

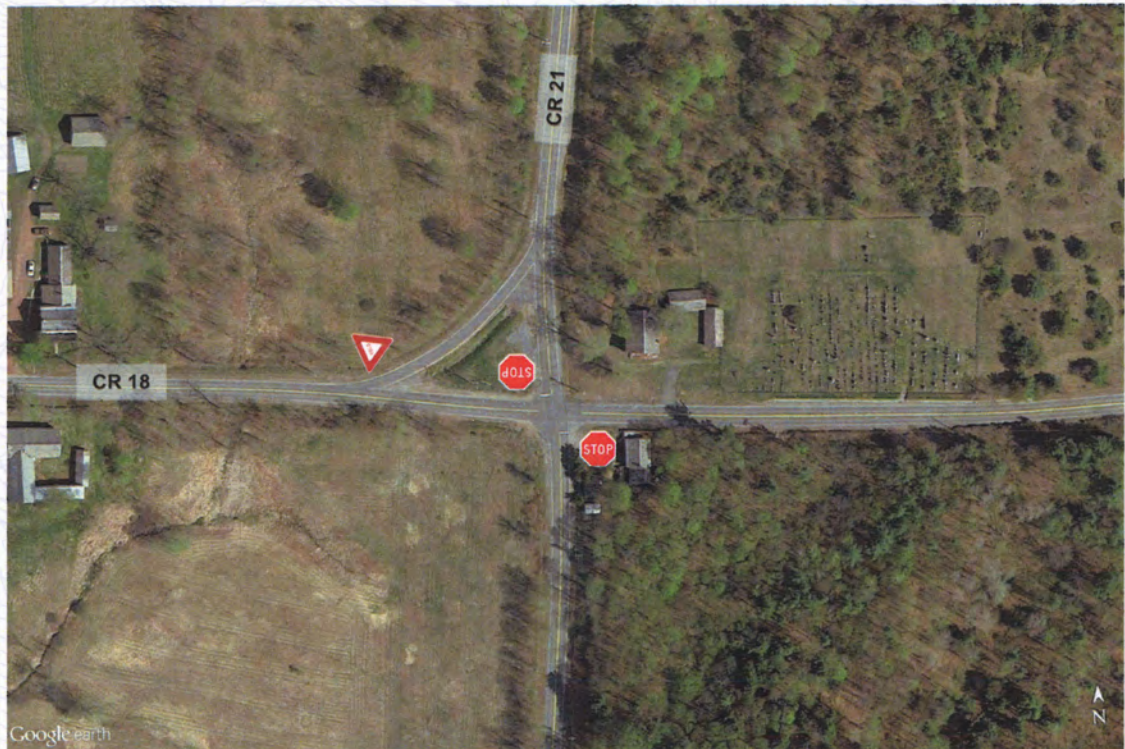
December 22, 2015

Ms. Kate Mance  
Adirondack/Glens Falls Transportation Council  
11 South Street, Suite 203  
Glens Falls, NY 12801

**RE: CR 21/18 Intersection Safety Evaluation, Town of Whitehall, Washington County, New York; CM Project No. 115-200**

Dear Ms. Mance:

As requested, this letter summarizes the intersection safety evaluation completed for the CR 21/CR 18 intersection in the Town of Whitehall due to concerns over a history of crashes at this location. The existing intersection and traffic control is shown below.



## 1.0 Existing Conditions

A site visit was conducted to observe existing field conditions and traffic operations at the intersection. Peak hour turning movement count (TMC) data for the AM and PM peak hours and automatic traffic recorder (ATR) data for all intersection approaches was provided by the Adirondack/Glens Falls Transportation Council (A/GFTC).

### Geometry

This is a four-leg intersection with stop sign control on the northbound and southbound approaches of CR 21. Standard size (30"x30") stop signs are provided on both sides of

the roadway (dual posted) on both approaches with retroreflective strips on the sign supports, and there are intersection warning signs (stop ahead) with retroreflective strips on the sign supports on both the northbound and southbound intersection approaches. There is a yield-controlled channelized right-turn lane on the southbound CR 21 approach to CR 18. The north leg approaches the intersection at an approximate 2% to 5% downgrade, the east leg approaches the intersection at an approximate 6% to 10% upgrade, and the west leg approaches the intersection at an approximate 9% to 12% downgrade.

#### Traffic Volumes

Intersection TMC data was provided by A/GFTC for the periods from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. to capture the peak volumes in the study area was reviewed. The data shows that the AM peak hour occurred from 7:30 to 8:30 a.m. and there were 81 vehicles entering the intersection. The PM peak hour occurred from 4:00 to 5:00 p.m. and 93 vehicles entered the intersection. The primary vehicle movements at the intersection are thru movements on CR 18 and CR 21 and turning movements between CR 18 west and CR 21 south. (See Attachment A)

#### Speed Study

ATR data provided by A/GFTC included daily traffic volume and travel speed data. The results of the speed data are summarized in Table 1.

**Table 1 – Travel Speed Summary**

Location	Speed in mph	
	Average	85 <sup>th</sup> Percentile
CR 21 northbound	40.0	49.1
CR 21 southbound	48.2	57.7
CR 18 eastbound	44.6	52.8
CR 18 westbound	42.4	49.2

There are no posted speed limits at the intersection; therefore the New York State speed limit of 55 mph applies. The table above shows that both the average speeds and 85<sup>th</sup> percentile speeds are generally below the state speed limit of 55-mph. The 85<sup>th</sup> percentile speed (operating speed) is the speed at or below which 85% of the vehicles are moving. The ATR data is included in Attachment B.

#### Accident Review

Accident data was summarized by A/GFTC for the latest five years of available data from January 1, 2010 through December 31, 2014. The data identified seven crashes at the study intersection during that time period. A collision diagram is included in Attachment B and each of the crashes is summarized below:

1. On 8/7/2010 a southbound vehicle traveling through the intersection overturned after swerving to avoid hitting an eastbound vehicle traveling through the intersection. The southbound vehicle driver failed to yield the right-of-way and noted that he didn't see the posted stop sign.
2. On 1/15/2011 a southbound vehicle traveling through the intersection failed to yield the right of way to a westbound vehicle traveling through the intersection, causing the westbound driver to swerve out of the way and lose control of the vehicle.
3. On 8/10/12 a southbound vehicle traveling through the intersection failed to yield

- the right of way at the southbound stop sign and hit a westbound vehicle at a right-angle traveling through the intersection.
4. On a 6/3/2013 a single-vehicle crash occurred when a westbound driver lost control of the vehicle and struck the retaining wall on the north side of CR 21 east of the intersection.
  5. On 8/1/2014 a southbound vehicle did not stop at the stop sign and failed to yield the right of way to a westbound vehicle causing a right-angle crash.
  6. On 7/21/2014 a northbound vehicle failed to yield the right-of-way to an eastbound vehicle causing a right-angle crash.
  7. On 11/4/2014 a northbound vehicle failed to yield the right-of-way to a westbound vehicle causing a right-angle crash.

The data shows that six of seven crashes involved failure to yield by vehicles on the northbound or southbound intersection approaches. Five of those seven crashes were right-angle collisions caused by a failure to yield right-of-way and disregarding the existing traffic control by northbound and southbound vehicles. Six of the seven crashes occurred during daylight conditions at no particular time of day.

An accident rate calculation completed for the intersection shows that the study intersection accident rate is 4.12 accidents per million entering vehicles (acc/MEV). This is more than ten times higher than the statewide rate of 0.33 acc/MEV for state controlled intersections.

Sight Distances

The available intersection and stopping sight distances were measured from the perspective of a vehicle stopped at each of the four intersection approaches. The distances measured in the field were compared to the guidance presented in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Street, 2011* for a 50-mph and 55-mph operating speed as appropriate. Table 2 summarizes the results of the sight distance evaluation.

**Table 2 – Sight Distance Evaluation (feet)**

Location	Intersection Sight Distance <sup>1</sup>				Stopping Sight Distance <sup>2</sup>	
	Right-turn (looking left) D <sub>L</sub>	Left-turn		Left-turn (looking straight) D <sub>s</sub>	EB	WB
		(looking left) D <sub>L</sub>	(looking right) D <sub>R</sub>			
CR 21 northbound						
Available	500	<b>500</b>	<b>290</b>	1,050	970	650
Recommended	480	555	610	405	390	595
CR 21 southbound						
Available	<b>340</b>	<b>340</b>	1,050	650	970	650
Recommended	530	610	555	495	390	595

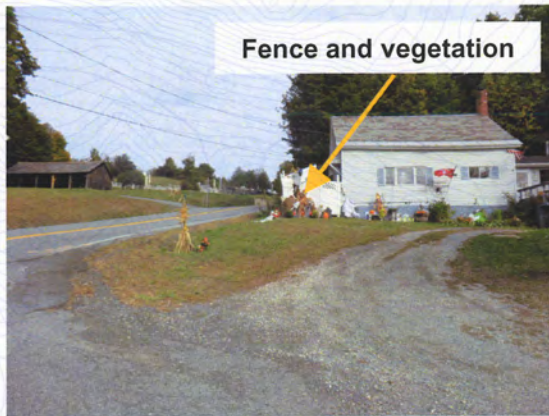
**Bold Text** = measurements that do not meet AASHTO guidance

<sup>1</sup> Intersection sight distance is measured at 14.5 feet back from the travel way at an eye and object height of 3.5 feet.

<sup>2</sup> Stopping sight distance is measured for a 2-foot object located in the path of travelling vehicles and adjusted for grade as needed.

The sight distance evaluation shows that the AASHTO sight distance guidance for the 50 and 55-mph operating speeds are not met for all movements on the intersection

approaches. Sight distances are limited in the northeast quadrant by an existing embankment, in the southeast quadrant by a combination of vegetation and a fence, and in the southwest quadrant by the horizontal curve and vegetation. A review of the criteria in the New York State Supplement to the National Manual of Uniform Traffic Control Devices (NMUTCD) indicates that the sight distance looking right from the northbound approach and looking left from the southbound approach are critically limited. The sight distance looking left from the northbound approach to complete a left-turn is less than desirable but not critically limited; therefore, no mitigation is recommended in the northwest quadrant of the intersection. It is noted that the existing stopping sight distances are met on all intersection approaches. Photographs 1 and 2 below illustrate the existing view looking east from the northbound and southbound intersection approaches.



Photograph 1: CR 21 NB looking right (DR)



Photograph 2: CR 21 SB looking left (DL)

### Summary

Review of the existing conditions shows that intersection sight distance are critically limited looking to the east by an existing embankment, fence, and vegetation. Although the sight distance limitations do not appear to be the primary cause of the intersection crashes the limitations should be addressed. The accident data shows that the primary cause of the intersection crashes is disregarding the existing stop sign control and failure to yield right-of way which are both compliance concerns. Based on these conclusions, recommendations are provided to increase the conspicuity (visibility and attention) of the traffic control at the intersection and address the sight distance limitations. Due to the grade on CR 18, it is recommended that the eastbound/westbound approaches to CR 21 continue to maintain free-flow operations.

## **2.0 Recommendations**

The Manual on Uniform Traffic Control Devices for Streets and Highways 2009 Edition (MUTCD) Section 2A.15 *Enhanced Conspicuity for Standard Signs* identifies a number of measures to implement to increase prominence. These include:

- Increasing the size of the sign
- Doubling-up of the sign by adding an identical sign on the left-hand side of the roadway
- Adding one or more red or orange flags above a sign

- Adding a stop beacon
- Adding light emitting diode (LED) units within the symbol or legend
- Adding a strip of retroreflective material to the sign support

Washington County implemented a number of measures to increase traffic control prominence at the intersection including:

- September 24, 2012 – installed “Stop Ahead” signs and added a strip of retroreflective material to the sign support
- January 22, 2014 – installed additional stop signs with retroreflective strips on post for dual-posted stop signs
- July 16, 2014 – installed new stop bars and added orange diamonds to “Stop Ahead” signs.

Three crashes have occurred at the intersection since installation of the above mentioned measures. Therefore the County should implement the following additional measures in the short-term:

- Increase the size of the stop signs from the standard 30”x30” to 48”x48” (approximately \$700 per sign)
- Add red or orange flags (retroreflective sheeting) above the stop signs oriented at 45 degrees to the vertical (approximately \$100 per sheeting)
- Install an intersection warning sign (W2-1) on the westbound CR 18 approach to CR 21 in accordance with MUTCD guidance to warn drivers of the of the approaching cross street.



W2-1

After implementation of these measures, the County should continue to monitor crash activity at the intersection on an annual basis to determine the effectiveness of these measures. Should additional measures be needed to further enhance the intersection traffic control and increase sight distances, the following steps could be taken:

- Adding a stop beacon to the existing stop signs as shown below in Photograph 3 (approximately \$6,500 per beacon)
- Adding light emitting diode (LED) units within the symbol or legend as shown in Photograph 4 (approximately \$2,500 per sign)



Photograph 3: Stop beacon



Photograph 4: LED Stop sign

If installation of the previously identified recommendations is not sufficient to increase traffic control compliance at the intersection, an intersection control beacon could be


installed at the intersection. This would include construction of a traffic signal at the intersection with flashing yellow operation on the eastbound/westbound approaches and flashing red operation on the northbound/southbound approaches (approximately \$50,000) since the intersection does not meet the criteria for construction of a three-color traffic signal. Another option would be to install rumble strips (approximately \$5,000) on both the northbound and southbound approaches that drivers would feel and hear as vehicles travel over the rumble strips. It is noted that noise associated with rumble strips may be disruptive to the residence in the southeast quadrant of the intersection.

As noted previously, sight distances looking east at the intersection are critically limited. If future accident data shows that installation of the intersection warning sign is not providing sufficient compliance, the following additional sight distance mitigation measures could be pursued:


- Coordinating with the property owner in the southeast quadrant to relocate or remove the existing sign and vegetation.
- Coordinating with the property owner in the northeast quadrant of the intersection to cut back the existing embankment. This will likely require relocation of the utility pole.

If you have any questions regarding the above analysis, please feel free to contact our office.

Respectfully submitted,  
**Creighton Manning Engineering, LLP**



Stephan W. Godlewski, P.E.  
Project Manager



Alanna M. Moran, I.E.  
Project Engineer

Attachments

Attachment A  
Intersection Turning Movement Counts

CR 21/CR 18  
Town of Whitehall, Washington County, New York

CR18 CR21

Time	EB						WB						NB						SB						TOTAL
	L		S		R		L		S		R		L		S		R		L		S		R		
	L	S	R	L	S	R	L	S	R	L	S	R	L	S	R	L	S	R	L	S	R	L	S	R	
7:00-7:15	1	3	1	1	4	0	4	5	0	0	0	0	0	0	0	0	0	2	1	22					
7:15-7:30	0	6	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	2	0	13					
7:30-7:45	1	5	2	0	2	0	3	7	0	0	0	0	0	0	0	0	0	2	1	23					
7:45-8:00	0	4	1	1	7	0	2	3	0	0	0	0	0	0	0	0	0	2	0	20					
8:00-8:15	1	4	1	0	3	0	4	1	2	1	4	2	1	4	2	23									
8:15-8:30	0	2	3	1	2	0	3	2	0	0	0	0	0	0	0	0	0	2	0	15					
8:30-8:45	0	3	2	0	4	0	1	1	1	1	0	1	0	1	0	0	0	1	0	13					
8:45-9:00	2	3	1	0	9	0	1	4	0	1	1	0	1	1	0	0	0	1	0	22					

4:00-4:15	2	6	5	0	2	2	2	2	1	0	0	3	0	25
4:15-4:30	1	3	2	1	5	0	1	3	0	0	2	2	20	
4:30-4:45	0	3	5	2	3	2	3	2	1	1	5	1	28	
4:45-5:00	1	4	1	0	6	1	1	3	1	0	2	0	20	
5:00-5:15	0	6	3	0	4	0	1	2	0	0	1	1	18	
5:15-5:30	1	4	3	0	1	0	0	3	0	0	5	0	17	
5:30-5:45	1	3	4	0	2	1	6	2	0	0	2	2	23	
5:45-6:00	1	2	0	0	5	0	4	1	0	0	5	2	20	



Attachment B  
Automatic Traffic Recorder Data

CR 21/CR 18  
Town of Whitehall, Washington County, New York

# Washington County Department of Public Works Traffic Count Hourly Report

ROAD #: CR CR21 ROAD NAME: OLD STATE RD  
 DIRECTION: Northbound  
 STATE DIR CODE: 1  
 DATE OF COUNT: 09/17/2015  
 NOTES LANE 0:

FROM: CR18  
 REC. SERIAL #: BG93  
 @ REF MARKER:  
 ADDL DATA: Class Speed

TO: USR 4  
 FUNC. CLASS: 08  
 NHS: no  
 JURIS: Village  
 CC Sht:  
 BATCH ID: WSH-2015

COUNTY: Washington  
 TOWN:  
 LION#:   
 BIN:   
 RR CROSSING:   
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: WSH INITIALS: MRB

COUNT TYPE: AXLE PAIRS  
 PROCESSED BY: ORG CODE: WSH INITIALS: MRB

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

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

DAYS Counted	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)							ADT
	WEEKDAYS WEEKDAY Counted		High Hour		AVERAGE WEEKDAY % of day			
	Hours	Counted	Hours	Counted	Hours	Counted	% of day	
8	161	5	95	16	8%	1.000	195	
<b>AAADT</b> <b>195</b>								

# Washington County Department of Public Works Traffic Count Hourly Report

ROAD # CR CR21 ROAD NAME: OLD STATE RD FROM: CR18 TO: USR 4 COUNTY: Washington  
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: BG93 TOWN: Washington  
 STATE DIR CODE: 2 WK OF YR: 38 PLACEMENT: US Route 4 to County Route 1 NHS: no LION#:   
 DATE OF COUNT: 09/17/2015 @ REF MARKER: JURIS: Village BIN:   
 NOTES LANE 0: ADDL DATA: Class Speed COUNT TYPE: AXLE PAIRS PROCESSED BY: WSH INITIALS: MRB BATCH ID: WSH-2015  
 RR CROSSING:   
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: WSH INITIALS: MRB			COUNT TYPE: AXLE PAIRS		PROCESSED BY: WSH INITIALS: MRB		ADDL DATA: Class Speed		COUNT TYPE: AXLE PAIRS		PROCESSED BY: WSH INITIALS: MRB		TO: USR 4		NHS: no		JURIS: Village		BIN:		RR CROSSING:		HPMS SAMPLE:														
DATE	DAY		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	DAILY HIGH	DAILY HIGH	DAILY HIGH	TOTAL COUNT	HOUR					
			TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	AM	PM																				
1	T																																				
2	W																																				
3	T																																				
4	F																																				
5	S																																				
6	S																																				
7	M																																				
8	T																																				
9	W																																				
10	T																																				
11	F																																				
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15	T																																				
16	W																																				
17	T																																				
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24	T																																				
25	F																																				
26	S																																				
27	S																																				
28	M																																				
29	T																																				
30	W																																				

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAYS Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	ADT
1	2	0	0	0	0	3
2	2	0	0	0	0	3
3	2	0	0	0	0	3
4	2	0	0	0	0	3
5	2	0	0	0	0	3
6	2	0	0	0	0	3
7	2	0	0	0	0	3
8	2	0	0	0	0	3
9	2	0	0	0	0	3
10	2	0	0	0	0	3
11	2	0	0	0	0	3
12	2	0	0	0	0	3
13	2	0	0	0	0	3
14	2	0	0	0	0	3
15	2	0	0	0	0	3
16	2	0	0	0	0	3
17	2	0	0	0	0	3
18	2	0	0	0	0	3
19	2	0	0	0	0	3
20	2	0	0	0	0	3
21	2	0	0	0	0	3
22	2	0	0	0	0	3
23	2	0	0	0	0	3
24	2	0	0	0	0	3
25	2	0	0	0	0	3
26	2	0	0	0	0	3
27	2	0	0	0	0	3
28	2	0	0	0	0	3
29	2	0	0	0	0	3
30	2	0	0	0	0	3

ADT	Seasonal/Weekday Adjustment Factor	Axle Adj. Factor
217	1.064	1.000
205	1.064	1.000
243	1.064	1.000
180	1.064	1.000
199	1.064	1.000
214	1.064	1.000

<b>ESTIMATED (one way)</b>
<b>AADT</b>
<b>184</b>

Washington County Department of Public Works  
Speed Count Average Weekday Report

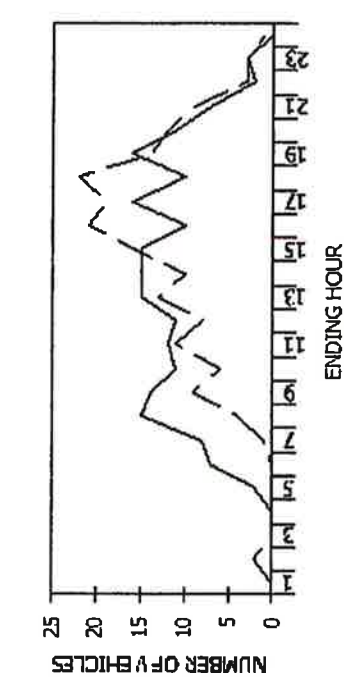
Station: 188042  
Road #: CR CR21 Road name: OLD STATE RD  
From: CR18  
To: USR 4  
Direction: North

Start date: Thu 09/17/2015 07:00  
End date: Thu 09/24/2015 09:00  
County: Washington  
Town: LION#:  
Speed limit: 55

Count duration: 171 hours  
Functional class: 8  
Factor group: 30  
Batch ID: WSH-2015  
Count taken by: Org: WSH Init: MRB  
Processed by: Org: WSH Init: MRB

Hour	Speeds, mph																Total					
	30.0	30.0-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0		% Exc 70.0	% Exc 75.0	Avg	50th%	85th%
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00	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	47.5	47.6	49.3
6:00	0	0	0	0	2	0	0	0	0	0	0	0	0	28.6	28.6	14.3	0.0	0.0	53.8	52.6	64.8	7
7:00	0	0	1	1	3	2	1	0	0	0	0	0	0	12.5	0.0	0.0	0.0	0.0	47.4	48.4	54.6	8
8:00	0	0	1	2	3	6	2	1	0	0	0	0	0	20.0	6.7	0.0	0.0	0.0	49.7	51.3	56.9	15
9:00	0	0	1	1	3	5	3	1	0	0	0	0	0	28.6	7.1	0.0	0.0	0.0	50.6	52.0	58.2	14
10:00	1	0	2	1	4	2	0	0	0	0	0	0	0	18.2	0.0	0.0	0.0	0.0	42.5	50.7	55.9	11
11:00	1	0	3	4	2	2	0	0	0	0	0	0	0	8.1	0.0	0.0	0.0	0.0	39.4	42.6	50.6	12
12:00	0	1	2	3	2	2	1	0	0	0	0	0	0	13.3	0.0	0.0	0.0	0.0	43.6	44.2	53.4	11
13:00	0	1	2	3	4	4	2	0	0	0	0	0	0	6.7	0.0	0.0	0.0	0.0	44.4	45.5	49.8	15
14:00	0	1	1	5	6	1	1	0	0	0	0	0	0	6.7	0.0	0.0	0.0	0.0	40.8	44.4	51.9	15
15:00	1	1	2	4	4	2	1	0	0	0	0	0	0	10.0	0.0	0.0	0.0	0.0	41.2	41.7	52.6	10
16:00	0	2	2	3	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	45.0	47.0	52.6	10
17:00	0	1	2	3	5	5	2	0	0	0	0	0	0	10.0	10.0	0.0	0.0	0.0	45.0	48.0	53.8	16
18:00	0	0	0	2	5	2	0	1	0	0	0	0	0	12.5	0.0	0.0	0.0	0.0	44.0	48.4	54.6	16
19:00	1	0	1	4	3	5	2	1	0	0	0	0	0	9.1	0.0	0.0	0.0	0.0	46.4	46.9	53.4	11
20:00	0	0	1	3	4	2	1	0	0	0	0	0	0	14.3	0.0	0.0	0.0	0.0	46.0	46.3	54.8	7
21:00	0	0	1	2	2	1	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.9	40.0	48.6	2
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.3	42.6	52.8	3
23:00	0	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	0.0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	45.1	47.3	54.3	200
Avg Daily Total	4	6	24	42	53	48	18	4	1	0	0	0	0	11.5	2.5	0.5	0.0	0.0	45.1	47.3	54.3	200
Percent	2.0%	3.0%	12.0%	21.0%	28.5%	24.0%	9.0%	2.0%	0.5%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	45.1	47.3	54.3	200
Cum Percent	2.0%	5.0%	17.0%	38.0%	64.5%	88.5%	97.5%	99.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	45.1	47.3	54.3	200
Average hour	0	0	1	2	2	2	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	45.1	47.3	54.3	200

TRAFFIC FLOW BY DIRECTION



	Avg. Speed	50th% Speed	85th% Speed
North	45.1	47.3	54.3
South	48.2	49.4	57.7

Direction	Hour	Count	2-way
North	17	16	A.M. 9
South	18	22	P.M. 17

Washington County Department of Public Works  
Speed Count Average Weekday Report

Station: 188042  
Road #: CR CR21 Road name: OLD STATE RD  
From: CR16  
To: USR 4  
Direction: South

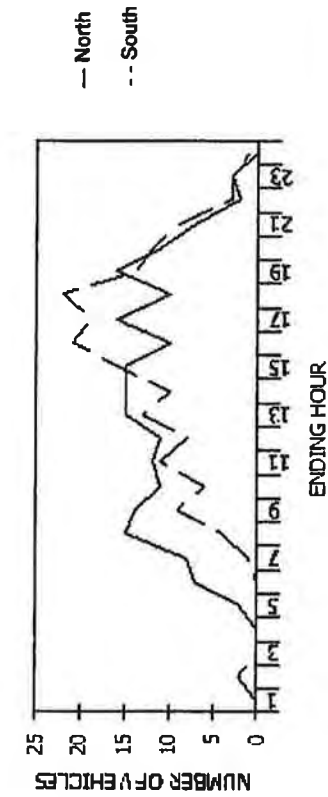
Start date: Thu 09/17/2015 07:00  
End date: Thu 09/24/2015 09:00  
County: Washington  
Town: LION#:  
Speed limit: 55

Count duration: 171 hours  
Functional class: 8  
Factor group: 30  
Batch ID: WSH-2015  
Count taken by: Org: WSH Init: MRB  
Processed by: Org: WSH Init: MRB

Speeds, mph

Hour	30.0-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
2:00	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	48.9	50.0	53.6	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
7:00	0	0	0	0	0	1	0	0	0	0	0	0	100.0	0.0	0.0	0.0	0.0	57.5	57.6	59.3	1
8:00	0	0	2	2	2	2	1	0	0	0	0	0	33.3	11.1	0.0	0.0	0.0	45.9	45.0	52.0	4
9:00	0	0	2	2	1	1	1	0	0	0	0	0	16.7	0.0	0.0	0.0	0.0	50.5	51.3	59.2	9
10:00	0	1	2	2	3	2	1	0	0	0	0	0	27.3	9.1	0.0	0.0	0.0	45.7	45.0	55.6	6
11:00	0	1	2	2	3	2	1	0	0	0	0	0	12.5	0.0	0.0	0.0	0.0	47.1	50.9	59.4	11
12:00	0	1	2	2	3	2	1	0	0	0	0	0	23.1	7.7	0.0	0.0	0.0	43.7	45.0	54.0	8
13:00	0	0	3	4	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	47.2	47.5	52.6	10
14:00	0	1	3	4	4	2	2	0	0	0	0	0	25.0	12.5	0.0	0.0	0.0	47.6	48.8	59.0	16
15:00	0	1	2	4	6	4	2	0	0	0	0	0	28.6	9.5	0.0	0.0	0.0	48.7	51.3	58.6	21
16:00	0	1	3	4	5	4	2	0	0	0	0	0	36.8	10.5	0.0	0.0	0.0	50.4	51.9	59.2	19
17:00	0	1	2	6	5	4	2	0	0	0	0	0	27.3	9.1	0.0	0.0	0.0	48.4	50.0	58.4	22
18:00	0	0	2	3	4	2	2	1	0	0	0	0	35.7	21.4	7.1	0.0	0.0	52.2	52.6	62.3	14
19:00	0	0	2	4	3	2	0	0	0	0	0	0	16.7	0.0	0.0	0.0	0.0	48.0	48.8	55.6	12
20:00	0	0	2	4	1	1	0	0	0	0	0	0	11.1	0.0	0.0	0.0	0.0	46.3	46.9	53.3	9
21:00	0	0	0	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	49.1	48.8	52.8	3
22:00	0	0	0	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	49.1	48.8	52.8	3
23:00	0	0	0	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
24:00	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	48.2	49.4	57.7	184
Avg Daily Total	0	6	13	32	47	29	13	1	0	0	0	0	23.4	7.6	0.5	0.0	0.0	48.2	49.4	57.7	184
Percent	0.0%	3.3%	7.1%	17.4%	25.5%	15.8%	7.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Cum. Percent	0.0%	3.3%	10.3%	27.7%	53.3%	76.6%	99.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%					
Average hour	0	0	1	1	2	1	1	0	0	0	0	0									8

TRAFFIC FLOW BY DIRECTION



Direction	Avg. Speed	50th% Speed	85th% Speed
North	45.1	47.3	54.3
South	48.2	49.4	57.7

### Washington County Department of Public Works Classification Count Average Weekday Data Report

ROAD #	CR CR21			ROAD NAME	OLD STATE RD			YEAR	2015			STATION	188042	
COUNTY NAME	Washington						MONTH	September						
REGION CODE:	1						<b>DIRECTION</b>	North	South					
FROM	CR18						NUMBER OF VEHICLES	198	191	389				
TO:	USR 4						NUMBER OF AXLES	388	383	782				
REF-MARKER:	0843			NO. OF LANES:	2			% HEAVY VEHICLES (F4-F13)	6.06%	6.81%	6.43%			
END MILEPOINT:	0843			HPMS NO:				% TRUCKS AND BUSES (F3-F13)	34.86%	37.70%	36.25%			
FUNC-CLASS:	08			LION#:				AXLE CORRECTION FACTOR	0.88	1.00	0.88			
STATION NO:	8042			INITIALS:	MRB									
COUNT TAKEN BY:	ORG CODE: WSH			INITIALS:	MRB			BATCH ID: WSH-2015						
PROCESSED BY:	ORG CODE: WSH			INITIALS:	MRB									

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR														
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
7:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
8:00	0	8	5	1	0	0	0	0	0	0	0	0	0	14
9:00	0	9	4	1	0	0	0	0	0	0	0	0	0	14
10:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
DIRECTION North														
11:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
12:00	0	8	4	0	0	0	0	0	0	0	0	0	0	10
13:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
14:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
15:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
16:00	0	5	3	0	1	0	0	1	0	0	0	0	0	10
17:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
18:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
19:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
20:00	0	8	2	0	1	0	0	0	0	0	0	0	0	12
21:00	0	5	2	0	1	0	0	0	0	0	0	0	0	11
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VEHICLES	0	128	57	2	9	0	0	1	0	0	0	0	0	188
TOTAL AXLES	0	258	114	5	18	0	0	4	0	0	0	0	0	396
ENDING HOUR														
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
8:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
10:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8
DIRECTION South														
11:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10
12:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8
13:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
14:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
15:00	0	11	6	0	1	0	0	0	0	0	0	0	0	18
16:00	0	11	5	1	2	0	0	0	0	0	0	0	0	19
17:00	0	11	4	1	2	0	0	0	0	0	0	0	0	18
18:00	0	12	8	0	0	0	0	0	0	0	0	0	0	20
19:00	0	10	5	0	0	0	0	0	0	0	0	0	0	16
20:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
21:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VEHICLES	0	119	89	2	11	0	0	0	0	0	0	0	0	191
TOTAL AXLES	0	238	116	5	22	0	0	0	0	0	0	0	0	383
GRAND TOTAL VEHICLES	0	248	116	4	20	0	0	1	0	0	0	0	0	389
GRAND TOTAL AXLES	0	496	232	10	40	0	0	4	0	0	0	0	0	781

**VEHICLE CLASSIFICATION CODES:**

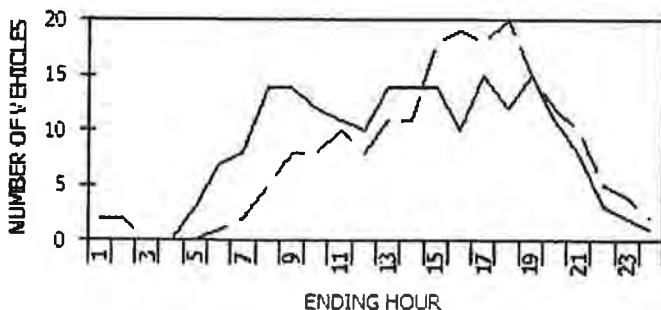
- F1. Motorcycles
- F2. Autos\*
- F3. 2-Axis, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2-Axis, 6-Tire Single Unit Trucks
- F6. 3-Axis Single Unit Trucks
- F7. 4 or More-Axis Single Unit Trucks
- F8. 4 or Less-Axis Vehicles, One Unit is a Truck
- F9. 5-Axis Double Unit Vehicles, One Unit is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

\* INCLUDING THOSE HAULING TRAILERS

**FUNCTIONAL CLASS CODES:**

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

**TRAFFIC FLOW BY DIRECTION**



--- North      - - - - South

**PEAK HOUR DATA**

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
North	17	11		9	22
South	18	20		17	33

# Washington County Department of Public Works Traffic Count Hourly Report

**ROAD #:** CR CR21  
**DIRECTION:** Northbound  
**STATE DIR CODE:** 1  
**DATE OF COUNT:** 08/27/2015  
**NOTES LANE 0:**

**ROAD NAME:** STEELES BRIDGE  
**FACTORY GROUP:** 30  
**WK OF YR:** 35  
**FROM:** WINTERS RD  
**REC. SERIAL #:** BH84  
**PLACEMENT:** Winters Road to County Route @ REF MARKER:  
**ADDL DATA:** Class Speed  
**COUNT TYPE:** AXLE PAIRS  
**PROCESSED BY:** WSH INITIALS: MRB

**COUNT TAKEN BY:** WSH INITIALS: MRB  
**RR CROSSING:**  
**HPMS SAMPLE:**

**TO:** CR18  
**FUNC. CLASS:** 08  
**NHS:** no  
**JURIS:** Village  
**CC Str:**  
**BATCH ID:** WSH-2015

**COUNTY:** Washington  
**TOWN:**  
**LION#:**  
**BIN:**

DATE	DAY	AM						PM						DAILY TOTAL	DAILY HIGH	DAILY HIGH HOUR												
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12			
27	T	0	1	1	1	1	9	14	18	16	19	14	19	15	21	18	17	25	19	13	16	3	4	5	3	297	26	16
28	F	0	0	0	1	4	7	9	9	15	17	23	24	30	24	26	21	26	15	21	15	16	8	3	5	298	30	12
29	S	1	0	0	0	1	3	9	9	9	28	24	21	14	16	18	12	16	15	16	15	9	5	8	249	28	9	
30	S	1	0	0	2	3	10	21	15	17	13	18	12	19	16	16	17	20	11	18	9	5	1	4	250	21	6	
1	T	2	3	0	1	5	15	19	20	15	10	12	15	15	15	19	23	31	16	12	22	7	5	1	291	31	16	
2	W	1	2	3	1	5	12	16	25	20	15	18	21	15	15	13	19	21	20	13	10	4	2	3	295	25	7	
3	T	1	0	0	1	5	18	20	20	21	15	14	13	22	20	19	19	21	21	20	13	10	4	2				
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											

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

ADT 281

ESTIMATED (one way)

**AADT**  
**258**

Seasonal/Weekday Adjustment Factor

Axle Adj. Factor

AVERAGE WEEKDAY High Hour % of day

1.089

1.000

24

9%

101

5

167

# Washington County Department of Public Works Traffic Count Hourly Report

ROAD #: CR CR21 ROAD NAME: STEELES BRIDGE  
DIRECTION: Southbound  
STATE DIR CODE: 2  
DATE OF COUNT: 08/27/2015  
NOTES LANE 0:

FROM: WINTERS RD  
REC. SERIAL #: BH84  
PLACEMENT: Winters Road to County Route  
@ REF MARKER:  
ADDL DATA: Class Speed  
COUNT TYPE: AXLE PAIRS  
PROCESSED BY: MRB

TO: CR18  
FUNC. CLASS: 08  
NHS: no  
JURIS: Village  
CC Str: WSH  
BATCH ID: WSH-2015

COUNTY: Washington  
TOWN:  
LION#:  
BIN:  
RR CROSSING:  
HPMS SAMPLE:

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH	DAILY LOW
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
27	T	0	2	0	0	0	0	1	5	9	16	18	13	18	18	24	21	26	20	17	10	5	4	4	256	29	17	
28	F	0	2	0	0	0	0	2	7	9	16	18	23	18	14	22	22	29	20	17	7	10	4	6	286	33	11	
29	S	5	1	1	0	0	0	2	7	19	14	18	24	16	18	25	24	19	15	6	7	11	8	5	248	25	17	
30	S	1	0	0	0	1	4	5	7	12	8	2	17	15	12	17	18	26	27	9	10	3	2	5	229	28	16	
31	M	1	2	0	0	2	4	4	4	7	13	11	15	21	26	34	22	20	16	18	6	1	4	4	271	34	16	
1	T	2	2	2	0	1	3	3	3	13	16	7	14	13	16	17	15	29	13	17	13	6	3	4	268	34	15	
2	W	2	0	0	0	2	0	0	7	10	12	15	12	16	19	17	17	25	13	17	13	6	3	4	268	34	15	
3	T	1	0	0	0	2	0	0	7	10	12	15	12	16	19	17	17	25	13	17	13	6	3	4	268	34	15	
4	F	0	2	0	0	0	0	1	5	9	16	18	13	18	18	24	21	26	20	17	10	5	4	4	256	29	17	
5	S	0	2	0	0	0	0	2	7	9	16	18	23	18	14	22	22	29	20	17	7	10	4	6	286	33	11	
6	S	5	1	1	0	0	0	2	7	19	14	18	24	16	18	25	24	19	15	6	7	11	8	5	248	25	17	
7	M	1	0	0	0	1	4	5	7	12	8	2	17	15	12	17	18	26	27	9	10	3	2	5	229	28	16	
8	T	2	2	2	0	2	4	4	4	7	13	11	15	21	26	34	22	20	16	18	6	1	4	4	271	34	16	
9	T	2	0	0	0	2	0	0	7	10	12	15	12	16	19	17	17	25	13	17	13	6	3	4	268	34	15	

DAYS	HOURS Counted	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)																	
		Counted	Hours	High Hour	% of day																				
1	2	0	0	1	2	5	9	14	11	11	14	16	17	19	25	28	25	20	15	13	5	2	4	259	ADT
8	167	5	101	26	11%	1.000	1.089	<b>AADT</b> <b>238</b>																	



Washington County Department of Public Works  
Speed Count Average Weekday Report

Station: 188041  
Road #: CR CR21 Road name: STEELES BRIDGE  
From: WINTERS RD  
To: CR18 North  
Direction: North

Start date: Thu 08/27/2015 10:00  
End date: Thu 09/03/2015 15:00  
County: Washington  
Town: Washington  
Speed limit: 55  
LION#: 55

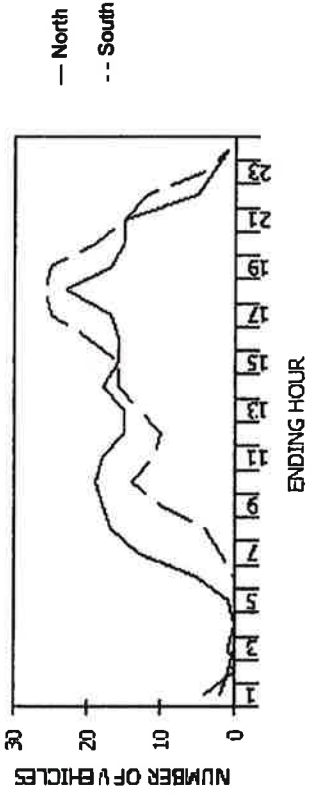
Count duration: 174 hours  
Functional class: 8  
Factor group: 30  
Batch ID: WSH-2015  
Count taken by: Org: WSH Init: MRB  
Processed by: Org: WSH Init: MRB

Hour	Speeds, mph																Total					
	30.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0		% Exc 70.0	% Exc 75.0	Avg	50th%	95th%
1:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.9	40.0	48.6	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
6:00	0	0	1	3	4	3	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.2	43.8	48.2	5
7:00	0	1	3	4	3	1	0	0	0	0	0	0	0	7.7	7.7	0.0	0.0	0.0	42.9	43.2	50.3	13
8:00	0	0	2	6	6	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	45.0	45.5	50.8	17
9:00	0	1	3	7	4	2	1	0	0	0	0	0	0	5.6	0.0	0.0	0.0	0.0	43.4	43.6	50.8	18
10:00	2	1	4	5	5	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	38.1	42.6	49.2	19
11:00	2	2	5	5	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	36.4	40.0	47.2	18
12:00	1	2	5	4	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.5	39.6	46.9	15
13:00	1	2	3	4	4	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.8	43.2	49.7	15
14:00	1	2	3	6	3	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.7	42.6	50.6	18
15:00	1	1	4	5	3	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.4	42.0	49.4	16
16:00	0	2	4	4	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.8	42.8	49.6	16
17:00	0	2	2	8	3	2	0	0	0	0	0	0	0	6.3	0.0	0.0	0.0	0.0	42.0	42.1	49.6	17
18:00	2	2	5	6	5	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	38.4	42.1	49.6	23
19:00	1	1	5	5	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.1	41.6	48.1	17
20:00	1	1	3	6	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	39.0	42.1	48.0	15
21:00	1	2	4	5	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.8	40.6	46.9	15
22:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.2	43.8	48.2	5
23:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.1	42.6	47.8	3
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	47.5	47.6	49.3	1
Avg. Daily Total	13	21	59	87	61	26	2	1	0	0	0	0	0	1.1	0.4	0.0	0.0	0.0	40.0	42.5	49.1	270
Percent	4.8%	7.8%	21.9%	32.2%	22.6%	9.6%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Cum. Percent	4.8%	12.6%	34.4%	66.7%	89.3%	98.9%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%					
Average hour	1	1	2	4	3	1	0	0	0	0	0	0	0									11

North	Avg. Speed	40.0	50th% Speed	42.5	85th% Speed	49.1
	Count	39.0	40.9	46.8		
South	Avg. Speed	39.0	50th% Speed	40.9	85th% Speed	46.8
	Count	26	26	49		

Direction	Peak Hour Data		2-way	
	Hour	Count	A.M.	P.M.
North	18	23	10	33
South	18	26	18	49

TRAFFIC FLOW BY DIRECTION



Washington County Department of Public Works  
Speed Count Average Weekday Report

Station: 188041  
Road #: CR CR21  
From: WINTERS RD  
To: CR18  
Direction: South

Road name: STEELES BRIDGE  
County: Washington  
Town: WASHINGTON  
LION#: 55

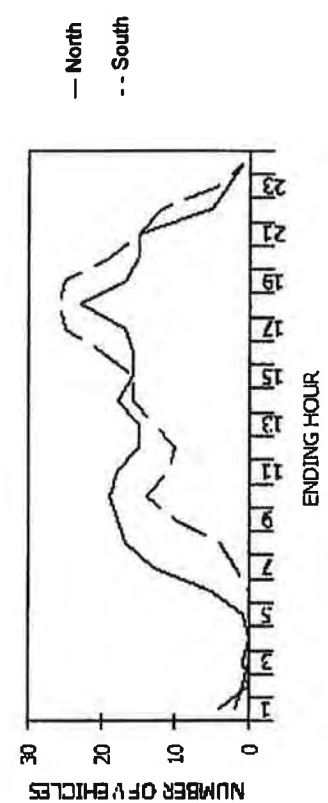
Start date: Thu 08/27/2015 10:00  
End date: Thu 09/03/2015 15:00

Count duration: 174 hours  
Functional class: 8  
Factor group: 30  
Batch ID: WSH-2015  
Count taken by: Org: WSH Init: MRB  
Processed by: Org: WSH Init: MRB

Speeds, mph		Speeds, mph												Avg		50th%		85th%		Total	
Hour	30.0-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc	% Exc	% Exc	% Exc	% Exc	% Exc	% Exc	% Exc	
1:00	0	0	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	47.0	4
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	39.3	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
7:00	0	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
8:00	0	1	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	44.9	45.0	2
9:00	0	2	4	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	38.3	40.0	4
10:00	1	3	4	5	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	38.8	10
11:00	1	1	5	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	36.1	38.8	14
12:00	1	1	3	3	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	36.6	11
13:00	1	1	3	5	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	36.6	40.0	10
14:00	0	2	4	6	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	38.1	41.6	13
15:00	1	1	4	5	3	2	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	40.7	41.7	16
16:00	1	2	6	5	6	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	39.4	42.0	16
17:00	1	4	6	7	5	2	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	39.8	41.0	20
18:00	1	2	8	11	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	41.1	48.3	25
19:00	1	2	6	9	6	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	38.9	41.0	26
20:00	0	3	5	8	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	39.8	42.0	25
21:00	0	2	4	4	4	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	39.8	41.0	19
22:00	0	1	4	5	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	41.0	41.9	15
23:00	0	1	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	40.4	41.0	12
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	42.2	42.6	4
Avg. Daily Total	9	29	71	85	48	6	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	40.9	248
Percent	3.6%	11.7%	28.6%	34.3%	19.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	49.1	46.8	
Cum. Percent	3.6%	15.3%	44.0%	78.2%	97.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	42.5	40.9	
Average hour	0	1	3	4	2	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.0	39.0	

Direction	Hour	Count	2-way	Peak Hour Data
North	18	23	A.M.	Hour 10, Count 33
South	18	26	P.M.	Hour 18, Count 49

TRAFFIC FLOW BY DIRECTION



Direction	Avg. Speed	50th% Speed	85th% Speed
North	40.0	42.5	49.1
South	39.0	40.9	46.8

**Washington County Department of Public Works  
Classification Count Average Weekday Data Report**

ROAD #: CR CR21  
 COUNTY NAME: Washington  
 REGION CODE: 1  
 FROM: WINTERS RD  
 TO: CR18  
 REF-MARKER: 0624  
 END MILEPOINT: NO. OF LANES: 2  
 FUNC-CLASS: 08 HPMS NO:  
 STATION NO: 8041 LION#:  
 COUNT TAKEN BY: ORG CODE: WSH INITIALS: MRB  
 PROCESSED BY: ORG CODE: WSH INITIALS: MRB

ROAD NAME: STEELES BRIDGE

YEAR: 2015  
 MONTH: August

STATION: 188041

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	271	247	518
NUMBER OF AXLES	542	495	1037
% HEAVY VEHICLES (F4-F13)	4.08%	4.48%	4.26%
% TRUCKS AND BUSES (F3-F13)	27.88%	29.18%	28.38%
AXLE CORRECTION FACTOR	1.00	1.00	1.00

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	2	0	0	0	0	0	0	0	0	0	0	2
	2:00	0	2	0	0	0	0	0	0	0	0	0	0	2
	3:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	6:00	0	2	1	0	1	0	0	0	0	0	0	0	4
	7:00	0	10	3	0	0	0	0	0	0	0	0	0	13
	8:00	0	11	7	0	0	0	0	0	0	0	0	0	18
	9:00	0	16	3	0	1	0	0	0	0	0	0	0	20
DIRECTION	10:00	1	11	5	0	0	0	0	0	0	0	0	0	17
North	11:00	0	10	5	0	1	0	0	0	0	0	0	0	16
	12:00	0	11	3	0	0	0	0	0	0	0	0	0	14
	13:00	0	10	4	0	1	0	0	0	0	0	0	0	15
	14:00	1	13	3	0	0	0	0	0	0	0	0	0	17
	15:00	0	10	5	0	1	0	0	0	0	0	0	0	16
	16:00	1	9	5	0	1	0	0	0	0	0	0	0	16
	17:00	0	10	6	0	1	0	0	0	0	0	0	0	17
	18:00	0	17	5	0	2	0	0	0	0	0	0	0	24
	19:00	0	14	2	0	0	0	0	0	0	0	0	0	18
	20:00	0	12	2	0	1	0	0	0	0	0	0	0	15
	21:00	0	11	3	0	1	0	0	0	0	0	0	0	15
	22:00	0	4	2	0	0	0	0	0	0	0	0	0	6
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	2
	24:00	0	3	0	0	0	0	0	0	0	0	0	0	3
TOTAL VEHICLES		3	193	84	0	11	0	0	0	0	0	0	0	271
TOTAL AXLES		6	386	128	0	22	0	0	0	0	0	0	0	542
ENDING HOUR	1:00	0	2	2	0	0	0	0	0	0	0	0	0	4
	2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	3:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:00	0	1	0	0	1	0	0	0	0	0	0	0	2
	8:00	0	3	0	0	1	0	0	0	0	0	0	0	4
	9:00	0	6	2	0	0	0	0	0	0	0	0	0	8
	10:00	0	9	3	0	0	0	0	0	0	0	0	0	12
DIRECTION	11:00	0	9	3	0	0	0	0	0	0	0	0	0	12
South	12:00	0	7	2	0	0	0	0	0	0	0	0	0	9
	13:00	0	9	4	0	1	0	0	0	0	0	0	0	14
	14:00	0	10	4	0	1	0	0	0	0	0	0	0	15
	15:00	0	11	3	0	1	0	0	0	0	0	0	0	15
	16:00	1	13	4	0	2	1	0	0	0	0	0	0	21
	17:00	0	18	6	0	0	0	0	0	0	0	0	0	24
	18:00	0	14	12	0	1	0	0	0	0	0	0	0	27
	19:00	0	19	4	0	1	0	0	0	0	0	0	0	24
	20:00	0	15	5	0	0	0	0	0	0	0	0	0	20
	21:00	0	9	5	0	1	0	0	0	0	0	0	0	15
	22:00	0	10	2	0	0	0	0	0	0	0	0	0	12
	23:00	0	4	0	0	0	0	0	0	0	0	0	0	4
	24:00	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VEHICLES		1	174	81	0	10	1	0	0	0	0	0	0	247
TOTAL AXLES		2	348	122	0	20	3	0	0	0	0	0	0	495
GRAND TOTAL VEHICLES		4	367	125	0	21	1	0	0	0	0	0	0	518
GRAND TOTAL AXLES		8	734	250	0	42	3	0	0	0	0	0	0	1037

**VEHICLE CLASSIFICATION CODES:**

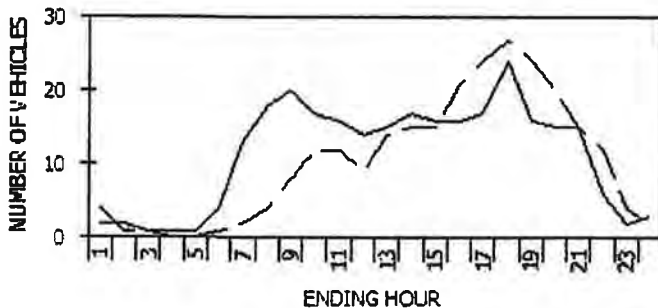
- F1 Motorcycles
- F2 Autos\*
- F3 2-Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4 Buses
- F5 2-Axle, 6-Tire Single Unit Trucks
- F6 3-Axle Single Unit Trucks
- F7 4 or More Axle Single Unit Trucks
- F8 4 or Less Axle Vehicles, One Unit is a Truck
- F9 5-Axle Double Unit Vehicles, One Unit is a Truck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

\* INCLUDING THOSE HAULING TRAILERS

**FUNCTIONAL CLASS CODES:**

- | RURAL | URBAN | SYSTEM                        |
|-------|-------|-------------------------------|
| 01    | 11    | PRINCIPAL ARTERIAL-INTERSTATE |
| 02    | 12    | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02    | 14    | PRINCIPAL ARTERIAL-OTHER      |
| 06    | 16    | MINOR ARTERIAL                |
| 07    | 17    | MAJOR COLLECTOR               |
| 08    | 17    | MINOR COLLECTOR               |
| 09    | 18    | LOCAL SYSTEM                  |

**TRAFFIC FLOW BY DIRECTION**



— North      - - South

**PEAK HOUR DATA**

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
North	18	24		10	29
South	18	27		18	51

# Washington County Department of Public Works Traffic Count Hourly Report

ROAD #: CR CR18 ROAD NAME: OLD STATE 273 FROM: USR4 TO: CR 21  
 DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: BG93 FUNC. CLASS: 08  
 STATE DIR CODE: 1 WK OF YR: 35 PLACEMENT: US Route 4 to CR 21 NHS: no  
 DATE OF COUNT: 08/26/2015 @ REF MARKER: JURIS: Village  
 NOTES LANE 0: ADDL DATA: Class Speed CC Stn: BATCH ID: WSH-2015  
 COUNTY: Washington  
 TOWN:  
 LION#:  
 BIN:  
 RR CROSSING:  
 HPMS SAMPLE:

COUNT TAKEN BY: MRB INITIALS: MRB  
 PROCESSED BY: WSH INITIALS: MRB

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH	DAILY HIGH HOUR
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
26	W	0	0	0	0	1	14	10	19	18	18	22	18	20	17	25	25	24	33	22	28	8	3	10	2	356	42	17
27	T	2	1	0	0	1	13	10	19	23	6	25	22	23	29	27	23	43	42	23	18	21	9	4	3	396	43	16
28	F	2	3	0	0	0	2	2	18	19	24	33	28	30	27	29	32	32	33	32	20	16	10	9	9	385	33	10
29	S	6	2	1	0	1	0	2	12	18	17	21	49	40	31	31	21	25	26	29	20	12	15	10	9	381	49	11
30	S	1	0	1	0	1	15	9	18	13	17	18	19	30	24	22	20	34	34	23	24	15	7	5	2	344	34	17
31	M	1	0	1	0	3	14	9	26	15	21	24	26	26	30	35	29	33	36	25	21	20	14	2	3	413	36	17
1	T	0	0	0	0	2	13	4	28	23	21	27	27	29	21	23	28	34	30	22	19	19	5	3	1	381	34	16
2	W	0	2	0	0	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
3	T	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
4	F	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
5	S	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
6	S	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
7	M	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
8	T	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
9	W	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
10	T	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
11	F	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
12	S	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
13	S	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
14	M	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16
15	T	0	1	0	1	2	10	6	28	24	25	25	22	30	21	23	28	34	30	22	19	19	5	3	1	381	34	16

DAYS	HOURS Counted	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)																		
		Counted	Hours	High Hour	% of day																					
0	1	0	0	2	13	8	23	19	18	24	22	27	23	26	26	29	35	23	22	17	8	5	2	373	ADT	
9	190	6	124	35	9%	1.000	1.089	<b>AA DT</b>		<b>343</b>																

ROAD #: CR18 ROAD NAME: OLD STATE 273 FROM: USR4 TO: CR 21  
 STATION: 188033 STATE DIR CODE: 1 PLACEMENT: US Route 4 to CR 21  
 COUNTY: Washington  
 DATE OF COUNT: 08/26/2015



Washington County Department of Public Works  
Speed Count Average Weekday Report

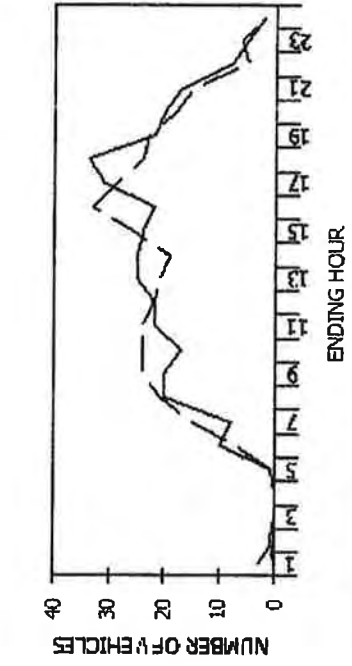
Station: 188033  
Road #: CR CR18 Road name: OLD STATE 273  
From: USR4  
To: CR 21 East  
Direction: East

Start date: Wed 08/26/2015 12:00  
End date: Thu 09/03/2015 14:00  
County: Washington  
Town: LION#:

Count duration: 195 hours  
Functional class: 8  
Factor group: 30  
Batch ID: WSH-2015  
Count taken by: Org: WSH Init: MRB  
Processed by: Org: WSH Init: MRB

Hour	Speeds, mph																Total		
	20.0	20.0-25.0	25.0-30.0	30.0-35.0	35.0-40.0	40.0-45.0	45.0-50.0	50.0-55.0	55.0-60.0	60.0-65.0	65.0-70.0	70.0-75.0	75.0-80.0	80.0-85.0	85.0-90.0	90.0-95.0		Avg	50th%
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
9:00	0	0	0	0	0	0	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	0.0	0.0	0.0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
16:00	0	0	0	0	0	0	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	0.0	0.0	0.0
18:00	0	0	0	0	0	0	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	0.0	0.0	0.0
20:00	0	0	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	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	0.0	0.0	0.0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Avg. Daily Total	0	1	2	22	74	122	99	34	2	0	0	0	0	0	0	0	42.4	43.3	49.2
Percent	0.0%	0.3%	0.6%	6.2%	20.8%	34.3%	27.8%	9.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cum. Percent	0.0%	0.3%	0.8%	7.0%	27.8%	62.1%	88.9%	98.4%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
Average hour	0	0	0	1	1	3	4	1	0	0	0	0	0	0	0	0			

TRAFFIC FLOW BY DIRECTION



Direction	Avg. Speed	50th% Speed	85th% Speed
East	42.4	43.3	49.2
West	46.4	47.2	53.2

Direction	Hour	Count	2-way	Hour	Count
East	18	34	A.M.	11	46
West	16	33	P.M.	17	60

— East  
- - West

Washington County Department of Public Works  
Speed Count Average Weekday Report

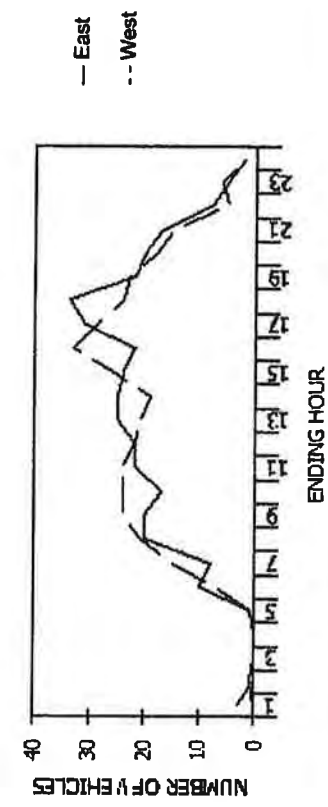
Station: 188033  
Road #: CR CR18 Road name: OLD STATE 273  
From: USR4  
To: CR 21  
Direction: West

Start date: Wed 08/26/2015 12:00  
End date: Thu 09/03/2015 14:00  
County: Washington  
Town:

Count duration: 195 hours  
Functional class: 8  
Factor group: 30  
Batch ID: WSH-2015  
Count taken by: Org: WSH Init: MRB  
Processed by: Org: WSH Init: MRB

Hour	Speeds, mph												Total									
	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0		75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%
1:00	0	0	0	0	0	0	2	1	0	0	0	0	0	100.0	33.3	0.0	0.0	0.0	49.1	48.8	52.8	3
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	0	0	0	0	1	0	0	0	0	0	0	100.0	0.0	0.0	0.0	0.0	47.5	47.6	49.3	1
6:00	0	0	0	0	0	2	3	2	0	0	0	0	0	71.4	28.6	0.0	0.0	0.0	47.2	47.6	52.4	7
7:00	0	0	0	0	0	3	6	4	1	1	0	0	0	80.0	40.0	13.3	6.7	0.0	48.9	48.8	54.7	15
8:00	0	0	0	0	1	3	6	9	2	0	0	0	0	81.0	52.4	9.5	0.0	0.0	48.9	48.9	54.4	21
9:00	0	0	0	0	1	7	8	5	2	0	0	0	0	62.5	29.2	8.3	0.0	0.0	46.1	46.9	53.4	24
10:00	0	0	0	0	3	6	11	3	1	0	0	0	0	62.5	16.7	4.2	0.0	0.0	45.5	46.4	50.7	24
11:00	0	0	0	0	3	6	8	3	1	0	0	0	0	50.0	16.7	4.2	0.0	0.0	44.6	45.0	50.7	24
12:00	0	0	0	0	4	8	8	4	2	0	0	0	0	63.6	27.3	9.1	0.0	0.0	45.8	46.9	53.4	22
13:00	0	0	0	0	4	8	7	4	2	0	0	0	0	57.1	23.8	4.8	0.0	0.0	45.0	46.1	52.4	21
14:00	0	0	0	1	1	6	7	4	1	0	0	0	0	57.7	30.8	7.7	0.0	0.0	45.0	46.1	51.5	19
15:00	0	0	0	0	3	8	7	6	2	0	0	0	0	69.7	33.3	6.1	0.0	0.0	46.0	46.5	53.5	26
16:00	0	0	0	0	3	7	12	9	2	0	0	0	0	69.7	34.5	3.4	0.0	0.0	46.7	47.8	53.4	33
17:00	0	0	0	1	1	7	10	9	1	0	0	0	0	69.0	34.5	3.4	0.0	0.0	46.7	47.8	53.2	29
18:00	0	0	0	0	0	5	8	8	3	0	0	0	0	79.2	45.8	12.5	0.0	0.0	48.9	49.4	54.7	24
19:00	0	0	0	0	0	5	9	6	2	0	0	0	0	73.9	34.8	8.7	0.0	0.0	47.6	48.1	53.8	23
20:00	0	0	0	2	2	3	7	3	1	0	0	0	0	61.1	22.2	5.6	0.0	0.0	44.2	46.5	52.2	16
21:00	0	0	0	1	2	5	5	1	0	0	0	0	0	46.7	13.3	6.7	0.0	0.0	43.7	44.6	49.8	15
22:00	0	0	0	0	0	2	2	1	0	0	0	0	0	60.0	20.0	0.0	0.0	0.0	46.2	46.3	51.3	5
23:00	0	0	0	0	0	0	2	2	1	0	0	0	0	83.3	50.0	16.7	0.0	0.0	49.5	50.0	55.6	6
24:00	0	0	0	0	0	0	1	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	44.9	45.0	48.6	2
Avg. Daily Total	0	0	0	7	28	89	130	84	23	1	0	0	0	65.7	29.8	6.6	0.3	0.0	46.4	47.2	53.2	362
Percent	0.0%	0.0%	0.0%	1.9%	7.7%	24.6%	35.9%	23.2%	8.4%	0.3%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%				
Cum. Percent	0.0%	0.0%	0.0%	1.9%	9.7%	34.3%	70.2%	93.4%	99.7%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	0	0	1	4	5	4	1	0	0	0	0									

TRAFFIC FLOW BY DIRECTION



Direction	Avg. Speed	50th% Speed	85th% Speed
East	42.4	43.3	49.2
West	46.4	47.2	53.2

**Washington County Department of Public Works  
Classification Count Average Weekday Data Report**

ROAD #: CR CR18  
 COUNTY NAME: Washington  
 REGION CODE: 1  
 FROM: USR4  
 TO: CR 21  
 REF-MARKER: 0288  
 END MILEPOINT: 8033  
 FUNC-CLASS: 08  
 STATION NO: 8033  
 COUNT TAKEN BY: ORG CODE: WSH INITIALS: MRB  
 PROCESSED BY: ORG CODE: WSH INITIALS: MRB

ROAD NAME: OLD STATE 273

YEAR: 2016  
 MONTH: August

STATION: 188033

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	387	376	743
NUMBER OF AXLES	746	760	1606
% HEAVY VEHICLES (F4-F13)	6.27%	5.86%	6.06%
% TRUCKS AND BUSES (F3-F13)	28.70%	30.06%	29.88%
AXLE CORRECTION FACTOR	0.98	0.99	0.99

NO. OF LANES: 2  
 HPMS NO:  
 LION#:

BATCH ID: WSH-2016

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	6:00	0	9	2	0	0	0	0	0	0	0	0	0	11
	7:00	0	5	2	0	1	0	0	0	0	0	0	0	8
	8:00	0	14	3	0	2	2	0	0	0	0	0	0	21
	9:00	0	14	5	0	1	1	0	0	0	0	0	0	21
DIRECTION	10:00	0	11	4	0	1	1	0	0	0	0	0	0	17
East	11:00	0	16	5	0	0	2	0	0	0	0	0	0	23
	12:00	0	18	6	0	1	1	0	0	0	0	0	0	24
	13:00	0	18	4	0	1	1	0	0	0	0	0	0	24
	14:00	1	16	6	0	1	0	0	1	0	0	0	0	25
	15:00	0	16	6	0	1	1	0	0	0	0	0	0	24
	16:00	0	15	6	0	1	1	0	0	0	0	0	0	23
	17:00	0	18	11	0	0	0	0	0	0	0	0	0	29
	18:00	1	26	7	0	1	0	0	0	0	0	0	0	35
	19:00	0	17	5	0	0	0	0	0	0	0	0	0	22
	20:00	0	14	6	0	0	0	0	0	0	0	0	0	20
	21:00	0	13	6	0	1	0	0	0	0	0	0	0	20
	22:00	0	8	1	0	0	0	0	0	0	0	0	0	9
	23:00	0	5	0	0	0	0	0	0	0	0	0	0	5
	24:00	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VEHICLES	2	258	89	0	12	10	0	1	0	0	0	0	0	387
TOTAL AXLES	4	512	172	0	24	30	0	4	0	0	0	0	0	746
ENDING HOUR	1:00	0	2	1	0	0	0	0	0	0	0	0	0	3
	2:00	0	1	1	0	0	0	0	0	0	0	0	0	2
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	0	1	0	0	0	0	0	0	0	0	0	1
	6:00	0	5	3	0	0	0	0	0	0	0	0	0	8
	7:00	0	10	6	0	0	0	0	0	0	0	0	0	16
	8:00	1	14	6	0	1	0	0	0	0	0	0	0	22
	9:00	0	18	6	0	0	0	0	0	0	0	0	0	24
	10:00	0	16	7	0	1	1	0	0	0	0	0	0	25
DIRECTION	11:00	0	18	6	0	1	1	0	0	0	0	0	0	24
West	12:00	0	18	4	0	2	2	0	0	0	0	0	0	24
	13:00	1	15	5	0	1	0	0	0	0	0	0	0	22
	14:00	1	14	3	0	1	1	0	0	0	0	0	0	20
	15:00	0	19	6	0	1	2	0	0	0	0	0	0	28
	16:00	0	23	8	0	2	1	0	0	0	0	0	0	34
	17:00	0	21	6	0	2	0	0	0	0	0	0	0	29
	18:00	0	20	6	0	1	0	0	0	0	0	0	0	26
	19:00	1	16	5	0	1	0	0	0	0	0	0	0	23
	20:00	0	13	4	0	0	0	0	0	0	0	0	0	17
	21:00	1	9	4	0	0	0	0	0	0	0	0	0	14
	22:00	0	4	2	0	0	0	0	0	0	0	0	0	6
	23:00	0	4	1	0	0	0	0	0	0	0	0	0	5
	24:00	0	2	1	0	0	0	0	0	0	0	0	0	3
TOTAL VEHICLES	5	288	91	0	14	8	0	0	0	0	0	0	0	376
TOTAL AXLES	10	516	182	0	28	24	0	0	0	0	0	0	0	760
GRAND TOTAL VEHICLES	7	614	177	0	26	18	0	1	0	0	0	0	0	743
GRAND TOTAL AXLES	14	1028	354	0	52	54	0	4	0	0	0	0	0	1506

**VEHICLE CLASSIFICATION CODES:**

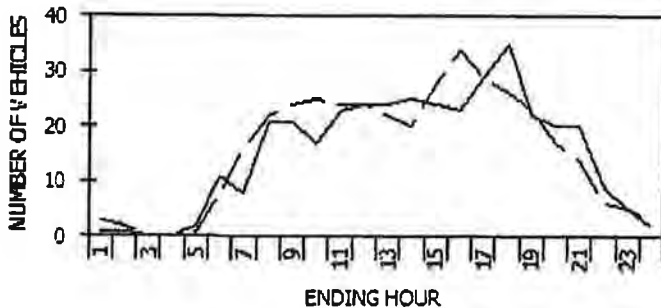
- F1. Motorcycles
- F2. Autos\*
- F3. 2-Axis, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2-Axis, 6-Tire Single Unit Trucks
- F6. 3-Axis Single Unit Trucks
- F7. 4 or More Axis Single Unit Trucks
- F8. 4 or Less Axis Vehicles, One Unit is a Truck
- F9. 5-Axis Double Unit Vehicles, One Unit is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

\* INCLUDING THOSE HAULING TRAILERS

**FUNCTIONAL CLASS CODES:**

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

**TRAFFIC FLOW BY DIRECTION**



**PEAK HOUR DATA**

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
East	18	35		12	48
West	16	34		16	61



### Washington County Department of Public Works Traffic Count Hourly Report

**ROAD #:** CR CR18    **ROAD NAME:** BRICK CHURCH    **FROM:** CR 21    **TO:** SOUTH RD  
**DIRECTION:** Eastbound    **FACTOR GROUP:** 30    **REC. SERIAL #:** AX39    **FUNC. CLASS:** 08    **COUNTY:** Washington  
**STATE DIR CODE:** 1    **WK OF YR:** 35    **PLACEMENT:** County Route 21 to South Rd    **NHS:** no    **TOWN:**  
**DATE OF COUNT:** 08/26/2015    **@ REF MARKER:**    **ADDL DATA:** Class Speed    **JURIS:** Village    **LION#:**  
**NOTES LANE 0:**    **COUNT TYPE:** AXLE PAIRS    **PROCESSED BY:** MRB    **BATCH ID:** WSH-2015    **CC Sht:**    **RR CROSSING:**  
**COUNT TAKEN BY:** ORG CODE: WSH INITIALS: MRB    **HPMS SAMPLE:**

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH	DAILY HIGH COUNT	DAILY HIGH HOUR
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11				
26	W	0	0	0	0	0	0	0	0	0	13	4	16	10	10	12	23	10	8	6	1	5	1	1	185	16	7		
27	T	0	0	0	0	0	0	0	0	0	13	5	14	14	12	11	9	16	12	9	13	5	2	2	185	16	7		
28	F	0	0	0	0	0	0	0	0	0	13	5	14	14	12	11	9	16	12	9	13	5	2	2	243	23	16		
29	S	2	2	0	0	0	0	1	0	1	10	9	10	9	12	19	13	18	19	8	8	5	9	7	5	207	21	12	
30	S	4	0	1	0	1	0	2	6	9	9	9	9	13	29	27	14	14	11	11	8	7	7	5	207	21	12		
31	M	1	0	0	1	0	0	14	3	17	14	14	13	9	14	18	14	16	8	21	13	5	2	1	207	29	11		
1	T	0	0	0	0	1	14	6	14	11	11	17	16	11	13	19	17	14	24	19	11	4	4	2	222	21	17		
2	W	0	2	0	0	0	12	2	15	13	8	16	16	11	13	19	14	19	11	10	9	1	1	1	239	24	17		
3	T	0	1	0	0	1	10	3	17	16	12	11	11	18	12	8	13	12	18	13	12	2	2	1	202	18	16		
4	F	0	0	0	0	0	10	3	17	16	12	11	11	18	12	8	13	12	18	13	12	2	2	1	202	18	16		
5	S																												
6	S																												
7	M																												
8	T																												
9	W																												
10	T																												
11	F																												
12	S																												
13	S																												
14	M																												
15	T																												

DAYS	COUNTED	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT													
		4	16	13	11	13	13	13	12	15	14	12	19		13	11	10	4	3	1	211						
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	0
9	191	AVERAGE WEEKDAY High Hour												19	9%	Axle Adj. Factor		1.000	Seasonal/Weekday Adjustment Factor		1.089	ESTIMATED (one way)		<b>AADT</b>	<b>194</b>		

# Washington County Department of Public Works Traffic Count Hourly Report

ROAD #: **CR CR18** ROAD NAME: **BRICK CHURCH** FROM: **CR 21** TO: **SOUTH RD**  
 DIRECTION: **Westbound** FACTOR GROUP: **30** REC. SERIAL #: **AX39** FUNC. CLASS: **08** COUNTY: **Washington**  
 STATE DIR CODE: **2** WK OF YR: **35** PLACEMENT: **County Route 21 to South Rd** NHS: **no** TOWN:   
 DATE OF COUNT: **08/26/2015** @ REF MARKER:  JURIS: **Village** LION#:  BIN:   
 NOTES LANE 0: ADDL DATA: **Class Speed** CC Str:  RR CROSSING:  HPMS SAMPLE:   
 COUNT TYPE: **AXLE PAIRS** PROCESSED BY: **MRB** WSH INITIALS: **MRB** BATCH ID: **WSH-2015**

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH	DAILY HIGH HOUR		
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11				12	
26	W																													
27	T																													
28	F																													
29	S																													
30	S																													
31	M																													
1	T																													
2	W																													
3	T																													
4	F																													
5	S																													
6	S																													
7	M																													
8	T																													
9	W																													
10	T																													
11	F																													
12	S																													
13	S																													
14	M																													
15	T																													

DAYS Counted	HOURS Counted	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)		AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
		High Hour	% of day	High Hour	% of day			
2	1 0 0 0 0 3	14	10%	14	10%	1.000	1.089	<b>AADT 206</b>
9	191	22	10%	22	10%	1.000	1.089	<b>206</b>

ROAD #: **CR18** ROAD NAME: **BRICK CHURCH** FROM: **CR 21** TO: **SOUTH RD** COUNTY: **Washington**  
 STATION: **188034** STATE DIR CODE: **2** PLACEMENT: **County Route 21 to South Rd** DATE OF COUNT: **08/26/2015**

Washington County Department of Public Works  
Speed Count Average Weekday Report

Station: 188034  
Road #: CR CR18 Road name: BRICK CHURCH  
From: CR 21  
To: SOUTH RD  
Direction: East

Start date: Wed 08/26/2015 13:00  
End date: Thu 09/03/2015 14:00  
County: Washington  
Town:

194 hours  
8  
30

Count duration:  
Functional class:  
Factor group:  
Batch ID:  
Count taken by:  
Processed by:

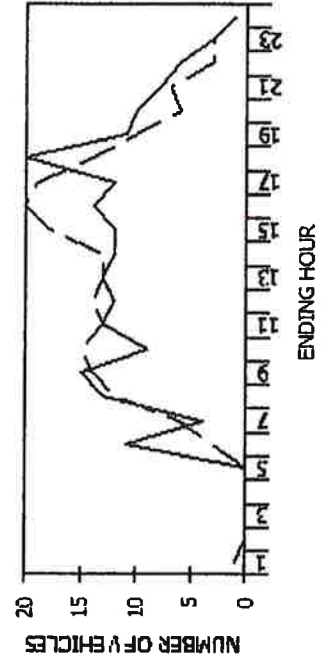
WSH-2015  
Org: WSH Init: MRB  
Org: WSH Init: MRB

LION#: \_\_\_\_\_

Speeds, mph

Hour	20.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-85.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
6:00	0	0	0	0	1	5	3	2	0	0	0	0	0	45.5	18.2	0.0	0.0	0.0	44.8	44.6	50.9	11
7:00	0	0	0	0	1	3	4	2	1	1	0	0	0	100.0	75.0	50.0	25.0	0.0	54.4	55.0	62.0	4
8:00	1	0	0	1	2	3	4	2	0	0	0	0	0	46.2	15.4	0.0	0.0	0.0	36.9	44.2	50.2	13
9:00	0	0	0	1	3	4	5	2	0	0	0	0	0	46.7	13.3	0.0	0.0	0.0	43.1	44.4	49.8	15
10:00	0	0	1	1	3	3	1	0	0	0	0	0	0	11.1	0.0	0.0	0.0	0.0	37.7	39.2	44.5	9
11:00	0	0	1	2	2	5	2	1	0	0	0	0	0	23.1	7.7	0.0	0.0	0.0	39.4	41.6	47.7	13
12:00	0	0	0	2	3	4	2	1	0	0	0	0	0	25.0	8.3	0.0	0.0	0.0	40.4	41.3	48.0	12
13:00	0	0	0	2	2	4	3	2	0	0	0	0	0	36.5	15.4	0.0	0.0	0.0	41.9	43.2	50.2	13
14:00	0	0	0	3	3	4	1	1	0	0	0	0	0	16.7	8.3	0.0	0.0	0.0	39.1	40.0	46.0	12
15:00	0	0	0	0	4	5	2	1	0	0	0	0	0	25.0	8.3	0.0	0.0	0.0	42.0	42.0	48.0	12
16:00	1	0	0	1	2	4	4	1	1	0	0	0	0	42.9	14.3	7.1	0.0	0.0	37.4	43.8	49.9	14
17:00	0	0	0	1	1	3	4	3	0	0	0	0	0	58.3	25.0	0.0	0.0	0.0	44.5	46.3	52.0	12
18:00	0	0	0	1	2	4	8	4	1	0	0	0	0	65.0	25.0	5.0	0.0	0.0	45.4	46.9	52.6	20
19:00	0	0	0	0	2	4	3	2	0	0	0	0	0	45.5	18.2	0.0	0.0	0.0	44.2	44.4	50.9	11
20:00	0	0	0	0	3	4	2	1	0	0	0	0	0	30.0	10.0	0.0	0.0	0.0	42.5	42.6	48.8	10
21:00	0	0	0	0	1	5	2	0	0	0	0	0	0	25.0	0.0	0.0	0.0	0.0	42.9	43.0	47.0	8
22:00	0	0	0	0	1	2	1	1	1	0	0	0	0	50.0	33.3	16.7	0.0	0.0	45.7	45.0	55.6	6
23:00	0	0	0	0	1	0	0	0	1	0	0	0	0	66.7	66.7	33.3	0.0	0.0	47.5	52.6	57.8	3
24:00	0	0	0	0	0	0	0	0	1	0	0	0	0	100.0	100.0	100.0	0.0	0.0	57.5	57.6	59.3	1
Avg. Daily Total	2	0	2	15	36	63	48	26	6	1	0	0	0	40.7	16.6	3.5	0.5	0.0	41.9	43.6	50.7	199
Percent	1.0%	0.0%	1.0%	7.5%	18.1%	31.7%	24.1%	13.1%	3.0%	0.5%	0.0%	0.0%	0.0%									
Cum. Percent	1.0%	1.0%	2.0%	9.5%	27.5%	59.3%	83.4%	96.5%	99.5%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	0	1	2	3	2	1	0	0	0	0	0									8

TRAFFIC FLOW BY DIRECTION



Direction	Avg. Speed	50th% Speed	85th% Speed
East	41.9	43.6	50.7
West	44.6	45.7	52.8

Direction	Hour	Count	2-way	Hour	Count
East	18	20	A.M.	9	29
West	16	20	P.M.	16	34

# Washington County Department of Public Works Speed Count Average Weekday Report

Page 2 of 2  
Date: 09/15/2015

Station: 188034  
 Road #: CR CR18 Road name: BRICK CHURCH  
 From: CR 21 SOUTH RD  
 To: West  
 Direction: West

Start date: Wed 08/26/2015 13:00  
 End date: Thu 09/03/2015 14:00  
 County: Washington  
 Town: Washington  
 LION#:

Count duration: 194 hours  
 Functional class: 8  
 Factor group: 30  
 Batch ID: WSH-2015  
 Count taken by: Org: WSH Init: MRB  
 Processed by: Org: WSH Init: MRB

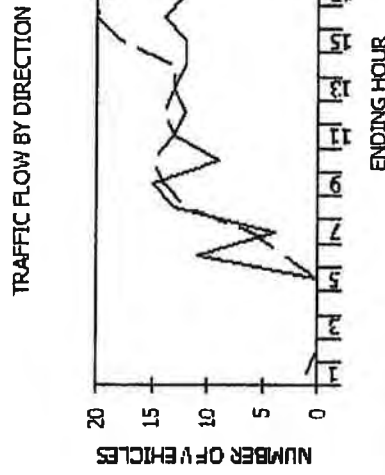
Hour	Speeds, mph														Avg	50th%	85th%	Total	
	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc					% Exc
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	100.0	0.0	0.0	47.5	48.3	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0
7:00	0	0	0	0	1	1	1	1	1	0	0	0	0	66.7	33.3	0.0	47.1	47.6	3
8:00	0	0	0	0	1	1	1	1	1	0	0	0	0	66.7	33.3	0.0	46.0	47.6	6
9:00	0	0	0	0	2	5	3	3	3	1	0	0	0	50.0	28.6	7.1	44.6	53.7	12
10:00	0	0	0	0	1	4	5	2	4	0	0	0	0	45.4	20.0	0.0	44.3	45.6	15
11:00	0	0	0	0	1	4	4	4	2	0	0	0	0	46.2	15.4	0.0	39.7	42.6	14
12:00	0	1	0	2	2	4	3	3	1	1	0	0	0	35.7	14.3	7.1	42.3	43.0	13
13:00	0	0	0	1	2	2	4	4	5	2	0	0	0	38.5	23.1	7.7	43.4	43.6	16
14:00	0	0	0	0	1	2	4	4	4	2	0	0	0	61.1	38.9	11.1	45.9	47.6	18
15:00	0	0	0	0	1	2	4	6	4	2	1	0	0	65.0	35.0	15.0	46.3	50.2	20
16:00	0	0	0	0	1	1	6	6	4	1	0	0	0	57.9	26.3	5.3	45.4	52.7	19
17:00	0	0	0	0	0	0	4	6	4	3	1	0	0	57.1	28.6	7.1	46.2	53.2	14
18:00	0	0	0	0	0	0	4	4	2	0	0	0	0	60.0	20.0	0.0	45.5	51.3	10
19:00	0	0	0	0	0	0	1	3	1	0	0	0	0	66.7	16.7	0.0	45.3	50.6	6
20:00	0	0	0	0	0	0	1	4	1	0	0	0	0	28.6	14.3	0.0	42.4	49.8	7
21:00	0	0	0	0	0	0	0	1	1	0	0	0	0	66.7	66.7	33.3	50.0	52.6	3
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	66.7	33.3	0.0	47.1	47.6	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	100.0	100.0	0.0	52.5	54.3	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	44.6	52.8	205
<b>Avg. Daily Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>22</b>	<b>61</b>	<b>57</b>	<b>40</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53.7</b>	<b>25.9</b>	<b>6.3</b>	<b>44.6</b>	<b>45.7</b>	<b>9</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>4.9%</b>	<b>10.7%</b>	<b>28.8%</b>	<b>27.8%</b>	<b>19.5%</b>	<b>5.9%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>93.7%</b>	<b>99.5%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Cum. Percent</b>	<b>0.0%</b>	<b>0.5%</b>	<b>1.0%</b>	<b>5.9%</b>	<b>16.6%</b>	<b>46.3%</b>	<b>74.1%</b>	<b>93.7%</b>	<b>99.5%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Average hour</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Avg. Speed** East 41.9 West 44.6

**50th% Speed** East 43.6 West 45.7

**85th% Speed** East 50.7 West 52.8

Direction	Hour	Count	2-way
East	18	20	A.M.
West	16	20	P.M.



— East  
 -- West



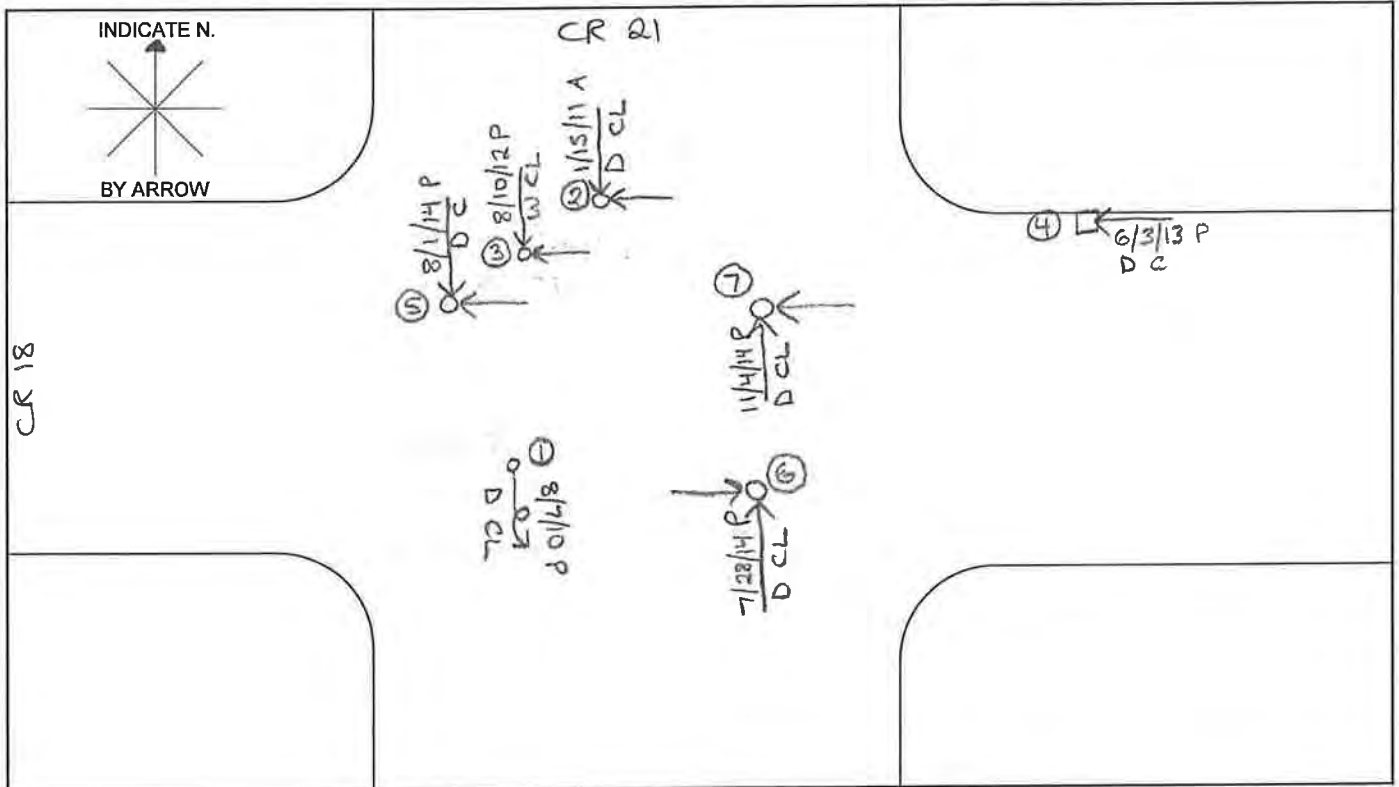
Attachment C  
Collision Diagram

CR 21/CR 18  
Town of Whitehall, Washington County, New York

# Creighton Manning

## COLLISION DIAGRAM

TOWN Whitehall JOB NO. 115-200 NUMBER OF ACCIDENTS 7  
 INTERSECTION OF CR 21 AND CR 18 BY DJK  
 PERIOD 5 YRS. 0 MO. FROM 2010 TO 2014 DATE 9/16/15



### LEGEND

- PATH OF MOVING MOTOR VEH.
- PEDESTRIAN PATH
- FATAL
- NON-FATAL
- +→ REAR END COLLISION

- ☑ PARKED VEHICLE
- ☐ FIXED OBJECT
- ↺ OVERTURNED
- ~ OUT OF CONTROL
- ↔ SIDESWIPE

DATE, CLASS, TIME  
 PAVEMENT, WEATHER CONDITIONS

TIME: A=AM P=PM  
 PAVEMENT: D=DRY I=ICY W=WET  
 WEATHER: C=CLEAR F=FOG R=RAIN  
 SL=SLEET S=SNOW  
 CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
	FATAL	NON-FATAL	PROP. DAM.	TOTAL	FATAL	NON-FATAL	PROP. DAM.	TOTAL	FATAL	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE		②⑤	③⑥⑦	5						2	3	5
REAR-END												
HEAD-ON												
LEFT TURN												
SIDESWIPE												
RUN OFF ROAD												
FIXED OBJECT						④		1		1		1
PARKED CAR												
PEDESTRIAN												
OTHER			①	1							1	1
<b>TOTALS</b>		2	4	6		1		1		3	4	7