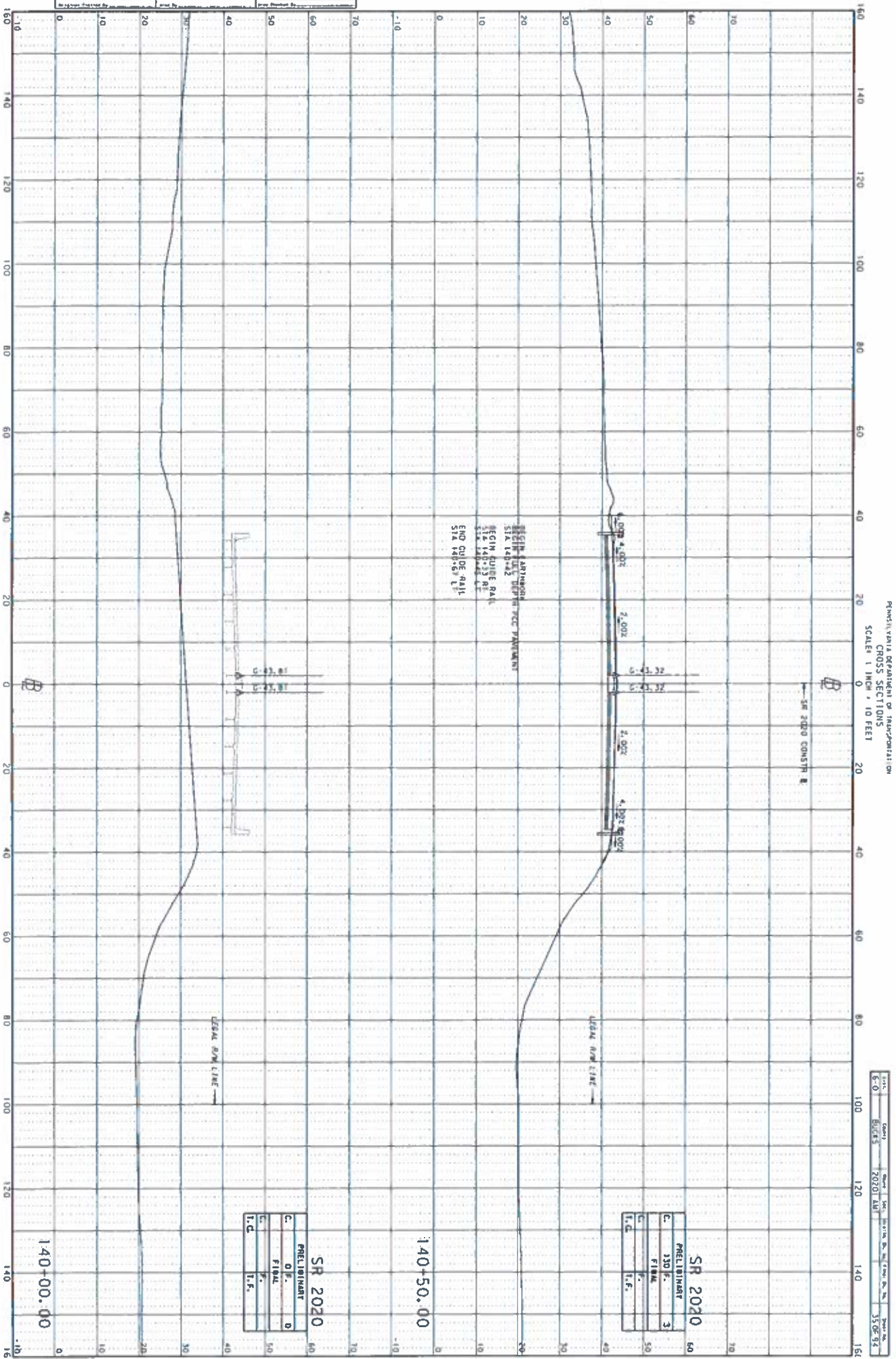
SR 2020	
C:	PRELIMINARY
D:	0 F.
E:	FINAL
F:	1 F.
G:	2 F.
H:	3 F.
I:	4 F.
J:	5 F.
K:	6 F.
L:	7 F.
M:	8 F.
N:	9 F.
O:	10 F.
P:	11 F.
Q:	12 F.
R:	13 F.
S:	14 F.
T:	15 F.
U:	16 F.

139+00.00

139+50.00

Date Plotted By: _____
 Date Drawn By: _____
 Date Checked By: _____
 Date Approved By: _____

OPERATOR: FILE NAME: G:\60042181\Railway Support\Civil\Design\Cross Sections\SR PS&E 5-29-2012.dgn PLOT1EB1 7-16-2012



VIRGINIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

DATE	DESCRIPTION	BY	APP'D
5-0	20201 A&E		3506-93

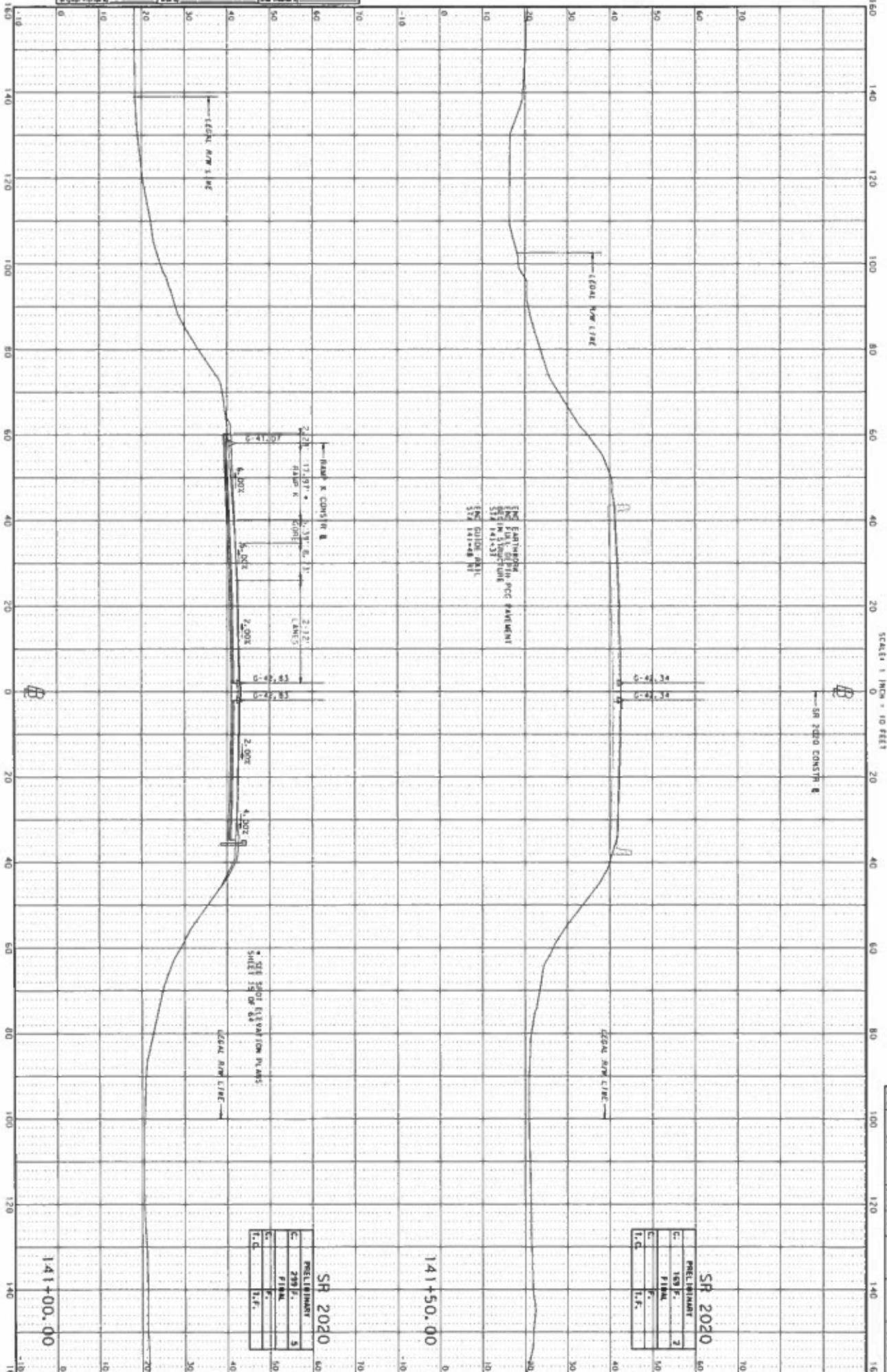
SR 2020	
C.	130 F.
L.C.	1.5'

SR 2020	
C.	0 F.
L.C.	1.5'

140+50.00

140+00.00

App. Number: _____	Designed By: _____	Checked By: _____
Name: _____	Drawn By: _____	Scale: _____
Project: _____	Date: _____	Sheet: _____



PERMISSIVE DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

DATE: 6-0-2010	DESIGNER: JMT	SCALE: 1"=10'	SHEET NO: 36 OF 98
----------------	---------------	---------------	--------------------

SR 2020

PRELIMINARY	2
150 P.	2
FINAL	2
T.C.	1

SR 2020

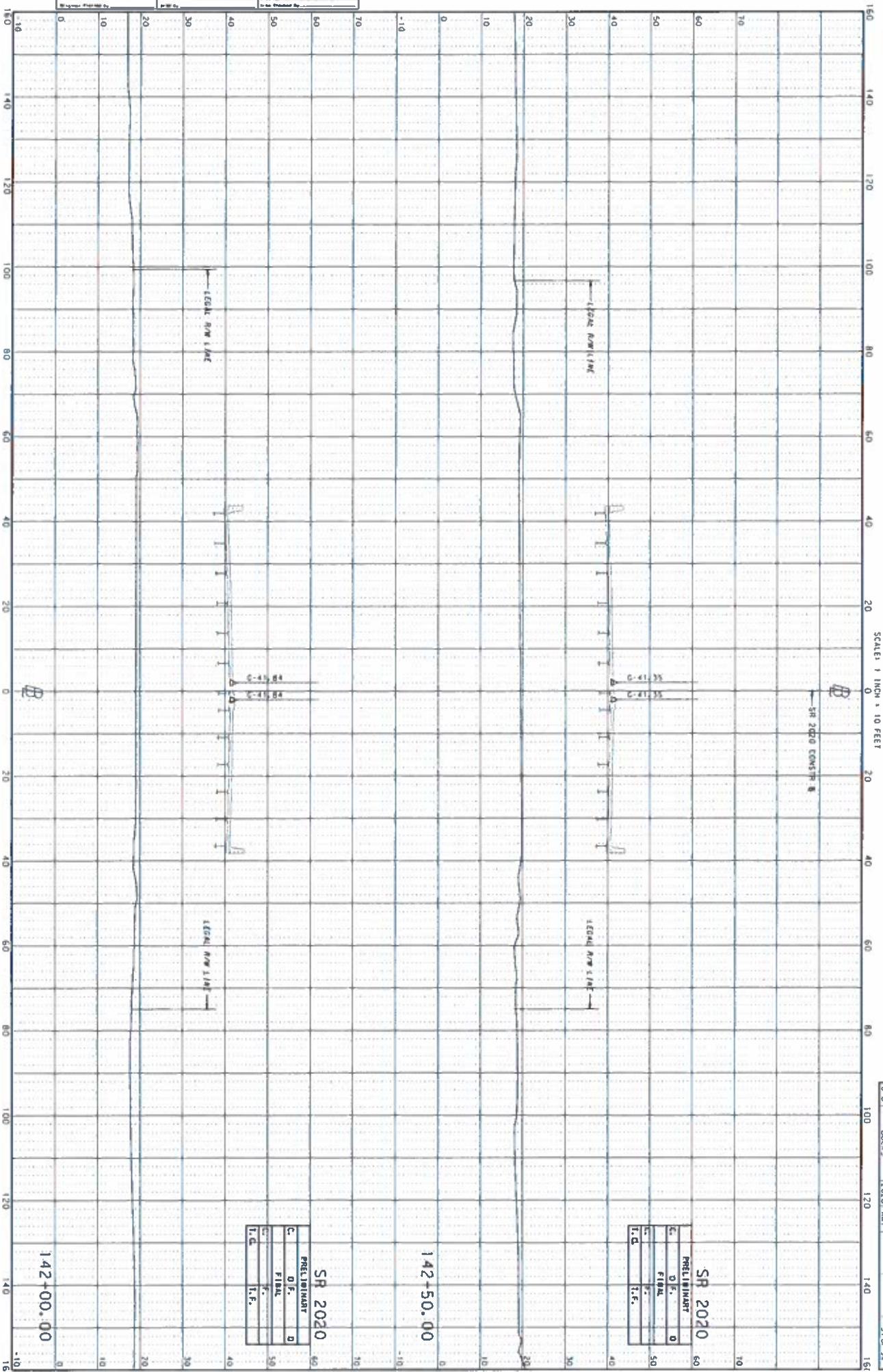
PRELIMINARY	5
250 P.	5
FINAL	5
T.C.	1

141+00.00

141+50.00

APP: 1/14/12
 DRAWN BY: []
 CHECKED BY: []
 OPERATOR: []
 FILE NAME: C:\60042141\Roadwy Supplmtr\Civil\Design\Cross Sections US P&E 3 29 2012.dgn

OPERATOR: []
 FILE NAME: C:\60042141\Roadwy Supplmtr\Civil\Design\Cross Sections US P&E 3 29 2012.dgn
 PROJECT: 7/16/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

SHEET: 5-0
 CROSS SECTION: 2020 ABT
 DATE: 3/28/12

SR 2020

PRELIMINARY
D.F.
FINAL
L.C.
L.F.

142-50.00

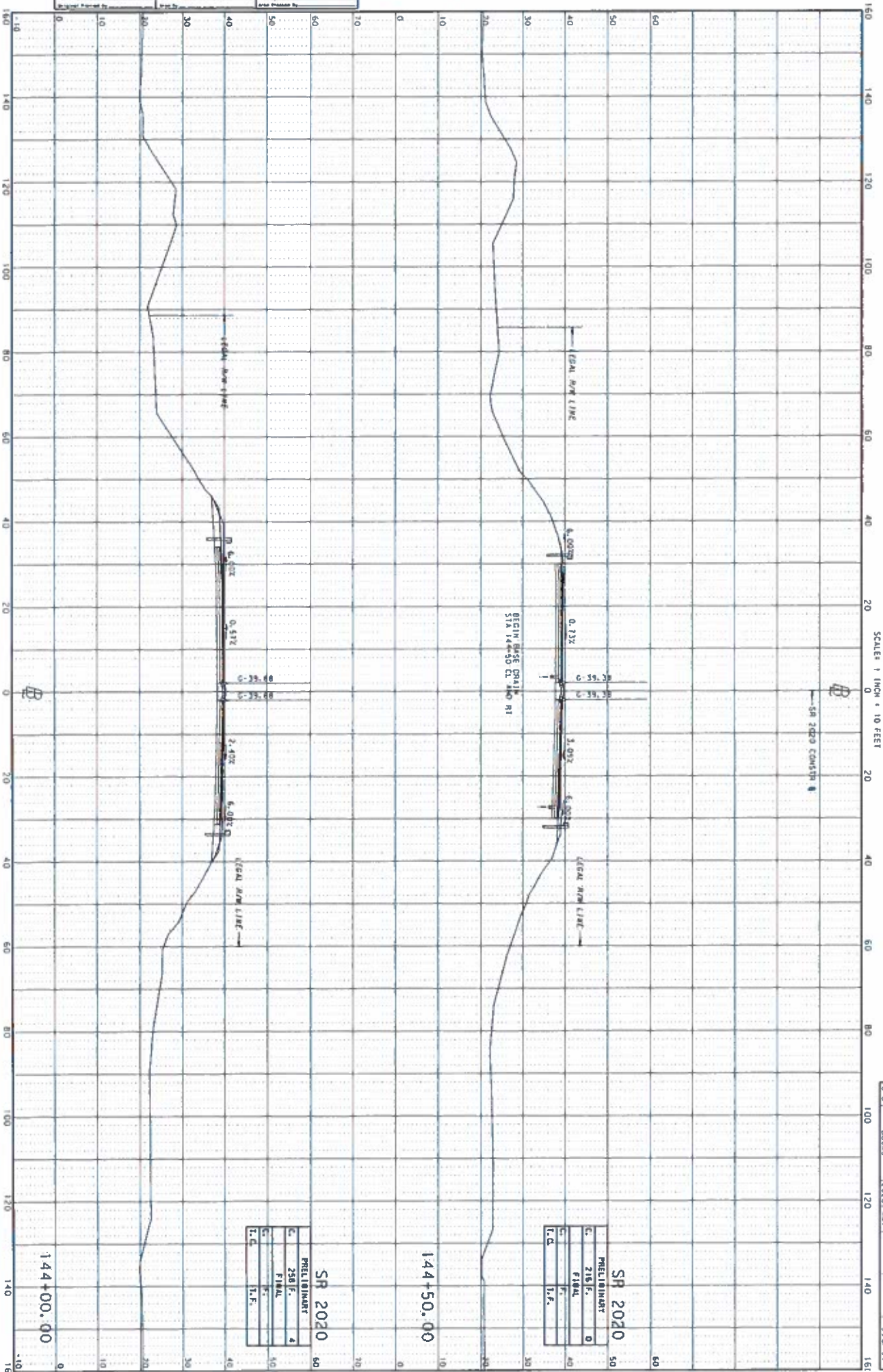
SR 2020

PRELIMINARY
D.F.
FINAL
L.C.
L.F.

142-00.00

Project No.	Design No.	Drawn By
Checked By	Scale	Date

OPERATOR: FILE NAME: G:\40047141\Roadway\Supp\ent\Civil\Align\Cross Sections vs P&E 5-29-2012.dgn PLOT DATE: 7-16-2012



RENTZLANDIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Sheet	Station	Project No.	Scale	Date
5-0	800+85	2020	1:10	7-16-2012

SR 2020

PRELIMINARY	0
FINAL	0
DATE	7.16.12

SR 2020

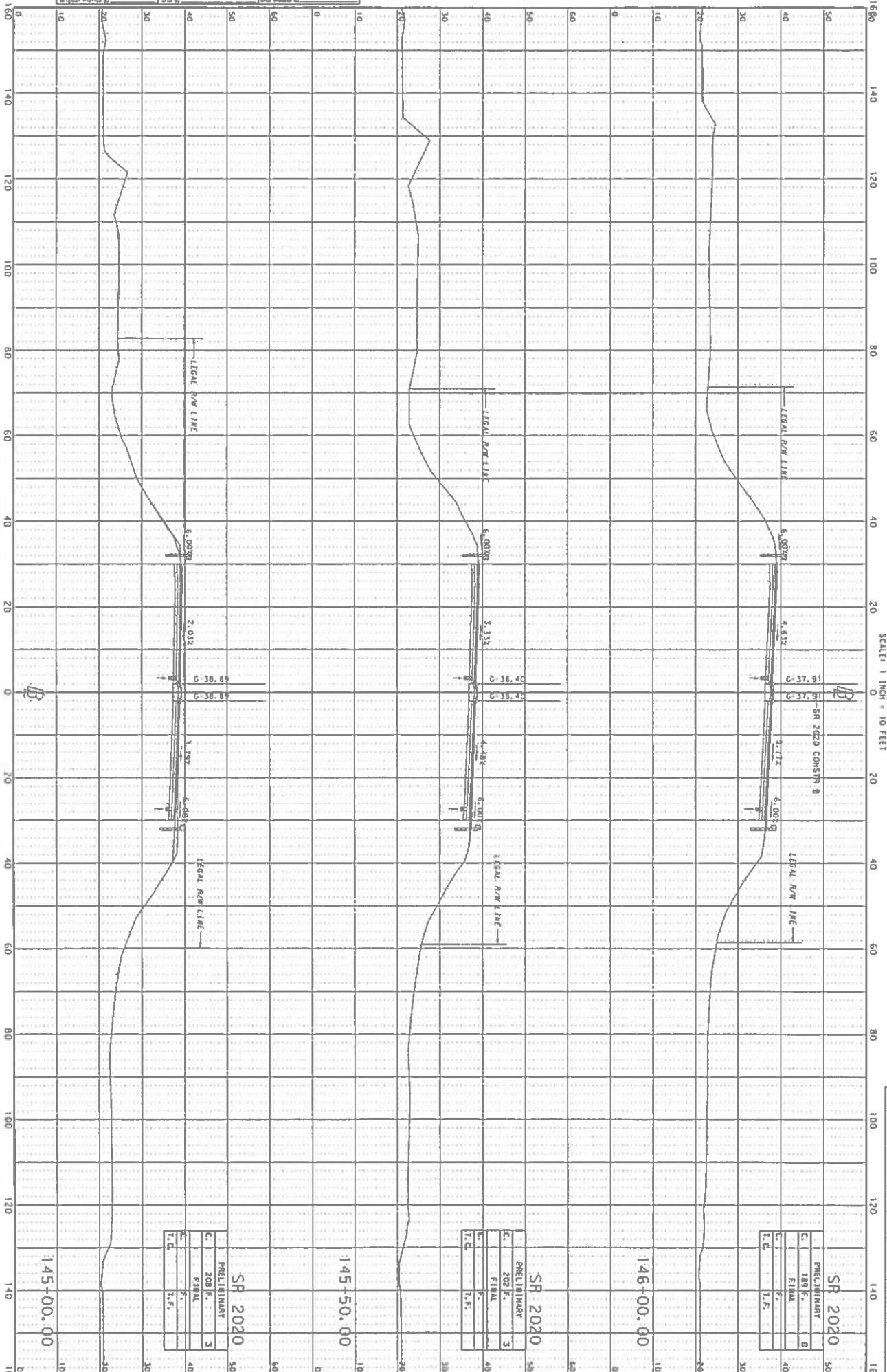
PRELIMINARY	4
FINAL	0
DATE	7.16.12

144+50.00

Prepared by: _____
 Checked by: _____
 Drawn by: _____
 Date: _____

OPERATOR: _____
 FILE NAME: S:\6062141\Roadway Supplement\Civil\Design\Cross Sections\SR 2020\2012.dgn

PLOTTED: 7/14/2012



PROJECT: SR 2020 CONSTR - B
 SCALE: 1" = 10 FEET

DATE	DESCRIPTION	BY	CHKD BY	APP'D BY
6-0	BUCKS			
2020	JAN			
4:00	PM			

SR 2020	
PRELIMINARY	0
100% F.I.	0
FINAL	0
T.C.	1.5

SR 2020	
PRELIMINARY	3
100% F.I.	3
FINAL	3
T.C.	1.5

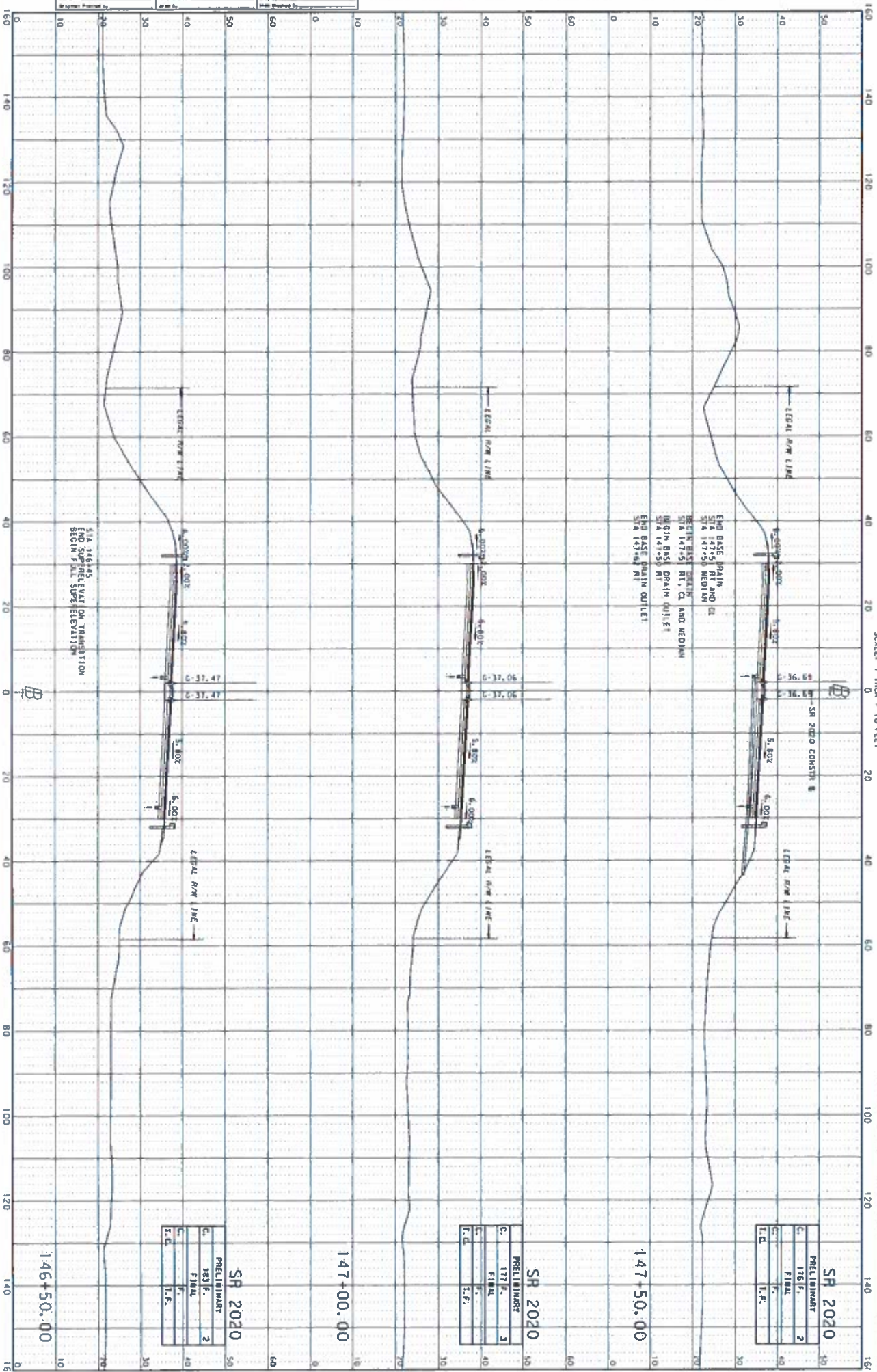
SR 2020	
PRELIMINARY	3
100% F.I.	3
FINAL	3
T.C.	1.5

145+00.00

145+50.00

146+00.00

Prepared By: _____	Checked By: _____	Drawn By: _____
Revised By: _____	Design By: _____	Scale: _____
Project Number: _____	Sheet Number: _____	Sheet Title: _____



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

DATE	BY	CHKD	APP'D	SCALE	SHEET NO.	TOTAL SHEETS
6-0	DUCK	5			4156-98	

SR 2020

C	178 F.	2
F	FILED	
T.C.	T.F.	

147+50.00

SR 2020

C	177 F.	3
F	FILED	
T.C.	T.F.	

146+50.00

SR 2020

C	183 F.	2
F	FILED	
T.C.	T.F.	

146+50.00

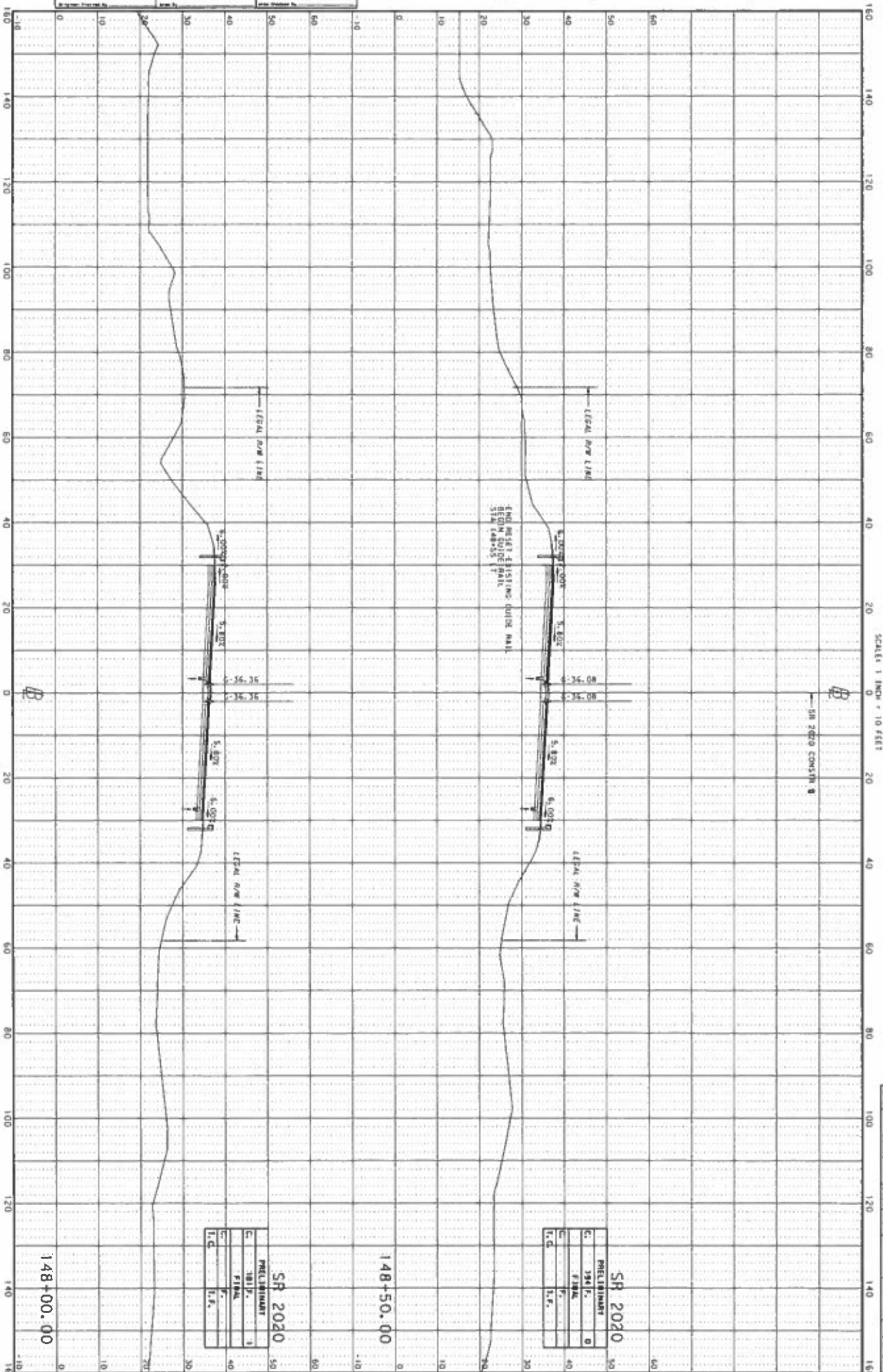
SR 2020

C	183 F.	2
F	FILED	
T.C.	T.F.	

App. Prepared By:	Checked By:	Drawn By:
Scale:	Scale:	Scale:
Project No.:	Project No.:	Project No.:
Sheet No.:	Sheet No.:	Sheet No.:

OPERATION
 FILE NAME: G:\600421\1\Woodway Supplement\1\11-Design\Cross Sections\15-PS& 5-25-2012.dgn

PLOTTED: 7/16/2012



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10' HORIZ
 1" = 4' VERT

DATE	DESCRIPTION	BY	CHKD BY
6-0	60045	2010	1

SR 2020

PRELIMINARY	
C	194 P.
F	FINAL
T.C.	T.P.

SR 2020

PRELIMINARY	
C	181 P.
F	FINAL
T.C.	T.P.

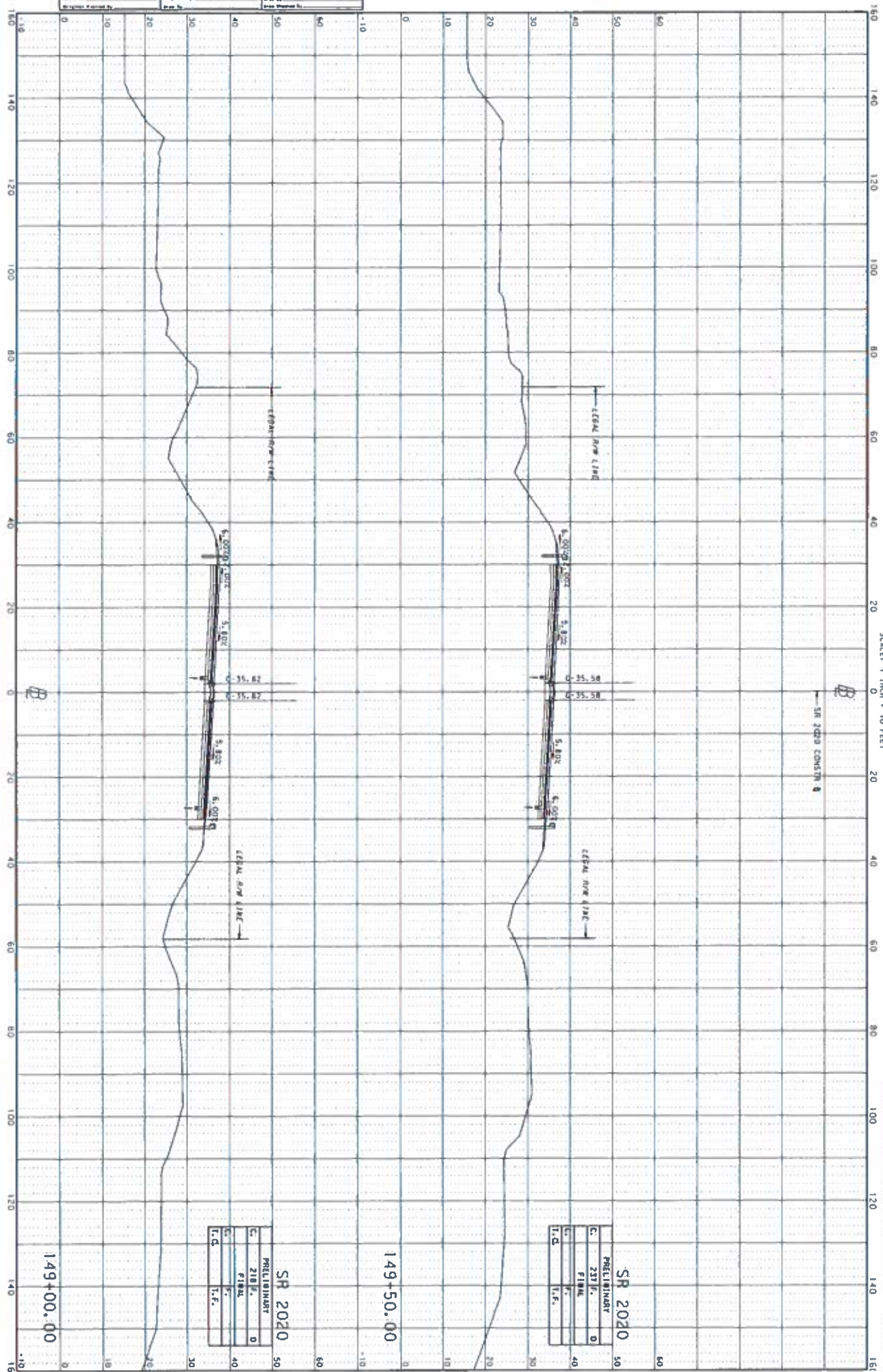
148+00.00

148+50.00

Drawn By: [Blank]	Checked By: [Blank]	Design By: [Blank]
Scale: [Blank]	Temperature: [Blank]	Drawn By: [Blank]
Scale: [Blank]	Drawn By: [Blank]	Drawn By: [Blank]

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

Sheet	6-0	Project	SR 2020	Scale	1" = 10'	Date	3/16/12
Drawn	ELK/S	Design	AVT	Checked		Drawn	
Scale		Project		Date		Scale	



SR 2020

PRELIMINARY	0
FILED	0
DATE	11.11.11
BY	11.11.11

SR 2020

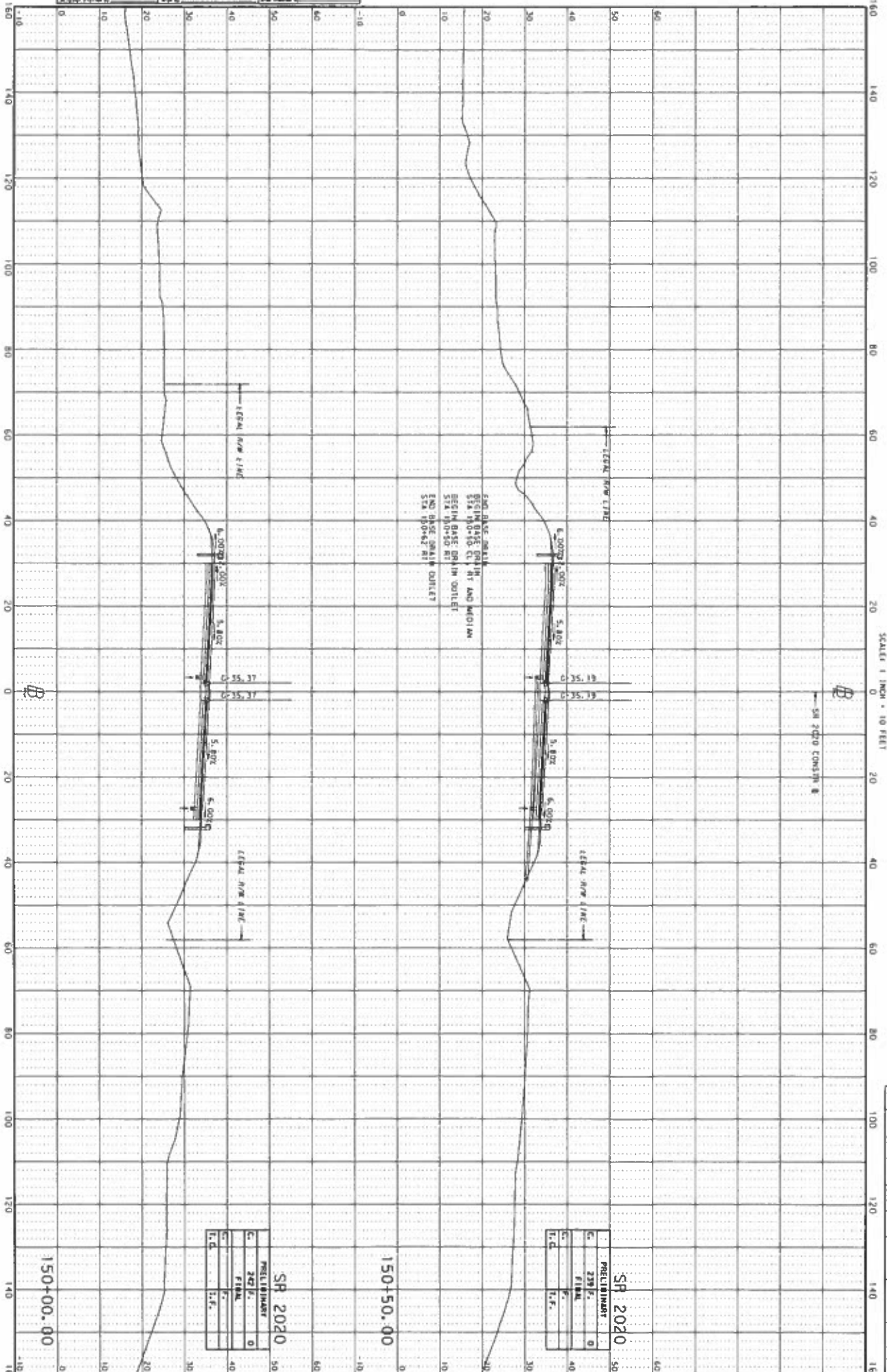
PRELIMINARY	0
FILED	0
DATE	11.11.11
BY	11.11.11

149+00.00

149+50.00

Operator No.	Operator Name	Scale
Sheet No.	Sheet Name	Sheet Date
Project No.	Project Name	Project Date

OPERATOR: FILE: H:\E12\50542141\Roadway\Supplemental\11\Design\Cross Sections\15 P&E 5-24-2012.dgn PLOTTED: 3/16/2012



MISSOURI DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

TITLE	DATE	BY	CHECKED	DATE	BY	SCALE
SR 2020	3/16/2012	JAM				43.00' 9.4

SR 2020

PRELIMINARY	0
FINAL	0
T.P.	0

SR 2020

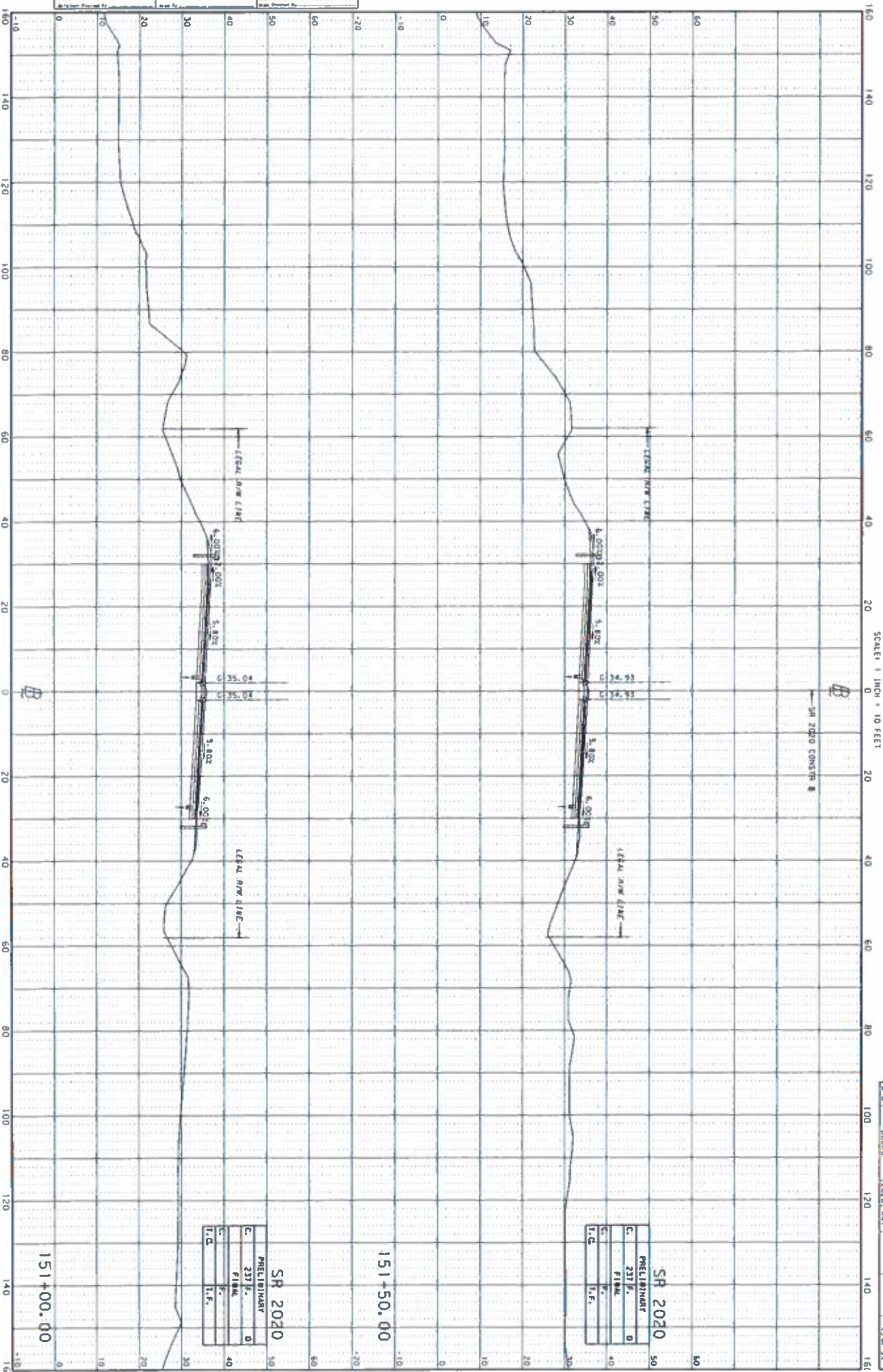
PRELIMINARY	0
FINAL	0
T.P.	0

150+00.00

150+50.00

Design No.	Checked By	Scale
Drawn By	Approved By	Sheet No.
Project Name	Date	Total Sheets

OPERATOR: FILE NAME: G:\600x2141\Roadway Supplement\Civil\Design\Cross Sections\SS P&E 5 29 2012.dwg PLOTTED: 7/14/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Sheet No.	45 OF 94
Project No.	10201 AV1
Contract No.	BU665
Scale	1" = 10'

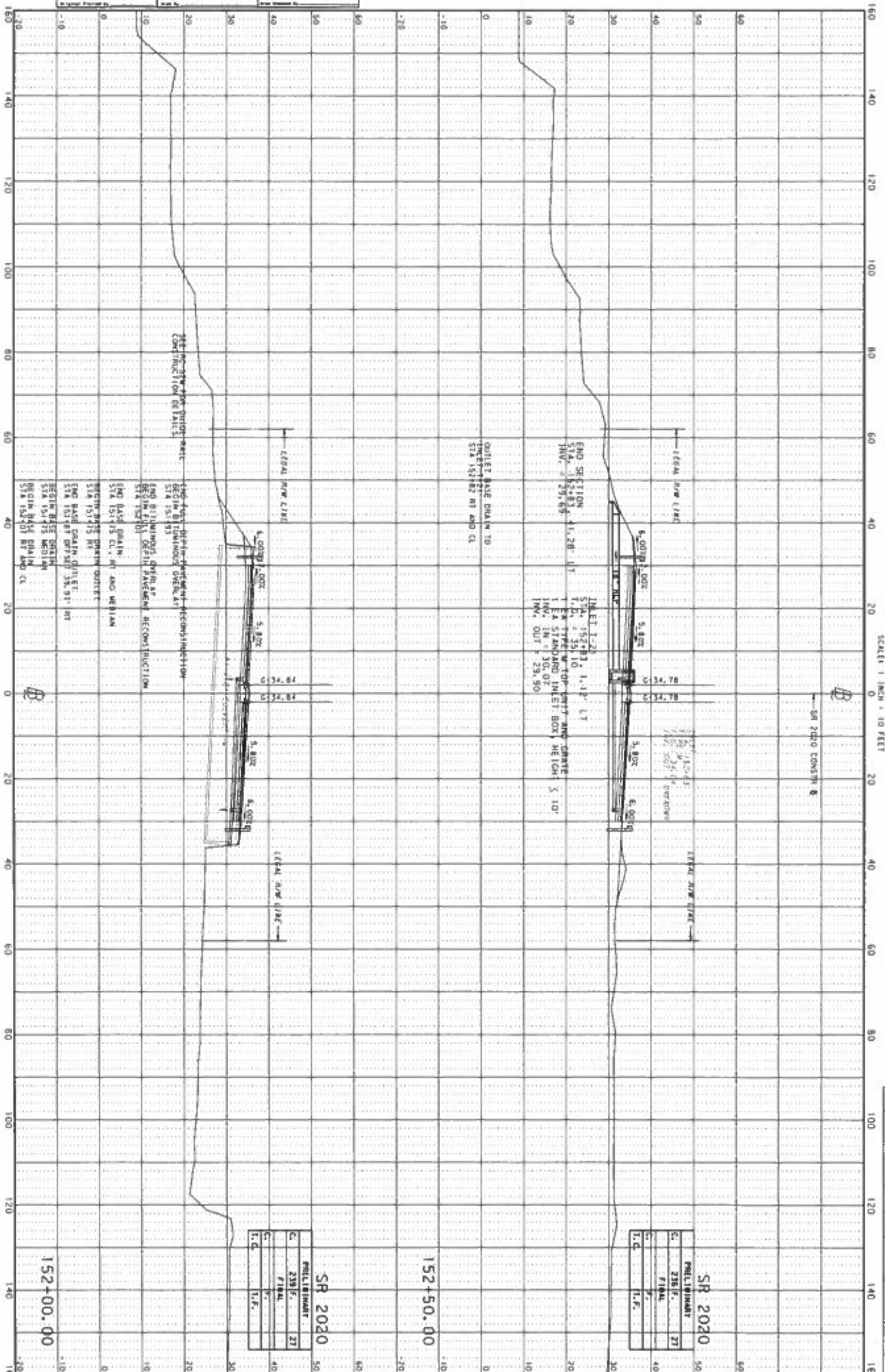
SR 2020	
C.	237 F.
G.	51.84
T.C.	1.5

SR 2020	
C.	237 F.
G.	51.84
T.C.	1.5

151+00.00

APP. NO.	DATE	BY

OPERATOR: FILE NAME: G:\400421\11\Roadway Supplemental\11\11\Design\Cross Sections\11 SR 20 SR 2020.dgn PLOTTED: 3/16/2012



MINNESOTA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

DATE	BY	CHKD	DATE	BY	CHKD
3/16/2012					

SR 2020	
PHILIPPIAN	27
FINAL	27
11.11.11	

SR 2020	
PHILIPPIAN	27
FINAL	27
11.11.11	

152+00.00

152+50.00

Project Name	Drawn By	Checked By
Drawn By	Checked By	Checked By
Drawn By	Checked By	Checked By

OPERATOR: FILE NAME: C:\60042\41\Roadway Supplement\Civil Design\Cross Sections\5\PS&E 5-26-2012.dgn PLOTTER: 7/16/2012



PRINCE GEORGES DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

Sheet No.	4706-94
Project No.	SR 2020
Contract No.	BR 65
Scale	1" = 10'

SR 2020

PRELIMINARY	D
C	185'±
F	18'
L	1'

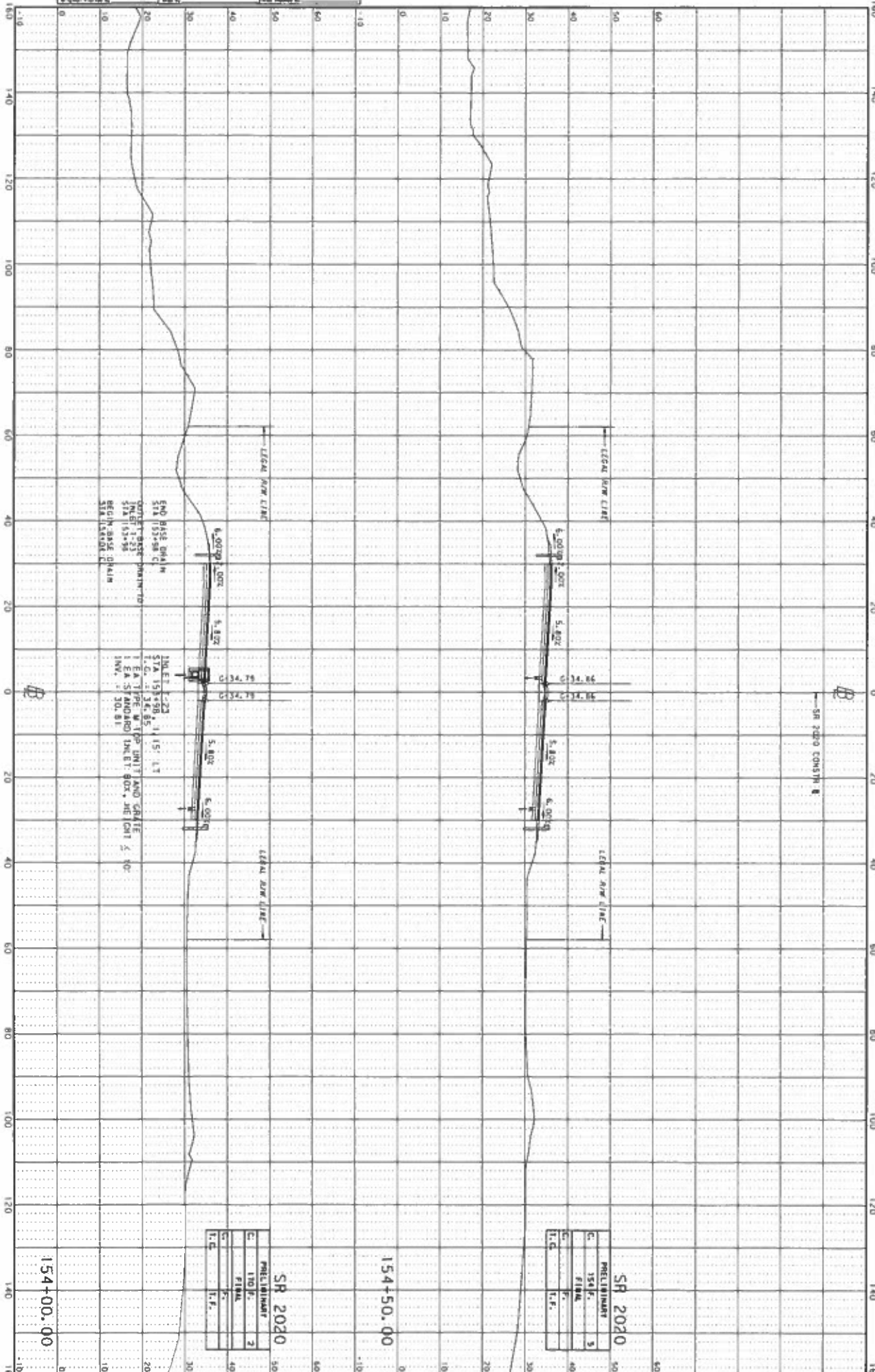
SR 2020

PRELIMINARY	D
C	212'±
F	18'
L	1'

153+00.00

153+50.00

APP. LOCATION No.	APP. CHANGED BY	APP. CHECKED BY
NAME No.	DATE	DATE
APP. PROJECT No.	APP. BY	APP. REVIEWED BY



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10' HORIZ. 1" = 10' VERT.

DATE	BY	CHKD	DATE	BY	CHKD
8/0	BOUES	7/14	7/14	7/14	7/14

SR 2020

DATE	BY	CHKD
8/0	BOUES	7/14

PRELIMINARY
 154+50.00
 1:1
 1:1

SR 2020

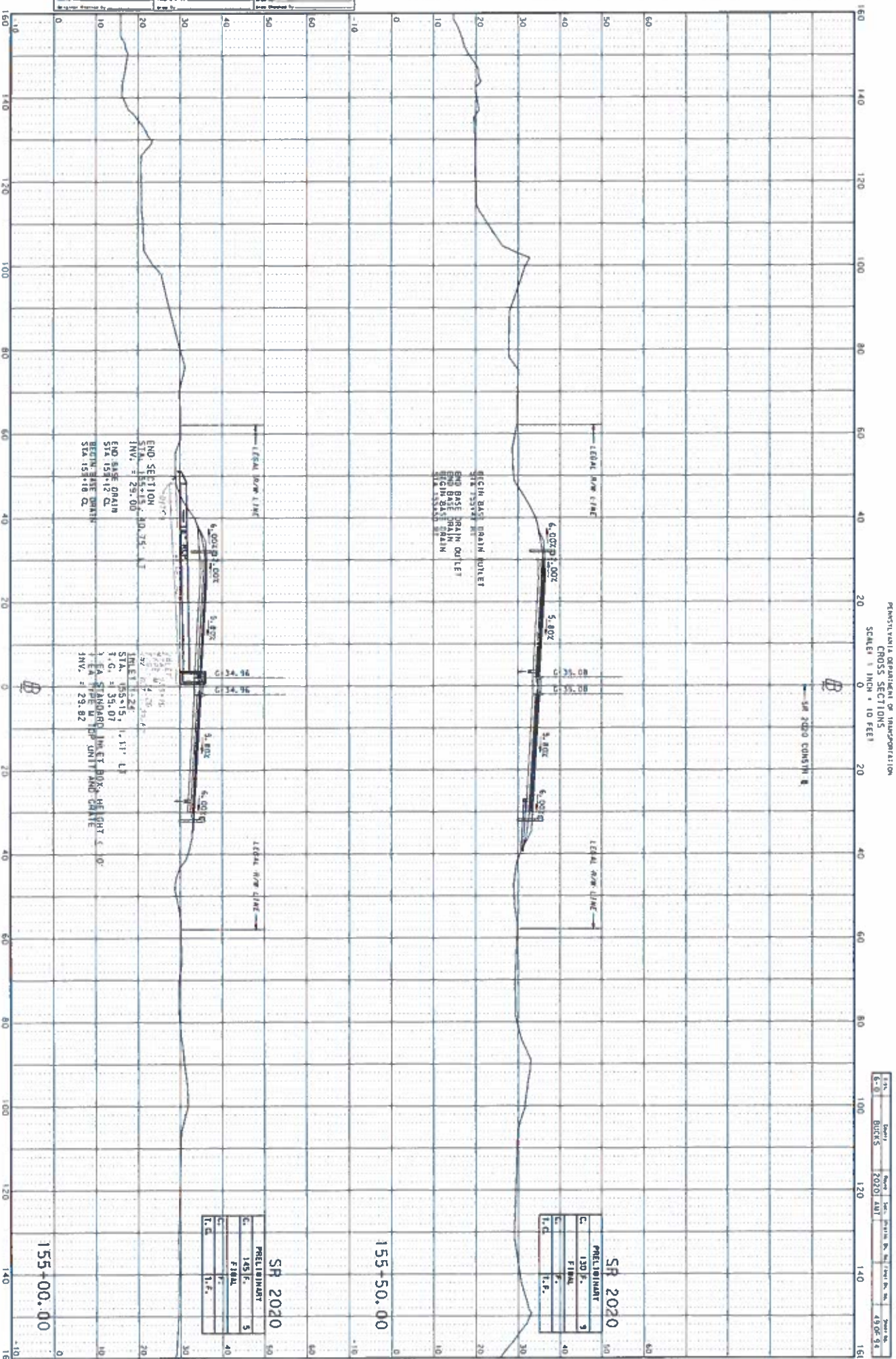
DATE	BY	CHKD
8/0	BOUES	7/14

PRELIMINARY
 154+00.00
 1:1
 1:1

154+00.00

154+50.00

APP: Prepared by:	DATE: 07/16/2012	SCALE: 1" = 10'-0"
CHK: Checked by:	DATE: 07/16/2012	SCALE: 1" = 10'-0"
DES: Designed by:	DATE: 07/16/2012	SCALE: 1" = 10'-0"
PLT: Plotted by:	DATE: 07/16/2012	SCALE: 1" = 10'-0"



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10' FEET

Sheet No.	49 of 93
Project No.	20201 AIT
Contract No.	BUCKS
Scale	1" = 10'-0"

SR 2020

PRELIMINARY	3
1.50 F.	
FLYING	
1.5 F.	
1.5 F.	

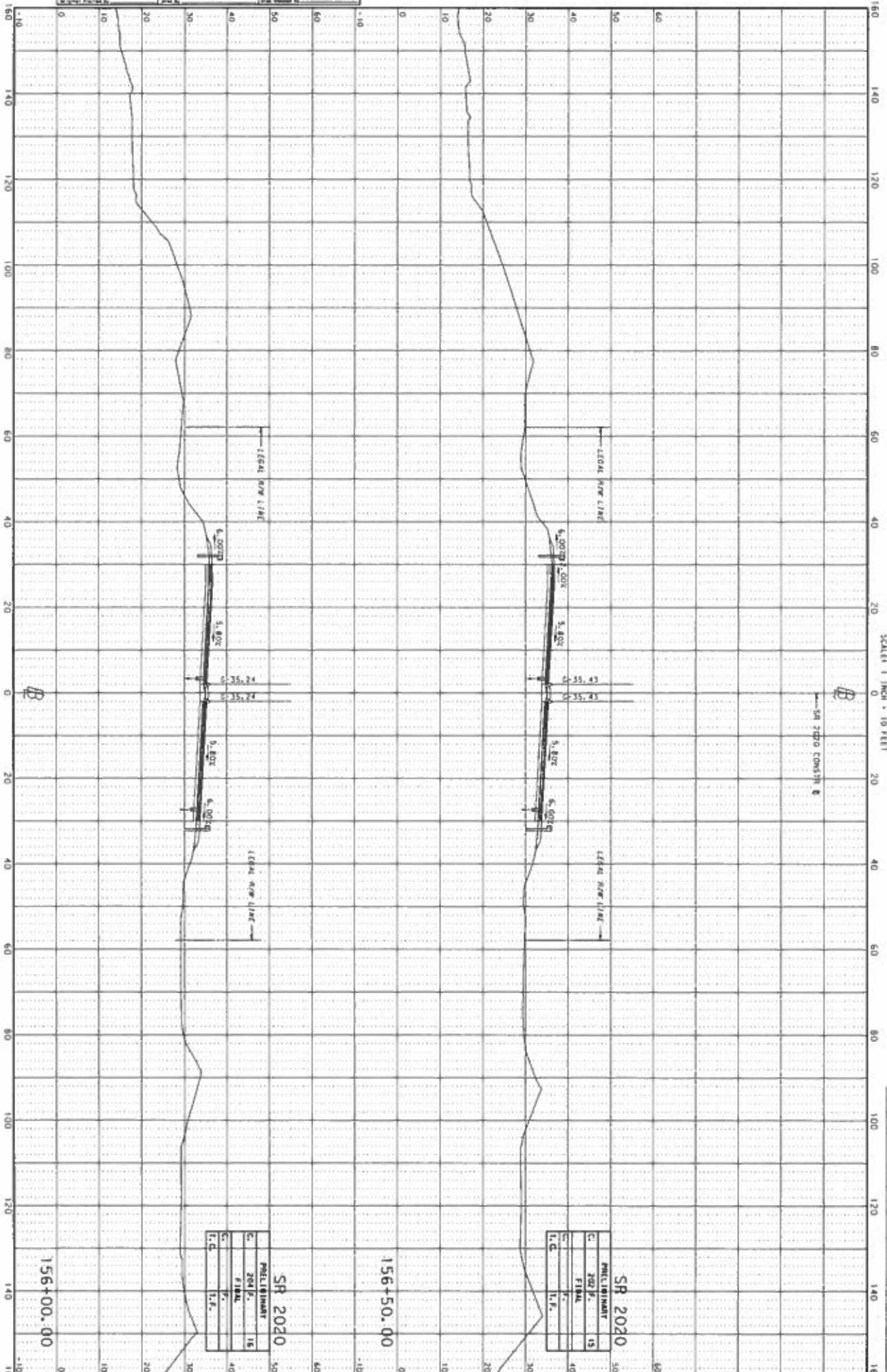
SR 2020

PRELIMINARY	5
1.45 F.	
FLYING	
1.5 F.	
1.5 F.	

155+00.00

155+50.00

Prepared By:	Checked By:	Drawn By:
10/10/12	10/10/12	10/10/12



PROPOSED ROADWAY CROSS SECTION
 SCALE: 1" = 10' - 0" HORIZONTAL
 1" = 10' - 0" VERTICAL

FILE	DATE	TIME	SCALE	PLotted
156+00.00	7/16/12	10:10	1" = 10'	10:10

SR 2020

PRELIMINARY	15
2020 P.	15
FINAL	
11/11	

SR 2020

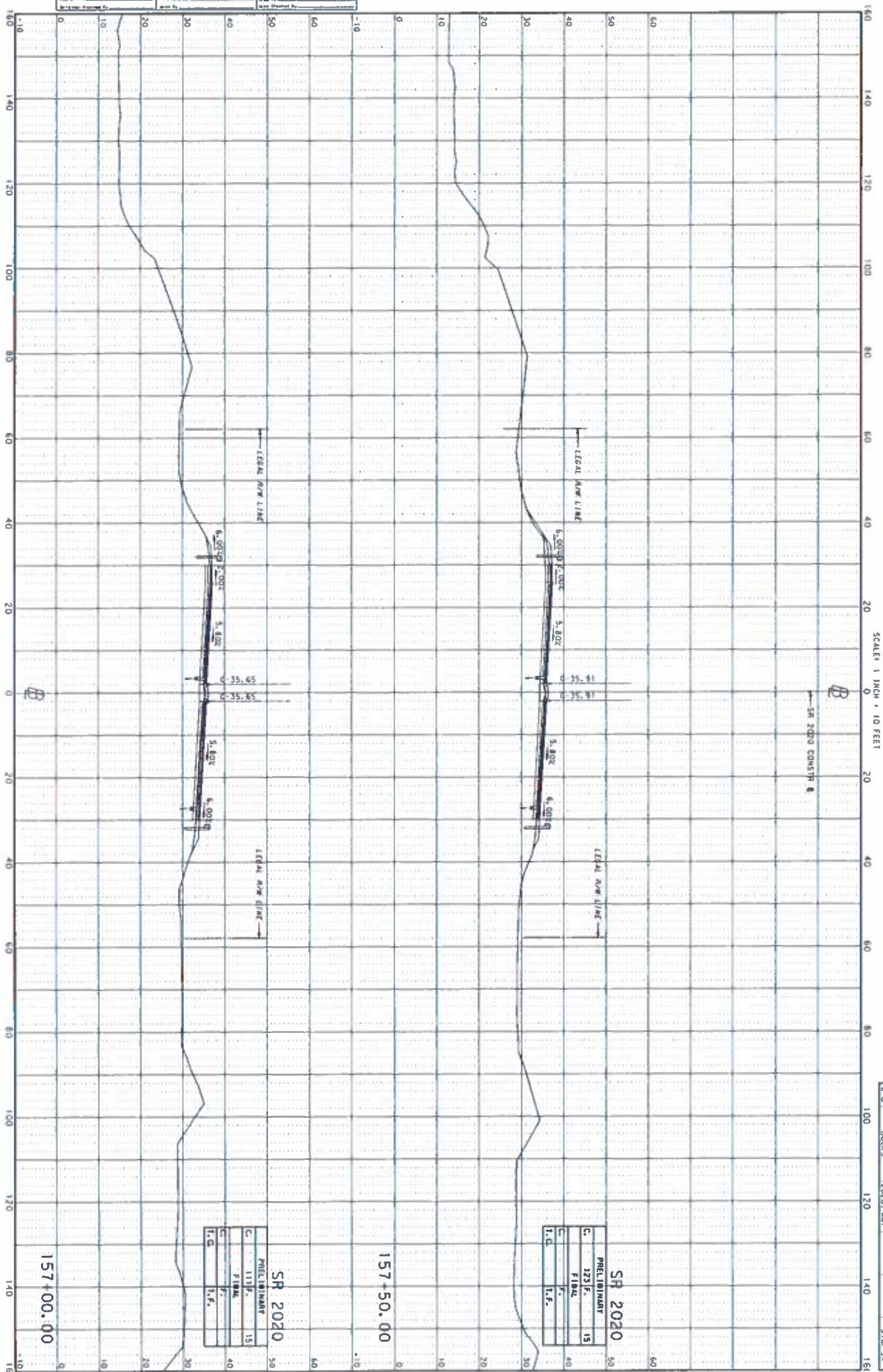
PRELIMINARY	15
2020 P.	15
FINAL	
11/11	

156+00.00

156+50.00

App' Approved By:	As Shown/Checked By:	Design/Prepared By:
Checked By:	Reviewed By:	Drawn By:
Design/Prepared By:	Checked By:	Drawn By:

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET



SR 2020

PHELT/BAHAR	
C.	123 F.
F.	FLANK
T.C.	1 F.

SR 2020

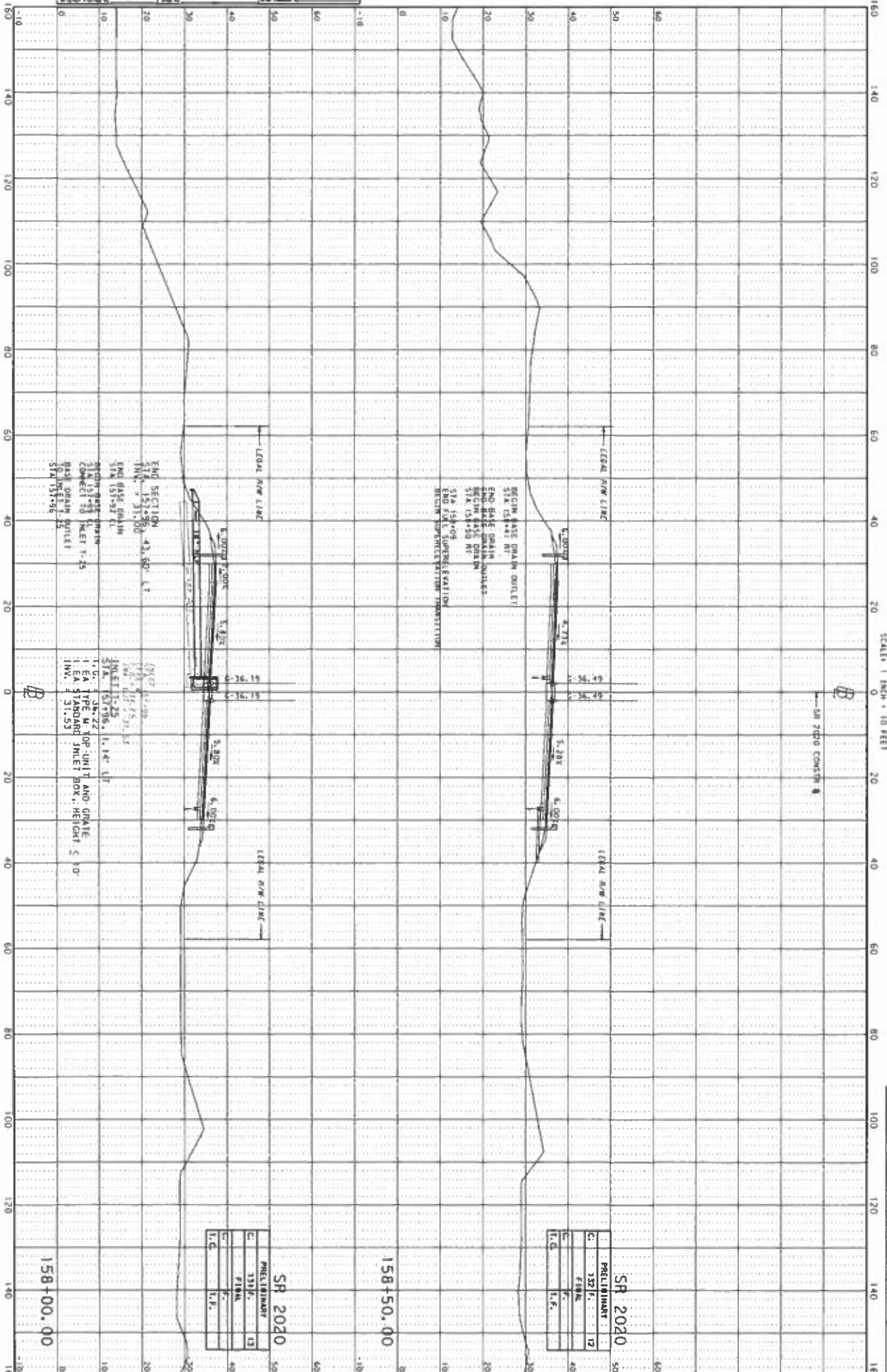
PHELT/BAHAR	
C.	113 F.
F.	FLANK
T.C.	1 F.

157+50.00

157+00.00

Sheet No.	5108-92
Project No.	20201 ABT
Block No.	BUCKS
Scale	1" = 10'

DESIGNED BY:	CHECKED BY:	DATE:
DRAWN BY:	DATE:	
PROJECT NO.:		



PROPOSED ROADWAY CROSS SECTIONS
SCALE: 1" = 10' HORIZONTAL
SCALE: 1" = 10' VERTICAL

DATE:	BY:	NO.
2020	SR 2020	57 OF 94

SR 2020

NO.	DESCRIPTION
1	PRELIMINARY
2	FINAL
3	AS BUILT

SR 2020

NO.	DESCRIPTION
1	PRELIMINARY
2	FINAL
3	AS BUILT

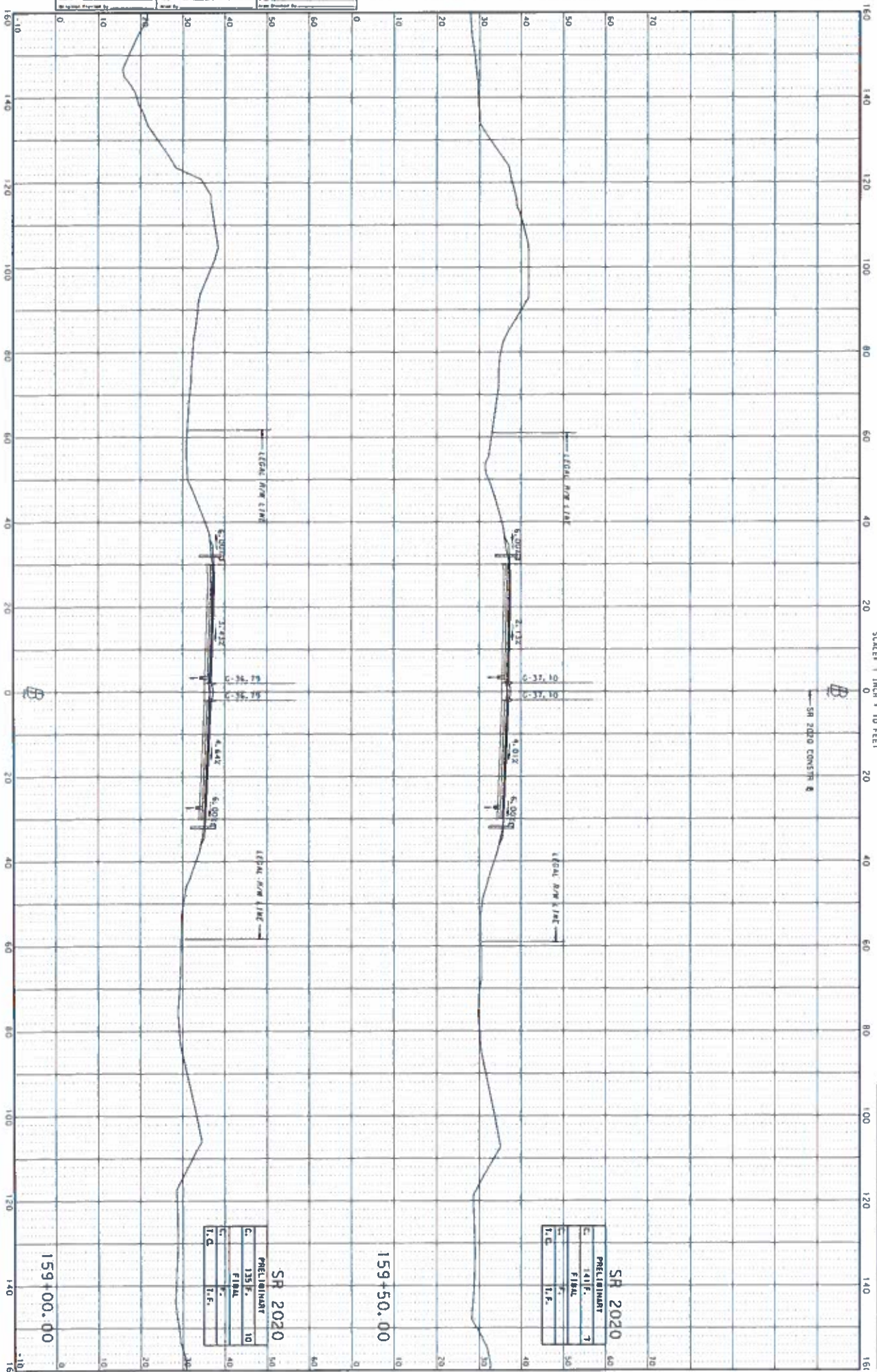
END SECTION
 STA 158+00.00
 ELEV 42.80' A.T.
 END BASE DRAIN
 STA 157+50.00
 END ROW LINE
 STA 157+50.00

SR 2020 CONSTR. R
 STA 158+00.00
 ELEV 42.80' A.T.
 END BASE DRAIN
 STA 157+50.00
 END ROW LINE
 STA 157+50.00

158+00.00

158+50.00

App: Topographer	Checked: [Name]	Drawn: [Name]
Scale: [Scale]	Reviewed: [Name]	Printed: [Name]
Project: [Project]	Station: [Station]	Date: [Date]



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

DATE	DESIGNER	CHECKER	SCALE	PROJECT NO.	DATE	PROJECT NAME
6-0	BURKS	2020	AVT	3306-97		

SR 2020

C	141 F.	7
F	10 F.	
T	1 F.	

SR 2020

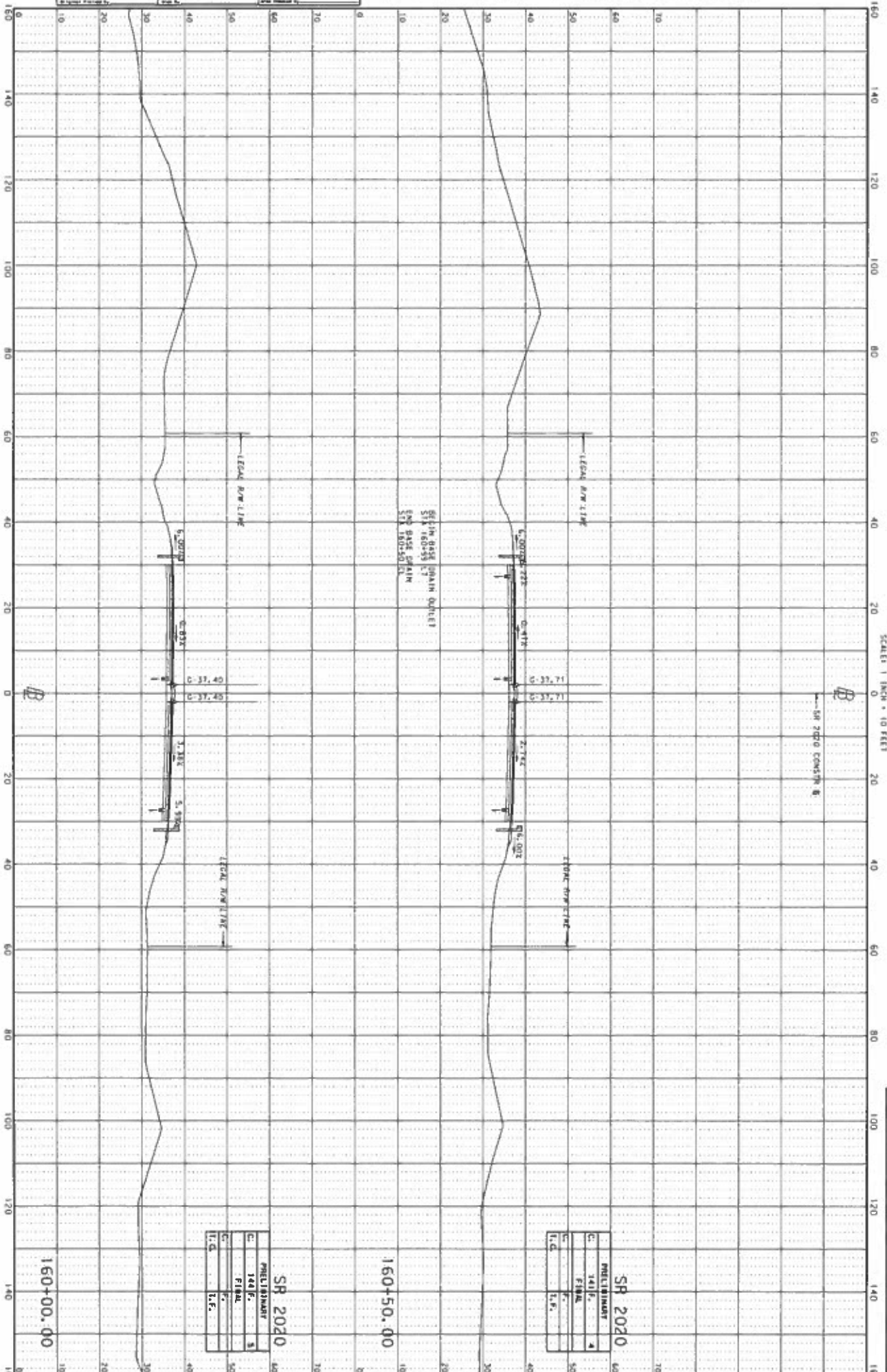
C	135 F.	10
F	10 F.	
T	1 F.	

159+00.00

159+50.00

OPERATION No.	DESIGNED BY	CHECKED BY
DATE	DATE	DATE
BY	BY	BY

OPERATION FILE NAME: C:\600471111\Roadway Supplement\Civil\Design\Cross Sections\15_P&E 5-29-2012.dgn PLOTTED: 5/16/2012



PLANNING DEPARTMENT of Transportation
CROSS SECTIONS
SCALE: 1" = 10' - 10 FEET

DATE	BY	CHKD	APP'D	SCALE
6-0	BOUCS	2020	AM	5/16/2012

SR 2020

PRELIMINARY	4
141 P.	
FINAL	
141 P.	

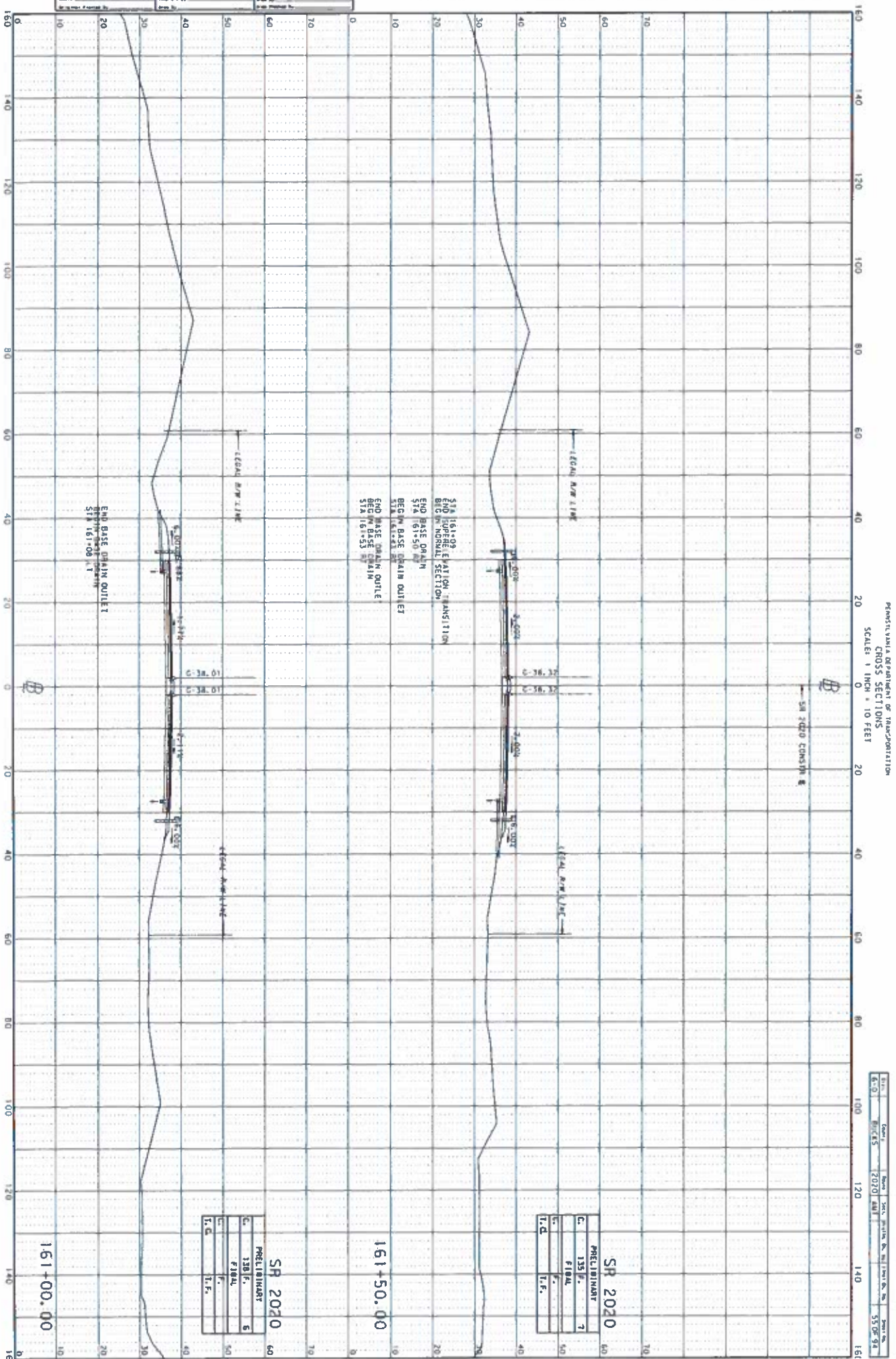
SR 2020

PRELIMINARY	3
144 P.	
FINAL	
144 P.	

160+00.00

160+50.00

App. Stationing by:	Dr. Right of Way by:	Drawn by:
Checked by:	Temp. Station by:	Scale by:
Dr. Right of Way by:	Drawn by:	Dr. Right of Way by:



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Sheet	Count	Sheet	Count	Sheet	Count	Sheet	Count
A-01	1	B-01	1	C-01	1	D-01	1
Total				2020	441	55	99

SR 2020

PRELIMINARY	
C.	135 F.
F.	FINAL
I.	I.F.

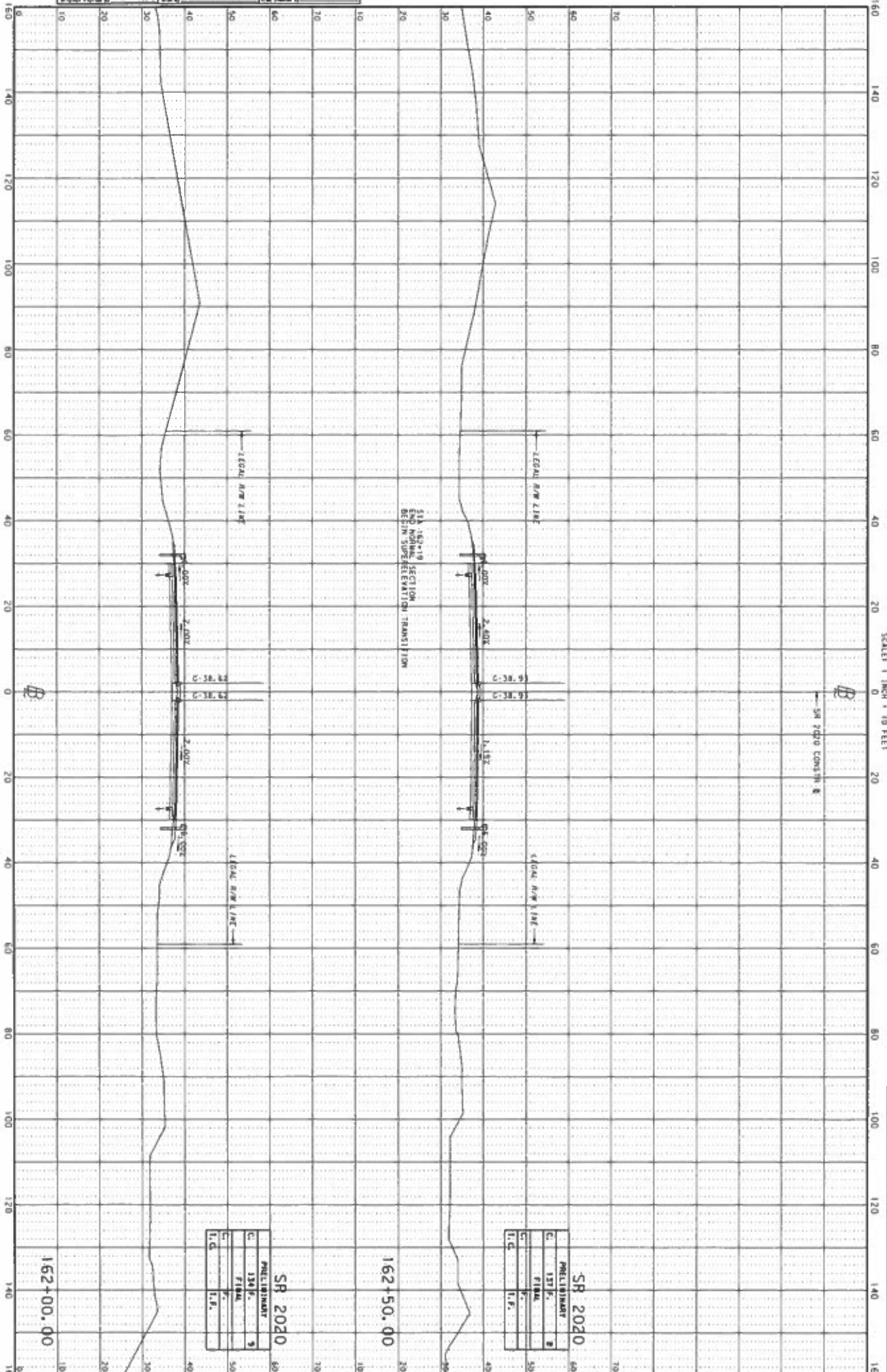
SR 2020

PRELIMINARY	
C.	138 F.
F.	FINAL
I.	I.F.

161+00.00

161+50.00

Drawn By: _____	Checked By: _____	Scale: _____
Name: _____	Project No: _____	Date: _____
Drawn By: _____	Checked By: _____	Date: _____



PROPOSED GRADE, DIMENSIONS OF IMPROVEMENT
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

Sheet No.	1 of 1
Project No.	SR 2020
Scale	1" = 10 FEET
Date	7/14/2012
Drawn By	SR 2020
Checked By	SR 2020

SR 2020

C	137	1
F	18	8
T	1	1
C	1	1
T	1	1

SR 2020

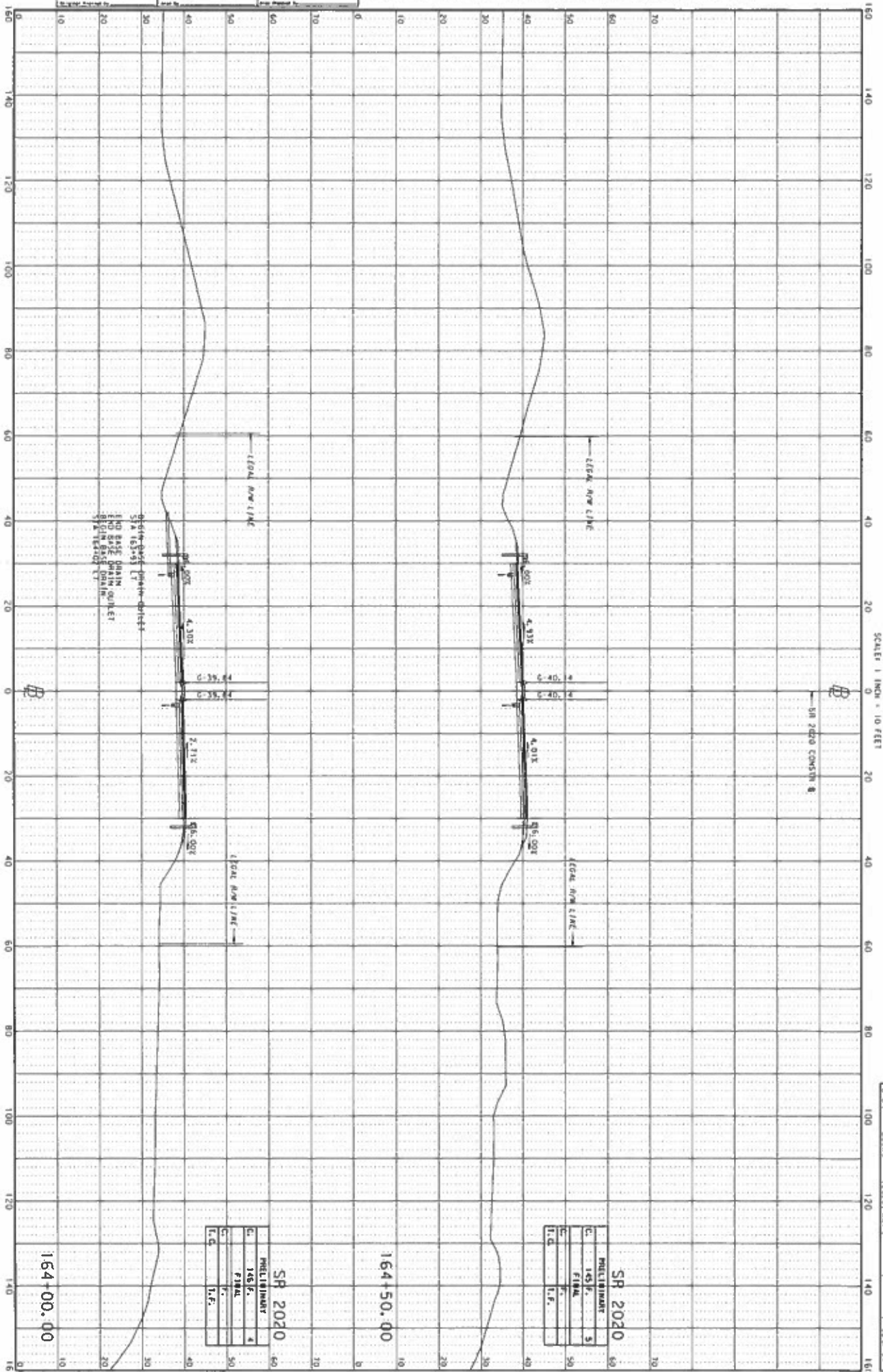
C	137	1
F	18	8
T	1	1
C	1	1
T	1	1

162+00.00

162+50.00

PROJECT NO.:	DESIGNER:	DATE:
SCALE:	PROJECT NO.:	DATE:
DATE:	PROJECT NO.:	DATE:

OPERATOR: FILE NAME: G:\60042141\Roadway Supplement\City\Design\Cross Sections\SS P16E 5-29-2012.dgn PLOTTED: 7/16/2012



FLORIDA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

DATE	BY	CHECKED	DATE	SCALE	PROJECT NO.	DATE
7/16/2012						

SR 2020

DATE	BY	CHECKED	DATE

PRELIMINARY

CL	1.50 F.	4
FL	FL	
FC	1.50 F.	

SR 2020

DATE	BY	CHECKED	DATE

PRELIMINARY

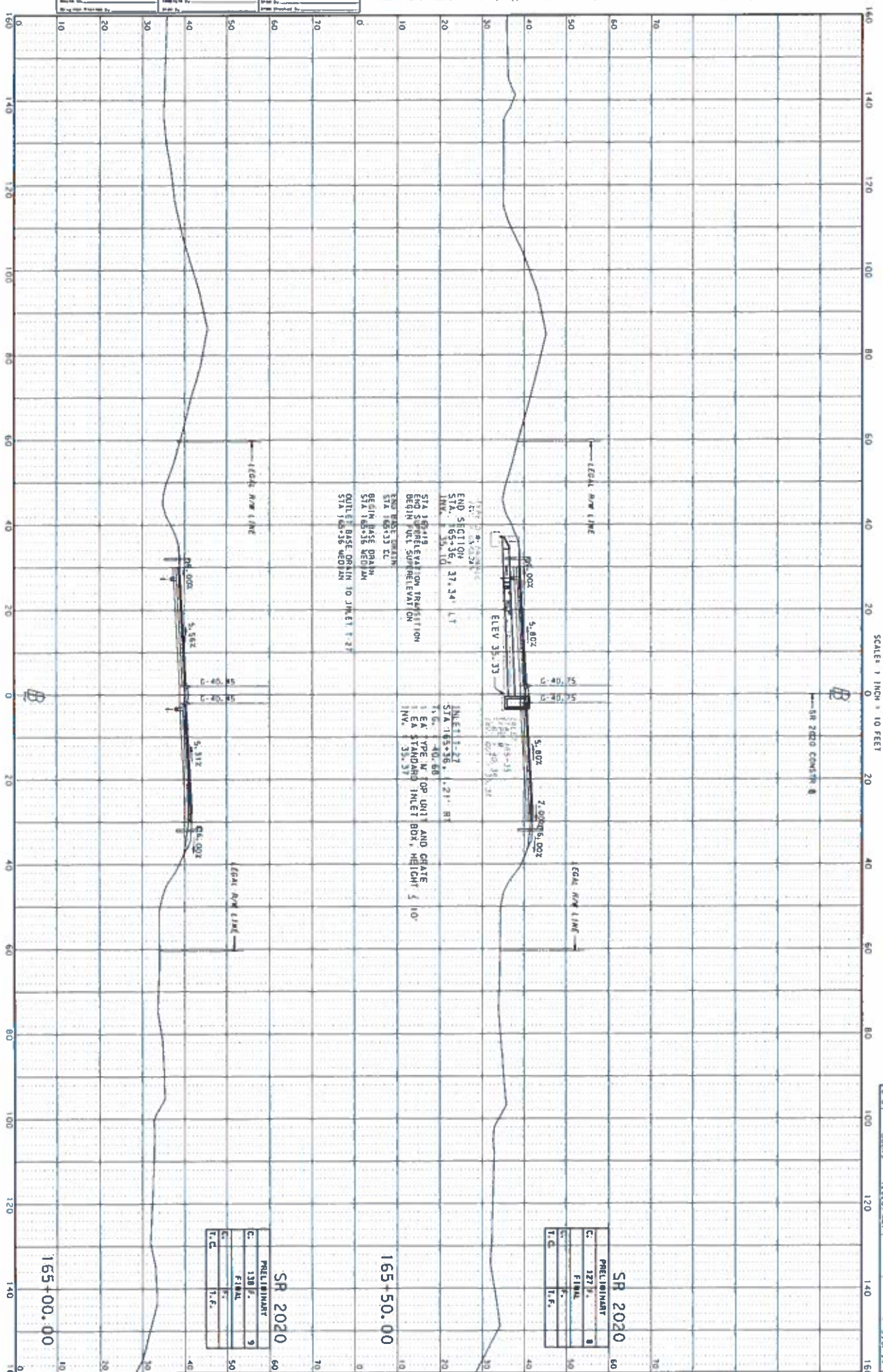
CL	1.50 F.	4
FL	FL	
FC	1.50 F.	

164+00.00

164+50.00

Project Name: SR 2020	Drawn By: [Name]	Checked By: [Name]
Scale: 1"=10'	Design Date: 7/16/12	Plot Date: 7/16/12

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1"=10' FEET



END SECTION
STA. 165+38.17
ELEV. 35.33
INLET
STA. 165+38.17
ELEV. 40.68
1 EA. TYPE 'N' GP UNIT AND GRATE
1 EA. STANDARD INLET BOX, HEIGHT 5' 10"

INLET
STA. 165+38.17
ELEV. 40.68
1 EA. TYPE 'N' GP UNIT AND GRATE
1 EA. STANDARD INLET BOX, HEIGHT 5' 10"

SR 2020	
C	127
F	1
T.C.	128

SR 2020	
C	138
F	1
T.C.	139

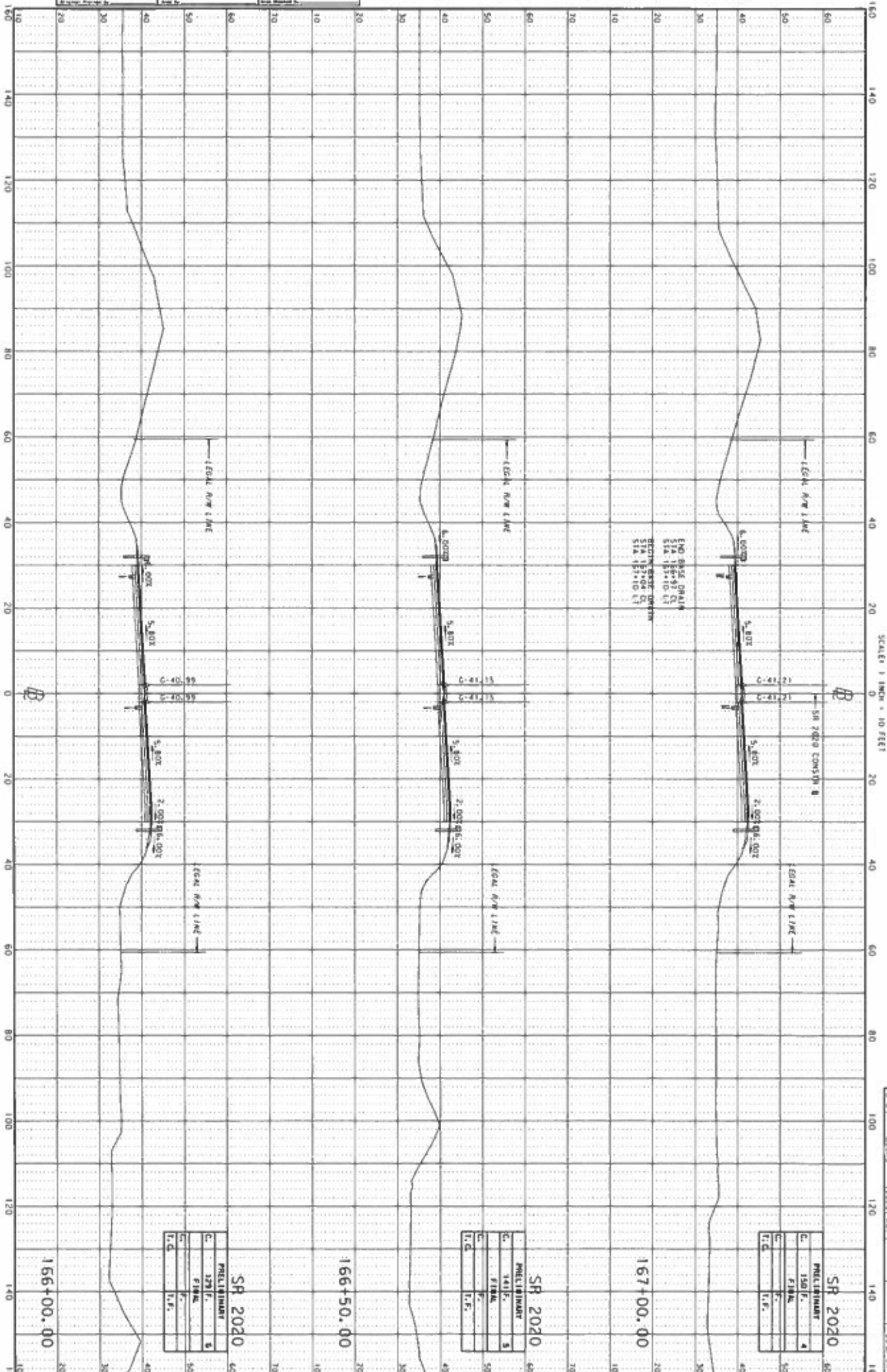
Sheet	2020	Scale	1"=10'	Project No.	SR 2020
Drawn	[Name]	Checked	[Name]	Plot Date	7/16/12

165+00.00

165+50.00

App. Approved By:	Checked By:	Drawn By:
Scale No.:	Scale No.:	Scale No.:
By:	By:	By:

OPERATOR: FILE NAME: C:\150021111\Roadway Supplement\1111\Design\Cross Sections\15 P1& 5-29-2012.dgn PLOTTED: 7/16/2012



VERTICAL ALIGNMENT OF IMPROVEMENT CROSS SECTIONS SCALE: 1 INCH = 10 FEET

Scale	1" = 10'
Sheet	2020
Date	7/16/2012
Drawn By	JAV
Checked By	
App. Approved By	

SR 2020

PRELIMINARY	4
C. 150 F.	5
F. 150 F.	5
T. 150 F.	5

SR 2020

PRELIMINARY	5
C. 141 F.	5
F. 141 F.	5
T. 141 F.	5

SR 2020

PRELIMINARY	5
C. 129 F.	5
F. 129 F.	5
T. 129 F.	5

166+00.00

166+50.00

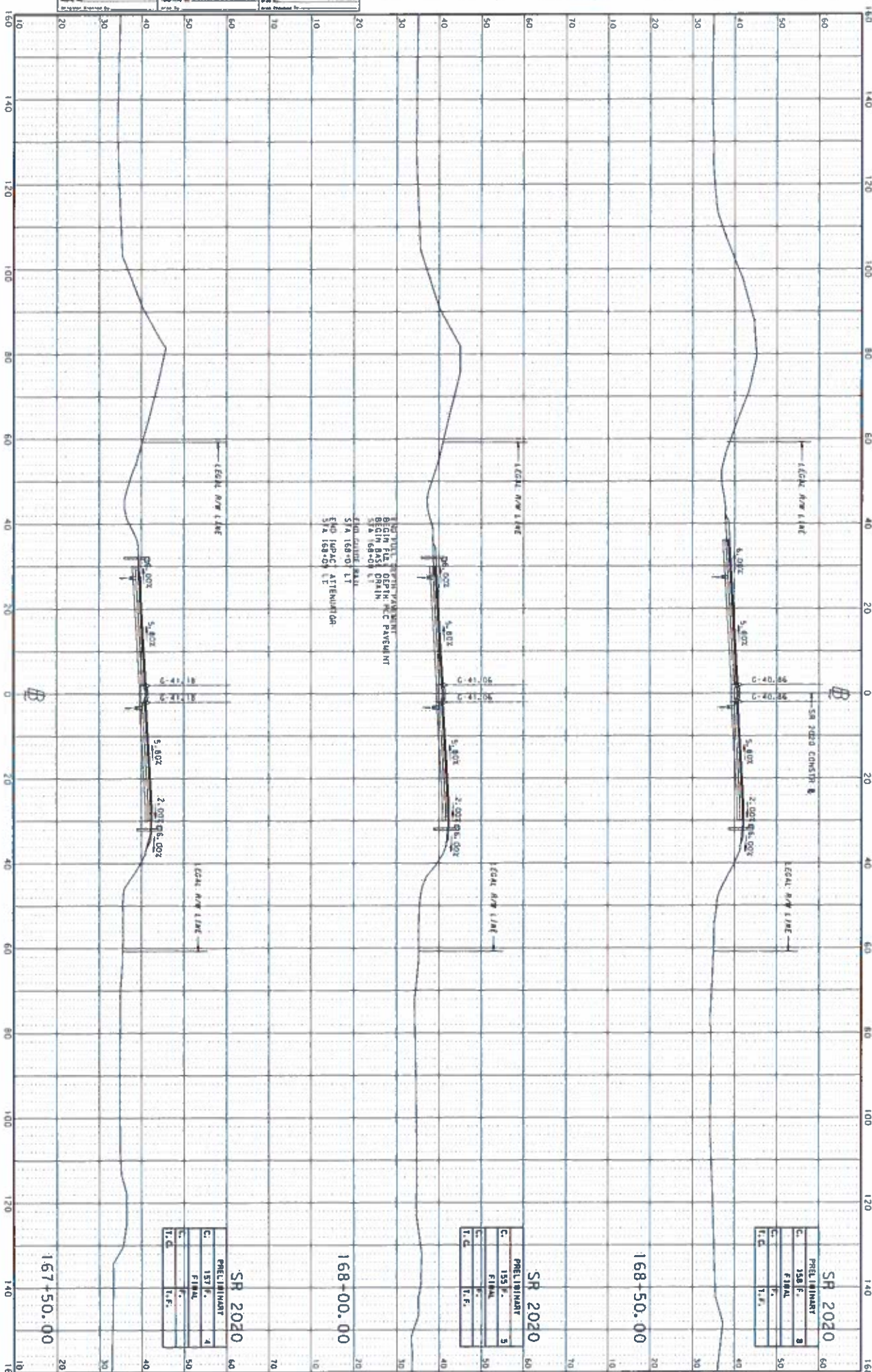
167+00.00

Drawn By: _____	Checked By: _____	Plotted By: _____
Revised By: _____	Approved By: _____	Scale: _____
Project Number: _____	Date: _____	Sheet Number: _____

OPERATOR: FILE NAME: C:\004214\Roadway Supplement\Cross Sections\SR 2020\SR 2020.dgn PLOTTED: 7/16/2012

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

Sheet	5-0
Project	BUCKS
Date	2020
Scale	1" = 10 FEET
Sheet No.	5 OF 5



SR 2020

PRELIMINARY	8
C. 158 F.	4
FINAL	5
T.C.	T.F.

SR 2020

PRELIMINARY	5
C. 155 F.	4
FINAL	5
T.C.	T.F.

SR 2020

PRELIMINARY	4
C. 157 F.	4
FINAL	5
T.C.	T.F.

167+50.00

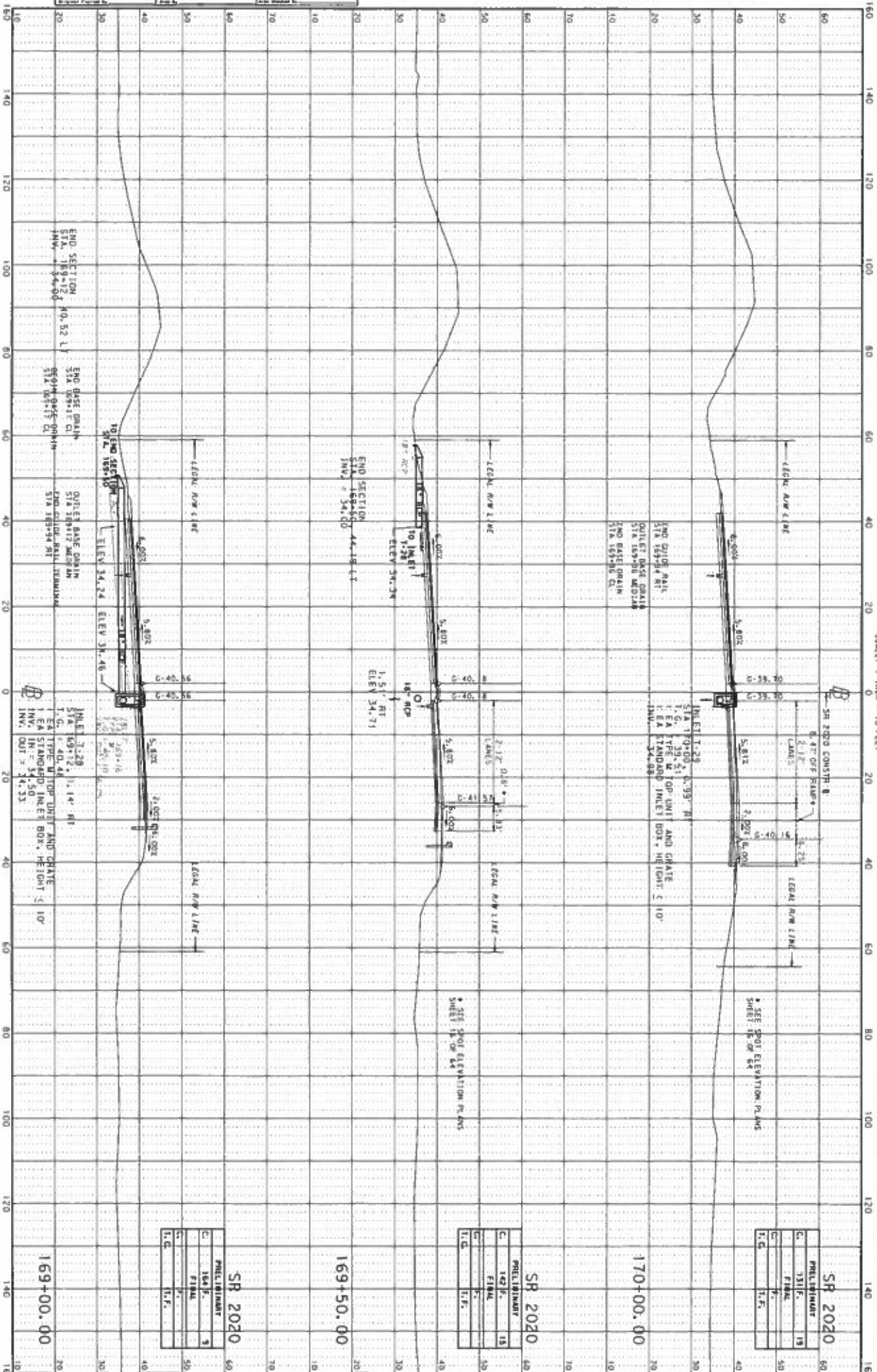
168+00.00

168+50.00

OPERATOR: FILE NAME: C:\60042141\Roadway Supplement\Sheet\Design\Cross Sections\XS P162 5-21-2012.dgn
 DRAWN BY: DATE: 5/21/12
 CHECKED BY: DATE: 5/21/12
 DESIGNED BY: DATE: 5/21/12

PLOTTED: 7/16/2012
 SHEET NO. 57 OF 84

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10' HORIZONTAL
 1" = 4' VERTICAL



SR 2020

PRELIMINARY	C	131 F.	19
	C	FINAL	50
	T.C.	T.R.	

SR 2020

PRELIMINARY	C	142 F.	15
	C	FINAL	50
	T.C.	T.R.	

SR 2020

PRELIMINARY	C	164 F.	3
	C	FINAL	50
	T.C.	T.R.	

SHEET NO. 57 OF 84
 CROSS SECTION STATION: 169+00.00

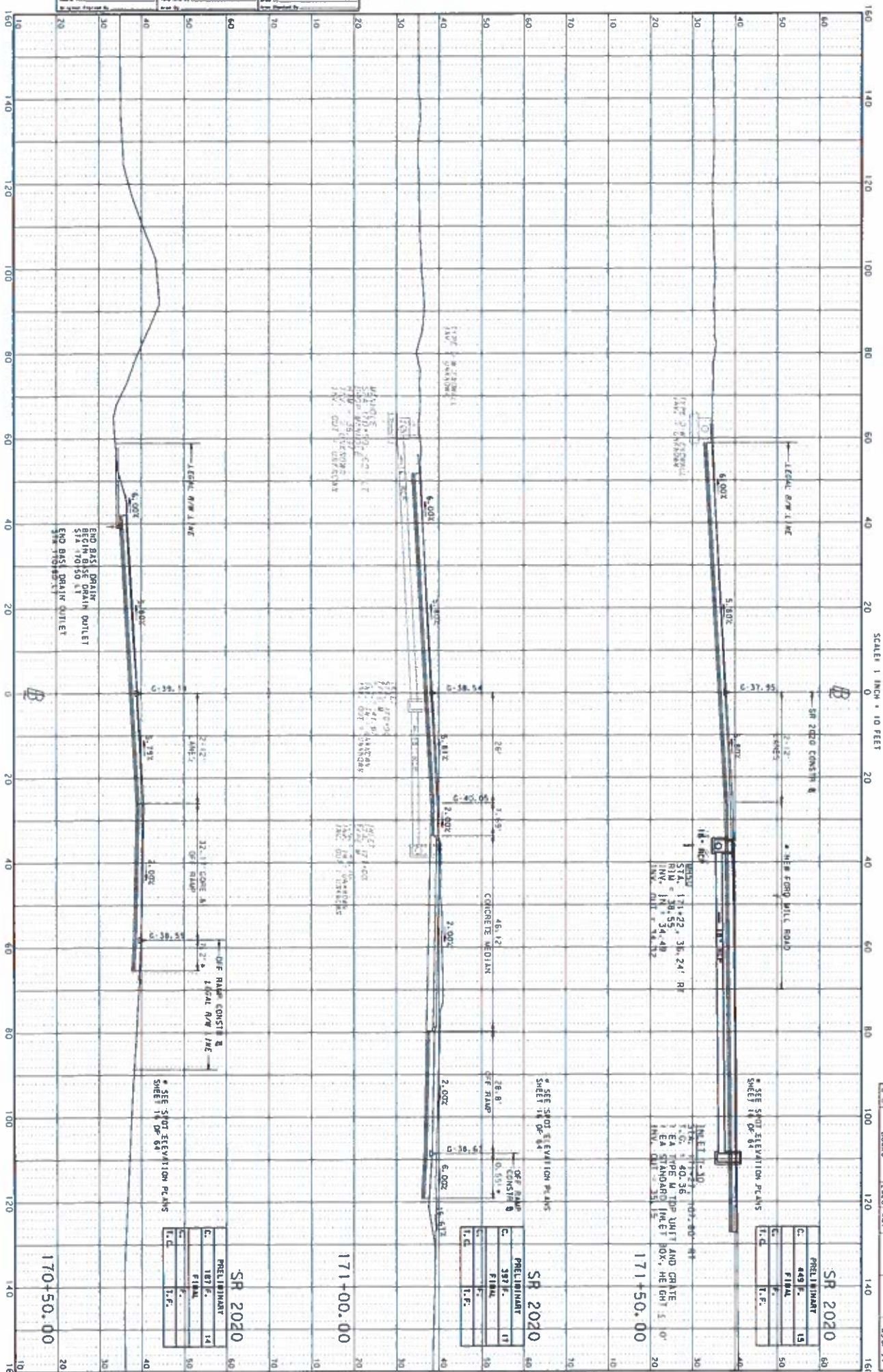
CROSS SECTION STATION: 170+00.00

CROSS SECTION STATION: 169+50.00

CROSS SECTION STATION: 169+00.00

Prepared By:	Checked By:	Drawn By:
Approved By:	Design Project No.:	Sheet No.:
Scale:	Sheet Title:	Project Name:

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET



Sheet No.	BUCCS	Project No.	SR 2020	Sheet Title	CROSS SECTIONS
Scale	1" = 10'	Drawn By		Checked By	
Plot Date	7-16-2017	Plot Time		Plot Scale	1" = 10'

SR 2020

PRELIMINARY	60
C.	489' F.
FINAL	15
T.C.	50

SR 2020

PRELIMINARY	60
C.	387' F.
FINAL	17
T.C.	15

SR 2020

PRELIMINARY	60
C.	187' F.
FINAL	14
T.C.	80

SR 2020

PRELIMINARY	60
C.	170' F.
FINAL	14
T.C.	80

SR 2020

PRELIMINARY	60
C.	187' F.
FINAL	14
T.C.	80

SR 2020

PRELIMINARY	60
C.	187' F.
FINAL	14
T.C.	80

SR 2020

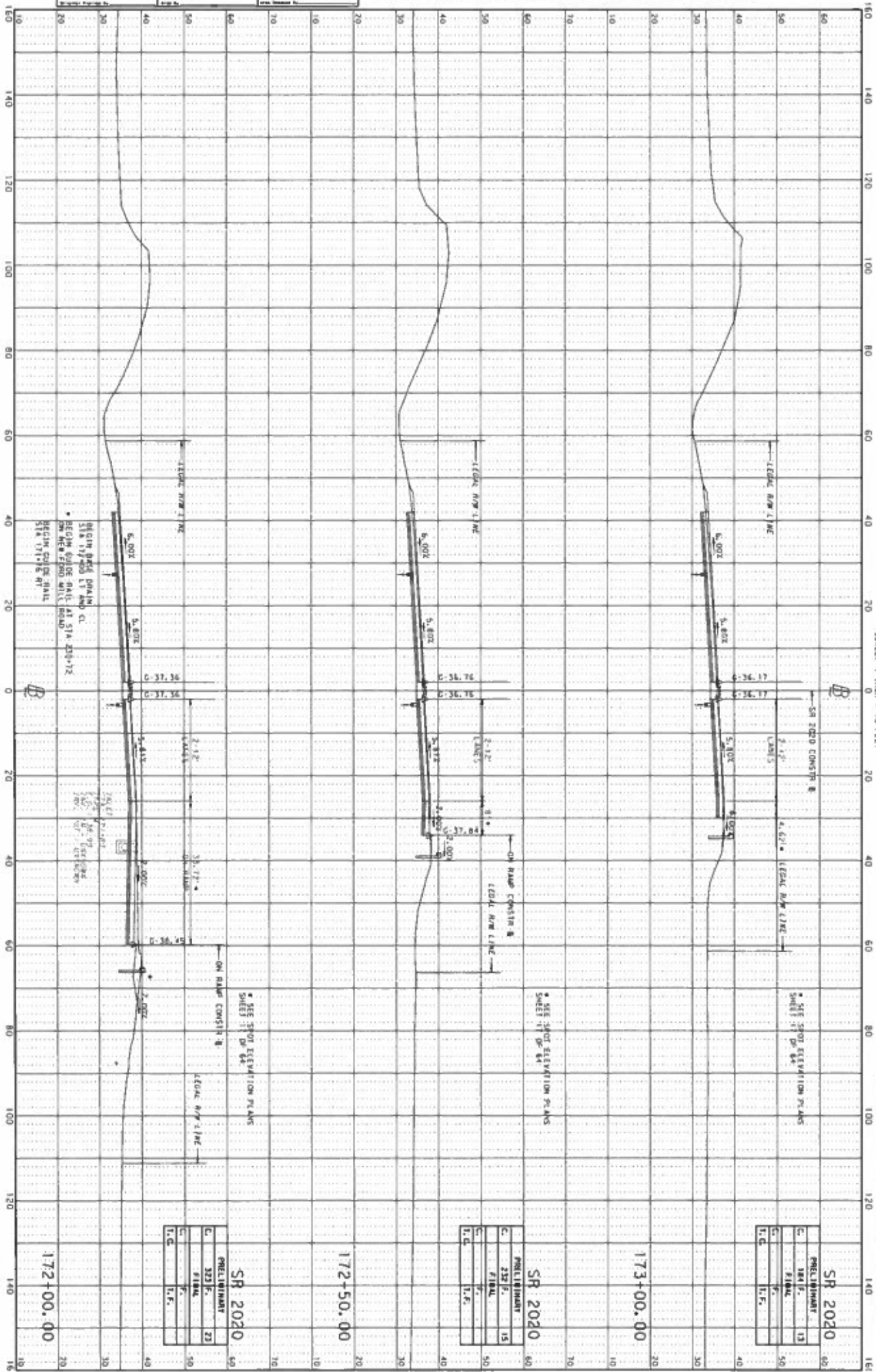
PRELIMINARY	60
C.	187' F.
FINAL	14
T.C.	80

SR 2020

PRELIMINARY	60
C.	187' F.
FINAL	14
T.C.	80

PROJECT NO.	DESIGNED BY	CHECKED BY
DATE	DATE	DATE
SCALE	SCALE	SCALE

OPERATOR: FILE NAME: G:\60042141\Roadway Supplement\Civil\Design\Cross Sections\SS P&E 5-29-2012.dgn PLOTTED: 7/16/2012



PROTECTABLE DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10' FEET

FILE	DATE	TIME	USER	STATUS	DESCRIPTION
E-0	8/20/20	11:57	AMT		ED: 6/ 3/4

SR 2020

PRELIMINARY	13
C	181 F
E	118 L
T.C.	1.5

SR 2020

PRELIMINARY	15
C	232 F
E	118 L
T.C.	1.5

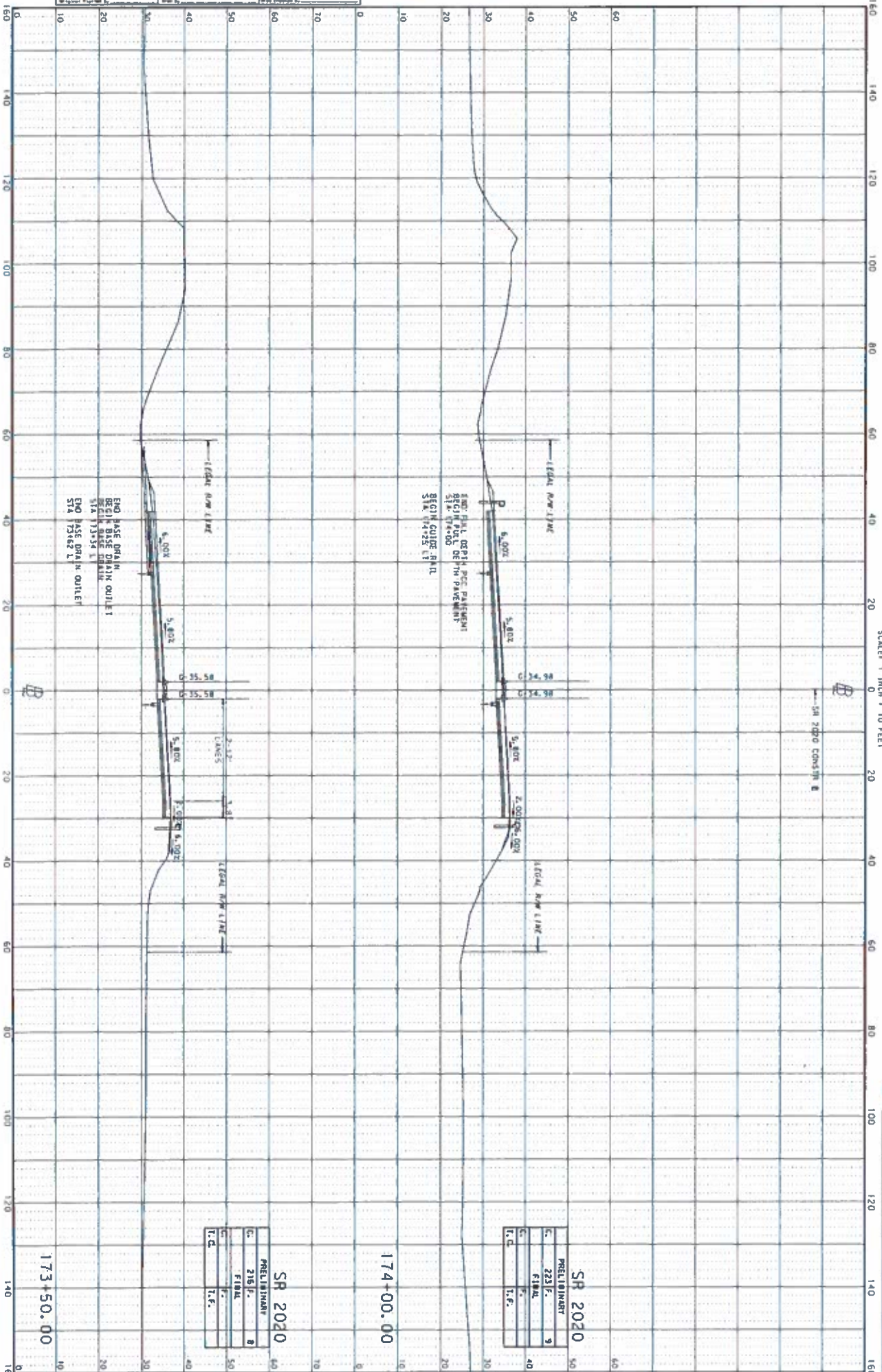
SR 2020

PRELIMINARY	23
C	323 F
E	118 L
T.C.	1.5

SR 2020

PRELIMINARY	23
C	323 F
E	118 L
T.C.	1.5

Drawn By: _____	Checked By: _____	Project No: _____
Scale: _____	Scale: _____	Scale: _____
Author: _____	Author: _____	Author: _____
Appr'd By: _____	Appr'd By: _____	Appr'd By: _____
Drawn By: _____	Drawn By: _____	Drawn By: _____



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

DATE	DESIGN	SCALE	PROJECT NO.	DATE	SCALE
8-01	BUCKS	30'0" HWT		5-08-94	

SR 2020

DATE	DESIGN	SCALE	PROJECT NO.
8-01	BUCKS	30'0" HWT	

SR 2020

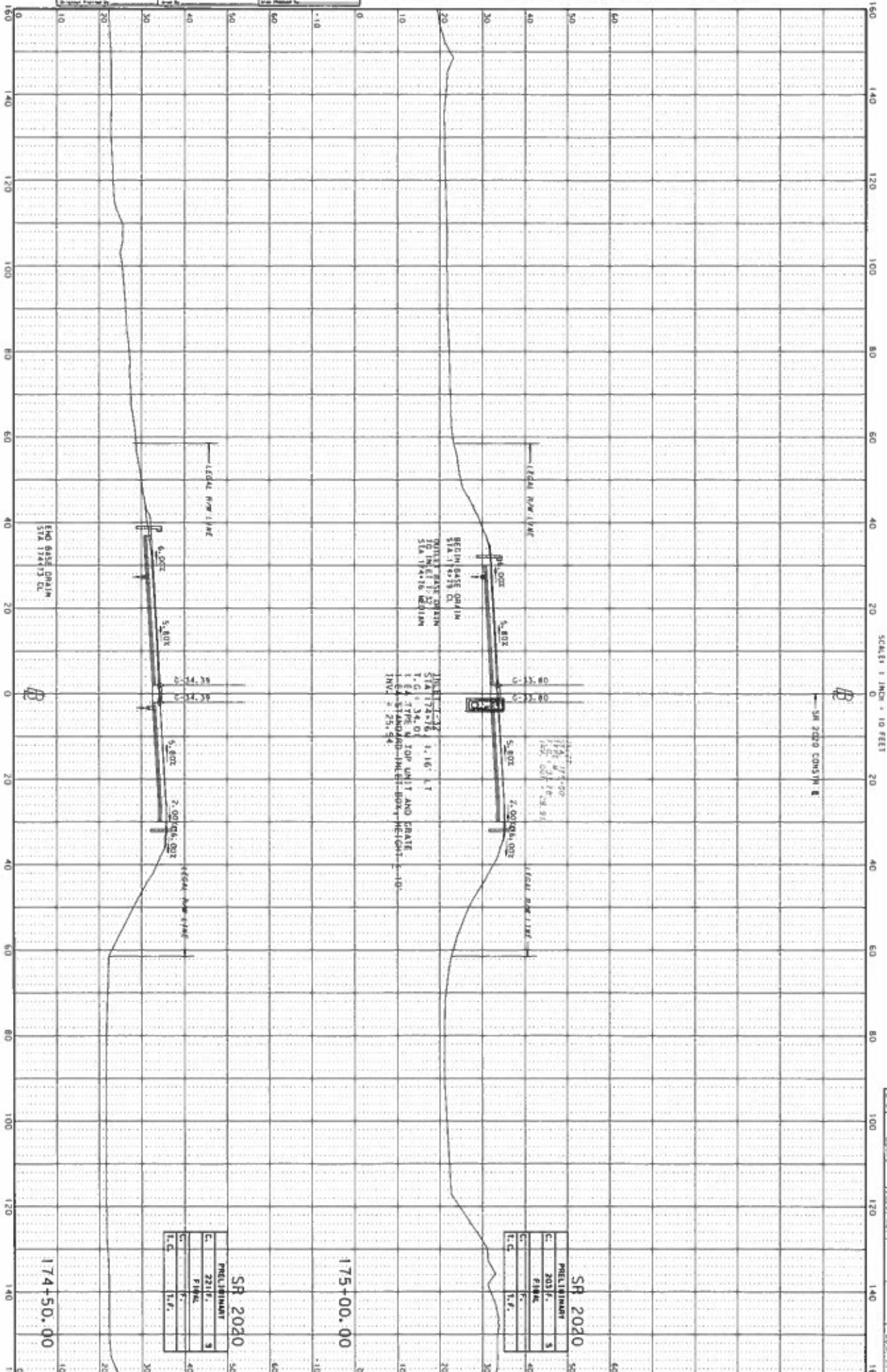
DATE	DESIGN	SCALE	PROJECT NO.
8-01	BUCKS	30'0" HWT	

173+50.00

174+00.00

Drawn By	Checked By	Plotted By

OPERATOR: FILE NAME: C:\S0042141\Roadway Supplement\Civil\Design\Cross Sections\15 PS&E 5-29-2012.dgn PLOTTED: 7/16/2012



MINNESOTA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10' HORIZ. 1" = 10' VERT.

DATE	PROJECT	SECTION	SCALE
7/16/12	SR 2020	SR 2020	1" = 10'

SR 2020

C	203	3
F	5	5
T.C.	14.0	10

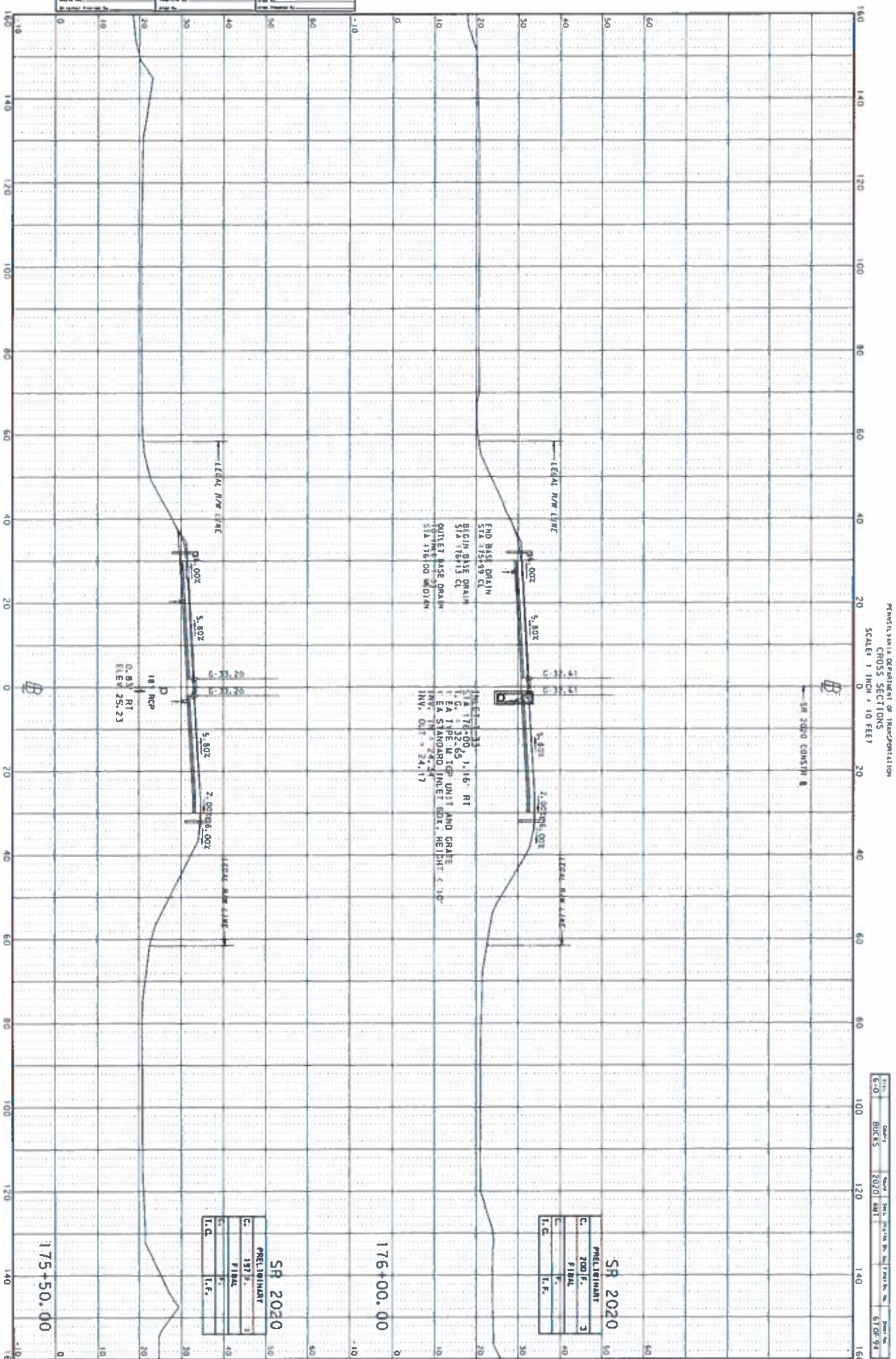
SR 2020

C	221	3
F	5	5
T.C.	14.0	10

175+00.00

174+50.00

Drawn By: [Blank]	Checked By: [Blank]	Project No: [Blank]
Scale: [Blank]	Date: [Blank]	Sheet No: [Blank]
Author: [Blank]	Drawn By: [Blank]	Checked By: [Blank]



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10' FEET

Sheet No.	6-0	Sheet Title	BUCKS	Scale	1" = 10' FEET	Sheet No.	61 OF 94
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SR 2020

PROJECT	SR 2020
DATE	7/18/2012
SCALE	1" = 10'
PROJECT NO.	6002
SHEET NO.	61 OF 94

SR 2020

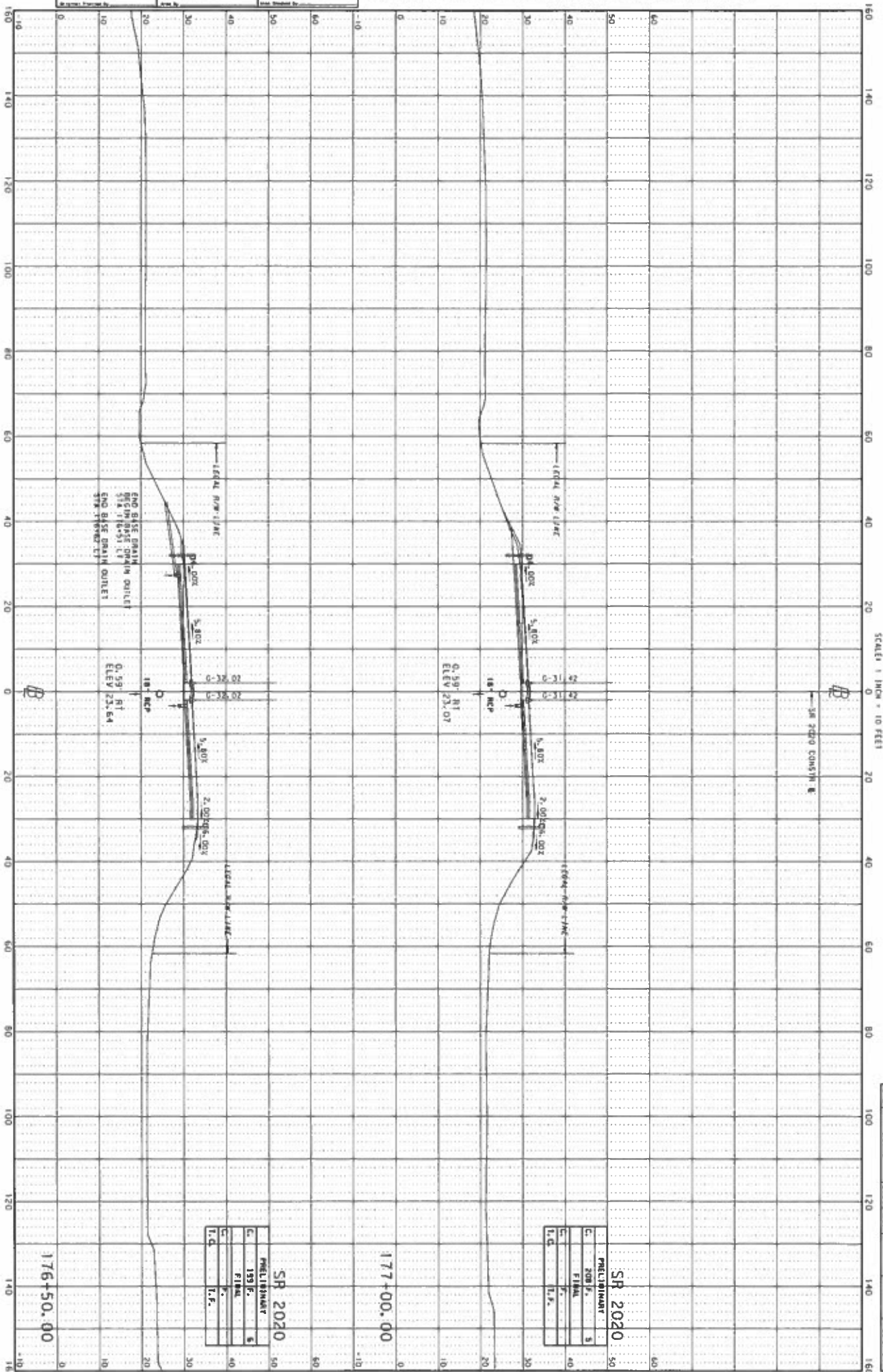
PROJECT	SR 2020
DATE	7/18/2012
SCALE	1" = 10'
PROJECT NO.	6002
SHEET NO.	61 OF 94

175+50.00

176+00.00

Drawn By:	Checked By:	Project No.:
Scale:	Scale:	Scale:
Author:	Author:	Author:
Appr.:	Appr.:	Appr.:

OPERATOR: FILE NAME: C:\600421411\Roadway_Supplement\Civil\Design\Cross Sections\15.P38E 3-29-2012.dgn PLOTTED: 3/16/2012



PROVIDE A REPRESENTATION OF TRANSPORTATION CROSS SECTIONS SCALE: 1" = 10' FEET

Sheet No.	2020	Sheet No.	2020
Project No.	15	Project No.	15
Date	3/16/2012	Date	3/16/2012
Scale	1" = 10'	Scale	1" = 10'

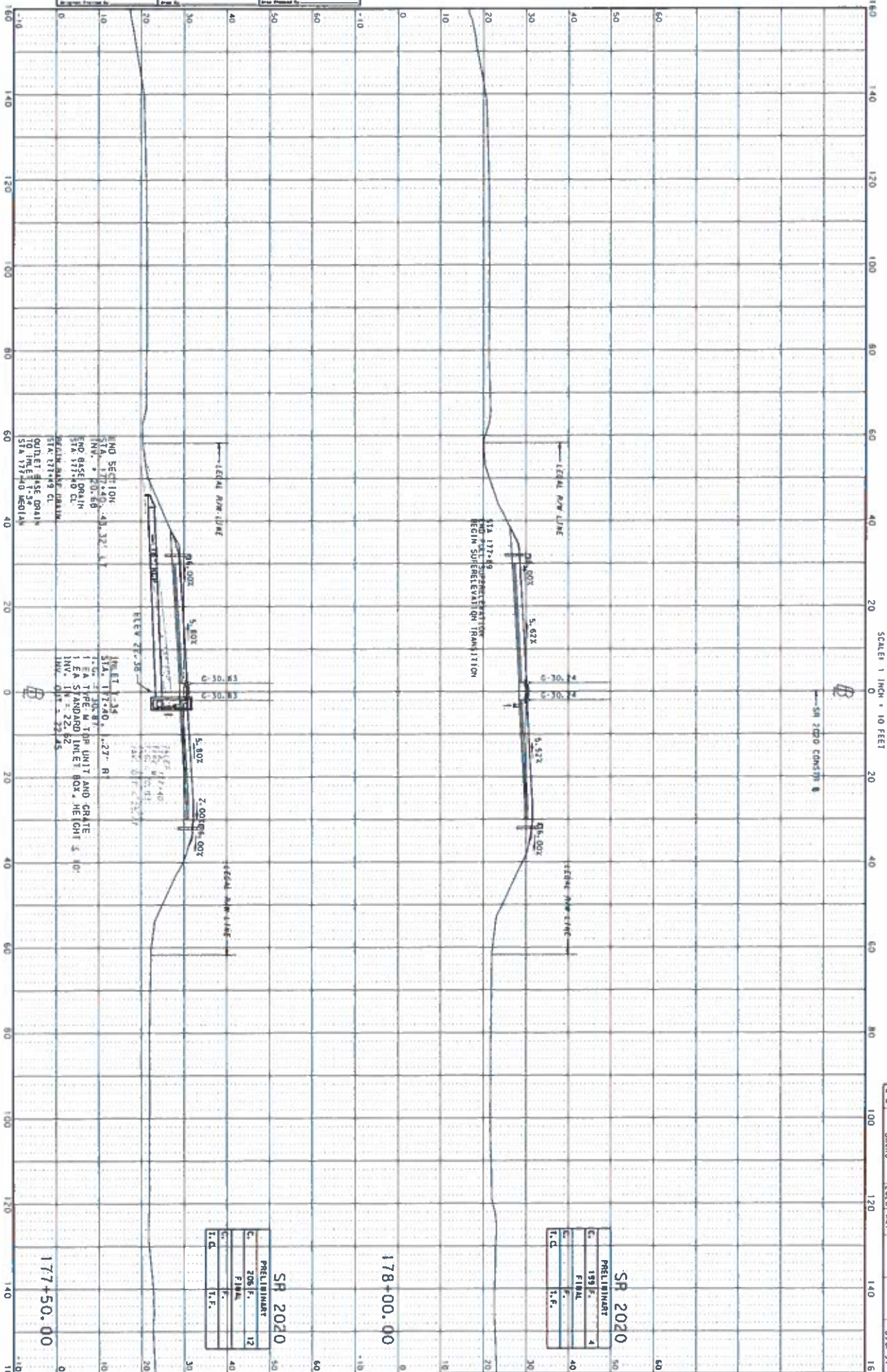
SR 2020
PRELIMINARY
2020 P. 5
FINAL
1/2"
1/2"

SR 2020
PRELIMINARY
2020 P. 5
FINAL
1/2"
1/2"

176+50.00

177+00.00

Drawn By: [Blank]	Checked By: [Blank]	Scale: [Blank]
Revised By: [Blank]	Revised Date: [Blank]	Revised Reason: [Blank]
Project Name: [Blank]	Project No: [Blank]	Sheet No: [Blank]



RENTON VA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

Scale	Sheet	Project	Date	Drawn By	Checked By	Scale
5'-0"	6005	2020 APT	7/16/12	[Blank]	[Blank]	5'-0" 34

SP 2020

C	PRELIMINARY	4
F	FINAL	1
T	TOTAL	5

SP 2020

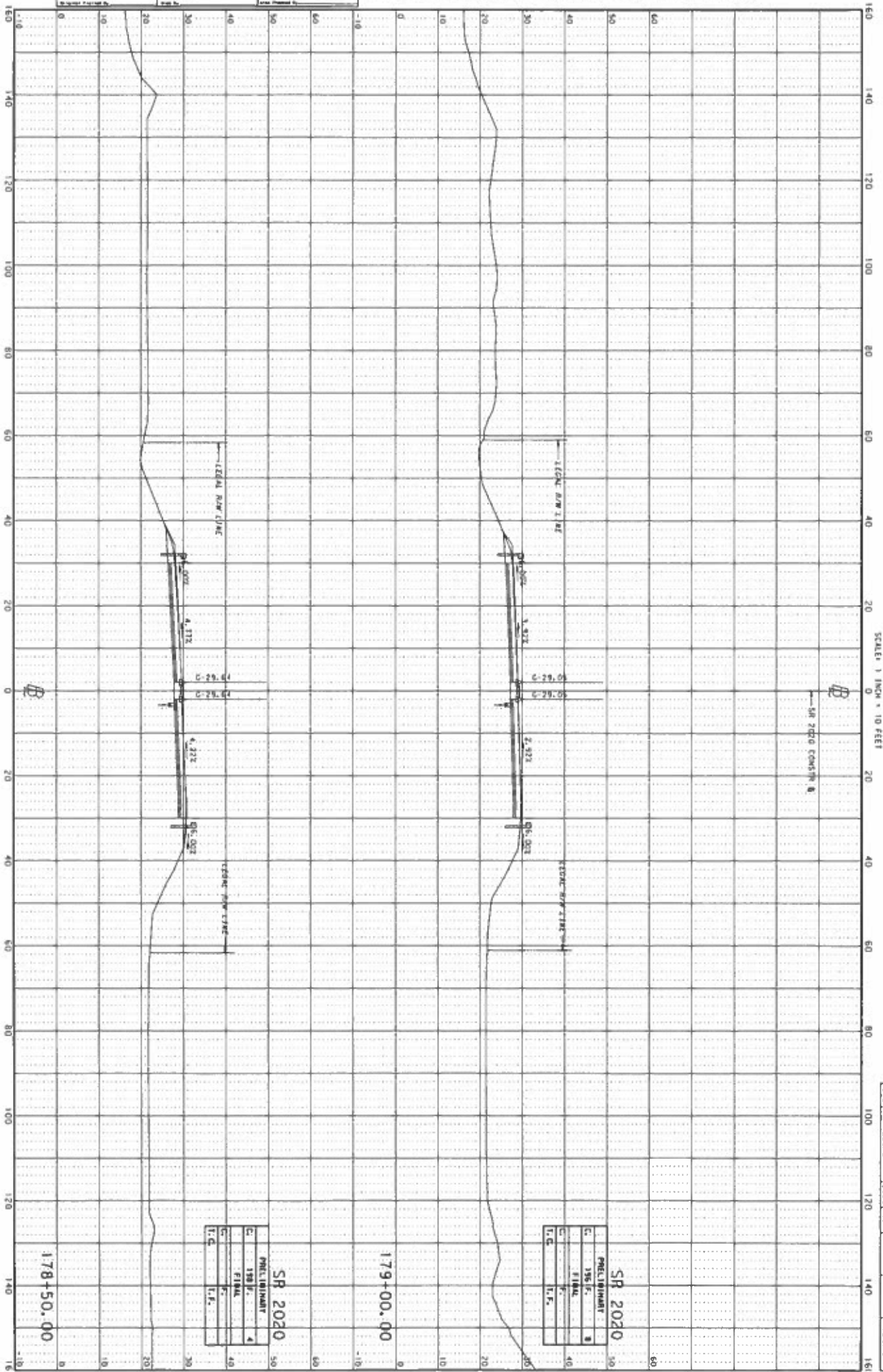
C	PRELIMINARY	12
F	FINAL	0
T	TOTAL	12

177+50.00

178+00.00

Project No.:	Drawn By:	Scale:
Block No.:	Checked By:	Plot Date:
Revised Project No.:	Revised By:	Plot No.:

OPERATOR: FILE NAME: C:\16002141\Roadwork\Supplement\C1611\Design\Cross Sections\15 P342 5-29-2012.dgn PLOTTED: 7/16/2017



INDIANA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Scale:	1" = 10'
Sheet:	2020
Project:	SR 2020
Date:	7/16/2017

SR 2020

PRELIMINARY
C 195 F
F 184 L
F 175 L
T.C. 175

SR 2020

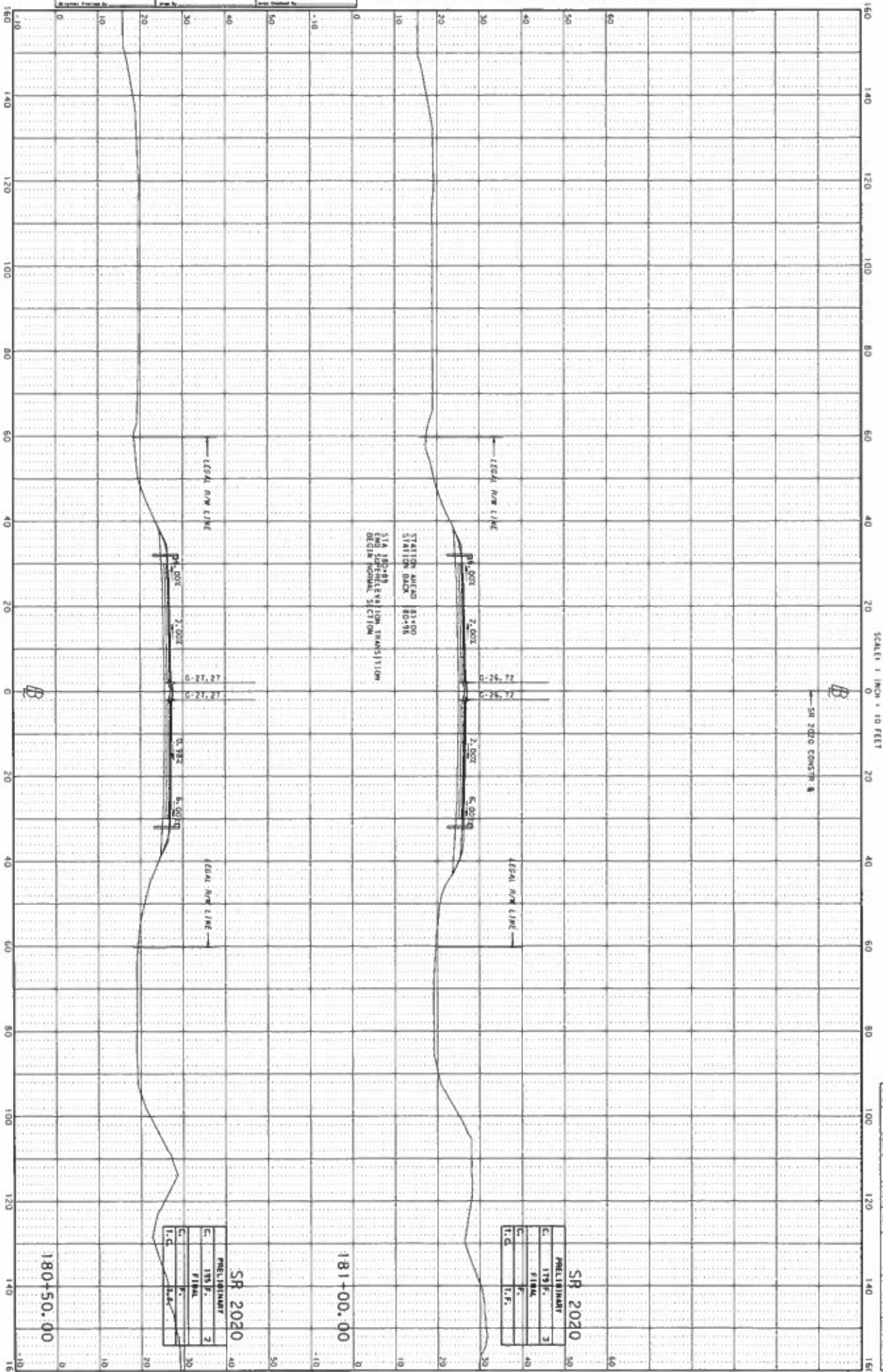
PRELIMINARY
C 188 F
F 184 L
F 175 L
T.C. 175

178+50.00

179+00.00

DESIGNED BY	CHECKED BY	DATE
DATE	DATE	DATE
DATE	DATE	DATE

OPERATOR: FILE NAME: G:\60042141\Roadway Supplement\Civil\Design\Cross Sections.v5 PSM 5-29-2012.dgn PLOTTED: 7/16/2012



MINNESOTA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

DATE	BY	CHKD	APP'D
7/20/12	AVI		

SR 2020

PRELIMINARY	3
FINAL	4
T.C.	5

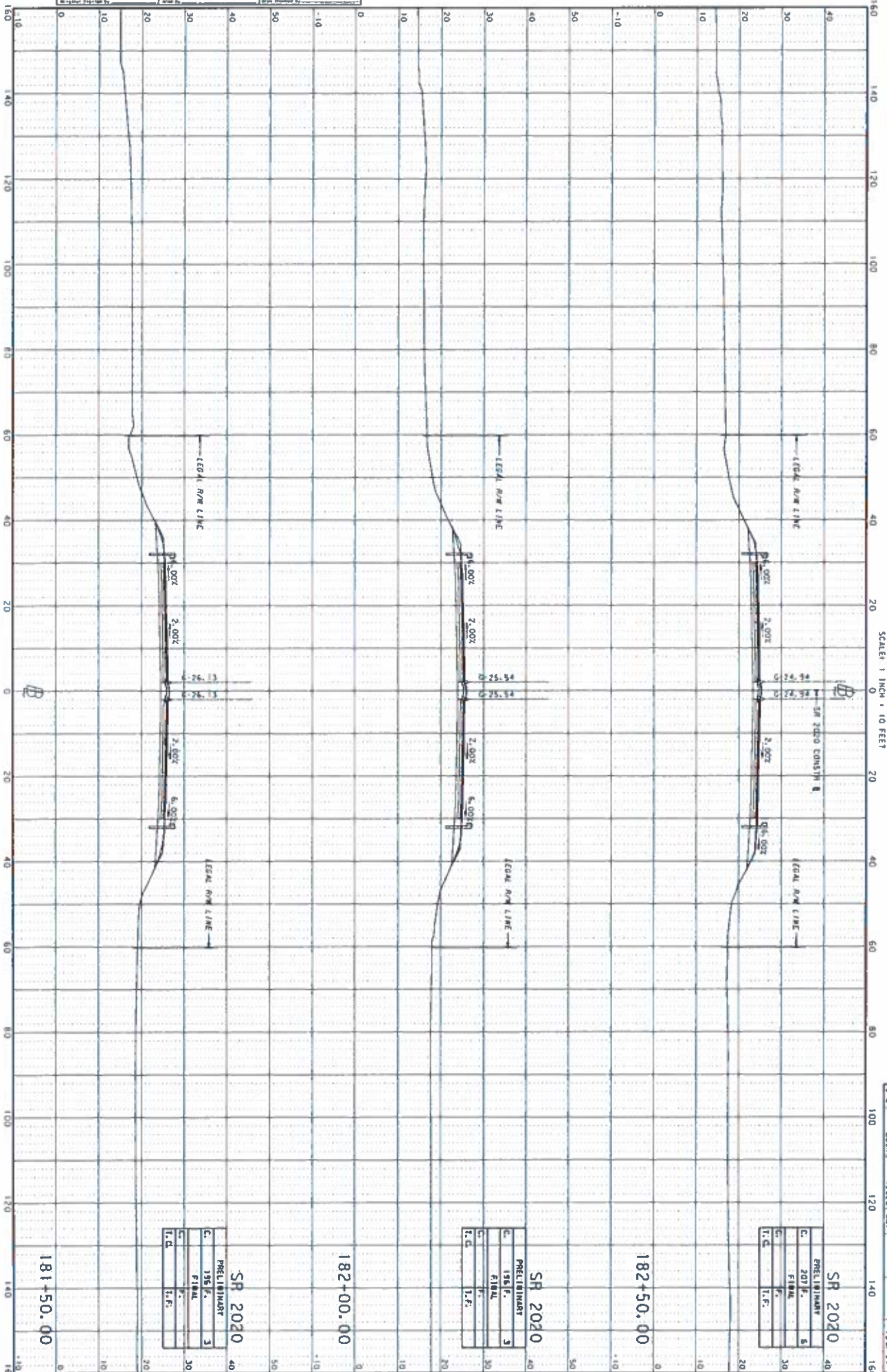
SR 2020

PRELIMINARY	2
FINAL	3
T.C.	4

180+50.00

181+00.00

Drawn By: _____	Checked By: _____	Project No: _____
Scale: _____	Date: _____	Sheet No: _____
Author: _____	Drawn: _____	Scale: _____



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

DATE:	7/16/2012
PROJECT:	SR 2020
SECTION:	181+50.00
SCALE:	1" = 10 FEET
SHEET NO.:	33 OF 94

SR 2020

DATE:	7/16/2012
PROJECT:	SR 2020
SECTION:	182+00.00
SCALE:	1" = 10 FEET
SHEET NO.:	33 OF 94

SR 2020

DATE:	7/16/2012
PROJECT:	SR 2020
SECTION:	182+50.00
SCALE:	1" = 10 FEET
SHEET NO.:	33 OF 94

SR 2020

DATE:	7/16/2012
PROJECT:	SR 2020
SECTION:	181+50.00
SCALE:	1" = 10 FEET
SHEET NO.:	33 OF 94

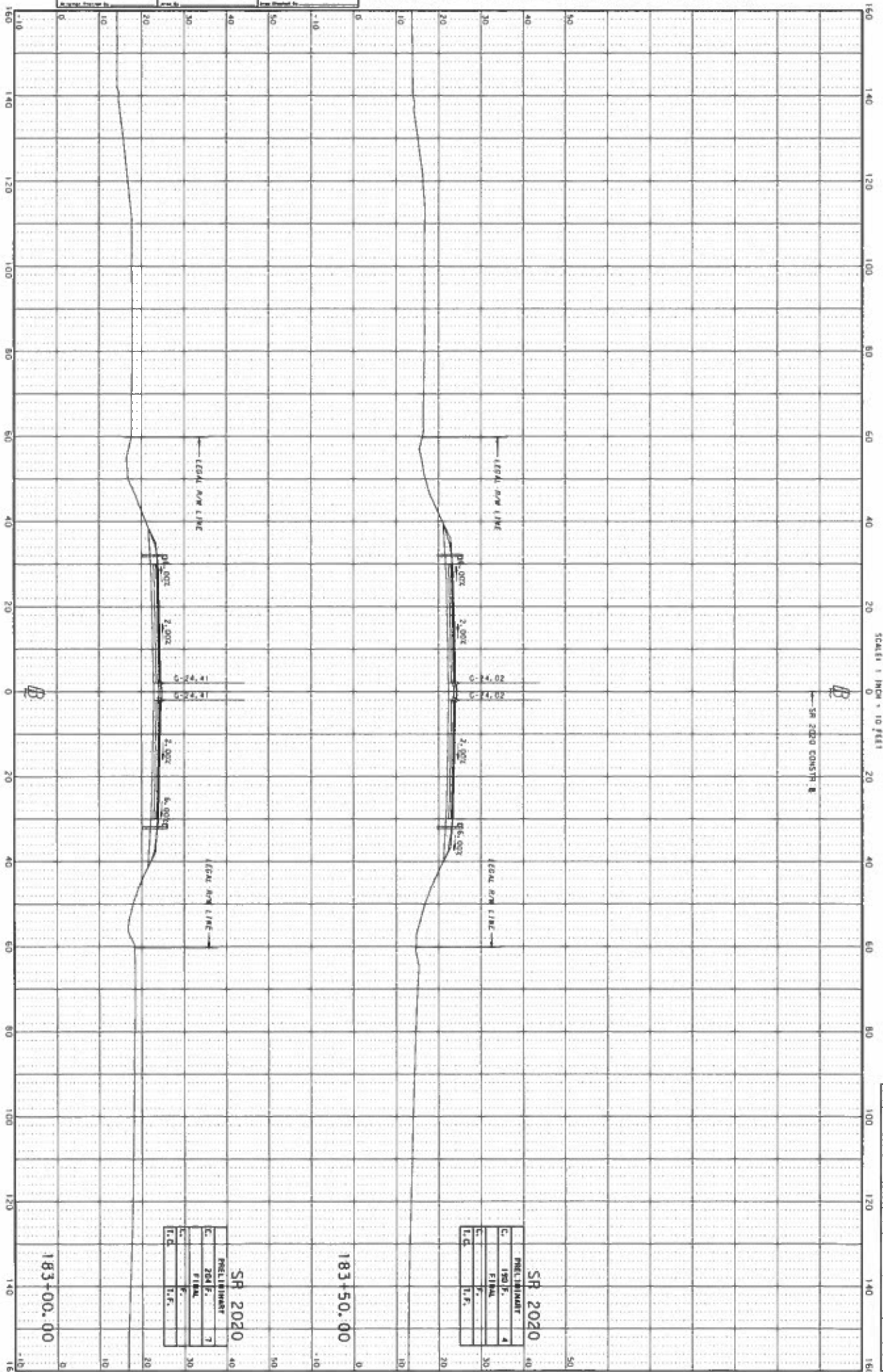
181+50.00

182+00.00

182+50.00

Operator No.	Operator Name	Drawn By
Scale	Table No.	Table No.
Project No.	Table No.	Table No.

OPERATOR: FILE NAME: D:\60042141\Roadway Supplement\Clv\1\Design\Cross Sections\YS P5&E 5-29-2012.dgn PLOTTED: 3/16/2012



MINNESOTA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10' HORIZ
1" = 4' VERT

DATE	CONTRACT	SECTION	SHEET NO.	TOTAL SHEETS
3-16-2012	60042141	2030	1408	94

SR 2020

ITEM	QUANTITY	UNIT
1.0	4	FT
2.0	4	FT
3.0	4	FT
4.0	4	FT
5.0	4	FT
6.0	4	FT
7.0	4	FT
8.0	4	FT
9.0	4	FT
10.0	4	FT
11.0	4	FT
12.0	4	FT
13.0	4	FT
14.0	4	FT
15.0	4	FT
16.0	4	FT
17.0	4	FT
18.0	4	FT
19.0	4	FT
20.0	4	FT

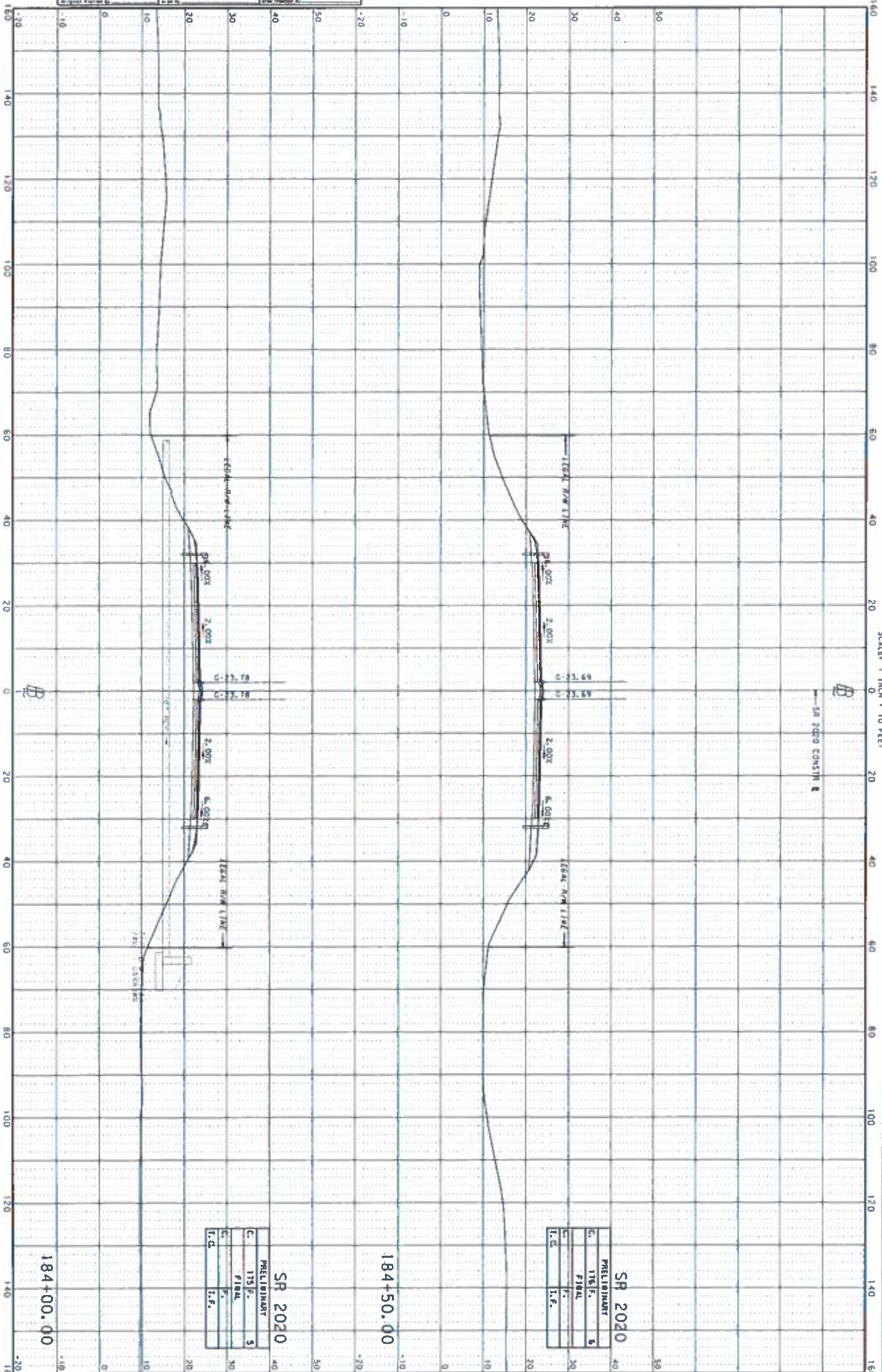
SR 2020

ITEM	QUANTITY	UNIT
1.0	7	FT
2.0	7	FT
3.0	7	FT
4.0	7	FT
5.0	7	FT
6.0	7	FT
7.0	7	FT
8.0	7	FT
9.0	7	FT
10.0	7	FT
11.0	7	FT
12.0	7	FT
13.0	7	FT
14.0	7	FT
15.0	7	FT
16.0	7	FT
17.0	7	FT
18.0	7	FT
19.0	7	FT
20.0	7	FT

183+00.00

183+50.00

App. Used for No.	By (Project Checked By)	Date (Project Checked By)



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

Roll	Sheet	Scale	Date	Project No.	Sheet No.
5-0	BUCKS	20:0	AUT	184+50.00	15 OF 34

SR 2020

C	175 F.	5
F	FINAL	
L.C.	L.F.	

SR 2020

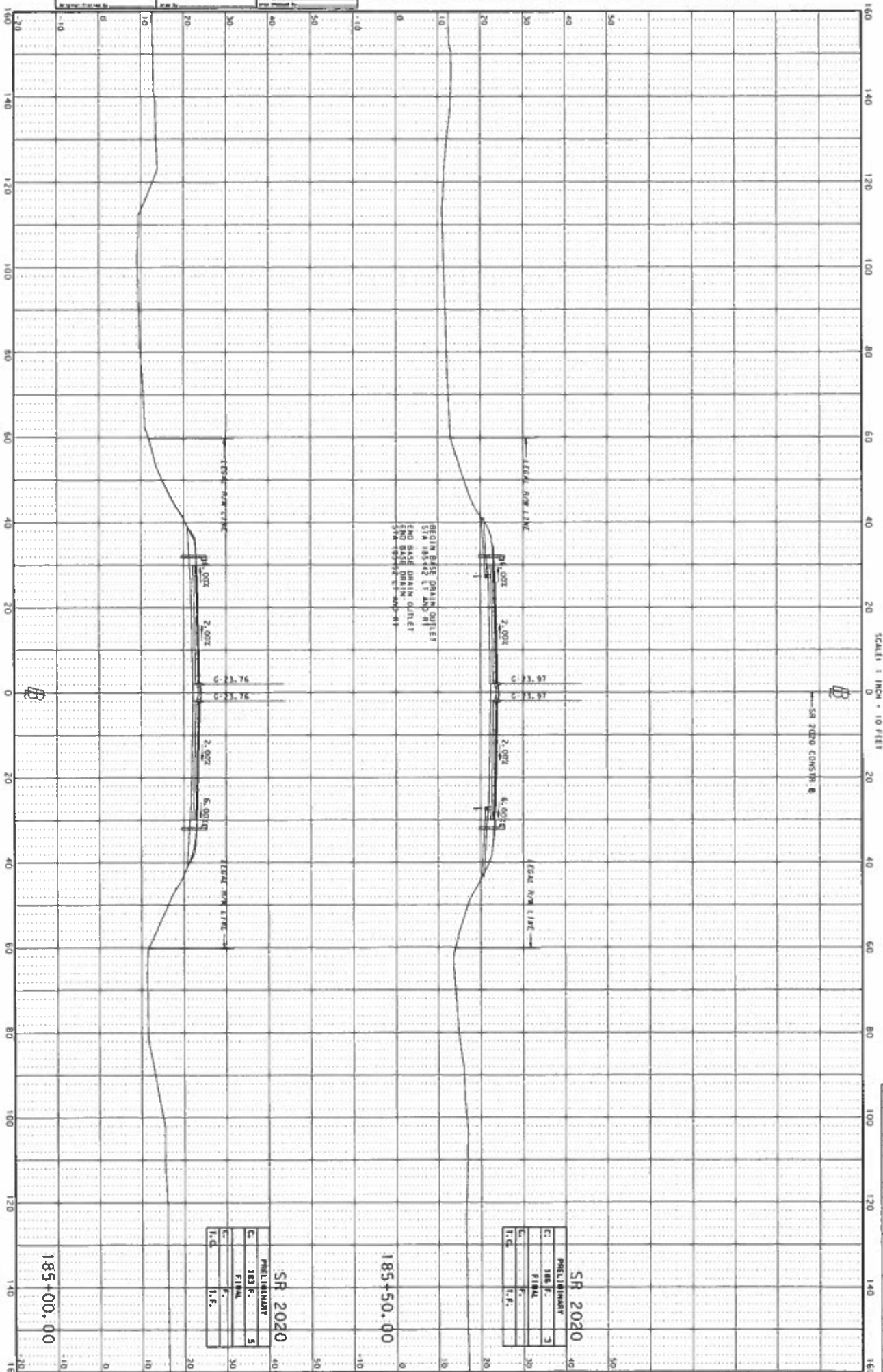
C	175 F.	5
F	FINAL	
L.C.	L.F.	

184+00.00

184+50.00

App. Prepared By:	Checked/Reviewed By:	Drawn/Plotted By:
Project No.:	Project Name:	Project Location:
Scale:	Sheet No.:	Total Sheets:

OPERATION: FILE NAME: G:\60042141\Roadway Supplement\Civil\Design\Cross Sections\CS PS&E 3-29-2012.dgn PLOTTED: 7/14/2012



PROVIDE A DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10' HORIZ. 1" = 10' VERT.

DATE	DESCRIPTION	BY	CHKD	DATE	BY	CHKD
6-0	BUCKETS	2020	MB			

SR 2020

PRELIMINARY	3
FILED	
I.C.	I.S.

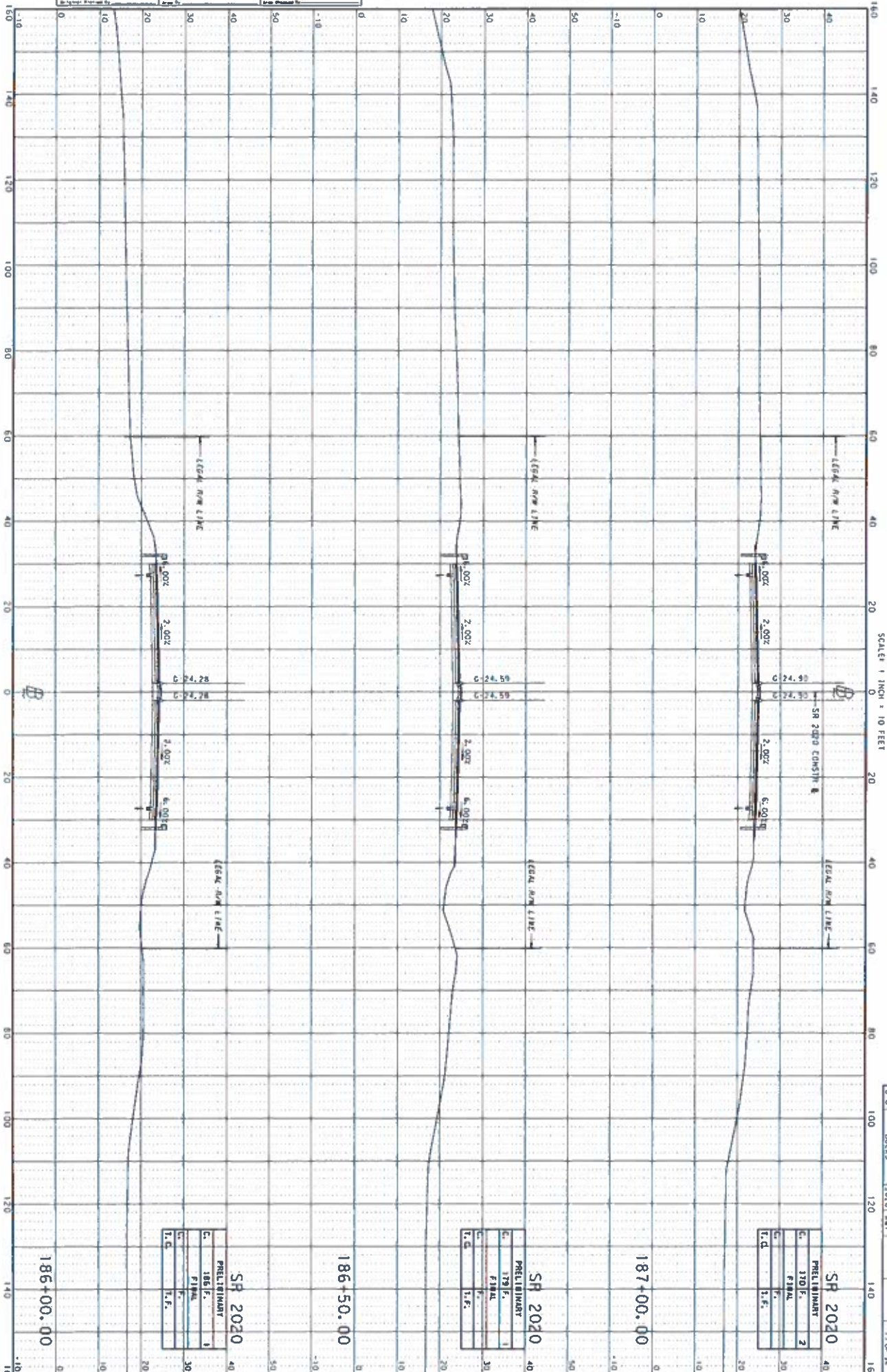
SR 2020

PRELIMINARY	3
FILED	
I.C.	I.S.

185+00.00

Sheet Number: _____	Original Drawn By: _____	Final Plot By: _____
Revision No: _____	Temp Drawn By: _____	Drawn Checked By: _____
By: _____	Drawn By: _____	Drawn Checked By: _____

MINNESOTA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET



SR 2020

C	310 F.	2
F	F180AL	
F	1 F.	
L.C.		

SR 2020

C	179 F.	1
F	F180AL	
F	1 F.	
L.C.		

SR 2020

C	188 F.	1
F	F180AL	
F	1 F.	
L.C.		

SHEET	Quantity	Sheet	Sheet	Sheet	Sheet	Sheet
5-0	3020	3020	3020	3020	3020	3020
SUBS	ANI	ANI	ANI	ANI	ANI	ANI

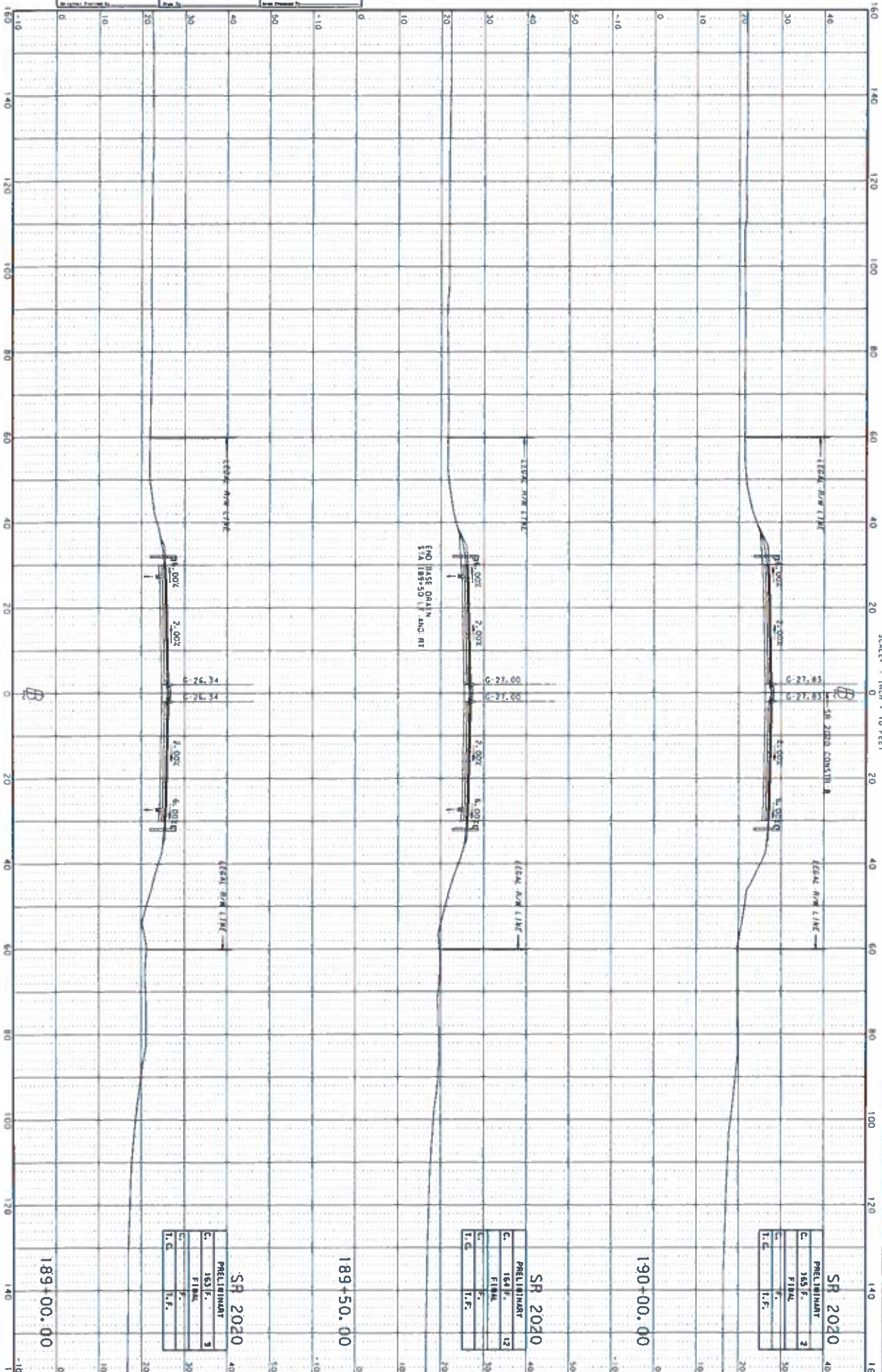
186+00.00

186+50.00

187+00.00

Drawn By: _____	Checked By: _____	Scale: _____
Project No: _____	Sheet No: _____	Date: _____

OPERATOR: FILE NAME: G:\60042\111\Roadway Supplement\2\111\Design\Cross Sections\15 P&E 5 29 2012.dgn PLOTTER: P116 2012



MISSOURI DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

Sheet No.	39 OF 94
Date	7/27/01
Project No.	SR 2020
Sheet No.	B-0
Block	BLOCKS

SR 2020	
C	363 F.
F	F180L
T.C.	T.F.

SR 2020	
C	164 F.
F	F180L
T.C.	T.F.

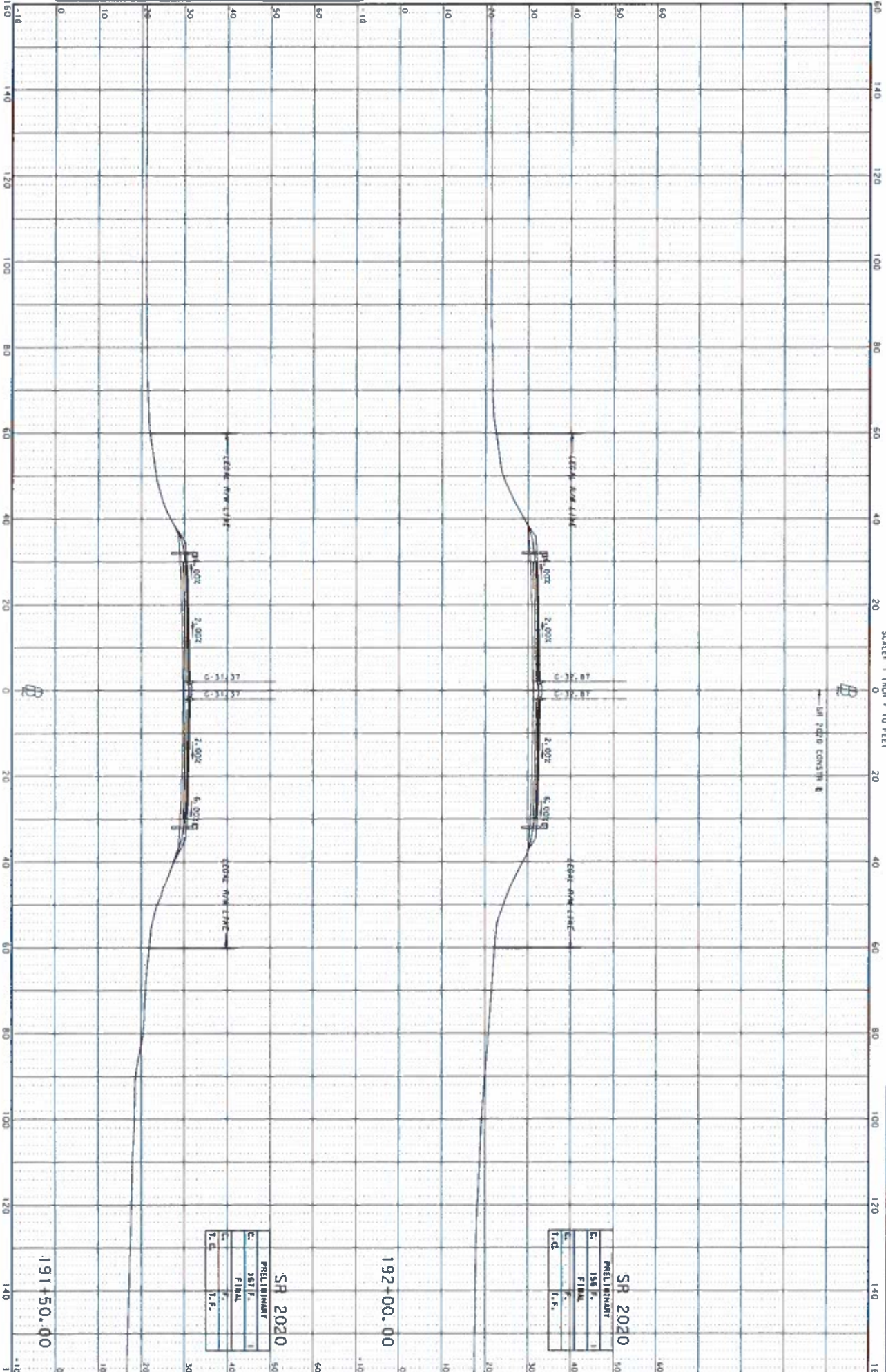
SR 2020	
C	363 F.
F	F180L
T.C.	T.F.

189+00.00

189+50.00

190+00.00

Appr. Prepared By:	Design Checked By:	Final Checked By:
Drawn By:	Temp. Used By:	Printed By:
By whom Revised By:	Drawn By:	Drawn Checked By:



PERMISSIBLE GRADE LIMIT OF INCORPORATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

Sheet No.	6-0	General	Project No.	SR 2020	Year	2020	Scale	1" = 10 FEET	Sheet No.	6 OF 94
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SR 2020

PRELIMINARY	1
C. 156 P.	1
F. FINAL	1
L. C.	1 P.

SR 2020

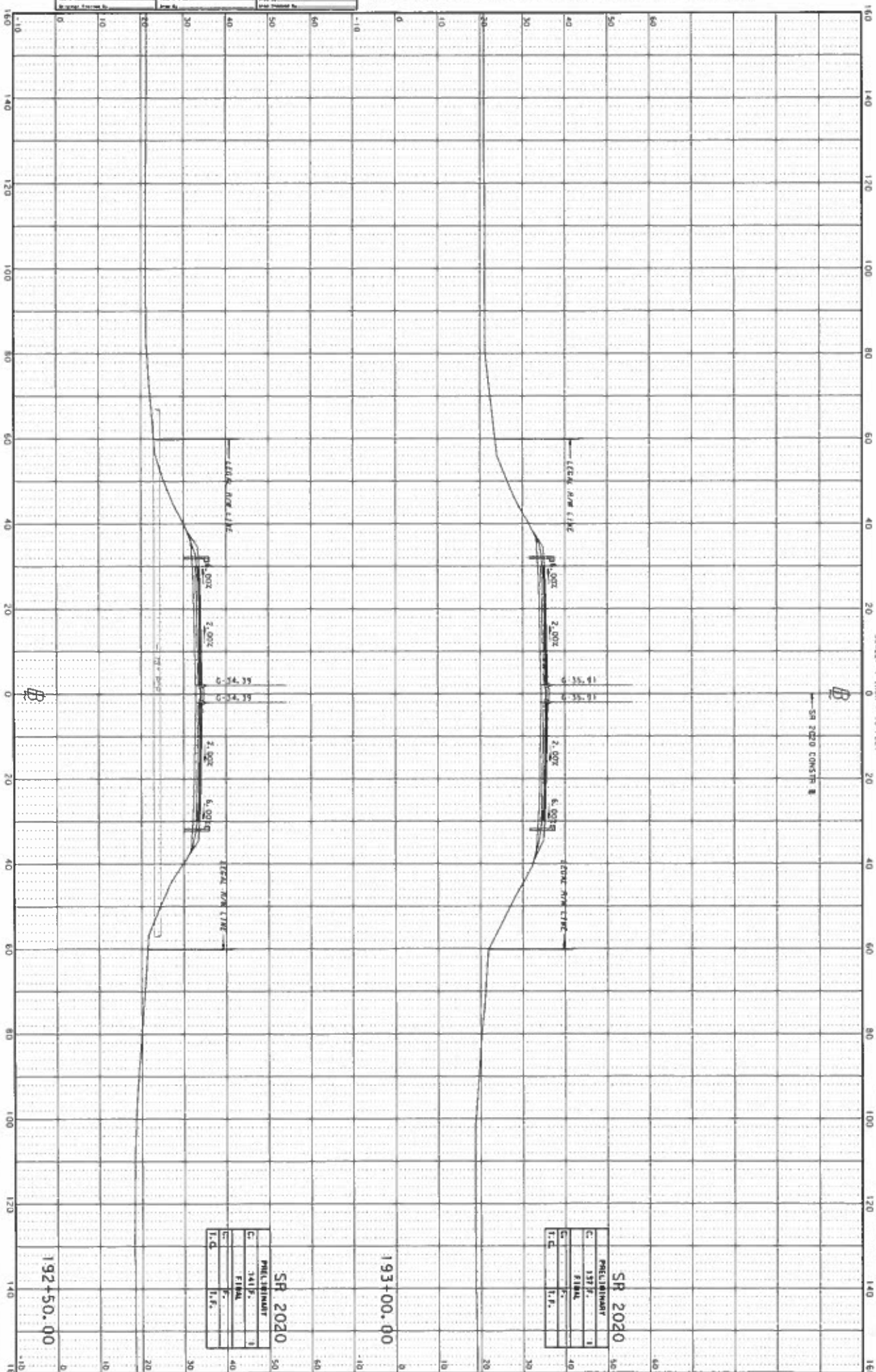
PRELIMINARY	1
C. 157 P.	1
F. FINAL	1
L. C.	1 P.

192+00.00

191+50.00

Project No.	Project Name	Project Phase

OPERATOR: FILE NAME: G:\40042441\Roadway Supplement\City11\Design\Cross Sections\15 P14E 5-29-2012.dgn PLOTTED: 3/14/2012



MISSOURI DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

DATE	DESCRIPTION	BY	CHECKED BY
3/14/2012	2020 AME		

SR 2020

PROJECT NUMBER	1
DATE	3/14/2012
BY	J.F.
CHECKED BY	J.F.

SR 2020

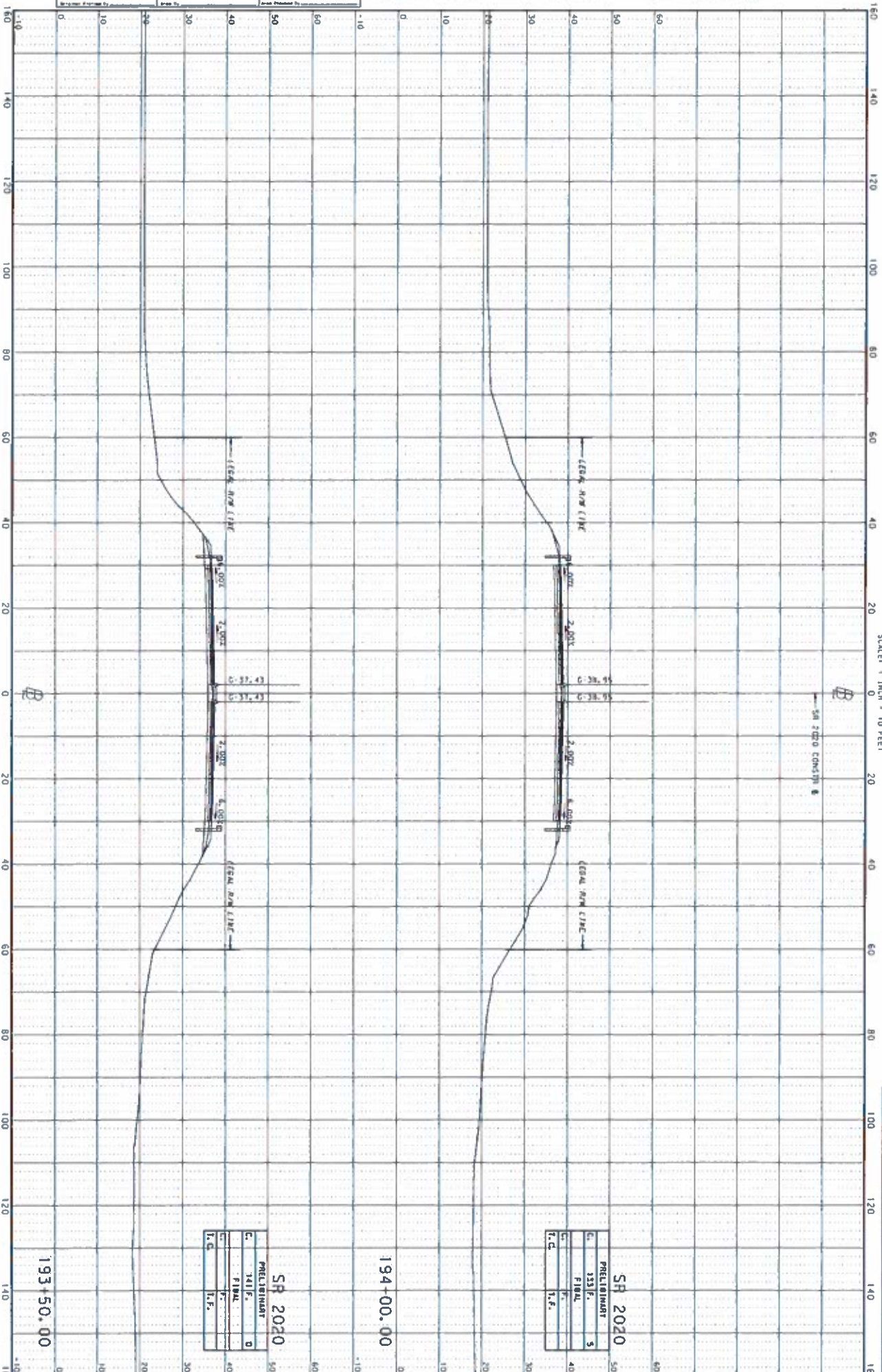
PROJECT NUMBER	1
DATE	3/14/2012
BY	J.F.
CHECKED BY	J.F.

192150.00

193100.00

Design Prepared By: _____
 Checked By: _____
 Drawn By: _____
 Date: _____

OPERATOR: FILE NAME: CA-160021-Roadway Supplement: Civil Design: Cross Sections: SR 2020.dgn
 PLOTTED: 7/16/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

Sheet No.	5-0
Project No.	2010
Scale	1" = 10'
Date	8/3/09

SR 2020

Station	194+00.00
Design	PRELIMINARY
Sheet	5
Final	1.0

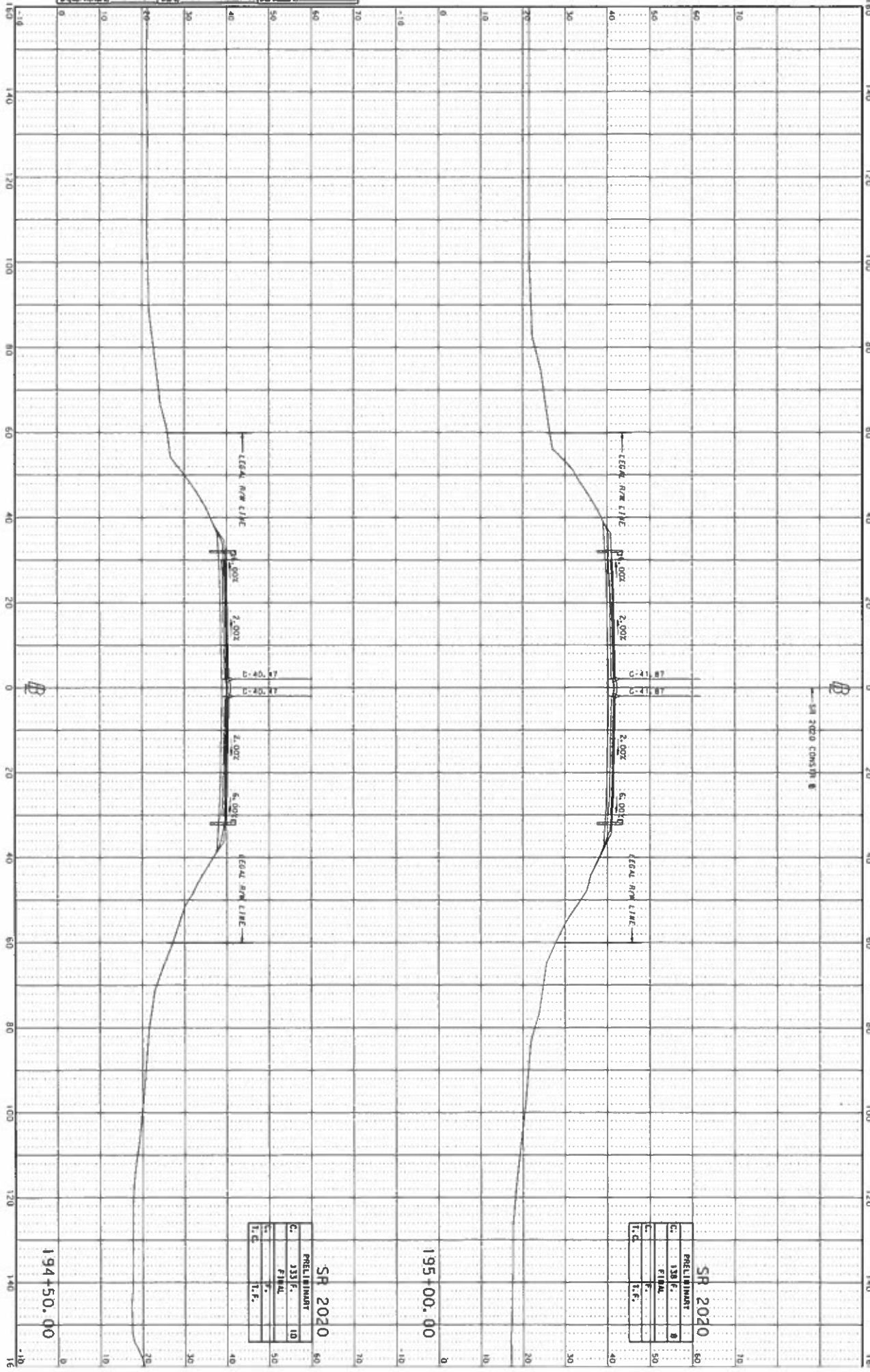
SR 2020

Station	193+50.00
Design	PRELIMINARY
Sheet	0
Final	1.0

193+50.00

194+00.00

Appropriation No.	Designed By	Checked By
Drawn By	Reviewed By	Scale
As Shown	As Shown	As Shown



REPORT STATE DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 IN = 10 FEET

Sheet	Count	Block	Scale	Project No.	Sheet No.
6-01	80/85	20701 ADT			84 OF 94

SR 2020

PRELIMINARY	8
130 F.	8
FINAL	
1.0	1.0
1.0	1.0

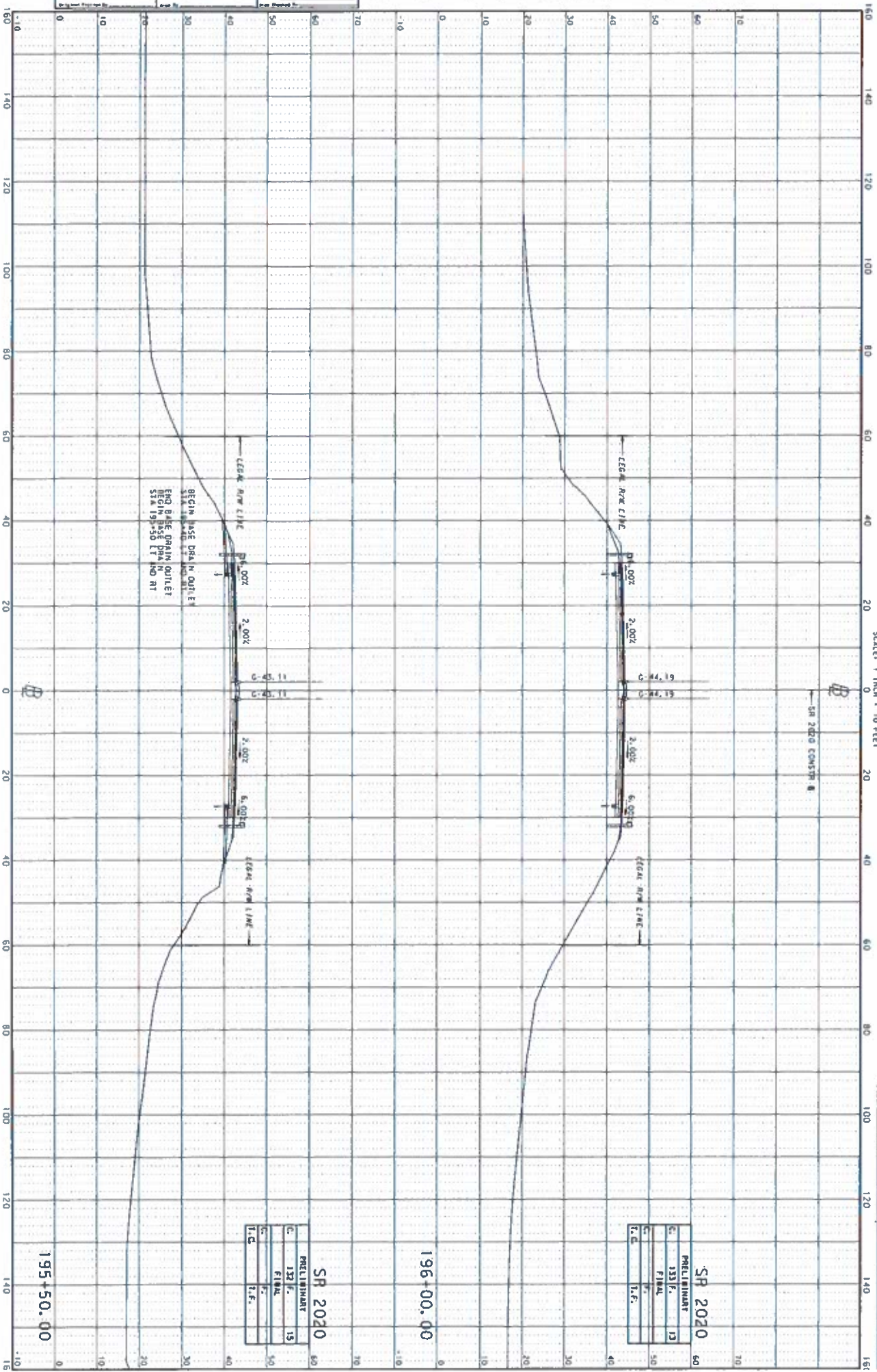
SR 2020

PRELIMINARY	10
133 F.	10
FINAL	
1.0	1.0
1.0	1.0

194.50.00

195.00.00

App Number:	Drawn By:	Checked By:



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

DATE:	DESIGNER:	DRAWN:	CHECKED:	IN CHARGE:	PROJECT NO.:	SHEET NO.:
5.0	BUCKLE	JAM			8100-94	8100-94

SR 2020

DATE:	DESIGNER:	DRAWN:	CHECKED:	IN CHARGE:
5.0	BUCKLE	JAM		

SR 2020

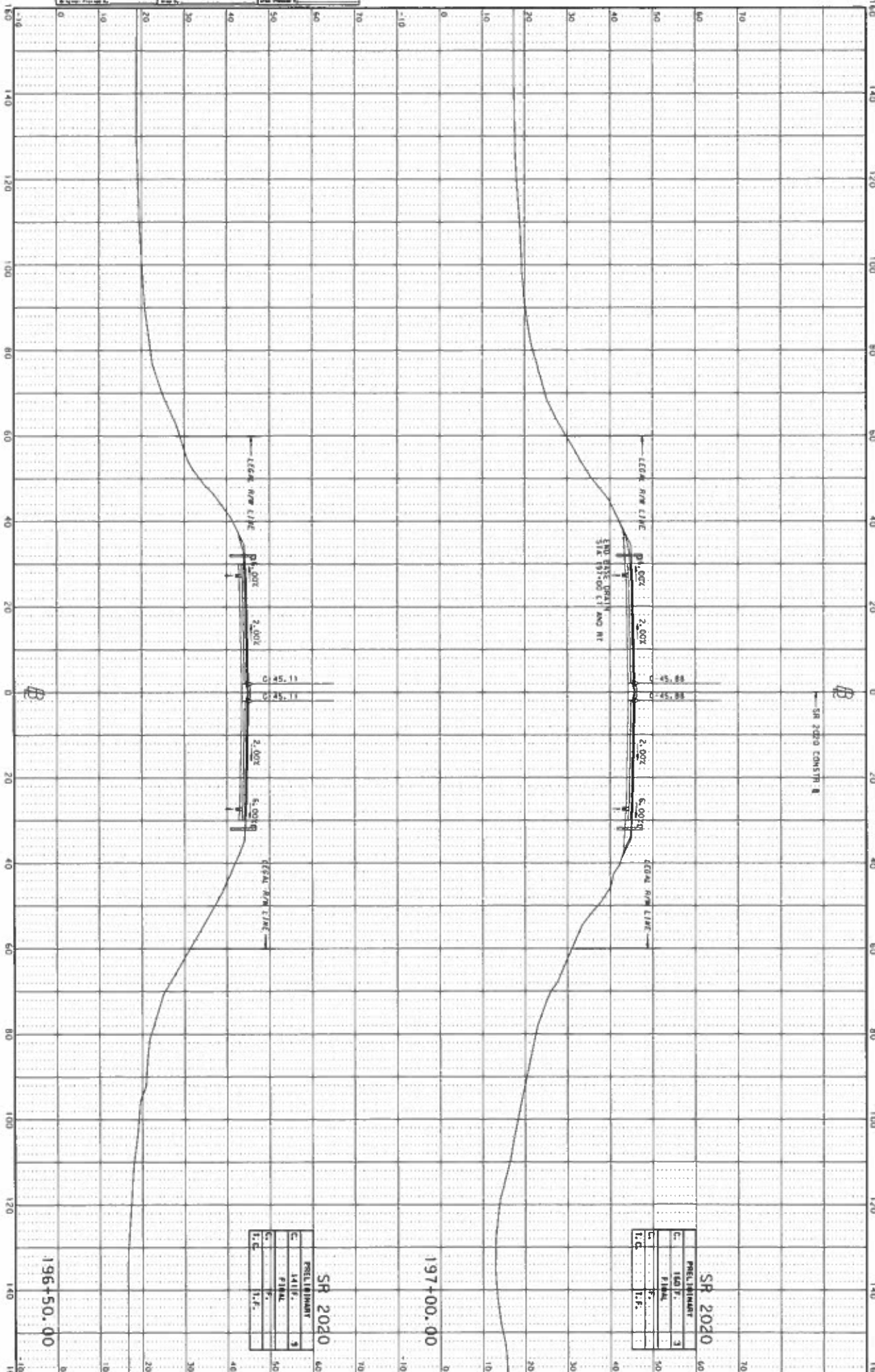
DATE:	DESIGNER:	DRAWN:	CHECKED:	IN CHARGE:
5.0	BUCKLE	JAM		

195+50.00

196+00.00

Project No.	Design No.	Drawn By

OPERATOR: FILE: H:\AEC\G-60042141\Roadway Supplement\Civil\Design\Cross Sections\5 PS&E 5-29-2012.dgn PLOTTED: 7/16/2012



PLANNING DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10' HORIZ. 1" = 10' VERT.

Sheet No.	Scale	Sheet Size	Sheet No.	Sheet Size
67-01	AS SHOWN	24" X 36"	68-01	24" X 36"

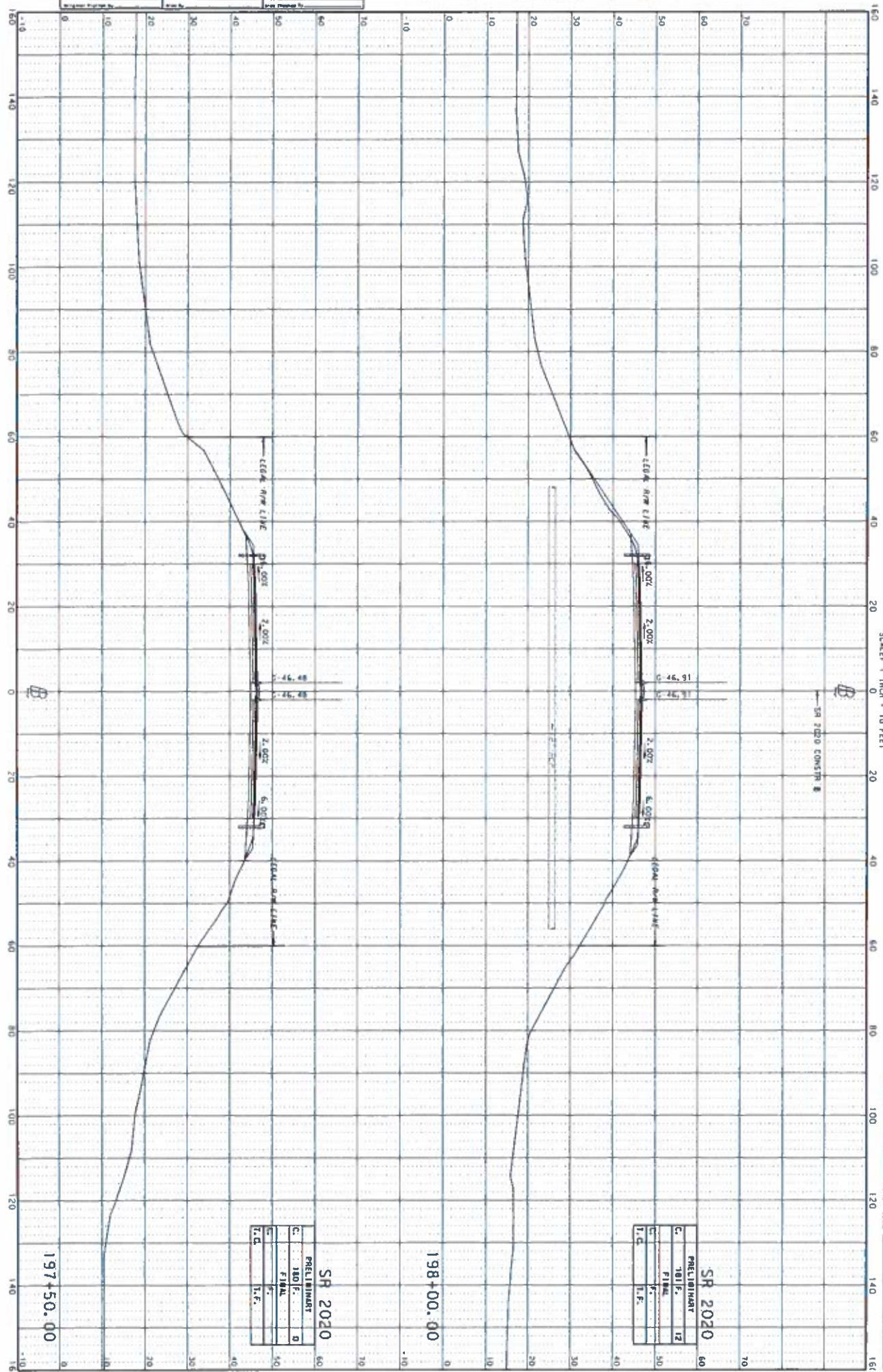
SR 2020			
C	14.0	F	3
G	1.0	F	1.0
H	1.0	F	1.0

SR 2020			
C	14.1	F	3
G	1.0	F	1.0
H	1.0	F	1.0

196+50.00

197+00.00

Project Number By:	Who Checked By:	Date Checked By:
Checked By:	Approved By:	Date Approved By:
Design Program By:		



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 10 FEET

Sheet No.	3020	Sheet No.	87 OF 84
Block	JAY	Block	

SR 2020

C	181 F.	12
F	17 F.	50
T.C.	1 F.	

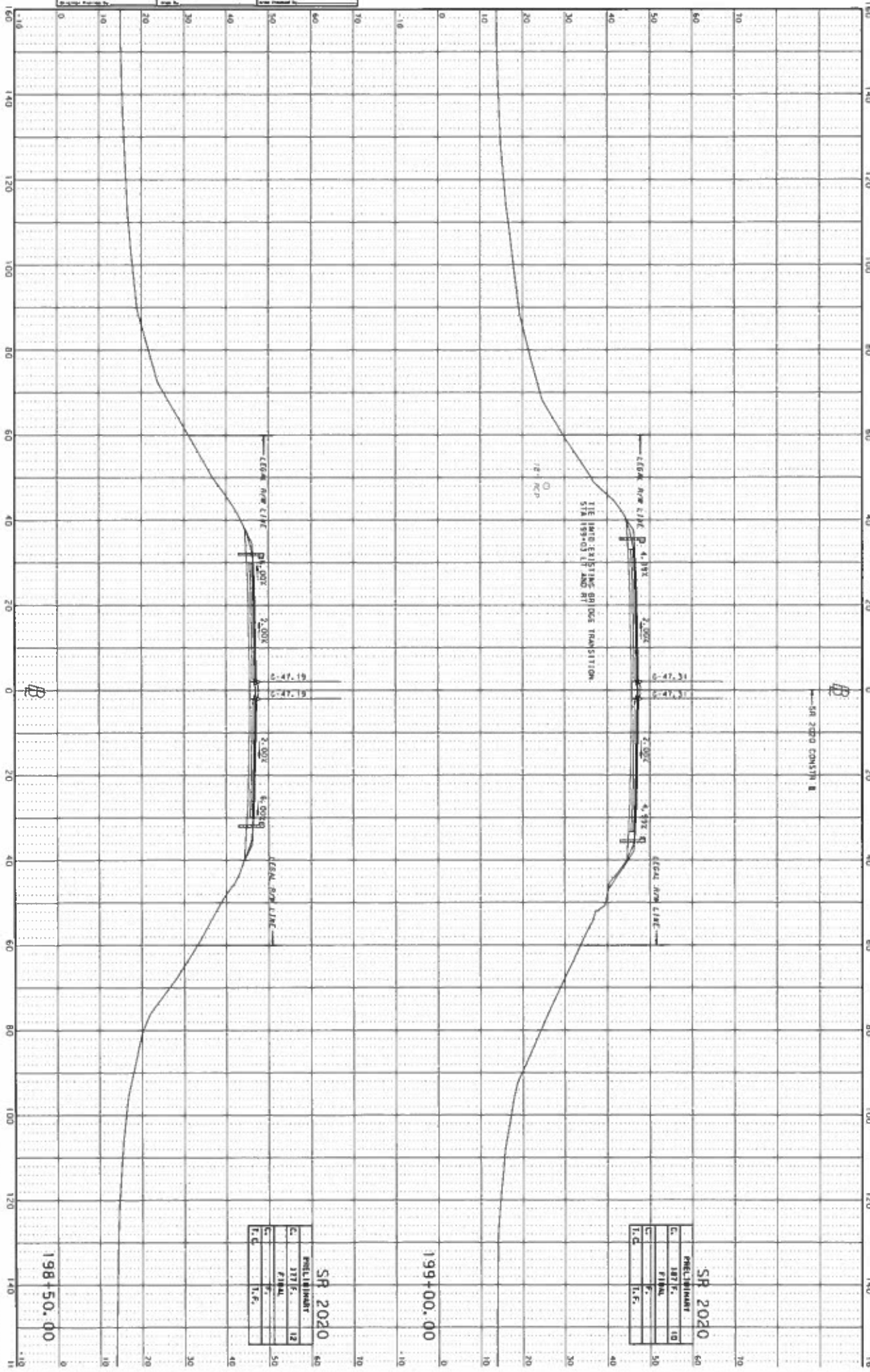
SR 2020

C	180 F.	0
F	17 F.	50
T.C.	1 F.	

197+50.00

198+00.00

App. No.:	Checked By:	Drawn By:
Scale:	Scale:	Scale:
Project No.:	Project No.:	Project No.:



PROPORTIONAL DIMENSIONS OF REPRESENTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

Sheet No.	Block	Scale	Project No.	Sheet No.
6-0	2020 AMT	1"=10'	140	81 of 91

SR 2020

PHILIPPIAN	110
PIBAL	110
IF	110
IF	110

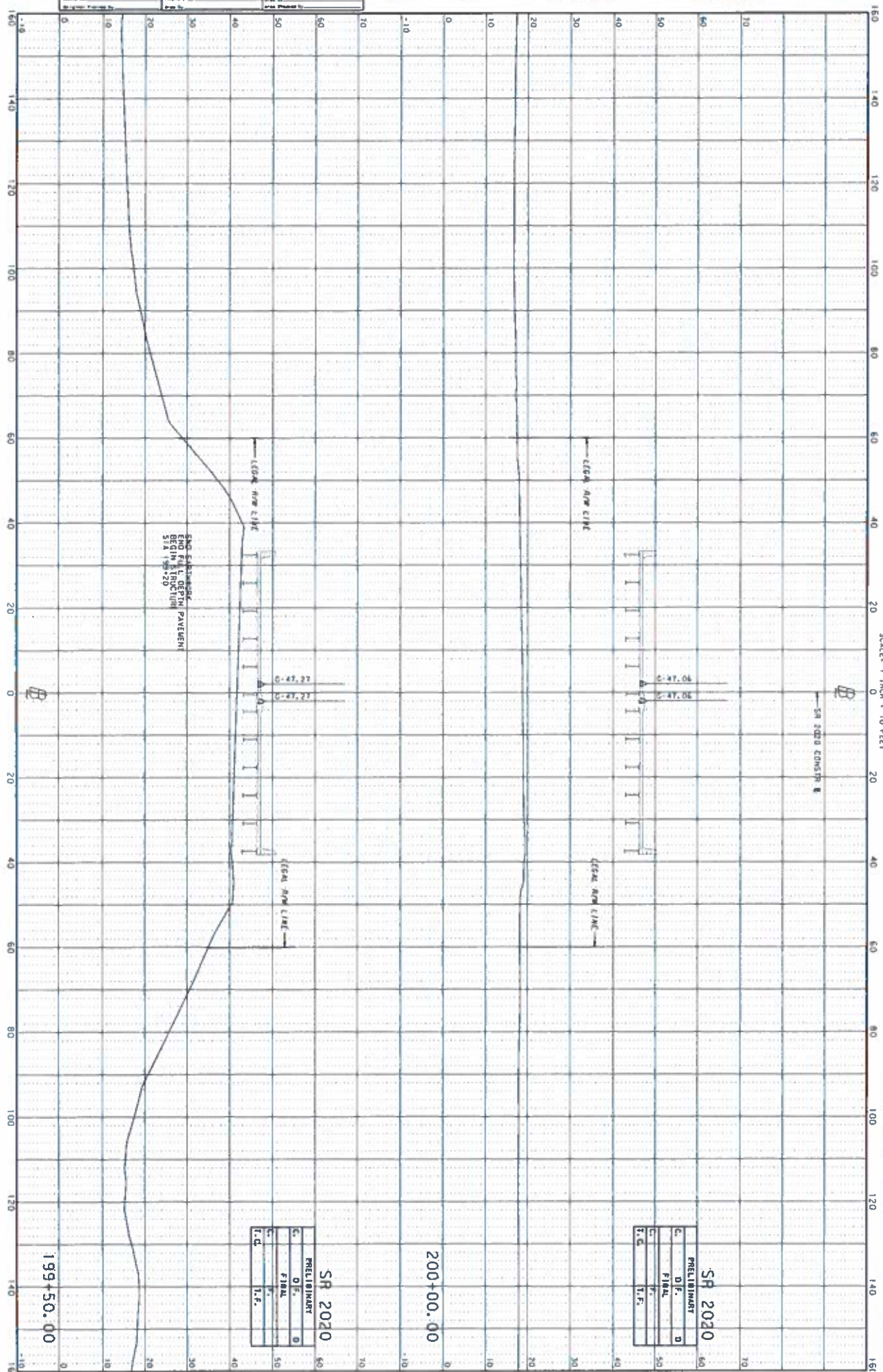
SR 2020

PHILIPPIAN	112
PIBAL	112
IF	112
IF	112

198+50.00

199+00.00

Submitted By:	Designed By:	Checked By:
Drawn By:	Reviewed By:	Approved By:
Project Name:	Scale:	Sheet No.:



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

Scale:	1" = 10'
Sheet No.:	8970-54
Project No.:	2020
Revision:	RA1
Date:	8/11/12

SR 2020

PRELIMINARY	D
DATE	8/11/12
BY	T.F.

SR 2020

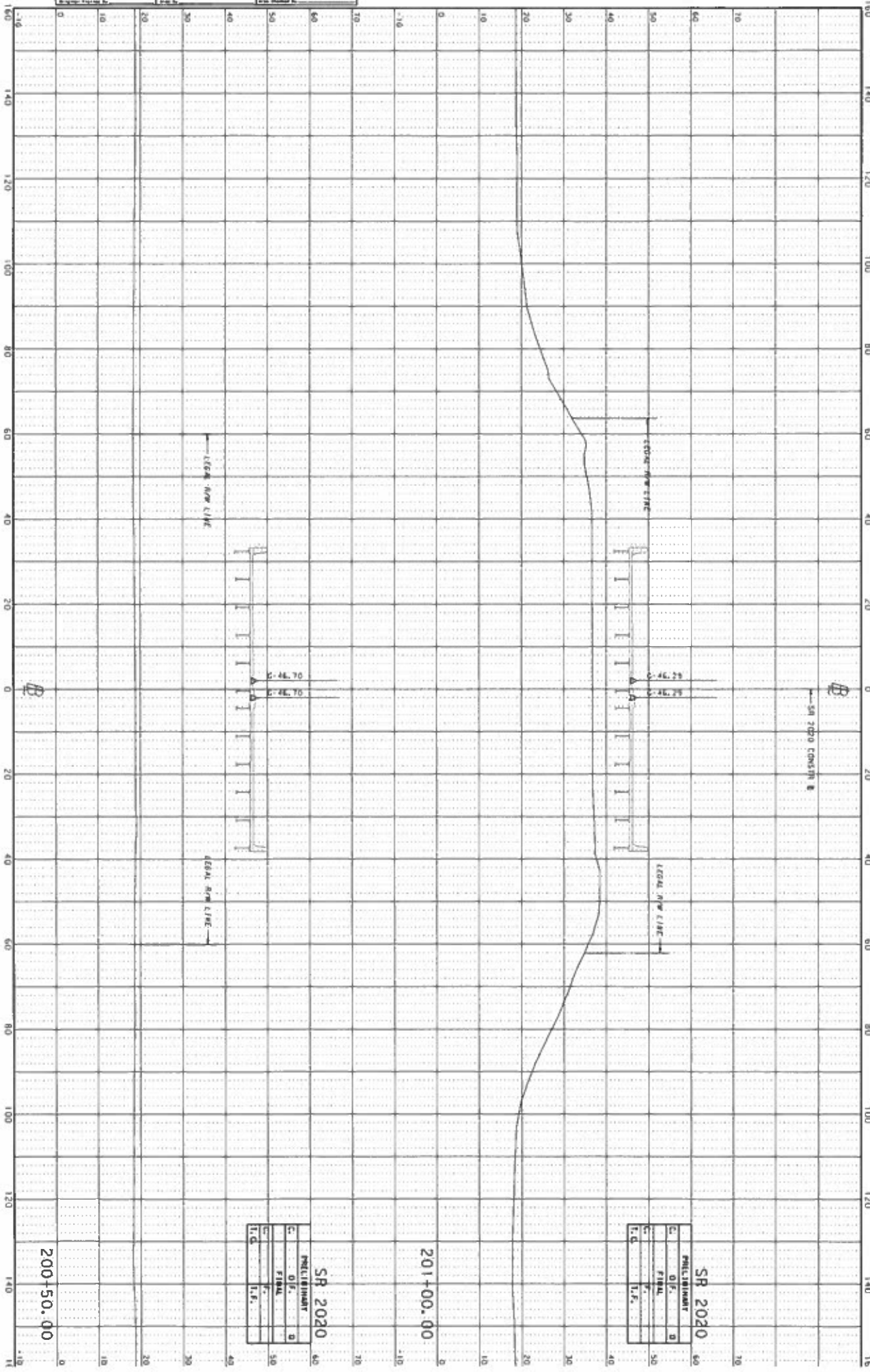
PRELIMINARY	0
DATE	7/15/12
BY	T.F.

200+00.00

199+50.00

Project No.	Contract No.	Sheet No.
Drawn By	Checked By	Scale
Revised By	Approved By	Date

OPERATOR
 FILE NAME: C:\60042141\Roadway Supplement\Civil\Design\Cross Sections\5 P&E 4-29-2012.dgn
 PLOTTED: 7/14/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1 INCH = 10 FEET

Sheet	Scale	Project No.	Sheet No.
6-01	ASB	202001	10

SR 2020

PHILADELPHIA	0
0 F.	0
FINAL	
1 F.	

SR 2020

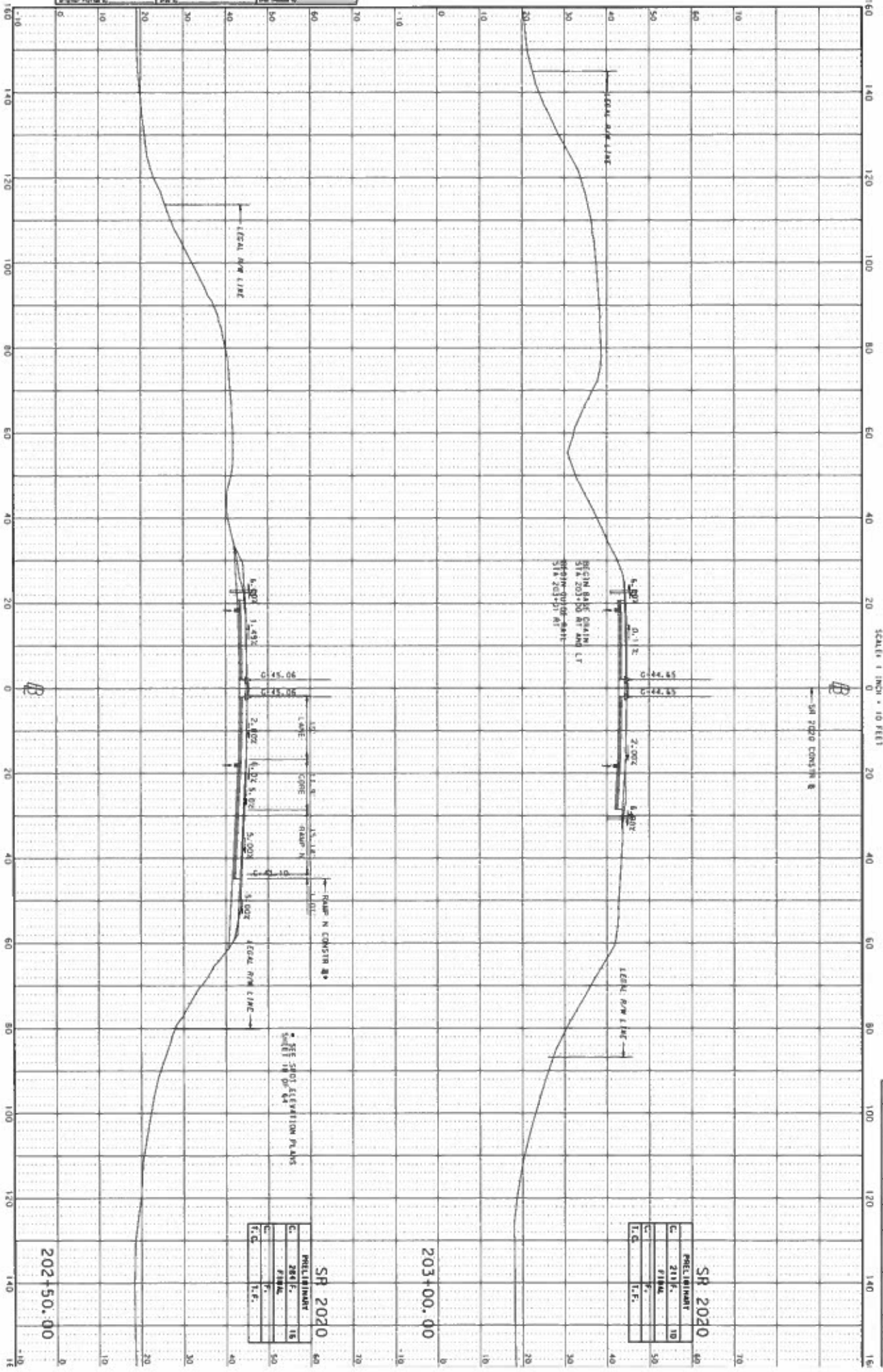
PHILADELPHIA	0
0 F.	0
FINAL	
1 F.	

200+50.00

201+00.00

App'ed For By	At Large / Checked By	Checked For
Marked By	Submitted By	Drawn By
Reviewed By	Approved By	Printed By

OPERATOR: FILE: H:\M1-C2-50042141-Roadway Supplement\Civil\Design\Cross Sections\15 P&E 5-29-2012.dgn PLOTTED: 7/16/2012



PROJECT NAME: DEPARTMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

DATE	REVISION	BY	DESCRIPTION
6-7-10	BUCKS	20201 AWT	

SR 2020

PROJ. NUMBER	2113
DATE	7/16/12
BY	J.F.

SR 2020

PHILIPPIAN	15
DATE	7/16/12
BY	J.F.

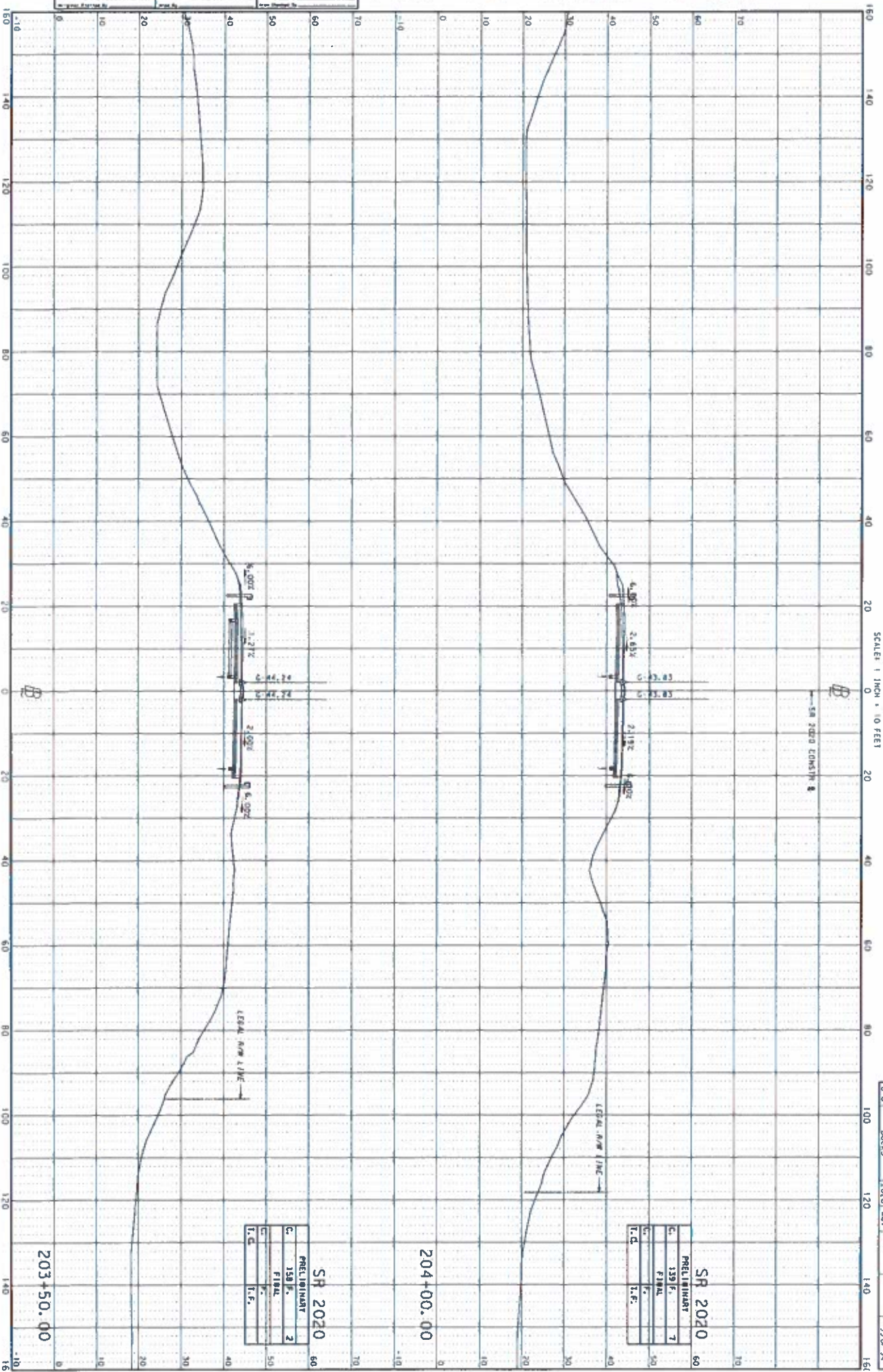
202+50.00

203+00.00

SEE SLOPE ELEVATION PLANS SHEET 18 OF 44

Project No.	Operator	Date
Sheet No.	Scale	Section
Drawn By	Checked By	Approved By

OPERATOR: FILE NAME: G:\40042141-Roadway Supplement\Civil\Design\Cross Sections\15 PS&E 5-29-2012.dgn PLOTTED: 7/16/2012



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1" = 10 FEET

DATE	DESIGNER	CHECKED	APPROVED	SECTION	PROJECT NO.	SHEET NO.
5-0	BLUES	1070	RAJ			93 OF 94

SR 2020

C	139 F.	7
C	F100L	
T.C.	1.5	

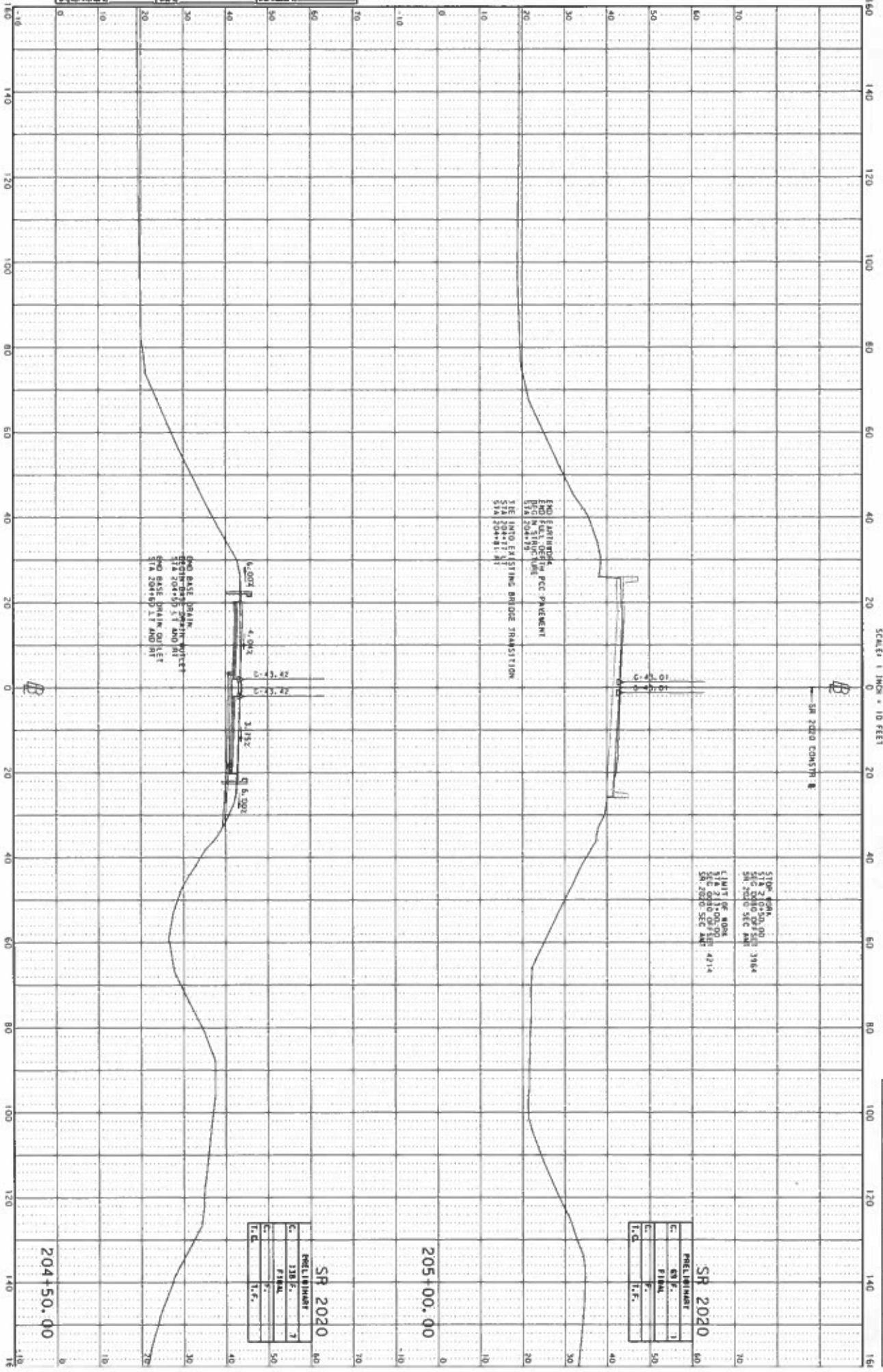
SR 2020

C	158 F.	2
C	F100L	
T.C.	1.5	

203+50.00

204+00.00

Appointed By:	Designed By:	Checked By:
Drawn By:	Approved By:	Scale:
As Shown By:		



REPORT DATA REQUIREMENT OF TRANSPORTATION
 CROSS SECTIONS
 SCALE: 1" = 10 FEET

DATE	BY	CHKD	DATE	BY	CHKD
5/10	BR/CS		7/10/11	AMT	

STATION: 20450.00
 SEC: 0.00
 STATION: 20450.00
 SEC: 0.00
 STATION: 20450.00
 SEC: 0.00

SR 2020

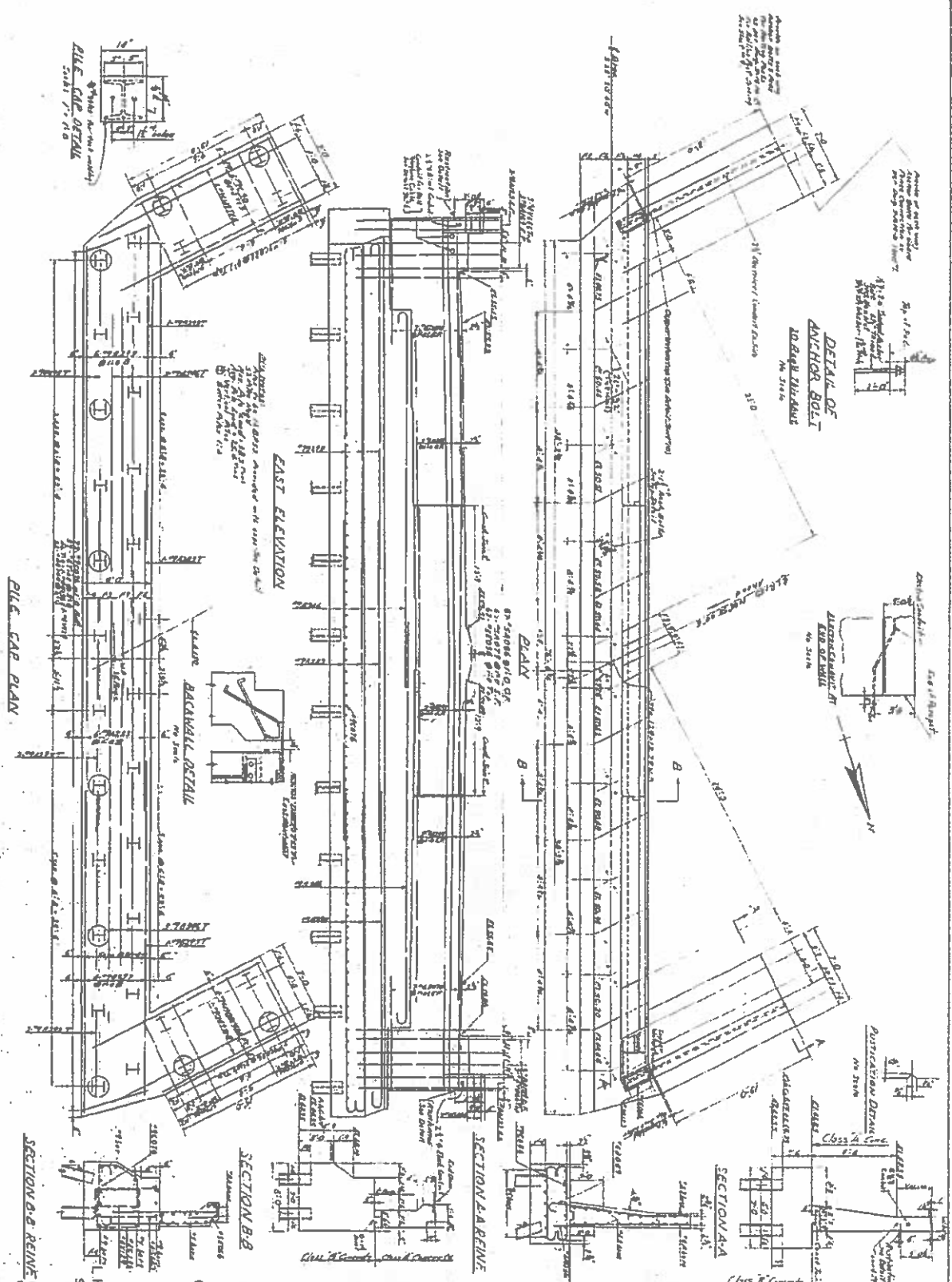
PRELIMINARY	1
FINAL	1
TOTAL	2

SR 2020

PRELIMINARY	3
FINAL	7
TOTAL	10

20450.00

205+00.00



SCHEDULE OF REINFORCEMENT

SECTION 10-3310 SHEET NO. 2

10-3310 BRIDGE OVER RIVER, PENNSYLVANIA

NO.	SECTION	REINFORCEMENT	QUANTITY	UNIT	WEIGHT	REMARKS
1	10-3310	10-3310	1.00	CU YD	133.68	
2	10-3310	10-3310	1.00	CU YD	133.68	
3	10-3310	10-3310	1.00	CU YD	133.68	
4	10-3310	10-3310	1.00	CU YD	133.68	
5	10-3310	10-3310	1.00	CU YD	133.68	
6	10-3310	10-3310	1.00	CU YD	133.68	
7	10-3310	10-3310	1.00	CU YD	133.68	
8	10-3310	10-3310	1.00	CU YD	133.68	
9	10-3310	10-3310	1.00	CU YD	133.68	
10	10-3310	10-3310	1.00	CU YD	133.68	
11	10-3310	10-3310	1.00	CU YD	133.68	
12	10-3310	10-3310	1.00	CU YD	133.68	
13	10-3310	10-3310	1.00	CU YD	133.68	
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47	10-3310	10-3310	1.00	CU YD	133.68	
48	10-3310	10-3310	1.00	CU YD	133.68	
49	10-3310	10-3310	1.00	CU YD	133.68	
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64	10-3310	10-3310	1.00	CU YD	133.68	
65	10-3310	10-3310	1.00	CU YD	133.68	
66	10-3310	10-3310	1.00	CU YD	133.68	
67	10-3310	10-3310	1.00	CU YD	133.68	
68	10-3310	10-3310	1.00	CU YD	133.68	
69	10-3310	10-3310	1.00	CU YD	133.68	
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71	10-3310	10-3310	1.00	CU YD	133.68	
72	10-3310	10-3310	1.00	CU YD	133.68	
73	10-3310	10-3310	1.00	CU YD	133.68	
74	10-3310	10-3310	1.00	CU YD	133.68	
75	10-3310	10-3310	1.00	CU YD	133.68	
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79	10-3310	10-3310	1.00	CU YD	133.68	
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81	10-3310	10-3310	1.00	CU YD	133.68	
82	10-3310	10-3310	1.00	CU YD	133.68	
83	10-3310	10-3310	1.00	CU YD	133.68	
84	10-3310	10-3310	1.00	CU YD	133.68	
85	10-3310	10-3310	1.00	CU YD	133.68	
86	10-3310	10-3310	1.00	CU YD	133.68	
87	10-3310	10-3310	1.00	CU YD	133.68	
88	10-3310	10-3310	1.00	CU YD	133.68	
89	10-3310	10-3310	1.00	CU YD	133.68	
90	10-3310	10-3310	1.00	CU YD	133.68	
91	10-3310	10-3310	1.00	CU YD	133.68	
92	10-3310	10-3310	1.00	CU YD	133.68	
93	10-3310	10-3310	1.00	CU YD	133.68	
94	10-3310	10-3310	1.00	CU YD	133.68	
95	10-3310	10-3310	1.00	CU YD	133.68	
96	10-3310	10-3310	1.00	CU YD	133.68	
97	10-3310	10-3310	1.00	CU YD	133.68	
98	10-3310	10-3310	1.00	CU YD	133.68	
99	10-3310	10-3310	1.00	CU YD	133.68	
100	10-3310	10-3310	1.00	CU YD	133.68	

NOTES

1. REINFORCEMENT SHALL BE AS SHOWN ON DRAWING.

2. ALL REINFORCEMENT SHALL BE 1/2" DIA. UNLESS OTHERWISE SPECIFIED.

3. ALL REINFORCEMENT SHALL BE 100% WELDED.

4. ALL REINFORCEMENT SHALL BE 100% LAP WELDED.

5. ALL REINFORCEMENT SHALL BE 100% LAP WELDED.

6. ALL REINFORCEMENT SHALL BE 100% LAP WELDED.

7. ALL REINFORCEMENT SHALL BE 100% LAP WELDED.

8. ALL REINFORCEMENT SHALL BE 100% LAP WELDED.

9. ALL REINFORCEMENT SHALL BE 100% LAP WELDED.

10. ALL REINFORCEMENT SHALL BE 100% LAP WELDED.

WINGWALL ELEVATION

UNION BRIDGE, PENNSYLVANIA

Department of Highways

Commonwealth of Pennsylvania

L. R. ISO SEC. 6

BUCKS COUNTY

4 SPAN GIRDER BRIDGE

OVER PENNA. R. R.

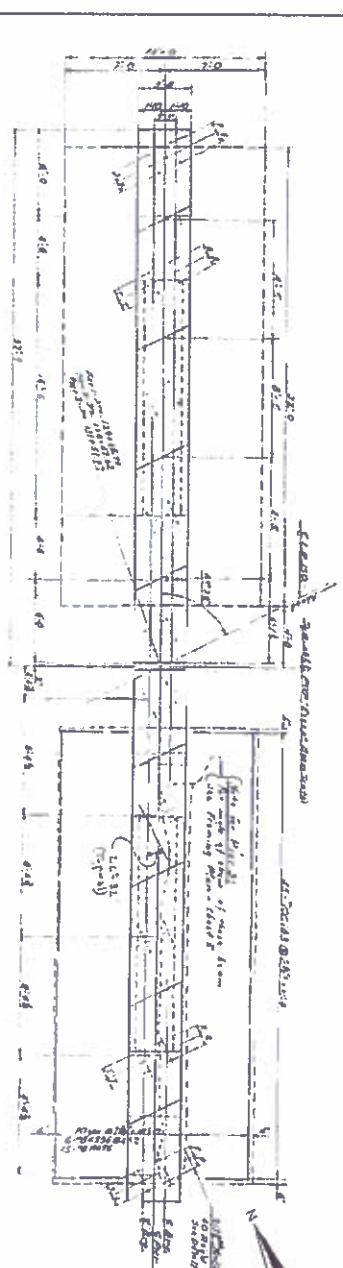
WEST ABUTMENT

DATE: 10-10-24

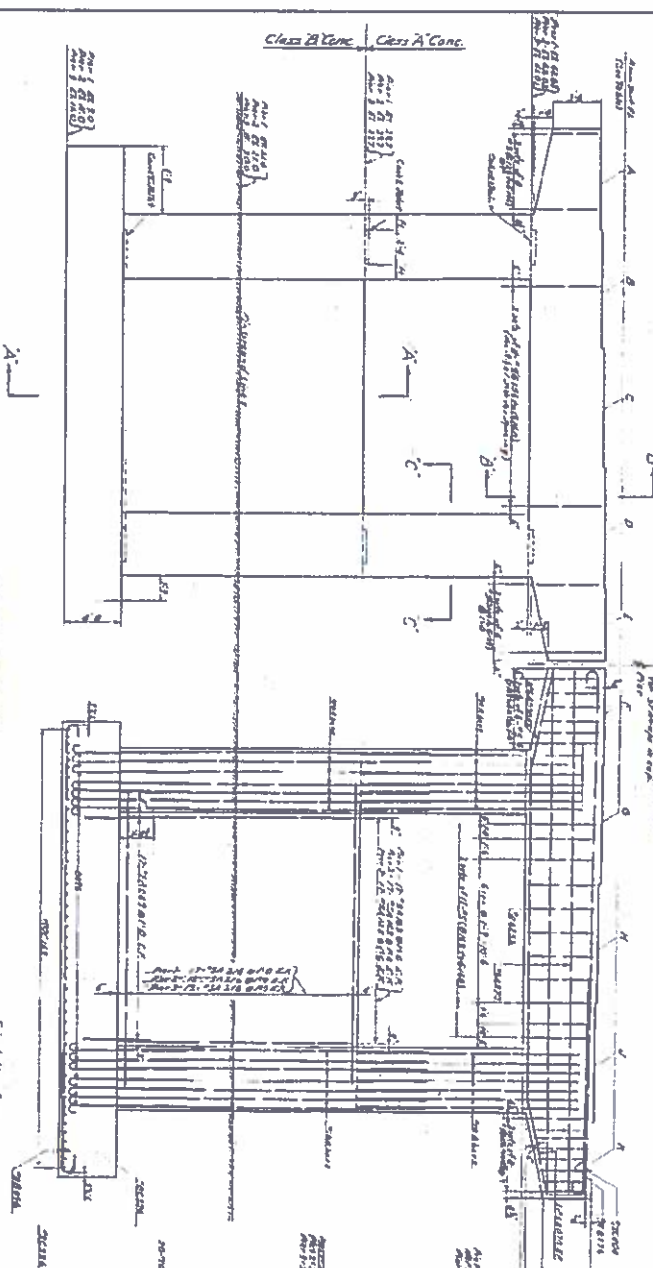
SHEET 2 OF 2

DRAWING NO. S-2120

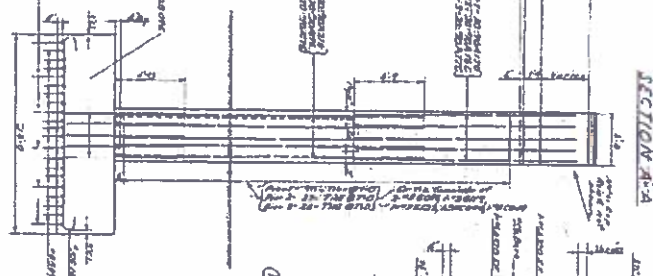
Grade	Depth	Spacing
10.0	1.0	18"
10.2	1.2	18"
10.4	1.4	18"
10.6	1.6	18"
10.8	1.8	18"
11.0	2.0	18"
11.2	2.2	18"
11.4	2.4	18"
11.6	2.6	18"
11.8	2.8	18"
12.0	3.0	18"



SECTION No. 4



WEST ELEVATION

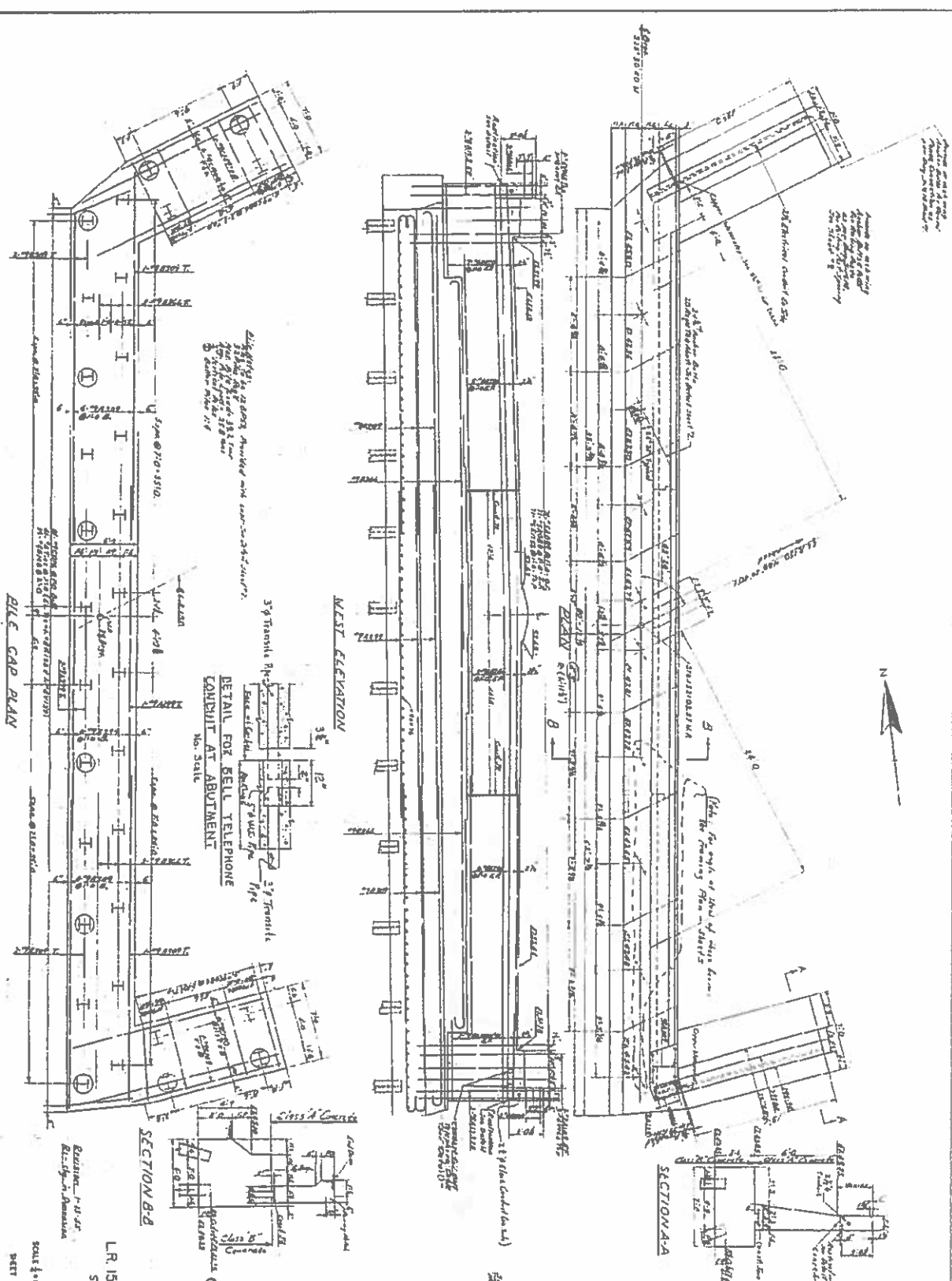


SOUTH ELEVATION

TABLE OF REINFORCEMENT

Station	Span	Bar	Size	Length	Weight	Notes
10+00	1	1	#4	10.0	10.0	
10+00	1	2	#4	10.0	10.0	
10+00	1	3	#4	10.0	10.0	
10+00	1	4	#4	10.0	10.0	
10+00	1	5	#4	10.0	10.0	
10+00	1	6	#4	10.0	10.0	
10+00	1	7	#4	10.0	10.0	
10+00	1	8	#4	10.0	10.0	
10+00	1	9	#4	10.0	10.0	
10+00	1	10	#4	10.0	10.0	
10+00	1	11	#4	10.0	10.0	
10+00	1	12	#4	10.0	10.0	
10+00	1	13	#4	10.0	10.0	
10+00	1	14	#4	10.0	10.0	
10+00	1	15	#4	10.0	10.0	
10+00	1	16	#4	10.0	10.0	
10+00	1	17	#4	10.0	10.0	
10+00	1	18	#4	10.0	10.0	
10+00	1	19	#4	10.0	10.0	
10+00	1	20	#4	10.0	10.0	
10+00	1	21	#4	10.0	10.0	
10+00	1	22	#4	10.0	10.0	
10+00	1	23	#4	10.0	10.0	
10+00	1	24	#4	10.0	10.0	
10+00	1	25	#4	10.0	10.0	
10+00	1	26	#4	10.0	10.0	
10+00	1	27	#4	10.0	10.0	
10+00	1	28	#4	10.0	10.0	
10+00	1	29	#4	10.0	10.0	
10+00	1	30	#4	10.0	10.0	
10+00	1	31	#4	10.0	10.0	
10+00	1	32	#4	10.0	10.0	
10+00	1	33	#4	10.0	10.0	
10+00	1	34	#4	10.0	10.0	
10+00	1	35	#4	10.0	10.0	
10+00	1	36	#4	10.0	10.0	
10+00	1	37	#4	10.0	10.0	
10+00	1	38	#4	10.0	10.0	
10+00	1	39	#4	10.0	10.0	
10+00	1	40	#4	10.0	10.0	
10+00	1	41	#4	10.0	10.0	
10+00	1	42	#4	10.0	10.0	
10+00	1	43	#4	10.0	10.0	
10+00	1	44	#4	10.0	10.0	
10+00	1	45	#4	10.0	10.0	
10+00	1	46	#4	10.0	10.0	
10+00	1	47	#4	10.0	10.0	
10+00	1	48	#4	10.0	10.0	
10+00	1	49	#4	10.0	10.0	
10+00	1	50	#4	10.0	10.0	
10+00	1	51	#4	10.0	10.0	
10+00	1	52	#4	10.0	10.0	
10+00	1	53	#4	10.0	10.0	
10+00	1	54	#4	10.0	10.0	
10+00	1	55	#4	10.0	10.0	
10+00	1	56	#4	10.0	10.0	
10+00	1	57	#4	10.0	10.0	
10+00	1	58	#4	10.0	10.0	
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10+00	1	60	#4	10.0	10.0	
10+00	1	61	#4	10.0	10.0	
10+00	1	62	#4	10.0	10.0	
10+00	1	63	#4	10.0	10.0	
10+00	1	64	#4	10.0	10.0	
10+00	1	65	#4	10.0	10.0	
10+00	1	66	#4	10.0	10.0	
10+00	1	67	#4	10.0	10.0	
10+00	1	68	#4	10.0	10.0	
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10+00	1	70	#4	10.0	10.0	
10+00	1	71	#4	10.0	10.0	
10+00	1	72	#4	10.0	10.0	
10+00	1	73	#4	10.0	10.0	
10+00	1	74	#4	10.0	10.0	
10+00	1	75	#4	10.0	10.0	
10+00	1	76	#4	10.0	10.0	
10+00	1	77	#4	10.0	10.0	
10+00	1	78	#4	10.0	10.0	
10+00	1	79	#4	10.0	10.0	
10+00	1	80	#4	10.0	10.0	
10+00	1	81	#4	10.0	10.0	
10+00	1	82	#4	10.0	10.0	
10+00	1	83	#4	10.0	10.0	
10+00	1	84	#4	10.0	10.0	
10+00	1	85	#4	10.0	10.0	
10+00	1	86	#4	10.0	10.0	
10+00	1	87	#4	10.0	10.0	
10+00	1	88	#4	10.0	10.0	
10+00	1	89	#4	10.0	10.0	
10+00	1	90	#4	10.0	10.0	
10+00	1	91	#4	10.0	10.0	
10+00	1	92	#4	10.0	10.0	
10+00	1	93	#4	10.0	10.0	
10+00	1	94	#4	10.0	10.0	
10+00	1	95	#4	10.0	10.0	
10+00	1	96	#4	10.0	10.0	
10+00	1	97	#4	10.0	10.0	
10+00	1	98	#4	10.0	10.0	
10+00	1	99	#4	10.0	10.0	
10+00	1	100	#4	10.0	10.0	

APPROVED: *[Signature]* 2-11-2024
 Department of Highways
 Commonwealth of Pennsylvania
 BUCKS COUNTY
 4 SPAN GULLER BRIDGE
 OVER PENNA. R.R.
 PIERS
 314.100-3828
 L.R. 15C SEC. 6
 R1-124-58 - Pier 3 Boring Sheet No. 2
 Standard Angles 7x20x9/16
 Rivets 3/8"
 SOU & L-10 CR 18 2010
 SHEET 3 OF 4
 DRAWING NO. S-2120



SCHEDULE OF RETENTION

NO.	DESCRIPTION	DATE	BY	REVISION
1	AS SHOWN	10/1/58	J. H. B.	1
2	REVISION	10/1/58	J. H. B.	2
3	REVISION	10/1/58	J. H. B.	3
4	REVISION	10/1/58	J. H. B.	4
5	REVISION	10/1/58	J. H. B.	5
6	REVISION	10/1/58	J. H. B.	6
7	REVISION	10/1/58	J. H. B.	7
8	REVISION	10/1/58	J. H. B.	8
9	REVISION	10/1/58	J. H. B.	9
10	REVISION	10/1/58	J. H. B.	10
11	REVISION	10/1/58	J. H. B.	11
12	REVISION	10/1/58	J. H. B.	12
13	REVISION	10/1/58	J. H. B.	13
14	REVISION	10/1/58	J. H. B.	14
15	REVISION	10/1/58	J. H. B.	15
16	REVISION	10/1/58	J. H. B.	16
17	REVISION	10/1/58	J. H. B.	17
18	REVISION	10/1/58	J. H. B.	18
19	REVISION	10/1/58	J. H. B.	19
20	REVISION	10/1/58	J. H. B.	20
21	REVISION	10/1/58	J. H. B.	21
22	REVISION	10/1/58	J. H. B.	22
23	REVISION	10/1/58	J. H. B.	23
24	REVISION	10/1/58	J. H. B.	24
25	REVISION	10/1/58	J. H. B.	25
26	REVISION	10/1/58	J. H. B.	26
27	REVISION	10/1/58	J. H. B.	27
28	REVISION	10/1/58	J. H. B.	28
29	REVISION	10/1/58	J. H. B.	29
30	REVISION	10/1/58	J. H. B.	30
31	REVISION	10/1/58	J. H. B.	31
32	REVISION	10/1/58	J. H. B.	32
33	REVISION	10/1/58	J. H. B.	33
34	REVISION	10/1/58	J. H. B.	34
35	REVISION	10/1/58	J. H. B.	35
36	REVISION	10/1/58	J. H. B.	36
37	REVISION	10/1/58	J. H. B.	37
38	REVISION	10/1/58	J. H. B.	38
39	REVISION	10/1/58	J. H. B.	39
40	REVISION	10/1/58	J. H. B.	40
41	REVISION	10/1/58	J. H. B.	41
42	REVISION	10/1/58	J. H. B.	42
43	REVISION	10/1/58	J. H. B.	43
44	REVISION	10/1/58	J. H. B.	44
45	REVISION	10/1/58	J. H. B.	45
46	REVISION	10/1/58	J. H. B.	46
47	REVISION	10/1/58	J. H. B.	47
48	REVISION	10/1/58	J. H. B.	48
49	REVISION	10/1/58	J. H. B.	49
50	REVISION	10/1/58	J. H. B.	50
51	REVISION	10/1/58	J. H. B.	51
52	REVISION	10/1/58	J. H. B.	52
53	REVISION	10/1/58	J. H. B.	53
54	REVISION	10/1/58	J. H. B.	54
55	REVISION	10/1/58	J. H. B.	55
56	REVISION	10/1/58	J. H. B.	56
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62	REVISION	10/1/58	J. H. B.	62
63	REVISION	10/1/58	J. H. B.	63
64	REVISION	10/1/58	J. H. B.	64
65	REVISION	10/1/58	J. H. B.	65
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68	REVISION	10/1/58	J. H. B.	68
69	REVISION	10/1/58	J. H. B.	69
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71	REVISION	10/1/58	J. H. B.	71
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73	REVISION	10/1/58	J. H. B.	73
74	REVISION	10/1/58	J. H. B.	74
75	REVISION	10/1/58	J. H. B.	75
76	REVISION	10/1/58	J. H. B.	76
77	REVISION	10/1/58	J. H. B.	77
78	REVISION	10/1/58	J. H. B.	78
79	REVISION	10/1/58	J. H. B.	79
80	REVISION	10/1/58	J. H. B.	80
81	REVISION	10/1/58	J. H. B.	81
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83	REVISION	10/1/58	J. H. B.	83
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96	REVISION	10/1/58	J. H. B.	96
97	REVISION	10/1/58	J. H. B.	97
98	REVISION	10/1/58	J. H. B.	98
99	REVISION	10/1/58	J. H. B.	99
100	REVISION	10/1/58	J. H. B.	100

Department of Highways
BUCKS COUNTY
4 SPAN GIRDER BRIDGE
OVER PENNA R.R.
EAST ABUTMENT

LR 150 SEC. 6
STA 130+58.8E
OVER PENNA R.R.

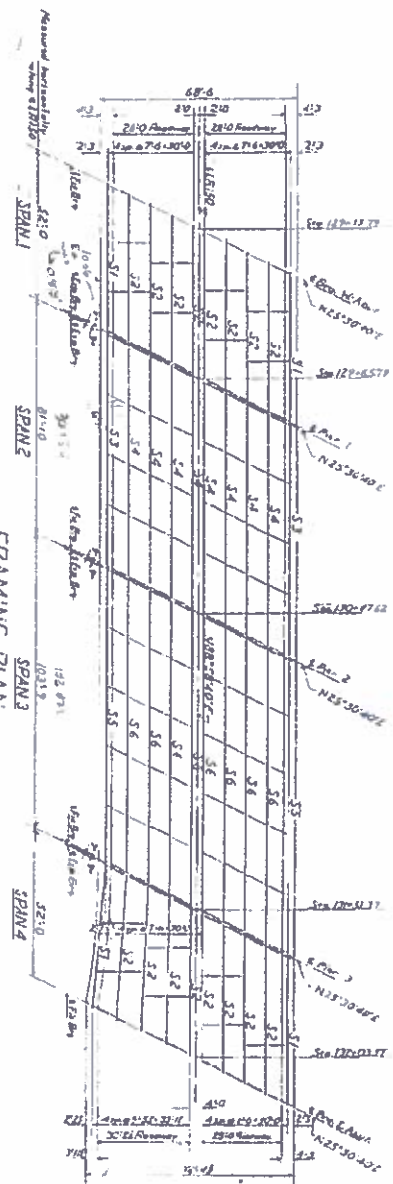
Scale 1/4" = 1'-0"

Sheet 4 of 12

Drawing No. S-2120

Commonwealth of Pennsylvania
Department of Transportation

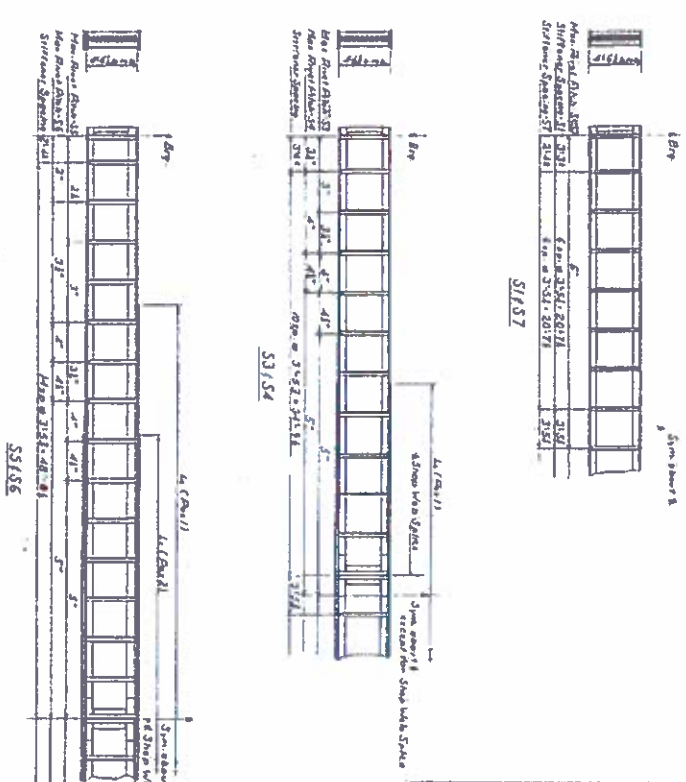
For General Notes, Specifications & Standard
Drawings, see Drawing No. S-200 & S-201
Revisions & Changes Not Shown on this
Drawing, see Drawing No. S-202 & S-203



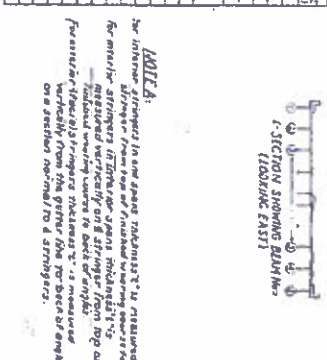
FRAMING PLAN
Scale 7'-00"

STRINGER SCHEDULE

TYPE	REACTIIONS	WEIGHT	MAX. SPAN	MAX. CLEARANCE	MAX. OVERLAP	MAX. SPACING	MAX. END OVERLAP
NO.	1	2	3	4	5	6	7
S1	522 128	50 720 651	199	35 306	710	9'-6.1 (1'-54.1)	NO CONV. PL.
S2	464 651	1217 208	371	340 1284	202	36' 1/2 (1'-00)	H 341 2.17
S3	160 201	146 1227 2140	330	87 258	1277	8'-8.3 (1'-54.1)	1 20'-8
S4	470 128	116 1002 880	691	217 209	1272	9'-6.1 (1'-54.1)	1 16'-8
S5	117 208	43 1410 1350	478	104 467	1110	9'-6.3 (1'-54.1)	1 20'-8
S6	619 201	107 2027 1600	1000	240 314	1247	8'-8.1 (1'-54.1)	1 20'-8
S7	780 128	50 710 625	199	35 300	710	9'-6.1 (1'-54.1)	NO CONV. PL.

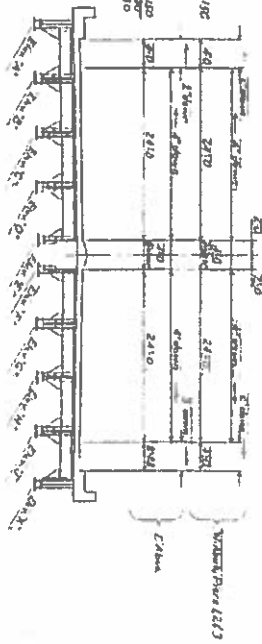


SPAN	NO.	TYPE	WEIGHT	MAX. SPAN	MAX. CLEARANCE	MAX. OVERLAP	MAX. SPACING	MAX. END OVERLAP
1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8
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10	10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12	12
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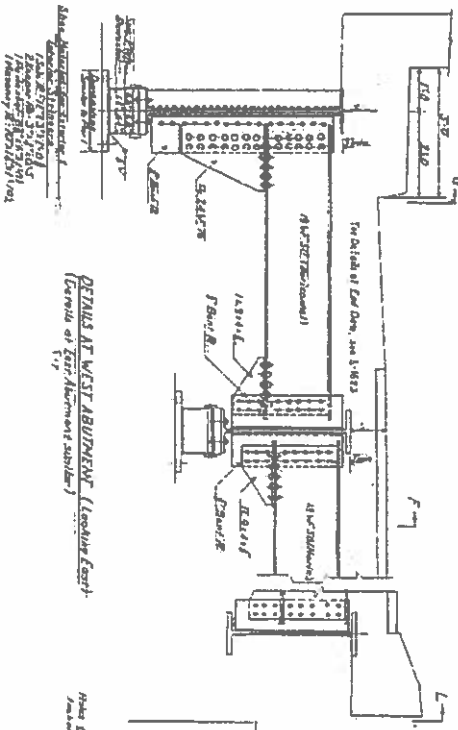
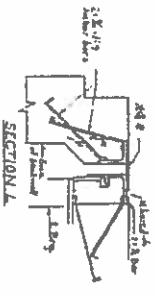
NOTES:
 1. All stringers are to be spaced 20'-0" on center.
 2. All stringers are to be spaced 20'-0" on center.
 3. All stringers are to be spaced 20'-0" on center.
 4. All stringers are to be spaced 20'-0" on center.
 5. All stringers are to be spaced 20'-0" on center.
 6. All stringers are to be spaced 20'-0" on center.
 7. All stringers are to be spaced 20'-0" on center.
 8. All stringers are to be spaced 20'-0" on center.
 9. All stringers are to be spaced 20'-0" on center.
 10. All stringers are to be spaced 20'-0" on center.

Cross Section
 Normal 143.7192
 Chord Spans
 Dimensions as shown
 9.5m 21'-4.10

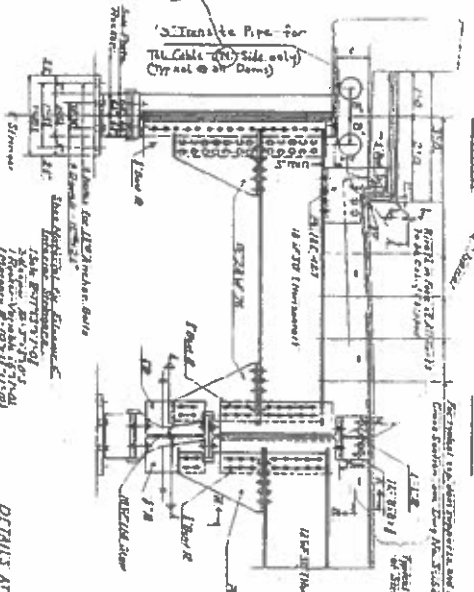


SECTION THRU GIRDETS AT BEARINGS
Location as per
see p-110

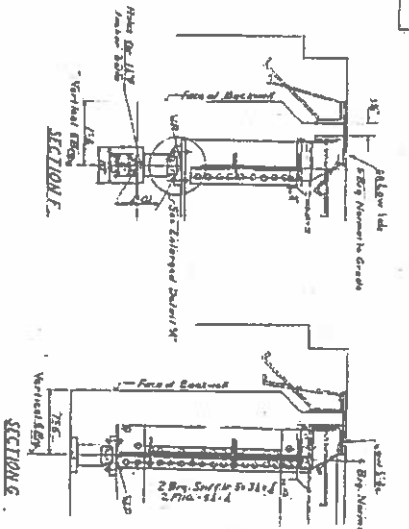
SECTION	A	B	C	D	E	F	G	H	I	J	K
PIER 1	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 2	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 3	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 4	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 5	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 6	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 7	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 8	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 9	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
PIER 10	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000



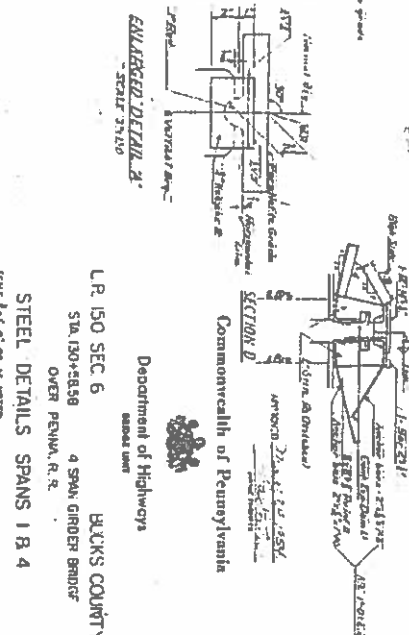
DETAILS AT WEST ABUTMENT (Looking East)
Location as per
see p-110



DETAILS AT PIER-SPAN (Looking East)
Location as per
see p-110

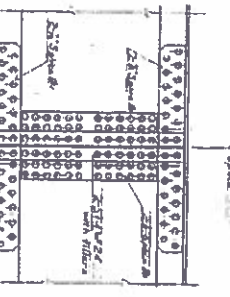
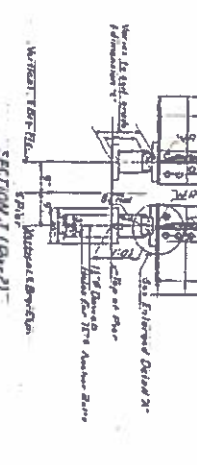
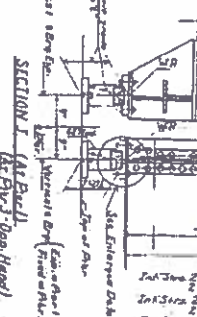
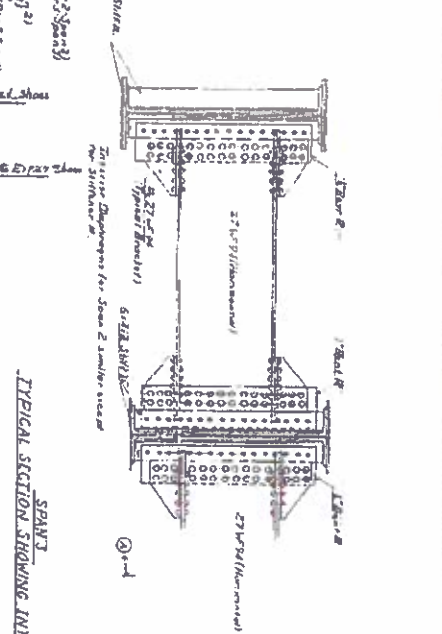
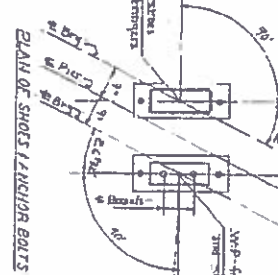
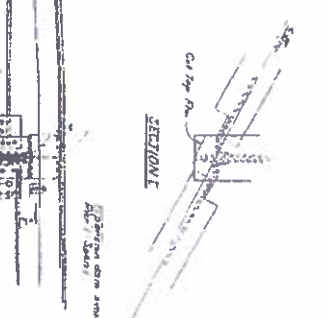
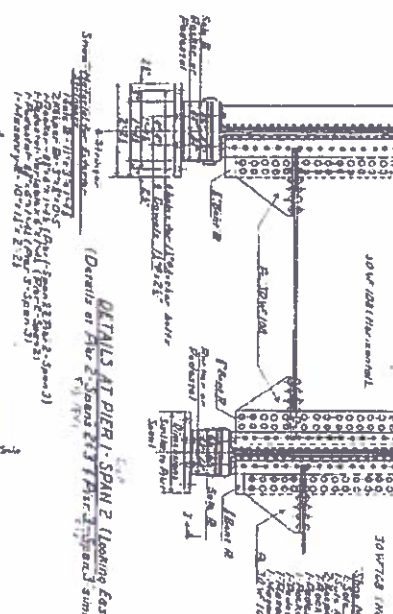
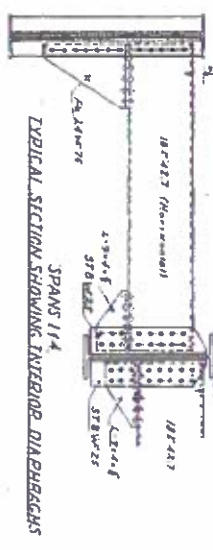
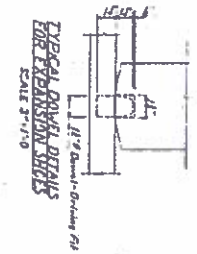


SECTION E
SECTION F
SECTION G



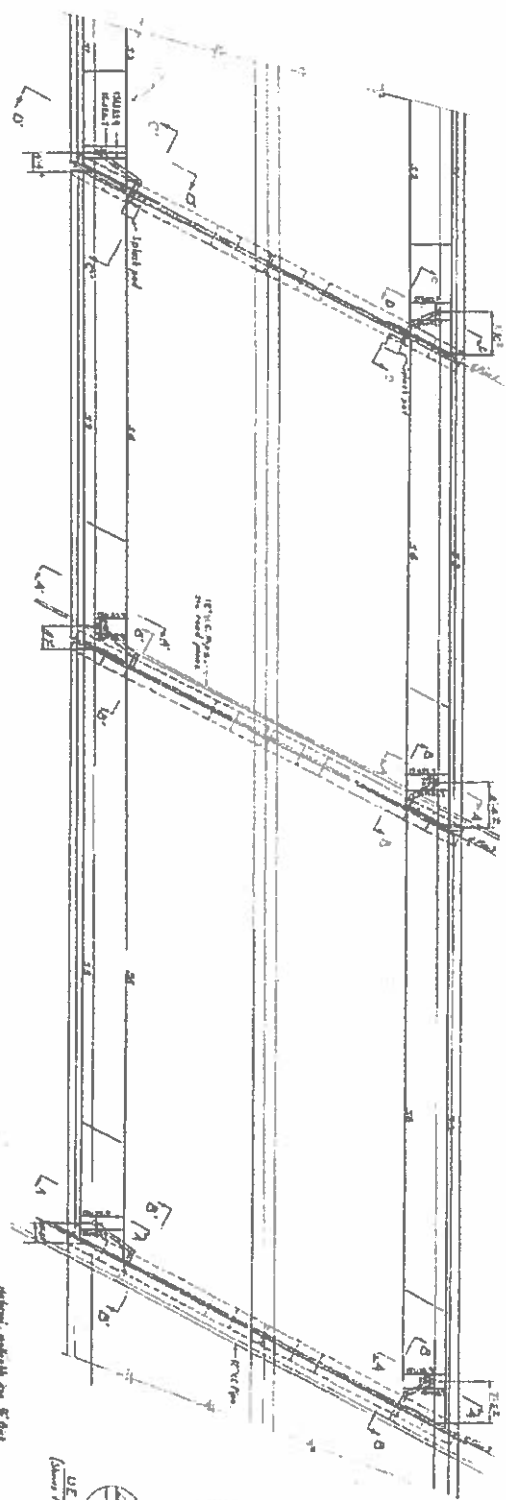
ENLARGED DETAIL A
SCALE 3/160

Department of Highways
 BUCKS COUNTY
 STA. 130+88.58
 OVER PENNA. R. R.
 STEEL DETAILS SPANS 1 & 4
 SHEET 6 OF 8
 DRAWING NO. S-2120



NOTES:
 1. All steel shall be A36 or A572-50.
 2. All bolts shall be A325 or A490.
 3. All welds shall be E70XX.
 4. All dimensions are in feet and inches.
 5. All dimensions are to be maintained unless otherwise noted.

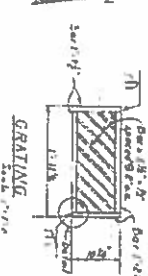
Commonwealth of Pennsylvania
 Department of Highways
 BUCKS COUNTY
 4 SPAN GARDER BRIDGE
 OVER PENNA. R.R.
 STEEL DETAILS SPANS 2 & 3
 SCALE 3/4" = 1'-0"
 SHEET 7 OF 12
 DATE 10/12/20



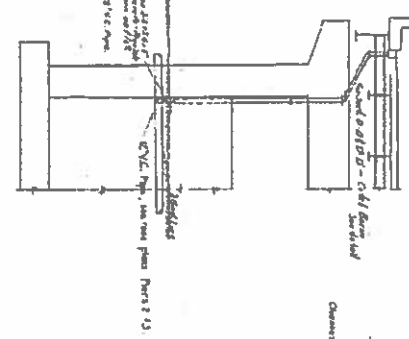
DRAINAGE PLAN
 1/4% SLOPE TO GUTTER
 1/4% SLOPE TO GUTTER



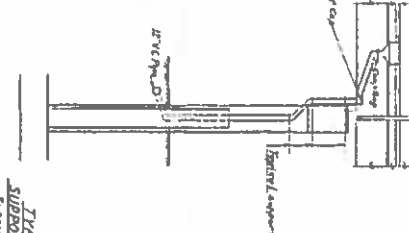
DETAIL 5
 (Shows typical widening)
SECTION E-E
 Scale 1/4" = 1'-0"



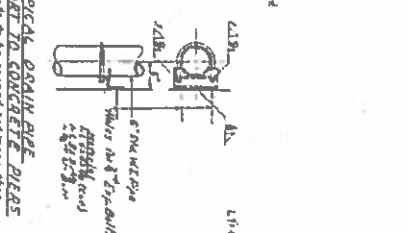
NOTES
 1. All dimensions shall be in feet and inches.
 2. All concrete shall be placed in 12" lifts and shall be thoroughly tamped to eliminate voids.
 3. All concrete shall be finished to a true and level surface.
 4. All concrete shall be cured for a minimum of 7 days.
 5. Scupper to be made of 6" steel.



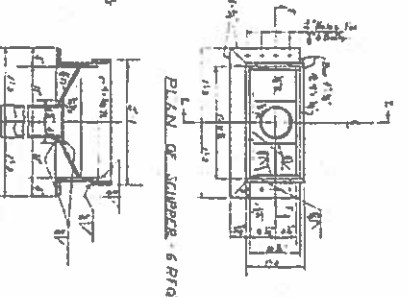
SECTION A-A
 TYPICAL DECK AND SCUMPER
 SECTION A-A
 SCALE 1/4" = 1'-0"



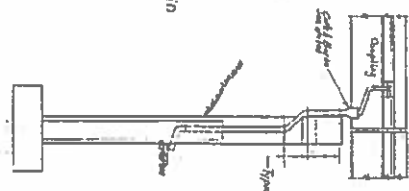
SECTION B-B
 TYPICAL DECK AND SCUMPER
 SECTION B-B
 SCALE 1/4" = 1'-0"



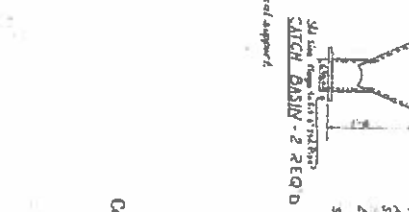
TYPICAL DRAINAGE ROPE DIERS
 SUPPORT TO BE MADE OF CONCRETE
 SCALE 1/4" = 1'-0"



PLAN OF SCUMPER - 6 FT DIA
 SCALE 1/4" = 1'-0"

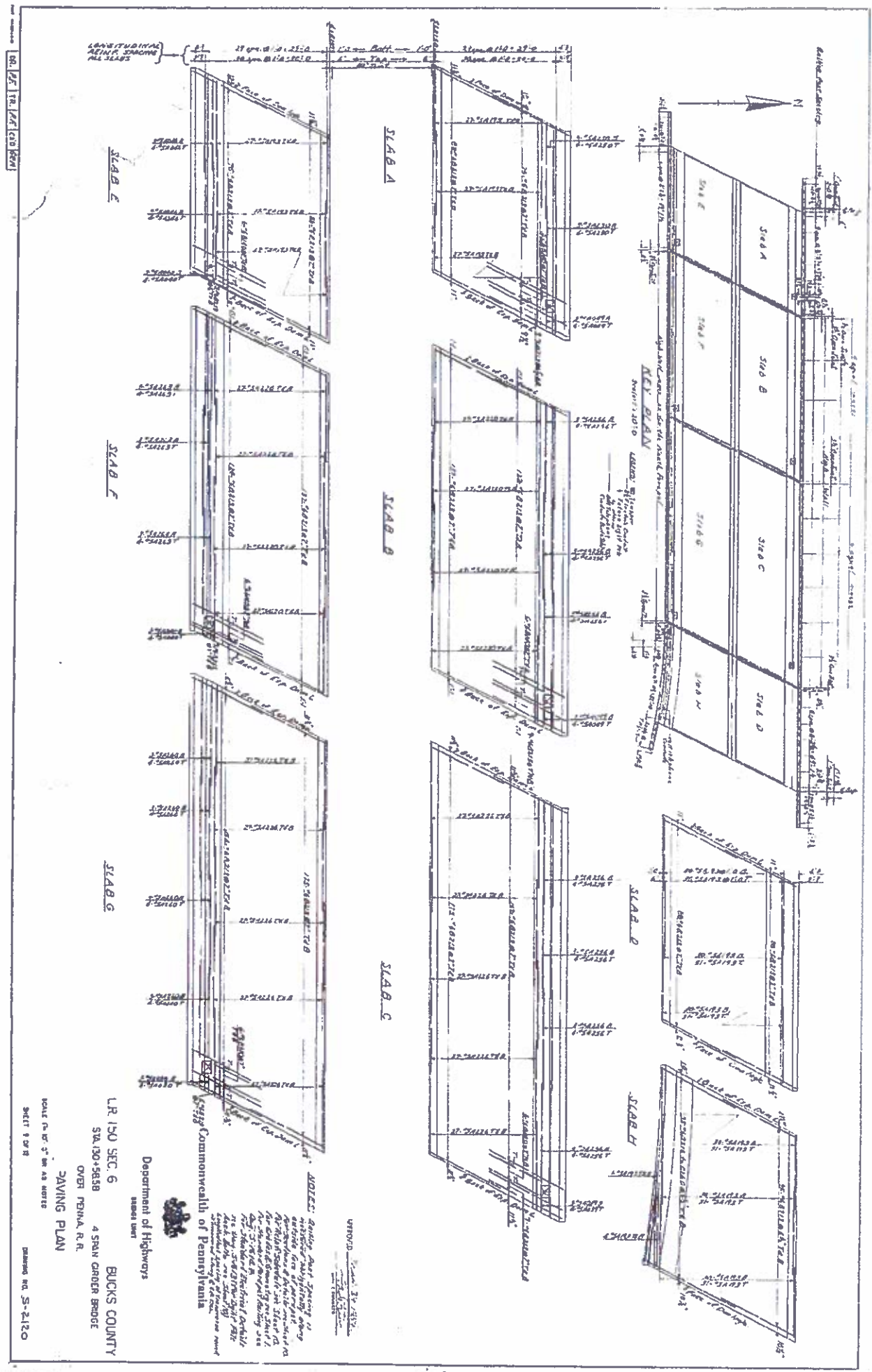


SECTION C-C
 TYPICAL DECK AND SCUMPER
 SECTION C-C
 SCALE 1/4" = 1'-0"



SCUMPER BASIN - 2 REQ'D
 SCALE 1/4" = 1'-0"

Commonwealth of Pennsylvania
 Department of Highways
 BUCKS COUNTY
 STA. 130+55.54
 OVER PENNA. R.R.
 DRAINAGE DETAILS
 SHEET 8 OF 12
 DRAWING NO. S-2120



90.25 10.00 0.00 0.00

LONGITUDINAL REINFORCING ALL SLABS

SLAB E

SLAB F

SLAB G

SLAB A

SLAB B

SLAB C

KEY PLAN

SLAB D

SLAB E

Department of Highways
 BUCKS COUNTY
 4 SPAN GORDER BRIDGE
 OVER PENNA. R.R.
 LR 150 SEC. 6
 STA. 130+56.88
 OVER PENNA. R.R.
 JAVING PLAN
 SCALE 1/4" = 1' - 0" AS NOTED
 SHEET 9 OF 12
 DRAWING NO. S-2120

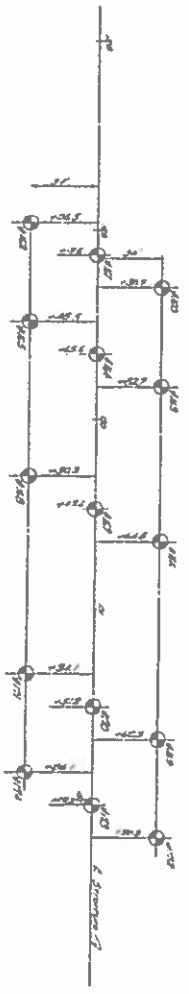


NOTES: 1. Slab A, B, C, D, E, F, G are to be cast in place concrete. 2. Slab A, B, C, D, E, F, G are to be reinforced with steel bars. 3. Slab A, B, C, D, E, F, G are to be supported by piers. 4. Slab A, B, C, D, E, F, G are to be finished with a smooth surface. 5. Slab A, B, C, D, E, F, G are to be painted with a protective coating. 6. Slab A, B, C, D, E, F, G are to be installed in accordance with the specifications. 7. Slab A, B, C, D, E, F, G are to be installed in accordance with the drawings. 8. Slab A, B, C, D, E, F, G are to be installed in accordance with the contract documents. 9. Slab A, B, C, D, E, F, G are to be installed in accordance with the approved plans. 10. Slab A, B, C, D, E, F, G are to be installed in accordance with the approved specifications.

UNFOOD

BRIDGE CARRYING L.R. 150 OVER PENNSYLVANIA RAILROAD, NEW YORK DIVISION

PLOT PLAN



160

Station	Notes	Dist.	Area	Vol.
1+00	Station	100	100	100
1+10	Station	110	110	110
1+20	Station	120	120	120
1+30	Station	130	130	130
1+40	Station	140	140	140
1+50	Station	150	150	150
1+60	Station	160	160	160
1+70	Station	170	170	170
1+80	Station	180	180	180
1+90	Station	190	190	190
2+00	Station	200	200	200

161

Station	Notes	Dist.	Area	Vol.
1+00	Station	100	100	100
1+10	Station	110	110	110
1+20	Station	120	120	120
1+30	Station	130	130	130
1+40	Station	140	140	140
1+50	Station	150	150	150
1+60	Station	160	160	160
1+70	Station	170	170	170
1+80	Station	180	180	180
1+90	Station	190	190	190
2+00	Station	200	200	200

162

Station	Notes	Dist.	Area	Vol.
1+00	Station	100	100	100
1+10	Station	110	110	110
1+20	Station	120	120	120
1+30	Station	130	130	130
1+40	Station	140	140	140
1+50	Station	150	150	150
1+60	Station	160	160	160
1+70	Station	170	170	170
1+80	Station	180	180	180
1+90	Station	190	190	190
2+00	Station	200	200	200

163

Station	Notes	Dist.	Area	Vol.
1+00	Station	100	100	100
1+10	Station	110	110	110
1+20	Station	120	120	120
1+30	Station	130	130	130
1+40	Station	140	140	140
1+50	Station	150	150	150
1+60	Station	160	160	160
1+70	Station	170	170	170
1+80	Station	180	180	180
1+90	Station	190	190	190
2+00	Station	200	200	200

164

Station	Notes	Dist.	Area	Vol.
1+00	Station	100	100	100
1+10	Station	110	110	110
1+20	Station	120	120	120
1+30	Station	130	130	130
1+40	Station	140	140	140
1+50	Station	150	150	150
1+60	Station	160	160	160
1+70	Station	170	170	170
1+80	Station	180	180	180
1+90	Station	190	190	190
2+00	Station	200	200	200

165

Station	Notes	Dist.	Area	Vol.
1+00	Station	100	100	100
1+10	Station	110	110	110
1+20	Station	120	120	120
1+30	Station	130	130	130
1+40	Station	140	140	140
1+50	Station	150	150	150
1+60	Station	160	160	160
1+70	Station	170	170	170
1+80	Station	180	180	180
1+90	Station	190	190	190
2+00	Station	200	200	200

166

Station	Notes	Dist.	Area	Vol.
1+00	Station	100	100	100
1+10	Station	110	110	110
1+20	Station	120	120	120
1+30	Station	130	130	130
1+40	Station	140	140	140
1+50	Station	150	150	150
1+60	Station	160	160	160
1+70	Station	170	170	170
1+80	Station	180	180	180
1+90	Station	190	190	190
2+00	Station	200	200	200

NOTES:
 1. All work to be done in accordance with the specifications for the Pennsylvania Railroad.
 2. The bridge shall be constructed of steel and concrete.
 3. The bridge shall be designed to carry a load of 100 tons.
 4. The bridge shall be designed to last for a period of 50 years.
 5. The bridge shall be designed to be resistant to fire and theft.

DRAWING NO. 2-212-D
 L.R. 150 OVER P.R.R., N.Y. DIVISION
 TEST BORINGS
 FOR
 RICHARDSON & GOHDDON, CONSULT. ENGRS.
 PHILA., PA.
 SPRAGUE & HENWOOD, INC.
 SEASIDE, N.Y.
 APPROVED BY: [Signature]
 DRAWN BY: [Signature] DATE: 6-2-22

167

NO.	TEST	DATE	TIME	DEPTH	REMARKS
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NO.	TEST	DATE	TIME	DEPTH	REMARKS
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NO.	TEST	DATE	TIME	DEPTH	REMARKS
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Appendix G: Structure Reports

Bridge ID: 09202000300774 (7184)

NOTE: This document contains inspection information and may not be used in legal actions or proceedings against the bridge owner. (Reference 65 P.S. Sec 66.1 et sep., 75 pa. C.S. Sec 3754 and 23 U.S.C. Sec 409.)

Location

County: BUCKS (09) Route: 2020 Juris: State-owned and maintained Geographic Location: FALLSINGTON 38J09

Identification

Structure Number: 7184
Facility Carried: TYBURN ROAD Location: FALLSINGTON 38J09
Rte. (on/under): FEATURE IS ON THE BRIDGE Rte.signing Prefix: State Hwy
Level of Service: MAINLINE Rte.number: 2020
Directional Suffix: EAST % Responsibility:
SHD District: 06 County Code: BUCKS
Place Code: 09/208 - FALLS Mile Point: 1.20500004
Feature Intersected: ROCK RUN
Latitude: 40.1806 Longitude: -74.8069
Border Bridge Code: -1 Border Bridge Number:

Structure Type & Materials

Number of Approach Spans: 0 Number of Spans Main Unit: 2
Main Span Material/Design: Concrete /Tee Beam
Approach Span Material/Design: Other /Other (NBI)
Deck Type: Concrete-in-Place
Wearing Surface: CONCRETE OVERLAY
Membrane: UNKNOWN
Deck Protection: NONE

Age & Service

Year built: 1954 Year Reconstructed: 0
Type of Service On: HIGHWAY Type of Service Under: WATERWAY
Lanes On: 2 Lanes Under:
Detour Length: 5.00000048 Year of ADT: 2016
ADT: 7441 Truck ADT: 2009

Geometric Data

Length Max Span: 38 Structure Length: 84
Curb/sdwk Width L: 1 Curb/sdwk Width R: 0.8000000120
Width Curb to Curb: 68 Width Out to Out: 71.50
Approach Roadway Width W/Shoulders: 68 Median: No Median/Barrier
Deck Area: 6006
Skew: 90 Structure Flared: NO FLARE
Horiz. Clearance: 68

Inspection

Frequency: 24 Inspection Date: 05/05/2014

Classification

Defense highway:	NOT STRAHNET	Parallel Structure:	No || bridge exists
Direction of Traffic:	2-WAY TRAFFIC	Temporary Structure:	
Highway System:	NOT ON NHS	NBIS Length:	Y
Toll Facility:	ON FREE ROAD	Functional Class:	URBAN MINOR ARTERIAL
Owner:	STATE HIGHWAY AGENCY		
Custodian:	State Hwy Agency		

Condition

Deck:	Fair	Super:	Satisfactory
Sub:	Fair	Culvert:	Not applicable.
Channel/Channel Protection:	4		

Load Rating & Posting

Posting Status: OPEN, NO RESTRICTION

Appraisal

Bridge Rail:	BASICALLY INTOLERABLE REQUIRING ACTION	Approach Rail:	BASICALLY INTOLERABLE REQUIRING ACTION
Transition:	BASICALLY INTOLERABLE REQUIRING ACTION	Approach Rail Ends:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Under Clearance Vertical & Horizontal:	NOT APPLICABLE	Deck Geometry:	CONDITION SUPERIOR TO PRESENT DESIRABLE CRITERIA
Waterway Adequacy:	6	Approach Alignment:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Scour Critical:	Critical; Foundations unstable		

Proposed Improvements

Bridge Cost:	46	Type of Work:	20 - Rehab Deck
Roadway Cost:	136	Length of Improvement:	108
Total Cost:	622	Future ADT:	4637
Year of Cost Estimate:	1990	Year of Future ADT:	2016

Navigation Data

Navigation Control:	0		
Vertical Clearance:	99.90	Horizontal Clearance:	68
Pier Protection:	N/A	Lift Bridge Vertical Clearance:	

Bridge ID: 09202000500000 (7185)

NOTE: This document contains inspection information and may not be used in legal actions or proceedings against the bridge owner. (Reference 65 P.S. Sec 66.1 et sep., 75 pa. C.S. Sec 3754 and 23 U.S.C. Sec 409.)

Location

County: BUCKS (09) **Route:** 2020 **Juris:** State-owned and maintained **Geographic Location:** 1MI.SE.MORRISVILLE 39A09

Identification

Structure Number:	7185	Location:	1MI.SE.MORRISVILLE 39A09
Facility Carried:	TYBURN ROAD	Rte.signing Prefix:	State Hwy
Rte. (on/under):	FEATURE IS ON THE BRIDGE	Rte.number:	2020
Level of Service:	MAINLINE	% Responsibility:	
Directional Suffix:	EAST	County Code:	BUCKS
SHD District:	06	Mile Point:	2.3290
Place Code:	09/208 - FALLS	Longitude:	-74.7882
Feature Intersected:	NEWBOLD ROAD	Border Bridge Number:	
Latitude:	40.1816		
Border Bridge Code:	-1		

Structure Type & Materials

Number of Approach Spans:	0	Number of Spans Main Unit:	3
Main Span Material/Design:	Steel Continuous /Stringer/Girder		
Approach Span Material/Design:	/		
Deck Type:	Concrete-in-Place		
Wearing Surface:	CONCRETE		
Membrane:	OTHER		
Deck Protection:	EPOXY COATED REINFORCING		

Age & Service

Year built:	1954	Year Reconstructed:	2011
Type of Service On:	HIGHWAY	Type of Service Under:	HIGHWAY W/ OR W/O PEDESTRIAN
Lanes On:	2	Lanes Under:	2
Detour Length:	3	Year of ADT:	2016
ADT:	11745	Truck ADT:	3171

Geometric Data

Length Max Span:	51	Structure Length:	115.000008
Curb/sdwik Width L:	0	Curb/sdwik Width R:	0
Width Curb to Curb:	68	Width Out to Out:	71.50
Approach Roadway Width W/Shoulders:	72	Median:	Concrete Mountable
Deck Area:	8222.50		
Skew:	90	Structure Flared:	NO FLARE
Horiz. Clearance:	68		

Inspection

Frequency: 24 **Inspection Date:** 05/14/2014

Classification

Defense highway:	NOT STRAHNET	Parallel Structure:	No || bridge exists
Direction of Traffic:	2-WAY TRAFFIC	Temporary Structure:	
Highway System:	NOT ON NHS	NBIS Length:	Y
Toll Facility:	ON FREE ROAD	Functional Class:	URBAN MINOR ARTERIAL
Owner:	STATE HIGHWAY AGENCY		
Custodian:	State Hwy Agency		

Condition

Deck:	Very Good	Super:	Very Good
Sub:	Good	Culvert:	Not applicable.
Channel/Channel Protection:	N		

Load Rating & Posting

Posting Status: OPEN, NO RESTRICTION

Appraisal

Bridge Rail:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA	Approach Rail:	CONDITION EQUAL TO PRESENT MINIMUM CRITERIA
Transition:	CONDITION EQUAL TO PRESENT MINIMUM CRITERIA	Approach Rail Ends:	CONDITION EQUAL TO PRESENT MINIMUM CRITERIA
Under Clearance Vertical & Horizontal:	CONDITION EQUAL TO PRESENT MINIMUM CRITERIA	Deck Geometry:	CONDITION SUPERIOR TO PRESENT DESIRABLE CRITERIA
Waterway Adequacy:	N	Approach Alignment:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Scour Critical:	Not Over Waterway		

Proposed Improvements

Bridge Cost:	129	Type of Work:	62 - Repl Deck/Sup(ex)
Roadway Cost:	381	Length of Improvement:	147.637787
Total Cost:	1745	Future ADT:	4637
Year of Cost Estimate:	1990	Year of Future ADT:	2016

Navigation Data

Navigation Control:	N		
Vertical Clearance:	99.90	Horizontal Clearance:	68
Pier Protection:	N/A	Lift Bridge Vertical Clearance:	

Bridge ID: 09202000600000 (7186)

NOTE: This document contains inspection information and may not be used in legal actions or proceedings against the bridge owner. (Reference 65 P.S. Sec 66.1 et seq., 75 pa. C.S. Sec 3754 and 23 U.S.C. Sec 409.)

Location

County: BUCKS (09) Route: 2020 Juris: State-owned and maintained Geographic Location: 1.5MI.S.MORRISVIL. 39B09

Identification

Structure Number: 7186
Facility Carried: TYBURN RD/BRIST P Location: 1.5MI.S.MORRISVIL. 39B09
Rte. (on/under): FEATURE IS ON THE BRIDGE Rte.signing Prefix: State Hwy
Level of Service: MAINLINE Rte.number: 2020
Directional Suffix: EAST % Responsibility:
SHD District: 06 County Code: BUCKS
Place Code: 09/208 - FALLS Mile Point: 2.45900011
Feature Intersected: AMTRAK-NY TO WASH
Latitude: 40.182 Longitude: -74.7864
Border Bridge Code: -1 Border Bridge Number:

Structure Type & Materials

Number of Approach Spans: 0 Number of Spans Main Unit: 4
Main Span Material/Design: Steel Continuous /Stringer/Girder
Approach Span Material/Design: /
Deck Type: Concrete-in-Place
Wearing Surface: CONCRETE
Membrane: NONE
Deck Protection: EPOXY COATED REINFORCING

Age & Service

Year built: 1955 Year Reconstructed: 2015
Type of Service On: HIGHWAY - PEDESTRIAN Type of Service Under: RAILROAD
Lanes On: 2 Lanes Under:
Detour Length: 4 Year of ADT: 2016
ADT: 17185 Truck ADT: 1547

Geometric Data

Length Max Span: 104 Structure Length: 291
Curb/sdwik Width L: 0.4000000060 Curb/sdwik Width R: 0.4000000060
Width Curb to Curb: 31 Width Out to Out: 69.40000150
Approach Roadway Width W/Shoulders: 72 Median: Concrete Mountable
Deck Area: 20195.4004
Skew: 63 Structure Flared: NO FLARE
Horiz. Clearance: 66

Inspection

Frequency: 24 Inspection Date: 10/22/2015

Classification

Defense highway:	NOT STRAHNET	Parallel Structure:	No || bridge exists
Direction of Traffic:	1-WAY TRAFFIC	Temporary Structure:	
Highway System:	NOT ON NHS	NBIS Length:	Y
Toll Facility:	ON FREE ROAD	Functional Class:	URBAN MINOR ARTERIAL
Owner:	STATE HIGHWAY AGENCY		
Custodian:	State Hwy Agency		

Condition

Deck:	Very Good	Super:	Excellent
Sub:	Good	Culvert:	Not applicable.
Channel/Channel Protection:	N		

Load Rating & Posting

Posting Status: OPEN, NO RESTRICTION

Appraisal

Bridge Rail:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA	Approach Rail:	CONDITION MEETING MINIMUM TOLERABLE LIMITS
Transition:	CONDITION EQUAL TO PRESENT MINIMUM CRITERIA	Approach Rail Ends:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Under Clearance Vertical & Horizontal:	BETTER THAN MINIMUM ADEQUACY	Deck Geometry:	CONDITION EQUAL TO PRESENT MINIMUM CRITERIA
Waterway Adequacy:	N	Approach Alignment:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Scour Critical:	Not Over Waterway		

Proposed Improvements

Bridge Cost:	0	Type of Work:	00 - Do Nothing
Roadway Cost:	0	Length of Improvement:	0
Total Cost:	0	Future ADT:	11508
Year of Cost Estimate:		Year of Future ADT:	2016

Navigation Data

Navigation Control:	N		
Vertical Clearance:	99.90	Horizontal Clearance:	66
Pier Protection:	N/A	Lift Bridge Vertical Clearance:	

Bridge ID: 09202000600975 (7187)

NOTE: This document contains inspection information and may not be used in legal actions or proceedings against the bridge owner. (Reference 65 P.S. Sec 66.1 et seq., 75 pa. C.S. Sec 3754 and 23 U.S.C. Sec 409.)

Location

County: BUCKS (09) Route: 2020 Juris: State-owned and maintained Geographic Location: .SMI.S.MORRISVILLE 39B09

Identification

Structure Number: 7187
Facility Carried: TYBURN ROAD Location: .SMI.S.MORRISVILLE 39B09
Rte. (on/under): FEATURE IS ON THE BRIDGE Rte.signing Prefix: State Hwy
Level of Service: MAINLINE Rte.number: 2020
Directional Suffix: EAST % Responsibility:
SHD District: 06 County Code: BUCKS
Place Code: 09/208 - FALLS Mile Point: 2.45900011
Feature Intersected: RAMP G
Latitude: 40.1817 Longitude: -74.7817
Border Bridge Code: -1 Border Bridge Number:

Structure Type & Materials

Number of Approach Spans: 0 Number of Spans Main Unit: 3
Main Span Material/Design: Steel Continuous /Stringer/Girder
Approach Span Material/Design: /
Deck Type: Concrete-in-Place
Wearing Surface: CONCRETE
Membrane: OTHER
Deck Protection: EPOXY COATED REINFORCING

Age & Service

Year built: 1954 Year Reconstructed: 2011
Type of Service On: HIGHWAY Type of Service Under: HIGHWAY W/ OR W/O PEDESTRIAN
Lanes On: 2 Lanes Under: 2
Detour Length: 5.00000048 Year of ADT: 2016
ADT: 10055 Truck ADT: 503

Geometric Data

Length Max Span: 55 Structure Length: 120
Curb/sdwk Width L: 0 Curb/sdwk Width R: 0
Width Curb to Curb: 68 Width Out to Out: 71.50
Approach Roadway Width W/Shoulders: 72 Median: Concrete Mountable
Deck Area: 8580
Skew: 81 Structure Flared: NO FLARE
Horiz. Clearance: 68

Inspection

Frequency: 24 Inspection Date: 12/01/2015

Classification

Defense highway:	NOT STRAHNET	Parallel Structure:	No || bridge exists
Direction of Traffic:	2-WAY TRAFFIC	Temporary Structure:	
Highway System:	NOT ON NHS	NBIS Length:	Y
Toll Facility:	ON FREE ROAD	Functional Class:	URBAN MINOR ARTERIAL
Owner:	STATE HIGHWAY AGENCY		
Custodian:	State Hwy Agency		

Condition

Deck:	Very Good	Super:	Very Good
Sub:	Very Good	Culvert:	Not applicable.
Channel/Channel Protection:	N		

Load Rating & Posting

Posting Status: OPEN, NO RESTRICTION

Appraisal

Bridge Rail:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA	Approach Rail:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Transition:	CONDITION EQUAL TO PRESENT MINIMUM CRITERIA	Approach Rail Ends:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Under Clearance Vertical & Horizontal:	CONDITION MEETING MINIMUM TOLERABLE LIMITS	Deck Geometry:	CONDITION SUPERIOR TO PRESENT DESIRABLE CRITERIA
Waterway Adequacy:	N	Approach Alignment:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Scour Critical:	Not Over Waterway		

Proposed Improvements

Bridge Cost:	77	Type of Work:	32 - Repl Deck/Sup(ex)
Roadway Cost:	225	Length of Improvement:	124.671913
Total Cost:	1034	Future ADT:	6588
Year of Cost Estimate:	1990	Year of Future ADT:	2016

Navigation Data

Navigation Control:	N		
Vertical Clearance:	99.90	Horizontal Clearance:	68
Pier Protection:	N/A	Lift Bridge Vertical Clearance:	

Bridge ID: 09202000601253 (7188)

NOTE: This document contains inspection information and may not be used in legal actions or proceedings against the bridge owner. (Reference 65 P.S. Sec 66.1 et seq., 75 pa. C.S. Sec 3754 and 23 U.S.C. Sec 409.)

Location

County: BUCKS (09) Route: 2020 Juris: State-owned and maintained Geographic Location: .5MI.S.MORRISVILLE 39B09

Identification

Structure Number: 7188
Facility Carried: TYBURN ROAD Location: .5MI.S.MORRISVILLE 39B09
Rte. (on/under): FEATURE IS ON THE BRIDGE Rte.signing Prefix: State Hwy
Level of Service: MAINLINE Rte.number: 2020
Directional Suffix: EAST % Responsibility:
SHD District: 06 County Code: BUCKS
Place Code: 09/208 - FALLS Mile Point: 2.45900011
Feature Intersected: WARNER COMPANY ROAD
Latitude: 40.1817 Longitude: -74.7817
Border Bridge Code: -1 Border Bridge Number:

Structure Type & Materials

Number of Approach Spans: 0 Number of Spans Main Unit: 3
Main Span Material/Design: Steel Continuous /Stringer/Girder
Approach Span Material/Design: /
Deck Type: Concrete-in-Place
Wearing Surface: CONCRETE
Membrane: OTHER
Deck Protection: EPOXY COATED REINFORCING

Age & Service

Year built: 1955 Year Reconstructed: 2011
Type of Service On: HIGHWAY Type of Service Under: HIGHWAY W/ OR W/O PEDESTRIAN
Lanes On: 2 Lanes Under: 2
Detour Length: 5.00000048 Year of ADT: 2016
ADT: 10055 Truck ADT: 503

Geometric Data

Length Max Span: 51 Structure Length: 129
Curb/sdwlk Width L: 0 Curb/sdwlk Width R: 0
Width Curb to Curb: 78.40000150 Width Out to Out: 81.80000310
Approach Roadway Width W/Shoulders: 76 Median: Concrete Mountable
Deck Area: 10552.2002
Skew: 90 Structure Flared: NO FLARE
Horiz. Clearance: 78.30000310

Inspection

Frequency: 24 Inspection Date: 12/01/2015

Classification

Defense highway:	NOT STRAHNET	Parallel Structure:	No || bridge exists
Direction of Traffic:	2-WAY TRAFFIC	Temporary Structure:	
Highway System:	NOT ON NHS	NBIS Length:	Y
Toll Facility:	ON FREE ROAD	Functional Class:	URBAN MINOR ARTERIAL
Owner:	STATE HIGHWAY AGENCY		
Custodian:	State Hwy Agency		

Condition

Deck:	Very Good	Super:	Very Good
Sub:	Very Good	Culvert:	Not applicable.
Channel/Channel Protection:	N		

Load Rating & Posting

Posting Status: OPEN, NO RESTRICTION

Appraisal

Bridge Rail:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA	Approach Rail:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Transition:	CONDITION EQUAL TO PRESENT MINIMUM CRITERIA	Approach Rail Ends:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Under Clearance Vertical & Horizontal:	BASICALLY INTOLERABLE REQUIRING ACTION	Deck Geometry:	CONDITION SUPERIOR TO PRESENT DESIRABLE CRITERIA
Waterway Adequacy:	N	Approach Alignment:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Scour Critical:	Not Over Waterway		

Proposed Improvements

Bridge Cost:	56	Type of Work:	31 - Repl Deck/Sup
Roadway Cost:	164	Length of Improvement:	127.952751
Total Cost:	751	Future ADT:	6588
Year of Cost Estimate:	1990	Year of Future ADT:	2016

Navigation Data

Navigation Control:	N		
Vertical Clearance:	99.90	Horizontal Clearance:	78.30000310
Pier Protection:	N/A	Lift Bridge Vertical Clearance:	

Bridge ID: 09202000700000 (7189)

NOTE: This document contains inspection information and may not be used in legal actions or proceedings against the bridge owner. (Reference 65 P.S. Sec 66.1 et sep., 75 pa. C.S. Sec 3754 and 23 U.S.C. Sec 409.)

Location

County: BUCKS (09) Route: 2020 Juris: State-owned and maintained Geographic Location: PENN VALLEY 39C09/ 3261-F

Identification

Structure Number: 7189
Facility Carried: TYBURN ROAD Location: PENN VALLEY 39C09/ 3261-F
Rte. (on/under): FEATURE IS ON THE BRIDGE Rte.signing Prefix: State Hwy
Level of Service: MAINLINE Rte.number: 2020
Directional Suffix: EAST % Responsibility:
SHD District: 06 County Code: BUCKS
Place Code: 09/208 - FALLS Mile Point: 2.89000010
Feature Intersected: CONVEYOR BELT FOR WARNER
Latitude: 40.1828 Longitude: -74.7784
Border Bridge Code: -1 Border Bridge Number:

Structure Type & Materials

Number of Approach Spans: 0 Number of Spans Main Unit: 1
Main Span Material/Design: Concrete /Slab
Approach Span Material/Design: Other /Other (NBI)
Deck Type: Concrete-in-Place
Wearing Surface: BITUMINOUS
Membrane: NONE
Deck Protection: NONE

Age & Service

Year built: 1955 Year Reconstructed: 0
Type of Service On: HIGHWAY Type of Service Under: PRIVATE ROAD OR OTHER
Lanes On: 4 Lanes Under: 0
Detour Length: 5.00000048 Year of ADT: 2016
ADT: 10055 Truck ADT: 503

Geometric Data

Length Max Span: 10 Structure Length: 12
Curb/sdwik Width L: 0 Curb/sdwik Width R: 0
Width Curb to Curb: 68.50 Width Out to Out: 75
Approach Roadway Width W/Shoulders: 57 Median: Concrete Mountable
Deck Area: 900.000061
Skew: 90 Structure Flared: NO FLARE
Horiz. Clearance: 68.50

Inspection

Frequency: 24 Inspection Date: 05/09/2014

Classification

Defense highway:	NOT STRAHNET	Parallel Structure:	No || bridge exists
Direction of Traffic:	2-WAY TRAFFIC	Temporary Structure:	
Highway System:	NOT ON NHS	NBIS Length:	N
Toll Facility:	ON FREE ROAD	Functional Class:	URBAN MINOR ARTERIAL
Owner:	STATE HIGHWAY AGENCY		
Custodian:	State Hwy Agency		

Condition

Deck:	Fair	Super:	Fair
Sub:	Good	Culvert:	Not applicable.
Channel/Channel Protection:	N		

Load Rating & Posting

Posting Status: OPEN, NO RESTRICTION

Appraisal

Bridge Rail:	BASICALLY INTOLERABLE REQUIRING ACTION	Approach Rail:	BASICALLY INTOLERABLE REQUIRING ACTION
Transition:	BASICALLY INTOLERABLE REQUIRING ACTION	Approach Rail Ends:	CONDITION EQUAL TO PRESENT DESIRABLE CRITERIA
Under Clearance Vertical & Horizontal:	NOT APPLICABLE	Deck Geometry:	CONDITION MEETING MINIMUM TOLERABLE LIMITS
Waterway Adequacy:	N	Approach Alignment:	CONDITION BETTER THAN PRESENT MINIMUM CRITERIA
Scour Critical:	Not Over Waterway		

Proposed Improvements

Bridge Cost:	0	Type of Work:	00 - Do Nothing
Roadway Cost:	0	Length of Improvement:	
Total Cost:	0	Future ADT:	6588
Year of Cost Estimate:	1990	Year of Future ADT:	2016

Navigation Data

Navigation Control:	N		
Vertical Clearance:	99.90	Horizontal Clearance:	68.50
Pier Protection:	N/A	Lift Bridge Vertical Clearance:	