

# Cookeville Corridor Analysis

## EXISTING CONDITIONS REPORT

June 2017

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# 1 Introduction

## 1.1 Study Area

Cookeville, Tennessee, is the Putnam County seat and is located roughly midway between Nashville and Knoxville, as shown in **Figure 1**.

*Figure 1: Cookeville Location Map*



Several regional facilities are located in Cookeville, including Tennessee Tech University, Cookeville Regional Medical Center, and regional stores and service centers. Due to the presence of these facilities, Cookeville serves as a regional hub for many health, shopping, and educational needs in Tennessee’s Upper Cumberland region.

Tennessee Tech University and Cookeville Medical Center are two of the largest employers in the greater Cookeville area. Approximately 10,500 students attend Tennessee Tech University,<sup>1</sup> including many who commute from Nashville. Cookeville Regional Medical Center serves the 14-county Upper Cumberland Region and employs over 2,000 regional residents.<sup>2</sup>

Manufacturing and distribution is also an important element of the region’s employment. Some of the region’s largest employers include Academy Sports, Cummins filtration, and Oreck flooring.

## 1.2 Purpose

This Existing Conditions report presents and discusses the roadway and traffic related data collected for this analysis, describes the five focus corridors analyzed; and presents and discusses the existing intersection level of service (LOS) and supporting analysis. The arterial and segment LOS analysis for Cookeville’s Major Street Plan (MSP) is presented in a separate report.

## 1.3 Previous Studies

In order to better understand the region’s history, previous planning efforts, and planned projects, the following plans and studies were reviewed:

- Cookeville 2030 Plan (2010)
- Cookeville Major Route Transportation Plan (2003)

<sup>1</sup> <https://www.tntech.edu/about/facts-and-figures>

<sup>2</sup> <http://www.crmchealth.org/about-crmc/history>

### 1.3.1 Cookeville 2030 Plan

The Cookeville 2030 Plan was completed in 2010. Its purpose was to update and modify the 2020 Plan (adopted in the year 2000) by creating a broad development strategy to meet existing and future needs. The plan analyzes a multitude of historical, environmental, socio-demographic, and development data and information. Several tools, including a Citizen Survey, were also used to glean the information necessary to develop a cogent and cohesive plan.

### 1.3.2 2003 Cookeville Major Route Transportation Plan

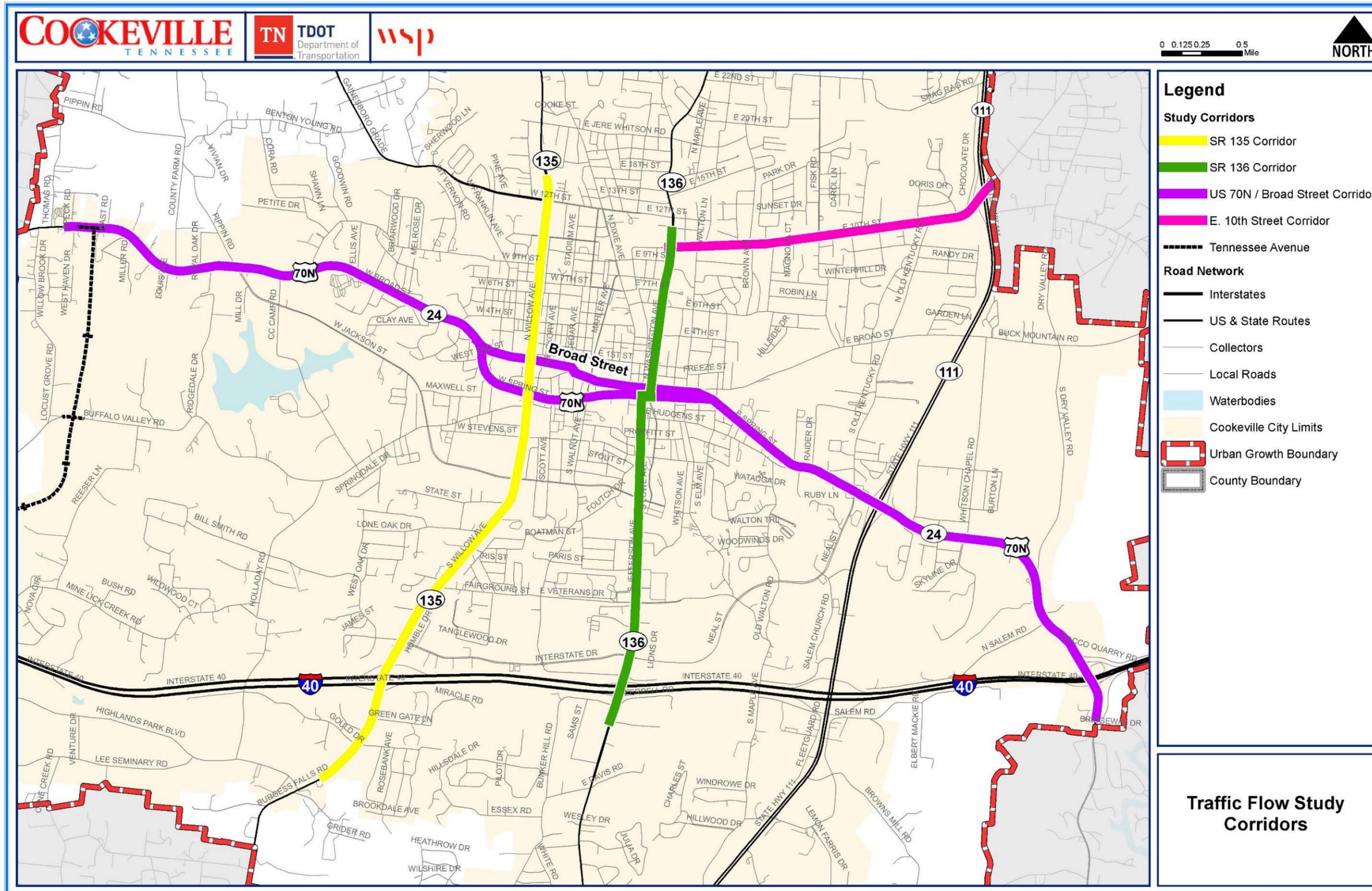
The purpose of the 2003 Major Route Transportation Plan (MRTP) was to update the 1987 Major Route Plan with a new target horizon of 2027. The 2003 MRTP used 2002 traffic volumes to determine segment level of service (LOS) values along street and roadway segments throughout Cookeville. Traffic volumes were then projected for 2007 and 2027 based on historical trends as well as social, economic, land use, and traffic data obtained from stakeholders. These forecast volumes were then used to project future LOS values. Recommended improvements to improve operations at key intersections and corridors were then proposed.

## 2 Corridor Descriptions

The following corridors were analyzed, as shown in **Figure 2**:

- S. Willow Avenue/N. Willow Avenue (SR 135)
- S. Jefferson Avenue/N. Washington Avenue (SR 136)
- SR 24/US 70N (W. Broad Street, W. Spring Street, and E. Spring Street)
- Broad Street
- E. 10<sup>th</sup> Street

Figure 2: Cookeville Study Corridors



### 2.1 Willow Avenue (SR 135)

Willow Avenue (SR 135) provides north-south connectivity west of downtown Cookeville and direct access from I-40 to Tennessee Technological University and Cookeville Regional Medical Center. Between I-40 and Broad Street, S. Willow Avenue is primarily a 5-lane facility (four lanes plus a two-way left-turn lane (TWLTL)) that provides direct access to largely commercial land uses, as shown in **Figure 3**. North of Broad Street, N. Willow Avenue transitions to a 4-lane undivided facility, as shown in **Figure 4**, and serves primarily residential and university land uses.

*Figure 3: Northbound S. Willow Avenue (SR 135) north of I-40*



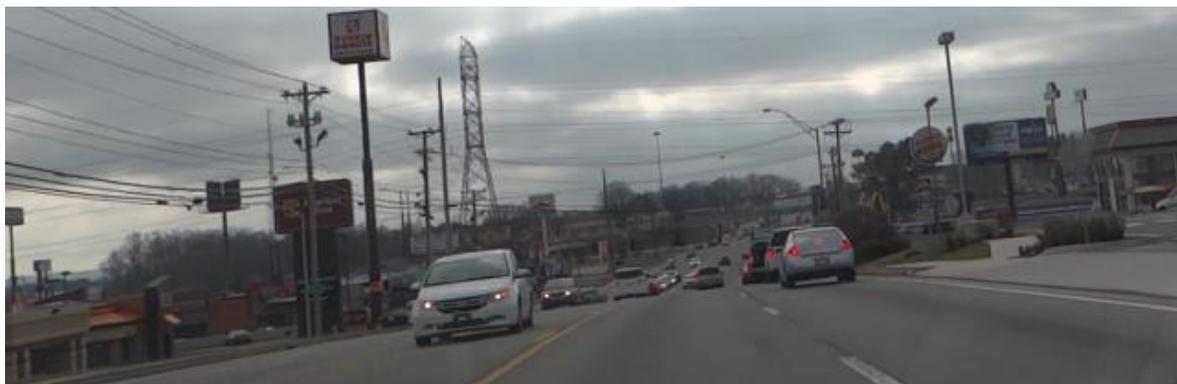
*Figure 4: Northbound N. Willow Avenue (SR 135) at University Drive*



### 2.2 S. Jefferson Avenue/N. Washington Avenue (SR 136)

SR 136 provides north-south connectivity in central Cookeville from south of I-40 to, and north of, the downtown core. Between I-40 and Stevens Street, S. Jefferson Avenue (SR 136) is a 5-lane roadway including a TWLTL, as shown in **Figure 5**, and serves hotels, restaurants, and commercial land uses.

*Figure 5: Southbound S. Jefferson Avenue (SR 136) north of Neal Street*



North of Stevens Street, S. Jefferson Avenue (SR 136) transitions to a 4-lane undivided roadway. In downtown, S. Jefferson Avenue serves municipal buildings and commercial services (**Figure 6**); north of E. Spring Street (US 70N, SR 24) the surrounding land use transitions to primarily residential. At E. Spring Street, SR 136 transitions from running along S. Jefferson Avenue to continuing along N. Washington Avenue, one block to the east. Together the Willow Avenue (SR 135) and S. Jefferson Avenue/N. Washington Avenue (SR 136) corridors provide the primary north-south mobility in Cookeville.

*Figure 6: N. Washington Avenue (SR 136) south of Broad Street*



### 2.3 US 70N / SR 24 Corridor (W. Broad St, W. Spring St, E. Spring St) & Broad Street

US 70N/SR 24 and I-40 provide the only continuous east-west roadway connectivity through Cookeville. West of downtown Cookeville, W. Broad Street (US 70N, SR 24) is a 2-lane undivided roadway (**Figure 7**) that serves lower density residential development, with additional development under construction.

*Figure 7: Westbound W. Broad Street (US 70N, SR 24) west of Freedom Avenue*



W. Spring Street (US 70N, SR 24) begins where W. Broad Street (US 70N, SR 24) and Broad Street intersect, and is a 3-lane roadway with a TWLTL. W. Spring Street continues east from the Broad Street intersection through a light industrial area between W. Broad Street and S. Walnut Avenue to downtown Cookeville. Broad Street is primarily a 3-lane road with a TWLTL that serves as an alternate east-west route to E. Spring Street (US 70N, SR 24) through downtown Cookeville, as shown in **Figure 8**.

*Figure 8: Eastbound Broad Street at Fleming Avenue*



E. Spring Street (US 70N, SR 24) begins east of downtown Cookeville and is primarily a 2-lane undivided roadway, although there are a few 3-lane segments and one 4-lane segment near SR 111. East of SR 111, E. Spring Street (US 70N, SR 24) serves primarily lower density land uses as shown in **Figure 9**.

Figure 9: Westbound E. Spring Street (US 70N, SR 24) just west of I-40



#### 2.4 E 10<sup>th</sup> Street

E 10<sup>th</sup> Street is a 3-lane roadway (2 lanes with a TWLTL) that runs east-west between N. Washington Avenue (SR 136) and SR 111 and serves as one of the few east-west routes east of downtown Cookeville. Land use along the corridor includes a mix of retail and residential land uses, including multi-family and single-family developments, as shown in **Figure 10**.

Figure 10: Eastbound E 10th Street near Walton Lane

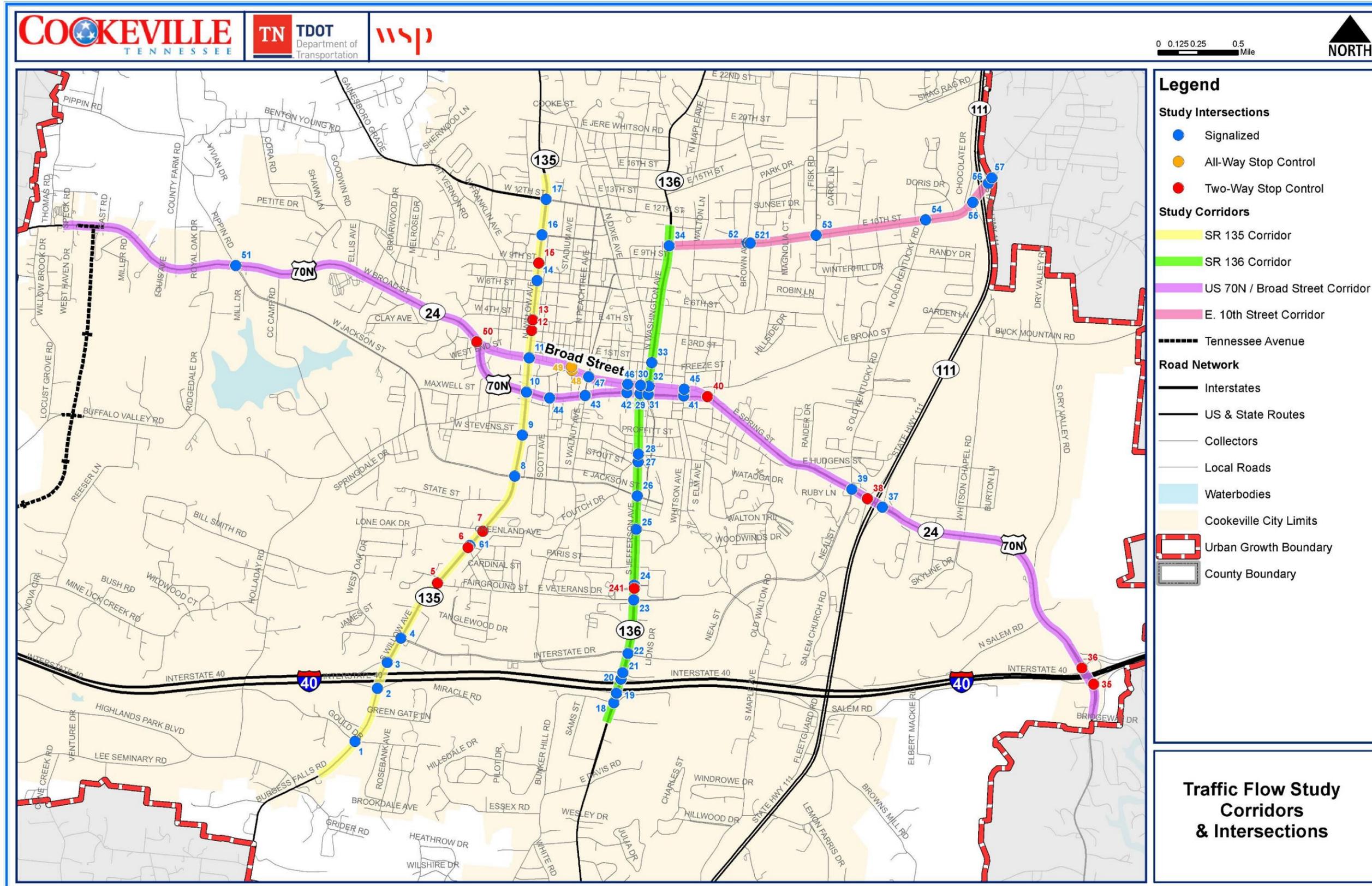


### 3 Data Collection

Multiple data sources were used to analyze regional traffic patterns, operational issues, and roadway capacity issues. The data was used to create Synchro peak-hour traffic operations models for each of the study corridors in order to estimate intersection level of service (LOS). Roadway geometry, including lane configuration, turn bay lengths, was determined using aerial imagery, which was supplemented by field observations of actual lane usage and driver behavior.

**Figure 11** shows the study corridors, the intersections that were included in the models and the type of traffic control (signalization or stop control) at each intersection. Traffic counts were conducted as part of the project; signal timing and phasing data, including time of day plans, was provided by the City of Cookeville for each of the signalized study intersections.

Figure 11: Study Area Corridor Intersections



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### 3.1 Traffic Count Data

#### 3.1.1 Turning Movement Counts

Turning movement counts (TMCs) were conducted at each corridor intersection in the study area on Wednesday, January 18, 2017. Four intersections were recounted on Wednesday, February 1, 2017, due to technical issues that occurred during the initial counts. All turning movement counts were collected while Tennessee Technological University was in session to ensure that university related traffic was appropriately reflected.

The Synchro model used TMCs from the same peak hour throughout the study network, 7:15-8:15 for the AM peak, and 4:30-5:30 for the PM peak. The peak hour chosen coincides with the majority of the intersections where TMCs were collected. The raw TMCs were rounded up to the nearest five vehicles and balanced where deemed appropriate prior to their input into the Synchro models. The rounded and balanced turning movement volumes for each intersection are presented in **Figures 12 through 18**. Raw turning movement counts are included in **Appendix A**. The TMC data was also used to determine peak hour factors and heavy vehicle percentages for each intersection, which were incorporated into the Synchro models.



Figure 13: S. & N. Willow Avenue (SR 135) Turning Movement Counts

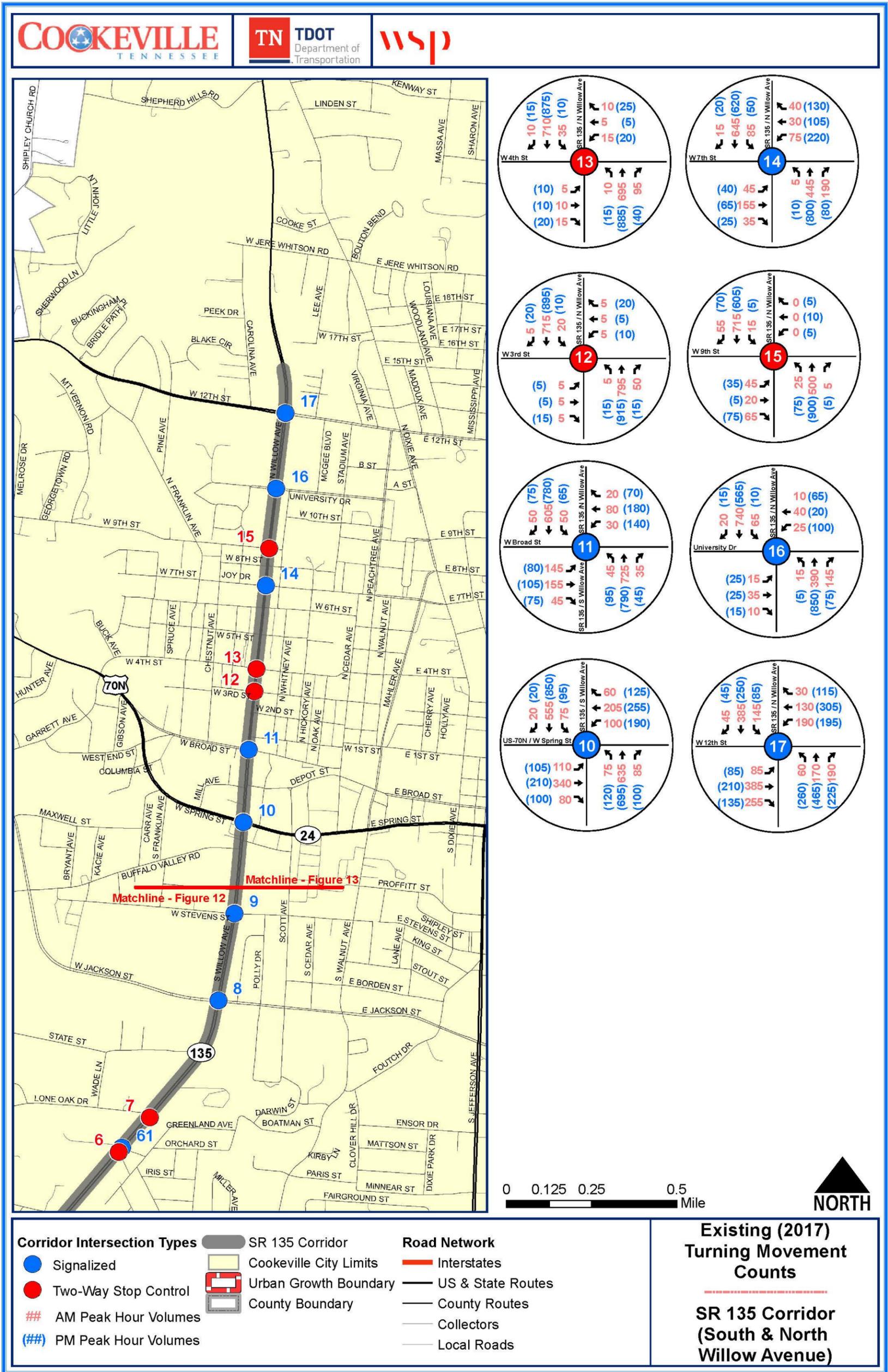


Figure 14: S. Jefferson Avenue (SR 136) Turning Movement Counts (southern portion)

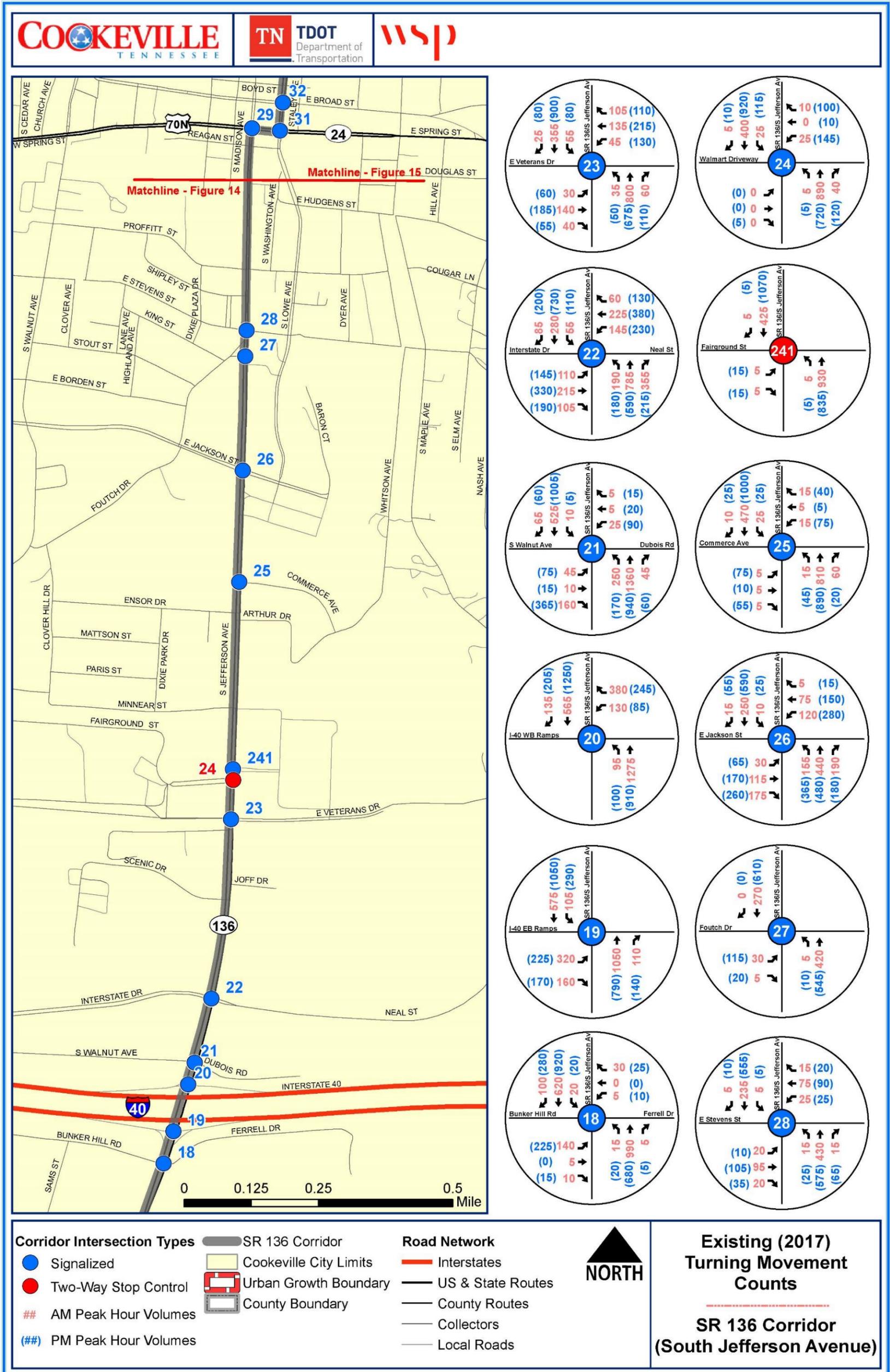


Figure 15: S. Jefferson Avenue, N. Washington Avenue (SR 136) Turning Movement Counts

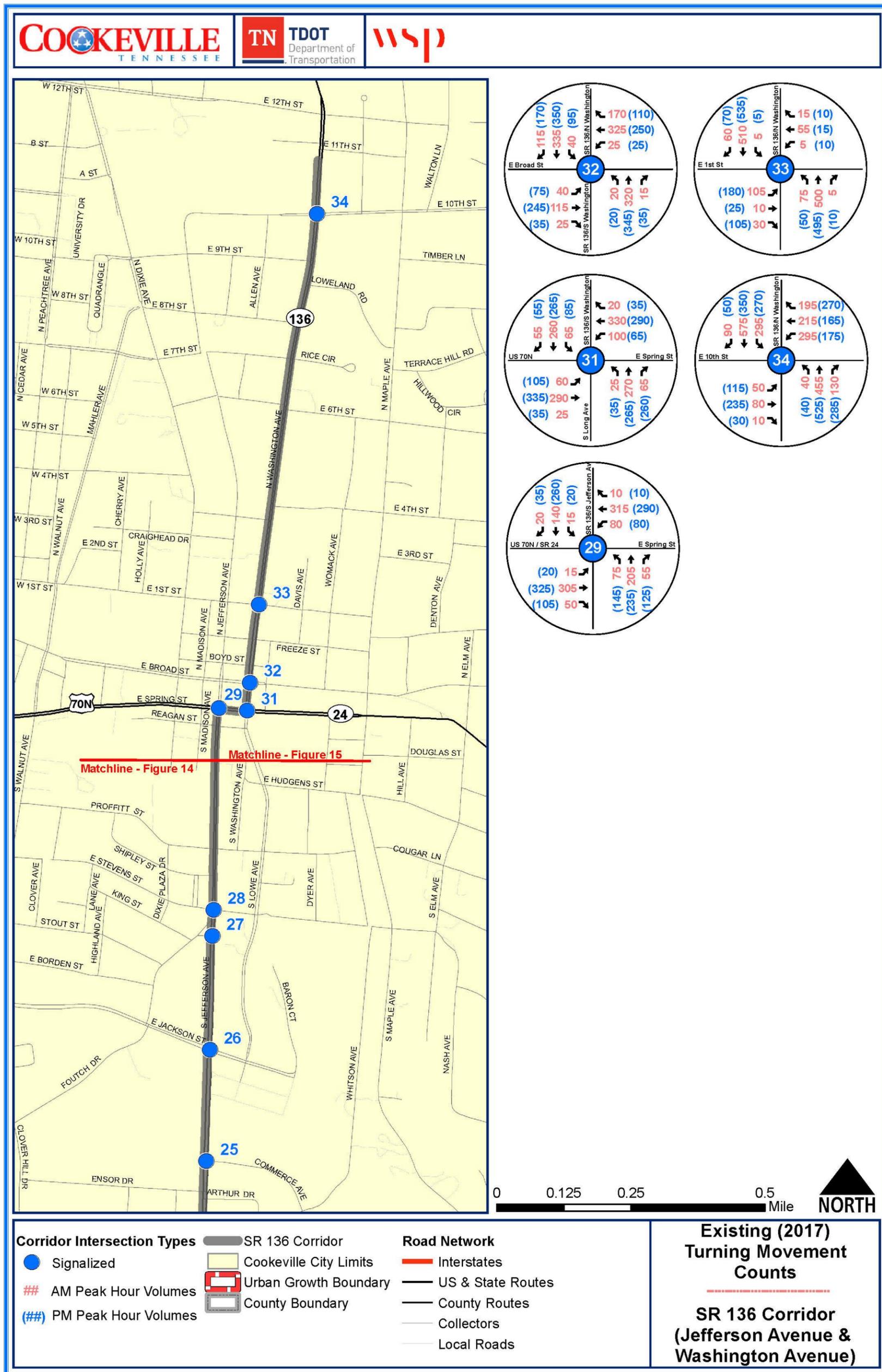


Figure 16: US 70N/SR 24, Broad Street Turning Movement Counts (Western Intersections)

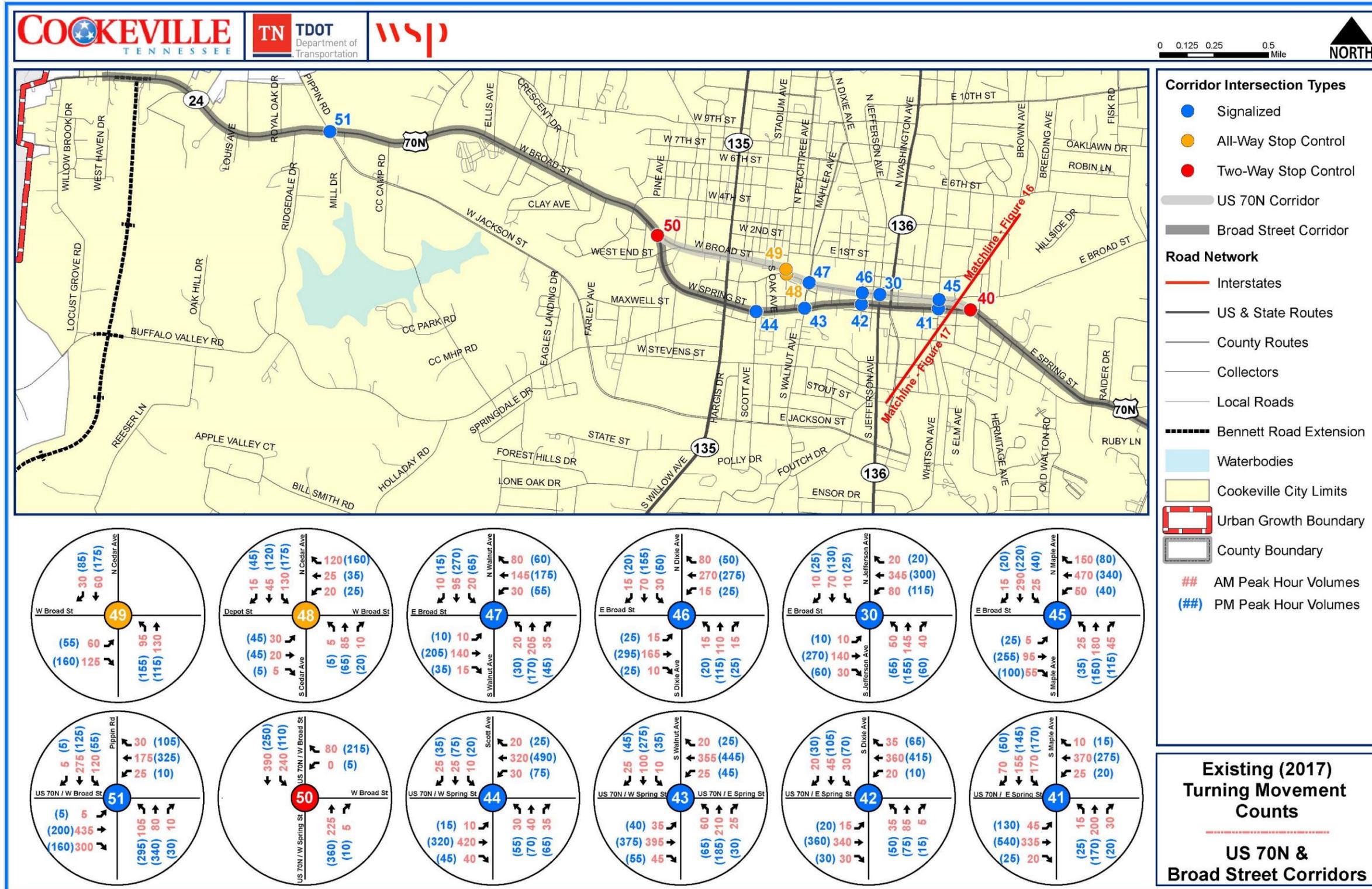


Figure 17: US 70N/SR 24, Broad Street Turning Movement Counts (Eastern Intersections)

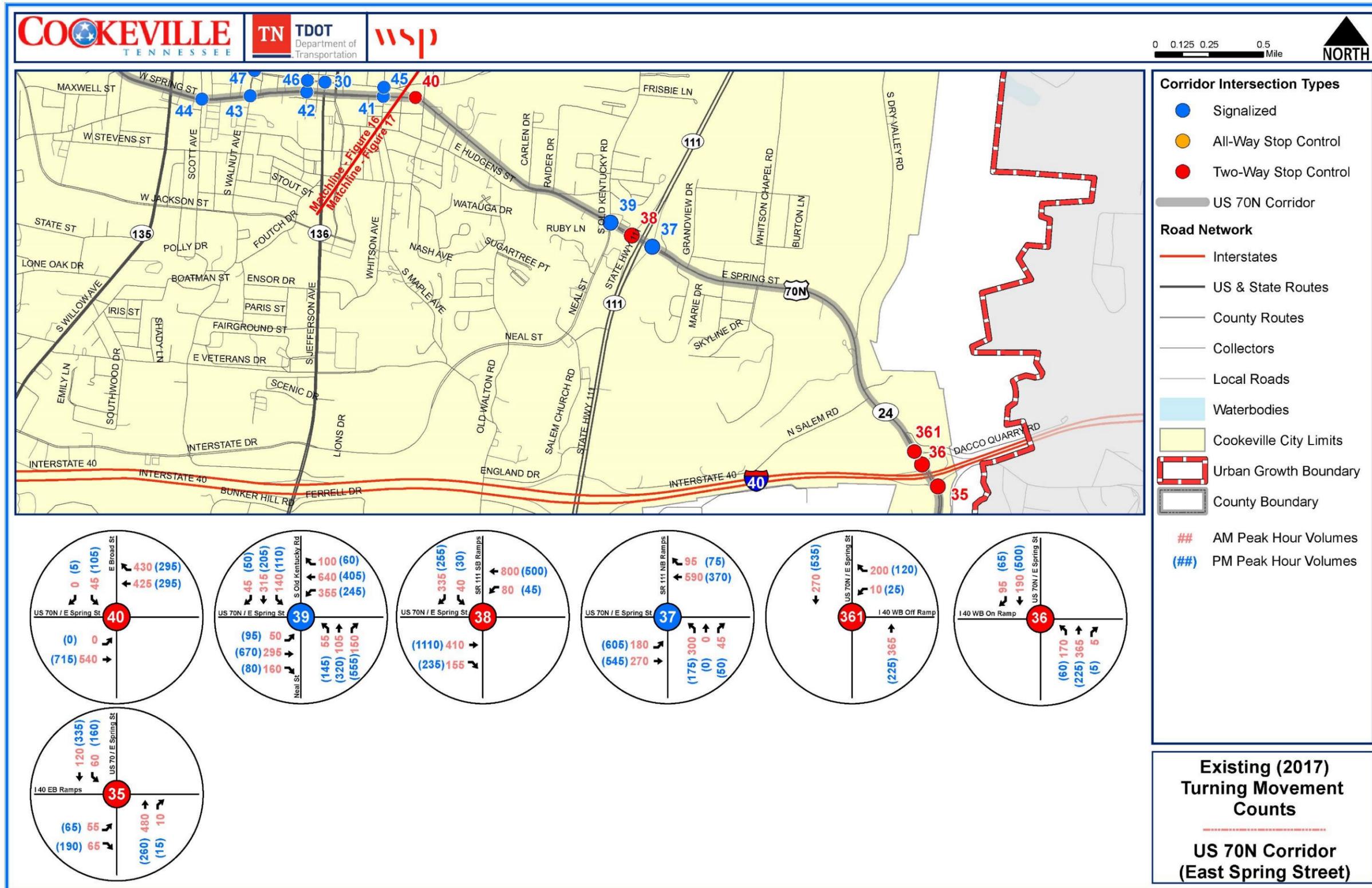
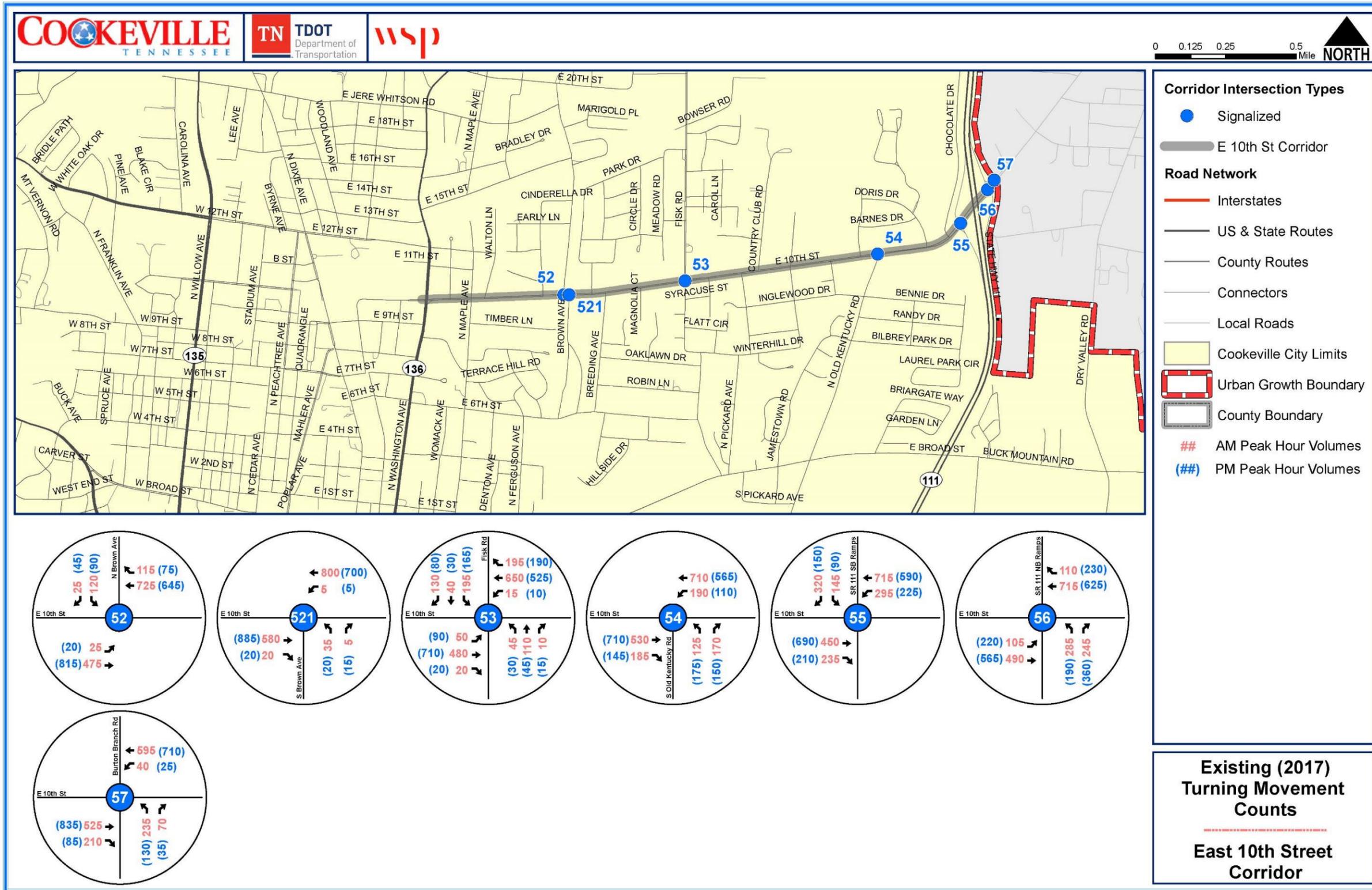


Figure 18: E 10th Street Turning Movement Counts



### *AM Peak Hour Traffic Observations*

The count data and field observations revealed the following AM peak hour observations:

#### **Willow Avenue (SR 135) - Figure 12 and Figure 13**

- *S. Willow Avenue (SR 135) near I-40:*
  - Queues of 8-12 vehicles per lane were observed on the I-40 westbound off-ramp during some cycles.
- *S. Willow Avenue (SR 135)/W. Jackson Street:*
  - Queues of approximately 10 vehicles per lane were observed at this intersection during the AM peak hour. Based on the volumes, 30% of northbound S. Willow Avenue (SR 135) traffic turns onto W. Jackson Street.
- *N. Willow Avenue (SR 135)/W. 12<sup>th</sup> Street:*
  - This is the only intersection along Willow Avenue (SR 135) during the AM peak hour where a cross street approach volume exceeds both the main street northbound and southbound approach volume. This indicates that W. 12<sup>th</sup> St. is a primary street at this intersection and that it is an important east-west connector into Cookeville.

#### **S. Jefferson Avenue, N. Washington Avenue (SR 136) - Figure 14 and Figure 15**

- *S. Jefferson Avenue (SR 136)/I-40:*
  - A queue of 8 to 10 vehicles was observed on the I-40 westbound off-ramp during the AM peak hour. During at least one cycle, the entire queue did not clear.
- *SR 136 near Downtown Square:*
  - During at least one cycle, northbound S. Washington Avenue queues extended south to the curve near the courthouse.
- *N. Washington Avenue (SR 136)/E. 10<sup>th</sup> Street:*
  - Both the southbound and westbound left turn volumes (295 vph) approach the typical capacity for a single left-turn lane (300 vph). This caused queues to extend both north of and east of the intersection.

#### **SR 24 (US 70N, W Broad Street), SR 24 (US 70N, W Spring Street) & Broad Street**

- *W. Broad Street (US 70N, SR 24)/Jackson Street*
  - The eastbound W. Jackson Street approach volume is nearly 750 vph, which is high for a single lane approach.
- *Downtown Cookeville*
  - Westbound E. Spring Street (US 70N, SR 24) traffic queued from S. Jefferson Avenue past S. Washington Avenue during at least one cycle length in the AM peak hour.

- *E. Spring Street (US 70N, SR 24)/S. Old Kentucky Road*
  - The westbound left turn volume (355 vph) exceeds the typical capacity for a single left-turn lane (about 300 vph).

### **E 10<sup>th</sup> Street**

- *E 10<sup>th</sup> Street/Fisk Road*
  - The southbound left turn volume (195 vph) is reaching the higher limit of a single lane's capacity.
- *E 10<sup>th</sup> Street/Northbound SR 111 Ramps*
  - Approximately 530 vehicles per hour exit northbound SR 111 onto E. 10<sup>th</sup> Street during the AM peak hour. This volume exceeds any of the four off-ramp volumes at the S. Willow Avenue (SR 135) or S. Jefferson Avenue (SR 136) I-40 interchanges, which indicates the significance and usage of both SR 111 and E 10<sup>th</sup> Street for entering Cookeville from the surrounding region.

### *PM Peak Hour Traffic Observations*

The count data reveals the following PM peak hour observations:

### **Willow Avenue (SR 135) Corridor - Figure 12 and Figure 13**

- *S. Willow Avenue (SR 135) near I-40:*
  - During the PM peak hour, queues and reduced speeds were observed on both northbound and southbound S. Willow Avenue north of I-40, as well as on the I-40 westbound off-ramp (off-ramp queues were often upwards of 12-15 vehicles per lane per cycle). **Figure 19** shows the southbound S. Willow Avenue queue at Interstate Drive.

*Figure 19: Southbound S. Willow Avenue (SR 135) at Interstate Drive*



- Field observations indicate that signal timing, the close proximity of the I-40 westbound ramps intersection and the S. Willow Avenue/Interstate Drive intersection, and driveway frequency all contribute to congestion, as vehicles impeded traffic turning left into or out of the driveways.
- The 350 vph turning left from southbound S. Willow Avenue onto eastbound Interstate Drive exceeds the capacity (about 300 vph) of a typical single left-turn lane.
- *S. Willow Avenue/Jackson Street:*
  - Queues were observed at each of the S. Willow Avenue/Jackson Street approaches. The volumes indicate there is no “minor” approach at this intersection. In particular, the northbound left-turn volume (345 vph) exceeds the capacity of a single left turn lane. **Figure 20** shows the westbound Jackson Street queue during the early afternoon.

*Figure 20: Westbound queues along Jackson Street at S. Willow Avenue (SR 135)*



- *S. Willow Avenue (SR 135)/W. Spring Street (US 70N, SR 24):*
  - Southbound queues were observed along S. Willow Avenue at both W. Spring Street (US 70N, SR 24) and Broad Street. During the PM peak hour, the southbound queue extended approximately 920 feet north of the intersection to the railroad bridge; the queue did not clear during the southbound signal phase.
- *S. Willow Avenue (SR 135)/W 12<sup>th</sup> Street*
  - Moderate queues (6-10 vehicles per lane) were observed during the PM peak hour. The northbound left volume (260 vph) is nearing the maximum capacity for a single left-turn lane (about 300 vph).

**SR 136 (S. Jefferson Avenue, N. Washington Avenue) - Figure 14 and Figure 15**

- *S. Jefferson Avenue near I-40:*
  - Congestion and poor progression were observed both immediately north and south of I-40 along S. Jefferson Avenue. Observations suggest this congestion occurs in part due to the close proximity of the Bunker Hill Road, I-40 ramp interchange, S. Walnut Avenue, and Interstate Drive intersections. Heavy trucks were observed turning from the Pilot fuel station, crossing S. Jefferson Avenue and then turning onto eastbound I-40. During this maneuver, the trucks blocked multiple lanes of S. Jefferson Avenue and impeded traffic flow.
  - Similar issues occurred when trucks exiting westbound I-40 to the north made an immediate northbound left turn onto S. Walnut Avenue, as the limited distance between intersections often caused the trucks to block an additional travel lane.
  - 40% of the northbound S. Jefferson Avenue (SR 136) vehicles approaching Interstate Drive/Neal Street turn at the intersection.
- *S. Jefferson Avenue (SR 136)/E. Jackson Street:*
  - Southbound queues (6-10 vehicles per lane) were observed at this intersection during the PM peak hour.
  - The northbound left volume (365 vph) exceeds the typical capacity for a single left-turn lane (about 300 vph). Vehicles were observed queuing in the center turn lane.
- *Downtown Square:*
  - Gridlock around the Downtown Square was observed between 3:30 p.m. and 4:15 p.m., as shown in **Figure 21**. Area business owners said the congestion was typical for that time of day as it coincided with schools releasing for the day.

*Figure 21: Eastbound Broad Street at N. Washington Avenue (SR 136)*



- Because SR 136 “jogs” from S. Jefferson Avenue to N. Washington Avenue, many drivers attempt right-then immediate-left movements when traveling north and south through downtown. Despite the coordinated signals in and near the Square, vehicles were observed to block the intersections frequently. Vehicles parking and backing out of their parking spaces exacerbated the congestion and gridlock.
- *N. Washington Avenue/E. 10<sup>th</sup> Street:*
  - During the PM peak hour, more than 75% of vehicles on westbound E. 10<sup>th</sup> Street turn onto N. Washington Avenue. The southbound left turn volume (270 vph) is approaching the typical capacity for a single left-turn lane (about 300 vph), which was observed to cause vehicles to queue in the center turn lane.

**US 70N/SR 24 Corridor (W. Broad Street, W. Spring Street, E. Spring Street) & Broad Street**

- *W. Broad Street (US 70N/SR 24)/Jackson Street:*
  - The northbound left volume (295 vph) is approaching the typical capacity for a single left-turn lane (about 300 vph).
- *Downtown Cookeville:*
  - During the PM peak hour, vehicles backing out of parking spaces along Broad Street were observed to impede traffic flow.
- *E. Spring Street (US 70N/SR 24)/SR 111 Northbound Ramps:*
  - The eastbound left volume (605 vph) exceeds the typical capacity for a single left-turn lane (about 300 vph).

**E. 10<sup>th</sup> Street**

- During the PM peak hour, the count data indicates higher eastbound than westbound volumes along E. 10<sup>th</sup> Street.
- Approximately 450 vph enter both northbound and southbound SR 111 from E. 10<sup>th</sup> Street. In both the AM and PM peak hour, the E. 10<sup>th</sup> Street/SR 111 intersections have similar turning volumes to the I-40 interchanges at S. Willow Avenue (SR 135) and S. Jefferson Avenue (SR 136).

### 3.1.2 48-Hour Count Data

Forty-eight (48) hour Average Daily Traffic (ADT) counts were conducted at 5 locations. They were conducted to supplement TDOT and city daily counts for use in the Major Street Plan update, but are also useful for the corridor analysis.

The supplemental count locations and a summary of the ADT volumes are shown in **Table 1**. The raw count data is included in **Appendix B**.

*Table 1: 48-Hour Count Site & Data Summary*

Count Location	EB/NB Avg. Volume	WB/SB Avg. Volume	Total Avg. Volume	% of Vehicles Class 4-13	% of Vehicles Class 8-13	85th percentile Speed (mph)	Median Speed (mph)
W. 12th St. (City Limits to Franklin Ave.)	4,479	4,295	8,774	11.2	0.6	51	46
W. Broad St. (City Limits to Jackson St.)	5,549	5,481	11,030	7.0	0.6	47	42
S. Lowe Ave. (Stevens St. to Proffitt St.)	5,130	4,537	9,667	7.5	0.8	38	32
N. Washington Ave. (E. Spring St. to E. Broad St.)	4,274	4,671	8,945	4.6	0.5	19	12
E. Spring St (Old Kentucky Rd to Raider Dr.)	7,846	7,537	15,383	10.2	0.7	44	38

**Table 1** indicates that none of the 48-hour sites recorded daily total truck percentages (Single-Unit and Combination) in excess of 11.2%; however, further analysis reveals that the heavy truck percentage (class 8-13) did not exceed 1% at any of the count locations. As shown in Table 1, the count tubes also collected speed data. The 85<sup>th</sup>-percentile speed (19 mph) on Washington Avenue between E. Spring Street (US 70N, SR 24) and E. Broad Street indicates most vehicles traveled under the posted speed limit of 30 mph, while the 85<sup>th</sup>-percentile speed on W. 12<sup>th</sup> Street (51 mph) exceeded the posted speed limit of 40 mph.

Additional analysis of the ADT counts indicates that the morning peak is concentrated around the 7:00 AM hour while the evening peak varies more by location.

### 3.2 Traffic Signal Inventory

There are 48 traffic signals on the corridors within the study area limits. These signals are highlighted in **Figure 11**; a complete listing is also included in **Appendix C**.

Although the majority of signals along the study corridors are uncoordinated, there are two clusters of coordinated traffic signals in Cookeville, including signals along S. Jefferson Avenue

(SR 136) between Bunker Hill Road and the Walmart driveway, and the following six traffic signals in downtown Cookeville near the Square:

- E. Spring Street (US 70N, SR 24)/S. Dixie Avenue
- E. Spring Street (US 70N, SR 24)/S. Jefferson Avenue (SR 136)
- E. Spring Street (US 70N, SR 24)/S. Washington Avenue
- E. Broad Street/S. Dixie Avenue
- E. Broad Street/S. Jefferson Avenue (SR 136)
- E. Broad Street/S. Washington Avenue

Currently, all other traffic signals on the study corridors run on uncoordinated actuated timing plans or pre-timed plans. **Appendix C** illustrates which of these signals utilize time of day plans.

## 4 Level of Service Analyses

### 4.1 Intersection Level of Service

Synchro 9 (version 9.1.912.4) software was used to analyze the performance of each of the intersections modeled along each of the study corridors. Signal timing data obtained from the City of Cookeville and TMC data was used to model existing conditions. If a cycle length at an intersection was not specified in the timing plan, a cycle length was assumed based on surrounding intersections. Intersection performance was determined based on the calculated Level of Service (LOS), which assigns an A to F letter grade based on the delay experienced at the intersection. At signalized intersections, LOS was determined based on the average intersection delay. At unsignalized intersections, LOS was determined based on the stop-controlled approach with the highest delay. The delay thresholds for both signalized and unsignalized intersections are shown in **Table 2**.

*Table 2: Intersection Delay Thresholds (average seconds / vehicle)*

LOS Grade	Signalized	Unsignalized
A	≤ 10	< 10
B	10 - 20	10 - 15
C	25 - 35	15 - 25
D	35 - 55	25 - 35
E	55 - 80	35 - 50
F	> 80	> 50

*(2010 Highway Capacity Manual)*

**Figure 22** and **Figure 23** show the existing LOS for the AM and PM peak hours. **Table 3** shows the delay in seconds at each intersection in the AM and PM peak hour. The Synchro reports for each intersection in both the AM and PM peak hours are shown in **Appendix D**.

Figure 22: 2017 Existing Conditions Intersection Level of Service (AM Peak Hour)

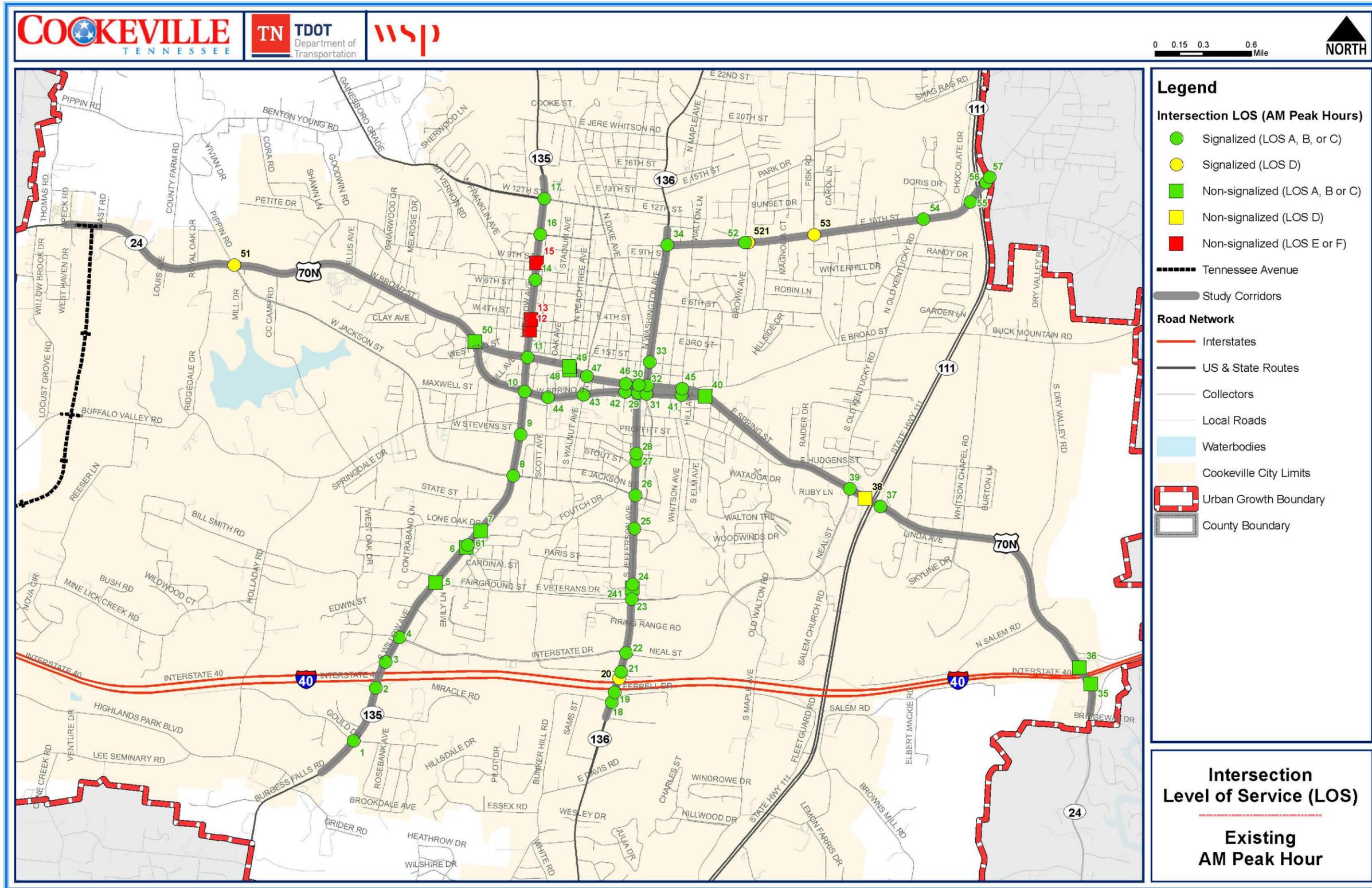


Figure 23: 2017 Existing Conditions Intersection Level of Service (PM Peak Hour)

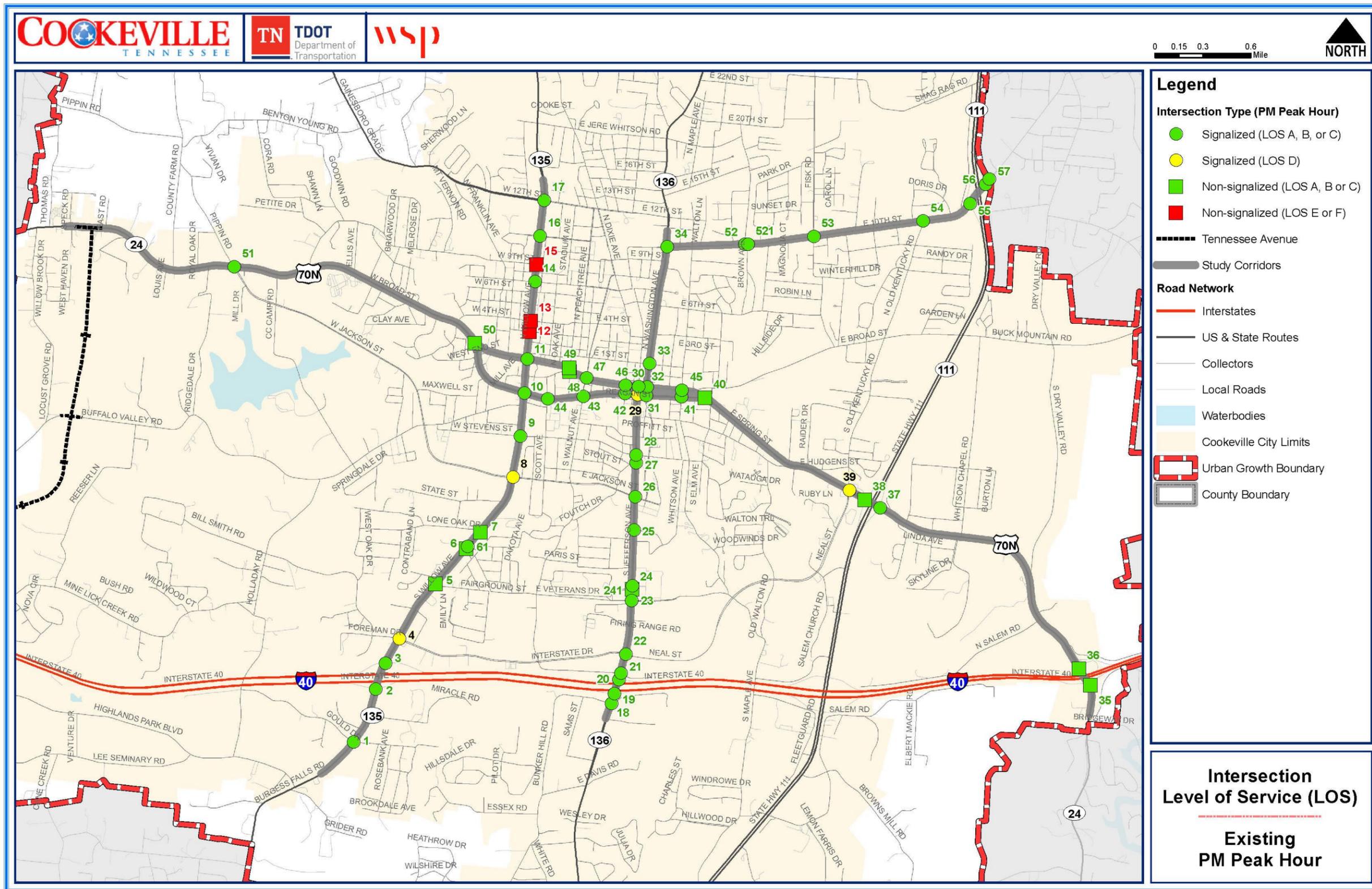


Table 3: 2017 Existing Conditions AM & PM Peak Hour Intersection Delay & Level of Service

No.	Route	Intersecting Route	Int. Type	AM Peak Hour		PM Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS
1	S. Willow Ave.	Gould Dr.	Sig.	9.6	A	21.1	C
2	S. Willow Ave.	I-40 EB Ramps	Sig.	21.4	C	19.4	B
3	S. Willow Ave.	I-40 WB Ramps	Sig.	15.7	B	20.7	C
4	S. Willow Ave.	Interstate Dr.	Sig.	30.3	C	37.6	D
5	S. Willow Ave.	Fairground St.	STOP	16.6	C	18.8	C
6	S. Willow Ave.	Ashwood Dr.	STOP	12.1	B	12.5	B
61	S. Willow Ave.	Orchard St.	Sig.	11.6	B	10.6	B
7	S. Willow Ave.	Lone Oak Dr.	STOP	20.7	C	21.8	C
8	S. Willow Ave.	W. Jackson St.	Sig.	20.1	C	36.0	D
9	S. Willow Ave.	W. Stevens St.	Sig.	23.9	C	26.5	C
10	S. Willow Ave.	W. Spring St.	Sig.	30.2	C	34.2	C
11	S. Willow Ave.	W. Broad St.	Sig.	23.7	C	26.5	C
12	N. Willow Ave.	W. 3rd St.	STOP	50.4	F	57.0	F
13	N. Willow Ave.	W. 4th St.	STOP	97.3	F	103.7	F
14	N. Willow Ave.	W. 7th St.	Sig.	20.6	C	19.5	B
15	N. Willow Ave.	W. 9th St.	STOP	213	F	120.9	F
16	N. Willow Ave.	University Dr.	Sig.	8.6	A	11.1	B
17	N. Willow Ave.	W. 12th St.	Sig.	22.9	C	22.7	C
18	S. Jefferson Ave.	Bunker Hill Rd.	Sig.	11.7	B	12.0	B
19	S. Jefferson Ave.	I-40 EB Ramps	Sig.	23.9	C	33.9	C
20	S. Jefferson Ave.	I-40 WB Ramps	Sig.	50.6	D	16.9	B
21	S. Jefferson Ave.	S. Walnut Ave.	Sig.	17.4	B	23.5	C
22	S. Jefferson Ave.	Interstate Dr.	Sig.	21.0	C	27.7	C
23	S. Jefferson Ave.	E. Veterans Dr.	Sig.	20.8	C	32.1	C
241	S. Jefferson Ave.	Fairground St.	STOP	17.7	C	24.1	C
24	S. Jefferson Ave.	Walmart Driveway	Sig.	3.1	A	17.7	B
25	S. Jefferson Ave.	Commerce Ave.	Sig.	7.6	A	17.8	B
26	S. Jefferson Ave.	E. Jackson St.	Sig.	15.5	B	29.2	C
27	S. Jefferson Ave.	Foutch Dr.	Sig.	10.6	B	13.1	B
28	S. Jefferson Ave.	E. Stevens St.	Sig.	12.6	B	15.6	B
29	S. Jefferson Ave.	US 70N/E. Spring St.	Sig.	25.7	C	36.2	D
30	N. Jefferson Ave.	E. Broad St.	Sig.	23.5	C	19.3	B
31	S. Washington Ave.	E. Spring St.	Sig.	30.5	C	24.8	C
32	N. Washington Ave.	E. Broad St.	Sig.	27.9	C	32.4	C
33	N. Washington Ave.	E. 1st St.	Sig.	27.6	C	28.2	C
34	N. Washington Ave.	E. 10th St.	Sig.	26.3	C	23.9	C
35	E. Spring St.	I-40 EB Ramps	STOP	13.1	B	15.3	C

(continued next page)

(continued from previous page)

No.	Route	Intersecting Route	Int. Type	AM Peak Hour		PM Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS
36	E. Spring St.	I-40 WB Ramps	STOP	12.0	B	10.6	B
37	E. Spring St.	SR 111 NB Ramps	Sig.	18.5	B	25.2	C
38	E. Spring St.	SR 111 SB Ramps	STOP	26.2	D	16.5	C
39	E. Spring St.	S. Old Kentucky Rd.	Sig.	32.8	C	38.8	D
40	E. Spring St.	E. Broad St.	STOP	17.5	C	22.5	C
41	E. Spring St.	S. Maple Ave.	Sig.	31.3	C	30.7	C
42	E. Spring St.	S. Dixie Ave.	Sig.	21.4	C	17.6	B
43	W. Spring St.	S. Walnut Ave.	Sig.	23.5	C	29.0	C
44	W. Spring St.	Scott Ave.	Sig.	13.4	B	22.4	C
45	E. Broad St.	S. Maple Ave.	Sig.	32.8	C	27.8	C
46	E. Broad St.	S. Dixie Ave.	Sig.	17.0	B	27.6	C
47	E. Broad St.	S. Walnut Ave.	Sig.	23.9	C	32.8	C
48	E. Broad St.	S. Cedar Ave.	STOP	10.4	B	14.1	B
49	W. Broad St.	N. Cedar Ave.	STOP	11.1	B	12.3	B
50	W. Spring St.	W. Broad St.	STOP	10.2	B	15.7	C
51	W. Broad St.	W. Jackson St.	Sig.	36.9	D	32.8	C
52	E. 10th St.	Brown Ave. N	Sig.	19.0	B	16.0	B
521	E. 10th St.	Brown Ave. S	Sig.	54.4	D	13.0	B
53	E. 10th St.	Fisk Rd.	Sig.	44.3	D	27.5	C
54	E. 10th St.	N. Old Kentucky Rd.	Sig.	15.7	B	18.9	B
55	E. 10th St.	SR 111 SB Ramps	Sig.	13.4	B	14.6	B
56	E. 10th St.	SR 111 NB Ramps	Sig.	16.8	B	17.0	B
57	E. 10th St.	Burton Branch Rd.	Sig.	13.5	B	13.2	B

*AM Peak Hour Level of Service Discussion*

As shown in **Figure 22**, during the AM peak hour all signalized intersections operate at an LOS D or better, although the following intersections are operating with delays near the LOS D / LOS E threshold:

- S. Jefferson Avenue (SR 136) at I-40 WB ramps
- E. 10<sup>th</sup> St. at S. Brown Ave.
- E. 10<sup>th</sup> St. at Fisk Rd.

All of the unsignalized intersections operate at an LOS D or better in the AM peak hour with the exception of the following 2-way stop-controlled intersections, which all operate at LOS F.

- N. Willow Avenue (SR 135) at 3<sup>rd</sup> Street
- N. Willow Avenue (SR 135) at 4<sup>th</sup> Street

- N. Willow Avenue (SR 135) at 9<sup>th</sup> Street

Because unsignalized LOS is based on the delay of the worst stop-controlled movement, the analysis indicates that vehicles on the numbered side streets are forced to wait to find a gap in the N. Willow Avenue (SR 135) traffic stream to turn.

*PM Peak Hour Level of Service Discussion*

Similar to the AM peak hour, all of the modeled signalized intersections operate at an LOS D or better during the PM peak hour.

Also similar to the AM peak hour, all of the corridors' unsignalized intersections operate at LOS D or better with the exception of the following intersections, which all operate at LOS F:

- N. Willow Avenue (SR 135) at 3<sup>rd</sup> Street
- N. Willow Avenue (SR 135) at 4<sup>th</sup> Street
- N. Willow Avenue (SR 135) at 9<sup>th</sup> Street

Although not captured in the Synchro analysis, queues were observed along both S. Willow Avenue (SR 135) near I-40 and S. Jefferson Avenue (SR 136) near I-40. Based on the field observations and the turning movement count data, the congestion and queueing at these locations is likely driven as much or more by intersection spacing, signal timing, and operational issues than by an overall lack of roadway capacity.

- The close spacing of the Bunker Hill Road, I-40 interchange, S. Walnut Avenue, and Interstate Drive intersections, coupled with the adjacent truck stop, i.e. higher truck volumes in this area, result in turning truck traffic blocking multiple lanes. This was especially prevalent at two locations:
  - **S. Jefferson Avenue (SR 136) at Bunker Hill Road** – Trucks exiting the Pilot Travel Center turn left from eastbound Bunker Hill Road onto northbound S. Jefferson Avenue (SR 136). However, if there is a queue at the S. Jefferson Avenue/I-40 eastbound ramps intersection, the trucks often block the northbound (and even southbound) S. Jefferson Avenue lanes, which results in further upstream and downstream effects along S. Jefferson Avenue as well Bunker Hill Road.
  - Trucks exiting **westbound I-40 at the S. Jefferson Avenue (SR 136) interchange** were observed turning right onto northbound S. Jefferson Avenue and then making an immediate left-turn onto westbound S. Walnut Avenue. During the PM peak hour, the existing congestion and queues often resulted in the truck blocking at least one of the S. Jefferson Avenue northbound through lanes. During the heaviest periods of congestion, similar issues were also observed when trucks exited northbound from I-40 and then turned left onto westbound Interstate Drive.

- Slow speeds and queues were also observed along S. Willow Avenue (SR 135) near I-40 during the PM peak hour. Based on the existing roadway capacity and geometry and PM peak hour traffic volumes, it is likely that the lack of coordinated signals and the close driveway spacing along this part of the corridor contributes significantly to the operational issues.

## 5 Traffic Growth Rate Methodology

Multiple data sources were reviewed to develop future growth rates for both the study corridors and the City of Cookeville as a whole. These growth rates will be used to project 2040 volumes to analyze future corridor intersection Level of Service (LOS), and to project future LOS for major streets as part of the Major Street Plan update.

### 5.1 Accuracy of Historic Traffic Volume Projections

The 2003 Major Route Transportation Plan assumed a 2% annual average growth rate based on 20 years of historical traffic counts and expected population growth. The 2003 plan forecasted traffic volumes for the years 2007 and 2027.

**Table 4** compares the 2007 forecasted volumes on major roadways in the study area to the actual 2007 ADT counts from TDOT historical traffic data. As shown in the table, actual volumes were lower than predicted at nearly all of the locations. Approximately half of the forecasted volumes were within 10 percent of the actual volume.

*Table 4: 2007 Forecasted ADT Volumes versus 2007 Actual ADT Volumes<sup>3</sup>*

Street Name	From	To	2007 Forecasted Volume	2007 Actual Volume	Percent Difference
10th St.	N. Washington Ave. (SR 136)	Chocolate St.	15,540	15,235	-2.0%
US 70N/Broad St.	W. Jackson St.	Spring St.	9,447	6,659	-34.6%
Broad St.	W. Spring St. (US 70N/SR 24)	Cedar Ave.	6,788	6,164	-9.6%
Broad St.	Cedar Ave.	N. Washington Ave.	7,733	5,698	-30.3%
Broad St.	N. Washington Ave. (SR 136)	E. Spring St.	8,325	6,851	-19.4%
S. Jefferson Ave.	Bunker Hill Rd.	I-40	14,665	N/A	-
S. Jefferson Ave.	I-40	Stevens St.	28,106	23,855	-16.4%
S. Jefferson Ave.	Stevens St.	Spring St.	16,808	14,570	-14.3%

<sup>3</sup> 2003 MRTP, <https://www.tdot.tn.gov/APPLICATIONS/traffichistory> (February 2017)

N. Washington Ave.	Broad St.	1st St.	13,745	13,107	-4.8%
N. Washington Ave.	1st St.	E 10th St.	14,833	16,325	9.6%
S. Willow Ave.	I-40	Broad St.	26,266	23,427	-11.4%
N. Willow Ave.	Broad St.	W 12th St.	16,897	17,405	3.0%
E. Spring St.	I-40	Hwy 111	8,987	7,969	-12.0%
E. Spring St.	Hwy 111	Old Kentucky Rd.	13,523	N/A	-
E. Spring St.	Old Kentucky Rd.	E Broad St.	14,844	15,143	2.0%
E. Spring St.	Broad St.	Walnut Ave.	11,343	10,855	-4.4%
W. Spring St.	Walnut Ave.	Broad St.	9,257	8,705	-6.1%

## 5.2 TDOT Historical Traffic Volume Data

Current data for historical traffic volumes, historical population, and population projections were analyzed to determine a reasonable annual growth rate to assume for forecasting traffic volumes in Cookeville. Historical traffic volumes were obtained from the TDOT traffic history database.<sup>4</sup> Traffic count locations in the Cookeville and Algood city limits were isolated and 5-year, 10-year, and 15-year annual growth rates were calculated for each count location. Average growth rates were calculated for several combinations of count stations to better reflect the growth patterns in the area.

- *Subset 1:* count locations on major routes included in the project study area (SR 135, SR 136, US 70N/SR 24, 10<sup>th</sup> Street, and Broad Street) plus count locations on side streets within the study area (where available)
- *Subset 2:* count locations along SR 135
- *Subset 3:* count locations along SR 136
- *Subset 4:* count locations along US 70N/SR 24
- *Subset 5:* count locations along E. 10<sup>th</sup> Street
- *Subset 6:* count locations along Broad Street

The calculated annual growth rate for each of these subsets is shown in **Table 5**.

<sup>4</sup> <https://www.tdot.tn.gov/APPLICATIONS/traffichistory> (February 2017)

Table 5: Annual Growth Rate Based on Historical Traffic Counts

Count Stations	Description	Annual Growth Rate			Average
		5-year	10-year	15-year	
Subset 1	Study Area	-0.13%	0.83%	1.03%	0.57%
Subset 2	SR 135	-0.98%	0.26%	0.43%	-0.10%
Subset 3	SR 136	-0.58%	0.67%	0.17%	0.09%
Subset 4	US 70N/SR 24	0.07%	1.86%	3.43%	1.79%
Subset 5	10th St.	0.99%	0.29%	0.49%	0.59%
Subset 6	Broad St.	-0.32%	-0.51%	-0.13%	-0.32%

**Table 5** shows that traffic volumes have remained fairly level in recent years and even decreased on some of the study corridors. The table also shows that in general, the east-west corridors (US 70N/SR 24, 10<sup>th</sup> Street) saw more growth than the north-south corridors (SR 135, SR 136).

The historical traffic volume growth rates were then compared to corresponding population growth rates to correlate traffic volume growth to population growth for future growth projections. Population growth rates were calculated using historical population data for Putnam County<sup>5</sup> and the City of Cookeville<sup>6</sup> from 2005, 2010, and 2015 as shown in **Table 6**.

Table 6: Current and Historical Population Growth Rates, Putnam County and City of Cookeville

Location	Population by Year				Annual Growth Rates		
	2000	2005	2010	2015	5-year	10-year	15-year
Putnam County	62,315	67,124	72,321	73,810	0.41%	1.00%	1.23%
City of Cookeville	26,398	28,303	30,435	32,113	1.10%	1.35%	1.44%

**Table 7** shows the ratio of traffic volume growth to population growth for each count station subset and time period. According to the growth rate ratios presented in **Table 7**, the population generally grew more quickly than the traffic volumes, except along US 70N/SR 24 where traffic growth outpaced population growth.

<sup>5</sup> <http://www.tennessee-demographics.com/putnam-county-demographics> (February 2017)

<sup>6</sup> <https://www.census.gov/quickfacts/table/PST045215/4716920> (February 2017)

Table 7: Ratios of Traffic Volume Growth to Population Growth by Subset

Count Stations	Description	Growth Rate Ratio			
		5-year	10-year	15-year	Average
Subset 1	Study Area	-0.12	0.62	0.71	0.40
Subset 2	SR 135	-0.88	0.19	0.30	-0.13
Subset 3	SR 136	-0.53	0.49	0.12	0.03
Subset 4	SR 24/US 70N	0.07	1.38	2.38	1.28
Subset 5	E. 10th St.	0.89	0.21	0.34	0.48
Subset 6	Broad St.	-0.29	-0.38	-0.09	-0.25

Projected population for Putnam County was obtained from the University of Tennessee’s Boyd Center for Business and Economic Research<sup>7</sup>. **Table 8** shows the projected population and annual growth for Putnam County. The projected annual population growth rate between 2016 and 2040 is 1.2 percent.

Table 8: Projected Population and Growth Rates, Putnam County

County	Projected Population		Projected Annual Growth Rate
	2016	2040	
Putnam	79,658	102,143	1.2%

### 5.3 Growth Rate Methodology

Based on the review of historic traffic data and population data outlined above, the following methodology was applied to determine a growth rate for each of the study corridors and corridor side-streets (**Table 9**):

- Assume all corridors grow by at least 0.5 percent, and no more than 2 percent
- Within that range, use the largest of these values:
  - Observed 5-year growth rate (from Table 5)
  - Observed 10-year growth rate (Table 5)
  - Observed 15-year growth rate (from Table 5)

<sup>7</sup> <http://cber.bus.utk.edu/popproj.htm> (February 2017)

- Average ratio of traffic growth rate to population growth rate (Table 7) multiplied by Putnam County’s projected annual population growth rate (1.2 percent, Table 8)

*Table 9: Projected Traffic Volume Annual Growth Rates*

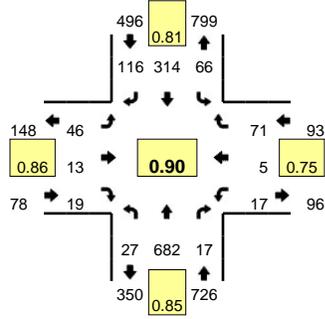
Facility	Projected Annual Growth Rate (2017-2040)
SR 135	0.50%
SR 136	0.75%
US 70N/SR 24	2.00%
E. 10th St.	1.00%
Broad St.	0.50%
Side streets	1.25%

**Table 9** indicates the projected growth rates for each of the major study corridors as well as the overall study area. Broadly, the historical analysis shows higher growth on east-west corridors (US 70N/SR 24, E. 10<sup>th</sup> Street) than the north-south corridors such as Willow Avenue (SR 135) and SR 136. Each corridor’s growth rate will be applied to its existing (2017) count data to project 2040 volumes along the major corridors, which in turn will be used in future conditions Synchro models to project future intersection level of service. These growth rates will also be used in the MSP update.

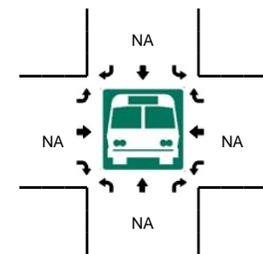
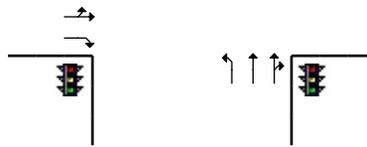
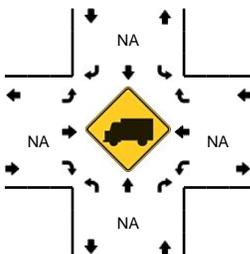
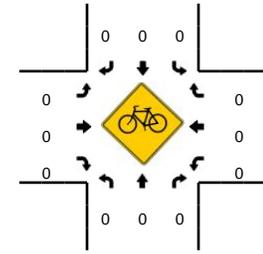
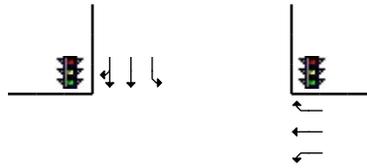
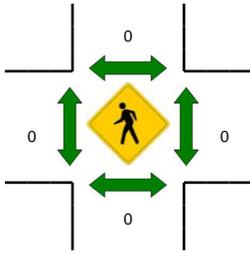
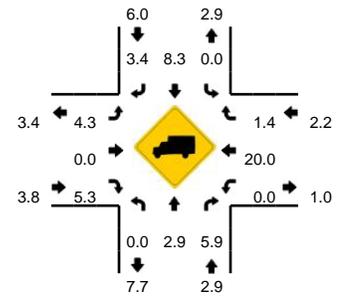
Appendix A:  
Turning Movement Count (TMC) Data

**LOCATION:** 1. SR 135 (S Willow Ave) -- Gould Dr/Winston Dr  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959601  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

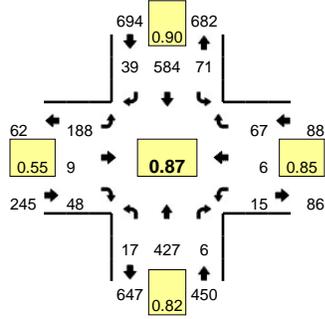


15-Min Count Period Beginning At	1. SR 135 (S Willow Ave) (Northbound)				1. SR 135 (S Willow Ave) (Southbound)				Gould Dr/Winston Dr (Eastbound)				Gould Dr/Winston Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	132	1	0	7	41	17	0	7	0	2	0	0	0	4	0	215	
7:15 AM	6	202	3	0	10	49	26	0	9	0	3	0	1	1	23	0	333	
7:30 AM	5	210	2	0	12	77	25	0	16	6	2	0	10	1	20	0	386	
7:45 AM	9	154	7	0	21	93	39	0	10	4	8	0	2	3	10	0	360	1294
8:00 AM	7	116	5	0	23	95	26	0	11	3	6	0	4	0	18	0	314	1393
8:15 AM	5	93	1	0	10	42	10	0	16	1	2	0	2	3	12	0	197	1257
8:30 AM	3	127	0	0	7	64	15	0	22	0	3	0	3	0	13	0	257	1128
8:45 AM	4	87	3	0	9	50	10	0	7	1	3	0	2	2	8	0	186	954
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	840	8	0	48	308	100	0	64	24	8	0	40	4	80	0	1544	
Heavy Trucks	0	12	4	0	0	48	0	0	0	0	0	0	0	0	0	0	64	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

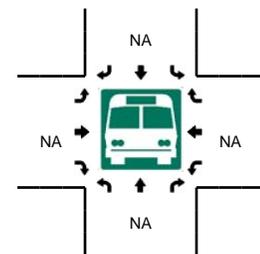
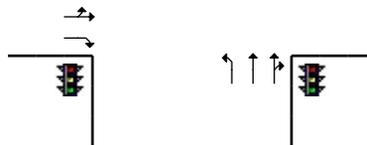
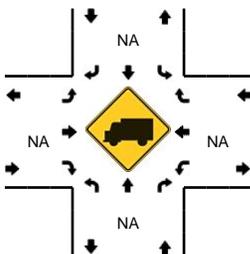
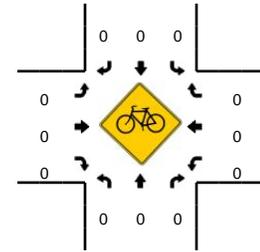
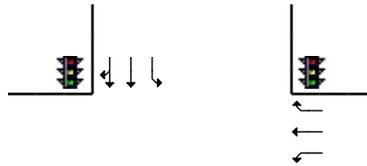
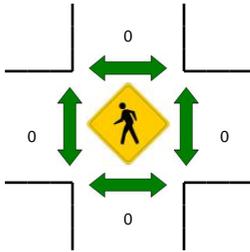
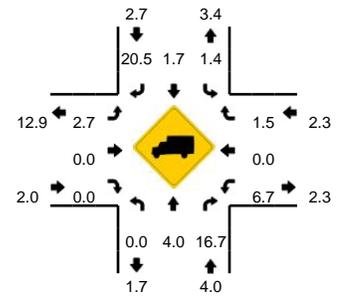
Comments:

**LOCATION:** 1. SR 135 (S Willow Ave) -- Gould Dr/Winston Dr  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959602  
**DATE:** Wed, Jan 18 2017



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

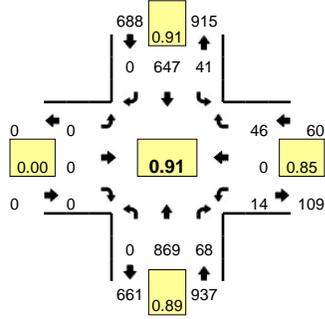


15-Min Count Period Beginning At	1. SR 135 (S Willow Ave) (Northbound)				1. SR 135 (S Willow Ave) (Southbound)				Gould Dr/Winston Dr (Eastbound)				Gould Dr/Winston Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	92	2	0	14	160	11	0	34	2	12	0	1	1	21	0	353	
4:15 PM	4	110	2	0	12	135	9	0	26	1	10	0	0	1	22	0	332	
4:30 PM	6	128	3	0	16	120	14	0	97	1	14	0	7	0	19	0	425	
4:45 PM	1	98	1	0	28	155	8	0	29	1	13	0	5	3	7	0	349	1459
5:00 PM	6	91	0	0	15	174	8	0	36	6	11	0	3	2	19	0	371	1477
5:15 PM	3	101	0	0	18	149	6	0	24	0	14	0	0	0	17	0	332	1477
5:30 PM	5	93	1	0	9	136	6	0	21	2	13	0	3	0	17	0	306	1358
5:45 PM	2	107	1	0	11	132	3	0	16	3	7	0	1	0	8	0	291	1300
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	512	12	0	64	480	56	0	388	4	56	0	28	0	76	0	1700	
Heavy Trucks	0	16	0	0	0	12	16	0	4	0	0	0	4	0	0	0	52	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

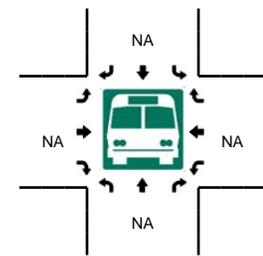
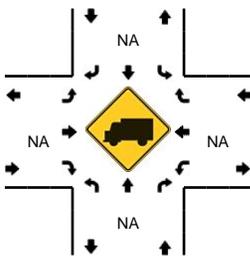
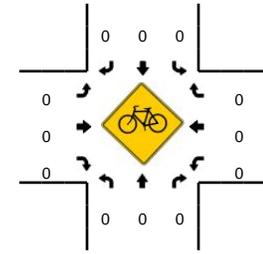
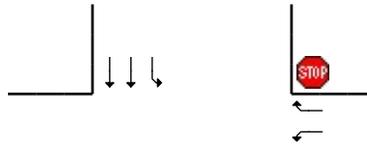
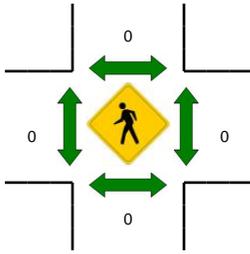
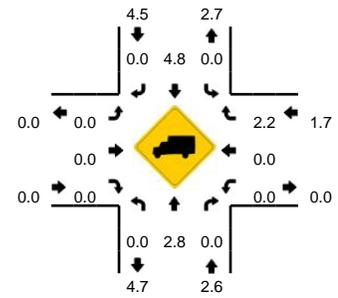
Comments:

**LOCATION:** 5. SR 135 (S Willow Ave) -- Fairground St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959603  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



15-Min Count Period Beginning At	5. SR 135 (S Willow Ave) (Northbound)				5. SR 135 (S Willow Ave) (Southbound)				Fairground St (Eastbound)				Fairground St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	157	8	0	4	125	0	0	0	0	0	0	1	0	10	0	305	
7:15 AM	0	202	18	0	6	165	0	0	0	0	0	0	4	0	8	0	403	
7:30 AM	0	249	14	0	10	155	0	0	0	0	0	0	3	0	12	0	443	
7:45 AM	0	230	26	0	16	173	0	0	0	0	0	0	6	0	12	0	463	1614
8:00 AM	0	188	10	0	9	154	0	0	0	0	0	0	1	0	14	0	376	1685
8:15 AM	0	180	12	0	9	144	0	0	0	0	0	0	4	0	9	0	358	1640
8:30 AM	0	206	11	0	10	140	0	0	0	0	0	0	3	0	8	0	378	1575
8:45 AM	0	201	20	0	8	146	0	0	0	0	0	0	7	0	13	0	395	1507
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	920	104	0	64	692	0	0	0	0	0	0	24	0	48	0	1852	
Heavy Trucks	0	28	0		0	32	0		0	0	0		0	0	0		60	
Pedestrians	0				0				0				0				0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:





Location: 6. SR 135 (S Willow Ave) & County Services Dr/Ashwood Dr/Orchard St

Date: 1/18/2017

Site Code: 13959607

Start Time	SR 135 (S Willow Ave) Southbound					Orchard St Westbound					Ashwood Dr From Southeast					SR 135 (S Willow Ave) Northbound					County Services Rd Eastbound					
	Right	Thru	Left to Ashwood Dr	Left	U-Turns	Right	Thru	Left	Left to Ashwood Dr	U-Turns	Right to Orchard St	Right to SR 135 (S Willow Ave)	Left to County Services Dr	Left to SR 135 (S Willow Ave)	U-Turns	Right to Ashwood Dr	Right	Thru	Left	U-Turns	Right	Right to Ashwood Dr	Thru	Left	U-Turns	
07:00 AM	1	132	0	4	0	4	2	1	0	0	0	0	0	0	0	5	0	152	2	0	0	0	0	0	0	0
07:15 AM	4	167	0	7	0	6	3	2	0	0	0	1	0	0	0	2	0	198	4	0	0	0	0	0	0	0
07:30 AM	9	180	0	9	0	15	5	4	0	0	0	1	0	0	2	2	224	3	0	2	0	2	0	0	1	0
07:45 AM	15	180	0	23	0	19	11	9	0	0	0	0	0	0	2	2	221	17	0	0	0	0	0	0	3	0
08:00 AM	4	141	0	8	0	17	6	6	0	0	0	2	0	0	5	1	171	8	0	3	0	1	3	0	0	0
08:15 AM	5	146	0	5	0	8	1	4	0	0	0	2	0	0	5	1	189	13	0	3	0	0	0	3	0	0
08:30 AM	9	147	0	6	0	15	2	5	0	0	0	2	0	0	5	0	172	7	0	3	0	0	0	7	0	0
08:45 AM	4	167	0	12	0	12	3	6	0	0	0	4	0	0	6	1	208	6	0	1	0	0	0	0	9	0
<b>Total</b>	<b>51</b>	<b>1260</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>96</b>	<b>33</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>7</b>	<b>1535</b>	<b>60</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak Hour: 7:15:00 AM - 8:15:00 AM

Peak 15-Min: 7:45:00 AM - 8:00:00 AM



Location: 6. SR 135 (S Willow Ave) & County Services Dr/Ashwood Dr/Orchard St

Date: 1/18/2017

Site Code: 13959608

Start Time	SR 135 (S Willow Ave) Southbound					Orchard St Westbound					Ashwood Dr From Southeast					SR 135 (S Willow Ave) Northbound					County Services Rd Eastbound				
	Right	Thru	Left to Ashwood Dr	Left	U-Turns	Right	Thru	Left	Left to Ashwood Dr	U-Turns	Right to Orchard St	Right to SR 135 (S Willow Ave)	Left to County Services Dr	Left to SR 135 (S Willow Ave)	U-Turns	Right to Ashwood Dr	Right	Thru	Left	U-Turns	Right	Right to Ashwood Dr	Thru	Left	U-Turns
04:00 PM	3	302	0	14	0	20	1	6	0	0	0	5	0	0	0	1	3	246	2	0	9	0	3	12	0
04:15 PM	5	247	0	9	0	12	0	4	0	0	0	1	0	0	0	1	0	241	2	0	7	0	1	6	0
04:30 PM	1	306	0	7	0	14	1	10	0	0	0	5	0	0	0	0	1	250	2	0	16	0	5	17	0
04:45 PM	0	279	0	16	0	18	0	11	0	0	0	4	0	0	0	2	3	259	2	0	3	0	2	9	0
05:00 PM	0	321	0	14	0	19	1	11	0	0	0	3	0	0	0	2	2	245	1	0	3	0	3	4	0
05:15 PM	1	257	0	14	0	15	0	6	0	0	0	0	0	0	0	0	3	251	0	0	1	0	0	1	0
05:30 PM	1	236	0	12	0	9	1	3	0	0	0	3	0	0	0	1	1	213	0	0	3	0	0	2	0
05:45 PM	2	214	0	6	0	9	0	3	0	0	0	1	0	0	0	2	2	229	0	0	2	0	1	3	0
<b>Total</b>	<b>13</b>	<b>2162</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>116</b>	<b>4</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>15</b>	<b>1934</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>0</b>

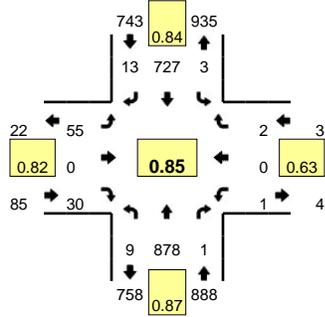
Peak Hour: 4:30:00 PM - 5:30:00 PM

Peak 15-Min: 4:30:00 PM - 4:45:00 PM

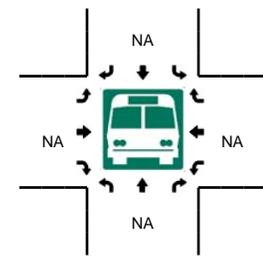
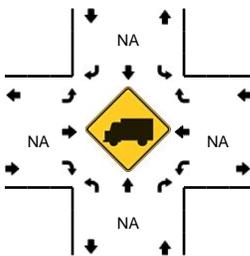
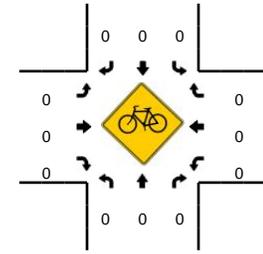
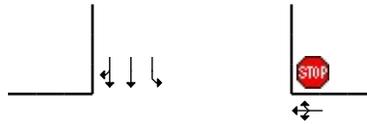
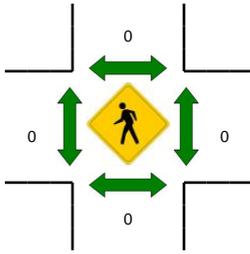
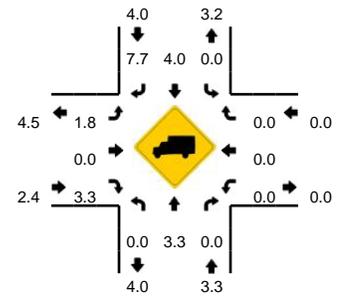
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**LOCATION:** 7. SR 135 (S Willow Ave) -- Lone Oak Dr  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959605  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



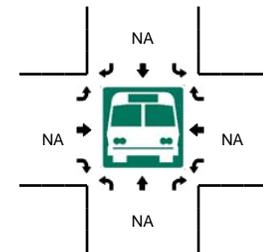
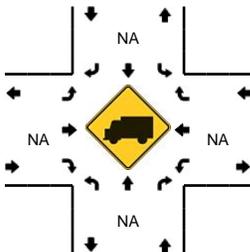
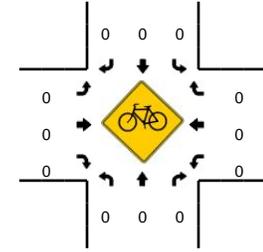
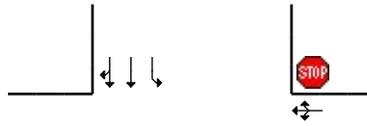
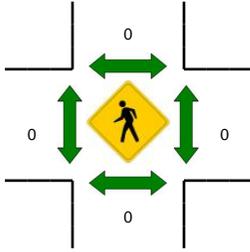
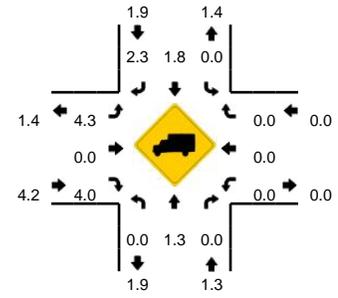
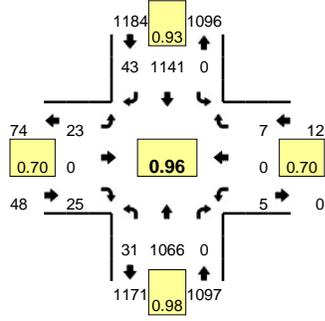
15-Min Count Period Beginning At	7. SR 135 (S Willow Ave) (Northbound)				7. SR 135 (S Willow Ave) (Southbound)				Lone Oak Dr (Eastbound)				Lone Oak Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	156	0	0	0	134	5	0	6	0	5	0	0	0	0	0	309	
7:15 AM	3	194	0	0	0	175	0	0	14	0	8	0	0	0	0	0	394	
7:30 AM	2	245	0	0	2	189	0	0	16	0	8	0	0	0	1	0	463	
7:45 AM	0	255	1	0	1	214	6	0	18	0	8	0	0	0	1	0	504	1670
8:00 AM	4	184	0	0	0	149	7	0	7	0	6	0	1	0	0	0	358	1719
8:15 AM	1	191	0	0	0	154	6	0	9	0	3	0	0	0	2	0	366	1691
8:30 AM	4	207	0	0	0	166	5	0	11	0	1	0	0	0	0	0	394	1622
8:45 AM	2	218	0	0	1	172	5	0	5	0	6	0	0	1	0	0	410	1528
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1020	4	0	4	856	24	0	72	0	32	0	0	0	4	0	2016	
Heavy Trucks	0	40	0	0	0	36	0	0	4	0	4	0	0	0	0	0	84	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 7. SR 135 (S Willow Ave) -- Lone Oak Dr  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959606  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



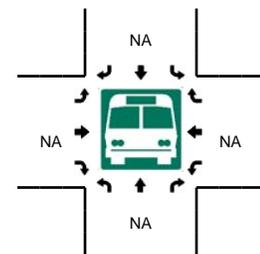
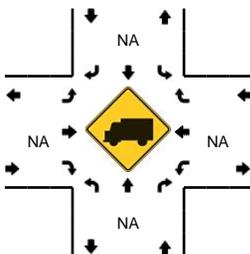
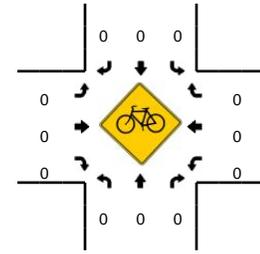
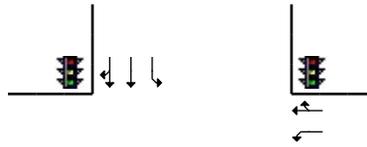
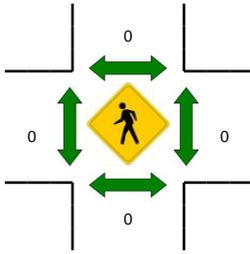
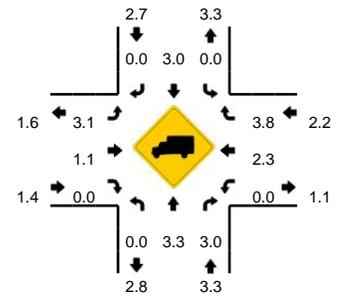
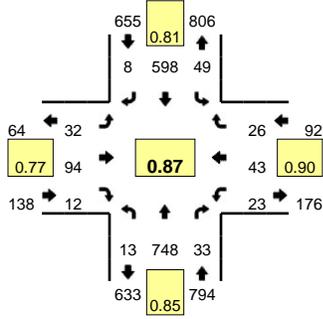
15-Min Count Period Beginning At	7. SR 135 (S Willow Ave) (Northbound)				7. SR 135 (S Willow Ave) (Southbound)				Lone Oak Dr (Eastbound)				Lone Oak Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	275	0	0	0	288	10	0	1	0	8	0	2	0	2	0	590	
4:15 PM	6	257	0	0	0	254	12	0	3	0	6	0	1	0	1	0	540	
4:30 PM	4	267	0	0	0	311	9	0	6	0	2	0	2	0	1	0	602	
4:45 PM	10	261	0	0	0	275	15	0	6	0	9	0	1	0	3	0	580	2312
5:00 PM	9	270	0	0	0	300	11	0	6	0	9	0	2	0	3	0	610	2332
5:15 PM	8	268	0	0	0	255	8	0	5	0	5	0	0	0	0	0	549	2341
5:30 PM	2	214	0	0	0	246	14	0	10	0	5	0	0	0	0	0	491	2230
5:45 PM	7	251	0	0	0	229	12	0	14	0	8	0	0	0	0	0	521	2171
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	1080	0	0	0	1200	44	0	24	0	36	0	8	0	12	0	2440	
Heavy Trucks	0	4	0	0	0	12	0	0	0	0	4	0	0	0	0	0	20	
Pedestrians		0				0					0				0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

**LOCATION:** 9. SR 135 (S Willow Ave) -- W Stevens St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959609  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



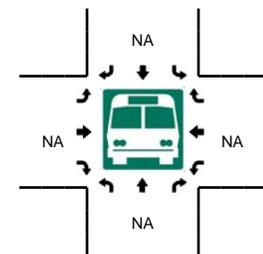
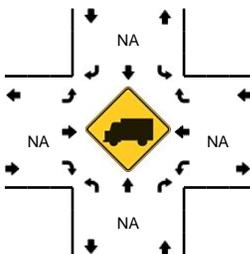
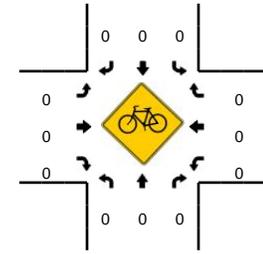
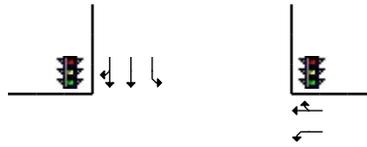
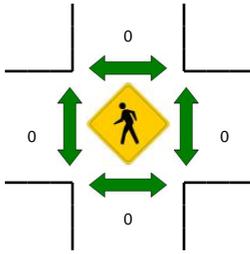
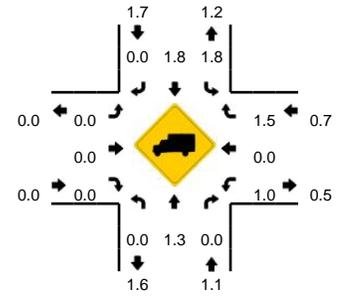
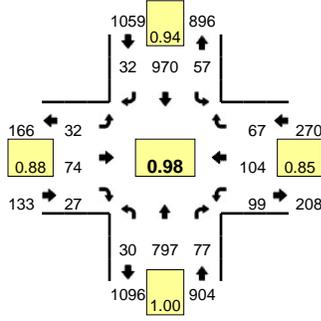
15-Min Count Period Beginning At	9. SR 135 (S Willow Ave) (Northbound)				9. SR 135 (S Willow Ave) (Southbound)				W Stevens St (Eastbound)				W Stevens St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	129	3	0	2	99	0	0	4	7	7	0	6	3	2	0	264	
7:15 AM	7	156	5	0	5	133	1	0	6	13	1	0	4	11	3	0	345	
7:30 AM	2	224	9	0	13	142	3	0	15	23	5	0	9	8	10	0	463	
7:45 AM	2	203	12	0	17	186	0	0	5	38	2	0	5	8	7	0	485	1557
8:00 AM	2	165	7	0	14	137	4	0	6	20	4	0	5	16	6	0	386	1679
8:15 AM	0	166	5	0	7	123	3	0	3	5	4	0	8	10	5	0	339	1673
8:30 AM	1	149	10	0	10	139	3	0	8	14	2	0	10	3	9	0	358	1568
8:45 AM	0	176	9	0	8	160	3	0	10	8	4	0	7	6	4	0	395	1478
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	8	812	48	0	68	744	0	0	20	152	8	0	20	32	28	0	1940	
Heavy Trucks	0	24	4		0	32	0		0	4	0		0	0	0		64	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 9. SR 135 (S Willow Ave) -- W Stevens St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959610  
**DATE:** Wed, Feb 01 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



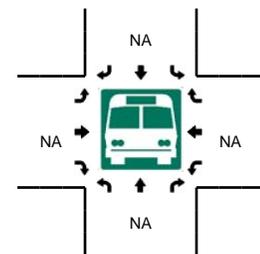
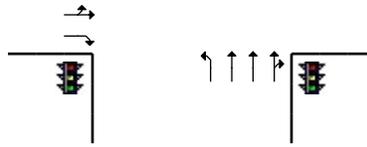
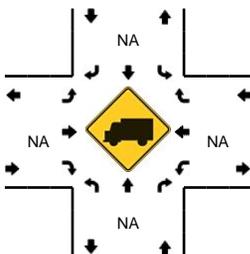
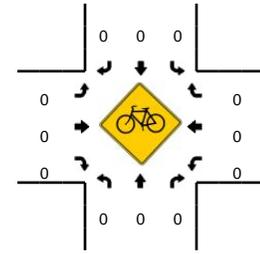
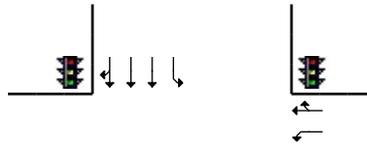
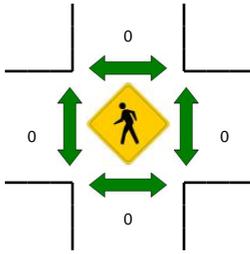
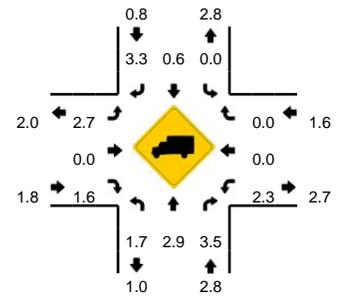
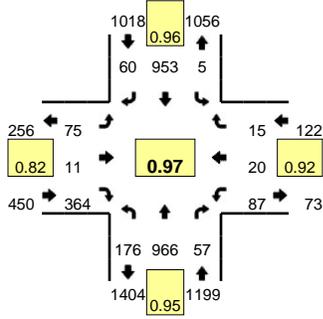
15-Min Count Period Beginning At	9. SR 135 (S Willow Ave) (Northbound)				9. SR 135 (S Willow Ave) (Southbound)				W Stevens St (Eastbound)				W Stevens St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	209	16	0	9	244	13	0	11	10	4	0	21	25	15	0	579	
4:15 PM	6	194	16	0	16	216	3	0	8	16	2	0	23	27	7	0	534	
4:30 PM	8	202	16	0	11	249	8	0	7	19	12	0	15	28	19	0	594	
4:45 PM	9	196	22	0	18	253	10	0	8	23	1	0	33	15	16	0	604	2311
5:00 PM	7	197	21	0	15	238	6	0	10	18	6	0	35	31	16	0	600	2332
5:15 PM	6	202	18	0	13	230	8	0	7	14	8	0	16	30	16	0	568	2366
5:30 PM	10	193	14	0	21	183	6	0	0	7	4	0	30	31	10	0	509	2281
5:45 PM	14	204	15	0	12	202	15	0	7	14	8	0	21	21	17	0	550	2227
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	784	88	0	72	1012	40	0	32	92	4	0	132	60	64	0	2416	
Heavy Trucks	0	20	0	0	0	4	0	0	0	0	0	0	0	0	0	0	24	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

**LOCATION:** 21. SR 136 (S Jefferson Ave) -- S Walnut Ave/Dubois Rd  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596100  
**DATE:** Wed, Feb 01 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

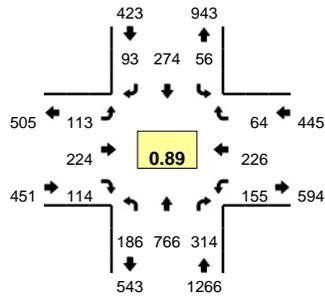


15-Min Count Period Beginning At	21. SR 136 (S Jefferson Ave) (Northbound)				21. SR 136 (S Jefferson Ave) (Southbound)				S Walnut Ave/Dubois Rd (Eastbound)				S Walnut Ave/Dubois Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	41	203	17	0	1	243	14	0	15	3	69	0	16	3	1	0	626	
4:15 PM	34	189	11	0	0	244	16	0	10	1	77	0	18	2	6	0	608	
4:30 PM	51	232	16	0	0	256	13	0	11	1	85	0	18	3	5	0	691	
4:45 PM	48	237	13	0	2	221	17	0	26	5	106	0	23	7	3	0	708	2633
5:00 PM	42	257	16	0	0	255	10	0	18	5	85	0	24	4	4	0	720	2727
5:15 PM	35	240	12	0	3	221	20	0	20	0	88	0	22	6	3	0	670	2789
5:30 PM	30	171	10	0	2	196	17	0	27	1	68	0	7	3	6	0	538	2636
5:45 PM	50	202	12	0	0	164	14	0	22	2	61	0	8	4	1	0	540	2468
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	168	1028	64	0	0	1020	40	0	72	20	340	0	96	16	16	0	2880	
Heavy Trucks	4	32	4	0	0	4	0	0	4	0	0	0	0	0	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

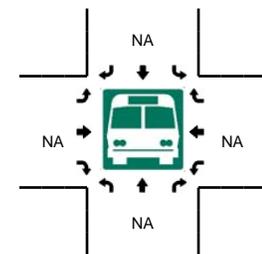
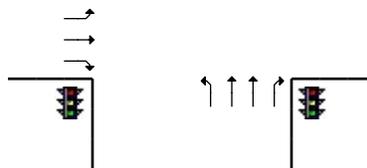
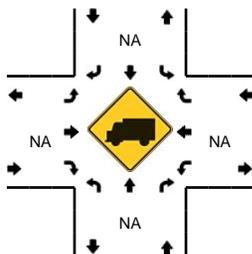
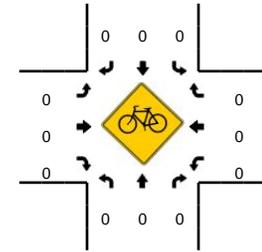
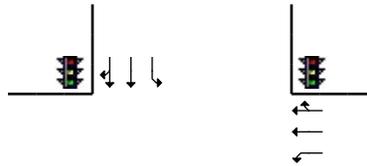
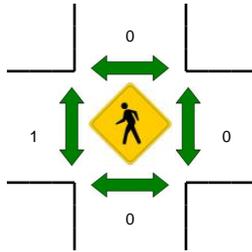
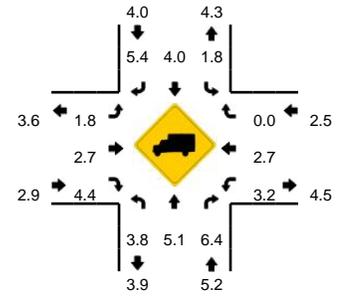
Comments:

**LOCATION:** 22. SR 136 (S Jefferson Ave) -- Interstate Dr/Neal St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596101  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



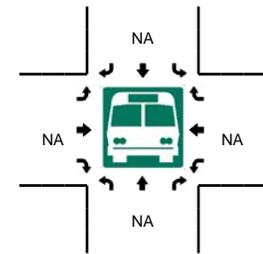
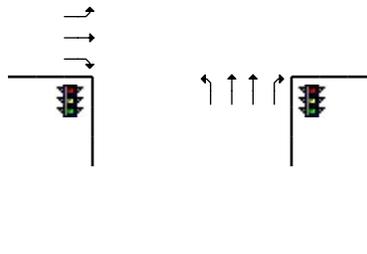
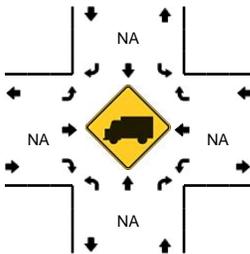
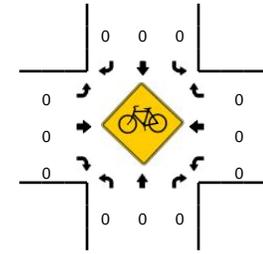
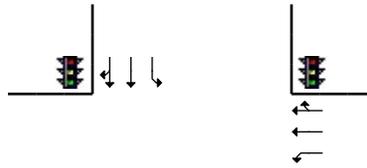
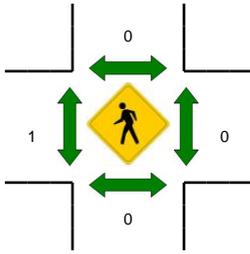
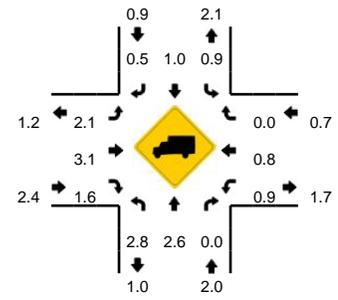
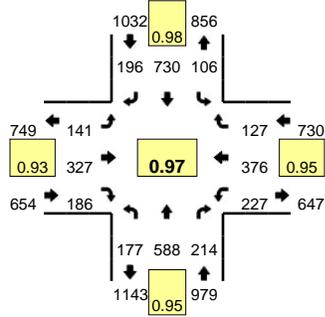
15-Min Count Period Beginning At	22. SR 136 (S Jefferson Ave) (Northbound)				22. SR 136 (S Jefferson Ave) (Southbound)				Interstate Dr/Neal St (Eastbound)				Interstate Dr/Neal St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	26	88	35	0	8	52	13	0	19	35	17	0	18	13	4	0	328	
7:15 AM	33	156	55	0	10	68	9	0	24	41	27	0	27	40	13	0	503	
7:30 AM	46	224	92	0	5	51	22	0	39	64	26	0	43	50	17	0	679	
7:45 AM	46	239	99	0	19	79	26	0	19	61	26	0	40	64	11	0	729	2239
8:00 AM	53	164	88	0	18	79	26	0	26	48	26	0	33	68	17	0	646	2557
8:15 AM	41	139	35	0	14	65	19	0	29	51	36	0	39	44	19	0	531	2585
8:30 AM	45	119	28	0	20	80	32	0	27	56	24	0	32	57	17	0	537	2443
8:45 AM	35	134	43	0	18	71	25	0	28	56	25	0	34	41	19	0	529	2243
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	184	956	396	0	76	316	104	0	76	244	104	0	160	256	44	0	2916	
Heavy Trucks	8	56	24	0	0	16	4	0	0	0	0	0	8	4	0	0	120	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 22. SR 136 (S Jefferson Ave) -- Interstate Dr/Neal St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596102  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



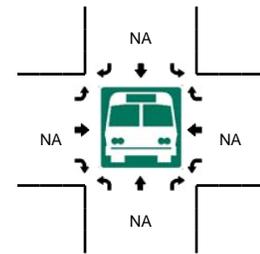
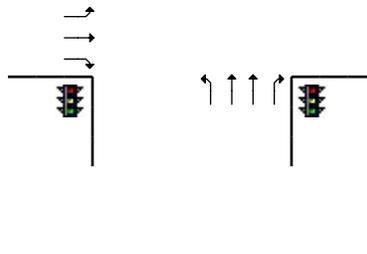
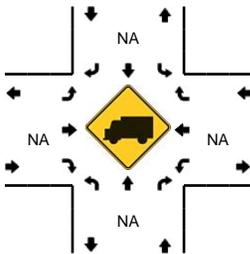
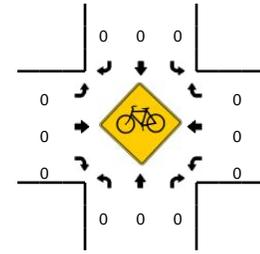
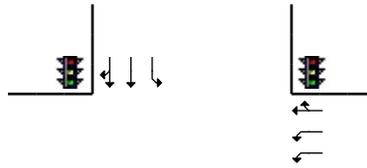
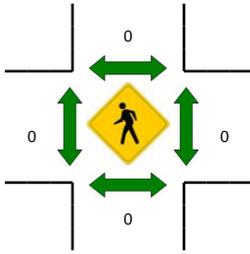
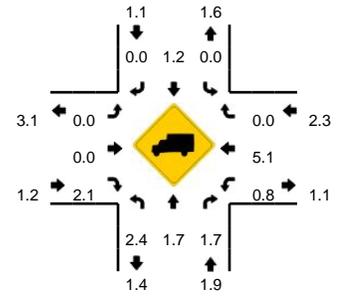
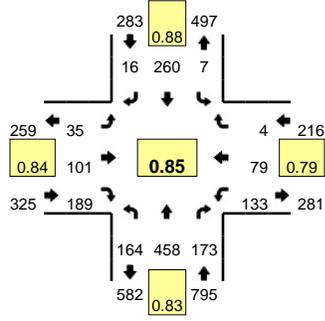
15-Min Count Period Beginning At	22. SR 136 (S Jefferson Ave) (Northbound)				22. SR 136 (S Jefferson Ave) (Southbound)				Interstate Dr/Neal St (Eastbound)				Interstate Dr/Neal St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	43	139	54	0	27	192	44	0	28	72	38	0	50	70	34	0	791	
4:15 PM	34	138	46	0	38	165	48	0	39	60	43	0	49	73	38	0	771	
4:30 PM	34	150	57	0	25	185	52	0	31	80	39	0	56	82	30	0	821	
4:45 PM	45	142	50	0	32	186	48	0	41	84	50	0	55	111	27	0	871	3254
5:00 PM	42	142	57	0	24	187	45	0	28	84	48	0	60	89	35	0	841	3304
5:15 PM	56	154	50	0	25	172	51	0	41	79	49	0	56	94	35	0	862	3395
5:30 PM	43	148	56	0	29	173	59	0	30	74	33	0	49	69	26	0	789	3363
5:45 PM	44	123	56	0	32	134	45	0	25	63	46	0	40	66	36	0	710	3202
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	180	568	200	0	128	744	192	0	164	336	200	0	220	444	108	0	3484	
Heavy Trucks	4	16	0	0	0	8	0	0	0	8	4	0	0	0	0	0	40	
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 26. SR 136 (S Jefferson Ave) -- E Jackson St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596105  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

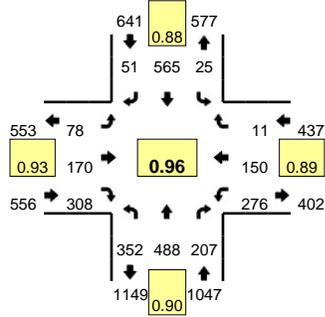


15-Min Count Period Beginning At	26. SR 136 (S Jefferson Ave) (Northbound)				26. SR 136 (S Jefferson Ave) (Southbound)				E Jackson St (Eastbound)				E Jackson St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	22	45	19	0	0	25	0	0	5	8	23	0	20	11	0	0	178	
7:15 AM	27	71	35	0	1	59	1	0	5	26	24	0	13	10	0	0	272	
7:30 AM	41	115	83	0	0	45	3	0	4	34	39	0	27	17	0	0	408	
7:45 AM	47	142	41	0	2	76	2	0	9	27	61	0	43	24	1	0	475	1333
8:00 AM	38	109	27	0	3	69	7	0	11	25	51	0	37	21	1	0	399	1554
8:15 AM	38	92	22	0	2	70	4	0	11	15	38	0	26	17	2	0	337	1619
8:30 AM	34	101	24	0	1	75	5	0	8	22	44	0	28	11	1	0	354	1565
8:45 AM	50	92	30	0	3	86	4	0	7	25	44	0	37	18	1	0	397	1487
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	188	568	164	0	8	304	8	0	36	108	244	0	172	96	4	0	1900	
Heavy Trucks	0	4	4		0	4	0		0	0	8		0	4	0		24	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

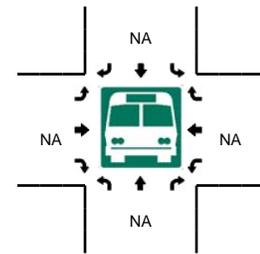
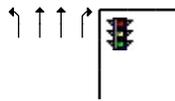
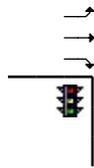
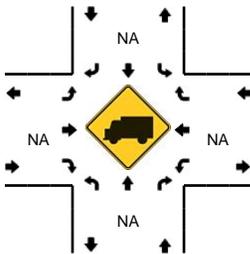
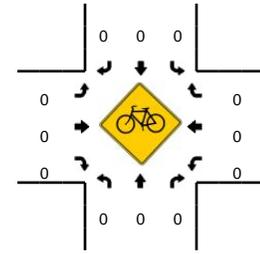
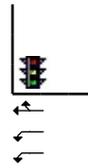
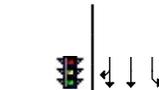
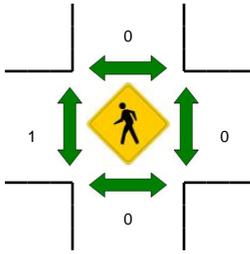
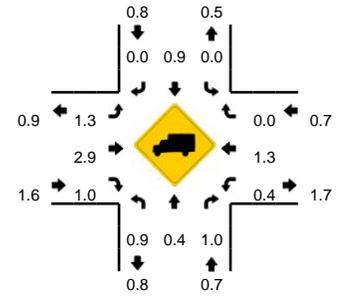
Comments:

**LOCATION:** 26. SR 136 (S Jefferson Ave) -- E Jackson St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596106  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:30 PM -- 4:45 PM**



15-Min Count Period Beginning At	26. SR 136 (S Jefferson Ave) (Northbound)				26. SR 136 (S Jefferson Ave) (Southbound)				E Jackson St (Eastbound)				E Jackson St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	83	117	51	0	8	144	18	0	19	37	81	0	74	51	1	0	684	
4:15 PM	87	113	53	0	4	119	10	0	24	45	81	0	51	26	3	0	616	
4:30 PM	94	140	58	0	4	135	11	0	15	45	71	0	77	42	5	0	697	
4:45 PM	88	118	45	0	9	167	12	0	20	43	75	0	74	31	2	0	684	2681
5:00 PM	104	102	43	0	5	155	15	0	17	42	68	0	67	46	5	0	669	2666
5:15 PM	79	117	30	0	7	129	14	0	9	39	46	0	60	31	3	0	564	2614
5:30 PM	73	120	39	0	5	129	14	0	7	25	51	0	54	20	0	0	537	2454
5:45 PM	71	92	32	0	3	113	14	0	7	34	58	0	50	23	4	0	501	2271

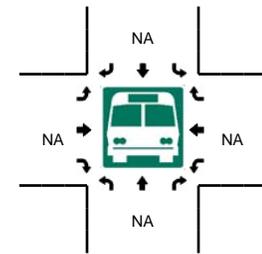
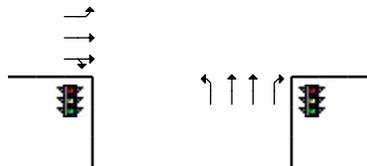
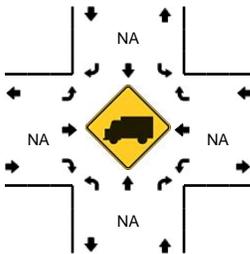
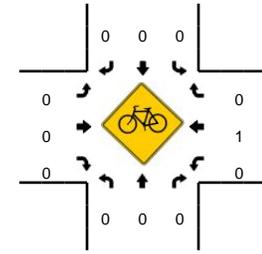
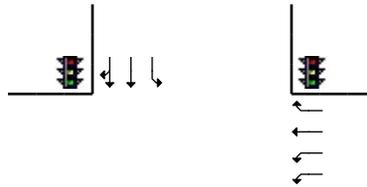
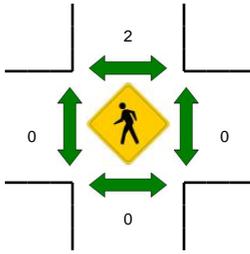
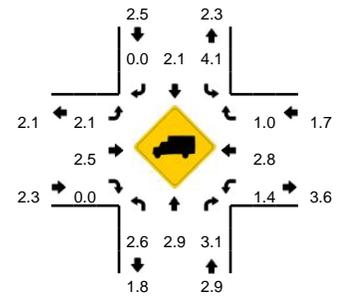
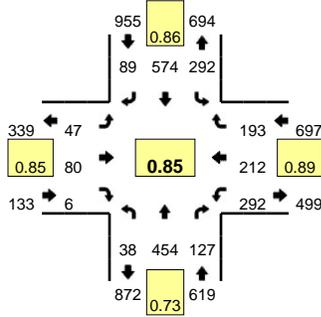
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	376	560	232	0	16	540	44	0	60	180	284	0	308	168	20	0	2788
Heavy Trucks	4	0	4		0	4	0		0	4	0		0	0	0		16
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

**LOCATION:** 34. SR 136 (N Washington Ave) -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596107  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

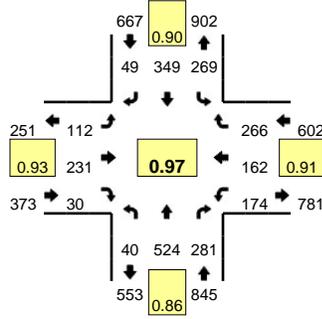


15-Min Count Period Beginning At	34. SR 136 (N Washington Ave) (Northbound)				34. SR 136 (N Washington Ave) (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	44	22	0	44	73	2	0	5	7	2	0	45	25	35	0	308	
7:15 AM	6	123	32	0	74	136	15	0	10	15	0	0	53	33	45	0	542	
7:30 AM	8	170	35	0	98	152	24	0	14	17	0	0	70	60	62	0	710	
7:45 AM	7	101	32	0	66	182	30	0	10	23	5	0	87	67	47	0	657	2217
8:00 AM	17	60	28	0	54	104	20	0	13	25	1	0	82	52	39	0	495	2404
8:15 AM	8	48	35	0	45	77	15	0	3	11	1	0	58	48	40	0	389	2251
8:30 AM	10	49	23	0	40	84	23	0	4	8	0	0	65	74	55	0	435	1976
8:45 AM	7	39	37	0	47	93	14	0	7	13	3	0	77	38	63	0	438	1757
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	32	680	140	0	392	608	96	0	56	68	0	0	280	240	248	0	2840	
Heavy Trucks	0	8	8		12	8	0		0	0	0		0	0	4		40	
Pedestrians		0				4				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1	
Railroad																		
Stopped Buses																		

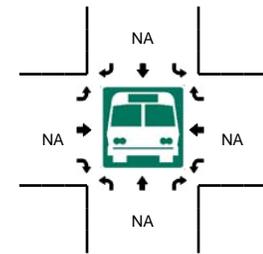
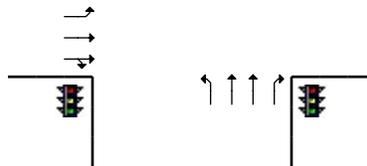
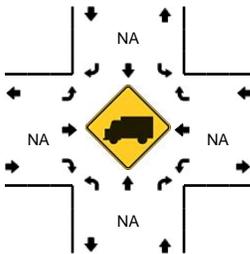
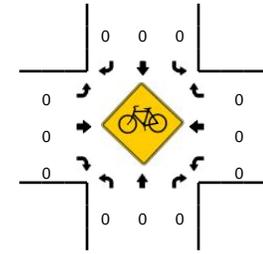
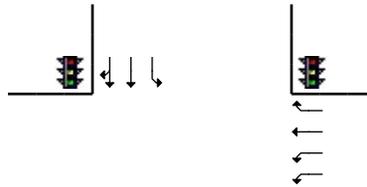
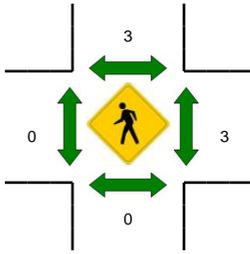
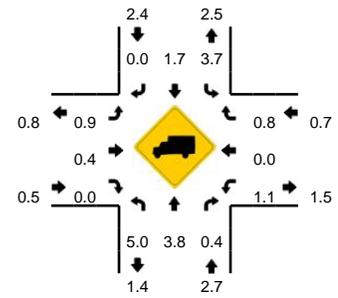
Comments:

**LOCATION:** 34. SR 136 (N Washington Ave) -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596108  
**DATE:** Wed, Jan 18 2017



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

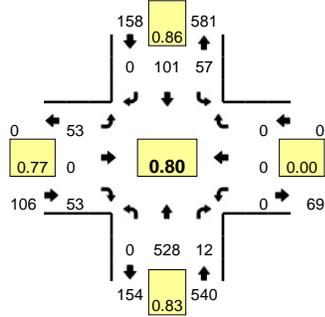


15-Min Count Period Beginning At	34. SR 136 (N Washington Ave) (Northbound)				34. SR 136 (N Washington Ave) (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	120	70	0	59	94	12	0	28	47	2	0	60	32	66	0	598	
4:15 PM	9	112	59	0	52	75	15	0	15	38	6	0	55	35	55	0	526	
4:30 PM	12	135	55	0	72	89	11	0	29	61	10	0	51	43	75	0	643	
4:45 PM	10	118	76	0	63	110	14	0	23	63	7	0	43	34	64	0	625	2392
5:00 PM	9	153	83	0	68	72	13	0	32	57	5	0	47	40	60	0	639	2433
5:15 PM	9	118	67	0	66	78	11	0	28	50	8	0	33	45	67	0	580	2487
5:30 PM	8	125	62	0	56	103	18	0	18	32	5	0	54	31	66	0	578	2422
5:45 PM	10	114	54	0	64	89	13	0	18	41	8	0	48	35	67	0	561	2358
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	540	220	0	288	356	44	0	116	244	40	0	204	172	300	0	2572	
Heavy Trucks	8	36	0		16	8	0		4	0	0		0	0	8		80	
Pedestrians		0				4				0				8			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

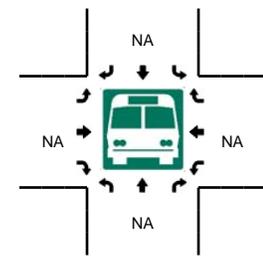
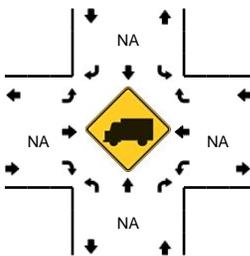
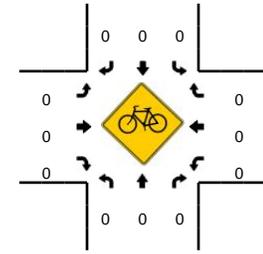
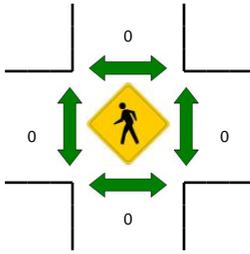
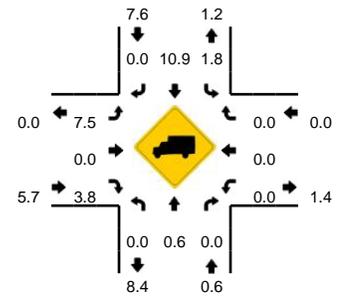
Comments:

**LOCATION:** 35. US 70N (E Spring St) -- I-40 EB Ramps  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596109  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:00 AM -- 8:00 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

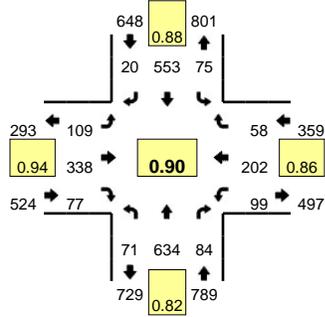


15-Min Count Period Beginning At	35. US 70N (E Spring St) (Northbound)				35. US 70N (E Spring St) (Southbound)				I-40 EB Ramps (Eastbound)				I-40 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	118	4	0	10	17	0	0	11	0	6	0	0	0	0	0	166	
7:15 AM	0	157	5	0	17	24	0	0	10	0	12	0	0	0	0	0	225	
7:30 AM	0	161	2	0	16	34	0	0	21	0	17	0	0	0	0	0	251	
7:45 AM	0	92	1	0	14	26	0	0	11	0	18	0	0	0	0	0	162	804
8:00 AM	0	67	1	0	9	32	0	0	12	0	16	0	0	0	0	0	137	775
8:15 AM	0	71	3	0	18	37	0	0	7	0	11	0	0	0	0	0	147	697
8:30 AM	0	68	0	0	15	38	0	0	9	0	6	0	0	0	0	0	136	582
8:45 AM	0	74	0	0	4	33	0	0	6	0	7	0	0	0	0	0	124	544
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	644	8	0	64	136	0	0	84	0	68	0	0	0	0	0	1004	
Heavy Trucks	0	0	0		4	16	0		8	0	4		0	0	0		32	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

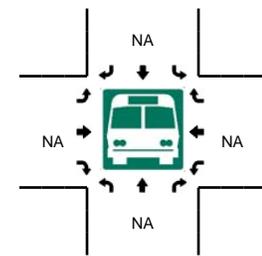
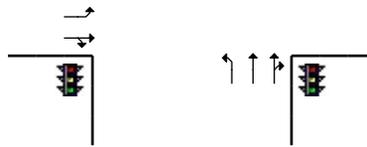
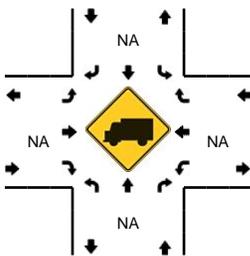
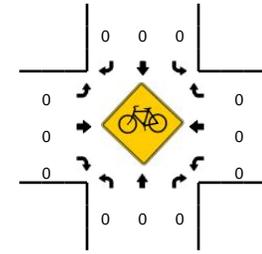
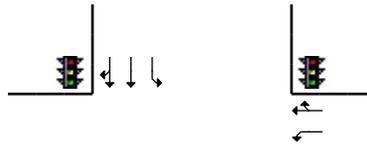
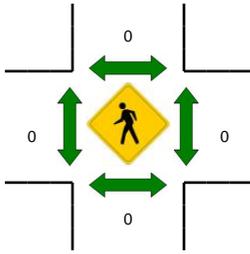
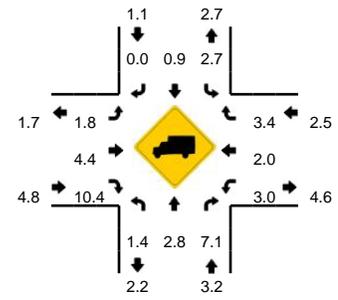
Comments:

**LOCATION:** 10. SR 135 (N Willow Ave) -- W Spring St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959611  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

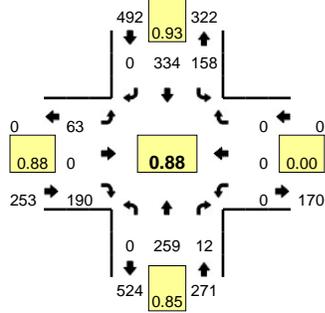


15-Min Count Period Beginning At	10. SR 135 (N Willow Ave) (Northbound)				10. SR 135 (N Willow Ave) (Southbound)				W Spring St (Eastbound)				W Spring St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	15	108	14	0	15	94	4	0	12	47	11	0	21	40	9	0	390	
7:15 AM	18	123	20	0	20	116	5	0	22	92	19	0	12	53	16	0	516	
7:30 AM	19	198	24	0	15	146	2	0	35	81	19	0	23	44	10	0	616	
7:45 AM	18	181	17	0	20	156	8	0	28	86	26	0	34	56	18	0	648	2170
8:00 AM	16	132	23	0	20	135	5	0	24	79	13	0	30	49	14	0	540	2320
8:15 AM	10	135	16	0	17	100	2	0	19	52	19	0	26	46	20	0	462	2266
8:30 AM	9	134	25	0	22	117	5	0	23	40	21	0	28	26	19	0	469	2119
8:45 AM	14	126	25	0	23	138	6	0	22	55	18	0	28	36	24	0	515	1986
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	72	724	68	0	80	624	32	0	112	344	104	0	136	224	72	0	2592	
Heavy Trucks	0	16	4	0	8	4	0	0	0	20	12	0	8	0	0	0	72	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

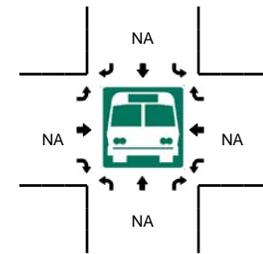
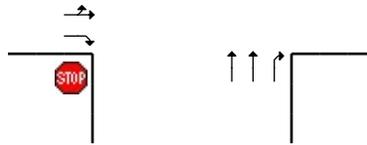
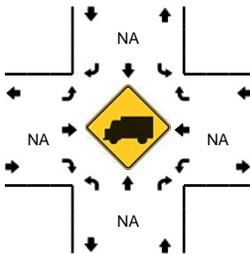
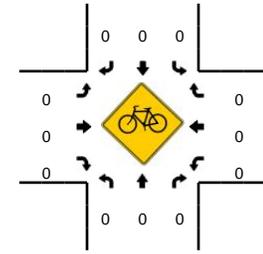
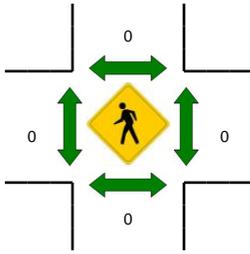
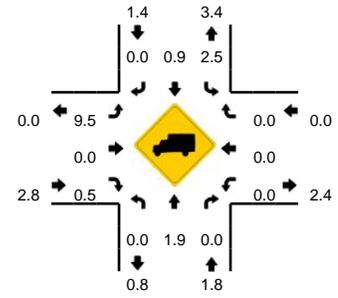
Comments:

**LOCATION:** 35. US 70N (E Spring St) -- I-40 EB Ramps  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596110  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

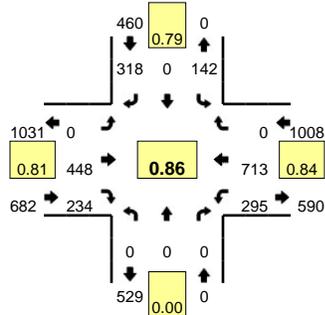


15-Min Count Period Beginning At	35. US 70N (E Spring St) (Northbound)				35. US 70N (E Spring St) (Southbound)				I-40 EB Ramps (Eastbound)				I-40 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	63	4	0	42	75	0	0	18	0	39	0	0	0	0	0	241	
4:15 PM	0	61	2	0	35	91	0	0	20	0	41	0	0	0	0	0	250	
4:30 PM	0	58	2	0	46	77	0	0	15	0	36	0	0	0	0	0	234	
4:45 PM	0	62	1	0	44	72	0	0	14	0	45	0	0	0	0	0	238	963
5:00 PM	0	76	5	0	43	92	0	0	19	0	55	0	0	0	0	0	290	1012
5:15 PM	0	63	4	0	25	93	0	0	15	0	54	0	0	0	0	0	254	1016
5:30 PM	0	59	4	0	22	73	0	0	14	0	44	0	0	0	0	0	216	998
5:45 PM	0	54	2	0	31	75	0	0	8	0	52	0	0	0	0	0	222	982
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	304	20	0	172	368	0	0	76	0	220	0	0	0	0	0	1160	
Heavy Trucks	0	0	0	0	4	0	0	0	8	0	0	0	0	0	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

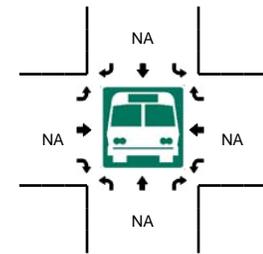
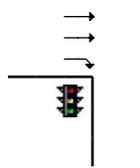
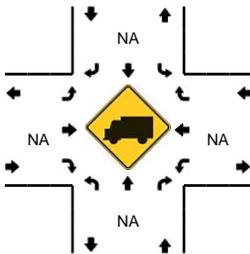
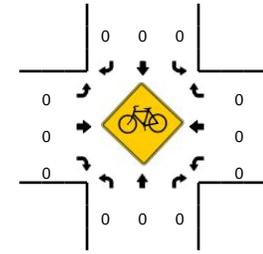
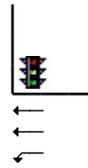
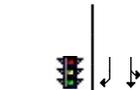
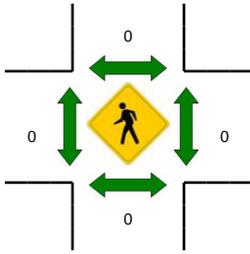
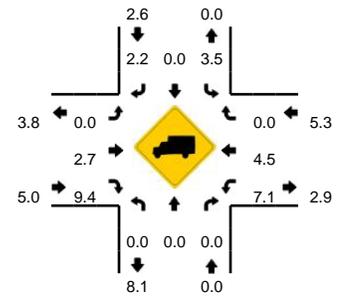
Comments:

**LOCATION:** 55. SR 111 SB Ramps -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596111  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

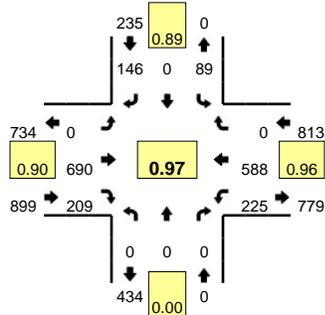


15-Min Count Period Beginning At	55. SR 111 SB Ramps (Northbound)				55. SR 111 SB Ramps (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	37	0	45	0	0	72	50	0	56	114	0	0	374	
7:15 AM	0	0	0	0	38	0	74	0	0	96	46	0	74	203	0	0	531	
7:30 AM	0	0	0	0	49	0	97	0	0	116	62	0	77	224	0	0	625	
7:45 AM	0	0	0	0	37	0	77	0	0	128	83	0	82	158	0	0	565	2095
8:00 AM	0	0	0	0	18	0	70	0	0	108	43	0	62	128	0	0	429	2150
8:15 AM	0	0	0	0	21	0	44	0	0	87	29	0	33	112	0	0	326	1945
8:30 AM	0	0	0	0	20	0	72	0	0	62	25	0	40	124	0	0	343	1663
8:45 AM	0	0	0	0	25	1	42	0	0	83	33	0	51	79	0	0	314	1412
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	196	0	388	0	0	464	248	0	308	896	0	0		2500
Heavy Trucks	0	0	0	0	8	0	8	0	0	4	32	0	20	44	0	0	116	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

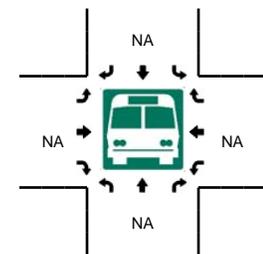
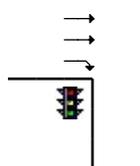
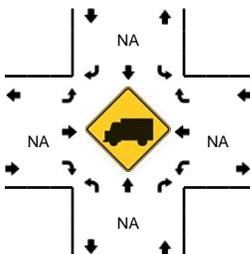
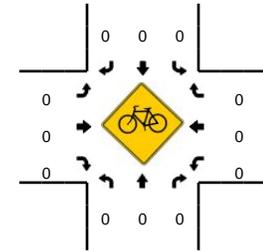
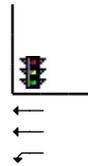
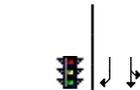
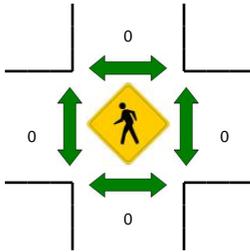
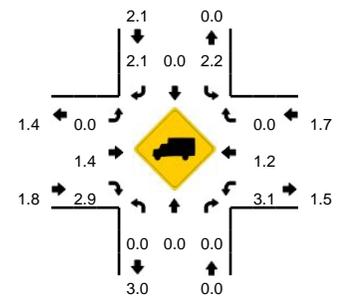
Comments:

**LOCATION:** 55. SR 111 SB Ramps -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596112  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



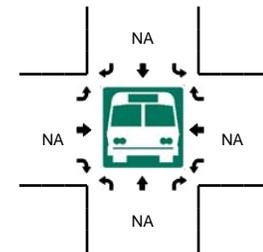
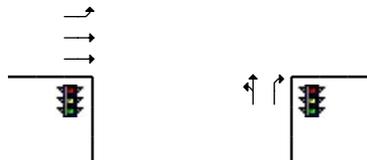
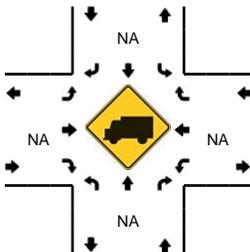
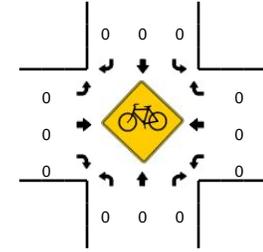
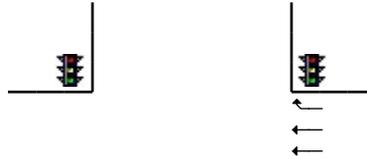
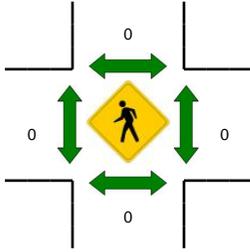
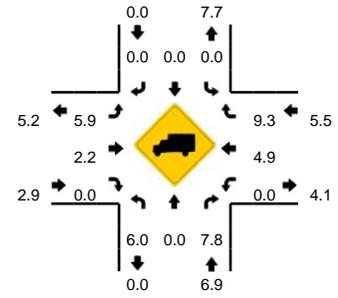
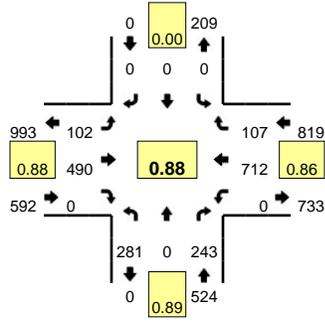
15-Min Count Period Beginning At	55. SR 111 SB Ramps (Northbound)				55. SR 111 SB Ramps (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	30	0	26	0	0	152	43	0	62	142	0	0	455	
4:15 PM	0	0	0	0	23	0	30	0	0	163	46	0	53	124	0	0	439	
4:30 PM	0	0	0	0	22	0	44	0	0	151	58	0	54	153	0	0	482	
4:45 PM	0	0	0	0	20	0	35	0	0	162	43	0	50	148	0	0	458	1834
5:00 PM	0	0	0	0	22	0	35	0	0	174	61	0	64	148	0	0	504	1883
5:15 PM	0	0	0	0	25	0	32	0	0	203	47	0	57	139	0	0	503	1947
5:30 PM	0	0	0	0	22	0	37	0	0	149	42	0	47	128	0	0	425	1890
5:45 PM	0	0	0	0	22	1	38	0	0	138	34	0	43	120	0	0	396	1828
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	88	0	140	0	0	696	244	0	256	592	0	0	2016	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	8	4	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 56. SR 111 NB Ramps -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596113  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

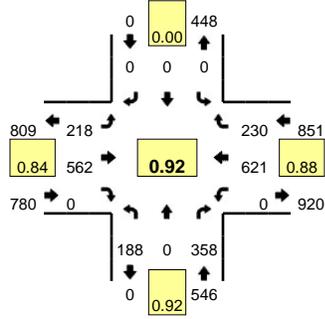


15-Min Count Period Beginning At	56. SR 111 NB Ramps (Northbound)				56. SR 111 NB Ramps (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	48	0	41	0	0	0	0	0	25	85	0	0	0	125	11	0	335	
7:15 AM	95	0	53	0	0	0	0	0	22	109	0	0	0	176	23	0	478	
7:30 AM	85	0	56	0	0	0	0	0	25	144	0	0	0	212	27	0	549	
7:45 AM	56	0	81	0	0	0	0	0	29	133	0	0	0	186	27	0	512	1874
8:00 AM	45	0	53	0	0	0	0	0	26	104	0	0	0	138	30	0	396	1935
8:15 AM	47	0	41	0	0	0	0	0	23	82	0	0	0	101	28	0	322	1779
8:30 AM	37	0	48	0	0	0	0	0	8	68	0	0	0	130	22	0	313	1543
8:45 AM	17	0	52	0	0	0	0	0	20	92	0	0	0	112	21	0	314	1345
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	340	0	224	0	0	0	0	0	100	576	0	0	0	848	108	0	2196	
Heavy Trucks	28	0	28	0	0	0	0	0	0	12	0	0	0	40	16	0	124	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

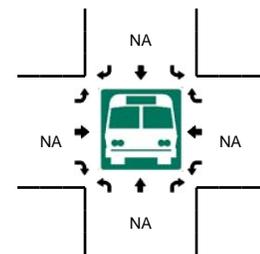
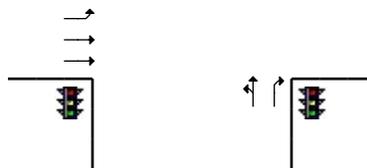
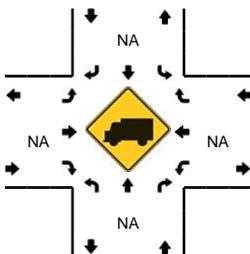
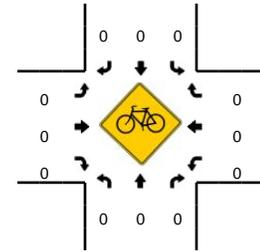
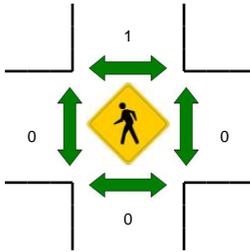
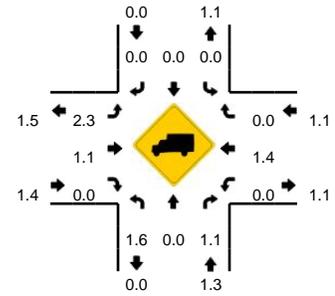
Comments:

**LOCATION:** 56. SR 111 NB Ramps -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 139596114  
**DATE:** Wed, Jan 18 2017



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



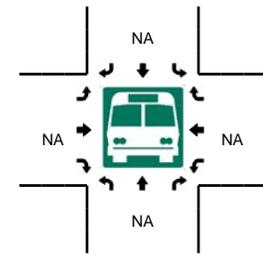
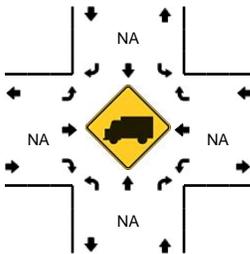
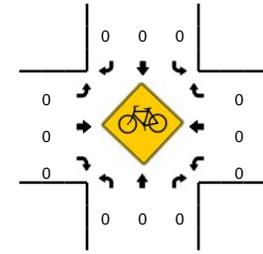
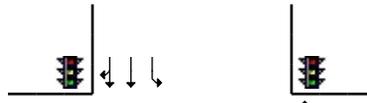
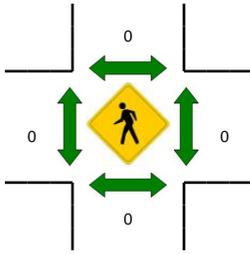
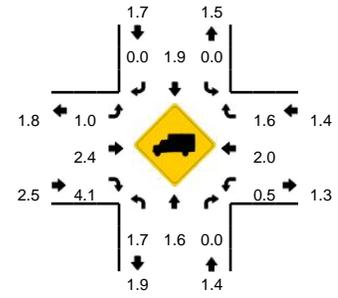
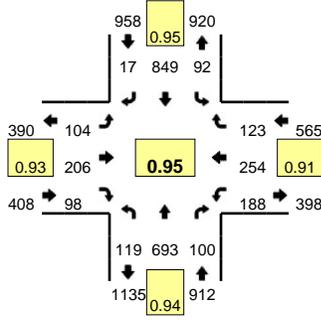
15-Min Count Period Beginning At	56. SR 111 NB Ramps (Northbound)				56. SR 111 NB Ramps (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	37	0	63	0	0	0	0	0	61	121	0	0	0	179	66	0	527	
4:15 PM	43	0	69	0	0	0	0	0	45	141	0	0	0	141	65	0	504	
4:30 PM	47	0	80	0	0	0	0	0	43	127	0	0	0	162	43	0	502	
4:45 PM	44	0	104	0	0	0	0	0	49	138	0	0	0	150	54	0	539	2072
5:00 PM	44	0	83	0	0	0	0	0	55	136	0	0	0	164	62	0	544	2089
5:15 PM	53	0	91	0	0	0	0	0	71	161	0	0	0	145	71	0	592	2177
5:30 PM	41	0	79	0	0	0	0	0	39	132	0	0	0	128	56	0	475	2150
5:45 PM	41	0	65	0	0	0	0	0	35	132	0	0	0	130	38	0	441	2052
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	212	0	364	0	0	0	0	0	284	644	0	0	0	580	284	0	2368	
Heavy Trucks	0	0	8	0	0	0	0	0	16	0	0	0	0	0	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 10. SR 135 (N Willow Ave) -- W Spring St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959612  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**

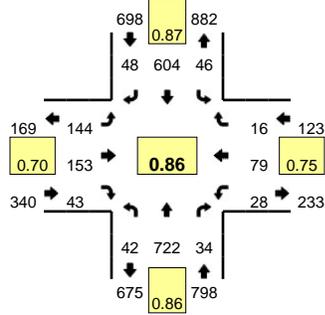


15-Min Count Period Beginning At	10. SR 135 (N Willow Ave) (Northbound)				10. SR 135 (N Willow Ave) (Southbound)				W Spring St (Eastbound)				W Spring St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	36	156	18	0	19	178	9	0	17	53	23	0	41	65	25	0	640	
4:15 PM	27	170	31	0	18	220	6	0	14	45	22	0	52	78	19	0	702	
4:30 PM	29	174	25	0	16	212	6	0	26	46	31	0	48	49	32	0	694	
4:45 PM	33	164	25	0	22	227	3	0	26	61	22	0	48	85	29	0	745	2781
5:00 PM	34	164	22	0	22	194	6	0	35	50	25	0	57	59	32	0	700	2841
5:15 PM	23	191	28	0	32	216	2	0	17	49	20	0	35	61	30	0	704	2843
5:30 PM	22	172	31	0	19	196	5	0	20	57	25	0	43	64	25	0	679	2828
5:45 PM	22	186	15	0	28	184	4	0	13	41	25	0	42	55	28	0	643	2726
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	132	656	100	0	88	908	12	0	104	244	88	0	192	340	116	0	2980	
Heavy Trucks	4	12	0		0	8	0		0	16	0		0	8	0		48	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0
Railroad																		
Stopped Buses																		

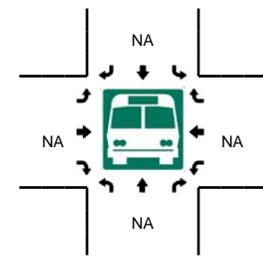
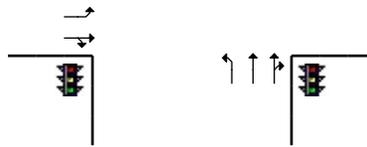
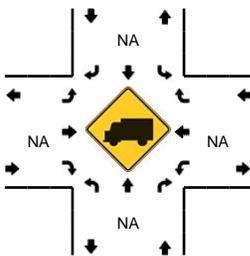
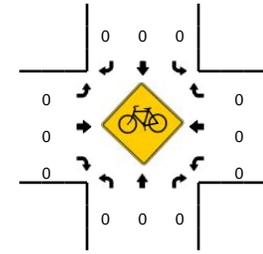
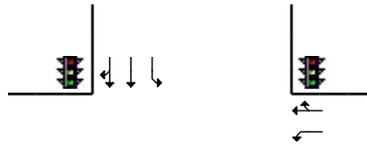
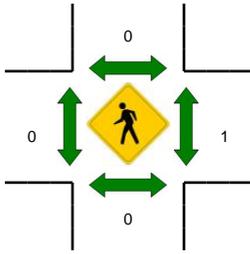
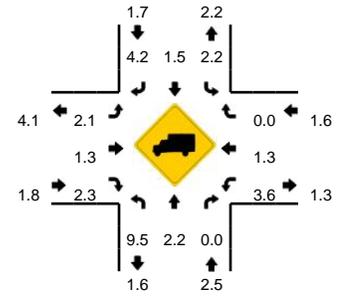
Comments:

**LOCATION:** 11. SR 135 (N Willow Ave) -- W Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959613  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

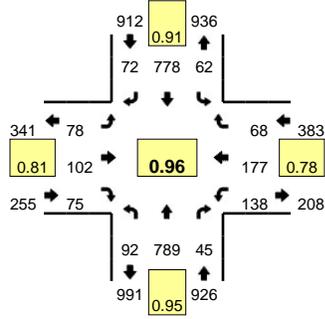


15-Min Count Period Beginning At	11. SR 135 (N Willow Ave) (Northbound)				11. SR 135 (N Willow Ave) (Southbound)				W Broad St (Eastbound)				W Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	96	4	0	3	102	14	0	20	16	8	0	5	9	3	0	287	
7:15 AM	8	156	6	0	4	118	9	0	26	30	14	0	8	20	2	0	401	
7:30 AM	10	221	7	0	14	168	16	0	45	35	13	0	1	14	3	0	547	
7:45 AM	9	197	11	0	19	170	12	0	48	64	10	0	8	18	4	0	570	1805
8:00 AM	15	148	10	0	9	148	11	0	25	24	6	0	11	27	7	0	441	1959
8:15 AM	10	170	6	0	4	83	8	0	19	26	15	0	9	16	1	0	367	1925
8:30 AM	10	145	12	0	17	121	5	0	22	27	8	0	15	9	2	0	393	1771
8:45 AM	12	151	12	0	12	134	8	0	31	18	12	0	14	22	2	0	428	1629
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	36	788	44	0	76	680	48	0	192	256	40	0	32	72	16	0		2280
Heavy Trucks	0	16	0	0	0	20	4	0	4	4	0	0	0	0	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

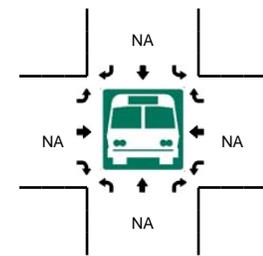
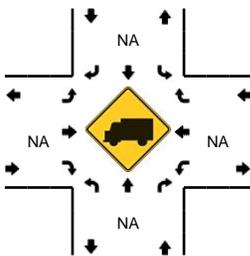
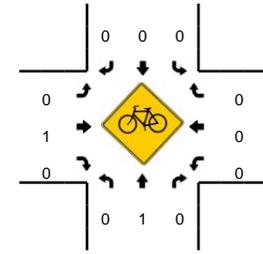
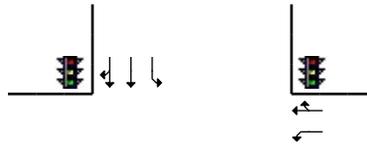
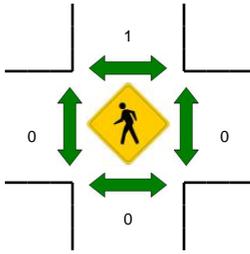
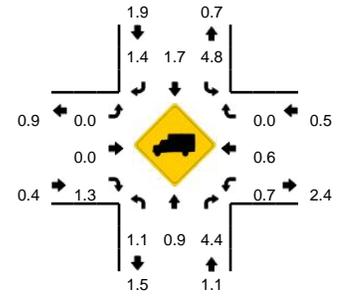
Comments:

**LOCATION:** 11. SR 135 (N Willow Ave) -- W Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959614  
**DATE:** Wed, Jan 18 2017



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

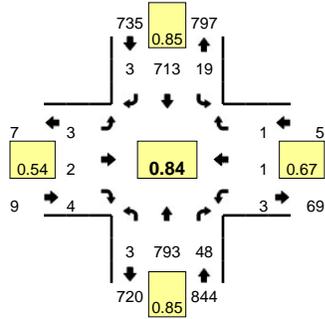


15-Min Count Period Beginning At	11. SR 135 (N Willow Ave) (Northbound)				11. SR 135 (N Willow Ave) (Southbound)				W Broad St (Eastbound)				W Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	184	8	0	12	182	23	0	25	21	17	0	35	32	17	0	575	
4:15 PM	18	161	7	0	14	162	21	0	29	28	29	0	25	36	15	0	545	
4:30 PM	23	208	12	0	15	209	25	1	15	24	24	0	35	38	19	0	648	
4:45 PM	24	177	15	0	15	188	10	0	21	29	15	0	30	49	16	0	589	2357
5:00 PM	16	212	9	0	15	188	19	0	21	24	17	0	43	59	22	0	645	2427
5:15 PM	29	192	9	0	16	193	18	0	21	25	19	0	30	31	11	0	594	2476
5:30 PM	21	183	6	0	6	154	20	1	15	22	15	0	24	21	13	0	501	2329
5:45 PM	15	213	10	0	10	190	15	0	12	17	25	0	20	23	9	0	559	2299
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	92	832	48	0	60	836	100	4	60	96	96	0	140	152	76	0	2592	
Heavy Trucks	0	4	0	0	4	20	0	0	0	0	0	0	0	0	0	0	28	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

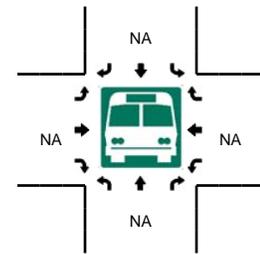
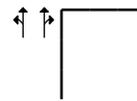
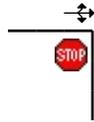
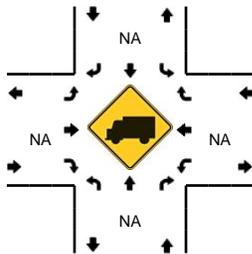
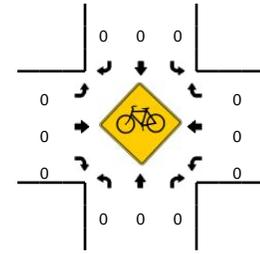
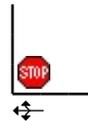
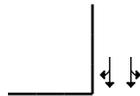
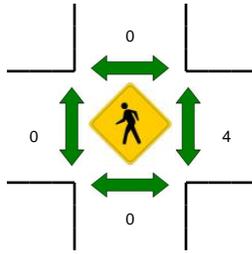
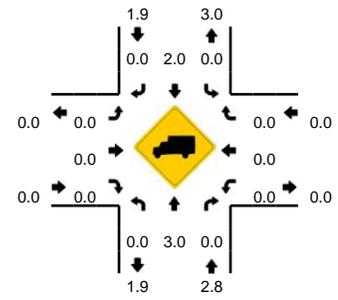
Comments:

**LOCATION:** 12. SR 135 (N Willow Ave) -- W 3rd St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959615  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

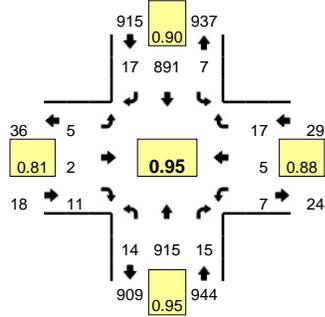


15-Min Count Period Beginning At	12. SR 135 (N Willow Ave) (Northbound)				12. SR 135 (N Willow Ave) (Southbound)				W 3rd St (Eastbound)				W 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	114	6	0	0	118	0	0	1	0	0	0	1	0	1	0	241	
7:15 AM	0	175	5	0	5	140	2	0	0	0	0	0	0	0	0	0	327	
7:30 AM	0	237	9	0	3	207	0	0	1	0	0	0	1	0	0	0	458	
7:45 AM	2	224	24	0	8	209	0	0	1	1	3	0	1	1	0	0	474	1500
8:00 AM	1	157	10	0	3	157	1	0	1	1	1	0	1	0	1	0	334	1593
8:15 AM	6	162	14	0	5	101	3	0	0	0	1	0	1	0	1	0	294	1560
8:30 AM	0	157	9	0	5	133	3	0	1	0	2	0	4	1	1	0	316	1418
8:45 AM	4	162	15	0	9	165	0	0	2	1	3	0	3	1	2	0	367	1311
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	896	96	0	32	836	0	0	4	4	12	0	4	4	0	0	1896	
Heavy Trucks	0	32	0	0	0	36	0	0	0	0	0	0	0	0	0	0	68	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

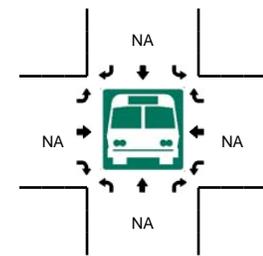
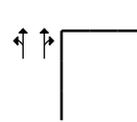
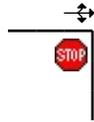
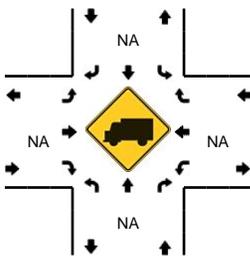
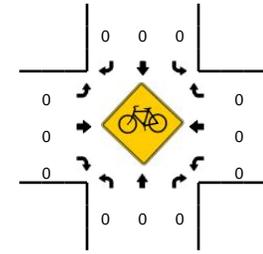
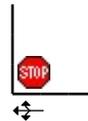
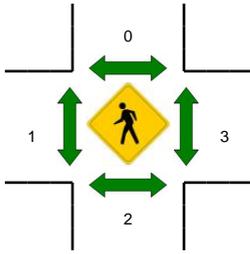
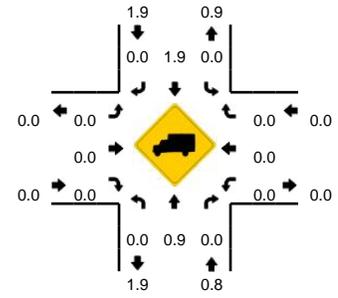
Comments:

**LOCATION:** 12. SR 135 (N Willow Ave) -- W 3rd St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959616  
**DATE:** Wed, Jan 18 2017



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



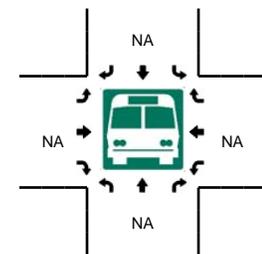
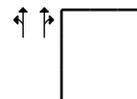
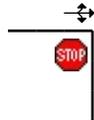
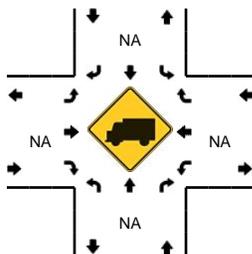
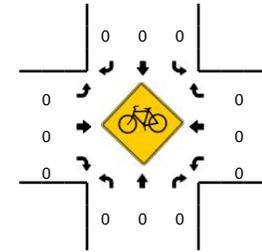
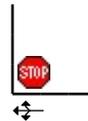
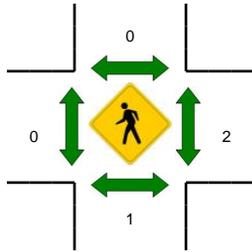
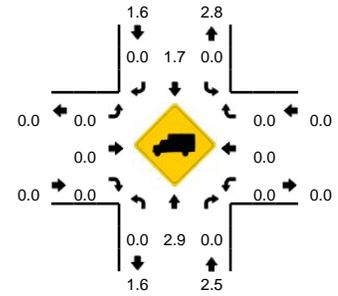
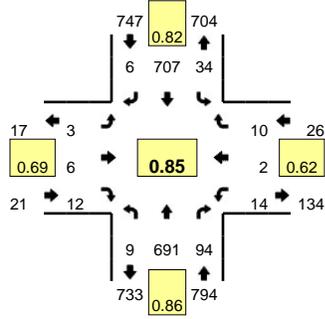
15-Min Count Period Beginning At	12. SR 135 (N Willow Ave) (Northbound)				12. SR 135 (N Willow Ave) (Southbound)				W 3rd St (Eastbound)				W 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	223	8	0	2	214	1	0	4	0	3	0	2	0	4	0	463	
4:15 PM	0	199	4	0	2	204	3	0	3	1	3	0	2	0	7	0	428	
4:30 PM	5	227	2	0	2	247	4	0	1	0	3	0	3	2	3	0	499	
4:45 PM	1	216	5	0	3	208	7	0	2	2	4	0	1	1	6	0	456	1846
5:00 PM	4	240	4	0	2	217	4	0	1	0	1	0	1	1	8	0	483	1866
5:15 PM	4	232	4	0	0	219	2	0	1	0	3	0	2	1	0	0	468	1906
5:30 PM	1	204	1	0	0	188	2	0	4	1	3	0	4	1	2	0	411	1818
5:45 PM	4	226	7	0	0	237	5	0	1	0	7	0	2	0	3	0	492	1854
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	908	8	0	8	988	16	0	4	0	12	0	12	8	12	0	1996	
Heavy Trucks	0	4	0	0	0	28	0	0	0	0	0	0	0	0	0	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 13. SR 135 (N Willow Ave) -- W 4th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959617  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

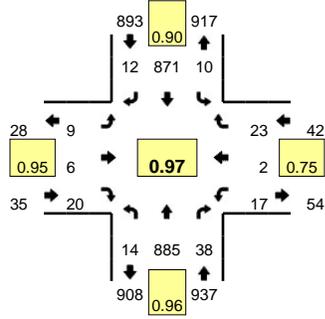


15-Min Count Period Beginning At	13. SR 135 (N Willow Ave) (Northbound)				13. SR 135 (N Willow Ave) (Southbound)				W 4th St (Eastbound)				W 4th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	95	19	0	5	110	0	0	0	1	3	0	3	0	2	0	241	
7:15 AM	1	151	24	0	4	142	1	0	0	2	3	0	2	1	5	0	336	
7:30 AM	2	212	18	0	12	199	2	0	1	2	2	0	8	0	0	0	458	
7:45 AM	5	196	27	0	14	211	3	0	1	2	5	0	3	0	2	0	469	1504
8:00 AM	1	132	25	0	4	155	0	0	1	0	2	0	1	1	3	0	325	1588
8:15 AM	5	135	22	0	11	96	3	0	0	0	4	0	7	0	1	0	284	1536
8:30 AM	4	140	13	0	16	137	1	0	3	0	4	0	2	2	2	0	324	1402
8:45 AM	0	139	24	0	8	157	1	0	0	1	7	0	9	2	2	0	350	1283
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	784	108	0	56	844	12	0	4	8	20	0	12	0	8	0	1876	
Heavy Trucks	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	56	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

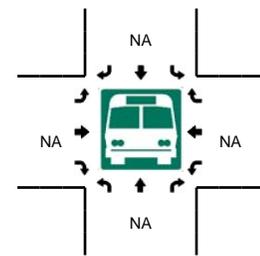
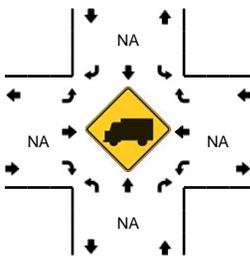
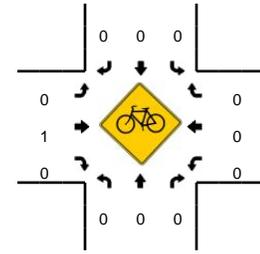
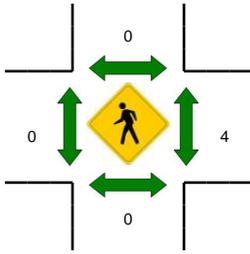
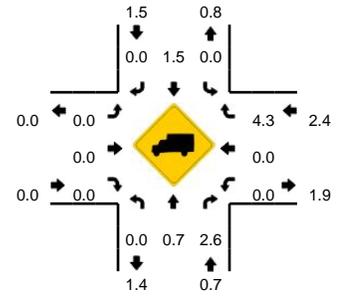
Comments:

**LOCATION:** 13. SR 135 (N Willow Ave) -- W 4th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959618  
**DATE:** Wed, Jan 18 2017



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



15-Min Count Period Beginning At	13. SR 135 (N Willow Ave) (Northbound)				13. SR 135 (N Willow Ave) (Southbound)				W 4th St (Eastbound)				W 4th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	220	10	0	2	206	3	0	2	1	3	0	6	0	10	0	466	
4:15 PM	1	201	6	0	1	196	2	0	1	0	6	0	7	2	2	0	425	
4:30 PM	2	217	11	0	2	245	2	0	1	2	3	0	4	0	4	0	493	
4:45 PM	6	206	14	0	2	205	2	0	2	1	7	0	5	0	8	0	458	1842
5:00 PM	6	237	2	0	5	216	6	0	4	1	5	0	1	1	7	0	491	1867
5:15 PM	0	225	11	0	1	205	2	0	2	2	5	0	7	1	4	0	465	1907
5:30 PM	2	207	6	0	2	183	5	0	3	0	6	0	3	0	1	0	418	1832
5:45 PM	5	212	4	0	4	227	2	0	2	0	5	0	6	0	2	0	469	1843

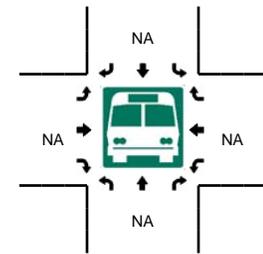
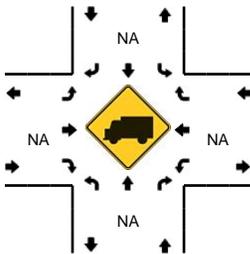
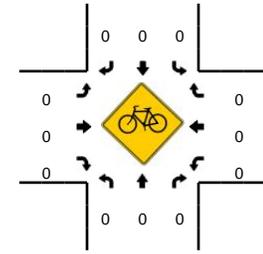
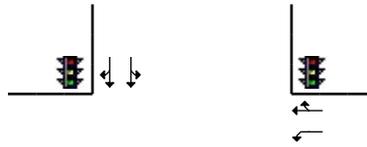
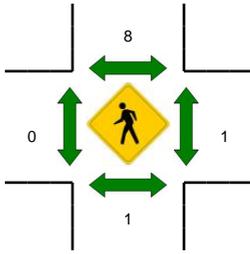
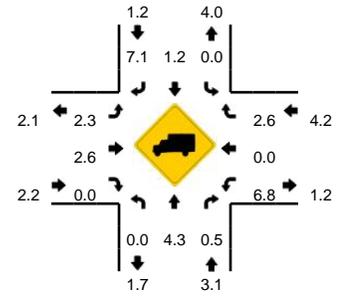
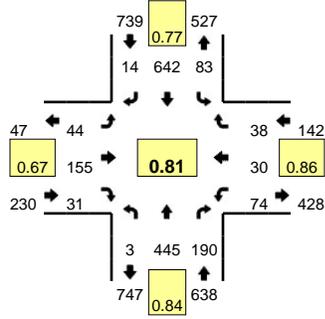
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	868	44	0	8	980	8	0	4	8	12	0	16	0	16	0	1972
Heavy Trucks	0	4	0	0	0	20	0	0	0	0	0	0	0	0	0	0	24
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Comments:

**LOCATION:** 14. SR 135 (N Willow Ave) -- W 7th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959619  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

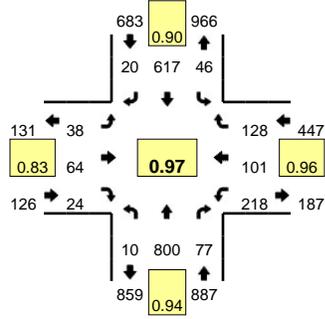


15-Min Count Period Beginning At	14. SR 135 (N Willow Ave) (Northbound)				14. SR 135 (N Willow Ave) (Southbound)				W 7th St (Eastbound)				W 7th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	54	22	0	13	101	1	0	4	10	3	0	8	2	6	0	226	
7:15 AM	1	108	26	0	13	136	5	0	9	22	8	0	13	5	10	0	356	
7:30 AM	0	124	66	0	21	177	1	0	18	42	12	0	19	5	12	0	497	
7:45 AM	0	122	66	0	30	203	6	0	13	64	9	0	15	5	10	0	543	1622
8:00 AM	2	91	32	0	19	126	2	0	4	27	2	0	27	15	6	0	353	1749
8:15 AM	1	82	39	0	20	97	3	0	5	24	3	0	22	5	9	0	310	1703
8:30 AM	1	76	51	0	18	118	4	0	13	24	7	0	24	8	6	0	350	1556
8:45 AM	3	92	48	0	19	135	5	0	15	41	2	0	26	10	8	0	404	1417
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	488	264	0	120	812	24	0	52	256	36	0	60	20	40	0	2172	
Heavy Trucks	0	28	4		0	20	0		0	8	0		4	0	4		68	
Pedestrians	0				4				0				4				8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

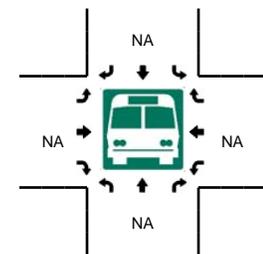
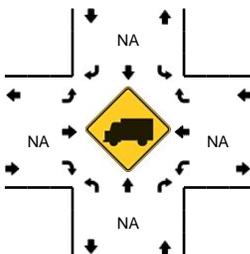
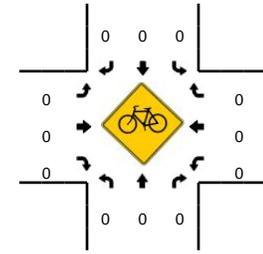
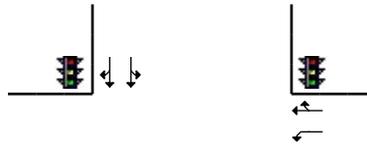
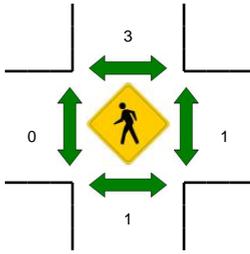
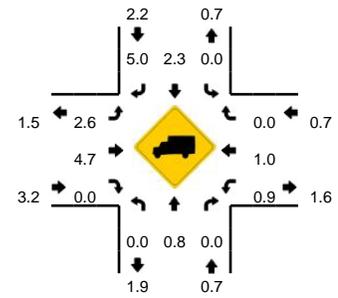
Comments:

**LOCATION:** 14. SR 135 (N Willow Ave) -- W 7th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959620  
**DATE:** Wed, Jan 18 2017



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

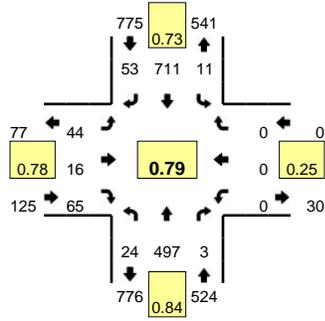


15-Min Count Period Beginning At	14. SR 135 (N Willow Ave) (Northbound)				14. SR 135 (N Willow Ave) (Southbound)				W 7th St (Eastbound)				W 7th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	177	26	0	16	128	6	0	15	17	5	0	56	23	36	0	509	
4:15 PM	3	169	27	0	16	137	5	0	12	9	6	0	56	23	35	0	498	
4:30 PM	3	199	18	0	8	177	5	0	8	20	4	0	64	27	20	0	553	
4:45 PM	2	198	14	0	16	143	8	0	9	17	5	0	46	29	31	0	518	2078
5:00 PM	4	208	24	0	8	160	3	0	12	12	4	0	48	25	40	0	548	2117
5:15 PM	1	195	21	0	14	137	4	0	9	15	11	0	60	20	37	0	524	2143
5:30 PM	2	164	30	0	10	130	9	0	13	14	7	0	47	17	27	0	470	2060
5:45 PM	3	180	19	0	16	149	8	0	12	20	10	0	56	16	34	0	523	2065
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	796	72	0	32	708	20	0	32	80	16	0	256	108	80	0	2212	
Heavy Trucks	0	0	0	0	0	24	0	0	4	8	0	0	0	4	0	0	40	
Pedestrians		4				4				0				0			8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																		

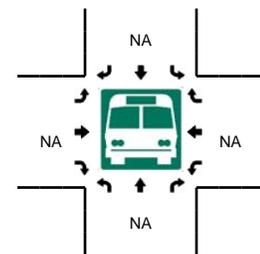
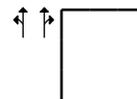
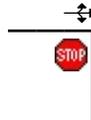
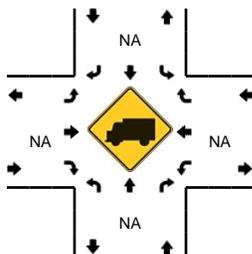
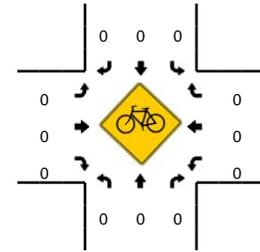
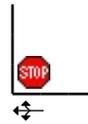
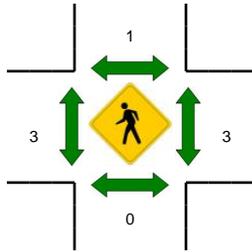
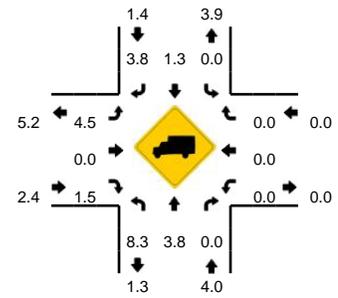
Comments:

**LOCATION:** 15. SR 135 (N Willow Ave) -- W 9th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959621  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

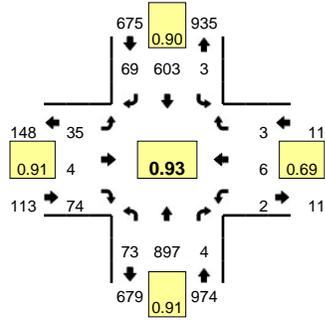


15-Min Count Period Beginning At	15. SR 135 (N Willow Ave) (Northbound)				15. SR 135 (N Willow Ave) (Southbound)				W 9th St (Eastbound)				W 9th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	60	1	0	0	114	11	0	10	0	6	0	0	0	0	0	203	
7:15 AM	7	109	0	0	0	146	12	0	9	1	13	0	0	0	0	0	297	
7:30 AM	6	149	1	0	5	193	15	0	16	7	17	0	0	0	0	0	409	
7:45 AM	8	141	1	0	5	241	20	0	11	6	19	0	0	0	0	0	452	1361
8:00 AM	3	98	1	0	1	131	6	0	8	2	16	0	0	0	0	0	266	1424
8:15 AM	8	84	2	0	0	125	5	0	5	1	16	0	1	0	0	0	247	1374
8:30 AM	7	86	1	0	1	134	11	0	6	2	16	0	0	0	0	0	264	1229
8:45 AM	11	102	2	0	3	145	5	0	5	5	22	0	0	0	0	0	300	1077
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	32	564	4	0	20	964	80	0	44	24	76	0	0	0	0	0	1808	
Heavy Trucks	4	24	0	0	0	16	4	0	0	0	4	0	0	0	0	0	52	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

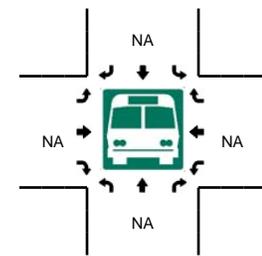
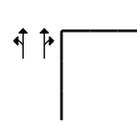
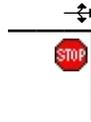
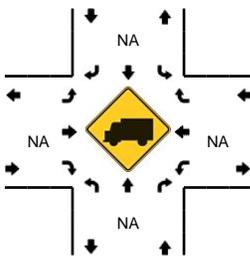
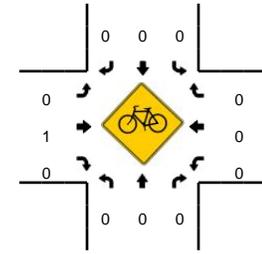
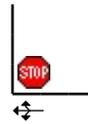
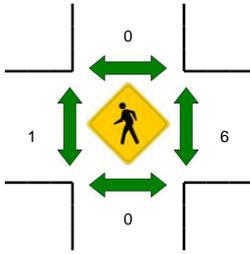
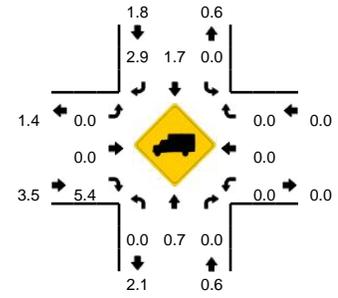
Comments:

**LOCATION:** 15. SR 135 (N Willow Ave) -- W 9th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959622  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

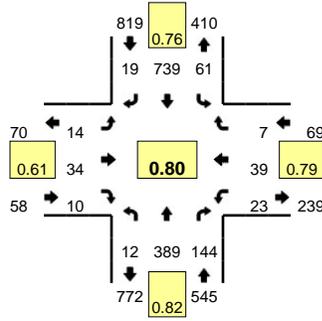


15-Min Count Period Beginning At	15. SR 135 (N Willow Ave) (Northbound)				15. SR 135 (N Willow Ave) (Southbound)				W 9th St (Eastbound)				W 9th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	18	208	1	0	1	142	14	0	14	0	16	0	0	0	1	0	415	
4:15 PM	18	206	1	0	0	145	18	0	9	1	13	0	0	1	1	0	413	
4:30 PM	17	211	0	0	0	176	13	0	10	1	17	0	1	1	2	0	449	
4:45 PM	18	212	1	0	1	134	19	0	4	1	22	0	1	2	0	0	415	1692
5:00 PM	25	241	2	0	1	156	18	0	10	1	20	0	0	1	0	0	475	1752
5:15 PM	13	233	1	0	1	137	19	0	11	1	15	0	0	2	1	0	434	1773
5:30 PM	19	175	0	0	0	130	16	0	14	0	13	0	0	0	0	0	367	1691
5:45 PM	23	218	0	0	0	166	15	0	8	1	17	0	0	0	0	0	448	1724
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	100	964	8	0	4	624	72	0	40	4	80	0	0	4	0	0	1900	
Heavy Trucks	0	8	0	0	0	8	4	0	0	0	0	0	0	0	0	0	20	
Pedestrians		0				0					0			8			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

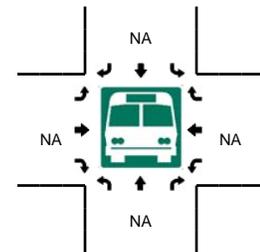
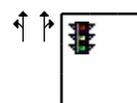
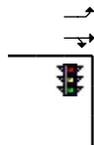
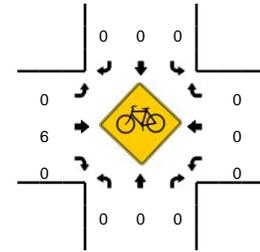
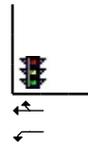
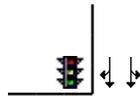
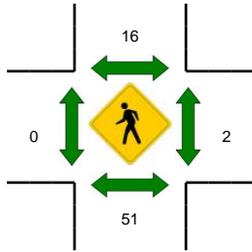
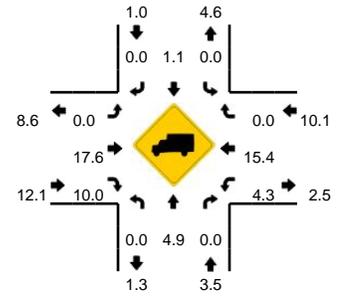
Comments:

**LOCATION:** 16. SR 135 (N Willow Ave) -- University Dr  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959623  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

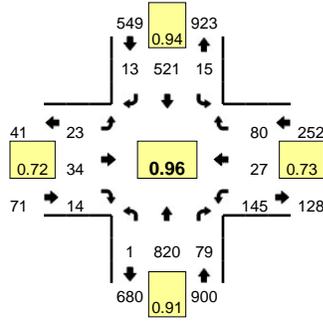


15-Min Count Period Beginning At	16. SR 135 (N Willow Ave) (Northbound)				16. SR 135 (N Willow Ave) (Southbound)				University Dr (Eastbound)				University Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	63	6	0	4	117	3	0	0	3	2	0	7	9	2	0	217	
7:15 AM	2	102	14	0	9	159	2	0	2	2	0	0	4	6	0	0	302	
7:30 AM	4	102	60	0	18	207	7	0	7	12	4	0	9	13	1	0	444	
7:45 AM	4	102	46	0	22	239	8	0	5	14	5	0	7	13	2	0	467	1430
8:00 AM	2	83	24	0	12	134	2	0	0	6	1	0	3	7	4	0	278	1491
8:15 AM	0	58	28	0	8	121	6	0	1	4	1	0	8	2	1	0	238	1427
8:30 AM	3	53	35	0	12	136	6	0	6	16	4	0	8	5	2	0	286	1269
8:45 AM	2	63	39	0	20	136	6	0	0	12	3	0	13	7	8	0	309	1111
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	16	408	184	0	88	956	32	0	20	56	20	0	28	52	8	0	1868	
Heavy Trucks	0	24	0		0	16	0		0	4	4		4	8	0		60	
Pedestrians		96				12				0				4			112	
Bicycles	0	0	0		0	0	0		0	3	0		0	0	0		3	
Railroad																		
Stopped Buses																		

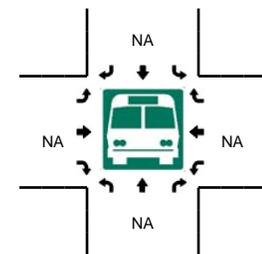
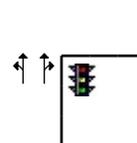
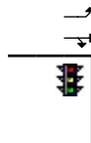
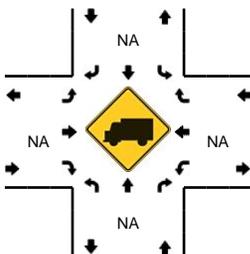
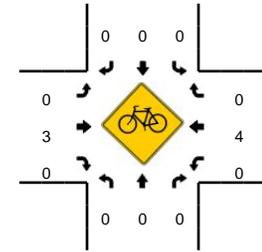
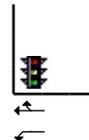
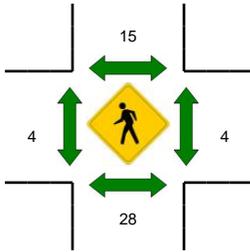
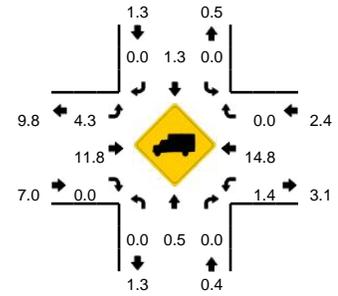
Comments:

**LOCATION:** 16. SR 135 (N Willow Ave) -- University Dr  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959624  
**DATE:** Wed, Jan 18 2017



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

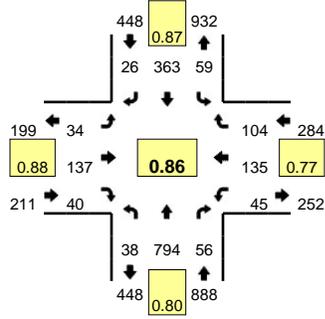


15-Min Count Period Beginning At	16. SR 135 (N Willow Ave) (Northbound)				16. SR 135 (N Willow Ave) (Southbound)				University Dr (Eastbound)				University Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	201	17	0	5	108	1	0	8	10	5	0	42	8	21	0	426	
4:15 PM	0	187	20	0	8	93	2	0	6	16	4	0	65	11	24	0	436	
4:30 PM	1	200	19	0	4	148	4	0	3	5	3	0	38	9	27	0	461	
4:45 PM	0	200	20	0	1	128	6	0	6	6	3	0	21	5	19	0	415	1738
5:00 PM	0	233	20	0	2	152	1	0	8	7	4	0	21	2	10	0	460	1772
5:15 PM	1	215	16	0	1	135	1	0	4	4	3	0	20	4	9	0	413	1749
5:30 PM	4	159	22	0	3	132	3	0	7	14	6	0	22	10	16	0	398	1686
5:45 PM	2	200	28	0	2	148	6	0	4	8	2	0	21	5	12	0	438	1709
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	800	76	0	16	592	16	0	12	20	12	0	152	36	108	0	1844	
Heavy Trucks	0	0	0		0	8	0		0	4	0		4	8	0		24	
Pedestrians		12				24				0				8			44	
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1	
Railroad																		
Stopped Buses																		

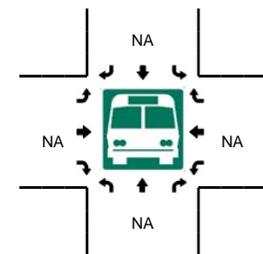
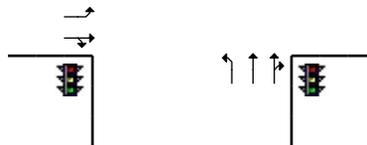
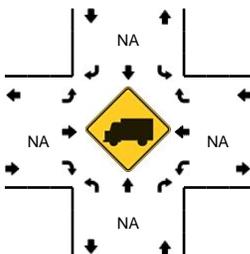
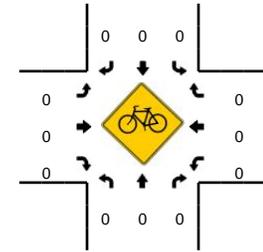
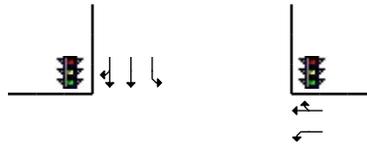
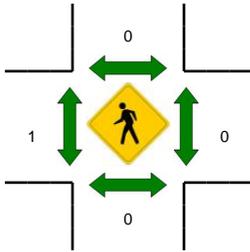
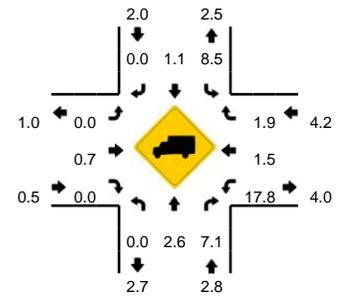
Comments:

**LOCATION:** 23. SR 136 (S Jefferson Ave) -- E Veterans Dr  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959625  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



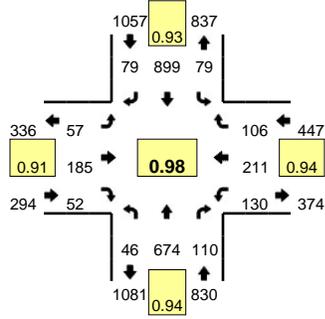
15-Min Count Period Beginning At	23. SR 136 (S Jefferson Ave) (Northbound)				23. SR 136 (S Jefferson Ave) (Southbound)				E Veterans Dr (Eastbound)				E Veterans Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	82	7	0	7	67	1	0	10	15	2	0	7	17	11	0	230	
7:15 AM	6	146	13	0	7	69	2	0	4	22	7	0	6	21	13	0	316	
7:30 AM	5	259	12	0	19	64	5	0	6	39	13	0	7	41	22	0	492	
7:45 AM	13	212	17	0	17	113	9	0	10	40	10	0	12	43	37	0	533	1571
8:00 AM	11	168	16	0	11	107	7	0	8	35	9	0	18	29	33	0	452	1793
8:15 AM	9	155	11	0	12	79	5	0	10	23	8	0	8	22	12	0	354	1831
8:30 AM	10	156	12	0	18	101	7	0	8	22	13	0	9	14	16	0	386	1725
8:45 AM	5	158	10	0	5	110	6	0	7	18	5	0	7	28	16	0	375	1567

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	848	68	0	68	452	36	0	40	160	40	0	48	172	148	0	2132
Heavy Trucks	0	12	12		8	4	0		0	0	0		12	0	4		52
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

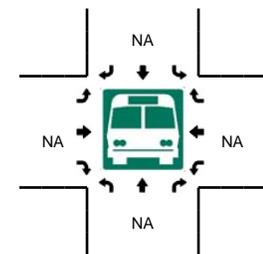
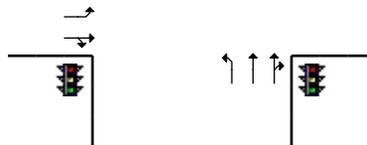
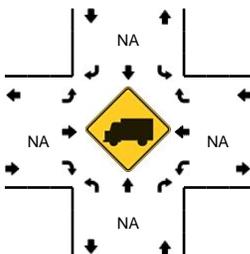
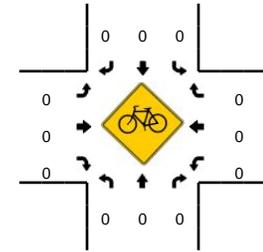
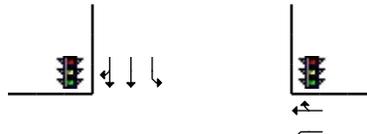
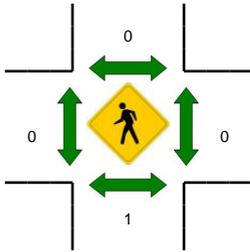
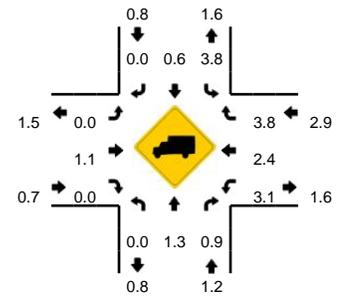
Comments:

**LOCATION:** 23. SR 136 (S Jefferson Ave) -- E Veterans Dr  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959626  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



15-Min Count Period Beginning At	23. SR 136 (S Jefferson Ave) (Northbound)				23. SR 136 (S Jefferson Ave) (Southbound)				E Veterans Dr (Eastbound)				E Veterans Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	15	161	27	0	25	227	18	0	13	35	17	0	22	37	23	0	620	
4:15 PM	10	179	32	0	16	206	19	0	15	50	15	0	19	28	34	0	623	
4:30 PM	9	166	29	0	17	232	13	0	16	40	13	0	33	49	37	0	654	
4:45 PM	12	161	30	0	23	234	29	0	13	42	14	0	28	58	27	0	671	2568
5:00 PM	12	167	22	0	19	229	16	0	18	56	8	0	35	65	18	0	665	2613
5:15 PM	13	180	29	0	20	204	21	0	10	47	17	0	34	39	24	0	638	2628
5:30 PM	10	132	27	0	16	202	8	0	13	31	16	0	27	27	25	0	534	2508
5:45 PM	13	145	15	0	15	167	12	0	16	30	21	0	17	33	22	0	506	2343
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	644	120	0	92	936	116	0	52	168	56	0	112	232	108	0	2684	
Heavy Trucks	0	4	0	0	8	8	0	0	0	0	0	0	0	8	8	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:



Location: 24. SR 136 (S Jefferson Ave) -- Walmart Dwy/Payless Dwy -- Fairground St

Date: 1/18/2017

Site Code: 139596103

Start Time	SR 136 (S Jefferson Ave) Southbound					Walmart Dwy Westbound					SR 136 (S Jefferson Ave) Northbound					Fairground St From Southwest					Payless Dwy Eastbound				
	Right	Right to Fairground St	Thru	Left	U-Turns	Right	Thru	Left to Fairground St	Left	U-Turns	Right	Thru	Left	Left to Fairground St	U-Turns	Right to SR 136 (S Jefferson Ave)	Right to Walmart Dwy	Left to SR 136 (S Jefferson Ave)	Left to Payless Dwy	U-Turns	Right to Fairground St	Right	Thru	Left	U-Turns
07:00 AM	0	0	62	4	0	0	0	0	8	0	8	96	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	72	3	0	3	0	0	4	0	11	154	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	82	5	0	2	0	0	1	0	7	278	1	2	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	132	7	0	4	0	0	9	0	11	257	0	0	0	1	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	112	7	0	1	0	0	9	0	9	201	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	85	11	0	3	0	0	11	0	17	165	0	1	0	1	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	113	11	0	5	0	0	9	0	16	169	0	3	0	2	0	1	0	0	0	0	0	0	0
08:45 AM	0	2	105	9	0	10	0	0	14	0	12	174	0	1	0	1	0	1	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>5</b>	<b>763</b>	<b>57</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>91</b>	<b>1494</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

Peak Hour: 7:30:00 AM - 8:30:00 AM

Peak 15-Min: 7:45:00 AM - 8:00:00 AM

PHF: 0.85



Location: 24. SR 136 (S Jefferson Ave) -- Walmart Dwy/Payless Dwy -- Fairground St

Date: 1/18/2017

Site Code: 139596104

Start Time	SR 136 (S Jefferson Ave) Southbound					Walmart Dwy Westbound					SR 136 (S Jefferson Ave) Northbound					Fairground St From Southwest					Payless Dwy Eastbound				
	Right	Right to Fairground St	Thru	Left	U-Turns	Right	Thru	Left to Fairground St	Left	U-Turns	Right	Thru	Left	Left to Fairground St	U-Turns	Right to SR 136 (S Jefferson Ave)	Right to Walmart Dwy	Left to SR 136 (S Jefferson Ave)	Left to Payless Dwy	U-Turns	Right to Fairground St	Right	Thru	Left	U-Turns
04:00 PM	1	1	240	32	0	29	0	0	26	0	21	176	1	3	0	0	0	5	0	0	0	1	0	0	0
04:15 PM	2	3	209	24	0	28	0	0	34	0	27	198	0	0	0	3	0	1	0	0	1	1	0	0	0
04:30 PM	2	0	234	21	0	26	1	0	28	0	31	183	1	1	0	2	0	3	0	0	0	1	0	0	0
04:45 PM	0	0	234	29	0	25	1	0	43	0	30	184	0	1	0	6	1	4	0	0	0	0	0	0	0
05:00 PM	5	0	235	32	0	26	1	0	38	0	27	175	1	2	0	3	0	5	0	0	0	0	0	0	0
05:15 PM	1	2	215	30	0	19	3	0	35	0	29	174	0	1	0	4	0	1	0	0	0	4	0	0	0
05:30 PM	2	1	197	21	0	17	0	2	28	0	25	162	0	0	0	1	1	4	0	0	0	0	0	0	0
05:45 PM	0	2	167	19	0	17	0	0	37	0	23	160	0	0	0	2	0	0	0	0	1	0	0	0	0
<b>Total</b>	<b>13</b>	<b>9</b>	<b>1731</b>	<b>208</b>	<b>0</b>	<b>187</b>	<b>6</b>	<b>2</b>	<b>269</b>	<b>0</b>	<b>213</b>	<b>1412</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peak Hour: 5:00:00 PM - 6:00:00 PM

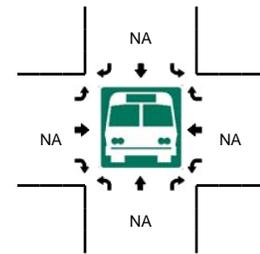
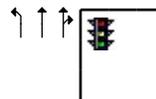
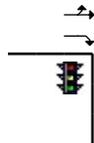
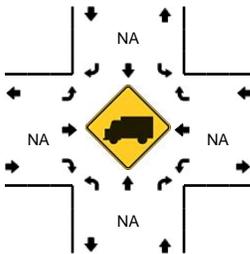
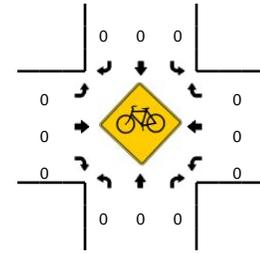
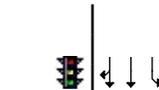
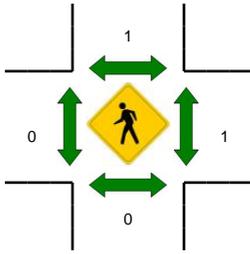
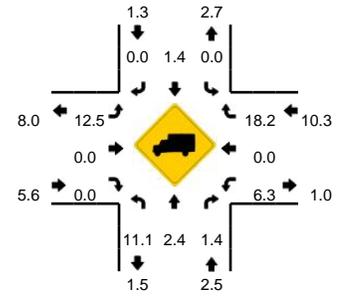
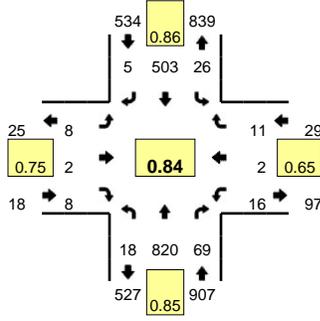
Peak 15-Min: 4:45:00 PM - 5:00:00 PM

PHF: 0.97

**LOCATION:** 25. SR 136 (S Jefferson Ave) -- Commerce Ave  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959627  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



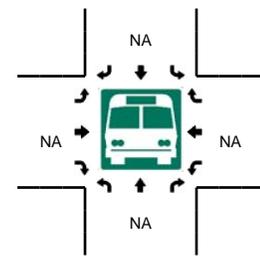
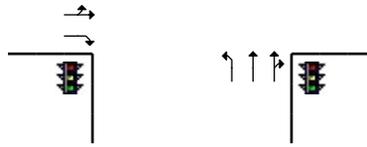
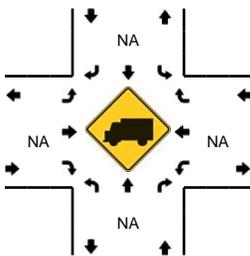
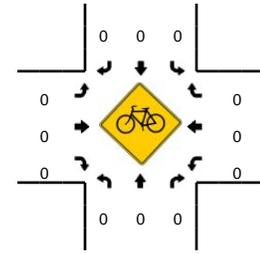
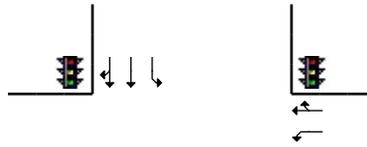
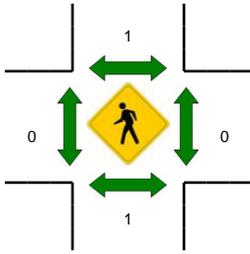
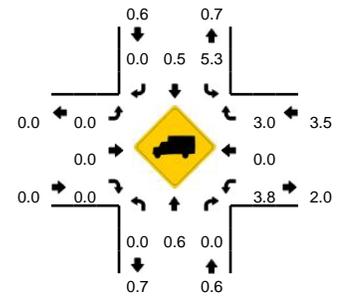
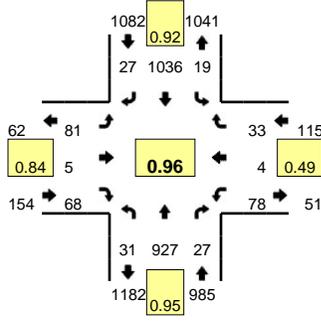
15-Min Count Period Beginning At	25. SR 136 (S Jefferson Ave) (Northbound)				25. SR 136 (S Jefferson Ave) (Southbound)				Commerce Ave (Eastbound)				Commerce Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	91	5	0	2	62	0	0	0	0	1	0	4	0	1	0	171	
7:15 AM	2	149	3	0	2	85	1	0	0	0	2	0	1	0	1	0	246	
7:30 AM	2	248	14	0	5	101	0	0	0	0	0	0	2	1	3	0	376	
7:45 AM	4	237	27	0	11	152	1	0	1	0	0	0	8	0	2	0	443	1236
8:00 AM	3	176	16	0	4	128	4	0	2	1	3	0	2	0	6	0	345	1410
8:15 AM	9	159	12	0	6	122	0	0	5	1	5	0	4	1	0	0	324	1488
8:30 AM	9	153	12	0	3	129	3	0	5	0	7	0	6	0	5	0	332	1444
8:45 AM	13	174	5	0	6	134	5	0	3	0	4	0	9	0	6	0	359	1360
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	948	108	0	44	608	4	0	4	0	0	0	32	0	8	0	1772	
Heavy Trucks	0	16	0	0	0	8	0	0	0	0	0	0	0	0	0	0	24	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 25. SR 136 (S Jefferson Ave) -- Commerce Ave  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959628  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**

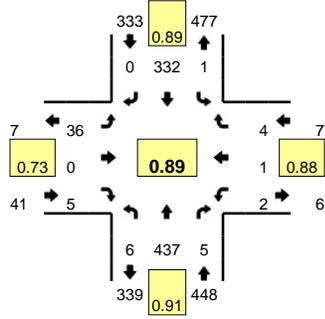


15-Min Count Period Beginning At	25. SR 136 (S Jefferson Ave) (Northbound)				25. SR 136 (S Jefferson Ave) (Southbound)				Commerce Ave (Eastbound)				Commerce Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	221	14	0	5	279	8	0	24	0	22	0	15	1	7	0	606	
4:15 PM	8	248	3	0	1	234	7	0	15	1	19	0	10	0	4	0	550	
4:30 PM	8	229	6	0	10	236	7	0	28	3	9	0	41	2	16	0	595	
4:45 PM	5	229	4	0	3	287	5	0	14	1	18	0	12	1	6	0	585	2336
5:00 PM	15	230	2	0	6	252	7	0	16	4	15	0	14	0	10	0	571	2301
5:15 PM	13	198	7	0	4	224	4	0	14	1	13	0	7	0	6	0	491	2242
5:30 PM	8	220	5	0	3	214	4	0	11	0	14	0	8	1	4	0	492	2139
5:45 PM	10	175	12	0	2	199	4	0	13	0	12	0	8	1	5	0	441	1995
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	40	884	56	0	20	1116	32	0	96	0	88	0	60	4	28	0		2424
Heavy Trucks	0	0	0	0	4	0	0	0	0	0	0	0	4	0	4	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

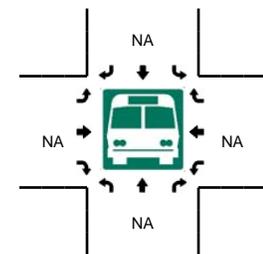
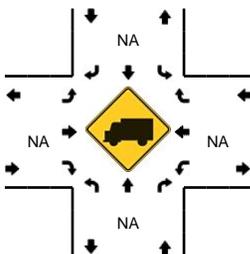
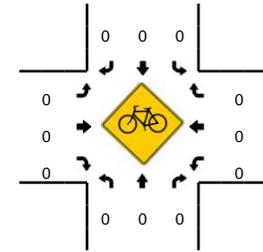
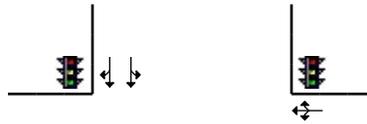
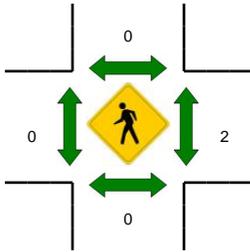
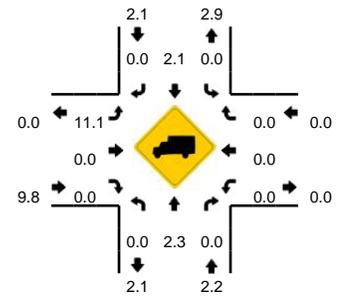
Comments:

**LOCATION:** 27. SR 136 (S Jefferson Ave) -- Foutch Dr Split  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959629  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:45 AM -- 8:45 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



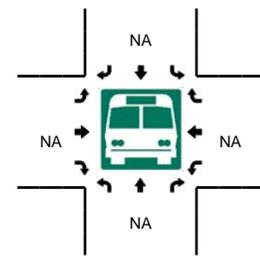
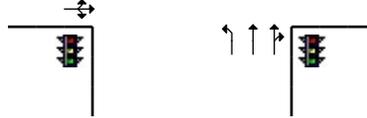
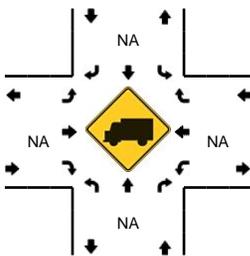
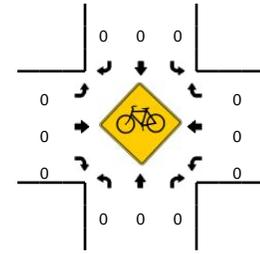
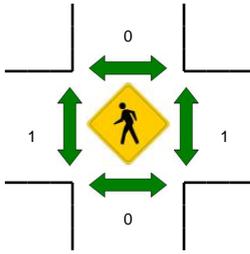
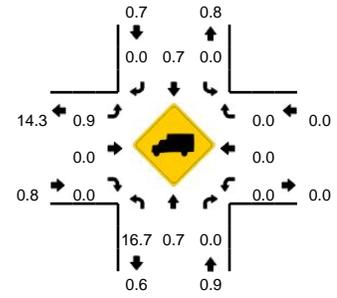
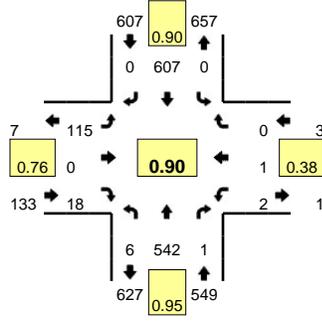
15-Min Count Period Beginning At	27. SR 136 (S Jefferson Ave) (Northbound)				27. SR 136 (S Jefferson Ave) (Southbound)				Foutch Dr Split (Eastbound)				Foutch Dr Split (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	48	1	0	0	34	0	0	5	0	0	0	0	0	1	0	89	
7:15 AM	2	68	0	0	0	56	0	0	8	0	1	0	0	0	0	0	135	
7:30 AM	0	106	2	0	0	42	0	0	5	1	0	0	0	0	0	0	156	
7:45 AM	2	122	0	0	0	94	0	0	11	0	2	0	0	0	1	0	232	612
8:00 AM	1	123	1	0	1	77	0	0	6	0	0	0	0	0	2	0	211	734
8:15 AM	1	93	2	0	0	74	0	0	6	0	2	0	2	0	0	0	180	779
8:30 AM	2	99	2	0	0	87	0	0	13	0	1	0	0	1	1	0	206	829
8:45 AM	0	90	3	0	0	92	1	0	8	0	1	0	0	0	1	0	196	793
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	8	488	0	0	0	376	0	0	44	0	8	0	0	0	4	0	928	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 27. SR 136 (S Jefferson Ave) -- Foutch Dr Split  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959630  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



15-Min Count Period Beginning At	27. SR 136 (S Jefferson Ave) (Northbound)				27. SR 136 (S Jefferson Ave) (Southbound)				Foutch Dr Split (Eastbound)				Foutch Dr Split (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	119	0	0	0	163	1	0	27	0	5	0	0	0	0	0	319	
4:15 PM	2	136	1	0	1	130	0	0	16	0	2	0	0	2	2	0	292	
4:30 PM	0	142	0	0	0	142	0	0	25	0	3	0	0	0	0	0	312	
4:45 PM	1	145	0	0	0	168	0	0	37	0	7	0	1	1	0	0	360	1283
5:00 PM	3	123	1	0	0	152	0	0	36	0	5	0	0	0	0	0	320	1284
5:15 PM	2	132	0	0	0	145	0	0	17	0	3	0	1	0	0	0	300	1292
5:30 PM	1	125	0	0	0	143	0	0	16	0	2	0	0	0	0	0	287	1267
5:45 PM	0	100	0	0	0	117	0	0	19	0	2	0	0	0	0	0	238	1145

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	580	0	0	0	672	0	0	148	0	28	0	4	4	0	0	1440
Heavy Trucks	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:



Location: 28, SR 136 (S Jefferson Ave) & E Stevens St

Date: 1/18/2017

Site Code: 13959631

Start Time	SR 136 (S Jefferson Ave) Southbound					E Stevens St Westbound					SR 136 (S Jefferson Ave) Northbound					Foutch Dr From Southwest					E Stevens St Eastbound						
	Right	Thru to Foutch Dr	Thru	Left	U-Turns	Right	Thru	Left to Foutch Dr	Left	U-Turns	Right	Thru	Left	Left to Foutch Dr	U-Turns	Right to SR 136 (S Jefferson)	Right to E Stevens St	Thru to SR 136 (S Jefferson)	Left to E Stevens St	U-Turns	Right to Foutch Dr	Right	Thru	Left	U-Turns		
07:00 AM	0	7	34	0	0	1	10	2	3	0	1	53	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0
07:15 AM	0	9	52	2	0	0	16	4	2	0	3	71	1	0	0	0	0	0	0	0	0	0	0	0	3	11	4
07:30 AM	1	7	36	0	0	3	15	7	6	0	3	108	3	0	0	0	0	0	0	0	0	0	0	0	1	31	4
07:45 AM	2	9	83	0	0	3	21	13	9	0	5	127	1	0	0	0	0	0	0	0	0	0	0	0	5	41	6
08:00 AM	0	14	63	0	0	6	21	10	8	0	3	121	6	0	0	0	0	0	0	0	0	0	0	0	7	11	6
08:15 AM	1	6	72	2	0	5	12	5	5	0	4	95	3	0	0	0	0	0	0	0	0	0	0	0	2	9	5
08:30 AM	1	13	79	1	0	2	6	6	3	0	8	105	0	0	0	0	0	0	0	0	0	0	0	0	3	10	2
08:45 AM	1	11	87	1	0	10	8	8	7	0	7	90	2	0	0	0	0	0	0	0	0	0	0	0	4	10	0
<b>Total</b>	<b>6</b>	<b>76</b>	<b>506</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>109</b>	<b>55</b>	<b>43</b>	<b>0</b>	<b>34</b>	<b>770</b>	<b>16</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>	<b>0</b>	<b>25</b>	<b>131</b>	<b>29</b>

Peak Hour: 7:45:00 AM - 8:45:00 AM

Peak 15-Min: 7:45:00 AM - 8:00:00 AM

PHF: 0.82



Location: 28. SR 136 (S Jefferson Ave) & E Stevens St

Date: 1/18/2017

Site Code: 13959632

Start Time	SR 136 (S Jefferson Ave) Southbound					E Stevens St Westbound					SR 136 (S Jefferson Ave) Northbound					Fouch Dr From Southwest					E Stevens St Eastbound				
	Right	Thru to Fouch Dr	Thru	Left	U-Turns	Right	Thru	Left to Fouch Dr	Left	U-Turns	Right	Thru	Left	Left to Fouch Dr	U-Turns	Right to SR 136 (S Jefferson St)	Right to E Stevens St	Thru to SR 136 (S Jefferson Ave)	Left to E Stevens St	U-Turns	Right to Fouch Dr	Right	Thru	Left	U-Turns
04:00 PM	5	12	144	3	0	0	20	6	8	0	14	129	4	0	0	0	0	0	0	0	0	12	20	0	0
04:15 PM	0	11	116	6	0	5	16	2	7	0	7	139	8	0	0	0	0	0	0	0	6	17	3	0	
04:30 PM	3	10	132	1	0	4	17	8	7	0	9	154	5	0	0	0	0	0	0	0	4	27	1	0	
04:45 PM	3	12	155	2	0	4	29	3	3	0	16	156	9	1	0	0	0	0	0	0	1	8	28	0	0
05:00 PM	3	13	139	0	0	7	22	5	6	0	23	133	3	0	0	0	0	0	0	0	11	23	4	0	
05:15 PM	1	13	127	2	0	2	19	3	5	0	13	129	7	0	0	0	0	0	0	0	8	25	2	0	
05:30 PM	6	8	139	1	0	1	16	5	6	0	12	120	9	0	0	0	0	0	0	0	6	16	2	0	
05:45 PM	0	10	102	0	0	1	18	7	6	0	11	92	14	0	0	0	0	0	0	0	11	19	0	0	
<b>Total</b>	<b>21</b>	<b>89</b>	<b>1054</b>	<b>15</b>	<b>0</b>	<b>24</b>	<b>157</b>	<b>39</b>	<b>48</b>	<b>0</b>	<b>105</b>	<b>1052</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>175</b>	<b>12</b>	<b>0</b>

Peak Hour: 4:30:00 PM - 5:30:00 PM

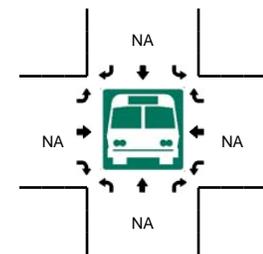
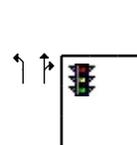
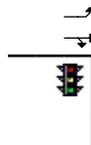
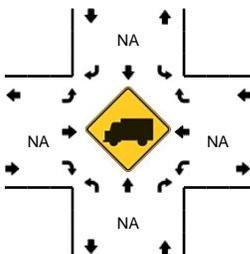
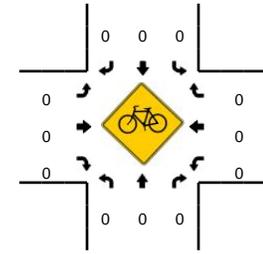
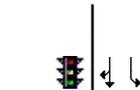
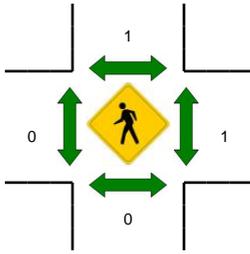
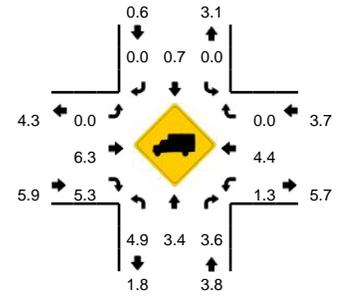
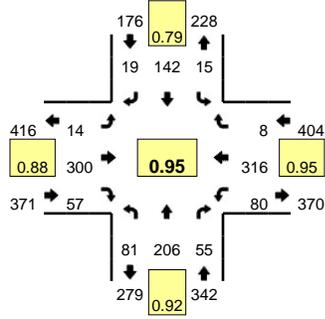
Peak 15-Min: 4:45:00 PM - 5:00:00 PM

PHF: 0.91

**LOCATION:** 29. SR 136 (S Jefferson Ave) -- E Spring St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959633  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



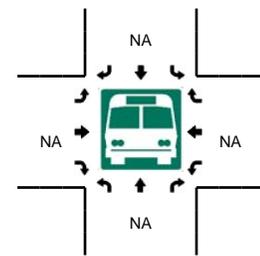
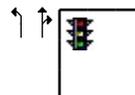
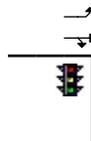
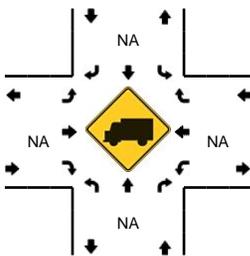
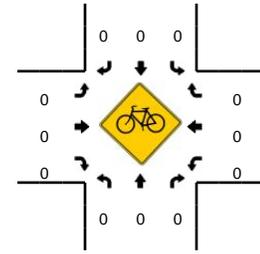
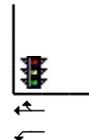
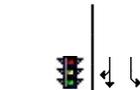
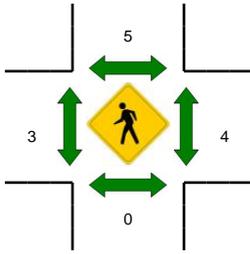
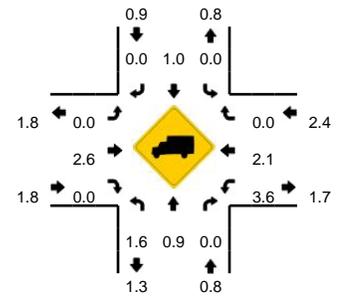
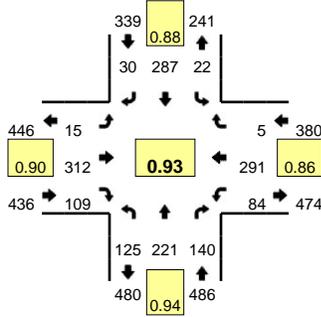
15-Min Count Period Beginning At	29. SR 136 (S Jefferson Ave) (Northbound)				29. SR 136 (S Jefferson Ave) (Southbound)				E Spring St (Eastbound)				E Spring St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	26	16	0	3	23	4	0	1	53	11	0	15	55	2	0	217	
7:15 AM	15	35	17	0	2	26	3	0	0	65	12	0	13	76	0	0	264	
7:30 AM	18	52	10	0	6	28	5	0	2	98	5	0	22	71	2	0	319	
7:45 AM	17	61	10	0	2	50	2	0	6	70	15	0	22	85	2	0	342	1142
8:00 AM	22	56	16	0	5	36	8	0	4	69	17	0	22	83	4	0	342	1267
8:15 AM	24	37	19	0	2	28	4	0	2	63	20	0	14	77	0	0	290	1293
8:30 AM	16	48	19	0	2	34	3	0	1	55	27	0	24	78	3	0	310	1284
8:45 AM	22	38	18	0	1	48	8	0	2	53	18	0	23	67	1	0	299	1241
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	244	40	0	8	200	8	0	24	280	60	0	88	340	8	0	1368	
Heavy Trucks	0	4	0		0	4	0		0	28	0		0	0	0		36	
Pedestrians	0	0	0		0	4	0		0	0	0		0	0	0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

Comments:

**LOCATION:** 29. SR 136 (S Jefferson Ave) -- E Spring St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959634  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**

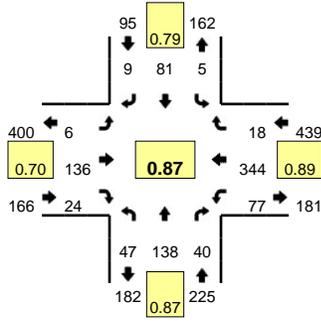


15-Min Count Period Beginning At	29. SR 136 (S Jefferson Ave) (Northbound)				29. SR 136 (S Jefferson Ave) (Southbound)				E Spring St (Eastbound)				E Spring St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	27	48	29	0	7	78	7	0	5	78	25	0	26	82	2	0	414	
4:15 PM	24	54	39	0	2	56	5	0	2	75	33	0	16	58	1	0	365	
4:30 PM	33	61	41	0	6	75	7	0	3	78	20	0	17	80	1	0	422	
4:45 PM	41	58	31	0	7	78	11	0	5	81	31	0	25	71	1	0	440	1641
5:00 PM	33	62	31	0	3	50	7	0	3	95	28	0	18	74	2	0	406	1633
5:15 PM	37	54	18	0	2	53	6	0	5	69	26	0	17	65	3	0	355	1623
5:30 PM	27	47	26	0	3	69	10	0	5	78	26	0	21	74	1	0	387	1588
5:45 PM	30	47	33	0	5	57	5	0	5	69	22	0	20	49	3	0	345	1493
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	164	232	124	0	28	312	44	0	20	324	124	0	100	284	4	0	1760	
Heavy Trucks	0	0	0	0	0	4	0	0	0	16	0	0	8	4	0	0	32	
Pedestrians	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

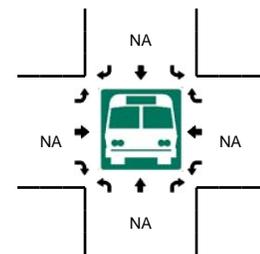
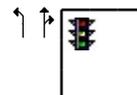
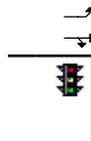
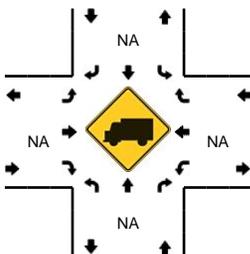
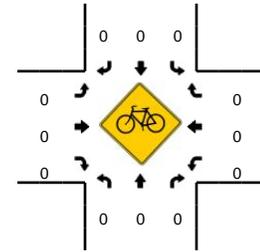
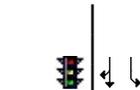
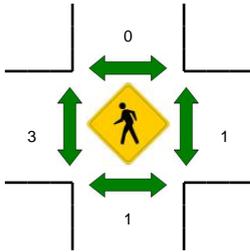
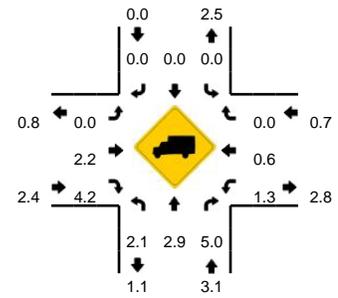
Comments:

**LOCATION:** 30. SR 136 (N Jefferson Ave) -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959635  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

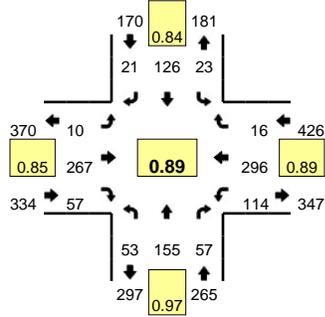


15-Min Count Period Beginning At	30. SR 136 (N Jefferson Ave) (Northbound)				30. SR 136 (N Jefferson Ave) (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	14	6	0	0	8	0	0	0	13	3	0	18	52	3	0	123	
7:15 AM	7	28	4	0	1	8	0	0	1	21	6	0	16	70	1	0	163	
7:30 AM	13	29	13	0	2	16	2	0	1	56	5	0	19	90	3	0	249	
7:45 AM	14	42	8	0	2	19	5	0	3	42	7	0	29	92	3	0	266	801
8:00 AM	12	42	11	0	1	27	2	0	2	21	8	0	15	93	9	0	243	921
8:15 AM	8	25	8	0	0	19	0	0	0	17	4	0	14	69	3	0	167	925
8:30 AM	16	28	6	0	3	15	0	0	0	24	7	0	16	86	1	0	202	878
8:45 AM	12	23	5	0	2	17	3	0	3	27	10	0	29	74	5	0	210	822
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	168	32	0	8	76	20	0	12	168	28	0	116	368	12	0	1064	
Heavy Trucks	0	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		0
Stopped Buses																		

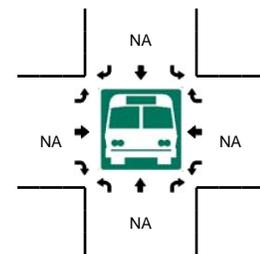
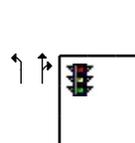
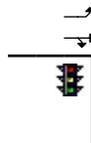
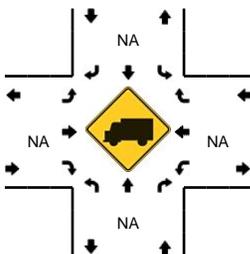
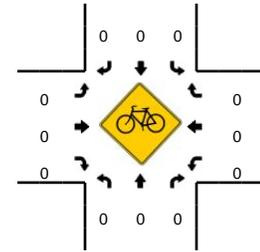
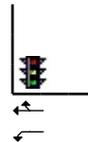
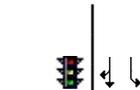
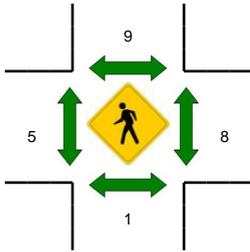
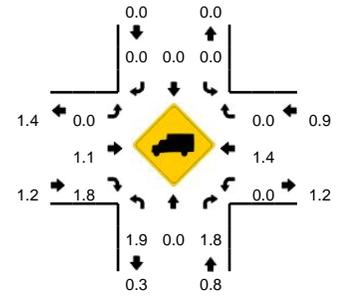
Comments:

**LOCATION:** 30. SR 136 (N Jefferson Ave) -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959636  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



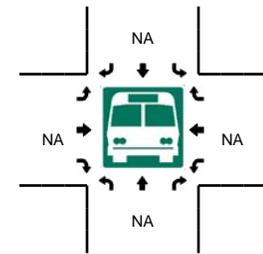
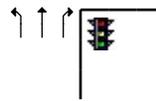
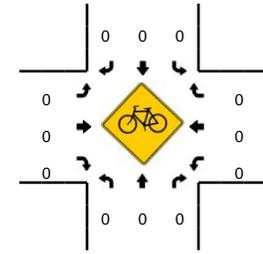
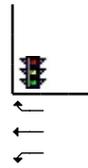
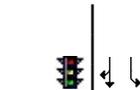
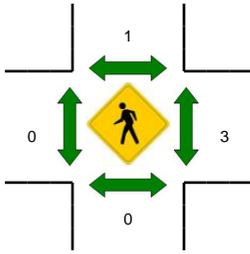
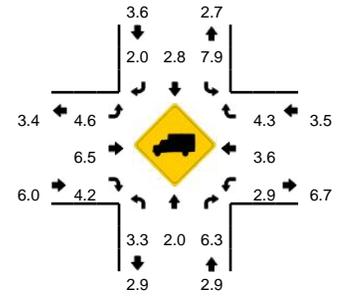
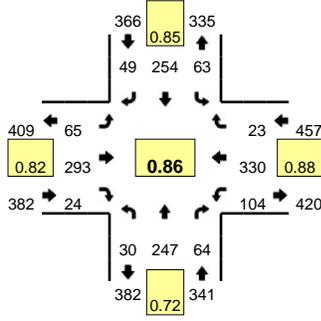
15-Min Count Period Beginning At	30. SR 136 (N Jefferson Ave) (Northbound)				30. SR 136 (N Jefferson Ave) (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	40	13	0	4	29	6	0	3	58	20	0	42	60	4	0	285	
4:15 PM	11	31	13	0	5	21	2	0	1	46	14	0	30	63	6	0	243	
4:30 PM	12	43	13	0	4	34	6	0	3	55	18	0	32	59	5	0	284	
4:45 PM	12	40	15	0	8	39	4	0	3	77	18	0	36	79	4	0	335	1147
5:00 PM	12	39	16	0	7	33	6	0	0	65	8	0	19	89	3	0	297	1159
5:15 PM	17	33	13	0	4	20	5	0	4	70	13	0	27	69	4	0	279	1195
5:30 PM	12	30	11	0	3	34	8	0	5	51	11	0	38	51	5	0	259	1170
5:45 PM	11	28	14	0	0	19	4	0	1	27	16	0	30	65	4	0	219	1054
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	160	60	0	32	156	16	0	12	308	72	0	144	316	16	0	1340	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	4	0	0	8	0	0	20	
Pedestrians		0				4				8				16			28	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 31. SR 136 (N Washington Ave) -- E Spring St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959637  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**



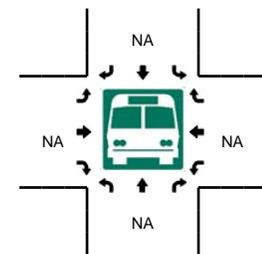
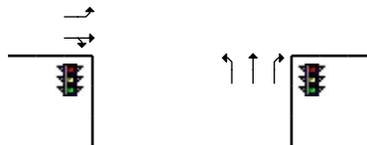
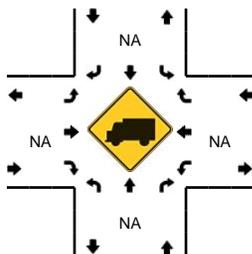
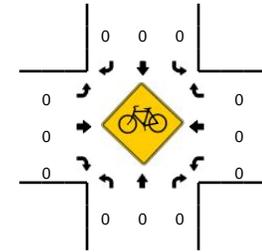
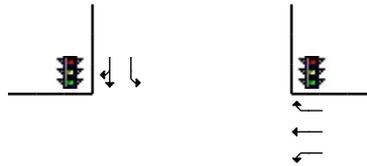
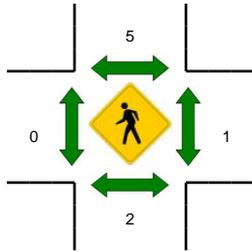
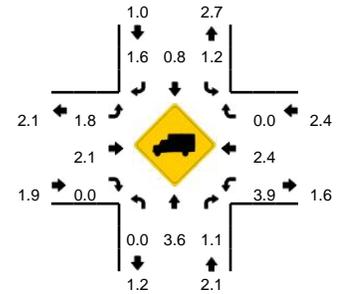
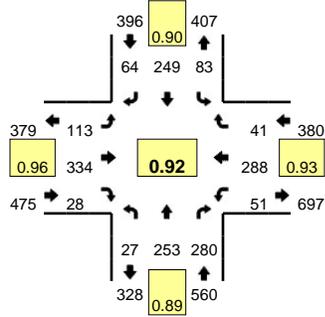
15-Min Count Period Beginning At	31. SR 136 (N Washington Ave) (Northbound)				31. SR 136 (N Washington Ave) (Southbound)				E Spring St (Eastbound)				E Spring St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	32	11	0	14	32	14	0	16	54	1	0	9	58	4	0	250	
7:15 AM	1	52	15	0	21	43	14	0	16	58	3	0	10	75	4	0	312	
7:30 AM	5	102	15	0	19	67	14	0	17	91	8	0	24	84	4	0	450	
7:45 AM	11	75	16	0	14	84	10	0	8	76	6	0	40	84	6	0	430	1442
8:00 AM	8	37	16	0	7	63	13	0	19	65	5	0	22	86	6	0	347	1539
8:15 AM	6	33	17	0	23	40	12	0	21	61	5	0	18	76	7	0	319	1546
8:30 AM	8	36	26	0	25	40	15	0	15	54	5	0	16	79	4	0	323	1419
8:45 AM	2	31	12	0	13	66	22	0	16	54	9	0	21	68	5	0	319	1308
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	408	60	0	76	268	56	0	68	364	32	0	96	336	16	0	1800	
Heavy Trucks	0	4	0		8	4	0		4	24	0		0	16	0		60	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

**LOCATION:** 31. SR 136 (N Washington Ave) -- E Spring St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959638  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



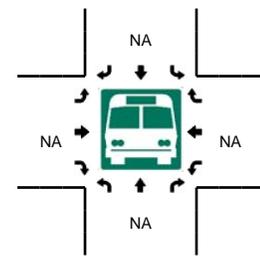
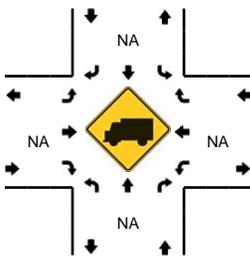
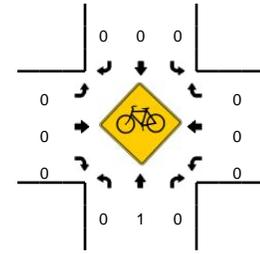
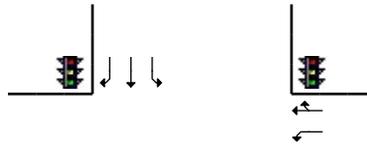
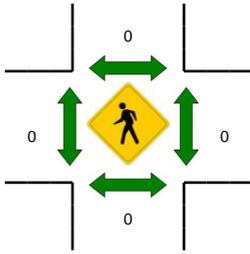
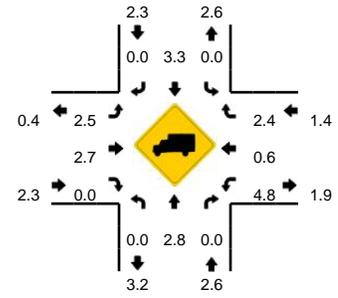
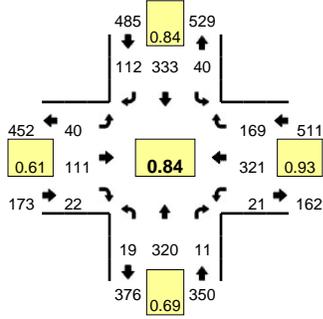
15-Min Count Period Beginning At	31. SR 136 (N Washington Ave) (Northbound)				31. SR 136 (N Washington Ave) (Southbound)				E Spring St (Eastbound)				E Spring St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	14	59	67	0	21	59	18	0	33	78	5	0	13	81	14	0	462	
4:15 PM	3	65	57	0	15	53	12	0	31	77	6	0	9	56	11	0	395	
4:30 PM	5	62	69	0	20	75	17	0	26	91	8	0	9	75	7	0	464	
<b>4:45 PM</b>	<b>5</b>	<b>67</b>	<b>87</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>17</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>9</b>	<b>0</b>	<b>490</b>	<b>1811</b>
5:00 PM	14	73	56	0	10	73	10	0	29	90	7	0	14	69	12	0	457	1806
5:15 PM	9	61	48	0	27	55	9	0	24	63	7	0	19	69	4	0	395	1806
5:30 PM	5	64	26	0	16	70	13	0	25	74	4	0	13	77	10	0	397	1739
5:45 PM	4	69	30	0	29	49	16	0	29	63	9	0	12	49	1	0	360	1609
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	268	348	0	108	248	68	0	92	352	36	0	80	304	36	0	1960	
Heavy Trucks	0	8	8		4	4	4		0	16	0		4	12	0		60	
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 32. SR 136 (N Washington Ave) -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959639  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**



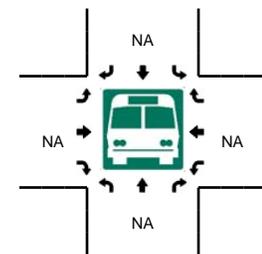
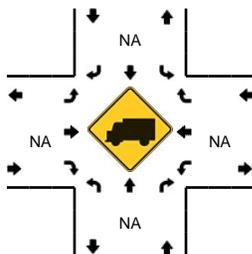
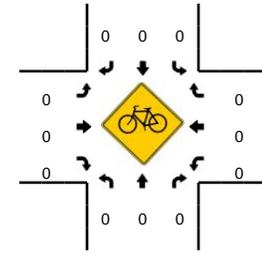
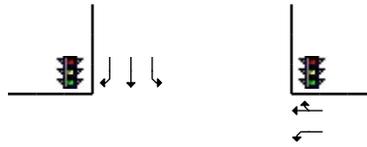
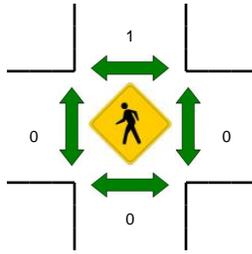
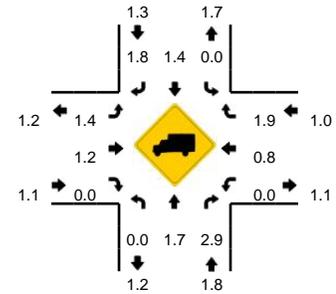
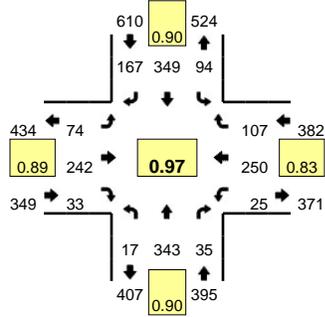
15-Min Count Period Beginning At	32. SR 136 (N Washington Ave) (Northbound)				32. SR 136 (N Washington Ave) (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	46	0	0	6	56	23	0	8	7	5	0	1	46	21	0	220	
7:15 AM	1	72	1	0	10	76	23	0	6	17	1	0	1	66	42	0	316	
7:30 AM	2	120	4	0	13	89	24	0	18	46	7	0	0	84	47	0	454	
7:45 AM	8	72	4	0	8	97	40	0	7	34	8	0	14	82	42	0	416	1406
8:00 AM	8	56	2	0	9	71	25	0	9	14	6	0	6	89	38	0	333	1519
8:15 AM	2	57	3	0	5	67	23	0	7	15	3	0	1	61	38	0	282	1485
8:30 AM	1	50	1	0	3	71	28	0	8	18	6	0	6	73	33	0	298	1329
8:45 AM	3	44	3	0	11	88	38	0	11	16	7	0	4	68	26	0	319	1232
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	8	480	16	0	52	356	96	0	72	184	28	0	0	336	188	0	1816	
Heavy Trucks	0	4	0	0	0	12	0	0	0	4	0	0	0	4	4	0	28	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 32. SR 136 (N Washington Ave) -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959640  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**

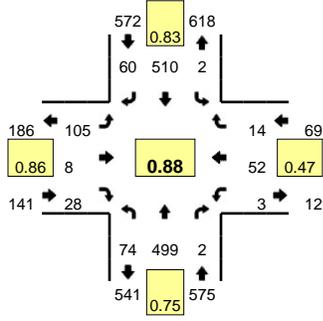


15-Min Count Period Beginning At	32. SR 136 (N Washington Ave) (Northbound)				32. SR 136 (N Washington Ave) (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	101	3	0	20	85	46	0	17	52	6	0	4	46	29	0	414	
4:15 PM	1	94	7	0	16	70	40	0	18	48	2	0	8	59	33	0	396	
4:30 PM	3	82	11	0	24	101	47	0	18	47	8	0	9	53	32	0	435	
4:45 PM	5	82	9	0	32	92	50	0	19	68	11	0	4	61	16	0	449	1694
5:00 PM	5	98	10	0	18	73	36	0	16	63	7	0	7	75	37	0	445	1725
5:15 PM	4	81	5	0	20	83	34	0	21	64	7	0	5	61	22	0	407	1736
5:30 PM	6	83	8	0	15	92	44	0	16	36	7	0	3	42	27	0	379	1680
5:45 PM	6	78	8	0	9	83	48	0	16	28	3	0	1	42	26	0	348	1579
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	328	36	0	128	368	200	0	76	272	44	0	16	244	64	0	1796	
Heavy Trucks	0	8	0	0	0	12	4	0	0	8	0	0	0	4	0	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

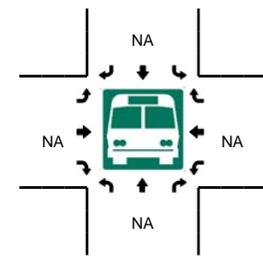
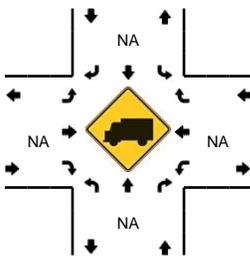
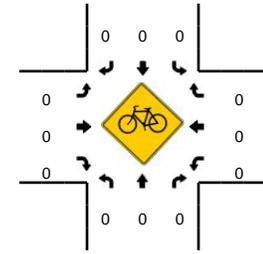
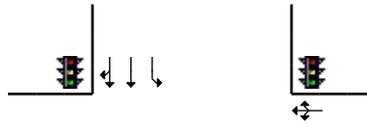
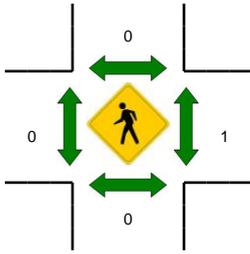
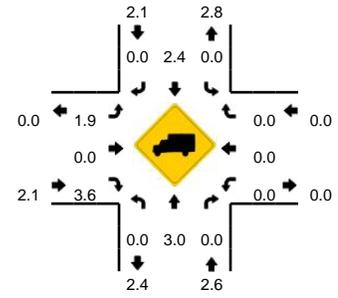
Comments:

**LOCATION:** 33. SR 136 (N Washington Ave) -- E 1st St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959641  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

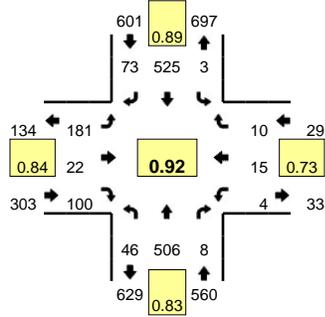


15-Min Count Period Beginning At	33. SR 136 (N Washington Ave) (Northbound)				33. SR 136 (N Washington Ave) (Southbound)				E 1st St (Eastbound)				E 1st St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	66	0	0	1	81	7	0	12	1	0	0	0	2	0	0	180	
7:15 AM	15	113	0	0	0	121	11	0	22	1	9	0	0	4	3	0	299	
7:30 AM	17	174	0	0	1	131	14	0	27	1	9	0	1	7	2	0	384	
7:45 AM	27	117	2	0	1	153	18	0	23	3	4	0	2	29	6	0	385	1248
8:00 AM	15	95	0	0	0	105	17	0	33	3	6	0	0	12	3	0	289	1357
8:15 AM	20	85	0	0	1	93	9	0	23	3	10	0	1	4	0	0	249	1307
8:30 AM	8	80	5	0	2	97	14	0	13	4	9	0	1	5	2	0	240	1163
8:45 AM	14	85	0	0	3	129	23	0	17	4	7	0	4	12	6	0	304	1082
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	108	468	8	0	4	612	72	0	92	12	16	0	8	116	24	0	1540	
Heavy Trucks	0	20	0	0	0	8	0	0	4	0	0	0	0	0	0	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

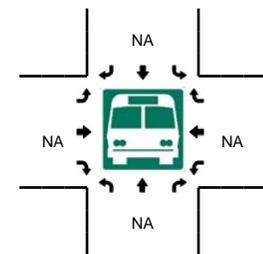
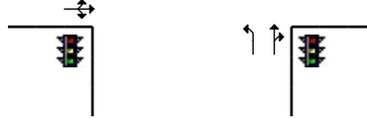
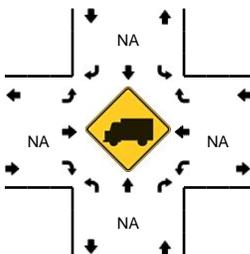
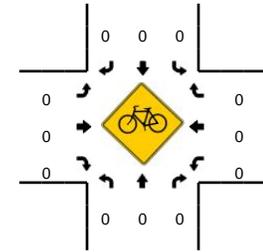
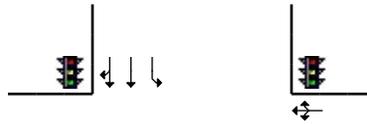
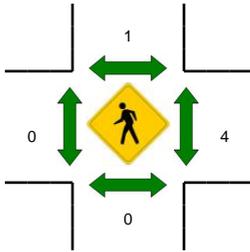
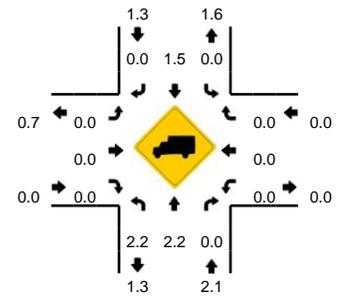
Comments:

**LOCATION:** 33. SR 136 (N Washington Ave) -- E 1st St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959642  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



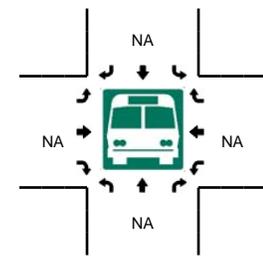
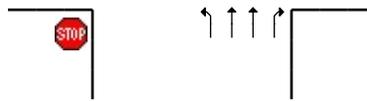
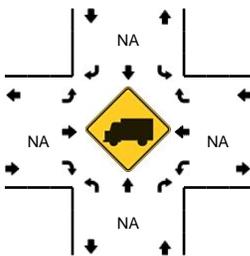
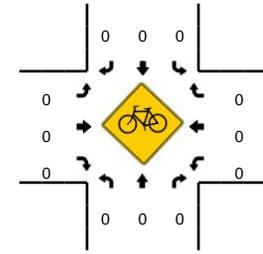
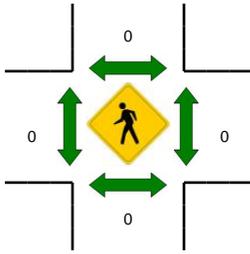
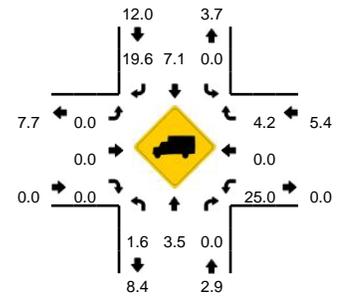
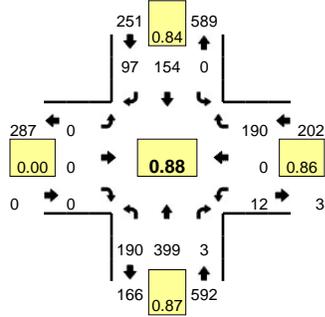
15-Min Count Period Beginning At	33. SR 136 (N Washington Ave) (Northbound)				33. SR 136 (N Washington Ave) (Southbound)				E 1st St (Eastbound)				E 1st St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	136	2	0	1	141	19	0	40	3	18	0	2	5	2	0	380	
4:15 PM	9	129	2	0	2	113	17	0	42	6	15	0	0	1	2	0	338	
4:30 PM	16	114	4	0	1	141	16	0	37	6	31	0	1	3	2	0	372	
4:45 PM	8	108	1	0	0	151	25	0	45	4	26	0	2	4	5	0	379	1469
5:00 PM	13	155	1	0	0	120	15	0	57	6	28	0	1	7	1	0	404	1493
5:15 PM	10	118	3	0	0	123	10	0	41	7	19	0	2	1	1	0	335	1490
5:30 PM	7	129	3	0	0	147	15	0	31	2	9	0	2	3	3	0	350	1468
5:45 PM	8	117	0	0	2	134	9	0	31	5	14	0	0	2	0	0	322	1411
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	620	4	0	0	480	60	0	228	24	112	0	4	28	4	0	1616	
Heavy Trucks	4	16	0	0	0	8	0	0	0	0	0	0	0	0	0	0	28	
Pedestrians	0	0	0	0	0	4	0	0	0	0	0	0	0	8	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		0
Stopped Buses																		

Comments:

**LOCATION:** 36. US 70N (E. Spring Street) -- I-40 Westbound Ramps  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959643  
**DATE:** Wed, Feb 01 2017

**Peak-Hour: 7:00 AM -- 8:00 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

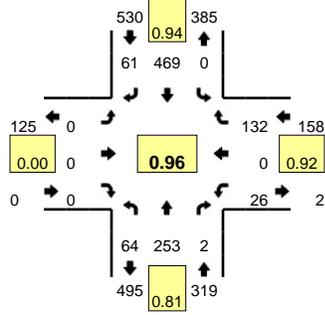


15-Min Count Period Beginning At	36. US 70N (E. Spring Street) (Northbound)				36. US 70N (E. Spring Street) (Southbound)				I-40 Westbound Ramps (Eastbound)				I-40 Westbound Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	41	84	1	0	0	19	27	0	0	0	0	0	5	0	35	0	212	
7:15 AM	56	114	1	0	0	35	19	0	0	0	0	0	2	0	44	0	271	
7:30 AM	52	119	0	0	0	45	26	0	0	0	0	0	2	0	53	0	297	
7:45 AM	41	82	1	0	0	55	25	0	0	0	0	0	3	0	58	0	265	1045
8:00 AM	17	46	2	0	0	43	21	0	0	0	0	0	2	0	45	0	176	1009
8:15 AM	20	64	1	0	0	43	12	0	0	0	0	0	2	0	39	0	181	919
8:30 AM	24	76	1	0	0	37	7	0	0	0	0	0	3	0	31	0	179	801
8:45 AM	17	51	1	0	0	39	22	0	0	0	0	0	1	0	39	0	170	706
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	208	476	0	0	0	180	104	0	0	0	0	0	8	0	212	0	1188	
Heavy Trucks	4	8	0	0	0	12	12	0	0	0	0	0	0	0	12	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

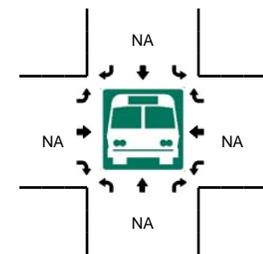
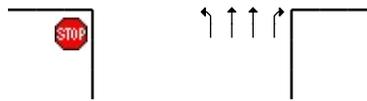
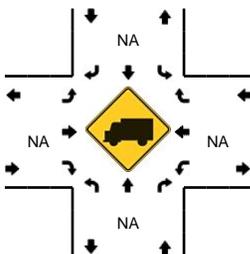
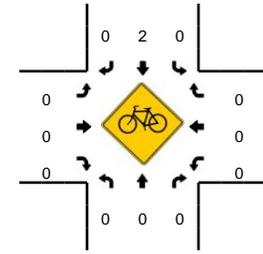
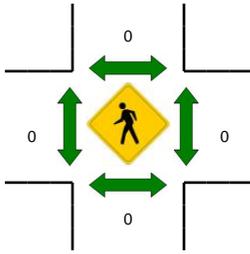
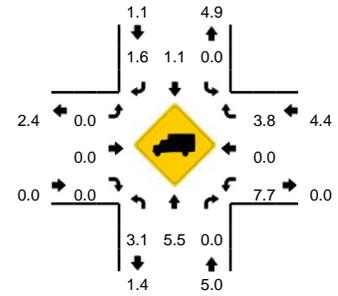
Comments:

**LOCATION:** 36. US 70N (E Spring St) -- I-40 WB Ramps  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959644  
**DATE:** Wed, Feb 01 2017



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



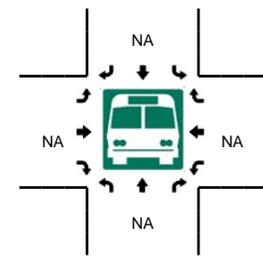
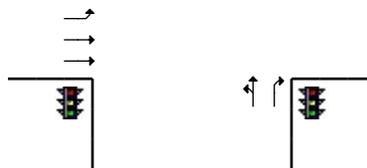
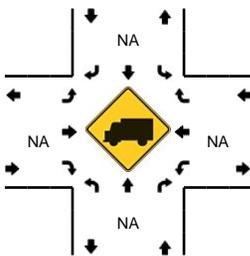
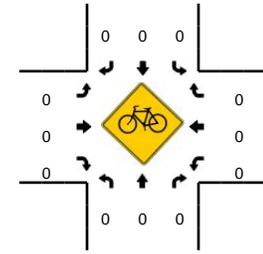
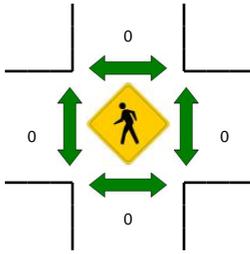
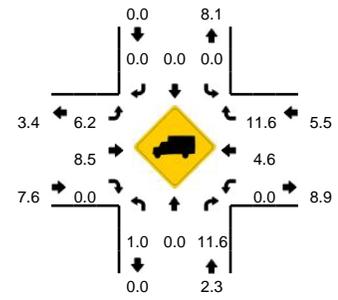
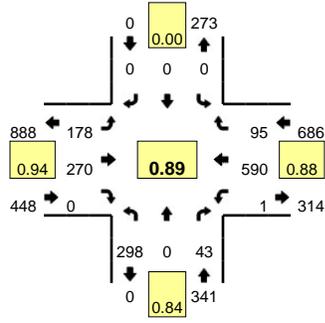
15-Min Count Period Beginning At	36. US 70N (E Spring St) (Northbound)				36. US 70N (E Spring St) (Southbound)				I-40 WB Ramps (Eastbound)				I-40 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	14	58	2	0	0	115	13	0	0	0	0	0	1	0	38	0	241	
4:15 PM	19	80	0	0	0	109	10	0	0	0	0	0	8	0	37	0	263	
4:30 PM	17	45	1	0	0	123	19	0	0	0	0	0	3	0	34	0	242	
4:45 PM	17	67	1	0	0	116	14	0	0	0	0	0	6	0	38	0	259	1005
5:00 PM	11	61	0	0	0	121	18	0	0	0	0	0	9	0	23	0	243	1007
5:15 PM	14	52	2	0	0	113	10	0	0	0	0	0	5	0	25	0	221	965
5:30 PM	23	58	2	0	0	111	10	0	0	0	0	0	7	0	28	0	239	962
5:45 PM	22	53	2	0	0	102	12	0	0	0	0	0	4	0	23	0	218	921
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	76	320	0	0	0	436	40	0	0	0	0	0	32	0	148	0	1052	
Heavy Trucks	0	32	0	0	0	0	0	0	0	0	0	0	0	0	12	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 37. SR 111 NB Ramps -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959645  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



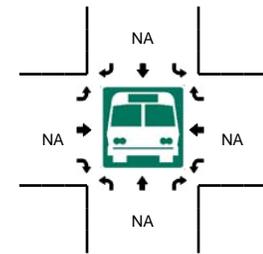
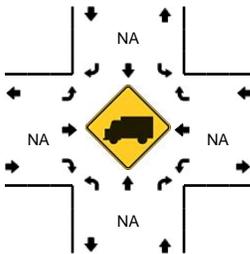
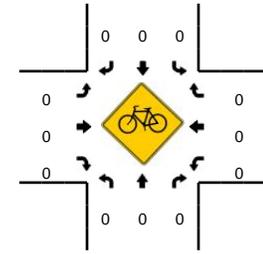
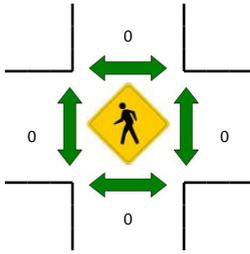
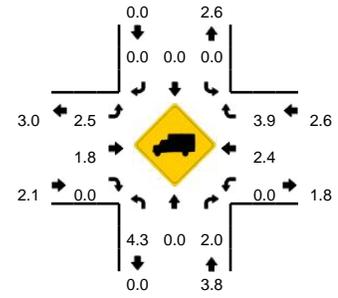
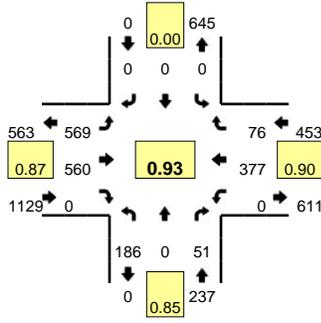
15-Min Count Period Beginning At	37. SR 111 NB Ramps (Northbound)				37. SR 111 NB Ramps (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
7:00 AM	51	0	10	0	0	0	0	0	36	32	0	1	0	115	20	0	265	
7:15 AM	81	0	5	0	0	0	0	0	40	54	0	0	0	148	30	0	358	
7:30 AM	72	0	9	0	0	0	0	0	38	70	0	0	0	167	30	1	387	
7:45 AM	86	0	15	0	0	0	0	0	56	69	0	0	0	166	21	0	413	1423
8:00 AM	59	0	14	0	0	0	0	0	44	77	0	0	0	109	14	0	317	1475
8:15 AM	40	0	4	0	0	0	0	0	42	72	0	0	0	117	13	0	288	1405
8:30 AM	40	0	10	0	0	0	0	0	30	66	0	0	0	99	11	0	256	1274
8:45 AM	47	0	11	0	0	0	0	0	41	65	0	0	0	106	8	0	278	1139
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U														
All Vehicles	344	0	60	0	0	0	0	0	224	276	0	0	0	664	84	0	1652	
Heavy Trucks	4	0	4	0	0	0	0	0	16	16	0	0	0	24	16	0	80	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 37. SR 111 NB Ramps -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959646  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



15-Min Count Period Beginning At	37. SR 111 NB Ramps (Northbound)				37. SR 111 NB Ramps (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
4:00 PM	34	1	8	0	0	0	0	0	136	148	0	0	0	111	18	0	456	
4:15 PM	45	0	10	0	0	0	0	0	116	131	0	0	0	107	18	0	427	
4:30 PM	60	0	9	0	0	0	0	0	125	127	0	0	0	93	20	0	434	
4:45 PM	49	0	21	0	0	0	0	0	153	147	0	0	0	82	16	0	468	1785
5:00 PM	32	0	11	0	0	0	0	0	175	155	0	0	0	95	22	0	490	1819
5:15 PM	32	0	5	0	0	0	0	0	151	116	0	0	0	97	14	0	415	1807
5:30 PM	41	0	8	0	0	0	0	0	105	108	0	0	0	80	14	0	356	1729
5:45 PM	30	0	8	0	0	0	0	0	91	126	0	0	0	72	14	0	341	1602
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U														
All Vehicles	128	0	44	0	0	0	0	0	700	620	0	0	0	380	88	0	1960	
Heavy Trucks	8	0	0	0	0	0	0	0	16	20	0	0	0	4	8	0	56	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

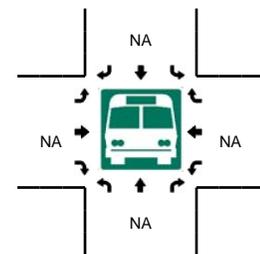
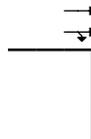
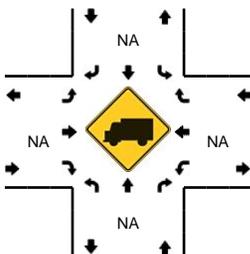
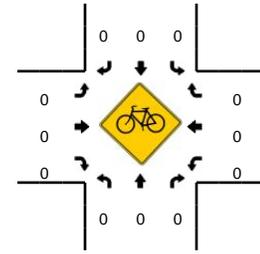
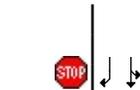
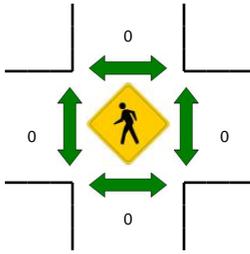
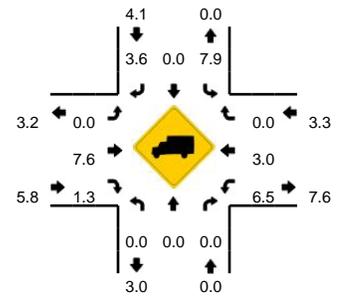
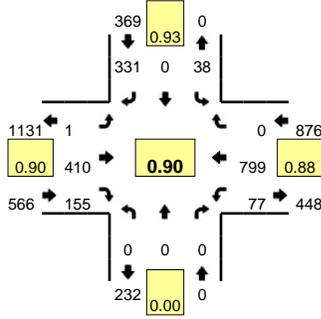
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

**LOCATION:** 38. SR 111 SB Ramps -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959647  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

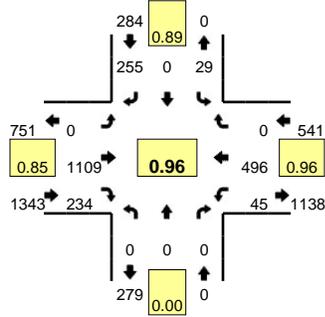


15-Min Count Period Beginning At	38. SR 111 SB Ramps (Northbound)				38. SR 111 SB Ramps (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
7:00 AM	0	0	0	0	6	0	66	0	0	64	25	0	16	152	0	0	329	
7:15 AM	0	0	0	0	5	0	90	0	0	86	30	0	16	193	0	0	420	
7:30 AM	0	0	0	0	12	0	87	0	0	108	52	1	21	220	0	0	501	
7:45 AM	0	0	0	0	8	0	75	0	0	111	45	0	25	225	0	0	489	1739
8:00 AM	0	0	0	0	13	0	79	0	0	105	28	0	15	161	0	0	401	1811
8:15 AM	0	0	0	0	10	0	64	0	0	99	28	0	12	141	0	0	354	1745
8:30 AM	0	0	0	0	15	0	72	0	0	78	24	0	10	124	0	0	323	1567
8:45 AM	0	0	0	0	12	0	59	0	0	95	25	0	9	142	0	0	342	1420
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U														
All Vehicles	0	0	0	0	48	0	348	0	0	432	208	4	84	880	0	0	2004	
Heavy Trucks	0	0	0	0	12	0	12	0	0	32	4	0	4	4	0	0	68	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

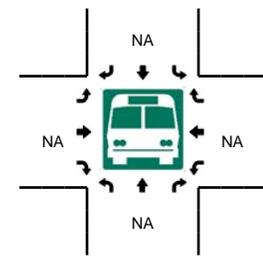
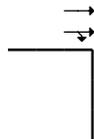
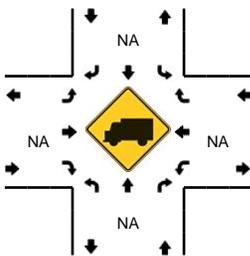
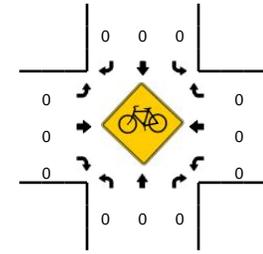
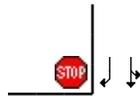
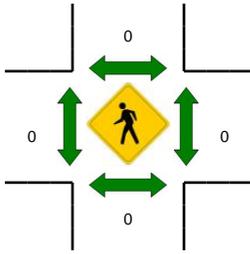
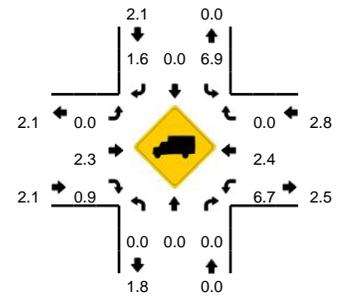
Comments:

**LOCATION:** 38. SR 111 SB Ramps -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959648  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



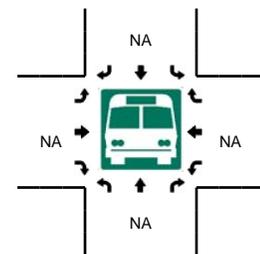
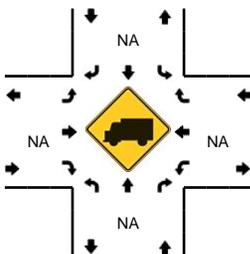
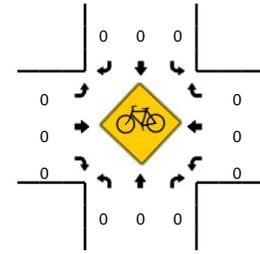
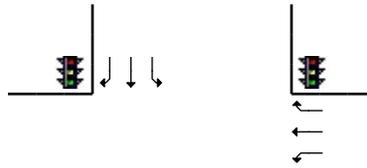
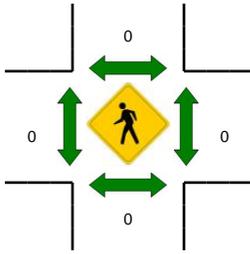
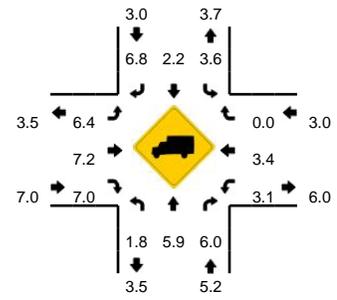
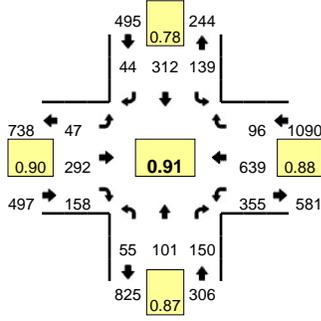
15-Min Count Period Beginning At	38. SR 111 SB Ramps (Northbound)				38. SR 111 SB Ramps (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
4:00 PM	0	0	0	0	11	0	56	0	0	271	36	0	16	136	0	0	526	
4:15 PM	0	0	0	0	10	0	57	0	0	235	33	0	13	140	0	0	488	
4:30 PM	0	0	0	0	6	0	68	0	0	255	50	0	10	143	0	0	532	
4:45 PM	0	0	0	0	8	0	73	0	0	287	49	0	15	116	0	0	548	2094
5:00 PM	0	0	0	0	8	0	43	0	0	318	75	0	9	111	0	0	564	2132
5:15 PM	0	0	0	0	7	0	71	0	0	249	60	0	11	126	0	0	524	2168
5:30 PM	0	0	0	0	6	0	65	0	0	203	43	0	7	111	0	0	435	2071
5:45 PM	0	0	0	0	7	0	50	0	0	207	34	0	5	106	0	0	409	1932
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U														
All Vehicles	0	0	0	0	32	0	172	0	0	1272	300	0	36	444	0	0	2256	
Heavy Trucks	0	0	0	0	8	0	0	0	0	24	4	0	4	8	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 39. Neal St/S Old Kentucky Rd -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959649  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



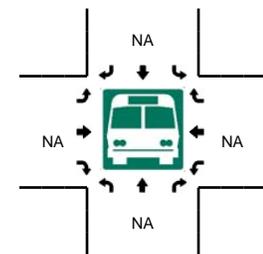
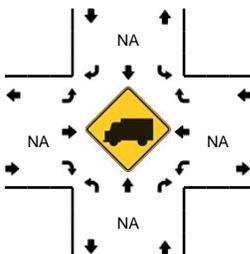
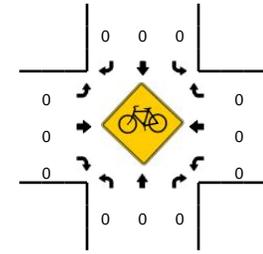
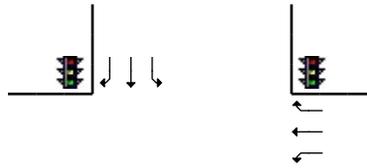
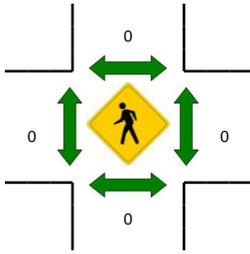
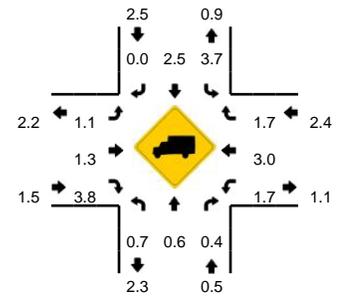
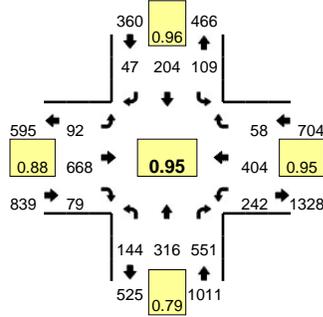
15-Min Count Period Beginning At	39. Neal St/S Old Kentucky Rd (Northbound)				39. Neal St/S Old Kentucky Rd (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	15	24	0	17	34	8	0	6	46	20	0	61	124	12	0	374	
7:15 AM	10	23	33	0	27	57	13	0	9	60	16	0	73	151	28	0	500	
7:30 AM	17	25	41	0	39	69	16	0	12	81	36	0	99	175	35	0	645	
7:45 AM	13	26	38	0	46	104	8	0	16	73	53	0	97	160	22	0	656	2175
8:00 AM	15	27	38	0	27	82	7	0	10	78	53	0	86	153	11	0	587	2388
8:15 AM	13	25	34	0	27	42	13	0	13	63	24	0	39	152	8	0	453	2341
8:30 AM	16	28	35	0	24	37	12	0	7	48	27	0	63	131	1	0	429	2125
8:45 AM	19	24	50	0	16	47	4	0	8	58	22	0	67	119	3	0	437	1906
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	52	104	152	0	184	416	32	0	64	292	212	0	388	640	88	0	2624	
Heavy Trucks	0	8	4		8	8	0		0	28	20		12	24	0		112	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 39. Neal St/S Old Kentucky Rd -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959650  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



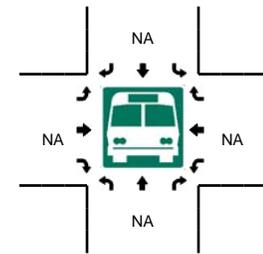
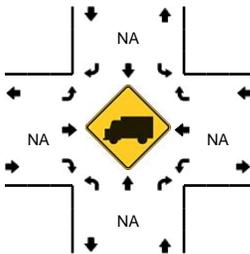
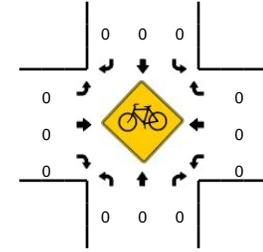
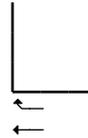
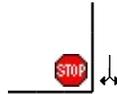
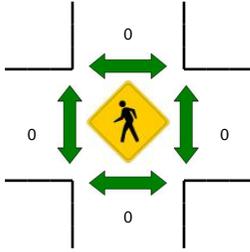
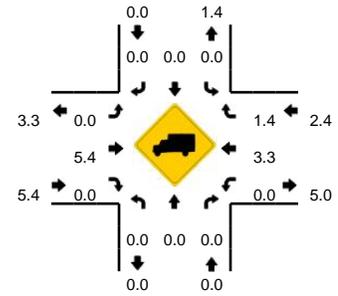
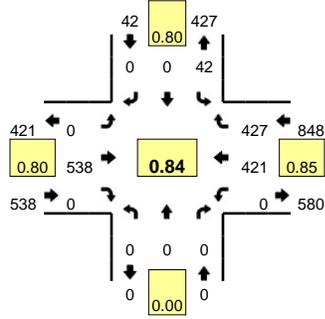
15-Min Count Period Beginning At	39. Neal St/S Old Kentucky Rd (Northbound)				39. Neal St/S Old Kentucky Rd (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	29	56	126	0	22	47	13	0	18	165	18	0	58	108	15	0	675	
4:15 PM	27	50	101	0	31	41	14	0	26	130	27	0	57	103	13	0	620	
4:30 PM	31	76	136	0	23	62	9	0	23	147	20	0	61	116	17	0	721	
4:45 PM	27	66	116	0	27	48	10	0	17	191	30	0	66	113	16	0	727	2743
5:00 PM	54	97	170	0	29	45	14	0	25	188	12	0	50	71	15	0	770	2838
5:15 PM	32	77	129	0	30	49	14	0	27	142	17	0	65	104	10	0	696	2914
5:30 PM	17	47	87	0	20	35	14	0	18	128	11	0	53	105	9	0	544	2737
5:45 PM	14	55	78	0	32	47	9	0	16	125	15	0	47	85	18	0	541	2551
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	216	388	680	0	116	180	56	0	100	752	48	0	200	284	60	0	3080	
Heavy Trucks	4	0	8		0	0	0		4	12	0		0	4	0		32	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 40. E Broad St -- US 70N (E Spring St)  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959651  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

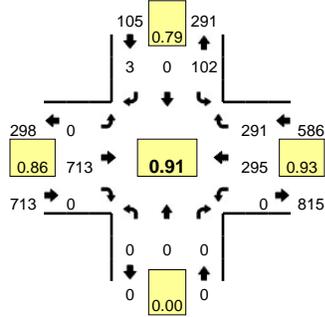


15-Min Count Period Beginning At	40. E Broad St (Northbound)				40. E Broad St (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	4	0	0	0	0	73	0	0	0	58	61	0	196	
7:15 AM	0	0	0	0	7	0	0	0	0	115	0	0	0	77	101	0	300	
7:30 AM	0	0	0	0	12	0	0	0	0	168	0	0	0	117	128	0	425	
7:45 AM	0	0	0	0	14	0	0	0	0	158	0	0	0	131	117	0	420	1341
8:00 AM	0	0	0	0	9	0	0	0	0	97	0	0	0	96	81	0	283	1428
8:15 AM	0	0	0	0	10	0	0	0	0	84	0	0	0	83	94	0	271	1399
8:30 AM	0	0	0	0	6	0	0	0	0	83	0	0	0	88	97	0	274	1248
8:45 AM	0	0	0	0	7	0	0	0	0	77	0	0	0	73	86	0	243	1071
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	0	0	0	0	48	0	0	0	0	672	0	0	0	468	512	0	1700	
Heavy Trucks	0	0	0	0	0	0	0	0	0	24	0	0	0	4	4	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

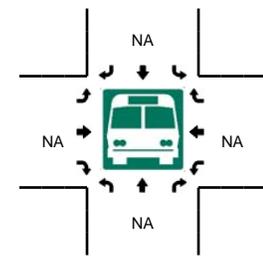
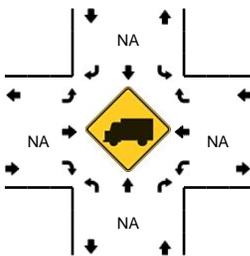
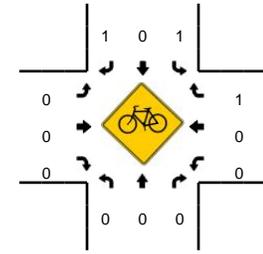
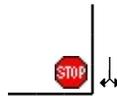
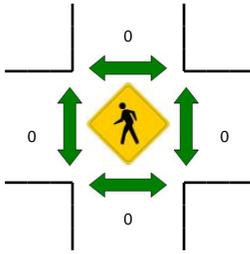
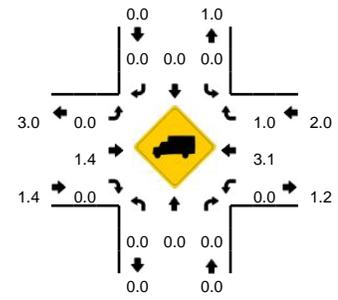
Comments:

**LOCATION:** 40. E Broad St -- US 70N (E Spring St)  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959652  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



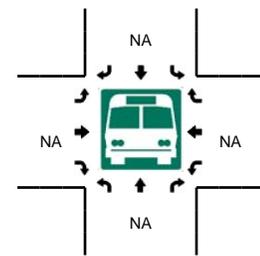
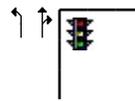
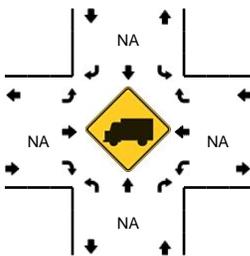
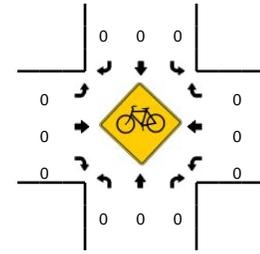
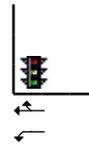
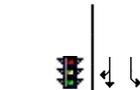
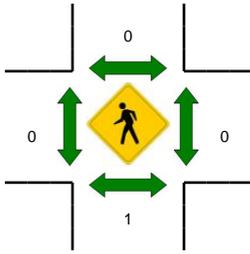
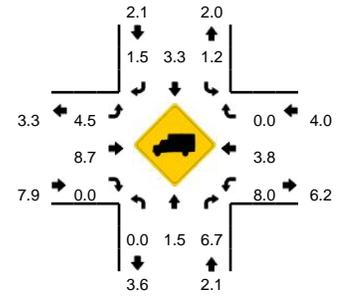
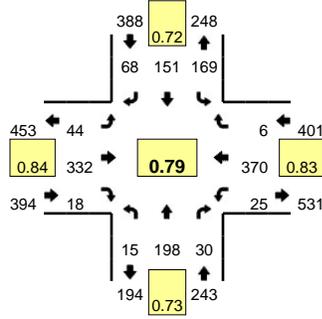
15-Min Count Period Beginning At	40. E Broad St (Northbound)				40. E Broad St (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	22	0	1	0	0	171	0	0	0	90	65	0	349	
4:15 PM	0	0	0	0	28	0	1	0	0	141	0	0	0	58	65	0	293	
4:30 PM	0	0	0	0	20	0	1	0	0	187	0	0	0	80	77	0	365	
4:45 PM	0	0	0	0	34	0	0	0	0	208	0	0	0	78	67	0	387	1394
5:00 PM	0	0	0	0	22	0	0	0	0	178	0	0	0	69	77	0	346	1391
5:15 PM	0	0	0	0	26	0	2	0	0	140	0	0	0	68	70	0	306	1404
5:30 PM	0	0	0	0	17	0	0	0	0	112	0	0	0	80	55	0	264	1303
5:45 PM	0	0	0	0	19	0	1	0	0	122	0	0	0	49	50	0	241	1157
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	136	0	0	0	0	832	0	0	0	312	268	0	1548	
Heavy Trucks	0	0	0	0	0	0	0	0	0	28	0	0	0	8	8	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 41. Maple Ave -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959653  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

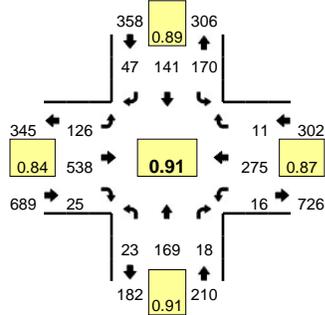


15-Min Count Period Beginning At	41. Maple Ave (Northbound)				41. Maple Ave (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	14	0	0	10	19	16	0	10	63	0	0	3	56	0	0	192	
7:15 AM	1	30	6	0	33	25	17	0	14	79	2	0	4	71	1	0	283	
7:30 AM	4	58	7	0	61	46	13	0	13	96	8	0	3	102	1	0	412	
7:45 AM	5	64	14	0	53	60	21	0	13	87	6	0	10	114	2	0	449	1336
8:00 AM	5	46	3	0	22	20	17	0	4	70	2	0	8	83	2	0	282	1426
8:15 AM	3	20	0	0	13	16	14	0	6	72	4	0	1	91	0	0	240	1383
8:30 AM	4	17	0	0	13	6	16	0	6	71	2	0	0	90	0	0	225	1196
8:45 AM	5	12	2	0	21	23	18	0	12	55	1	0	2	65	0	0	216	963
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	256	56	0	212	240	84	0	52	348	24	0	40	456	8	0	1796	
Heavy Trucks	0	0	0		4	12	0		8	32	0		0	8	0		64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

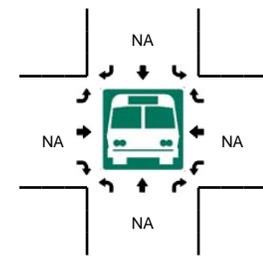
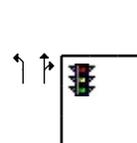
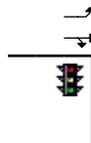
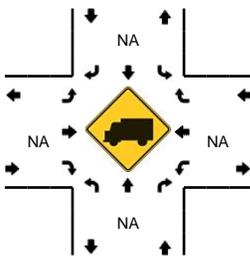
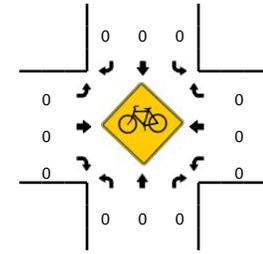
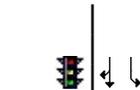
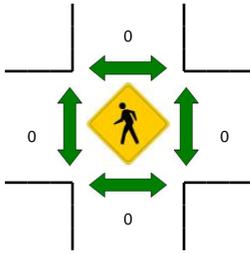
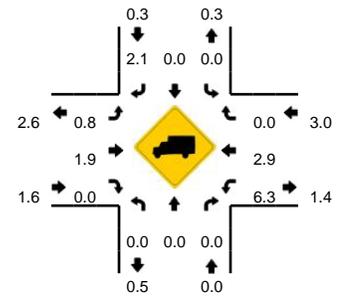
Comments:

**LOCATION:** 41. Maple Ave -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959654  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



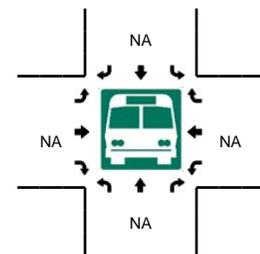
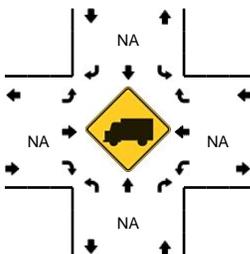
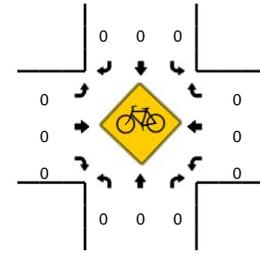
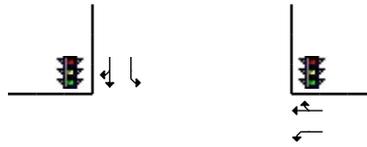
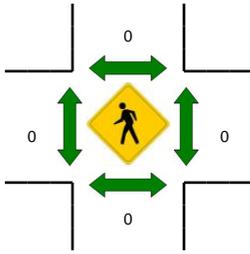
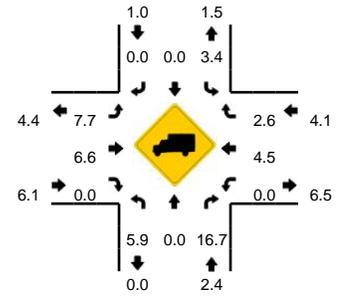
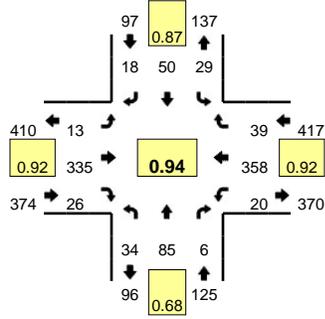
15-Min Count Period Beginning At	41. Maple Ave (Northbound)				41. Maple Ave (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	38	3	0	35	28	4	0	29	129	4	0	2	81	2	0	361	
4:15 PM	6	31	1	0	28	26	9	0	27	109	5	0	3	55	0	0	300	
4:30 PM	8	46	2	0	38	41	9	0	27	147	5	0	3	70	3	0	399	
4:45 PM	8	37	8	0	47	35	12	0	35	162	8	0	3	71	3	0	429	1489
5:00 PM	2	52	4	0	55	33	13	0	36	121	8	0	9	66	5	0	404	1532
5:15 PM	5	34	4	0	30	32	13	0	28	108	4	0	1	68	0	0	327	1559
5:30 PM	2	34	2	0	20	20	11	0	16	94	4	0	4	82	5	0	294	1454
5:45 PM	4	19	2	0	20	27	12	0	20	97	6	0	1	47	1	0	256	1281
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	148	32	0	188	140	48	0	140	648	32	0	12	284	12	0	1716	
Heavy Trucks	0	0	0	0	0	0	4	0	4	28	0	0	0	12	0	0	48	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 42. S Dixie Ave -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959655  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

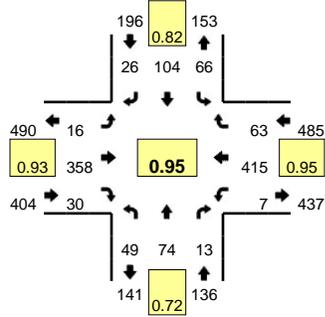


15-Min Count Period Beginning At	42. S Dixie Ave (Northbound)				42. S Dixie Ave (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	9	0	0	3	8	2	0	0	61	5	0	1	64	2	0	157	
7:15 AM	5	6	0	0	5	10	3	0	2	82	3	0	4	86	5	0	211	
7:30 AM	8	19	1	0	10	10	4	0	3	92	8	0	0	89	8	0	252	
7:45 AM	10	36	0	0	6	18	4	0	5	81	7	0	5	87	11	0	270	890
8:00 AM	9	20	1	0	9	6	6	0	3	85	8	0	7	96	10	0	260	993
8:15 AM	7	10	4	0	4	16	4	0	2	77	3	0	8	86	10	0	231	1013
8:30 AM	9	14	1	0	7	12	2	0	3	76	10	0	5	73	8	0	220	981
8:45 AM	12	14	2	0	5	10	8	0	6	64	6	0	11	80	7	0	225	936
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	144	0	0	24	72	16	0	20	324	28	0	20	348	44	0	1080	
Heavy Trucks	0	0	0	0	0	0	0	0	4	28	0	0	0	0	4	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

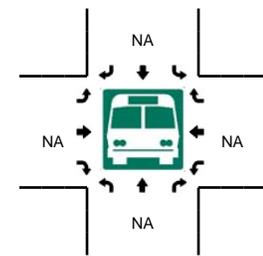
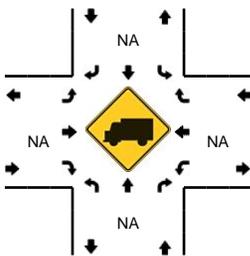
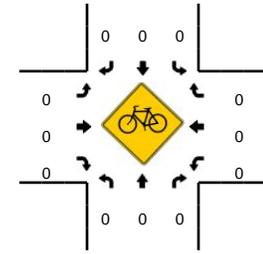
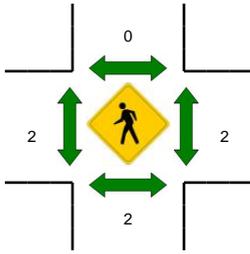
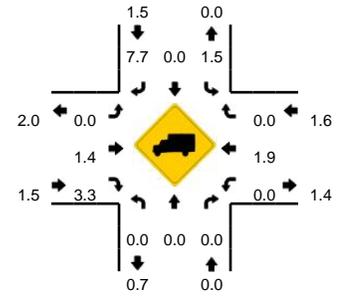
Comments:

**LOCATION:** 42. S Dixie Ave -- US 70N (E Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959656  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



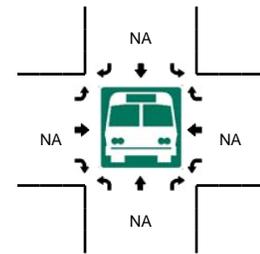
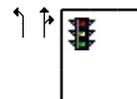
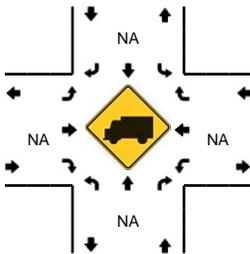
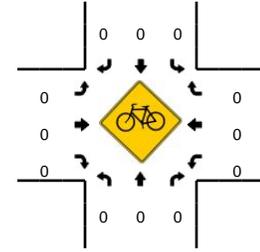
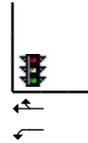
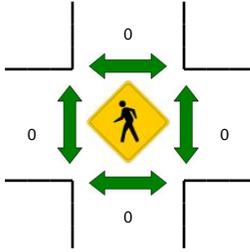
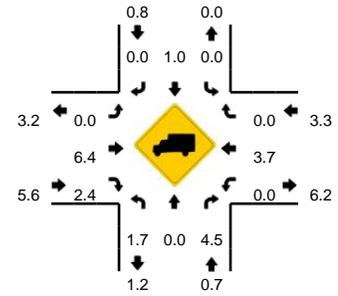
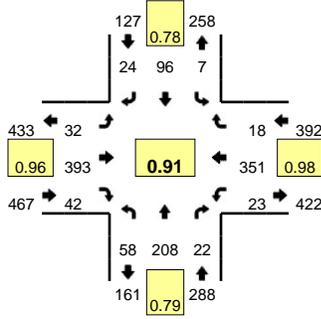
15-Min Count Period Beginning At	42. S Dixie Ave (Northbound)				42. S Dixie Ave (Southbound)				US 70N (E Spring St) (Eastbound)				US 70N (E Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	22	10	0	8	19	3	0	2	89	12	0	1	99	10	0	294	
4:15 PM	12	13	7	0	16	18	5	0	9	80	3	0	3	78	15	0	259	
4:30 PM	13	22	2	0	25	30	5	0	2	72	11	0	2	110	16	0	310	
4:45 PM	13	12	2	0	15	28	7	0	4	98	7	0	3	107	15	0	311	1174
5:00 PM	13	26	5	0	14	22	8	0	4	101	9	0	1	104	13	0	320	1200
5:15 PM	10	14	4	0	12	24	6	0	6	87	3	0	1	94	19	0	280	1221
5:30 PM	12	17	4	0	10	21	4	0	5	97	4	0	1	94	12	0	281	1192
5:45 PM	4	8	4	0	6	11	5	0	7	80	3	0	1	74	15	0	218	1099
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	104	20	0	56	88	32	0	16	404	36	0	4	416	52	0	1280	
Heavy Trucks	0	0	0	0	4	0	0	0	0	4	0	0	0	16	0	0	24	
Pedestrians		4				0				4				0			8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																		

Comments:

**LOCATION:** 43. S Walnut Ave -- US 70N (W Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959657  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

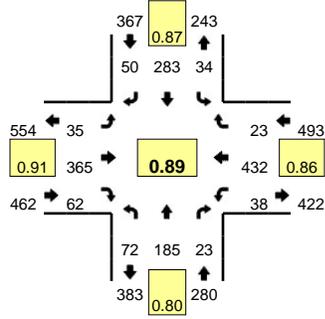


15-Min Count Period Beginning At	43. S Walnut Ave (Northbound)				43. S Walnut Ave (Southbound)				US 70N (W Spring St) (Eastbound)				US 70N (W Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	14	2	0	5	14	1	0	3	61	4	0	1	67	1	0	177	
7:15 AM	12	44	5	0	0	18	5	0	5	103	10	0	6	85	2	0	295	
7:30 AM	16	61	2	0	5	21	6	0	6	100	11	0	6	87	5	0	326	
7:45 AM	20	59	12	0	1	32	5	0	5	101	15	0	5	90	6	0	351	1149
8:00 AM	10	44	3	0	1	25	8	0	16	89	6	0	6	89	5	0	302	1274
8:15 AM	5	37	9	0	3	15	7	0	5	78	18	0	9	78	9	0	273	
8:30 AM	12	50	6	0	9	29	8	0	5	74	14	0	12	70	2	0	291	1217
8:45 AM	11	41	8	0	3	22	6	0	6	82	16	0	15	82	6	0	298	1164
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	80	236	48	0	4	128	20	0	20	404	60	0	20	360	24	0	1404	
Heavy Trucks	0	0	4	0	0	0	0	0	0	32	0	0	0	0	0	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

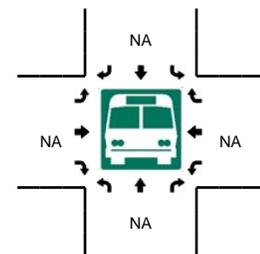
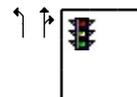
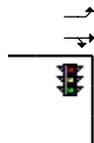
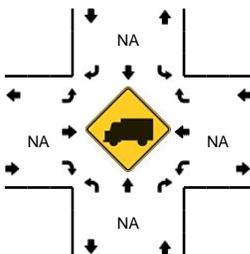
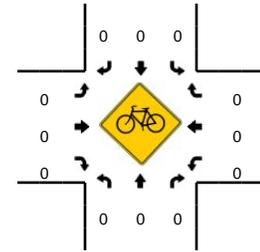
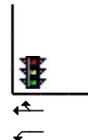
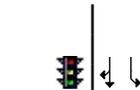
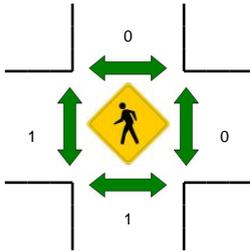
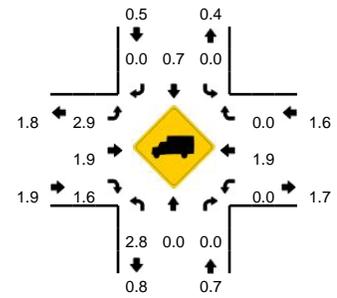
Comments:

**LOCATION:** 43. S Walnut Ave -- US 70N (W Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959658  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



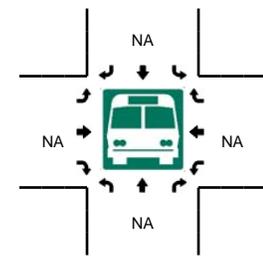
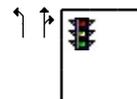
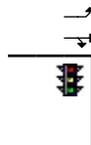
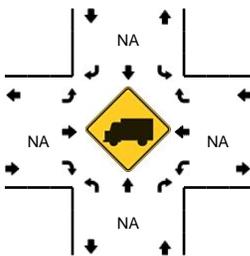
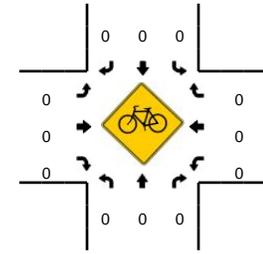
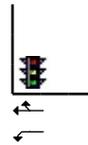
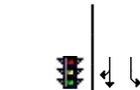
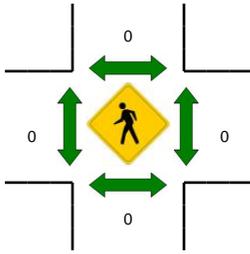
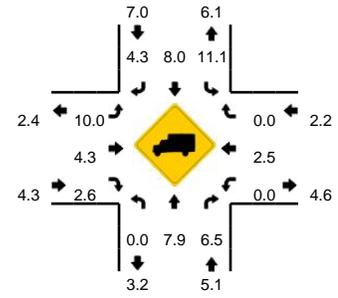
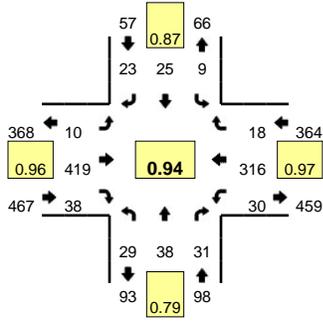
15-Min Count Period Beginning At	43. S Walnut Ave (Northbound)				43. S Walnut Ave (Southbound)				US 70N (W Spring St) (Eastbound)				US 70N (W Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	63	10	0	8	61	15	0	7	83	21	0	7	100	10	0	402	
4:15 PM	20	46	5	0	6	60	13	0	10	83	19	0	5	87	3	0	357	
4:30 PM	15	45	2	0	8	70	8	0	7	75	15	0	9	102	11	0	367	
4:45 PM	19	44	3	0	7	83	16	0	8	112	12	0	14	129	5	0	452	1578
5:00 PM	18	50	13	0	13	70	13	0	10	95	16	0	10	114	4	0	426	1602
5:15 PM	12	42	8	0	5	51	5	0	11	92	12	0	8	100	3	0	349	1594
5:30 PM	13	46	8	0	5	60	16	0	16	88	10	0	6	100	2	0	370	1597
5:45 PM	11	51	4	0	6	54	11	0	8	80	8	0	6	78	4	0	321	1466
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	76	176	12	0	28	332	64	0	32	448	48	0	56	516	20	0	1808	
Heavy Trucks	0	0	0	0	0	0	0	0	0	20	0	0	0	8	0	0	28	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 44. Scott Ave -- US 70N (W Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959659  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



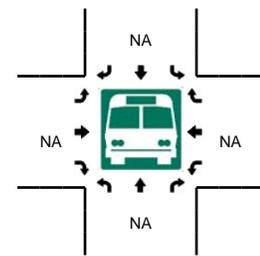
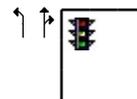
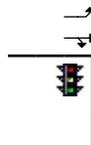
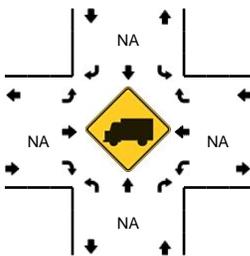
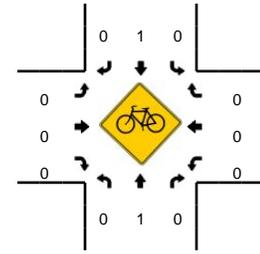
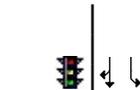
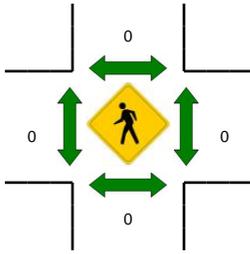
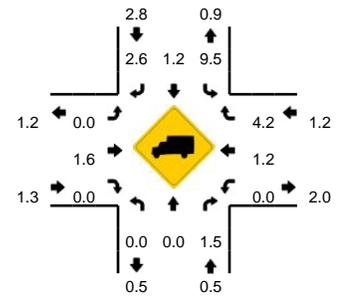
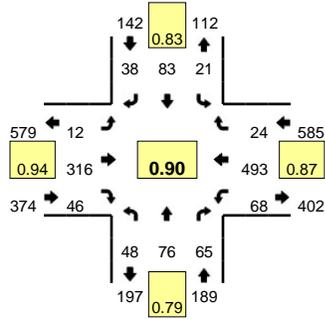
15-Min Count Period Beginning At	44. Scott Ave (Northbound)				44. Scott Ave (Southbound)				US 70N (W Spring St) (Eastbound)				US 70N (W Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	1	6	0	0	3	1	0	0	75	2	0	2	70	1	0	166	
7:15 AM	3	8	4	0	2	7	4	0	2	107	7	0	6	79	4	0	233	
7:30 AM	6	9	9	0	2	9	5	0	3	109	9	0	11	78	5	0	255	
7:45 AM	9	12	10	0	3	6	8	0	2	109	9	0	6	85	3	0	262	916
8:00 AM	11	9	8	0	2	3	6	0	3	94	13	0	7	74	6	0	236	986
8:15 AM	3	2	8	0	8	4	3	0	4	85	6	0	2	84	5	0	214	967
8:30 AM	2	7	4	0	5	8	3	0	2	75	4	0	8	68	2	0	188	900
8:45 AM	6	3	11	0	2	7	6	0	2	85	7	0	4	80	5	0	218	856
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	48	40	0	12	24	32	0	8	436	36	0	24	340	12	0	1048	
Heavy Trucks	0	4	4		0	0	0		0	20	4		0	8	0		40	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 44. Scott Ave -- US 70N (W Spring St)  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959660  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



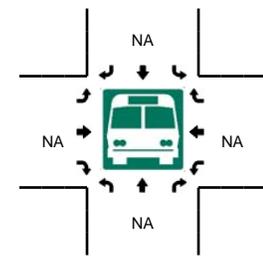
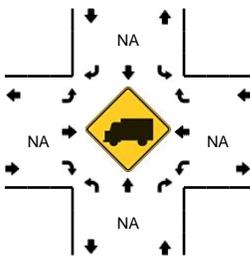
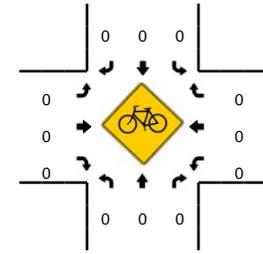
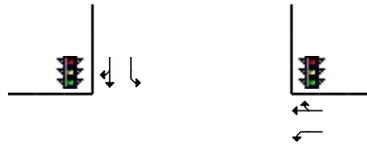
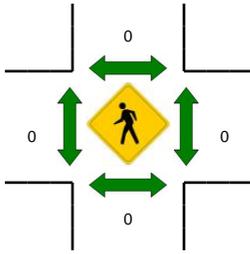
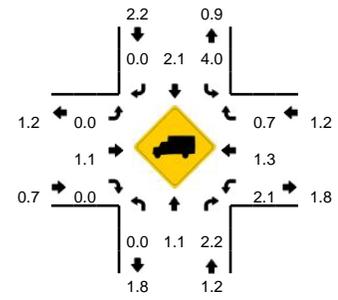
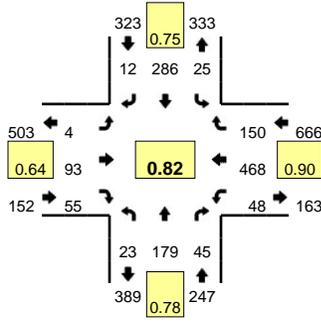
15-Min Count Period Beginning At	44. Scott Ave (Northbound)				44. Scott Ave (Southbound)				US 70N (W Spring St) (Eastbound)				US 70N (W Spring St) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	16	14	0	5	15	9	0	6	80	7	1	19	111	12	0	307	
4:15 PM	8	17	17	0	5	18	13	0	2	80	10	0	12	110	6	0	298	
4:30 PM	9	19	13	0	4	21	10	0	3	64	11	0	11	111	6	0	282	
4:45 PM	18	11	17	0	6	18	4	0	4	89	13	0	20	148	4	0	352	1239
5:00 PM	13	29	18	0	6	26	11	0	3	83	12	0	25	124	8	0	358	1290
5:15 PM	12	11	14	0	4	10	10	0	5	81	9	0	19	104	5	0	284	1276
5:30 PM	9	6	16	0	8	6	7	0	2	93	5	0	17	119	3	0	291	1285
5:45 PM	8	12	17	0	6	6	9	0	4	63	5	0	7	87	3	0	227	1160
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	116	72	0	24	104	44	0	12	332	48	0	100	496	32	0	1432	
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	16	0		20	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

**LOCATION:** 45. N Maple Ave -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959661  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**



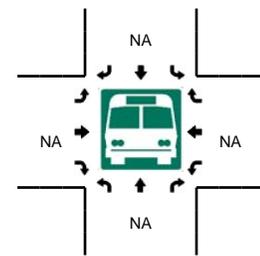
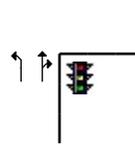
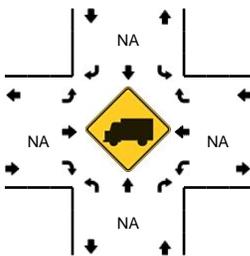
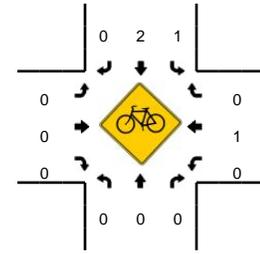
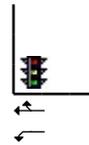
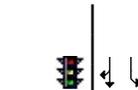
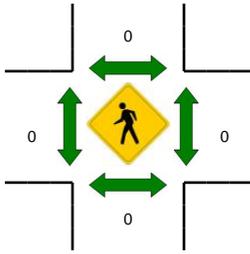
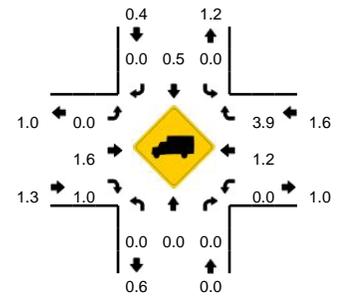
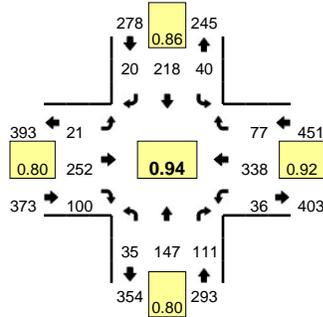
15-Min Count Period Beginning At	45. N Maple Ave (Northbound)				45. N Maple Ave (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	11	11	0	2	28	2	0	1	10	2	0	14	69	23	0	176	
7:15 AM	6	28	11	0	6	55	3	0	2	18	9	0	13	109	28	0	288	
7:30 AM	7	51	14	0	9	95	4	0	1	37	21	0	10	124	52	0	425	
7:45 AM	6	57	16	0	4	94	3	0	1	22	19	0	14	117	40	0	393	1282
8:00 AM	4	43	4	0	6	42	2	0	0	16	6	0	11	118	30	0	282	1388
8:15 AM	4	17	7	0	3	25	2	0	1	15	3	0	14	100	16	0	207	1307
8:30 AM	7	13	3	0	1	26	1	0	3	13	3	0	8	112	16	0	206	1088
8:45 AM	1	12	12	0	3	39	1	0	3	12	4	0	16	104	31	0	238	933
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	28	204	56	0	36	380	16	0	4	148	84	0	40	496	208	0	1700	
Heavy Trucks	0	4	0	0	0	4	0	0	0	4	0	0	0	8	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 45. N Maple Ave -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959662  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



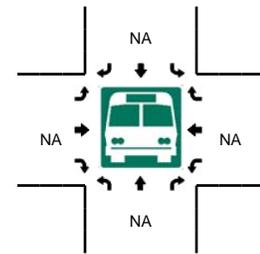
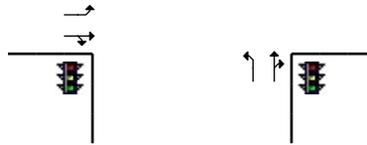
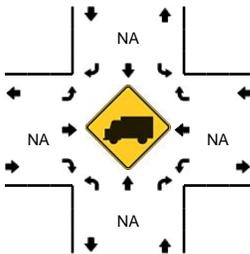
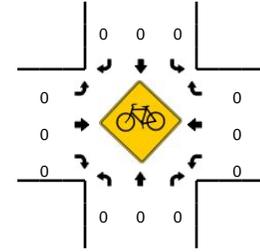
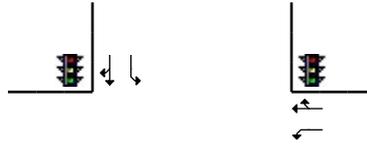
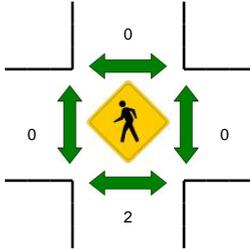
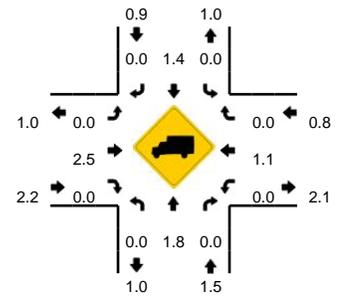
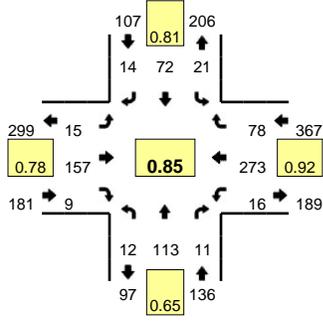
15-Min Count Period Beginning At	45. N Maple Ave (Northbound)				45. N Maple Ave (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	33	29	0	5	35	6	0	2	50	23	0	8	62	20	0	282	
4:15 PM	4	37	18	0	9	39	3	0	8	49	17	0	7	80	13	0	284	
4:30 PM	9	39	27	0	11	63	7	0	5	59	18	0	3	76	21	0	338	
4:45 PM	14	32	19	0	10	56	7	0	3	83	30	0	11	81	19	0	365	1269
5:00 PM	7	44	41	0	12	54	2	0	5	52	32	0	11	98	13	0	371	1358
5:15 PM	5	32	24	0	7	45	4	0	8	58	20	0	11	83	24	0	321	1395
5:30 PM	3	36	17	0	6	31	0	0	2	44	9	0	13	59	13	0	233	1290
5:45 PM	3	27	10	0	10	38	5	0	4	31	7	0	14	63	15	0	227	1152
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	176	164	0	48	216	8	0	20	208	128	0	44	392	52	0	1484	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 46. N Dixie Ave -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959663  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



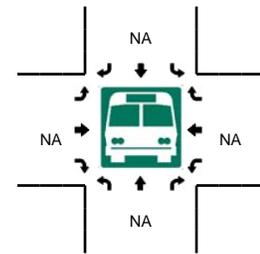
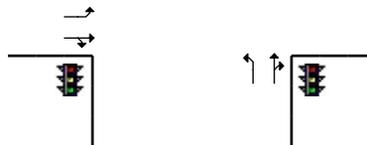
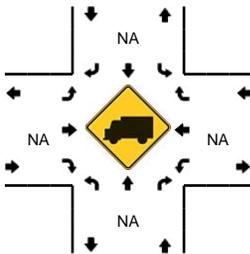
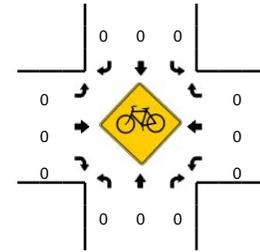
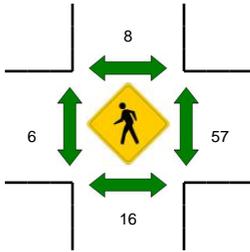
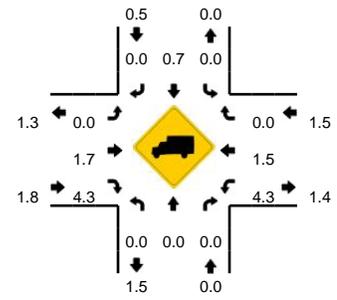
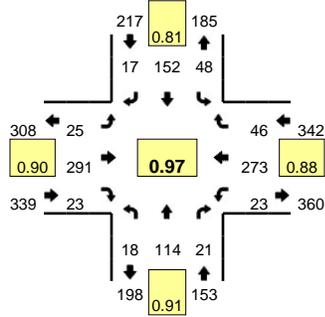
15-Min Count Period Beginning At	46. N Dixie Ave (Northbound)				46. N Dixie Ave (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	10	1	0	0	9	1	0	0	14	2	0	2	43	9	0	91	
7:15 AM	1	12	2	0	5	16	3	0	1	27	1	0	2	49	15	0	134	
7:30 AM	3	26	4	0	11	19	4	0	8	50	1	0	5	68	26	0	225	
7:45 AM	3	45	4	0	4	20	1	0	2	55	1	0	5	76	16	0	232	682
8:00 AM	5	25	2	0	6	15	6	0	4	31	3	0	3	75	22	0	197	788
8:15 AM	1	17	1	0	0	18	3	0	1	21	4	0	3	54	14	0	137	791
8:30 AM	5	17	2	0	2	17	1	0	2	32	3	0	0	70	27	0	178	744
8:45 AM	2	21	4	0	5	19	3	0	0	44	4	0	1	68	16	0	187	699
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	180	16	0	16	80	4	0	8	220	4	0	20	304	64	0	928	
Heavy Trucks	0	8	0		0	0	0		0	8	0		0	0	0		16	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

Comments:

**LOCATION:** 46. N Dixie Ave -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959664  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



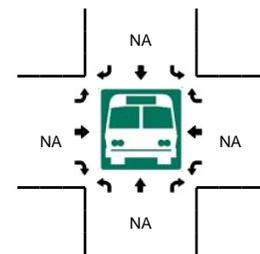
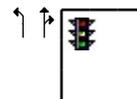
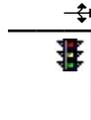
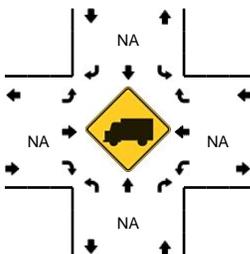
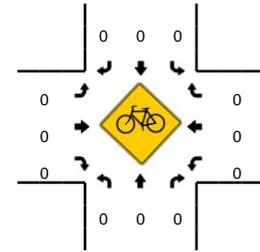
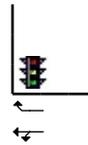
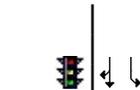
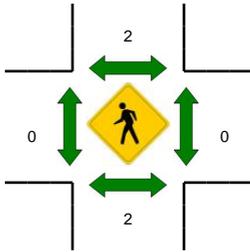
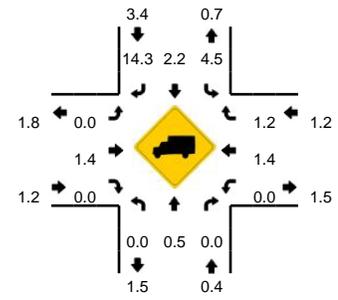
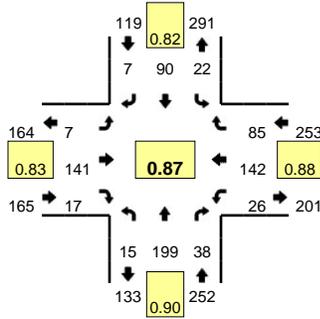
15-Min Count Period Beginning At	46. N Dixie Ave (Northbound)				46. N Dixie Ave (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	26	4	0	7	19	5	0	7	71	6	0	5	67	5	0	228	
4:15 PM	7	27	2	0	5	31	7	0	7	57	4	0	3	64	10	0	224	
4:30 PM	3	33	4	0	11	53	3	0	7	64	5	0	4	58	10	0	255	
4:45 PM	4	21	7	0	17	34	7	0	4	77	6	0	8	73	9	0	267	974
5:00 PM	7	33	2	0	8	37	5	0	6	73	3	0	5	80	12	0	271	1017
5:15 PM	4	27	8	0	12	28	2	0	8	77	9	0	6	62	15	0	258	1051
5:30 PM	6	27	4	0	8	28	7	0	3	52	3	0	5	52	9	0	204	1000
5:45 PM	6	20	4	0	7	16	6	0	2	34	1	0	5	61	11	1	174	907
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	28	132	8	0	32	148	20	0	24	292	12	0	20	320	48	0	1084	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	8	0	0	12	
Pedestrians		40				4				8				152			204	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 47. N Walnut Ave -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959665  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

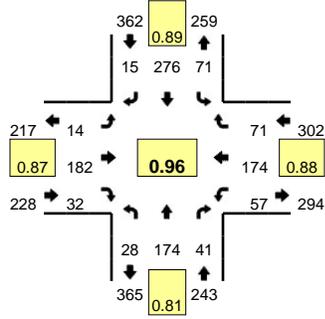


15-Min Count Period Beginning At	47. N Walnut Ave (Northbound)				47. N Walnut Ave (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	10	6	0	2	15	0	0	2	12	2	0	2	27	13	0	92	
7:15 AM	4	43	9	0	4	19	0	0	2	18	0	0	4	26	12	0	141	
7:30 AM	5	56	10	0	4	22	3	0	2	44	3	0	8	35	17	0	209	
7:45 AM	4	58	5	0	5	32	1	0	2	45	3	0	7	39	27	0	228	670
8:00 AM	4	46	11	0	4	19	2	0	1	31	5	0	8	43	23	0	197	775
8:15 AM	2	39	12	0	9	17	1	0	2	21	6	0	3	25	18	0	155	789
8:30 AM	5	37	7	0	7	25	2	0	1	20	3	0	12	29	25	0	173	753
8:45 AM	3	34	11	0	6	20	1	0	0	31	3	0	5	41	19	0	174	699
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	16	232	20	0	20	128	4	0	8	180	12	0	28	156	108	0	912	
Heavy Trucks	0	0	0		4	4	0		0	0	0		0	0	0		8	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

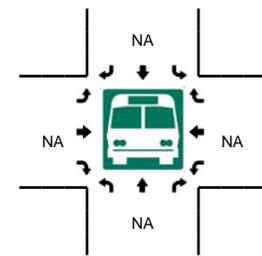
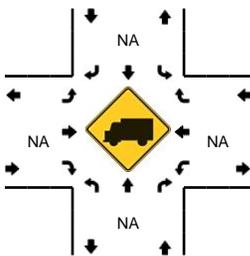
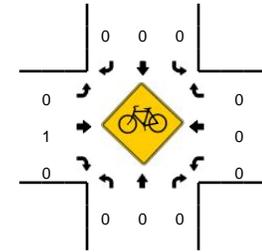
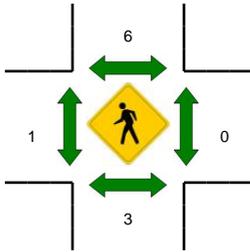
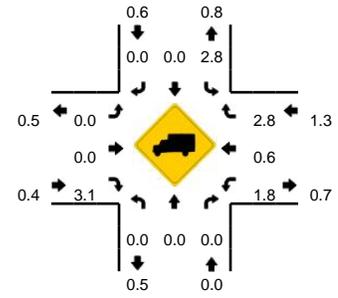
Comments:

**LOCATION:** 47. N Walnut Ave -- E Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959666  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

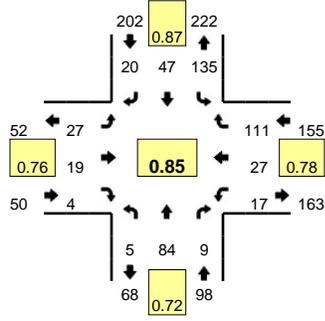


15-Min Count Period Beginning At	47. N Walnut Ave (Northbound)				47. N Walnut Ave (Southbound)				E Broad St (Eastbound)				E Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	51	21	0	13	65	4	0	1	50	9	0	15	36	22	0	294	
4:15 PM	8	43	9	0	14	59	3	0	9	38	8	0	11	39	22	0	263	
4:30 PM	5	45	9	0	23	75	4	0	2	47	7	0	11	40	17	0	285	
4:45 PM	5	43	10	0	14	76	4	0	3	50	11	0	16	44	16	0	292	1134
5:00 PM	10	43	13	0	20	66	4	0	0	47	6	0	19	51	16	0	295	1135
5:15 PM	9	35	12	0	7	52	0	0	3	59	8	0	8	36	10	0	239	1111
5:30 PM	4	46	9	0	11	62	6	0	2	34	8	0	10	37	10	0	239	1065
5:45 PM	4	52	5	0	11	48	5	0	4	26	5	0	14	42	16	0	232	1005
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	172	52	0	80	264	16	0	0	188	24	0	76	204	64	0	1180	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	
Pedestrians		4				0				0				0			4	
Bicycles		0	0	0		0	0	0		0	1	0		0	0	0	1	
Railroad																		
Stopped Buses																		

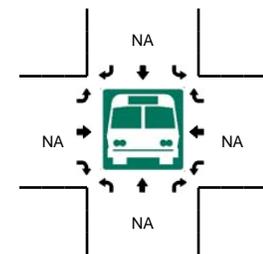
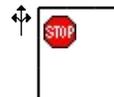
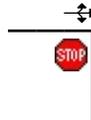
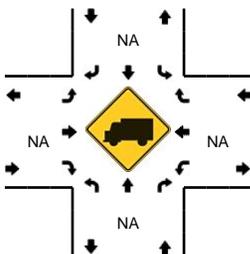
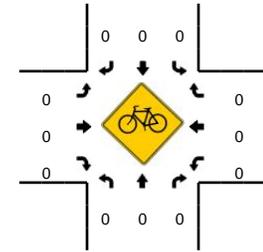
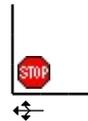
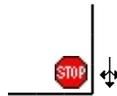
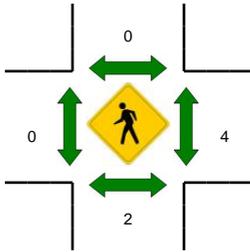
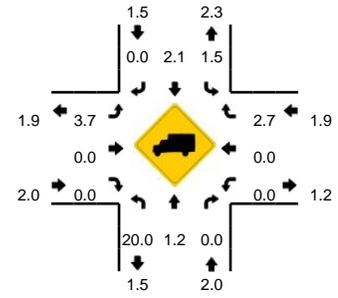
Comments:

**LOCATION:** 48. S Cedar Ave -- W Broad St/Depot St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959667  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



15-Min Count Period Beginning At	48. S Cedar Ave (Northbound)				48. S Cedar Ave (Southbound)				W Broad St/Depot St (Eastbound)				W Broad St/Depot St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	3	2	0	12	5	1	0	0	3	0	0	1	7	16	0	50	
7:15 AM	1	12	1	0	16	10	1	0	4	4	2	0	4	2	27	0	84	
7:30 AM	1	17	3	0	39	7	4	0	7	8	2	0	4	9	22	0	123	
7:45 AM	1	31	2	0	39	13	6	0	12	4	0	0	3	8	30	0	149	406
8:00 AM	1	21	3	0	32	15	3	0	4	4	1	0	7	6	38	0	135	491
8:15 AM	2	15	1	0	25	12	7	0	4	3	1	0	3	4	21	0	98	505
8:30 AM	0	12	2	0	18	19	1	0	6	5	1	0	3	7	23	0	97	479
8:45 AM	0	18	5	0	28	22	1	0	1	2	1	0	7	8	30	0	123	453
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	124	8	0	156	52	24	0	48	16	0	0	12	32	120	0	596	
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4	
Pedestrians	0	0	0		0	0	0		0	0	0		0	4	0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

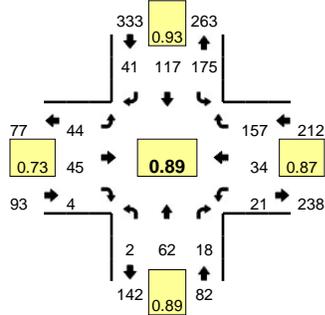
Comments:

Type of peak hour being reported: Intersection Peak

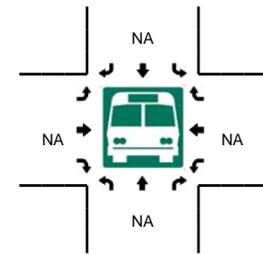
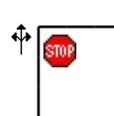
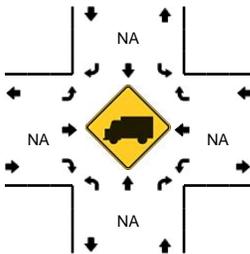
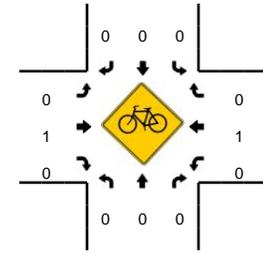
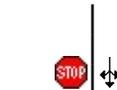
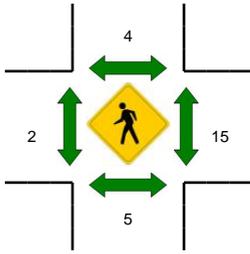
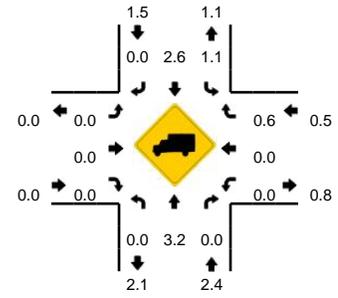
Method for determining peak hour: Total Entering Volume

**LOCATION:** 48. S Cedar Ave -- W Broad St/Depot St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959668  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

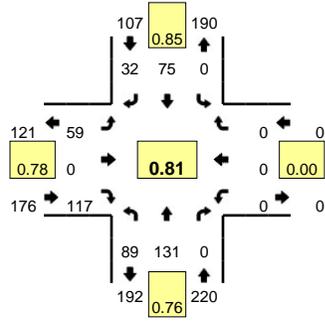


15-Min Count Period Beginning At	48. S Cedar Ave (Northbound)				48. S Cedar Ave (Southbound)				W Broad St/Depot St (Eastbound)				W Broad St/Depot St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	19	6	0	40	20	7	0	11	13	1	0	10	7	42	0	176	
4:15 PM	2	12	5	0	35	22	5	0	8	6	0	0	4	10	33	0	142	
4:30 PM	1	11	3	0	47	29	14	0	4	9	1	0	9	5	42	0	175	
4:45 PM	0	19	6	0	38	28	9	0	13	12	1	0	6	5	40	0	177	670
5:00 PM	1	16	3	0	45	32	12	0	18	13	1	0	2	15	45	0	203	697
5:15 PM	0	16	6	0	45	28	6	0	9	11	1	0	4	9	30	0	165	720
5:30 PM	0	14	12	0	29	33	8	0	9	6	0	0	4	12	29	0	156	701
5:45 PM	0	9	3	0	28	15	6	0	9	5	0	0	6	9	28	0	118	642
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	64	12	0	180	128	48	0	72	52	4	0	8	60	180	0	812	
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	4		8	
Pedestrians		4				4				0				4			12	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

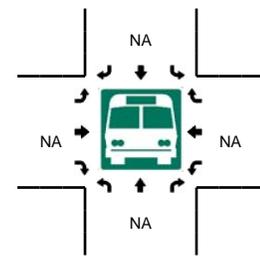
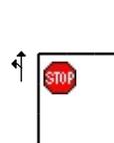
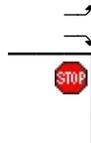
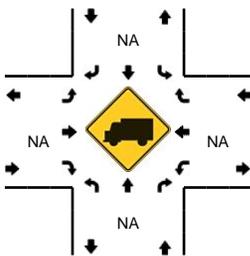
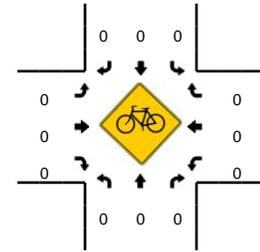
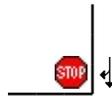
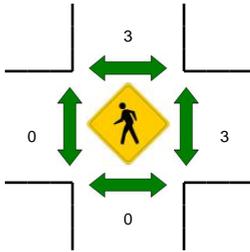
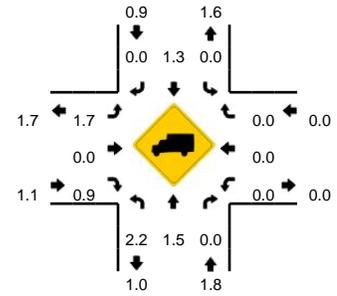
Comments:

**LOCATION:** 49. N Cedar Ave -- W Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959669  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:45 AM -- 8:45 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

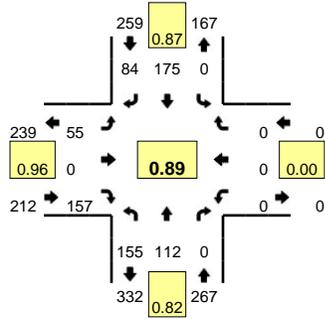


15-Min Count Period Beginning At	49. N Cedar Ave (Northbound)				49. N Cedar Ave (Southbound)				W Broad St (Eastbound)				W Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	8	0	0	0	7	4	0	7	0	11	0	0	0	0	0	50	
7:15 AM	22	21	0	0	0	10	7	0	16	0	17	0	0	0	0	0	93	
7:30 AM	17	27	0	0	0	12	4	0	11	0	37	0	0	0	0	0	108	
<b>7:45 AM</b>	<b>25</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>	<b>407</b>
8:00 AM	30	33	0	0	0	20	8	0	13	0	27	0	0	0	0	0	131	488
8:15 AM	14	27	0	0	0	20	6	0	14	0	24	0	0	0	0	0	105	500
8:30 AM	20	23	0	0	0	19	11	0	14	0	24	0	0	0	0	0	111	503
8:45 AM	18	33	0	0	0	22	13	0	15	0	29	0	0	0	0	0	130	477
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	100	192	0	0	0	64	28	0	72	0	168	0	0	0	0	0		624
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	8	
Pedestrians		0				0					0			4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

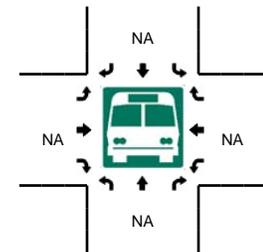
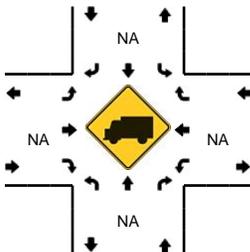
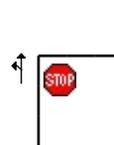
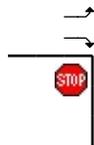
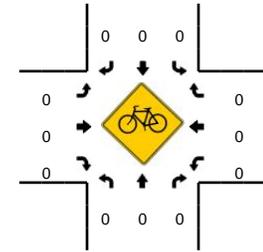
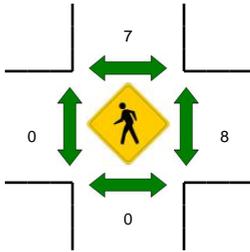
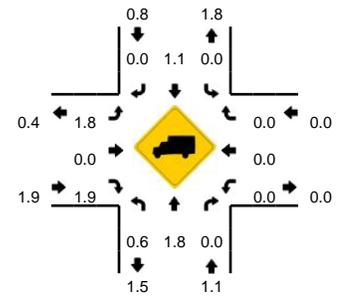
Comments:

**LOCATION:** 49. N Cedar Ave -- W Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959670  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

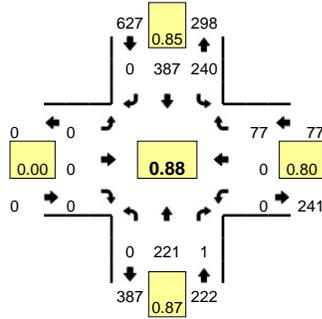


15-Min Count Period Beginning At	49. N Cedar Ave (Northbound)				49. N Cedar Ave (Southbound)				W Broad St (Eastbound)				W Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	38	34	0	0	0	36	19	0	8	0	33	0	0	0	0	0	168	
4:15 PM	30	23	0	0	0	35	24	0	15	0	27	0	0	0	0	0	154	
4:30 PM	37	19	0	0	0	49	28	0	13	0	40	0	0	0	0	0	186	
4:45 PM	39	34	0	0	0	36	23	0	14	0	37	0	0	0	0	0	183	691
5:00 PM	49	32	0	0	0	50	23	0	12	0	41	0	0	0	0	0	207	730
5:15 PM	30	27	0	0	0	40	10	0	16	0	39	0	0	0	0	0	162	738
5:30 PM	19	21	0	0	0	44	17	0	12	0	24	0	0	0	0	0	137	689
5:45 PM	19	31	0	0	0	18	14	0	9	0	30	0	0	0	0	0	121	627
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	196	128	0	0	0	200	92	0	48	0	164	0	0	0	0	0	828	
Heavy Trucks	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Pedestrians		0				0				0			4				4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

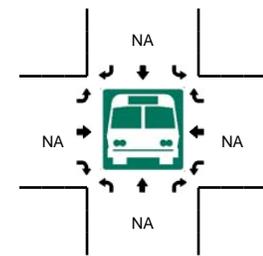
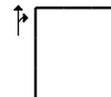
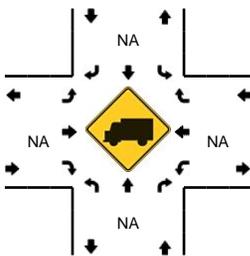
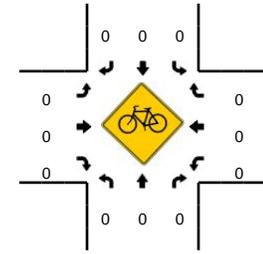
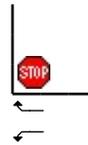
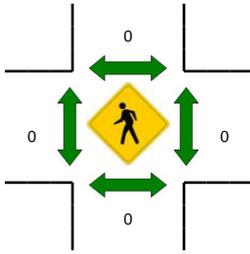
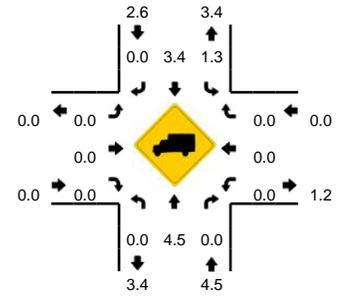
Comments:

**LOCATION:** 50. W Spring St -- W Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959671  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

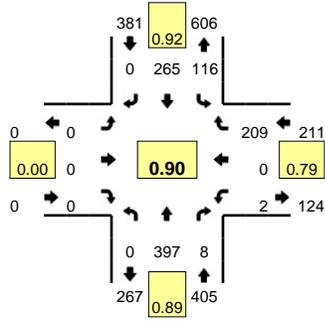


15-Min Count Period Beginning At	50. W Spring St (Northbound)				50. W Spring St (Southbound)				W Broad St (Eastbound)				W Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	38	0	0	35	61	0	0	0	0	0	0	1	0	20	0	155	
7:15 AM	0	52	0	0	47	99	0	0	0	0	0	0	0	0	24	0	222	
7:30 AM	0	51	0	0	72	113	0	0	0	0	0	0	0	0	18	0	254	
7:45 AM	0	63	1	0	79	106	0	0	0	0	0	0	0	0	13	0	262	893
8:00 AM	0	55	0	0	42	69	0	0	0	0	0	0	0	0	22	0	188	926
8:15 AM	0	34	1	0	32	59	0	0	0	0	0	0	0	0	20	0	146	850
8:30 AM	0	28	1	0	39	48	0	0	0	0	0	0	1	0	10	0	127	723
8:45 AM	0	43	1	0	29	76	0	0	0	0	0	0	0	0	21	0	170	631
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	252	4	0	316	424	0	0	0	0	0	0	0	0	52	0	1048	
Heavy Trucks	0	4	0	0	0	16	0	0	0	0	0	0	0	0	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

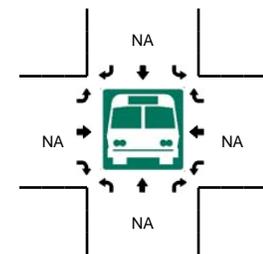
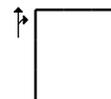
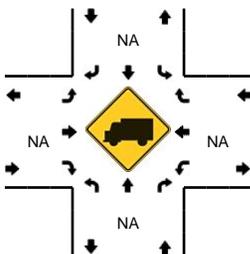
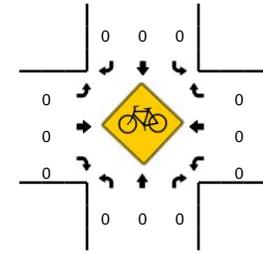
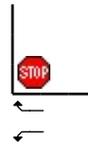
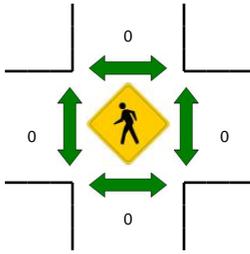
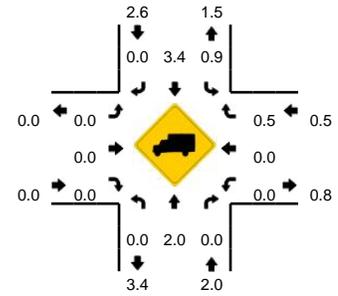
Comments:

**LOCATION:** 50. W Spring St -- W Broad St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959672  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



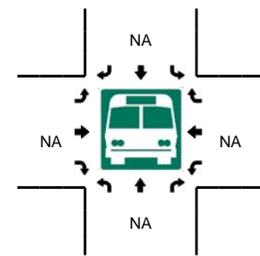
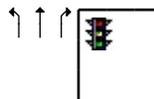
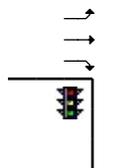
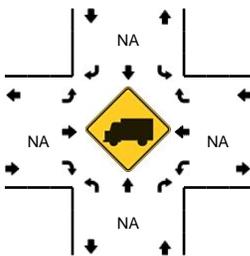
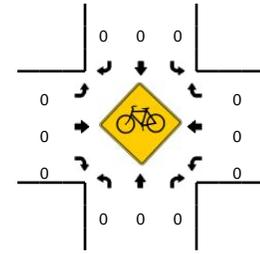
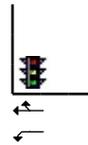
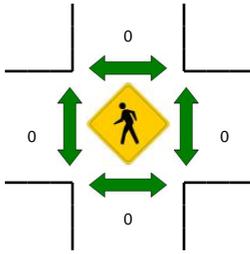
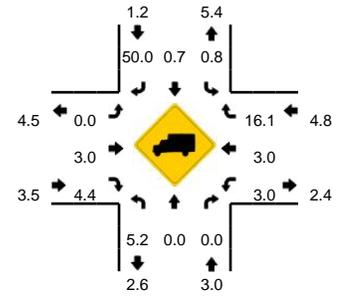
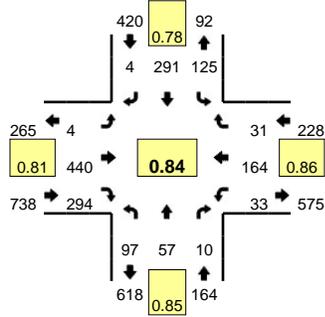
15-Min Count Period Beginning At	50. W Spring St (Northbound)				50. W Spring St (Southbound)				W Broad St (Eastbound)				W Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	86	1	0	33	52	0	0	0	0	0	0	3	0	38	0	213	
4:15 PM	0	113	1	0	34	57	0	0	0	0	0	0	0	0	45	0	250	
4:30 PM	0	71	1	0	22	68	0	0	0	0	0	0	2	0	55	0	219	
4:45 PM	0	112	2	0	28	68	0	0	0	0	0	0	0	0	41	0	251	933
5:00 PM	0	101	4	0	32	72	0	0	0	0	0	0	0	0	68	0	277	997
5:15 PM	0	73	1	0	28	41	0	0	0	0	0	0	1	0	49	0	193	940
5:30 PM	0	84	1	0	24	66	0	0	0	0	0	0	0	0	51	0	226	947
5:45 PM	0	74	1	0	26	48	0	0	0	0	0	0	2	0	27	0	178	874
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	404	16	0	128	288	0	0	0	0	0	0	0	0	272	0	1108	
Heavy Trucks	0	12	0	0	0	0	0	0	0	0	0	0	0	0	4	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 51. W Jackson St/Pippin Rd -- W Broad St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959673  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:00 AM -- 8:00 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

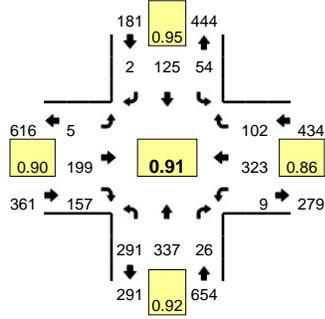


15-Min Count Period Beginning At	51. W Jackson St/Pippin Rd (Northbound)				51. W Jackson St/Pippin Rd (Southbound)				W Broad St (Eastbound)				W Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	21	7	4	0	21	53	1	0	2	82	49	0	13	27	9	0	289	
7:15 AM	24	10	3	0	20	62	1	0	1	114	71	0	9	52	5	0	372	
7:30 AM	23	12	3	0	44	90	1	0	0	133	96	0	7	44	8	0	461	
7:45 AM	29	28	0	0	40	86	1	0	1	111	78	0	4	41	9	0	428	1550
8:00 AM	25	30	1	0	14	35	1	0	0	73	51	0	4	38	6	0	278	1539
8:15 AM	25	10	0	0	21	41	1	0	0	63	46	0	3	34	8	0	252	1419
8:30 AM	26	19	1	0	7	38	0	0	0	51	41	0	5	21	4	0	213	1171
8:45 AM	18	11	0	0	19	32	0	0	2	58	38	0	3	29	8	0	218	961
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	92	48	12	0	176	360	4	0	0	532	384	0	28	176	32	0	1844	
Heavy Trucks	4	0	0		0	0	4		0	20	16		0	0	4		48	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

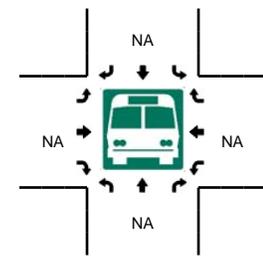
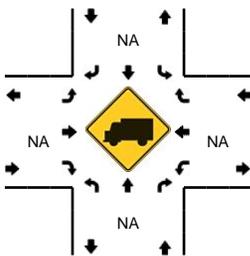
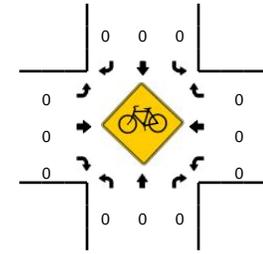
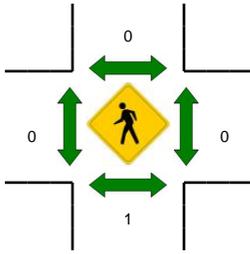
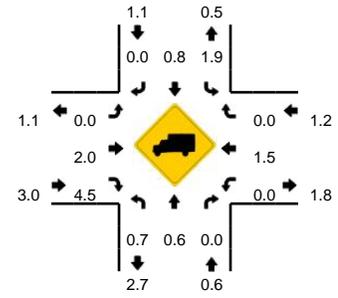
Comments:

**LOCATION:** 51. W Jackson St/Pippin Rd -- W Broad St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959674  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



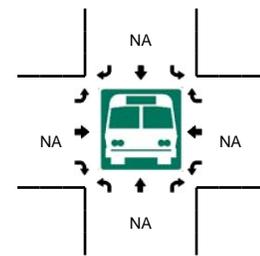
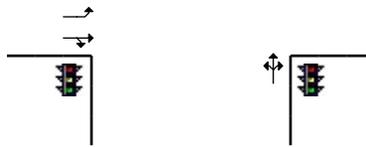
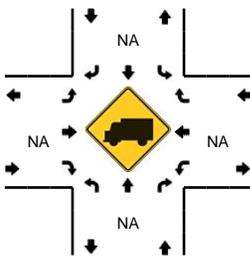
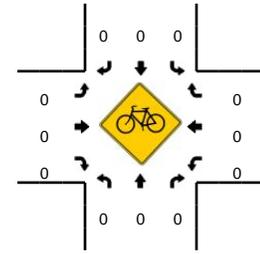
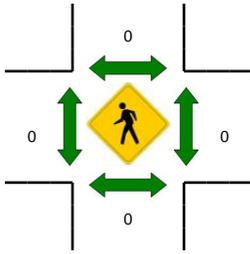
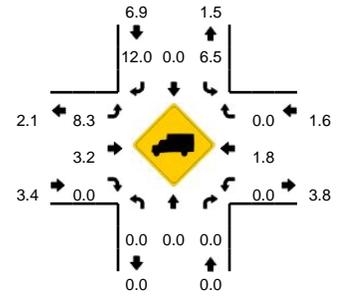
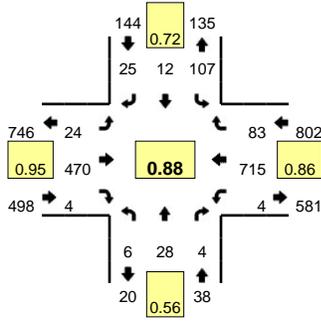
15-Min Count Period Beginning At	51. W Jackson St/Pippin Rd (Northbound)				51. W Jackson St/Pippin Rd (Southbound)				W Broad St (Eastbound)				W Broad St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	67	66	3	0	8	41	3	0	2	50	41	0	3	59	23	0	366	
4:15 PM	65	47	14	0	10	32	1	0	0	42	46	0	6	100	31	0	394	
4:30 PM	63	84	8	0	10	29	0	0	0	39	44	0	2	76	18	0	373	
4:45 PM	69	78	5	0	15	30	1	0	0	51	34	0	4	82	29	0	398	1531
5:00 PM	70	92	8	0	12	35	1	0	2	58	43	0	0	90	35	0	446	1611
5:15 PM	89	83	5	0	17	31	0	0	3	51	36	0	3	75	20	0	413	1630
5:30 PM	57	62	4	0	13	36	3	0	1	46	47	0	4	59	35	0	367	1624
5:45 PM	51	62	4	0	9	40	0	0	0	33	41	0	3	70	17	0	330	1556
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	280	368	32	0	48	140	4	0	8	232	172	0	0	360	140	0	1784	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	8	0	0	8	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 52. Brown Ave -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959675  
**DATE:** Wed, Feb 01 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

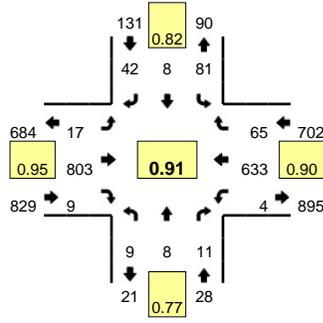


15-Min Count Period Beginning At	52. Brown Ave (Northbound)				52. Brown Ave (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	3	0	9	0	5	0	4	83	0	0	0	104	20	0	229	
7:15 AM	0	3	0	0	21	3	2	0	7	124	0	0	0	149	22	0	331	
7:30 AM	0	18	0	0	39	2	9	0	7	119	1	0	3	182	20	0	400	
7:45 AM	2	5	1	0	31	5	14	0	6	122	2	0	1	203	29	0	421	1381
8:00 AM	4	2	3	0	16	2	0	0	4	105	1	0	0	181	12	0	330	1482
8:15 AM	3	0	2	0	8	1	7	0	1	83	2	0	1	151	13	0	272	1423
8:30 AM	3	1	4	0	12	0	7	0	4	81	0	0	2	157	8	1	280	1303
8:45 AM	0	2	0	0	8	0	8	0	6	74	1	0	1	177	20	0	297	1179
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	20	4	0	124	20	56	0	24	488	8	0	4	812	116	0	1684	
Heavy Trucks	0	0	0		4	0	8		0	0	0		0	12	0		24	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

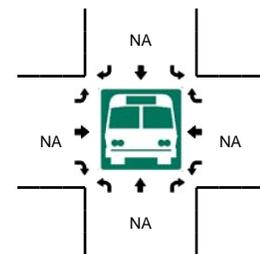
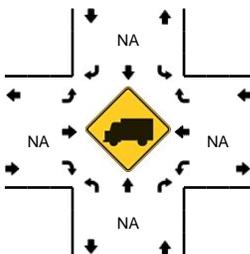
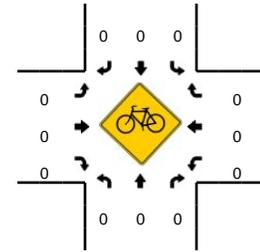
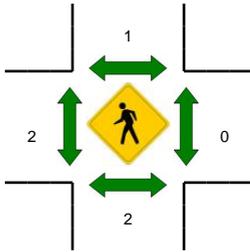
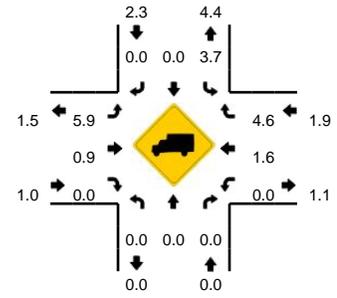
Comments:

**LOCATION:** 52. Brown Ave -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959676  
**DATE:** Wed, Feb 01 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



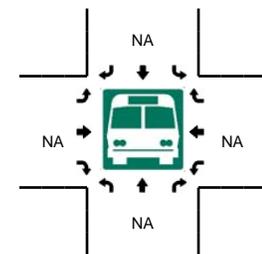
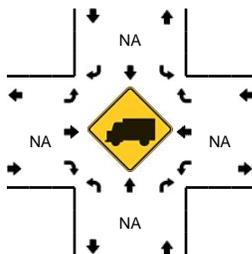
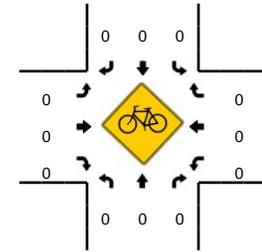
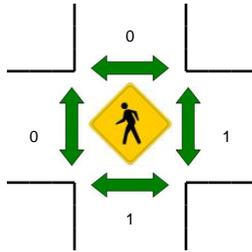
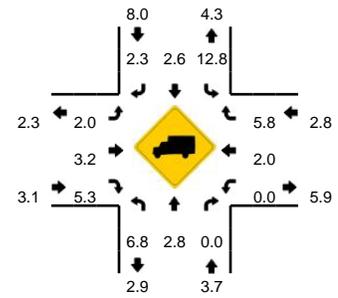
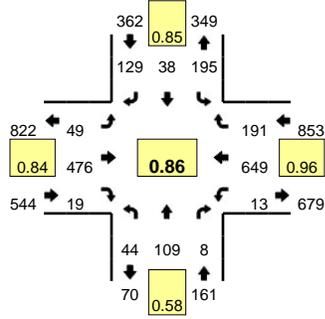
15-Min Count Period Beginning At	52. Brown Ave (Northbound)				52. Brown Ave (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	3	3	0	20	3	12	0	8	169	2	0	0	155	24	0	402	
4:15 PM	3	3	5	0	22	1	7	0	9	163	2	0	2	166	13	0	396	
4:30 PM	2	1	1	0	14	2	11	0	5	193	1	0	2	139	15	0	386	
4:45 PM	3	4	3	0	25	5	11	0	2	212	4	0	2	176	19	0	466	1650
5:00 PM	2	1	2	0	27	1	15	0	3	198	3	0	0	143	17	0	412	1660
5:15 PM	2	2	5	0	15	0	5	0	7	200	1	0	0	175	14	0	426	1690
5:30 PM	0	0	7	0	21	2	5	0	5	170	3	0	1	137	17	0	368	1672
5:45 PM	2	1	3	0	15	0	4	0	4	150	0	0	1	134	13	0	327	1533
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	16	12	0	100	20	44	0	8	848	16	0	8	704	76	0	1864	
Heavy Trucks	0	0	0		8	0	0		0	8	0		0	20	12		48	
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 53. Fisk Rd -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959677  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

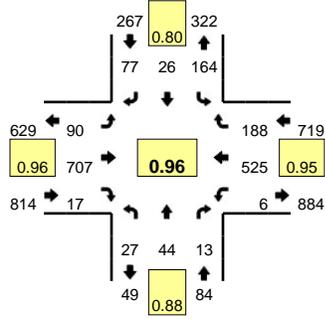


15-Min Count Period Beginning At	53. Fisk Rd (Northbound)				53. Fisk Rd (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	9	4	0	23	5	13	0	7	77	3	0	2	95	35	0	280	
7:15 AM	7	23	1	0	43	8	24	0	10	102	6	0	3	162	56	0	445	
7:30 AM	14	54	2	0	60	10	37	0	12	144	6	0	5	155	59	0	558	
7:45 AM	15	25	2	0	61	11	35	0	15	127	5	0	2	162	47	0	507	1790
8:00 AM	8	7	3	0	31	9	33	0	12	103	2	0	3	170	29	0	410	1920
8:15 AM	1	6	0	0	18	2	17	0	9	87	4	0	3	137	19	0	303	1778
8:30 AM	10	3	1	0	23	3	19	0	14	59	0	0	1	182	17	0	332	1552
8:45 AM	10	0	2	0	28	1	14	0	12	92	1	0	5	123	16	0	304	1349
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	216	8	0	240	40	148	0	48	576	24	0	20	620	236	0	2232	
Heavy Trucks	4	4	0	0	24	0	0	0	0	8	0	0	0	12	20	0	72	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

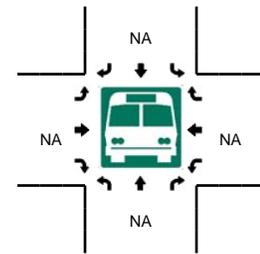
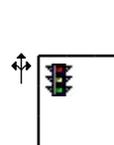
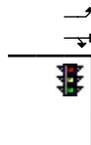
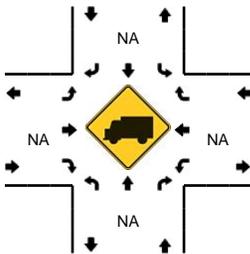
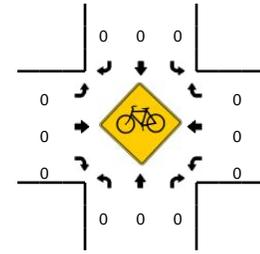
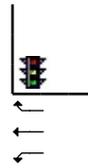
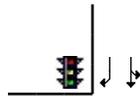
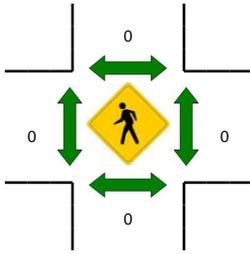
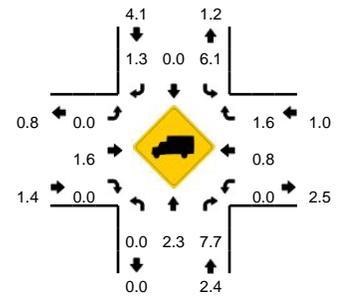
Comments:

**LOCATION:** 53. Fisk Rd -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959678  
**DATE:** Wed, Jan 18 2017



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



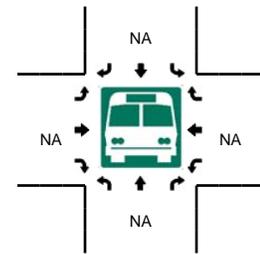
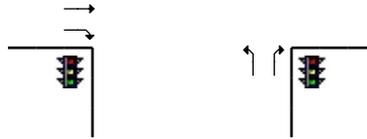
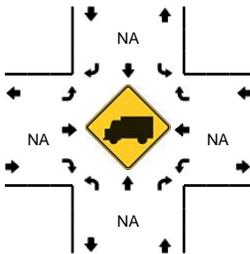
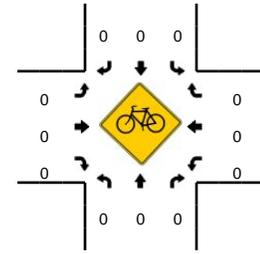
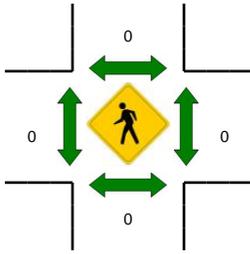
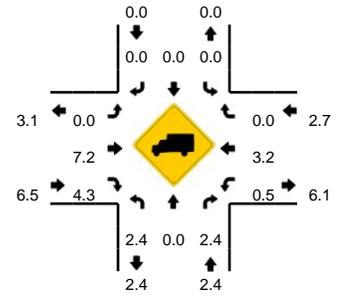
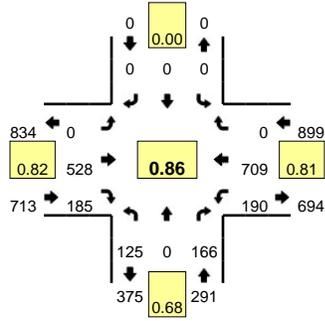
15-Min Count Period Beginning At	53. Fisk Rd (Northbound)				53. Fisk Rd (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	11	2	0	30	6	17	0	18	174	4	0	1	128	36	0	433	
4:15 PM	11	10	2	0	38	5	25	0	21	154	5	0	4	133	27	0	435	
4:30 PM	5	9	2	0	46	5	18	0	23	175	4	0	2	150	37	0	476	
4:45 PM	8	10	3	0	44	6	15	0	21	163	4	0	0	129	41	0	444	1788
5:00 PM	9	7	4	0	38	6	21	0	26	185	2	0	2	123	50	0	473	1828
5:15 PM	5	18	4	0	36	9	23	0	20	184	7	0	2	123	60	0	491	1884
5:30 PM	7	12	8	0	59	4	27	0	22	135	6	0	2	136	41	0	459	1867
5:45 PM	6	7	1	0	40	9	12	0	16	144	3	0	5	120	35	0	398	1821
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	72	16	0	144	36	92	0	80	736	28	0	8	492	240	0	1964	
Heavy Trucks	0	4	0		8	0	4		0	12	0		0	0	0		28	
Pedestrians		0				0				0				0			0	
Bicycles		0				0				0				0			0	
Railroad																	0	
Stopped Buses																	0	

Comments:

**LOCATION:** 54. N Old Kentucky Rd -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959679  
**DATE:** Wed, Feb 01 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



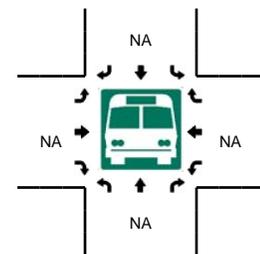
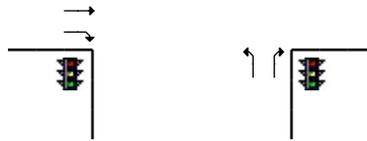
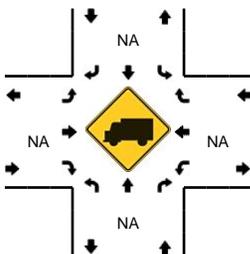
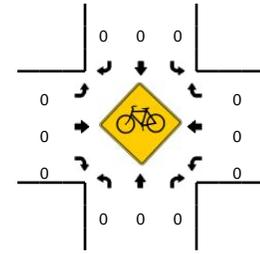
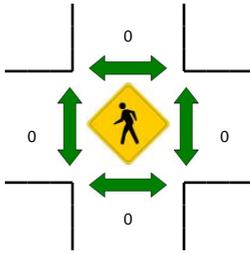
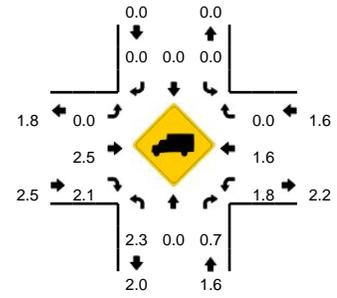
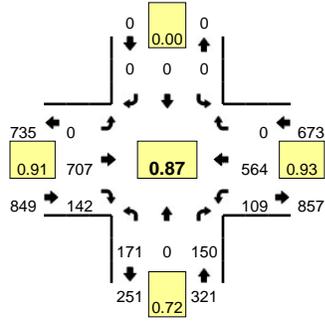
15-Min Count Period Beginning At	54. N Old Kentucky Rd (Northbound)				54. N Old Kentucky Rd (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	15	0	14	0	0	0	0	0	0	107	27	0	24	117	0	0	304	
7:15 AM	42	0	40	0	0	0	0	0	0	122	41	0	47	181	0	0	473	
7:30 AM	29	0	31	0	0	0	0	0	0	145	56	0	70	209	0	0	540	
7:45 AM	35	0	72	0	0	0	0	0	0	151	66	0	57	173	0	0	554	1871
8:00 AM	19	0	23	0	0	0	0	0	0	110	22	0	16	146	0	0	336	1903
8:15 AM	15	0	13	0	0	0	0	0	0	100	16	0	24	149	0	0	317	1747
8:30 AM	17	0	13	0	0	0	0	0	0	87	14	0	17	143	0	0	291	1498
8:45 AM	18	0	16	0	0	0	0	0	0	77	16	0	16	128	0	0	271	1215
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	140	0	288	0	0	0	0	0	0	604	264	0	228	692	0	0	2216	
Heavy Trucks	0	0	4	0	0	0	0	0	0	40	4	0	0	20	0	0	68	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** 54. N Old Kentucky Rd -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959680  
**DATE:** Wed, Feb 01 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

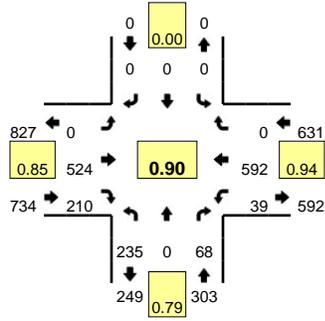


15-Min Count Period Beginning At	54. N Old Kentucky Rd (Northbound)				54. N Old Kentucky Rd (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	47	0	40	0	0	0	0	0	0	170	29	0	32	123	0	0	441	
4:15 PM	23	0	44	0	0	0	0	0	0	170	24	0	22	140	0	0	423	
4:30 PM	38	0	20	0	0	0	0	0	0	168	39	0	31	129	0	0	425	
4:45 PM	32	0	36	0	0	0	0	0	0	178	38	0	24	135	0	0	443	1732
5:00 PM	58	0	54	0	0	0	0	0	0	193	39	0	33	150	0	0	527	1818
5:15 PM	43	0	40	0	0	0	0	0	0	168	26	0	21	150	0	0	448	1843
5:30 PM	32	0	22	0	0	0	0	0	0	152	21	0	21	138	0	0	386	1804
5:45 PM	23	0	25	0	0	0	0	0	0	146	44	0	19	149	0	0	406	1767
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	232	0	216	0	0	0	0	0	0	772	156	0	132	600	0	0	2108	
Heavy Trucks	0	0	0	0	0	0	0	0	0	24	4	0	0	12	0	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

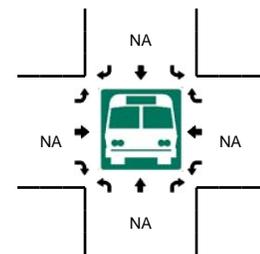
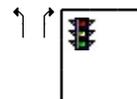
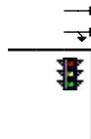
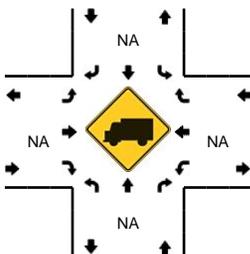
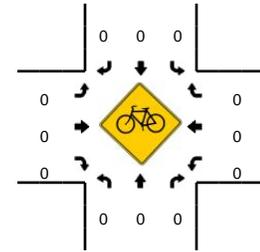
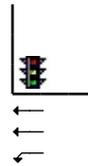
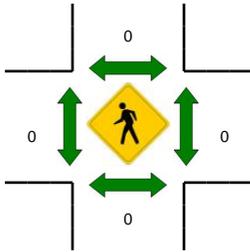
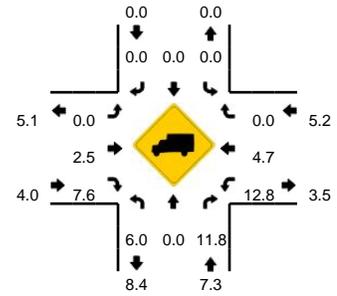
Comments:

**LOCATION:** 57. Burton Branch Rd -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959681  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**



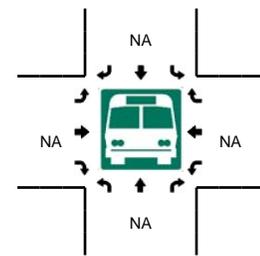
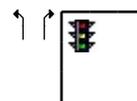
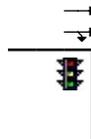
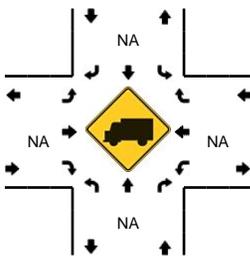
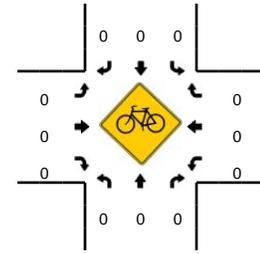
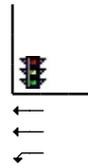
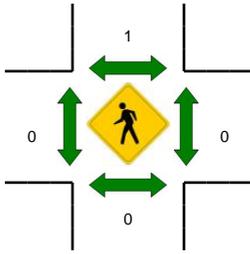
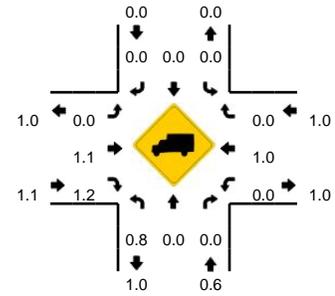
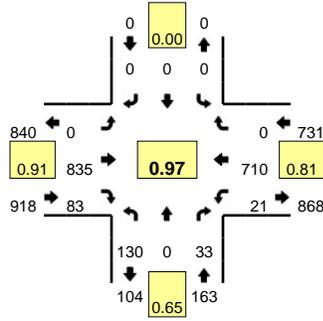
15-Min Count Period Beginning At	57. Burton Branch Rd (Northbound)				57. Burton Branch Rd (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	25	0	7	0	0	0	0	0	0	93	35	0	8	112	0	0	280	
7:15 AM	75	0	21	0	0	0	0	0	0	97	63	0	9	141	0	0	406	
7:30 AM	79	0	11	0	0	0	0	0	0	135	68	0	13	155	0	0	461	
7:45 AM	48	0	22	0	0	0	0	0	0	160	57	0	6	158	0	0	451	1598
8:00 AM	33	0	14	0	0	0	0	0	0	132	22	0	11	138	0	0	350	1668
8:15 AM	9	0	5	0	0	0	0	0	0	112	12	0	3	120	0	0	261	
8:30 AM	11	0	8	0	0	0	0	0	0	100	15	0	6	144	0	0	284	1346
8:45 AM	12	0	3	0	0	0	0	0	0	130	14	0	5	114	0	0	278	1173
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	316	0	44	0	0	0	0	0	0	540	272	0	52	620	0	0		1844
Heavy Trucks	16	0	4	0	0	0	0	0	0	20	20	0	4	28	0	0	92	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 57. Burton Branch Rd -- E 10th St  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959682  
**DATE:** Wed, Jan 18 2017

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



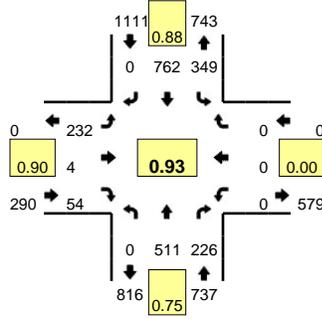
15-Min Count Period Beginning At	57. Burton Branch Rd (Northbound)				57. Burton Branch Rd (Southbound)				E 10th St (Eastbound)				E 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	23	0	8	0	0	0	0	0	0	168	16	0	9	225	0	0	449	
4:15 PM	21	0	3	0	0	0	0	0	0	189	22	0	6	181	0	0	422	
4:30 PM	57	0	6	0	0	0	0	0	0	184	21	0	7	154	0	0	429	1753
4:45 PM	24	0	6	0	0	0	0	0	0	217	27	0	4	175	0	0	453	
5:00 PM	31	0	16	0	0	0	0	0	0	199	17	0	6	195	0	0	464	1768
5:15 PM	18	0	5	0	0	0	0	0	0	235	18	0	4	186	0	0	466	1812
5:30 PM	12	0	7	0	0	0	0	0	0	191	21	0	5	173	0	0	409	1792
5:45 PM	13	0	5	0	0	0	0	0	0	173	23	0	9	158	0	0	381	1720
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	72	0	20	0	0	0	0	0	0	940	72	0	16	744	0	0	1864	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

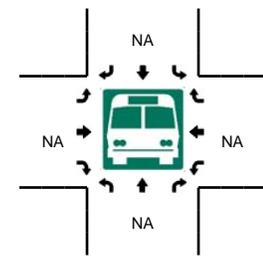
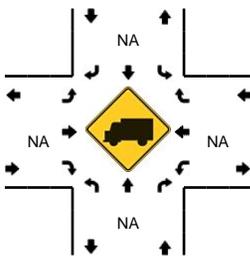
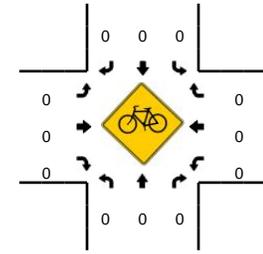
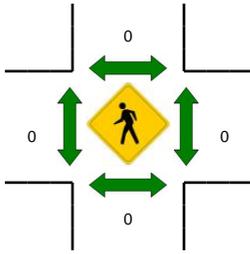
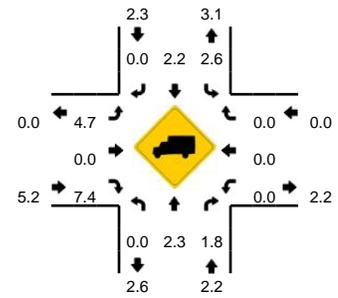


**LOCATION:** 2. SR 135 (S Willow Ave) -- I-40 EB Ramps  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959684  
**DATE:** Wed, Jan 18 2017



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

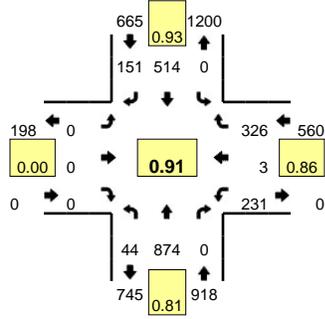


15-Min Count Period Beginning At	2. SR 135 (S Willow Ave) (Northbound)				2. SR 135 (S Willow Ave) (Southbound)				I-40 EB Ramps (Eastbound)				I-40 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	120	49	0	76	204	0	0	52	1	11	0	0	0	0	0	513	
4:15 PM	0	116	50	0	77	163	0	0	58	0	4	0	0	0	0	0	468	
4:30 PM	0	171	78	0	87	175	0	0	55	1	7	0	0	0	0	0	574	
4:45 PM	0	116	44	0	84	200	0	0	55	0	14	0	0	0	0	0	513	2068
5:00 PM	0	105	51	0	110	207	0	0	58	1	17	0	0	0	0	0	549	2104
5:15 PM	0	119	53	0	68	180	0	0	64	2	16	0	0	0	0	0	502	2138
5:30 PM	0	99	35	0	64	157	0	0	52	0	16	0	0	0	0	0	423	1987
5:45 PM	0	101	43	0	56	163	0	0	52	0	17	0	0	0	0	0	432	1906
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	684	312	0	348	700	0	0	220	4	28	0	0	0	0	0	2296	
Heavy Trucks	0	24	4		8	24	0		8	0	4		0	0	0		72	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

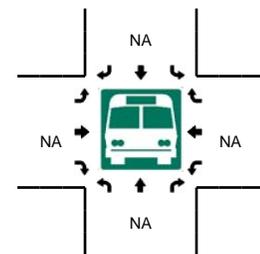
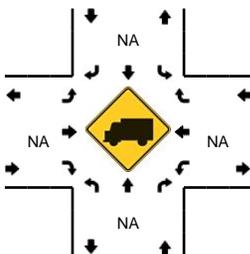
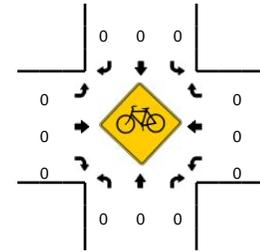
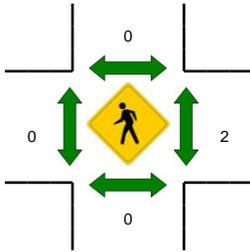
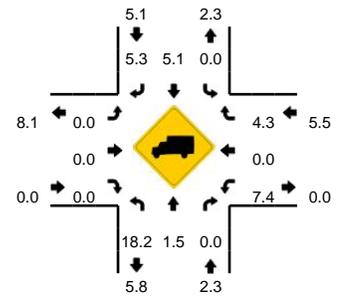
Comments:

**LOCATION:** 3. SR 135 (S Willow Ave) -- I-40 WB Ramps  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959685  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

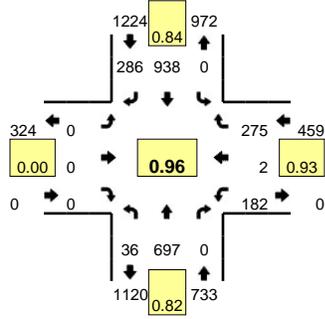


15-Min Count Period Beginning At	3. SR 135 (S Willow Ave) (Northbound)				3. SR 135 (S Willow Ave) (Southbound)				I-40 WB Ramps (Eastbound)				I-40 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	152	0	0	0	58	30	0	0	0	0	0	42	1	75	0	370	
7:15 AM	15	226	0	0	0	112	38	0	0	0	0	0	39	0	94	0	524	
7:30 AM	11	271	0	0	0	133	43	0	0	0	0	0	56	0	77	0	591	
7:45 AM	7	204	0	0	0	145	33	0	0	0	0	0	76	1	85	0	551	2036
8:00 AM	11	173	0	0	0	124	37	0	0	0	0	0	60	2	70	0	477	2143
8:15 AM	11	143	0	0	0	83	37	0	0	0	0	0	26	0	69	0	369	1988
8:30 AM	6	165	0	0	0	109	36	0	0	0	0	0	39	1	81	0	437	1834
8:45 AM	8	134	0	0	0	89	32	0	0	0	0	0	27	2	63	0	355	1638
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	1084	0	0	0	532	172	0	0	0	0	0	224	0	308	0	2364	
Heavy Trucks	0	8	0	0	0	44	4	0	0	0	0	0	20	0	8	0	84	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

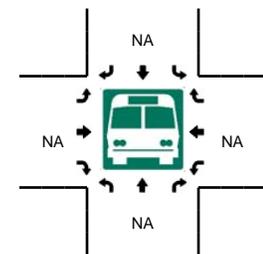
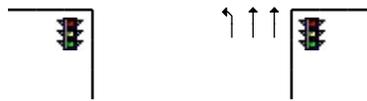
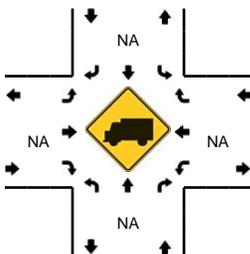
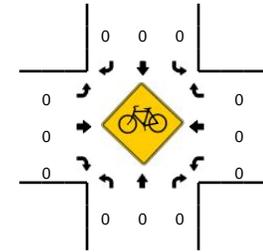
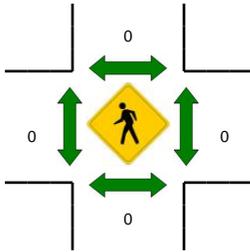
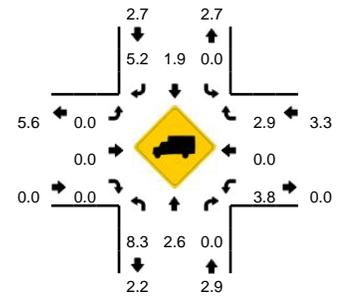
Comments:

**LOCATION:** 3. SR 135 (S Willow Ave) -- I-40 WB Ramps  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959686  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

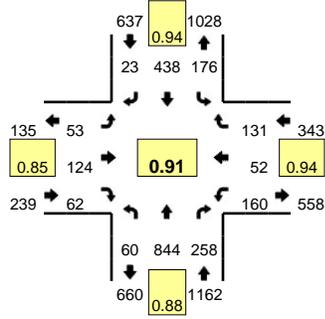


15-Min Count Period Beginning At	3. SR 135 (S Willow Ave) (Northbound)				3. SR 135 (S Willow Ave) (Southbound)				I-40 WB Ramps (Eastbound)				I-40 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	159	0	0	0	228	62	0	0	0	0	0	50	0	61	0	573	
4:15 PM	7	165	0	0	0	204	53	0	0	0	0	0	43	0	74	0	546	
4:30 PM	13	216	0	0	0	203	66	0	0	0	0	0	53	1	63	0	615	
4:45 PM	7	168	0	0	0	240	63	0	0	0	0	0	45	1	81	0	605	2339
5:00 PM	6	151	0	0	0	276	89	0	0	0	0	0	44	0	63	0	629	2395
5:15 PM	10	162	0	0	0	219	68	0	0	0	0	0	40	0	68	0	567	2416
5:30 PM	5	156	0	0	0	173	58	0	0	0	0	0	44	0	41	0	477	2278
5:45 PM	7	137	0	0	0	176	38	0	0	0	0	0	55	0	55	0	468	2141
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	604	0	0	0	1104	356	0	0	0	0	0	176	0	252	0	2516	
Heavy Trucks	4	20	0	0	0	20	12	0	0	0	0	0	4	0	4	0	64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

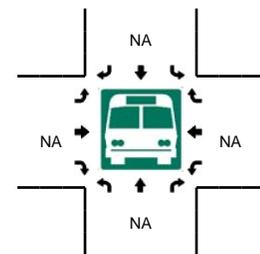
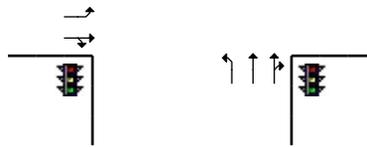
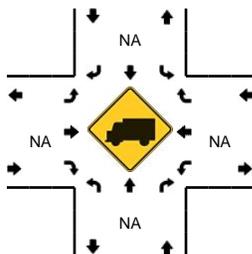
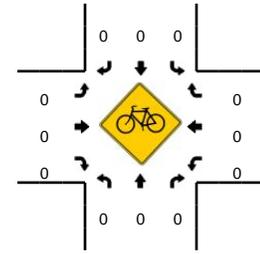
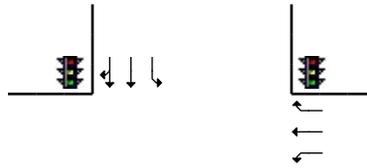
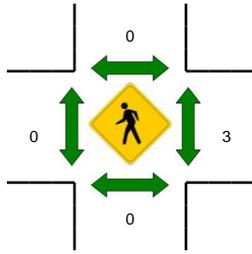
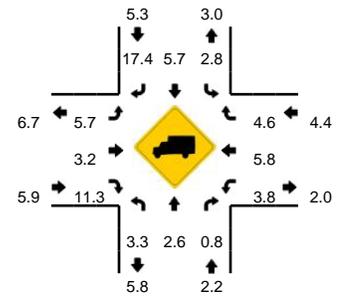
Comments:

**LOCATION:** 4. SR 135 (S Willow Ave) -- Foreman Dr/Interstate Dr  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959687  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



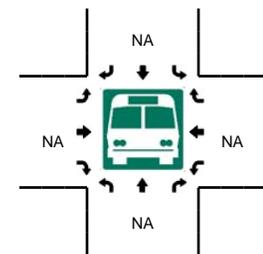
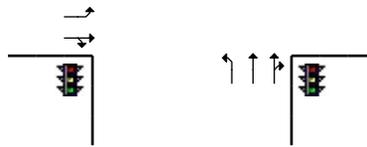
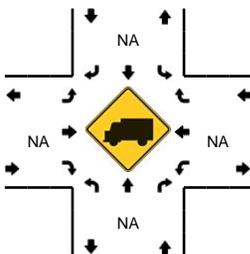
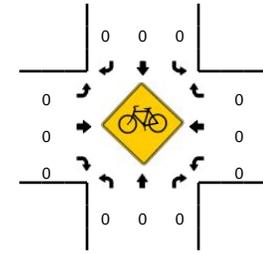
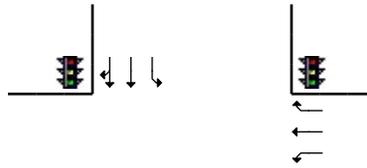
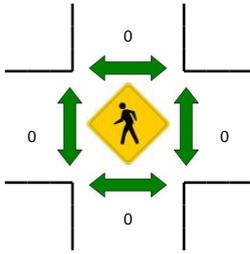
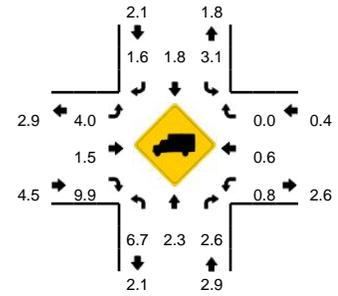
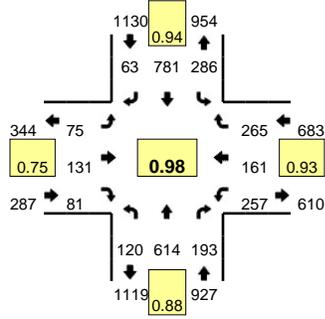
15-Min Count Period Beginning At	4. SR 135 (S Willow Ave) (Northbound)				4. SR 135 (S Willow Ave) (Southbound)				Foreman Dr/Interstate Dr (Eastbound)				Foreman Dr/Interstate Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	19	145	36	0	34	76	5	0	9	21	8	0	10	8	22	0	393	
7:15 AM	18	205	69	0	38	120	6	0	8	31	22	0	21	7	20	0	565	
7:30 AM	12	244	76	0	41	100	0	0	13	35	12	0	45	13	32	0	623	
7:45 AM	18	230	62	0	42	119	8	0	21	32	17	0	46	19	37	0	651	2232
8:00 AM	12	165	51	0	55	99	9	0	11	26	11	0	48	13	42	0	542	2381
8:15 AM	5	149	55	0	45	89	3	0	9	23	12	0	31	12	41	0	474	2290
8:30 AM	7	184	50	0	53	94	5	0	15	18	11	0	32	13	52	0	534	2201
8:45 AM	5	144	34	0	50	98	4	0	13	14	7	0	30	10	46	0	455	2005
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	72	920	248	0	168	476	32	0	84	128	68	0	184	76	148	0	2604	
Heavy Trucks	0	20	0		0	24	12		12	12	4		0	4	0		88	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 4. SR 135 (S Willow Ave) -- Foreman Dr/Interstate Dr  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959688  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**



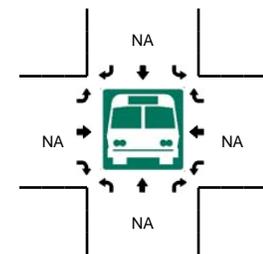
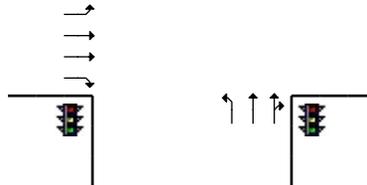
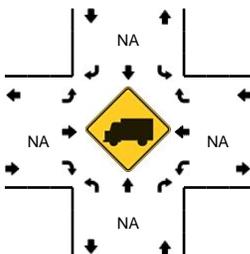
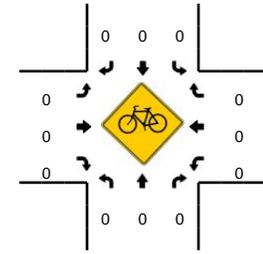
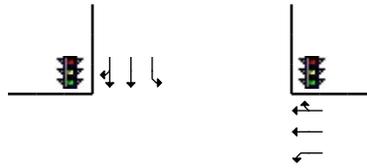
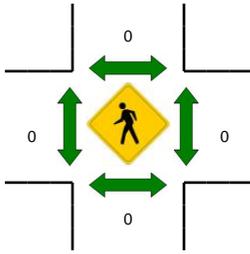
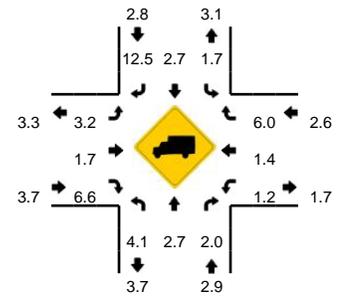
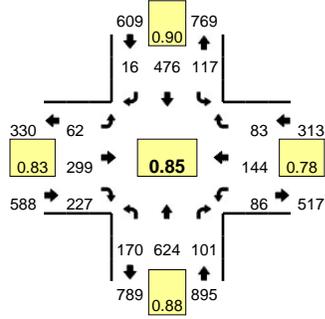
15-Min Count Period Beginning At	4. SR 135 (S Willow Ave) (Northbound)				4. SR 135 (S Willow Ave) (Southbound)				Foreman Dr/Interstate Dr (Eastbound)				Foreman Dr/Interstate Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	22	132	44	0	88	192	11	0	24	27	15	0	80	25	61	0	721	
4:15 PM	23	178	44	0	65	195	14	0	14	22	12	0	49	27	64	0	707	
4:30 PM	29	151	47	0	81	204	15	0	22	44	21	0	51	31	67	0	763	
4:45 PM	33	178	56	0	59	181	18	0	21	29	17	0	79	39	61	0	771	2962
5:00 PM	23	142	33	0	70	207	10	0	15	37	30	0	72	40	59	0	738	2979
5:15 PM	35	143	57	0	76	189	20	0	17	21	13	0	55	51	78	0	755	3027
5:30 PM	22	127	38	0	66	138	10	0	29	44	27	0	69	22	63	0	655	2919
5:45 PM	11	120	46	0	70	169	11	0	12	17	8	0	45	25	68	0	602	2750
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	132	712	224	0	236	724	72	0	84	116	68	0	316	156	244	0	3084	
Heavy Trucks	20	16	8		0	12	0		4	4	8		0	0	0		72	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

Comments:

**LOCATION:** 8. SR 135 (S Willow Ave) -- W Jackson St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959689  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

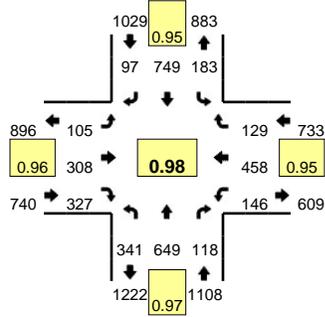


15-Min Count Period Beginning At	8. SR 135 (S Willow Ave) (Northbound)				8. SR 135 (S Willow Ave) (Southbound)				W Jackson St (Eastbound)				W Jackson St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	28	105	13	0	20	73	7	0	11	34	46	0	13	13	13	0	376	
7:15 AM	34	149	22	0	22	107	4	0	13	63	62	0	14	31	8	0	529	
7:30 AM	41	178	29	0	34	121	5	0	21	84	61	0	21	28	27	0	650	
7:45 AM	53	168	35	0	33	133	3	0	13	98	66	0	29	46	29	0	706	2261
8:00 AM	42	129	15	0	28	115	4	0	15	54	38	0	22	39	19	0	520	2405
8:15 AM	32	152	25	0	21	107	6	0	13	56	49	0	17	34	13	0	525	2401
8:30 AM	34	144	19	0	26	105	2	0	10	54	52	0	23	31	15	0	515	2266
8:45 AM	41	145	22	0	24	105	12	0	14	58	59	0	25	39	23	0	567	2127
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	212	672	140	0	132	532	12	0	52	392	264	0	116	184	116	0	2824	
Heavy Trucks	4	24	4		4	24	0		0	0	12		0	0	4		76	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

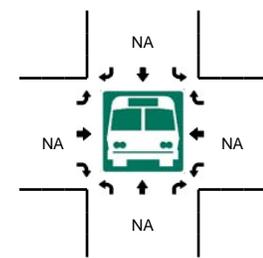
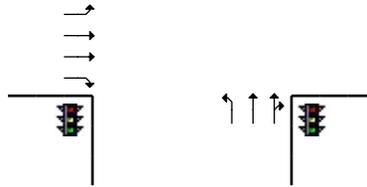
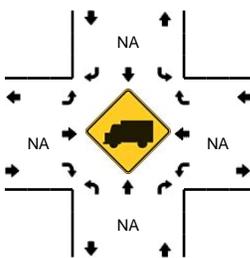
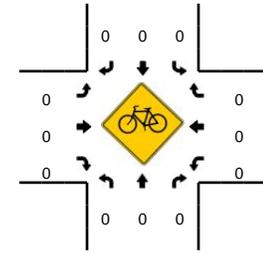
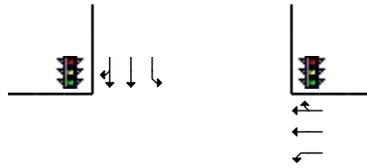
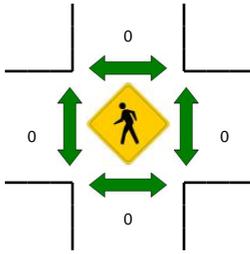
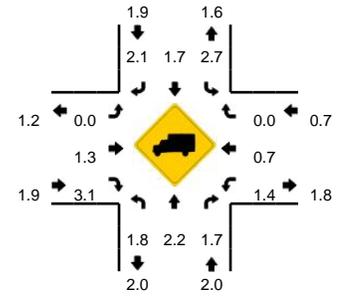
Comments:

**LOCATION:** 8. SR 135 (S Willow Ave) -- W Jackson St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959690  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 4:45 PM -- 5:00 PM**

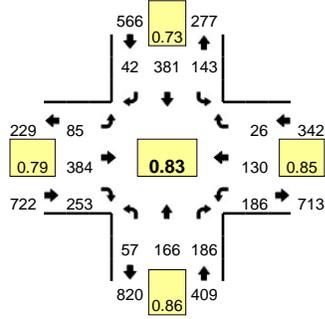


15-Min Count Period Beginning At	8. SR 135 (S Willow Ave) (Northbound)				8. SR 135 (S Willow Ave) (Southbound)				W Jackson St (Eastbound)				W Jackson St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	72	175	35	0	36	212	27	0	32	68	67	0	44	100	30	0	898	
4:15 PM	65	139	27	0	39	139	17	0	27	91	84	0	26	125	25	0	804	
4:30 PM	72	156	36	0	58	189	23	0	25	85	95	0	40	106	31	0	916	
4:45 PM	88	162	30	0	53	162	22	0	25	96	87	0	38	114	42	0	919	3537
5:00 PM	93	155	31	0	34	203	23	0	28	68	90	0	36	127	30	0	918	3557
5:15 PM	88	176	21	0	38	195	29	0	27	59	55	0	32	111	26	0	857	3610
5:30 PM	68	133	18	0	43	149	23	0	34	71	82	0	33	96	36	0	786	3480
5:45 PM	73	169	29	0	47	152	16	0	33	74	87	0	19	86	28	0	813	3374
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	352	648	120	0	212	648	88	0	100	384	348	0	152	456	168	0	3676	
Heavy Trucks	4	16	4	0	0	0	0	0	0	12	12	0	4	8	0	0	60	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

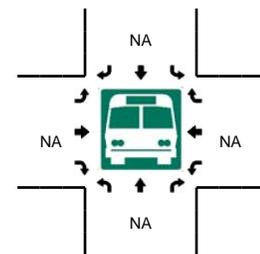
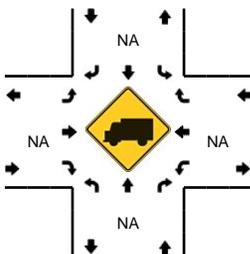
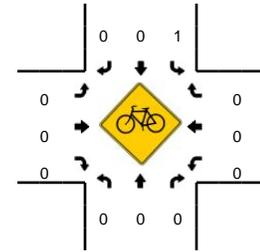
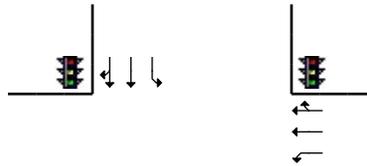
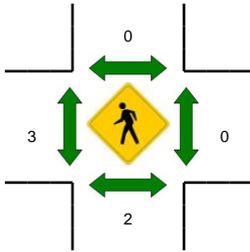
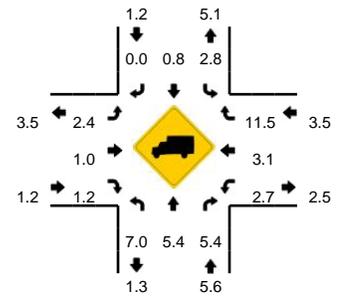
Comments:

**LOCATION:** 17. SR 135 (N Willow Ave) -- W 12th St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959691  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**



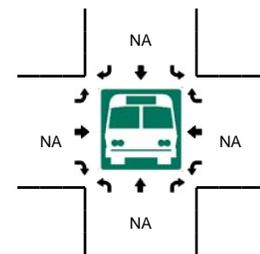
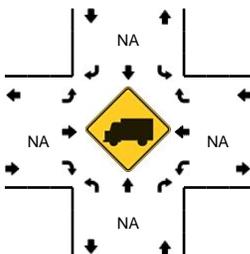
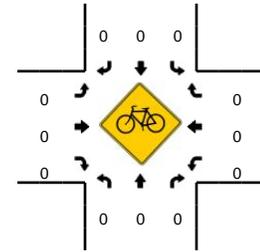
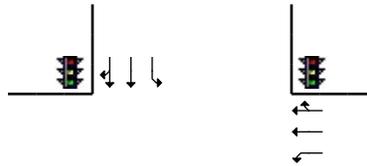
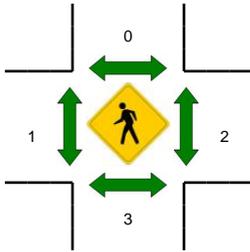
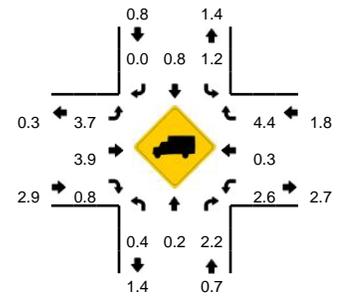
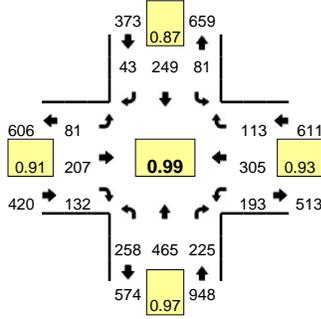
15-Min Count Period Beginning At	17. SR 135 (N Willow Ave) (Northbound)				17. SR 135 (N Willow Ave) (Southbound)				W 12th St (Eastbound)				W 12th St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	9	25	33	0	13	58	6	0	15	53	33	0	35	27	10	0	317		
7:15 AM	13	34	51	0	30	78	9	0	22	100	45	0	44	29	3	0	458		
7:30 AM	13	45	53	0	56	115	22	0	35	117	76	0	53	28	4	0	617		
7:45 AM	16	51	52	0	44	120	8	0	20	112	84	0	54	35	12	0	608	2000	
8:00 AM	15	36	30	0	13	68	3	0	8	55	48	0	35	38	7	0	356	2039	
8:15 AM	15	27	24	0	20	53	4	0	7	60	50	0	41	22	7	0	330	1911	
8:30 AM	6	23	31	0	32	62	6	0	7	73	56	0	27	31	12	0	366	1660	
8:45 AM	12	36	26	0	50	69	5	0	9	69	51	0	39	35	2	0	403	1455	
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>		
All Vehicles	52	180	212	0	224	460	88	0	140	468	304	0	212	112	16	0	2468		
Heavy Trucks	4	20	8		0	4	0		0	0	4		4	4	0		48		
Pedestrians		0				0				0				0				0	
Bicycles		0	0			0	0			0	0			0	0			0	
Railroad																			
Stopped Buses																			

Comments:

**LOCATION:** 17. SR 135 (N Willow Ave) -- W 12th St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959692  
**DATE:** Wed, Jan 18 2017

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



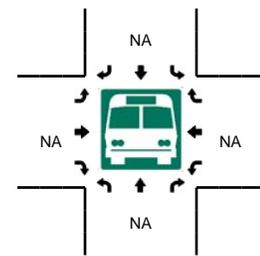
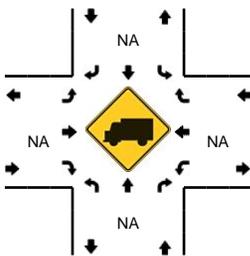
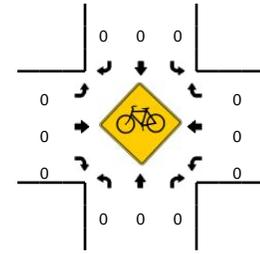
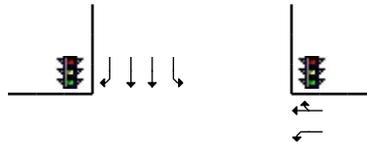
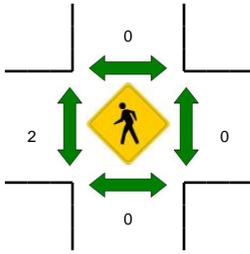
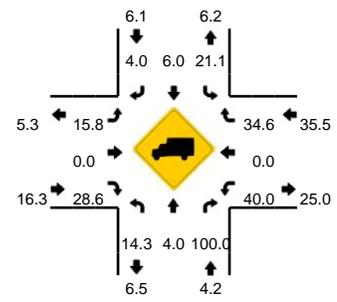
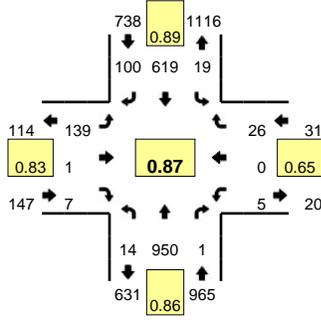
15-Min Count Period Beginning At	17. SR 135 (N Willow Ave) (Northbound)				17. SR 135 (N Willow Ave) (Southbound)				W 12th St (Eastbound)				W 12th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	45	92	73	0	17	82	32	0	19	47	20	0	11	58	11	0	507	
4:15 PM	65	125	55	0	20	75	37	0	14	46	30	0	13	33	10	0	523	
4:30 PM	66	106	53	0	24	66	13	0	17	49	37	0	53	79	33	0	596	
4:45 PM	68	120	52	0	31	52	10	0	22	50	31	0	48	79	27	0	590	2216
5:00 PM	65	119	62	0	13	69	9	0	18	47	33	0	50	61	29	0	575	2284
5:15 PM	59	120	58	0	13	62	11	0	24	61	31	0	42	86	24	0	591	2352
5:30 PM	41	74	51	0	21	52	15	0	14	44	29	0	57	77	20	0	495	2251
5:45 PM	54	116	54	0	22	63	10	0	18	58	42	0	52	75	17	0	581	2242
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	264	424	212	0	96	264	52	0	68	196	148	0	212	316	132	0	2384	
Heavy Trucks	0	0	8		4	0	0		8	8	0		8	0	8		44	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 18. SR 136 (S Jefferson Ave) -- Bunker Hill Rd/Ferrell Dr  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959693  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**



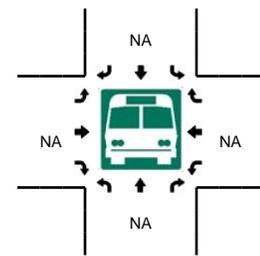
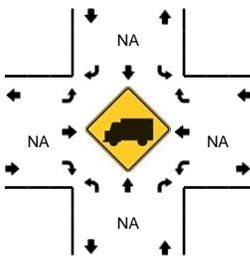
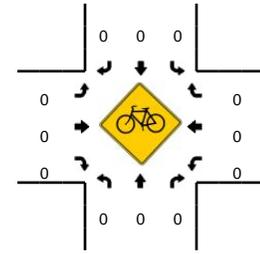
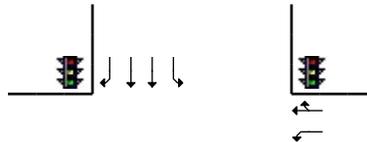
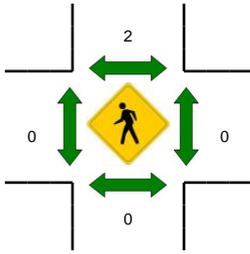
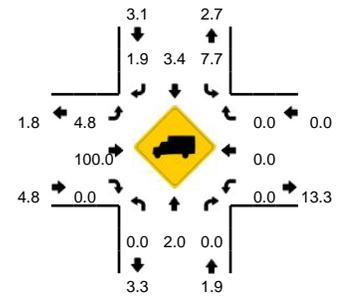
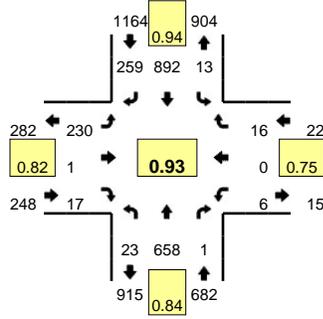
15-Min Count Period Beginning At	18. SR 136 (S Jefferson Ave) (Northbound)				18. SR 136 (S Jefferson Ave) (Southbound)				Bunker Hill Rd/Ferrell Dr (Eastbound)				Bunker Hill Rd/Ferrell Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	134	0	0	9	106	15	0	24	0	3	0	2	0	8	0	304	
7:15 AM	5	203	1	0	4	160	22	0	35	0	3	0	0	0	9	0	442	
7:30 AM	4	276	0	0	4	181	22	1	43	0	2	0	0	0	5	0	538	
7:45 AM	4	252	0	0	6	154	30	0	39	0	1	0	0	0	5	0	491	1775
8:00 AM	1	219	0	0	4	124	26	0	22	1	1	0	5	0	7	0	410	1881
8:15 AM	2	160	2	0	2	93	32	0	22	1	4	0	0	0	1	0	319	1758
8:30 AM	2	153	0	0	1	119	17	0	31	0	1	0	0	0	5	0	329	1549
8:45 AM	0	160	0	0	8	96	36	0	33	0	3	0	0	0	5	0	341	1399
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	1104	0	0	16	724	88	4	172	0	8	0	0	0	20	0	2152	
Heavy Trucks	0	20	0		8	36	8		28	0	0		0	0	8		108	
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 18. SR 136 (S Jefferson Ave) -- Bunker Hill Rd/Ferrell Dr  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959694  
**DATE:** Wed, Jan 18 2017

**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

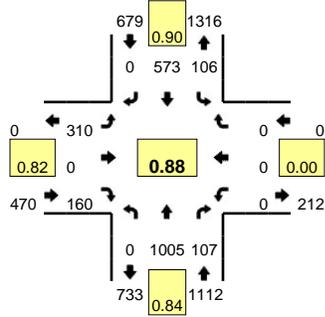


15-Min Count Period Beginning At	18. SR 136 (S Jefferson Ave) (Northbound)				18. SR 136 (S Jefferson Ave) (Southbound)				Bunker Hill Rd/Ferrell Dr (Eastbound)				Bunker Hill Rd/Ferrell Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	155	1	0	2	204	72	0	63	0	3	0	0	0	4	0	507	
4:15 PM	7	172	1	0	2	192	60	0	64	1	8	0	0	0	4	0	511	
4:30 PM	2	152	0	0	3	237	57	0	58	0	2	0	4	0	4	0	519	
4:45 PM	6	139	0	0	3	250	60	0	53	0	3	0	1	0	0	0	515	2052
5:00 PM	8	195	0	0	5	213	82	0	55	0	4	0	1	0	8	0	571	2116
5:15 PM	4	150	1	0	5	197	59	0	59	0	3	0	0	0	9	0	487	2092
5:30 PM	5	127	0	0	4	152	63	0	72	2	5	0	2	0	0	0	432	2005
5:45 PM	3	132	0	0	1	136	46	0	55	1	3	0	0	0	4	0	381	1871
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	32	780	0	0	20	852	328	0	220	0	16	0	4	0	32	0		2284
Heavy Trucks	0	12	0	0	0	4	8	0	8	0	0	0	0	0	0	0	32	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

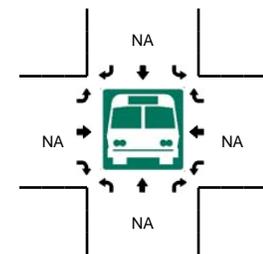
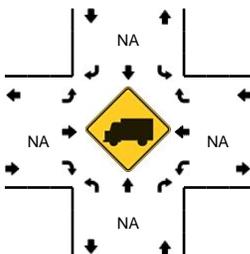
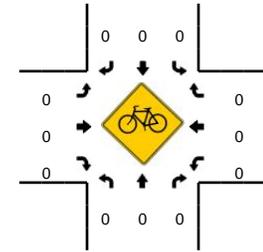
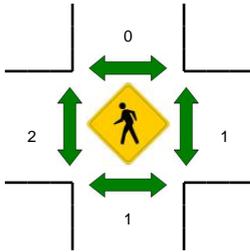
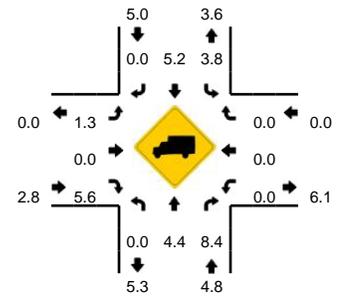
Comments:

**LOCATION:** 19. SR 136 (S Jefferson Ave) -- I-40 EB Ramps  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959695  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

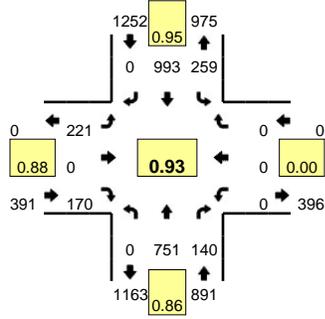


15-Min Count Period Beginning At	19. SR 136 (S Jefferson Ave) (Northbound)				19. SR 136 (S Jefferson Ave) (Southbound)				I-40 EB Ramps (Eastbound)				I-40 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	147	19	0	13	98	0	0	33	2	30	0	0	0	0	0	342	
7:15 AM	0	212	26	0	29	144	0	0	65	0	42	0	0	0	0	0	518	
7:30 AM	0	298	32	0	21	166	0	1	83	0	44	0	0	0	0	0	645	
7:45 AM	0	268	26	0	26	143	0	0	102	0	41	0	0	0	0	0	606	2111
8:00 AM	0	227	23	0	29	120	0	0	60	0	33	0	0	0	0	0	492	2261
8:15 AM	0	170	15	0	21	99	0	0	53	0	27	0	0	0	0	0	385	2128
8:30 AM	0	167	23	0	32	113	0	0	42	0	20	0	0	0	0	0	397	1880
8:45 AM	0	184	14	0	35	112	0	0	38	1	32	0	0	0	0	0	416	1690
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1192	128	0	84	664	0	4	332	0	176	0	0	0	0	0	2580	
Heavy Trucks	0	36	0		8	32	0		0	0	12		0	0	0		88	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

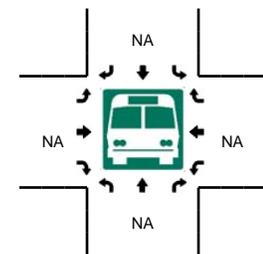
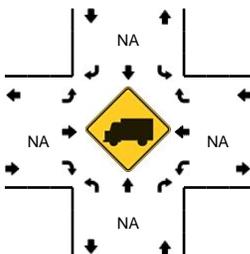
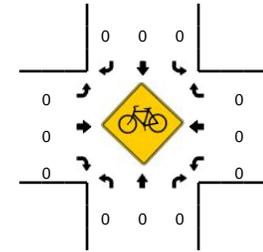
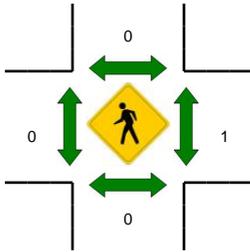
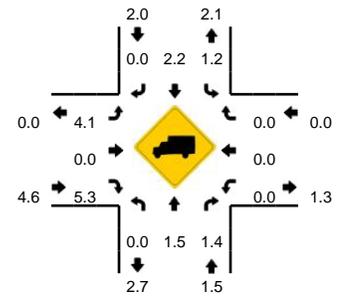
Comments:

**LOCATION:** 19. SR 136 (S Jefferson Ave) -- I-40 EB Ramps  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 13959696  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

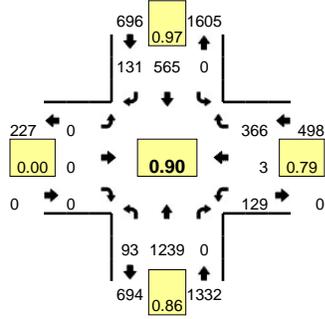


15-Min Count Period Beginning At	19. SR 136 (S Jefferson Ave) (Northbound)				19. SR 136 (S Jefferson Ave) (Southbound)				I-40 EB Ramps (Eastbound)				I-40 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	188	33	0	69	238	0	0	32	0	38	0	0	0	0	0	598	
4:15 PM	0	198	41	0	63	213	0	0	44	0	44	0	0	0	0	0	603	
4:30 PM	0	180	35	0	52	241	0	1	61	0	52	0	0	0	0	0	622	2448
4:45 PM	0	169	22	0	59	272	0	0	64	0	39	0	0	0	0	0	625	
5:00 PM	0	220	44	0	67	252	0	1	48	0	46	0	0	0	0	0	678	2528
5:15 PM	0	182	39	0	78	228	0	1	48	0	33	0	0	0	0	0	609	2534
5:30 PM	0	176	28	0	69	186	0	0	48	0	30	0	0	0	0	0	537	2449
5:45 PM	0	180	15	0	56	151	0	0	41	0	26	0	0	0	0	0	469	2293
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	880	176	0	268	1008	0	4	192	0	184	0	0	0	0	0	2712	
Heavy Trucks	0	12	4		0	8	0		12	0	4		0	0	0		40	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

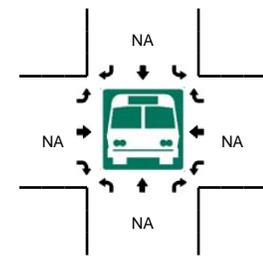
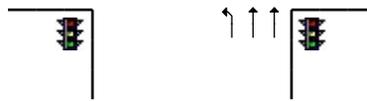
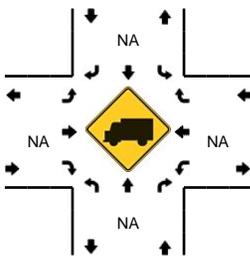
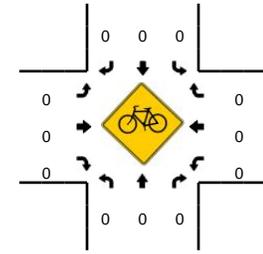
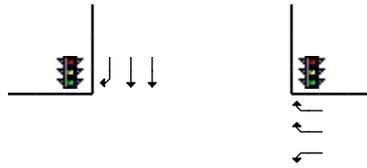
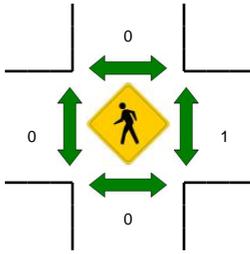
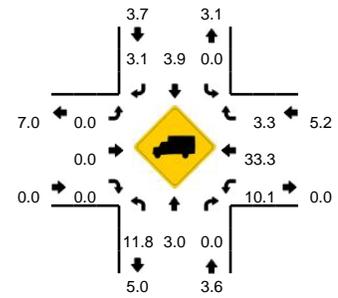
Comments:

**LOCATION:** 20. SR 136 (S Jefferson Ave) -- I-40 WB Ramps  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959697  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**

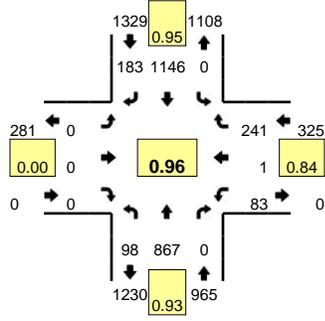


15-Min Count Period Beginning At	20. SR 136 (S Jefferson Ave) (Northbound)				20. SR 136 (S Jefferson Ave) (Southbound)				I-40 WB Ramps (Eastbound)				I-40 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	30	147	0	0	0	88	21	0	0	0	0	0	26	0	44	0	356	
7:15 AM	29	249	0	0	0	155	24	0	0	0	0	0	31	0	65	0	553	
7:30 AM	26	360	0	0	0	147	21	0	0	0	0	0	41	1	109	0	705	
7:45 AM	19	350	0	0	0	132	47	0	0	0	0	0	41	1	115	0	705	2319
8:00 AM	19	280	0	0	0	131	39	0	0	0	0	0	16	1	77	0	563	2526
8:15 AM	20	206	0	0	0	113	27	0	0	0	0	0	13	0	57	0	436	2409
8:30 AM	24	182	0	0	0	130	24	0	0	0	0	0	12	0	62	0	434	2138
8:45 AM	22	204	0	0	0	134	28	0	0	0	0	0	14	1	49	0	452	1885
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	104	1440	0	0	0	588	84	0	0	0	0	0	164	4	436	0	2820	
Heavy Trucks	4	32	0	0	0	24	4	0	0	0	0	0	16	0	12	0	92	
Pedestrians		0				0				0				0			0	2409
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	2138
Railroad																		1885
Stopped Buses																		

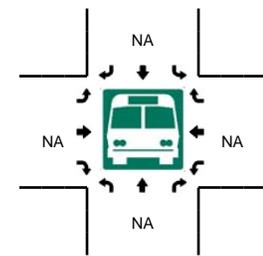
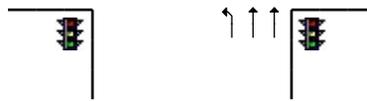
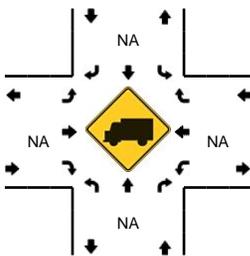
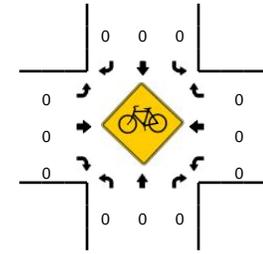
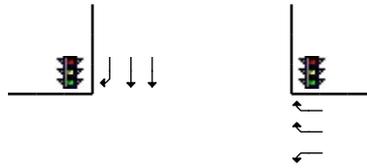
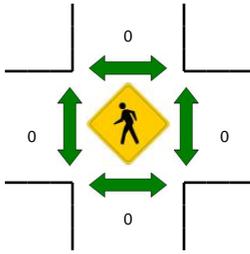
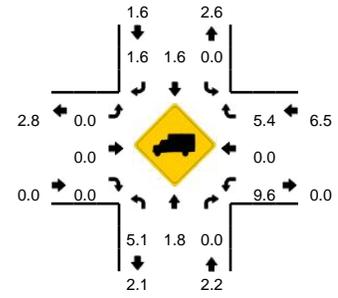
Comments:

**LOCATION:** 20. SR 136 (S Jefferson Ave) -- I-40 WB Ramps  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959698  
**DATE:** Wed, Jan 18 2017



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**



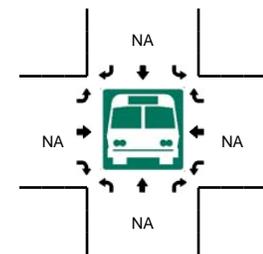
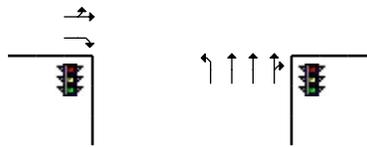
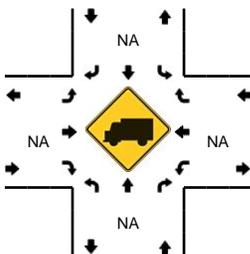
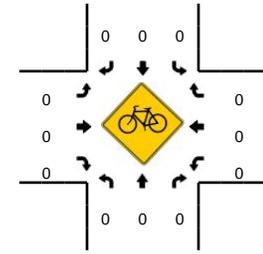
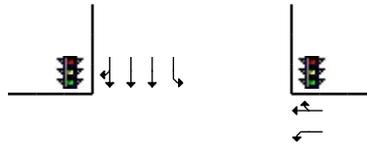
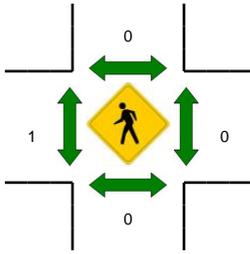
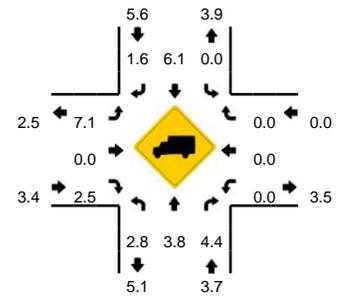
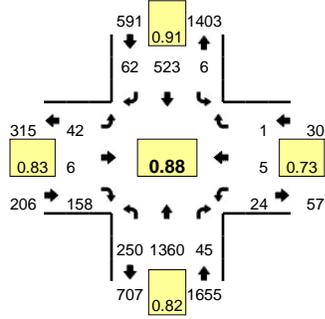
15-Min Count Period Beginning At	20. SR 136 (S Jefferson Ave) (Northbound)				20. SR 136 (S Jefferson Ave) (Southbound)				I-40 WB Ramps (Eastbound)				I-40 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	30	190	0	0	0	302	45	0	0	0	0	0	21	0	57	0	645	
4:15 PM	20	220	0	0	0	240	49	0	0	0	0	0	22	0	51	0	602	
4:30 PM	25	209	0	1	0	285	51	0	0	0	0	0	22	1	58	0	652	
4:45 PM	21	212	0	0	0	290	45	0	0	0	0	0	24	0	75	0	667	2566
5:00 PM	29	232	0	0	0	306	42	0	0	0	0	0	21	0	52	0	682	2603
5:15 PM	22	214	0	0	0	265	45	0	0	0	0	0	16	0	56	0	618	2619
5:30 PM	15	199	0	0	0	231	33	0	0	0	0	0	14	0	55	0	547	2514
5:45 PM	10	204	0	0	0	212	23	0	0	0	0	0	15	0	49	0	513	2360
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	116	928	0	0	0	1224	168	0	0	0	0	0	84	0	208	0	2728	
Heavy Trucks	4	20	0	0	0	12	4	0	0	0	0	0	4	0	12	0	56	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** 21. SR 136 (S Jefferson Ave) -- S Walnut Ave/Dubois Rd  
**CITY/STATE:** Putnam, TN

**QC JOB #:** 13959699  
**DATE:** Wed, Feb 01 2017

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



15-Min Count Period Beginning At	21. SR 136 (S Jefferson Ave) (Northbound)				21. SR 136 (S Jefferson Ave) (Southbound)				S Walnut Ave/Dubois Rd (Eastbound)				S Walnut Ave/Dubois Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	36	146	13	0	3	103	11	0	3	0	33	0	2	2	0	0	352	
7:15 AM	47	265	7	2	1	131	12	0	6	1	39	0	3	0	1	0	515	
7:30 AM	72	383	10	0	2	122	15	0	8	4	50	0	8	2	0	0	676	
7:45 AM	82	406	14	0	1	128	17	0	15	0	33	0	6	2	0	0	704	2247
8:00 AM	47	306	14	0	2	142	18	0	13	1	36	0	7	1	0	0	587	2482
8:15 AM	30	198	3	0	2	103	11	0	5	0	34	0	9	2	1	0	398	2365
8:30 AM	38	208	13	0	1	109	12	0	9	1	31	0	9	4	3	0	438	2127
8:45 AM	39	222	12	0	1	130	26	0	19	0	36	0	6	3	2	0	496	1919
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	328	1624	56	0	4	512	68	0	60	0	132	0	24	8	0	0	2816	
Heavy Trucks	8	80	4		0	16	0		0	0	4		0	0	0		112	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

Appendix B:  
48-Hour Count, Classification, and Speed Data

LOCATION: W 12th Btwn Franklin and City Limits															QC JOB #: 14110901			
SPECIFIC LOCATION: W 12th Btwn Franklin and City Limits															DIRECTION: EB			
CITY/STATE: Cookeville, TN															DATE: Jan 18 2017			
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999				
12:00 AM	0	0	0	0	0	0	8	11	5	1	0	1	0	0	26	41-50	19	
1:00 AM	0	0	0	0	0	1	6	2	2	1	0	0	0	0	12	41-50	8	
2:00 AM	0	0	0	0	0	1	3	4	1	0	0	0	0	0	9	41-50	7	
3:00 AM	0	0	0	0	0	1	4	7	5	1	0	0	0	0	18	46-55	12	
4:00 AM	0	0	0	0	0	1	9	14	19	6	0	0	0	0	49	46-55	32	
5:00 AM	0	0	0	1	0	2	21	54	47	12	2	0	0	0	139	46-55	101	
6:00 AM	2	0	0	1	1	3	43	106	93	14	3	0	0	0	266	46-55	199	
7:00 AM	9	0	0	0	0	21	122	267	162	19	0	0	0	0	600	46-55	428	
8:00 AM	4	0	0	0	3	17	90	159	98	21	2	0	0	0	394	46-55	257	
9:00 AM	2	0	0	0	0	11	74	123	68	14	1	0	0	0	293	41-50	197	
10:00 AM	3	0	0	0	0	8	46	91	53	17	2	0	0	0	220	46-55	144	
11:00 AM	8	0	0	0	2	22	59	88	54	15	0	0	0	0	248	41-50	147	
12:00 PM	4	0	0	2	4	7	54	101	55	8	2	0	0	0	237	46-55	156	
1:00 PM	6	0	0	1	2	8	56	99	68	12	1	0	0	0	253	46-55	167	
2:00 PM	7	0	0	0	4	11	62	110	63	12	2	0	0	0	271	46-55	173	
3:00 PM	12	0	0	0	1	13	77	125	49	11	0	0	0	0	288	41-50	202	
4:00 PM	11	0	0	0	0	13	52	100	65	9	2	0	0	0	252	46-55	165	
5:00 PM	9	0	0	0	3	23	72	136	48	6	1	0	0	0	298	41-50	207	
6:00 PM	8	0	0	1	0	15	55	89	44	7	0	0	0	0	219	41-50	144	
7:00 PM	6	0	0	1	2	9	33	58	24	4	2	0	0	0	139	41-50	90	
8:00 PM	2	0	0	1	2	11	26	53	12	6	0	0	0	0	113	41-50	78	
9:00 PM	0	0	0	0	0	3	30	33	19	6	3	0	0	0	94	41-50	62	
10:00 PM	0	0	0	1	0	4	15	16	19	0	0	1	0	0	56	46-55	34	
11:00 PM	0	0	0	0	0	2	7	12	6	0	1	0	0	0	28	45-54	18	
Day Total	93	0	0	9	24	207	1024	1858	1079	202	24	2	0	0	4522	46-55	2937	
Percent	2.1%	0.0%	0.0%	0.2%	0.5%	4.6%	22.6%	41.1%	23.9%	4.5%	0.5%	0.0%	0.0%	0.0%				
ADT																		
AM Peak																		
Volume	9			1	3	22	122	267	162	21	3	1			7:00 AM	600		
PM Peak																		
Volume	12			2	4	23	77	136	68	12	3	1			5:00 PM	298		
Comments:																		

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 19 2017		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	3	3	5	5	0	0	0	1	0	17	46-55	10
1:00 AM	0	0	0	0	0	0	3	2	4	1	0	0	0	0	10	46-55	6
2:00 AM	0	0	0	0	0	1	1	3	1	0	0	0	1	0	7	41-50	4
3:00 AM	0	0	0	0	0	2	4	5	8	0	0	0	0	0	19	46-55	13
4:00 AM	0	0	0	0	0	2	6	19	14	9	1	0	0	0	51	46-55	32
5:00 AM	2	0	0	1	2	5	19	59	49	8	0	0	0	0	145	46-55	108
6:00 AM	5	0	0	0	1	6	38	119	76	12	1	0	0	0	258	46-55	194
7:00 AM	13	0	0	0	0	22	164	295	117	14	0	0	0	0	625	41-50	459
8:00 AM	4	0	0	1	1	9	64	149	76	17	0	0	0	0	321	46-55	224
9:00 AM	3	0	0	0	2	14	87	114	46	8	0	0	0	0	274	41-50	201
10:00 AM	5	0	0	0	2	8	54	82	44	6	0	0	0	0	201	41-50	136
11:00 AM	7	0	0	0	3	10	67	121	59	10	0	0	0	0	277	41-50	187
12:00 PM	4	0	0	0	4	9	64	99	69	16	0	0	0	0	265	46-55	168
1:00 PM	9	0	0	1	0	6	73	97	59	9	0	0	0	0	254	41-50	169
2:00 PM	9	0	0	0	0	15	60	129	69	14	1	1	0	0	298	46-55	198
3:00 PM	10	0	0	1	0	15	79	108	45	4	0	0	0	0	262	41-50	187
4:00 PM	5	0	0	1	3	20	71	101	39	5	0	0	0	0	245	41-50	171
5:00 PM	15	0	0	1	5	25	110	80	25	1	0	0	0	0	262	41-50	190
6:00 PM	4	0	0	0	2	15	63	85	18	0	0	0	0	0	187	41-50	148
7:00 PM	5	0	0	0	2	12	44	52	16	1	0	0	0	0	132	41-50	96
8:00 PM	4	0	0	0	3	7	42	35	21	5	0	0	0	0	117	41-50	77
9:00 PM	1	0	0	0	1	6	31	47	16	1	0	0	0	0	103	41-50	78
10:00 PM	0	0	0	0	0	4	26	17	11	4	1	0	0	0	63	41-50	43
11:00 PM	0	0	0	0	2	5	15	5	2	1	0	0	0	0	30	36-45	20
<b>Day Total</b>	105	0	0	6	33	221	1188	1828	889	146	4	1	2	0	4423	41-50	3016
<b>Percent</b>	2.4%	0.0%	0.0%	0.1%	0.7%	5.0%	26.9%	41.3%	20.1%	3.3%	0.1%	0.0%	0.0%	0.0%			
<b>ADT</b> 4423																	
AM Peak	7:00 AM														7:00 AM		
Volume	13														625		
PM Peak	5:00 PM														2:00 PM		
Volume	15														298		
<i>Comments:</i>																	

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits														<b>QC JOB #:</b> 14110901																
<b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits														<b>DIRECTION:</b> EB																
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017																
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	198	0	0	15	57	428	2212	3686	1968	348	28	3	2	0													8945	41-50	5898	
<b>Percent</b>	2.2%	0.0%	0.0%	0.2%	0.6%	4.8%	24.7%	41.2%	22.0%	3.9%	0.3%	0.0%	0.0%	0.0%																
<b>Cumulative Percent</b>	2.2%	2.2%	2.2%	2.4%	3.0%	7.8%	32.5%	73.7%	95.7%	99.6%	99.9%	100.0%	100.0%	100.0%																
<b>ADT</b> 4472																										<b>85th Percentile</b> 52 MPH <b>Mean Speed(Average):</b> 46 MPH <b>Median</b> 47 MPH <b>Mode:</b> 48 MPH				
<b>Comments:</b>																														



<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 18 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	17	6	0	3	0	0	0	0	0	0	0	0	0	26	
1:00 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12	
2:00 AM	0	3	4	0	2	0	0	0	0	0	0	0	0	0	9	
3:00 AM	0	9	5	0	4	0	0	0	0	0	0	0	0	0	18	
4:00 AM	0	26	17	0	6	0	0	0	0	0	0	0	0	0	49	
5:00 AM	0	90	33	0	16	0	0	0	0	0	0	0	0	0	139	
6:00 AM	1	144	68	1	48	0	0	2	0	0	0	0	0	2	266	
7:00 AM	0	359	163	1	64	0	0	4	0	0	0	0	0	9	600	
8:00 AM	0	259	98	0	31	0	0	1	1	0	0	0	0	4	394	
9:00 AM	0	173	75	0	41	0	0	1	1	0	0	0	0	2	293	
10:00 AM	0	123	66	3	23	0	0	2	0	0	0	0	0	3	220	
11:00 AM	0	128	69	1	36	2	1	2	1	0	0	0	0	8	248	
12:00 PM	2	141	50	2	34	2	0	2	0	0	0	0	0	4	237	
1:00 PM	1	156	64	0	24	1	0	1	0	0	0	0	0	6	253	
2:00 PM	4	151	67	1	38	0	0	2	1	0	0	0	0	7	271	
3:00 PM	0	160	84	2	26	0	0	4	0	0	0	0	0	12	288	
4:00 PM	0	139	64	0	35	2	0	1	0	0	0	0	0	11	252	
5:00 PM	1	173	76	1	37	0	0	1	0	0	0	0	0	9	298	
6:00 PM	0	121	62	0	26	0	0	1	1	0	0	0	0	8	219	
7:00 PM	0	88	33	0	12	0	0	0	0	0	0	0	0	6	139	
8:00 PM	0	66	35	0	10	0	0	0	0	0	0	0	0	2	113	
9:00 PM	0	66	21	0	7	0	0	0	0	0	0	0	0	0	94	
10:00 PM	0	39	11	0	6	0	0	0	0	0	0	0	0	0	56	
11:00 PM	1	23	4	0	0	0	0	0	0	0	0	0	0	0	28	
<b>Day Total</b>	10	2665	1175	12	530	7	1	24	5	0	0	0	0	93	4522	
<b>Percent</b>	0.2%	58.9%	26.0%	0.3%	11.7%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	2.1%		
<b>ADT 4522</b>																
AM Peak	6:00 AM	7:00 AM	7:00 AM	10:00 AM	7:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM						7:00 AM	7:00 AM
Volume	1	359	163	3	64	2	1	4	1						9	600
PM Peak	2:00 PM	5:00 PM	3:00 PM	12:00 PM	2:00 PM	12:00 PM			3:00 PM	2:00 PM					3:00 PM	5:00 PM
Volume	4	173	84	2	38	2			4	1					12	298
<i>Comments:</i>																

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
1:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	6	10	0	3	0	0	0	0	0	0	0	0	0	19
4:00 AM	0	32	11	0	8	0	0	0	0	0	0	0	0	0	51
5:00 AM	0	85	38	1	17	1	0	1	0	0	0	0	0	2	145
6:00 AM	0	152	68	0	32	0	0	1	0	0	0	0	0	5	258
7:00 AM	0	<b>400</b>	<b>146</b>	1	<b>60</b>	<b>3</b>	0	<b>2</b>	0	0	0	0	0	<b>13</b>	<b>625</b>
8:00 AM	0	199	79	1	37	0	0	1	0	0	0	0	0	4	321
9:00 AM	0	164	73	<b>2</b>	27	1	0	2	<b>2</b>	0	0	0	0	3	274
10:00 AM	0	112	59	0	23	0	0	2	0	0	0	0	0	5	201
11:00 AM	0	150	79	2	36	1	0	1	1	0	0	0	0	7	277
12:00 PM	0	133	<b>89</b>	1	<b>35</b>	0	0	<b>3</b>	0	0	0	0	0	4	265
1:00 PM	0	149	72	0	22	1	0	1	0	0	0	0	0	9	254
2:00 PM	0	<b>188</b>	70	<b>2</b>	28	0	0	1	0	0	0	0	0	9	<b>298</b>
3:00 PM	0	143	80	0	26	<b>2</b>	0	1	0	0	0	0	0	10	262
4:00 PM	0	137	67	1	35	0	0	0	0	0	0	0	0	5	245
5:00 PM	<b>1</b>	149	73	1	21	1	0	0	<b>1</b>	0	0	0	0	<b>15</b>	262
6:00 PM	1	126	42	0	14	0	0	0	0	0	0	0	0	4	187
7:00 PM	0	86	30	0	11	0	0	0	0	0	0	0	0	5	132
8:00 PM	0	73	27	0	13	0	0	0	0	0	0	0	0	4	117
9:00 PM	0	71	25	0	6	0	0	0	0	0	0	0	0	1	103
10:00 PM	0	43	15	0	5	0	0	0	0	0	0	0	0	0	63
11:00 PM	0	22	7	0	1	0	0	0	0	0	0	0	0	0	30
<b>Day Total</b>	2	2643	1170	12	461	10	0	16	4	0	0	0	0	105	4423
<b>Percent</b>	0.0%	59.8%	26.5%	0.3%	10.4%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	2.4%	
<b>ADT 4423</b>															
AM Peak Volume	7:00 AM		7:00 AM	9:00 AM	7:00 AM	7:00 AM		7:00 AM	9:00 AM					7:00 AM	7:00 AM
	400		146	2	60	3		2	2					13	625
PM Peak Volume	5:00 PM	2:00 PM	12:00 PM	2:00 PM	12:00 PM	3:00 PM		12:00 PM	5:00 PM					5:00 PM	2:00 PM
	1	188	89	2	35	2		3	1					15	298
<i>Comments:</i>															

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits													<b>QC JOB #:</b> 14110901		
<b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits													<b>DIRECTION:</b> EB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	12	5308	2345	24	991	17	1	40	9	0	0	0	0	198	8945
<b>Percent</b>	0.1%	59.3%	26.2%	0.3%	11.1%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	2.2%	
<b>ADT</b> 4472															
<i>Comments:</i>															



<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			26	17		22			22	
1:00 AM			12	10		11			11	
2:00 AM			9	7		8			8	
3:00 AM			18	19		19			19	
4:00 AM			49	51		50			50	
5:00 AM			139	145		142			142	
6:00 AM			266	258		262			262	
7:00 AM			<b>600</b>	<b>625</b>		<b>613</b>			<b>613</b>	
8:00 AM			394	321		358			358	
9:00 AM			293	274		284			284	
10:00 AM			220	201		211			211	
11:00 AM			248	277		263			263	
12:00 PM			237	265		251			251	
1:00 PM			253	254		254			254	
2:00 PM			271	<b>298</b>		<b>285</b>			<b>285</b>	
3:00 PM			288	262		275			275	
4:00 PM			252	245		249			249	
5:00 PM			<b>298</b>	262		280			280	
6:00 PM			219	187		203			203	
7:00 PM			139	132		136			136	
8:00 PM			113	117		115			115	
9:00 PM			94	103		99			99	
10:00 PM			56	63		60			60	
11:00 PM			28	30		29			29	
<b>Day Total</b>			4522	4423		4479			4479	
% Weekday Average			101.0%	98.7%						
% Week Average			101.0%	98.7%		100.0%				
AM Peak			7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume			600	625		613			613	
PM Peak			5:00 PM	2:00 PM		2:00 PM			2:00 PM	
Volume			298	298		285			285	
<i>Comments:</i>										

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	0	4	20	26	9	2	0	1	0	0	62	41-50	46	
1:00 AM	0	0	0	0	0	3	17	12	5	1	0	0	0	0	38	41-50	28	
2:00 AM	0	0	0	0	0	2	7	12	2	0	0	0	0	0	23	41-50	18	
3:00 AM	0	0	0	0	0	3	11	10	7	1	0	0	0	0	32	41-50	21	
4:00 AM	0	0	0	0	0	3	17	20	21	7	1	0	0	0	69	46-55	41	
5:00 AM	0	0	0	1	0	7	32	64	55	14	3	0	0	0	176	46-55	119	
6:00 AM	4	0	0	1	2	16	74	132	107	17	4	0	0	0	357	46-55	238	
7:00 AM	16	0	1	0	6	29	160	330	197	24	0	0	0	0	763	46-55	527	
8:00 AM	5	0	0	1	4	26	142	221	126	26	2	0	0	0	553	41-50	363	
9:00 AM	6	0	1	0	1	23	124	185	91	15	4	0	0	0	450	41-50	309	
10:00 AM	5	0	0	1	4	25	91	156	87	26	2	0	0	0	397	42-51	246	
11:00 AM	12	0	1	0	5	31	142	172	89	21	2	0	0	0	475	41-50	313	
12:00 PM	9	0	0	2	7	23	111	200	114	18	4	0	0	0	488	46-55	313	
1:00 PM	10	0	1	1	4	26	113	174	127	20	3	0	0	0	479	46-55	300	
2:00 PM	15	0	0	1	5	26	135	246	133	26	4	0	0	0	591	41-50	381	
3:00 PM	21	0	0	0	3	41	193	312	131	24	3	0	0	0	728	41-50	504	
4:00 PM	18	0	0	0	1	38	165	335	160	26	3	0	1	0	747	41-50	500	
5:00 PM	14	0	0	1	7	66	255	321	99	14	2	0	0	0	779	41-50	576	
6:00 PM	12	0	0	2	3	40	143	199	88	11	2	0	0	0	500	41-50	341	
7:00 PM	7	0	1	2	5	39	119	160	67	11	3	0	0	0	414	41-50	279	
8:00 PM	3	0	0	2	5	28	95	145	36	10	0	0	0	0	324	41-50	240	
9:00 PM	0	0	0	1	2	14	78	91	42	10	3	0	0	0	241	41-50	168	
10:00 PM	0	0	0	1	0	12	56	46	29	6	1	1	0	0	152	41-50	101	
11:00 PM	0	0	0	0	0	5	26	38	16	1	2	0	0	0	88	41-50	63	
<b>Day Total</b>	157	0	5	17	64	530	2326	3607	1838	331	48	2	1	0	8926	41-50	5932	
<b>Percent</b>	1.8%	0.0%	0.1%	0.2%	0.7%	5.9%	26.1%	40.4%	20.6%	3.7%	0.5%	0.0%	0.0%	0.0%				
<b>ADT</b> 8926																		
<b>AM Peak</b> Volume	7:00 AM	7:00 AM	5:00 AM	7:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	6:00 AM	12:00 AM			7:00 AM			
	16	1	1	6	31	160	330	197	26	4	1				763			
<b>PM Peak</b> Volume	3:00 PM	1:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM	4:00 PM	4:00 PM	2:00 PM	12:00 PM	10:00 PM	4:00 PM			5:00 PM			
	21	1	2	7	66	255	335	160	26	4	1	1			779			
<i>Comments:</i>																		

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	0	6	16	20	10	2	0	0	1	0	55	41-50	36	
1:00 AM	0	0	0	0	0	1	10	7	7	3	0	0	0	0	28	42-51	16	
2:00 AM	0	0	0	0	0	1	7	6	5	0	0	0	1	0	20	43-52	12	
3:00 AM	0	0	0	1	1	2	7	8	8	0	0	1	0	0	28	46-55	16	
4:00 AM	0	0	0	0	0	2	13	24	16	9	2	1	0	0	67	46-55	40	
5:00 AM	2	0	0	1	4	7	30	70	50	13	0	0	0	0	177	46-55	120	
6:00 AM	7	0	1	0	1	14	68	151	90	16	1	0	0	0	349	46-55	241	
7:00 AM	20	0	0	2	2	34	200	353	140	18	1	0	0	0	770	41-50	553	
8:00 AM	10	0	0	2	1	25	138	208	90	17	0	0	0	0	491	41-50	346	
9:00 AM	6	0	0	0	4	29	144	170	73	11	0	0	0	0	437	41-50	314	
10:00 AM	8	0	2	0	7	18	120	157	74	12	1	1	0	0	400	41-50	276	
11:00 AM	11	0	0	1	3	25	134	208	102	18	1	0	0	0	503	41-50	342	
12:00 PM	7	0	1	1	7	23	131	193	106	24	1	0	0	0	494	41-50	324	
1:00 PM	13	0	1	2	3	20	128	213	114	18	0	0	0	0	512	41-50	341	
2:00 PM	16	0	1	0	1	32	124	238	133	27	2	1	0	0	575	46-55	371	
3:00 PM	14	0	0	1	4	54	249	243	102	15	1	1	0	0	684	41-50	492	
4:00 PM	12	0	0	7	7	62	243	260	72	8	2	0	0	0	673	41-50	503	
5:00 PM	22	0	0	1	15	107	324	164	45	4	1	0	0	0	683	41-50	487	
6:00 PM	6	0	0	0	11	58	181	185	39	0	0	0	0	0	480	41-50	366	
7:00 PM	10	0	0	1	6	44	117	144	35	3	0	0	0	0	360	41-50	261	
8:00 PM	5	0	0	1	4	31	117	124	33	7	2	0	0	0	324	41-50	241	
9:00 PM	1	0	0	1	5	12	85	83	29	6	0	0	0	0	222	41-50	168	
10:00 PM	0	0	0	1	2	17	72	51	21	7	1	0	0	0	172	41-50	122	
11:00 PM	0	0	0	1	4	15	39	27	5	3	0	0	0	1	95	41-50	66	
<b>Day Total</b>	170	0	6	24	92	639	2697	3307	1399	241	16	5	2	1	8599	41-50	6003	
<b>Percent</b>	2.0%	0.0%	0.1%	0.3%	1.1%	7.4%	31.4%	38.5%	16.3%	2.8%	0.2%	0.1%	0.0%	0.0%				
<b>ADT</b> 8599																		
<b>AM Peak</b> Volume	7:00 AM	10:00 AM	7:00 AM	10:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	4:00 AM	3:00 AM	12:00 AM	7:00 AM			
	20	2	2	7	34	200	353	140	18	2	1	1			770			
<b>PM Peak</b> Volume	5:00 PM	12:00 PM	4:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM			11:00 PM	3:00 PM			
	22	1	7	15	107	324	260	133	27	2	1			1	684			
<i>Comments:</i>																		

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits														<b>QC JOB #:</b> 14110901																
<b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits														<b>DIRECTION:</b> EB/WB																
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017																
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	327	0	11	41	156	1169	5023	6914	3237	572	64	7	3	1													17525	41-50	11936	
<b>Percent</b>	1.9%	0.0%	0.1%	0.2%	0.9%	6.7%	28.7%	39.5%	18.5%	3.3%	0.4%	0.0%	0.0%	0.0%																
<b>Cumulative Percent</b>	1.9%	1.9%	1.9%	2.2%	3.1%	9.7%	38.4%	77.8%	96.3%	99.6%	99.9%	100.0%	100.0%	100.0%																
<b>ADT</b> 8762																										<b>85th Percentile</b> 51 MPH <b>Mean Speed(Average)</b> 45 MPH				
<i>Comments:</i>																										<b>Median</b> 46 MPH <b>Mode</b> 48 MPH				



<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	42	13	0	6	0	0	0	0	0	0	0	0	0	62
1:00 AM	0	33	4	0	1	0	0	0	0	0	0	0	0	0	38
2:00 AM	0	9	9	0	5	0	0	0	0	0	0	0	0	0	23
3:00 AM	0	19	9	0	4	0	0	0	0	0	0	0	0	0	32
4:00 AM	0	45	18	0	6	0	0	0	0	0	0	0	0	0	69
5:00 AM	0	112	44	0	19	0	0	0	1	0	0	0	0	0	176
6:00 AM	1	194	94	4	56	1	0	3	0	0	0	0	0	4	357
7:00 AM	0	458	203	3	75	2	0	5	1	0	0	0	0	16	763
8:00 AM	0	340	148	0	56	1	0	2	1	0	0	0	0	5	553
9:00 AM	0	267	114	1	59	1	0	1	1	0	0	0	0	6	450
10:00 AM	0	211	120	3	48	3	0	6	1	0	0	0	0	5	397
11:00 AM	0	260	128	2	63	2	3	3	1	0	0	0	1	12	475
12:00 PM	2	298	109	4	58	2	2	4	0	0	0	0	0	9	488
1:00 PM	1	301	117	2	42	2	0	4	0	0	0	0	0	10	479
2:00 PM	6	338	150	3	71	0	0	7	1	0	0	0	0	15	591
3:00 PM	0	438	188	3	72	0	0	5	1	0	0	0	0	21	728
4:00 PM	1	451	181	0	88	2	0	6	0	0	0	0	0	18	747
5:00 PM	3	502	177	3	76	0	0	4	0	0	0	0	0	14	779
6:00 PM	0	315	120	0	49	1	0	2	1	0	0	0	0	12	500
7:00 PM	2	285	84	0	36	0	0	0	0	0	0	0	0	7	414
8:00 PM	0	200	90	0	30	0	0	1	0	0	0	0	0	3	324
9:00 PM	0	171	54	0	15	0	0	1	0	0	0	0	0	0	241
10:00 PM	1	109	32	0	10	0	0	0	0	0	0	0	0	0	152
11:00 PM	1	71	13	0	3	0	0	0	0	0	0	0	0	0	88
<b>Day Total</b>	19	5469	2219	28	948	17	5	54	9	0	0	0	1	157	8926
<b>Percent</b>	0.2%	61.3%	24.9%	0.3%	10.6%	0.2%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	1.8%	
<b>ADT 8926</b>															
<b>AM Peak Volume</b>	12:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM	10:00 AM	11:00 AM	10:00 AM	5:00 AM				11:00 AM	7:00 AM	7:00 AM
	1	458	203	4	75	3	3	6	1				1	16	763
<b>PM Peak Volume</b>	2:00 PM	5:00 PM	3:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	2:00 PM	2:00 PM					3:00 PM	5:00 PM
	6	502	188	4	88	2	2	7	1					21	779
<i>Comments:</i>															

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	37	16	0	2	0	0	0	0	0	0	0	0	0	55
1:00 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
2:00 AM	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
3:00 AM	0	12	13	0	3	0	0	0	0	0	0	0	0	0	28
4:00 AM	0	43	13	0	10	0	0	0	1	0	0	0	0	0	67
5:00 AM	0	102	48	1	20	2	0	1	1	0	0	0	0	2	177
6:00 AM	1	205	86	2	42	2	0	3	1	0	0	0	0	7	349
7:00 AM	1	477	181	1	82	4	0	2	2	0	0	0	0	20	770
8:00 AM	1	284	131	3	55	2	0	4	0	1	0	0	0	10	491
9:00 AM	0	258	123	3	39	2	0	3	3	0	0	0	0	6	437
10:00 AM	0	227	116	0	46	0	0	3	0	0	0	0	0	8	400
11:00 AM	1	278	145	2	58	5	0	1	1	1	0	0	0	11	503
12:00 PM	0	270	156	1	56	0	0	4	0	0	0	0	0	7	494
1:00 PM	0	307	138	1	50	1	1	1	0	0	0	0	0	13	512
2:00 PM	1	365	133	4	52	2	0	2	0	0	0	0	0	16	575
3:00 PM	0	410	190	1	62	4	0	2	0	1	0	0	0	14	684
4:00 PM	2	425	161	1	69	1	0	2	0	0	0	0	0	12	673
5:00 PM	3	424	172	3	56	1	0	1	1	0	0	0	0	22	683
6:00 PM	1	332	105	0	36	0	0	0	0	0	0	0	0	6	480
7:00 PM	1	250	76	0	24	0	0	0	0	0	0	0	0	9	360
8:00 PM	0	209	74	0	35	0	0	1	0	0	0	0	0	5	324
9:00 PM	0	152	55	1	13	0	0	0	0	0	0	0	0	1	222
10:00 PM	0	121	37	0	14	0	0	0	0	0	0	0	0	0	172
11:00 PM	0	71	20	0	4	0	0	0	0	0	0	0	0	0	95
<b>Day Total</b>	12	5298	2198	24	828	26	1	30	10	3	0	0	0	169	8599
<b>Percent</b>	0.1%	61.6%	25.6%	0.3%	9.6%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	2.0%	
<b>ADT</b> 8599															
AM Peak	6:00 AM	7:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM		8:00 AM	9:00 AM	8:00 AM				7:00 AM	7:00 AM
Volume	1	477	181	3	82	5		4	3	1				20	770
PM Peak	5:00 PM	4:00 PM	3:00 PM	2:00 PM	4:00 PM	3:00 PM	1:00 PM	12:00 PM	5:00 PM	3:00 PM				5:00 PM	3:00 PM
Volume	3	425	190	4	69	4	1	4	1	1				22	684
<i>Comments:</i>															

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits													<b>QC JOB #:</b> 14110901		
<b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits													<b>DIRECTION:</b> EB/WB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	31	10767	4417	52	1776	43	6	84	19	3	0	0	1	326	17525
<b>Percent</b>	0.2%	61.4%	25.2%	0.3%	10.1%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	1.9%	
<b>ADT</b> 8762															
<i>Comments:</i>															



<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			62	55		59			59	
1:00 AM			38	28		33			33	
2:00 AM			23	20		22			22	
3:00 AM			32	28		30			30	
4:00 AM			69	67		68			68	
5:00 AM			176	177		177			177	
6:00 AM			357	349		353			353	
7:00 AM			<b>763</b>	<b>770</b>		<b>767</b>			<b>767</b>	
8:00 AM			553	491		522			522	
9:00 AM			450	437		444			444	
10:00 AM			397	400		399			399	
11:00 AM			475	503		489			489	
12:00 PM			488	494		491			491	
1:00 PM			479	512		496			496	
2:00 PM			591	575		583			583	
3:00 PM			728	<b>684</b>		706			706	
4:00 PM			747	673		710			710	
5:00 PM			<b>779</b>	683		<b>731</b>			<b>731</b>	
6:00 PM			500	480		490			490	
7:00 PM			414	360		387			387	
8:00 PM			324	324		324			324	
9:00 PM			241	222		232			232	
10:00 PM			152	172		162			162	
11:00 PM			88	95		92			92	
<b>Day Total</b>			8926	8599		8767			8767	
% Weekday Average			101.8%	98.1%						
% Week Average			101.8%	98.1%		100.0%				
AM Peak			7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume			763	770		767			767	
PM Peak			5:00 PM	3:00 PM		5:00 PM			5:00 PM	
Volume			779	684		731			731	
<i>Comments:</i>										

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017		
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12:00 AM	0	0	0	0	0	4	12	15	4	1	0	0	0	0	36	41-50	27
1:00 AM	0	0	0	0	0	2	11	10	3	0	0	0	0	0	26	41-50	21
2:00 AM	0	0	0	0	0	1	4	8	1	0	0	0	0	0	14	41-50	12
3:00 AM	0	0	0	0	0	2	7	3	2	0	0	0	0	0	14	41-50	10
4:00 AM	0	0	0	0	0	2	8	6	2	1	1	0	0	0	20	41-50	13
5:00 AM	0	0	0	0	0	5	11	10	8	2	1	0	0	0	37	41-50	21
6:00 AM	2	0	0	0	1	13	31	26	14	3	1	0	0	0	91	41-50	57
7:00 AM	7	0	1	0	6	8	38	63	35	5	0	0	0	0	163	42-51	100
8:00 AM	1	0	0	1	1	9	52	62	28	5	0	0	0	0	159	41-50	114
9:00 AM	4	0	1	0	1	12	50	62	23	1	3	0	0	0	157	41-50	112
10:00 AM	2	0	0	1	4	17	45	65	34	9	0	0	0	0	177	41-50	110
11:00 AM	4	0	1	0	3	9	83	84	35	6	2	0	0	0	227	41-50	167
12:00 PM	5	0	0	0	3	16	57	99	59	10	2	0	0	0	251	46-55	158
1:00 PM	4	0	1	0	2	18	57	75	59	8	2	0	0	0	226	46-55	134
2:00 PM	8	0	0	1	1	15	73	136	70	14	2	0	0	0	320	42-51	208
3:00 PM	9	0	0	0	2	28	116	187	82	13	3	0	0	0	440	41-50	302
4:00 PM	7	0	0	0	1	25	113	235	95	17	1	0	1	0	495	41-50	348
5:00 PM	5	0	0	1	4	43	183	185	51	8	1	0	0	0	481	41-50	368
6:00 PM	4	0	0	1	3	25	88	110	44	4	2	0	0	0	281	41-50	198
7:00 PM	1	0	1	1	3	30	86	102	43	7	1	0	0	0	275	41-50	187
8:00 PM	1	0	0	1	3	17	69	92	24	4	0	0	0	0	211	41-50	161
9:00 PM	0	0	0	1	2	11	48	58	23	4	0	0	0	0	147	41-50	105
10:00 PM	0	0	0	0	0	8	41	30	10	6	1	0	0	0	96	41-50	71
11:00 PM	0	0	0	0	0	3	19	26	10	1	1	0	0	0	60	41-50	45
<b>Day Total</b>	64	0	5	8	40	323	1302	1749	759	129	24	0	1	0	4404	41-50	3051
<b>Percent</b>	1.5%	0.0%	0.1%	0.2%	0.9%	7.3%	29.6%	39.7%	17.2%	2.9%	0.5%	0.0%	0.0%	0.0%			
<b>ADT</b> 4404																	
<b>AM Peak</b>	7:00 AM 7:00 AM 8:00 AM 7:00 AM 10:00 AM 11:00 AM 11:00 AM 7:00 AM 10:00 AM 9:00 AM														11:00 AM		
<b>Volume</b>	7 1 1 6 17 83 84 35 9 3														227		
<b>PM Peak</b>	3:00 PM 1:00 PM 2:00 PM 5:00 PM 5:00 PM 5:00 PM 4:00 PM 4:00 PM 4:00 PM 3:00 PM 4:00 PM														4:00 PM		
<b>Volume</b>	9 1 1 4 43 183 235 95 17 3 1														495		
<i>Comments:</i>																	

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	0	3	13	15	5	2	0	0	0	0	38	41-50	28	
1:00 AM	0	0	0	0	0	1	7	5	3	2	0	0	0	0	18	41-50	12	
2:00 AM	0	0	0	0	0	0	6	3	4	0	0	0	0	0	13	41-50	9	
3:00 AM	0	0	0	1	1	0	3	3	0	0	0	1	0	0	9	42-51	5	
4:00 AM	0	0	0	0	0	0	7	5	2	0	1	1	0	0	16	41-50	12	
5:00 AM	0	0	0	0	2	2	11	11	1	5	0	0	0	0	32	41-50	22	
6:00 AM	2	0	1	0	0	8	30	32	14	4	0	0	0	0	91	41-50	62	
7:00 AM	7	0	0	2	2	12	36	58	23	4	1	0	0	0	145	41-50	93	
8:00 AM	6	0	0	1	0	16	74	59	14	0	0	0	0	0	170	41-50	133	
9:00 AM	3	0	0	0	2	15	57	56	27	3	0	0	0	0	163	41-50	112	
10:00 AM	3	0	2	0	5	10	66	75	30	6	1	1	0	0	199	41-50	141	
11:00 AM	4	0	0	1	0	15	67	87	43	8	1	0	0	0	226	41-50	154	
12:00 PM	3	0	1	1	3	14	67	94	37	8	1	0	0	0	229	41-50	161	
1:00 PM	4	0	1	1	3	14	55	116	55	9	0	0	0	0	258	43-52	171	
2:00 PM	7	0	1	0	1	17	64	109	64	13	1	0	0	0	277	46-55	173	
3:00 PM	4	0	0	0	4	39	170	135	57	11	1	1	0	0	422	41-50	305	
4:00 PM	7	0	0	6	4	42	172	159	33	3	2	0	0	0	428	41-50	330	
5:00 PM	7	0	0	0	10	82	214	84	20	3	1	0	0	0	421	41-50	297	
6:00 PM	2	0	0	0	9	43	118	100	21	0	0	0	0	0	293	41-50	218	
7:00 PM	5	0	0	1	4	32	73	92	19	2	0	0	0	0	228	41-50	164	
8:00 PM	1	0	0	1	1	24	75	89	12	2	2	0	0	0	207	41-50	164	
9:00 PM	0	0	0	1	4	6	54	36	13	5	0	0	0	0	119	41-50	89	
10:00 PM	0	0	0	1	2	13	46	34	10	3	0	0	0	0	109	41-50	80	
11:00 PM	0	0	0	1	2	10	24	22	3	2	0	0	0	1	65	41-50	46	
<b>Day Total</b>	65	0	6	18	59	418	1509	1479	510	95	12	4	0	1	4176	41-50	2988	
<b>Percent</b>	1.6%	0.0%	0.1%	0.4%	1.4%	10.0%	36.1%	35.4%	12.2%	2.3%	0.3%	0.1%	0.0%	0.0%				
<b>ADT</b> 4176																		
<b>AM Peak</b> Volume	7:00 AM	10:00 AM	7:00 AM	10:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	4:00 AM	3:00 AM			11:00 AM			
	7	2	2	5	16	74	87	43	8	1	1			226				
<b>PM Peak</b> Volume	2:00 PM	12:00 PM	4:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	2:00 PM	2:00 PM	4:00 PM	3:00 PM		11:00 PM		4:00 PM			
	7	1	6	10	82	214	159	64	13	2	1		1	428				
<i>Comments:</i>																		

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits														<b>QC JOB #:</b> 14110901																
<b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits														<b>DIRECTION:</b> WB																
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017																
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	129	0	11	26	99	741	2811	3228	1269	224	36	4	1	1													8580	41-50	6039	
<b>Percent</b>	1.5%	0.0%	0.1%	0.3%	1.2%	8.6%	32.8%	37.6%	14.8%	2.6%	0.4%	0.0%	0.0%	0.0%																
<b>Cumulative Percent</b>	1.5%	1.5%	1.6%	1.9%	3.1%	11.7%	44.5%	82.1%	96.9%	99.5%	99.9%	100.0%	100.0%	100.0%																
<b>ADT 4290</b>																										<b>85th Percentile</b> 50 MPH <b>Mean Speed(Average):</b> 45 MPH <b>Median</b> 45 MPH <b>Mode:</b> 48 MPH				
<b>Comments:</b>																														



<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	25	7	0	3	0	0	0	0	0	0	0	0	0	36
1:00 AM	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
2:00 AM	0	6	5	0	3	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
5:00 AM	0	22	11	0	3	0	0	0	1	0	0	0	0	0	37
6:00 AM	0	50	26	3	8	1	0	1	0	0	0	0	0	2	91
7:00 AM	0	99	40	2	11	2	0	1	1	0	0	0	0	7	163
8:00 AM	0	81	50	0	25	1	0	1	0	0	0	0	0	1	159
9:00 AM	0	94	39	1	18	1	0	0	0	0	0	0	0	4	157
10:00 AM	0	88	54	0	25	3	0	4	1	0	0	0	0	2	177
11:00 AM	0	132	59	1	27	0	2	1	0	0	0	0	1	4	227
12:00 PM	0	157	59	2	24	0	2	2	0	0	0	0	0	5	251
1:00 PM	0	145	53	2	18	1	0	3	0	0	0	0	0	4	226
2:00 PM	2	187	83	2	33	0	0	5	0	0	0	0	0	8	320
3:00 PM	0	278	104	1	46	0	0	1	1	0	0	0	0	9	440
4:00 PM	1	312	117	0	53	0	0	5	0	0	0	0	0	7	495
5:00 PM	2	329	101	2	39	0	0	3	0	0	0	0	0	5	481
6:00 PM	0	194	58	0	23	1	0	1	0	0	0	0	0	4	281
7:00 PM	2	197	51	0	24	0	0	0	0	0	0	0	0	1	275
8:00 PM	0	134	55	0	20	0	0	1	0	0	0	0	0	1	211
9:00 PM	0	105	33	0	8	0	0	1	0	0	0	0	0	0	147
10:00 PM	1	70	21	0	4	0	0	0	0	0	0	0	0	0	96
11:00 PM	0	48	9	0	3	0	0	0	0	0	0	0	0	0	60
<b>Day Total</b>	9	2804	1044	16	418	10	4	30	4	0	0	0	1	64	4404
<b>Percent</b>	0.2%	63.7%	23.7%	0.4%	9.5%	0.2%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	1.5%	
<b>ADT</b> 4404															
AM Peak Volume	12:00 AM	11:00 AM	11:00 AM	6:00 AM	11:00 AM	10:00 AM	11:00 AM	10:00 AM	5:00 AM				11:00 AM	7:00 AM	11:00 AM
PM Peak Volume	2:00 PM	5:00 PM	4:00 PM	12:00 PM	4:00 PM	1:00 PM	12:00 PM	2:00 PM	3:00 PM					3:00 PM	4:00 PM
	1	132	59	3	27	3	2	4	1				1	7	227
	2	329	117	2	53	1	2	5	1					9	495
<i>Comments:</i>															

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	27	10	0	1	0	0	0	0	0	0	0	0	0	38
1:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	11	2	0	2	0	0	0	1	0	0	0	0	0	16
5:00 AM	0	17	10	0	3	1	0	0	1	0	0	0	0	0	32
6:00 AM	1	53	18	2	10	2	0	2	1	0	0	0	0	2	91
7:00 AM	1	77	35	0	22	1	0	0	2	0	0	0	0	7	145
8:00 AM	1	85	52	2	18	2	0	3	0	1	0	0	0	6	170
9:00 AM	0	94	50	1	12	1	0	1	1	0	0	0	0	3	163
10:00 AM	0	115	57	0	23	0	0	1	0	0	0	0	0	3	199
11:00 AM	1	128	66	0	22	4	0	0	0	1	0	0	0	4	226
12:00 PM	0	137	67	0	21	0	0	1	0	0	0	0	0	3	229
1:00 PM	0	158	66	1	28	0	1	0	0	0	0	0	0	4	258
2:00 PM	1	177	63	2	24	2	0	1	0	0	0	0	0	7	277
3:00 PM	0	267	110	1	36	2	0	1	0	1	0	0	0	4	422
4:00 PM	2	288	94	0	34	1	0	2	0	0	0	0	0	7	428
5:00 PM	2	275	99	2	35	0	0	1	0	0	0	0	0	7	421
6:00 PM	0	206	63	0	22	0	0	0	0	0	0	0	0	2	293
7:00 PM	1	164	46	0	13	0	0	0	0	0	0	0	0	4	228
8:00 PM	0	136	47	0	22	0	0	1	0	0	0	0	0	1	207
9:00 PM	0	81	30	1	7	0	0	0	0	0	0	0	0	0	119
10:00 PM	0	78	22	0	9	0	0	0	0	0	0	0	0	0	109
11:00 PM	0	49	13	0	3	0	0	0	0	0	0	0	0	0	65
<b>Day Total</b>	10	2655	1028	12	367	16	1	14	6	3	0	0	0	64	4176
<b>Percent</b>	0.2%	63.6%	24.6%	0.3%	8.8%	0.4%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	1.5%	
<b>ADT</b> 4176															
AM Peak	6:00 AM	11:00 AM	11:00 AM	6:00 AM	10:00 AM	11:00 AM		8:00 AM	7:00 AM	8:00 AM				7:00 AM	11:00 AM
Volume	1	128	66	2	23	4		3	2	1				7	226
PM Peak	4:00 PM	4:00 PM	3:00 PM	2:00 PM	3:00 PM	2:00 PM	1:00 PM	4:00 PM		3:00 PM				2:00 PM	4:00 PM
Volume	2	288	110	2	36	2	1	2		1				7	428
<i>Comments:</i>															

<b>LOCATION:</b> W 12th Btwn Franklin and City Limits												<b>QC JOB #:</b> 14110901			
<b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits												<b>DIRECTION:</b> WB			
<b>CITY/STATE:</b> Cookeville, TN												<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	19	5459	2072	28	785	26	5	44	10	3	0	0	1	128	8580
<b>Percent</b>	0.2%	63.6%	24.1%	0.3%	9.1%	0.3%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	1.5%	
<b>ADT 4290</b>															
<i>Comments:</i>															



<b>LOCATION:</b> W 12th Btwn Franklin and City Limits <b>SPECIFIC LOCATION:</b> W 12th Btwn Franklin and City Limits <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110901 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			36	38		37			37	
1:00 AM			26	18		22			22	
2:00 AM			14	13		14			14	
3:00 AM			14	9		12			12	
4:00 AM			20	16		18			18	
5:00 AM			37	32		35			35	
6:00 AM			91	91		91			91	
7:00 AM			163	145		154			154	
8:00 AM			159	170		165			165	
9:00 AM			157	163		160			160	
10:00 AM			177	199		188			188	
11:00 AM			<b>227</b>	<b>226</b>		<b>227</b>			<b>227</b>	
12:00 PM			251	229		240			240	
1:00 PM			226	258		242			242	
2:00 PM			320	277		299			299	
3:00 PM			440	422		431			431	
4:00 PM			<b>495</b>	<b>428</b>		<b>462</b>			<b>462</b>	
5:00 PM			481	421		451			451	
6:00 PM			281	293		287			287	
7:00 PM			275	228		252			252	
8:00 PM			211	207		209			209	
9:00 PM			147	119		133			133	
10:00 PM			96	109		103			103	
11:00 PM			60	65		63			63	
<b>Day Total</b>			4404	4176		4295			4295	
% Weekday Average			102.5%	97.2%						
% Week Average			102.5%	97.2%		100.0%				
AM Peak			11:00 AM	11:00 AM		11:00 AM			11:00 AM	
Volume			227	226		227			227	
PM Peak			4:00 PM	4:00 PM		4:00 PM			4:00 PM	
Volume			495	428		462			462	
<i>Comments:</i>										

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	2	2	9	7	5	2	0	0	0	0	27	42-51	15	
1:00 AM	0	0	0	0	0	2	5	3	1	0	0	0	0	0	11	42-51	7	
2:00 AM	0	0	0	0	0	1	0	6	1	0	0	0	0	0	8	46-55	6	
3:00 AM	0	0	0	1	0	3	8	12	3	0	0	0	0	0	27	41-50	19	
4:00 AM	0	0	0	0	1	5	20	33	10	3	0	0	0	0	72	41-50	52	
5:00 AM	0	0	0	0	1	7	35	53	27	1	2	0	0	0	126	41-50	87	
6:00 AM	2	0	1	0	5	36	98	122	23	1	0	0	0	0	288	41-50	219	
7:00 AM	28	0	0	9	60	202	293	112	16	2	1	0	0	0	723	36-45	495	
8:00 AM	11	0	3	5	6	56	195	117	23	1	0	0	0	0	417	41-50	311	
9:00 AM	8	1	0	0	6	51	129	106	24	3	0	0	0	0	328	41-50	234	
10:00 AM	10	0	0	3	24	62	135	100	9	2	0	0	0	0	345	41-50	235	
11:00 AM	9	0	0	3	15	79	147	96	10	0	0	1	0	0	360	41-50	242	
12:00 PM	11	0	1	0	16	43	146	99	17	0	1	0	0	0	334	41-50	245	
1:00 PM	11	0	1	1	7	38	134	142	29	2	0	0	0	0	365	41-50	275	
2:00 PM	21	2	1	1	4	38	155	116	20	2	0	0	0	0	360	41-50	271	
3:00 PM	28	2	0	4	36	109	175	87	11	2	0	0	0	0	454	36-45	284	
4:00 PM	23	0	0	2	7	52	130	112	19	0	0	0	0	0	345	41-50	241	
5:00 PM	27	0	3	6	15	45	160	77	11	2	1	0	0	0	347	41-50	236	
6:00 PM	13	0	1	2	7	30	111	73	17	1	0	1	0	0	256	41-50	184	
7:00 PM	3	0	0	0	4	17	50	52	7	2	0	0	0	0	135	41-50	102	
8:00 PM	3	0	1	0	2	25	65	48	10	1	0	0	0	0	155	41-50	112	
9:00 PM	2	0	0	0	0	8	32	34	5	3	0	0	0	0	84	41-50	66	
10:00 PM	0	0	0	0	0	6	28	17	4	0	0	0	0	0	55	41-50	45	
11:00 PM	0	0	0	0	1	1	13	15	0	2	0	0	0	0	32	41-50	28	
<b>Day Total</b>	210	5	12	37	219	918	2273	1639	302	32	5	2	0	0	5654	41-50	3912	
<b>Percent</b>	3.7%	0.1%	0.2%	0.7%	3.9%	16.2%	40.2%	29.0%	5.3%	0.6%	0.1%	0.0%	0.0%	0.0%				
<b>ADT</b> 5654																		
<b>AM Peak</b> Volume	7:00 AM	9:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM	5:00 AM	4:00 AM	5:00 AM	11:00 AM	7:00 AM					
	28	1	3	9	60	202	293	122	27	3	2	1	723					
<b>PM Peak</b> Volume	3:00 PM	2:00 PM	5:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	1:00 PM	9:00 PM	12:00 PM	6:00 PM	3:00 PM					
	28	2	3	6	36	109	175	142	29	3	1	1	454					
<i>Comments:</i>																		

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 19 2017					
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace			
12:00 AM	0	0	0	0	0	5	5	5	1	0	0	0	0	0	16	36-45	10			
1:00 AM	0	0	0	0	2	1	3	6	2	1	0	0	0	0	15	45-54	8			
2:00 AM	0	0	0	0	1	2	5	5	2	0	0	0	0	0	15	41-50	10			
3:00 AM	0	0	1	0	0	0	9	9	5	1	0	0	0	0	25	41-50	18			
4:00 AM	0	0	0	0	2	6	13	33	8	1	0	0	0	0	63	41-50	45			
5:00 AM	1	0	0	0	1	6	51	52	20	4	0	0	0	0	135	41-50	103			
6:00 AM	1	0	1	0	4	34	139	125	23	2	0	0	0	0	329	41-50	264			
7:00 AM	18	7	13	28	54	197	269	85	6	0	1	0	0	0	678	36-45	465			
8:00 AM	8	0	2	1	13	64	177	83	14	0	0	0	0	0	362	41-50	260			
9:00 AM	7	0	0	2	14	72	158	68	14	2	0	0	0	0	337	36-45	230			
10:00 AM	8	0	0	0	17	81	141	66	12	0	0	0	0	0	325	36-45	221			
11:00 AM	11	0	0	0	13	73	119	94	9	1	0	0	0	0	320	41-50	213			
12:00 PM	35	1	0	0	6	53	137	83	15	1	0	0	0	0	331	41-50	220			
1:00 PM	13	0	0	4	24	68	102	100	20	1	0	0	0	0	332	41-50	202			
2:00 PM	16	0	0	1	18	47	170	90	13	3	0	0	0	0	358	41-50	260			
3:00 PM	30	4	3	9	61	145	144	50	11	0	0	0	0	0	457	36-45	289			
4:00 PM	28	0	0	4	16	64	181	72	3	1	0	0	0	0	369	41-50	252			
5:00 PM	19	0	0	4	59	132	112	38	3	0	0	0	0	0	367	36-45	243			
6:00 PM	11	0	0	0	3	45	98	50	10	1	0	0	0	0	218	41-50	148			
7:00 PM	2	0	1	0	8	30	58	32	4	1	0	1	0	0	137	41-50	90			
8:00 PM	2	0	2	0	3	17	33	29	6	0	0	0	0	0	92	41-50	61			
9:00 PM	0	0	0	0	0	17	36	17	4	0	0	0	0	0	74	41-50	53			
10:00 PM	1	0	0	1	0	6	19	15	4	0	0	0	0	0	46	41-50	34			
11:00 PM	0	0	0	0	1	10	8	11	0	0	0	0	0	0	30	41-50	19			
<b>Day Total</b>	211	12	23	54	320	1175	2187	1218	209	20	1	1	0	0	5431	41-50	3405			
<b>Percent</b>	3.9%	0.2%	0.4%	1.0%	5.9%	21.6%	40.3%	22.4%	3.8%	0.4%	0.0%	0.0%	0.0%	0.0%						
<b>ADT</b> 5431																				
<b>AM Peak</b> Volume	7:00 AM	6:00 AM	6:00 AM	5:00 AM	7:00 AM							7:00 AM								
	18	7	13	28	54	197	269	125	23	4	1							678		
<b>PM Peak</b> Volume	12:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	1:00 PM	1:00 PM	2:00 PM	7:00 PM						3:00 PM			
	35	4	3	9	61	145	181	100	20	3	1						457			
<i>Comments:</i>																				

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits														<b>QC JOB #:</b> 14110902			
<b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits														<b>DIRECTION:</b> EB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	421	17	35	91	539	2093	4460	2857	511	52	6	3	0	0	11085	41-50	7316
<b>Percent</b>	3.8%	0.2%	0.3%	0.8%	4.9%	18.9%	40.2%	25.8%	4.6%	0.5%	0.1%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	3.8%	4.0%	4.3%	5.1%	10.0%	28.8%	69.1%	94.8%	99.4%	99.9%	100.0%	100.0%	100.0%	100.0%			
<b>ADT</b> 5542															<b>85th Percentile</b> 48 MPH <b>Mean Speed(Average)</b> 41 MPH		
<i>Comments:</i>															<b>Median</b> 42 MPH <b>Mode:</b> 43 MPH		



<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 18 2017			
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total		
12:00 AM	0	19	8	0	0	0	0	0	0	0	0	0	0	0	27		
1:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11		
2:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8		
3:00 AM	0	21	6	0	0	0	0	0	0	0	0	0	0	0	27		
4:00 AM	0	50	20	0	2	0	0	0	0	0	0	0	0	0	72		
5:00 AM	0	76	45	0	5	0	0	0	0	0	0	0	0	0	126		
6:00 AM	0	179	94	0	11	2	0	0	0	0	0	0	0	2	288		
7:00 AM	0	450	185	3	45	5	0	7	0	0	0	0	0	28	723		
8:00 AM	1	257	122	1	24	0	0	1	0	0	0	0	0	11	417		
9:00 AM	0	194	94	3	23	2	1	2	1	0	0	0	0	8	328		
10:00 AM	0	201	90	3	35	3	0	1	2	0	0	0	0	10	345		
11:00 AM	3	214	94	1	34	1	0	1	3	0	0	0	0	9	360		
12:00 PM	0	193	103	1	22	2	0	2	0	0	0	0	0	11	334		
1:00 PM	3	210	100	1	33	1	0	1	5	0	0	0	0	11	365		
2:00 PM	1	199	105	1	28	1	0	3	1	0	0	0	0	21	360		
3:00 PM	0	285	109	2	25	1	0	5	0	0	0	0	0	27	454		
4:00 PM	0	195	99	0	22	1	0	4	1	0	0	0	0	23	345		
5:00 PM	0	234	72	0	13	0	0	1	0	0	0	0	0	27	347		
6:00 PM	0	158	69	0	17	1	0	0	0	0	0	0	0	11	256		
7:00 PM	0	97	30	0	5	0	0	0	0	0	0	0	0	3	135		
8:00 PM	1	101	41	0	8	1	0	0	0	0	0	0	0	3	155		
9:00 PM	0	58	21	0	2	0	0	1	0	0	0	0	0	2	84		
10:00 PM	0	48	6	0	1	0	0	0	0	0	0	0	0	0	55		
11:00 PM	0	21	9	0	2	0	0	0	0	0	0	0	0	0	32		
<b>Day Total</b>	9	3473	1526	16	359	21	1	29	13	0	0	0	0	207	5654		
<b>Percent</b>	0.2%	61.4%	27.0%	0.3%	6.3%	0.4%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	3.7%			
<b>ADT 5654</b>																	
<b>AM Peak</b>	11:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	9:00 AM	7:00 AM	11:00 AM						7:00 AM	7:00 AM	
<b>Volume</b>	3	450	185	3	45	5	1	7	3						28	723	
<b>PM Peak</b>	1:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM			3:00 PM	1:00 PM						3:00 PM	3:00 PM
<b>Volume</b>	3	285	109	2	33	2			5	5						27	454
<i>Comments:</i>																	

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	11	1	1	2	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
4:00 AM	0	41	20	0	2	0	0	0	0	0	0	0	0	0	63
5:00 AM	0	72	50	0	11	1	0	0	0	0	0	0	0	1	135
6:00 AM	0	199	104	0	24	0	0	0	1	0	0	0	0	1	329
7:00 AM	0	449	168	2	37	2	0	2	0	0	0	0	0	18	678
8:00 AM	2	223	103	3	22	0	0	0	1	0	0	0	0	8	362
9:00 AM	0	197	97	4	27	0	0	4	1	0	0	0	0	7	337
10:00 AM	0	193	91	2	21	1	1	4	4	0	0	0	0	8	325
11:00 AM	1	186	97	3	17	0	0	3	2	0	0	0	0	11	320
12:00 PM	2	190	85	1	17	3	0	3	3	0	0	0	0	27	331
1:00 PM	2	195	92	2	21	3	0	3	1	0	0	0	0	13	332
2:00 PM	1	192	120	1	26	1	0	0	1	0	0	0	0	16	358
3:00 PM	0	298	98	2	28	1	0	2	0	0	0	0	0	28	457
4:00 PM	0	217	104	2	17	0	0	1	0	0	0	0	0	28	369
5:00 PM	2	255	72	0	18	0	0	0	1	0	0	0	0	19	367
6:00 PM	0	147	51	0	8	0	0	1	0	0	0	0	0	11	218
7:00 PM	0	91	33	0	11	0	0	0	0	0	0	0	0	2	137
8:00 PM	0	74	14	0	2	0	0	0	0	0	0	0	0	2	92
9:00 PM	0	56	15	0	3	0	0	0	0	0	0	0	0	0	74
10:00 PM	0	34	10	0	1	0	0	0	0	0	0	0	0	1	46
11:00 PM	0	19	11	0	0	0	0	0	0	0	0	0	0	0	30
<b>Day Total</b>	10	3388	1442	23	316	12	1	23	15	0	0	0	0	201	5431
<b>Percent</b>	0.2%	62.4%	26.6%	0.4%	5.8%	0.2%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	3.7%	
<b>ADT 5431</b>															
<b>AM Peak</b>	8:00 AM	7:00 AM	7:00 AM	9:00 AM	7:00 AM	7:00 AM	10:00 AM	9:00 AM	10:00 AM					7:00 AM	7:00 AM
<b>Volume</b>	2	449	168	4	37	2	1	4	4					18	678
<b>PM Peak</b>	12:00 PM	3:00 PM	2:00 PM	1:00 PM	3:00 PM	12:00 PM		12:00 PM	12:00 PM					3:00 PM	3:00 PM
<b>Volume</b>	2	298	120	2	28	3		3	3					28	457
<i>Comments:</i>															

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits													<b>QC JOB #:</b> 14110902		
<b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits													<b>DIRECTION:</b> EB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	19	6861	2968	39	675	33	2	52	28	0	0	0	0	408	11085
<b>Percent</b>	0.2%	61.9%	26.8%	0.4%	6.1%	0.3%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	3.7%	
<b>ADT 5542</b>															
<i>Comments:</i>															



<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			27	16		22			22	
1:00 AM			11	15		13			13	
2:00 AM			8	15		12			12	
3:00 AM			27	25		26			26	
4:00 AM			72	63		68			68	
5:00 AM			126	135		131			131	
6:00 AM			288	329		309			309	
7:00 AM			<b>723</b>	<b>678</b>		<b>701</b>			<b>701</b>	
8:00 AM			417	362		390			390	
9:00 AM			328	337		333			333	
10:00 AM			345	325		335			335	
11:00 AM			360	320		340			340	
12:00 PM			334	331		333			333	
1:00 PM			365	332		349			349	
2:00 PM			360	358		359			359	
3:00 PM			<b>454</b>	<b>457</b>		<b>456</b>			<b>456</b>	
4:00 PM			345	369		357			357	
5:00 PM			347	367		357			357	
6:00 PM			256	218		237			237	
7:00 PM			135	137		136			136	
8:00 PM			155	92		124			124	
9:00 PM			84	74		79			79	
10:00 PM			55	46		51			51	
11:00 PM			32	30		31			31	
<b>Day Total</b>			5654	5431		5549			5549	
% Weekday Average			101.9%	97.9%						
% Week Average			101.9%	97.9%		100.0%				
AM Peak			7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume			723	678		701			701	
PM Peak			3:00 PM	3:00 PM		3:00 PM			3:00 PM	
Volume			454	457		456			456	
<i>Comments:</i>										

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	2	7	26	15	5	2	0	0	0	0	57	41-50	41	
1:00 AM	0	0	0	1	2	6	8	9	2	0	0	0	0	0	28	41-50	17	
2:00 AM	0	0	0	0	0	1	3	9	2	0	0	0	0	0	15	41-50	12	
3:00 AM	0	0	0	1	0	7	14	18	4	0	0	0	0	0	44	41-50	32	
4:00 AM	0	0	0	0	1	14	26	33	13	3	0	0	0	0	90	41-50	58	
5:00 AM	2	0	0	2	3	20	61	82	32	1	2	0	0	0	205	41-50	143	
6:00 AM	5	0	1	0	9	50	146	147	29	3	0	0	0	0	390	41-50	292	
7:00 AM	52	0	1	18	73	257	393	165	18	2	1	0	0	0	980	36-45	650	
8:00 AM	18	0	6	10	14	88	300	164	33	1	0	0	0	0	634	41-50	463	
9:00 AM	15	1	0	0	18	100	223	151	32	3	0	0	0	0	543	41-50	374	
10:00 AM	14	1	0	7	45	127	238	151	14	4	0	0	0	0	601	41-50	389	
11:00 AM	19	0	0	4	29	144	291	175	22	0	0	1	0	1	686	41-50	466	
12:00 PM	18	1	1	10	43	107	289	189	22	2	1	0	0	0	683	41-50	477	
1:00 PM	15	0	1	3	10	96	285	231	49	3	0	0	0	0	693	41-50	516	
2:00 PM	34	5	3	5	16	138	368	199	38	3	0	0	0	0	809	41-50	566	
3:00 PM	51	4	1	17	101	292	396	165	18	3	0	0	0	0	1048	36-45	688	
4:00 PM	37	0	0	8	26	170	411	224	34	1	1	0	0	0	912	41-50	634	
5:00 PM	39	0	3	9	47	207	401	146	22	2	1	0	0	0	877	36-45	608	
6:00 PM	20	0	2	3	18	129	281	130	21	2	0	3	0	0	609	41-50	411	
7:00 PM	6	0	0	2	17	82	197	112	17	2	0	0	0	0	435	41-50	308	
8:00 PM	6	0	3	0	11	96	184	114	22	2	0	0	0	0	438	41-50	298	
9:00 PM	2	0	1	0	6	30	102	65	11	4	0	0	0	0	221	41-50	167	
10:00 PM	0	0	0	1	2	19	69	42	8	1	0	0	0	0	142	41-50	111	
11:00 PM	0	0	0	0	2	8	44	28	1	2	1	0	0	0	86	41-50	71	
<b>Day Total</b>	353	12	23	101	495	2195	4756	2764	469	46	7	4	0	1	11226	41-50	7519	
<b>Percent</b>	3.1%	0.1%	0.2%	0.9%	4.4%	19.6%	42.4%	24.6%	4.2%	0.4%	0.1%	0.0%	0.0%	0.0%				
<b>ADT</b> 11226																		
<b>AM Peak</b> Volume	7:00 AM	9:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	8:00 AM	10:00 AM	5:00 AM	11:00 AM		11:00 AM	7:00 AM			
	52	1	6	18	73	257	393	175	33	4	2	1		1	980			
<b>PM Peak</b> Volume	3:00 PM	2:00 PM	2:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	1:00 PM	1:00 PM	9:00 PM	12:00 PM	6:00 PM			3:00 PM			
	51	5	3	17	101	292	411	231	49	4	1	3			1048			
<i>Comments:</i>																		

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	0	13	15	13	3	0	0	0	0	0	44	41-50	28	
1:00 AM	0	0	0	0	2	4	10	11	5	1	0	0	0	0	33	41-50	21	
2:00 AM	0	0	0	0	2	4	11	7	3	1	0	1	0	1	30	41-50	17	
3:00 AM	0	0	1	0	0	3	12	10	5	1	0	0	0	0	32	41-50	22	
4:00 AM	0	0	0	0	4	10	16	40	10	2	0	0	1	3	86	41-50	56	
5:00 AM	1	0	0	1	3	19	70	76	28	6	0	0	0	0	204	41-50	145	
6:00 AM	5	0	1	0	8	54	181	154	29	3	0	0	0	0	435	41-50	334	
7:00 AM	35	7	13	31	81	271	354	119	15	0	1	0	0	0	927	36-45	624	
8:00 AM	16	0	2	4	29	110	282	129	19	1	0	0	0	0	592	41-50	410	
9:00 AM	9	0	0	2	31	142	249	102	23	2	0	0	0	0	560	36-45	390	
10:00 AM	15	0	0	0	40	139	238	111	16	0	0	0	0	0	559	36-45	377	
11:00 AM	16	3	2	4	28	161	241	158	18	3	0	0	0	0	634	36-45	402	
12:00 PM	47	1	1	2	35	122	263	168	25	1	0	0	0	0	665	41-50	431	
1:00 PM	19	1	2	7	38	155	253	181	31	2	0	0	0	0	689	41-50	434	
2:00 PM	32	0	1	10	46	154	327	166	20	3	0	0	0	0	759	41-50	493	
3:00 PM	45	4	4	22	157	416	306	86	15	0	1	0	0	0	1056	36-45	722	
4:00 PM	42	0	1	5	55	309	407	116	6	1	0	0	0	0	942	36-45	716	
5:00 PM	39	1	3	16	137	367	258	66	5	0	0	0	0	0	892	36-45	624	
6:00 PM	17	0	1	9	28	162	224	81	13	1	0	0	0	0	536	36-45	385	
7:00 PM	3	1	1	2	26	107	170	82	12	2	2	1	0	0	409	36-45	277	
8:00 PM	7	0	2	1	15	81	127	64	8	0	1	0	0	0	306	36-45	207	
9:00 PM	0	0	0	5	4	52	92	44	8	0	0	0	0	0	205	36-45	144	
10:00 PM	2	0	0	1	2	27	62	34	13	0	0	0	0	0	141	41-50	96	
11:00 PM	0	0	0	0	3	19	30	22	1	0	0	0	0	0	75	41-50	52	
<b>Day Total</b>	350	18	35	122	774	2901	4198	2040	331	30	5	2	1	4	10811	36-45	7099	
<b>Percent</b>	3.2%	0.2%	0.3%	1.1%	7.2%	26.8%	38.8%	18.9%	3.1%	0.3%	0.0%	0.0%	0.0%	0.0%				
<b>ADT 10811</b>																		
<b>AM Peak Volume</b>	7:00 AM	11:00 AM	6:00 AM	5:00 AM	7:00 AM	2:00 AM	4:00 AM	4:00 AM	7:00 AM									
	35	7	13	31	81	271	354	158	29	6	1	1	1	3	927			
<b>PM Peak Volume</b>	12:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	1:00 PM	1:00 PM	2:00 PM	7:00 PM	7:00 PM			3:00 PM			
	47	4	4	22	157	416	407	181	31	3	2	1			1056			
<i>Comments:</i>																		

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits														<b>QC JOB #:</b> 14110902			
<b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits														<b>DIRECTION:</b> EB/WB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	703	30	58	223	1269	5096	8954	4804	800	76	12	6	1	5	22037	36-45	14049
<b>Percent</b>	3.2%	0.1%	0.3%	1.0%	5.8%	23.1%	40.6%	21.8%	3.6%	0.3%	0.1%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	3.2%	3.3%	3.6%	4.6%	10.4%	33.5%	74.1%	95.9%	99.5%	99.9%	99.9%	100.0%	100.0%	100.0%			
<b>ADT 11018</b>															<b>85th Percentile</b> 47 MPH <b>Mean Speed(Average)</b> 41 MPH		
<i>Comments:</i>															<b>Median</b> 42 MPH <b>Mode:</b> 43 MPH		



<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	40	16	0	1	0	0	0	0	0	0	0	0	0	57	
1:00 AM	1	19	5	0	2	1	0	0	0	0	0	0	0	0	28	
2:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15	
3:00 AM	0	34	10	0	0	0	0	0	0	0	0	0	0	0	44	
4:00 AM	0	60	27	0	2	0	0	1	0	0	0	0	0	0	90	
5:00 AM	0	125	71	0	7	0	0	0	0	0	0	0	0	2	205	
6:00 AM	0	253	111	0	17	2	0	1	1	0	0	0	0	5	390	
7:00 AM	2	590	261	7	54	7	0	7	0	0	0	0	0	52	980	
8:00 AM	3	370	194	4	42	0	1	2	0	0	0	0	0	18	634	
9:00 AM	0	294	172	6	46	4	1	4	1	0	0	0	0	15	543	
10:00 AM	2	348	169	7	48	7	0	1	5	0	0	0	0	14	601	
11:00 AM	4	397	192	4	60	2	0	5	3	0	0	0	0	19	686	
12:00 PM	5	386	215	2	44	4	0	6	3	0	0	0	0	18	683	
1:00 PM	5	403	201	4	56	2	0	2	5	0	0	0	0	15	693	
2:00 PM	3	473	233	2	56	4	0	3	1	0	0	0	0	34	809	
3:00 PM	0	649	273	5	58	6	0	7	1	0	0	0	0	49	1048	
4:00 PM	1	577	244	0	44	2	0	5	2	0	0	0	0	37	912	
5:00 PM	2	582	218	0	35	0	0	1	0	0	0	0	0	39	877	
6:00 PM	2	400	155	0	33	1	0	0	0	0	0	0	0	18	609	
7:00 PM	1	311	101	0	16	0	0	0	0	0	0	0	0	6	435	
8:00 PM	1	284	127	0	19	1	0	0	0	0	0	0	0	6	438	
9:00 PM	1	155	55	0	5	0	0	3	0	0	0	0	0	2	221	
10:00 PM	0	117	23	0	2	0	0	0	0	0	0	0	0	0	142	
11:00 PM	0	63	18	0	5	0	0	0	0	0	0	0	0	0	86	
<b>Day Total</b>	33	6941	3094	41	653	43	2	48	22	0	0	0	0	349	11226	
<b>Percent</b>	0.3%	61.8%	27.6%	0.4%	5.8%	0.4%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	3.1%		
<b>ADT 11226</b>																
<b>AM Peak Volume</b>	11:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	10:00 AM						7:00 AM	7:00 AM
	4	590	261	7	60	7	1	7	5						52	980
<b>PM Peak Volume</b>	12:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM		1:00 PM						3:00 PM	3:00 PM
	5	649	273	5	58	6	7		5						49	1048
<i>Comments:</i>																

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	37	4	0	2	0	0	0	0	0	0	0	0	0	44
1:00 AM	0	23	8	0	2	0	0	0	0	0	0	0	0	0	33
2:00 AM	0	22	2	1	5	0	0	0	0	0	0	0	0	0	30
3:00 AM	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
4:00 AM	0	53	31	0	2	0	0	0	0	0	0	0	0	0	86
5:00 AM	0	117	69	0	14	2	0	0	1	0	0	0	0	1	204
6:00 AM	0	264	131	0	31	1	0	2	1	0	0	0	0	5	435
7:00 AM	0	<b>598</b>	<b>226</b>	7	<b>51</b>	<b>6</b>	0	3	1	0	0	0	0	<b>35</b>	<b>927</b>
8:00 AM	2	352	173	4	44	0	0	0	1	0	0	0	0	16	592
9:00 AM	0	317	172	<b>8</b>	44	1	0	<b>6</b>	3	0	0	0	0	9	560
10:00 AM	2	334	165	4	27	1	<b>1</b>	5	<b>5</b>	0	0	0	0	15	559
11:00 AM	1	380	179	7	38	4	0	6	3	0	0	0	0	16	634
12:00 PM	2	390	178	1	40	6	0	4	<b>5</b>	0	0	0	0	39	665
1:00 PM	4	415	198	3	35	5	<b>1</b>	<b>6</b>	3	0	0	0	0	19	689
2:00 PM	2	428	242	3	44	<b>7</b>	0	0	3	0	0	0	0	30	759
3:00 PM	1	<b>679</b>	<b>268</b>	<b>5</b>	<b>54</b>	3	1	2	0	0	0	0	0	<b>43</b>	<b>1056</b>
4:00 PM	1	584	262	3	44	1	0	5	0	0	0	0	0	42	942
5:00 PM	2	588	221	0	38	2	0	1	1	0	0	0	0	39	892
6:00 PM	1	378	117	0	20	1	0	2	0	0	0	0	0	17	536
7:00 PM	1	266	118	0	20	0	0	1	0	0	0	0	0	3	409
8:00 PM	0	223	67	0	9	0	0	0	0	0	0	0	0	7	306
9:00 PM	0	152	42	0	10	0	0	1	0	0	0	0	0	0	205
10:00 PM	0	101	33	0	5	0	0	0	0	0	0	0	0	2	141
11:00 PM	0	55	20	0	0	0	0	0	0	0	0	0	0	0	75
<b>Day Total</b>	20	6785	2929	46	579	40	3	44	27	0	0	0	0	338	10811
<b>Percent</b>	0.2%	62.8%	27.1%	0.4%	5.4%	0.4%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	3.1%	
<b>ADT 10811</b>															
AM Peak Volume	8:00 AM	7:00 AM	7:00 AM	9:00 AM	7:00 AM	7:00 AM	10:00 AM	9:00 AM	10:00 AM					7:00 AM	7:00 AM
	2	598	226	8	51	6	1	6	5					35	927
PM Peak Volume	1:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	1:00 PM	1:00 PM	12:00 PM					3:00 PM	3:00 PM
	4	679	268	5	54	7	1	6	5					43	1056
<i>Comments:</i>															

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits													<b>QC JOB #:</b> 14110902		
<b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits													<b>DIRECTION:</b> EB/WB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	53	13726	6023	87	1232	83	5	92	49	0	0	0	0	687	22037
<b>Percent</b>	0.2%	62.3%	27.3%	0.4%	5.6%	0.4%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	3.1%	
<b>ADT 11018</b>															
<i>Comments:</i>															



<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			57	44		51			51	
1:00 AM			28	33		31			31	
2:00 AM			15	30		23			23	
3:00 AM			44	32		38			38	
4:00 AM			90	86		88			88	
5:00 AM			205	204		205			205	
6:00 AM			390	435		413			413	
7:00 AM			<b>980</b>	<b>927</b>		<b>954</b>			<b>954</b>	
8:00 AM			634	592		613			613	
9:00 AM			543	560		552			552	
10:00 AM			601	559		580			580	
11:00 AM			686	634		660			660	
12:00 PM			683	665		674			674	
1:00 PM			693	689		691			691	
2:00 PM			809	759		784			784	
3:00 PM			<b>1048</b>	<b>1056</b>		<b>1052</b>			<b>1052</b>	
4:00 PM			912	942		927			927	
5:00 PM			877	892		885			885	
6:00 PM			609	536		573			573	
7:00 PM			435	409		422			422	
8:00 PM			438	306		372			372	
9:00 PM			221	205		213			213	
10:00 PM			142	141		142			142	
11:00 PM			86	75		81			81	
<b>Day Total</b>			11226	10811		11024			11024	
% Weekday Average			101.8%	98.1%						
% Week Average			101.8%	98.1%		100.0%				
AM Peak			7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume			980	927		954			954	
PM Peak			3:00 PM	3:00 PM		3:00 PM			3:00 PM	
Volume			1048	1056		1052			1052	
<i>Comments:</i>										

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	0	0	0	0	0	5	17	8	0	0	0	0	0	0	30	41-50	25		
1:00 AM	0	0	0	1	2	4	3	6	1	0	0	0	0	0	17	43-52	8		
2:00 AM	0	0	0	0	0	0	3	3	1	0	0	0	0	0	7	43-52	5		
3:00 AM	0	0	0	0	0	4	6	6	1	0	0	0	0	0	17	41-50	11		
4:00 AM	0	0	0	0	0	9	6	0	3	0	0	0	0	0	18	36-45	14		
5:00 AM	2	0	0	2	2	13	26	29	5	0	0	0	0	0	79	41-50	54		
6:00 AM	3	0	0	0	4	14	48	25	6	2	0	0	0	0	102	41-50	73		
7:00 AM	24	0	1	9	13	55	100	53	2	0	0	0	0	0	257	36-45	155		
8:00 AM	7	0	3	5	8	32	105	47	10	0	0	0	0	0	217	41-50	151		
9:00 AM	7	0	0	0	12	49	94	45	8	0	0	0	0	0	215	36-45	143		
10:00 AM	4	1	0	4	21	65	103	51	5	2	0	0	0	0	256	36-45	168		
11:00 AM	10	0	0	1	14	65	144	79	12	0	0	0	0	1	326	41-50	223		
12:00 PM	7	1	0	10	27	64	143	90	5	2	0	0	0	0	349	41-50	233		
1:00 PM	4	0	0	2	3	58	151	89	20	1	0	0	0	0	328	41-50	240		
2:00 PM	13	3	2	4	12	100	213	83	18	1	0	0	0	0	449	36-45	313		
3:00 PM	23	2	1	13	65	183	221	78	7	1	0	0	0	0	594	36-45	404		
4:00 PM	14	0	0	6	19	118	281	112	15	1	1	0	0	0	567	36-45	399		
5:00 PM	12	0	0	3	32	162	241	69	11	0	0	0	0	0	530	36-45	403		
6:00 PM	7	0	1	1	11	99	170	57	4	1	0	2	0	0	353	36-45	269		
7:00 PM	3	0	0	2	13	65	147	60	10	0	0	0	0	0	300	36-45	211		
8:00 PM	3	0	2	0	9	71	119	66	12	1	0	0	0	0	283	36-45	190		
9:00 PM	0	0	1	0	6	22	70	31	6	1	0	0	0	0	137	41-50	100		
10:00 PM	0	0	0	1	2	13	41	25	4	1	0	0	0	0	87	41-50	66		
11:00 PM	0	0	0	0	1	7	31	13	1	0	1	0	0	0	54	41-50	43		
<b>Day Total</b>	143	7	11	64	276	1277	2483	1125	167	14	2	2	0	1	5572	36-45	3760		
<b>Percent</b>	2.6%	0.1%	0.2%	1.1%	5.0%	22.9%	44.6%	20.2%	3.0%	0.3%	0.0%	0.0%	0.0%	0.0%					
<b>ADT</b> 5572																			
<b>AM Peak</b> Volume	7:00 AM	10:00 AM	8:00 AM	7:00 AM	10:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	6:00 AM					11:00 AM	11:00 AM			
	24	1	3	9	21	65	144	79	12	2					1	326			
<b>PM Peak</b> Volume	3:00 PM	2:00 PM	2:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	1:00 PM	12:00 PM	4:00 PM	6:00 PM					3:00 PM		
	23	3	2	13	65	183	281	112	20	2	1	2					594		
<i>Comments:</i>																			

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 19 2017			
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999				
12:00 AM	0	0	0	0	0	8	10	8	2	0	0	0	0	0	28	41-50	18	
1:00 AM	0	0	0	0	0	3	7	5	3	0	0	0	0	0	18	41-50	12	
2:00 AM	0	0	0	0	1	2	6	2	1	1	0	1	0	1	15	36-45	8	
3:00 AM	0	0	0	0	0	3	3	1	0	0	0	0	0	0	7	38-47	5	
4:00 AM	0	0	0	0	2	4	3	7	2	1	0	0	1	3	23	41-50	10	
5:00 AM	0	0	0	1	2	13	19	24	8	2	0	0	0	0	69	41-50	42	
6:00 AM	4	0	0	0	4	20	42	29	6	1	0	0	0	0	106	41-50	71	
7:00 AM	17	0	0	3	27	74	85	34	9	0	0	0	0	0	249	36-45	159	
8:00 AM	8	0	0	3	16	46	105	46	5	1	0	0	0	0	230	36-45	151	
9:00 AM	2	0	0	0	17	70	91	34	9	0	0	0	0	0	223	36-45	160	
10:00 AM	7	0	0	0	23	58	97	45	4	0	0	0	0	0	234	36-45	155	
11:00 AM	5	3	2	4	15	88	122	64	9	2	0	0	0	0	314	36-45	209	
12:00 PM	12	0	1	2	29	69	126	85	10	0	0	0	0	0	334	41-50	211	
1:00 PM	6	1	2	3	14	87	151	81	11	1	0	0	0	0	357	36-45	237	
2:00 PM	16	0	1	9	28	107	157	76	7	0	0	0	0	0	401	36-45	263	
3:00 PM	15	0	1	13	96	271	162	36	4	0	1	0	0	0	599	36-45	432	
4:00 PM	14	0	1	1	39	245	226	44	3	0	0	0	0	0	573	36-45	471	
5:00 PM	20	1	3	12	78	235	146	28	2	0	0	0	0	0	525	36-45	381	
6:00 PM	6	0	1	9	25	117	126	31	3	0	0	0	0	0	318	36-45	242	
7:00 PM	1	1	0	2	18	77	112	50	8	1	2	0	0	0	272	36-45	188	
8:00 PM	5	0	0	1	12	64	94	35	2	0	1	0	0	0	214	36-45	158	
9:00 PM	0	0	0	5	4	35	56	27	4	0	0	0	0	0	131	36-45	90	
10:00 PM	1	0	0	0	2	21	43	19	9	0	0	0	0	0	95	36-45	64	
11:00 PM	0	0	0	0	2	9	22	11	1	0	0	0	0	0	45	41-50	33	
<b>Day Total</b>	139	6	12	68	454	1726	2011	822	122	10	4	1	1	4	5380	36-45	3736	
<b>Percent</b>	2.6%	0.1%	0.2%	1.3%	8.4%	32.1%	37.4%	15.3%	2.3%	0.2%	0.1%	0.0%	0.0%	0.1%				
<b>ADT 5380</b>																		
<b>AM Peak Volume</b>	7:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	5:00 AM		2:00 AM	4:00 AM	4:00 AM	11:00 AM			
	17	3	2	4	27	88	122	64	9	2		1	1	3	314			
<b>PM Peak Volume</b>	5:00 PM	1:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	12:00 PM	1:00 PM	1:00 PM	7:00 PM				3:00 PM			
	20	1	3	13	96	271	226	85	11	1	2				599			
<i>Comments:</i>																		

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits														<b>QC JOB #:</b> 14110902			
<b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits														<b>DIRECTION:</b> WB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	282	13	23	132	730	3003	4494	1947	289	24	6	3	1	5	10952	36-45	7496
<b>Percent</b>	2.6%	0.1%	0.2%	1.2%	6.7%	27.4%	41.0%	17.8%	2.6%	0.2%	0.1%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	2.6%	2.7%	2.9%	4.1%	10.8%	38.2%	79.2%	97.0%	99.6%	99.9%	99.9%	99.9%	100.0%	100.0%			
<b>ADT</b> 5476															<b>85th Percentile</b> 46 MPH <b>Mean Speed(Average)</b> 40 MPH <b>Median</b> 41 MPH <b>Mode</b> 43 MPH		
<i>Comments:</i>																	



<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	21	8	0	1	0	0	0	0	0	0	0	0	0	30	
1:00 AM	1	12	2	0	1	1	0	0	0	0	0	0	0	0	17	
2:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
3:00 AM	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17	
4:00 AM	0	10	7	0	0	0	0	1	0	0	0	0	0	0	18	
5:00 AM	0	49	26	0	2	0	0	0	0	0	0	0	0	2	79	
6:00 AM	0	74	17	0	6	0	0	1	1	0	0	0	0	3	102	
7:00 AM	2	140	76	4	9	2	0	0	0	0	0	0	0	24	257	
8:00 AM	2	113	72	3	18	0	1	1	0	0	0	0	0	7	217	
9:00 AM	0	100	78	3	23	2	0	2	0	0	0	0	0	7	215	
10:00 AM	2	147	79	4	13	4	0	0	3	0	0	0	0	4	256	
11:00 AM	1	183	98	3	26	1	0	4	0	0	0	0	0	10	326	
12:00 PM	5	193	112	1	22	2	0	4	3	0	0	0	0	7	349	
1:00 PM	2	193	101	3	23	1	0	1	0	0	0	0	0	4	328	
2:00 PM	2	274	128	1	28	3	0	0	0	0	0	0	0	13	449	
3:00 PM	0	364	164	3	33	5	0	2	1	0	0	0	0	22	594	
4:00 PM	1	382	145	0	22	1	0	1	1	0	0	0	0	14	567	
5:00 PM	2	348	146	0	22	0	0	0	0	0	0	0	0	12	530	
6:00 PM	2	242	86	0	16	0	0	0	0	0	0	0	0	7	353	
7:00 PM	1	214	71	0	11	0	0	0	0	0	0	0	0	3	300	
8:00 PM	0	183	86	0	11	0	0	0	0	0	0	0	0	3	283	
9:00 PM	1	97	34	0	3	0	0	2	0	0	0	0	0	0	137	
10:00 PM	0	69	17	0	1	0	0	0	0	0	0	0	0	0	87	
11:00 PM	0	42	9	0	3	0	0	0	0	0	0	0	0	0	54	
<b>Day Total</b>	24	3468	1568	25	294	22	1	19	9	0	0	0	0	142	5572	
<b>Percent</b>	0.4%	62.2%	28.1%	0.4%	5.3%	0.4%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	2.5%		
<b>ADT 5572</b>																
<b>AM Peak</b>	7:00 AM	11:00 AM	11:00 AM	7:00 AM	11:00 AM	10:00 AM	8:00 AM	11:00 AM	10:00 AM						7:00 AM	11:00 AM
<b>Volume</b>	2	183	98	4	26	4	1	4	3						24	326
<b>PM Peak</b>	12:00 PM	4:00 PM	3:00 PM	1:00 PM	3:00 PM	3:00 PM	12:00 PM		12:00 PM						3:00 PM	3:00 PM
<b>Volume</b>	5	382	164	3	33	5	4		3						22	594
<i>Comments:</i>																

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	22	3	0	2	0	0	0	0	0	0	0	0	0	28
1:00 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	11	1	0	3	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	12	11	0	0	0	0	0	0	0	0	0	0	0	23
5:00 AM	0	45	19	0	3	1	0	0	1	0	0	0	0	0	69
6:00 AM	0	65	27	0	7	1	0	2	0	0	0	0	0	4	106
7:00 AM	0	149	58	5	14	4	0	1	1	0	0	0	0	17	249
8:00 AM	0	129	70	1	22	0	0	0	0	0	0	0	0	8	230
9:00 AM	0	120	75	4	17	1	0	2	2	0	0	0	0	2	223
10:00 AM	2	141	74	2	6	0	0	1	1	0	0	0	0	7	234
11:00 AM	0	194	82	4	21	4	0	3	1	0	0	0	0	5	314
12:00 PM	0	200	93	0	23	3	0	1	2	0	0	0	0	12	334
1:00 PM	2	220	106	1	14	2	1	3	2	0	0	0	0	6	357
2:00 PM	1	236	122	2	18	6	0	0	2	0	0	0	0	14	401
3:00 PM	1	381	170	3	26	2	1	0	0	0	0	0	0	15	599
4:00 PM	1	367	158	1	27	1	0	4	0	0	0	0	0	14	573
5:00 PM	0	333	149	0	20	2	0	1	0	0	0	0	0	20	525
6:00 PM	1	231	66	0	12	1	0	1	0	0	0	0	0	6	318
7:00 PM	1	175	85	0	9	0	0	1	0	0	0	0	0	1	272
8:00 PM	0	149	53	0	7	0	0	0	0	0	0	0	0	5	214
9:00 PM	0	96	27	0	7	0	0	1	0	0	0	0	0	0	131
10:00 PM	0	67	23	0	4	0	0	0	0	0	0	0	0	1	95
11:00 PM	0	36	9	0	0	0	0	0	0	0	0	0	0	0	45
<b>Day Total</b>	10	3397	1487	23	263	28	2	21	12	0	0	0	0	137	5380
<b>Percent</b>	0.2%	63.1%	27.6%	0.4%	4.9%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	2.5%	
<b>ADT 5380</b>															
<b>AM Peak Volume</b>	10:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM		11:00 AM	9:00 AM					7:00 AM	11:00 AM
	2	194	82	5	22	4		3	2					17	314
<b>PM Peak Volume</b>	1:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	2:00 PM	1:00 PM	4:00 PM	12:00 PM					5:00 PM	3:00 PM
	2	381	170	3	27	6	1	4	2					20	599
<i>Comments:</i>															

<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits													<b>QC JOB #:</b> 14110902		
<b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits													<b>DIRECTION:</b> WB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	34	6865	3055	48	557	50	3	40	21	0	0	0	0	279	10952
<b>Percent</b>	0.3%	62.7%	27.9%	0.4%	5.1%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	2.5%	
<b>ADT</b> 5476															
<i>Comments:</i>															



<b>LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>SPECIFIC LOCATION:</b> W Broad Btwn W. Jackson and City Limits <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110902 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			30	28		29			29	
1:00 AM			17	18		18			18	
2:00 AM			7	15		11			11	
3:00 AM			17	7		12			12	
4:00 AM			18	23		21			21	
5:00 AM			79	69		74			74	
6:00 AM			102	106		104			104	
7:00 AM			257	249		253			253	
8:00 AM			217	230		224			224	
9:00 AM			215	223		219			219	
10:00 AM			256	234		245			245	
11:00 AM			<b>326</b>	<b>314</b>		<b>320</b>			<b>320</b>	
12:00 PM			349	334		342			342	
1:00 PM			328	357		343			343	
2:00 PM			449	401		425			425	
3:00 PM			<b>594</b>	<b>599</b>		<b>597</b>			<b>597</b>	
4:00 PM			567	573		570			570	
5:00 PM			530	525		528			528	
6:00 PM			353	318		336			336	
7:00 PM			300	272		286			286	
8:00 PM			283	214		249			249	
9:00 PM			137	131		134			134	
10:00 PM			87	95		91			91	
11:00 PM			54	45		50			50	
<b>Day Total</b>			5572	5380		5481			5481	
% Weekday Average			101.7%	98.2%						
% Week Average			101.7%	98.2%		100.0%				
AM Peak			11:00 AM	11:00 AM		11:00 AM			11:00 AM	
Volume			326	314		320			320	
PM Peak			3:00 PM	3:00 PM		3:00 PM			3:00 PM	
Volume			594	599		597			597	
<i>Comments:</i>										

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> NB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	2	4	7	1	0	0	0	0	0	0	0	0	14	27-36	10	
1:00 AM	0	0	0	3	5	4	3	0	0	0	0	0	0	0	15	31-40	9	
2:00 AM	0	0	0	3	3	1	0	1	0	0	0	0	0	0	8	28-37	5	
3:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5	31-40	4	
4:00 AM	1	0	0	1	3	4	0	0	0	0	0	0	0	0	9	31-40	7	
5:00 AM	0	1	0	4	14	10	3	0	0	0	0	0	0	0	32	31-40	24	
6:00 AM	0	2	2	11	15	15	7	2	0	0	0	0	0	0	54	31-40	30	
7:00 AM	3	6	20	108	141	66	11	3	0	1	0	0	0	0	359	26-35	248	
8:00 AM	4	7	19	68	97	36	7	0	0	0	0	0	0	0	238	26-35	165	
9:00 AM	2	4	29	64	107	37	7	0	0	1	0	0	0	0	251	26-35	170	
10:00 AM	7	10	40	96	94	39	6	1	0	0	0	0	0	0	293	26-35	190	
11:00 AM	12	9	27	116	117	57	6	0	0	0	0	0	0	0	344	26-35	232	
12:00 PM	12	5	27	128	155	66	11	1	0	0	0	0	0	0	405	26-35	283	
1:00 PM	11	5	22	90	195	76	8	3	0	0	0	0	0	0	410	26-35	285	
2:00 PM	9	5	26	135	172	86	11	1	1	0	0	0	0	0	446	26-35	306	
3:00 PM	10	7	51	173	170	56	1	0	0	0	0	0	0	0	468	26-35	343	
4:00 PM	8	5	42	143	194	67	13	0	0	0	0	0	0	0	472	26-35	336	
5:00 PM	5	4	17	117	189	85	11	1	0	0	0	0	0	0	429	26-35	306	
6:00 PM	2	2	9	66	147	83	16	0	0	0	0	0	0	0	325	31-40	230	
7:00 PM	1	1	5	50	118	66	20	1	0	0	0	0	0	0	262	31-40	183	
8:00 PM	1	0	7	29	55	41	5	1	0	0	0	0	0	0	139	31-40	95	
9:00 PM	0	0	1	12	40	23	8	2	1	0	0	0	0	0	87	31-40	62	
10:00 PM	0	0	1	5	27	25	8	1	0	0	0	0	0	0	67	31-40	52	
11:00 PM	0	0	1	5	11	8	5	0	0	0	0	0	0	0	30	31-40	19	
<b>Day Total</b>	88	73	348	1432	2078	954	167	18	2	2	0	0	0	0	5162	26-35	3510	
<b>Percent</b>	1.7%	1.4%	6.7%	27.7%	40.3%	18.5%	3.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
<b>ADT</b> 5162																		
<b>AM Peak</b> Volume	11:00 AM	10:00 AM	10:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM					7:00 AM			
	12	10	40	116	141	66	11	3	1						359			
<b>PM Peak</b> Volume	12:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	2:00 PM	7:00 PM	1:00 PM	2:00 PM						4:00 PM			
	12	7	51	173	195	86	20	3	1						472			
<i>Comments:</i>																		

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> NB <b>DATE:</b> Jan 19 2017				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	0	0	0	3	12	6	0	1	0	0	0	0	0	0	22	31-40	18		
1:00 AM	0	0	1	1	2	3	3	0	0	0	0	0	0	0	10	37-46	5		
2:00 AM	0	0	0	1	5	1	1	0	0	0	0	0	0	0	8	26-35	6		
3:00 AM	0	1	1	0	2	2	0	0	0	0	0	0	0	0	6	31-40	4		
4:00 AM	1	0	0	1	4	2	2	0	0	0	0	0	0	0	10	31-40	6		
5:00 AM	1	0	1	4	12	15	1	1	0	0	0	0	0	0	35	31-40	27		
6:00 AM	0	1	1	12	22	15	9	1	0	0	0	0	0	0	61	31-40	37		
7:00 AM	5	2	23	118	134	59	10	0	0	0	0	0	0	0	351	26-35	252		
8:00 AM	7	6	22	72	78	51	8	0	0	0	0	0	0	0	244	26-35	150		
9:00 AM	6	5	20	64	69	29	6	1	0	0	0	0	0	0	200	26-35	133		
10:00 AM	4	3	27	84	119	36	8	1	0	0	0	0	0	0	282	26-35	203		
11:00 AM	2	5	21	126	121	59	6	0	0	0	0	0	0	0	340	26-35	246		
12:00 PM	13	8	22	117	120	62	6	1	0	0	0	0	0	0	349	26-35	237		
1:00 PM	11	6	34	123	156	65	13	1	1	0	0	0	0	0	410	26-35	279		
2:00 PM	12	7	58	150	182	63	12	0	0	0	0	0	0	0	484	26-35	331		
3:00 PM	30	12	70	208	129	46	6	2	0	0	0	0	0	0	503	26-35	336		
4:00 PM	11	11	65	227	134	50	3	0	0	0	0	0	0	0	501	26-35	360		
5:00 PM	7	11	41	152	158	53	4	0	0	0	0	0	0	0	426	26-35	310		
6:00 PM	5	0	14	84	124	48	9	2	0	0	0	0	0	0	286	26-35	208		
7:00 PM	1	2	10	51	76	57	10	0	0	0	0	0	0	0	207	31-40	133		
8:00 PM	1	1	6	30	68	28	2	0	0	0	0	0	0	0	136	28-37	97		
9:00 PM	0	1	2	22	46	29	9	2	0	0	0	0	0	0	111	31-40	75		
10:00 PM	0	0	3	10	30	20	5	0	0	0	0	0	0	0	68	31-40	50		
11:00 PM	0	1	0	6	14	12	0	0	0	0	0	0	0	0	33	31-40	25		
<b>Day Total</b>	117	83	442	1666	1817	811	133	13	1	0	0	0	0	0	5083	26-35	3482		
<b>Percent</b>	2.3%	1.6%	8.7%	32.8%	35.7%	16.0%	2.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
<b>ADT</b> 5083																			
<b>AM Peak</b> Volume	8:00 AM	8:00 AM	10:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM								7:00 AM			
	7	6	27	126	134	59	10	1								351			
<b>PM Peak</b> Volume	3:00 PM	3:00 PM	3:00 PM	4:00 PM	2:00 PM	1:00 PM	1:00 PM	3:00 PM	1:00 PM								3:00 PM		
	30	12	70	227	182	65	13	2	1								503		
<i>Comments:</i>																			

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St														<b>QC JOB #:</b> 14110903			
<b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St														<b>DIRECTION:</b> NB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	205	156	790	3098	3895	1765	300	31	3	2	0	0	0	0	10245	26-35	6993
<b>Percent</b>	2.0%	1.5%	7.7%	30.2%	38.0%	17.2%	2.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	2.0%	3.5%	11.2%	41.5%	79.5%	96.7%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
<b>ADT 5122</b>															<b>85th Percentile</b> 36 MPH <b>Mean Speed(Average)</b> 30 MPH <b>Median</b> 31 MPH <b>Mode:</b> 33 MPH		
<i>Comments:</i>																	



<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> NB <b>DATE:</b> Jan 18 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	1	9
5:00 AM	0	23	6	0	2	1	0	0	0	0	0	0	0	0	32
6:00 AM	0	38	14	0	2	0	0	0	0	0	0	0	0	0	54
7:00 AM	0	265	73	3	8	0	1	6	0	0	1	0	0	2	359
8:00 AM	4	157	58	0	8	4	0	4	0	0	0	0	0	3	238
9:00 AM	0	154	77	1	14	1	0	2	0	0	0	0	0	2	251
10:00 AM	0	194	75	0	15	0	0	2	0	0	0	1	0	6	293
11:00 AM	2	242	73	0	12	0	0	2	2	0	0	0	0	11	344
12:00 PM	7	298	73	2	10	1	0	4	0	0	0	0	0	10	405
1:00 PM	3	301	74	0	12	5	0	2	1	0	0	0	0	12	410
2:00 PM	1	320	99	0	11	0	0	7	0	0	0	0	0	8	446
3:00 PM	3	331	103	0	12	1	0	3	2	2	1	0	0	10	468
4:00 PM	2	346	94	1	13	0	0	6	0	1	0	0	0	9	472
5:00 PM	1	339	67	0	13	0	1	3	0	0	0	0	0	5	429
6:00 PM	2	256	56	0	8	1	0	0	0	0	0	0	0	2	325
7:00 PM	1	204	48	0	7	0	0	0	0	0	0	0	0	2	262
8:00 PM	2	114	18	0	4	0	0	0	0	0	0	0	0	1	139
9:00 PM	1	72	13	0	1	0	0	0	0	0	0	0	0	0	87
10:00 PM	0	62	3	0	2	0	0	0	0	0	0	0	0	0	67
11:00 PM	0	27	2	0	1	0	0	0	0	0	0	0	0	0	30
<b>Day Total</b>	29	3785	1034	7	155	14	2	41	5	3	2	1	0	84	5162
<b>Percent</b>	0.6%	73.3%	20.0%	0.1%	3.0%	0.3%	0.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	1.6%	
<b>ADT 5162</b>															
<b>AM Peak</b>	8:00 AM	7:00 AM	9:00 AM	7:00 AM	10:00 AM	8:00 AM	7:00 AM	7:00 AM	11:00 AM		7:00 AM	10:00 AM		11:00 AM	7:00 AM
<b>Volume</b>	4	265	77	3	15	4	1	6	2		1	1		11	359
<b>PM Peak</b>	12:00 PM	4:00 PM	3:00 PM	12:00 PM	4:00 PM	1:00 PM	5:00 PM	2:00 PM	3:00 PM	3:00 PM	3:00 PM			1:00 PM	4:00 PM
<b>Volume</b>	7	346	103	2	13	5	1	7	2	2	1			12	472
<i>Comments:</i>															

**LOCATION:** S Lowe Ave Btwn Stevens St and Proffitt St **QC JOB #:** 14110903  
**SPECIFIC LOCATION:** S Lowe Ave Btwn Stevens St and Proffitt St **DIRECTION:** NB  
**CITY/STATE:** Cookeville, TN **DATE:** Jan 19 2017

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	20	1	0	1	0	0	0	0	0	0	0	0	0	22
1:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	1	10
5:00 AM	0	23	9	0	1	1	0	1	0	0	0	0	0	0	35
6:00 AM	0	37	15	1	8	0	0	0	0	0	0	0	0	0	61
7:00 AM	2	265	60	2	10	1	0	5	0	0	0	1	0	5	351
8:00 AM	3	169	48	0	18	1	0	2	0	1	0	0	0	2	244
9:00 AM	1	135	48	0	8	2	0	1	0	0	0	0	0	5	200
10:00 AM	0	179	74	1	19	2	0	2	2	0	0	0	0	3	282
11:00 AM	0	231	84	1	18	1	0	2	1	0	0	0	0	2	340
12:00 PM	1	239	81	0	15	0	0	0	0	3	0	0	0	10	349
1:00 PM	1	286	98	1	10	0	0	4	0	0	0	0	0	10	410
2:00 PM	2	326	114	0	23	1	0	7	0	0	0	0	0	11	484
3:00 PM	1	350	105	0	17	1	1	4	0	0	0	0	0	24	503
4:00 PM	6	353	104	0	24	0	1	3	0	1	0	0	0	9	501
5:00 PM	0	317	85	0	11	2	0	5	0	0	0	0	0	6	426
6:00 PM	1	219	48	0	12	0	0	2	0	0	0	0	0	4	286
7:00 PM	0	158	39	0	8	0	0	1	0	0	0	0	0	1	207
8:00 PM	0	101	28	0	6	0	0	0	0	0	0	0	0	1	136
9:00 PM	0	90	17	0	4	0	0	0	0	0	0	0	0	0	111
10:00 PM	0	58	10	0	0	0	0	0	0	0	0	0	0	0	68
11:00 PM	0	28	4	0	1	0	0	0	0	0	0	0	0	0	33
<b>Day Total</b>	18	3605	1084	6	214	12	2	39	3	5	0	1	0	94	5083
<b>Percent</b>	0.4%	70.9%	21.3%	0.1%	4.2%	0.2%	0.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	1.8%	

<b>ADT</b> <b>5083</b>	
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AM Peak	8:00 AM	7:00 AM	11:00 AM	7:00 AM	10:00 AM	9:00 AM		7:00 AM	10:00 AM	8:00 AM		7:00 AM	7:00 AM	7:00 AM
Volume	3	265	84	2	19	2		5	2	1		1	5	351
PM Peak	4:00 PM	4:00 PM	2:00 PM	1:00 PM	4:00 PM	5:00 PM	3:00 PM	2:00 PM		12:00 PM			3:00 PM	3:00 PM
Volume	6	353	114	1	24	2	1	7		3			24	503

Comments:

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St													<b>QC JOB #:</b> 14110903		
<b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St													<b>DIRECTION:</b> NB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	47	7390	2118	13	369	26	4	80	8	8	2	2	0	178	10245
<b>Percent</b>	0.5%	72.1%	20.7%	0.1%	3.6%	0.3%	0.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	1.7%	
<b>ADT 5122</b>															
<i>Comments:</i>															



**LOCATION:** S Lowe Ave Btwn Stevens St and Proffitt St **QC JOB #:** 14110903  
**SPECIFIC LOCATION:** S Lowe Ave Btwn Stevens St and Proffitt St **DIRECTION:** NB  
**CITY/STATE:** Cookeville, TN **DATE:** Jan 18 2017 - Jan 19 2017

Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			14	22		18			18	
1:00 AM			15	10		13			13	
2:00 AM			8	8		8			8	
3:00 AM			5	6		6			6	
4:00 AM			9	10		10			10	
5:00 AM			32	35		34			34	
6:00 AM			54	61		58			58	
7:00 AM			<b>359</b>	<b>351</b>		<b>355</b>			<b>355</b>	
8:00 AM			238	244		241			241	
9:00 AM			251	200		226			226	
10:00 AM			293	282		288			288	
11:00 AM			344	340		342			342	
12:00 PM			405	349		377			377	
1:00 PM			410	410		410			410	
2:00 PM			446	484		465			465	
3:00 PM			468	<b>503</b>		486			486	
4:00 PM			<b>472</b>	501		<b>487</b>			<b>487</b>	
5:00 PM			429	426		428			428	
6:00 PM			325	286		306			306	
7:00 PM			262	207		235			235	
8:00 PM			139	136		138			138	
9:00 PM			87	111		99			99	
10:00 PM			67	68		68			68	
11:00 PM			30	33		32			32	
<b>Day Total</b>			5162	5083		5130			5130	
% Weekday Average			100.6%	99.1%						
% Week Average			100.6%	99.1%		100.0%				
AM Peak			7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume			359	351		355			355	
PM Peak			4:00 PM	3:00 PM		4:00 PM			4:00 PM	
Volume			472	503		487			487	

Comments:

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	2	5	13	4	4	1	0	1	0	0	0	0	30	26-35	18	
1:00 AM	0	0	0	3	6	7	5	1	0	0	0	0	0	0	22	35-44	12	
2:00 AM	0	0	0	3	5	4	1	2	0	0	0	0	0	0	15	31-40	9	
3:00 AM	0	0	0	1	9	6	6	1	0	0	0	0	0	0	23	32-41	14	
4:00 AM	1	0	0	1	10	15	4	3	1	0	0	0	0	0	35	31-40	25	
5:00 AM	0	2	0	4	20	31	11	1	0	0	0	0	0	0	69	31-40	51	
6:00 AM	0	2	4	15	37	64	30	3	0	0	0	0	0	0	155	31-40	101	
7:00 AM	6	6	29	138	248	158	32	4	0	1	0	0	0	0	622	31-40	406	
8:00 AM	7	11	35	122	198	93	27	7	0	0	0	0	0	0	500	26-35	320	
9:00 AM	4	7	45	114	204	96	25	1	1	1	0	0	0	0	498	26-35	318	
10:00 AM	13	16	71	174	217	115	22	3	0	0	0	0	0	0	631	26-35	390	
11:00 AM	28	13	53	189	231	175	33	4	0	0	0	0	0	0	726	26-35	420	
12:00 PM	17	7	45	206	301	166	42	3	0	0	0	0	0	0	787	26-35	507	
1:00 PM	17	8	40	166	320	181	45	9	2	0	0	0	0	0	788	31-40	501	
2:00 PM	12	12	41	218	315	189	36	4	1	0	0	0	0	0	828	26-35	533	
3:00 PM	18	12	79	278	310	169	36	2	0	0	0	0	0	0	904	26-35	588	
4:00 PM	10	6	58	221	327	182	39	4	0	0	0	0	0	0	847	26-35	548	
5:00 PM	6	9	34	159	305	198	42	7	0	0	0	0	0	0	760	31-40	503	
6:00 PM	3	2	12	92	215	170	51	3	0	0	0	0	0	0	548	31-40	385	
7:00 PM	3	1	6	72	184	140	53	4	2	0	0	0	0	0	465	31-40	324	
8:00 PM	1	0	8	37	84	83	24	4	0	0	0	0	0	0	241	31-40	167	
9:00 PM	1	0	3	15	57	47	17	2	1	0	0	0	0	0	143	31-40	104	
10:00 PM	0	0	1	5	32	43	14	3	1	0	0	0	0	0	99	31-40	74	
11:00 PM	0	0	1	5	13	14	13	3	0	0	0	0	0	0	49	36-45	27	
<b>Day Total</b>	147	114	567	2243	3661	2350	612	79	9	3	0	0	0	0	9785	31-40	6011	
<b>Percent</b>	1.5%	1.2%	5.8%	22.9%	37.4%	24.0%	6.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%				
<b>ADT</b> 9785																		
<b>AM Peak</b> Volume	11:00 AM	10:00 AM	10:00 AM	11:00 AM	7:00 AM	11:00 AM	11:00 AM	8:00 AM	4:00 AM	12:00 AM						11:00 AM		
	28	16	71	189	248	175	33	7	1	1						726		
<b>PM Peak</b> Volume	3:00 PM	2:00 PM	3:00 PM	3:00 PM	4:00 PM	5:00 PM	7:00 PM	1:00 PM	1:00 PM						3:00 PM			
	18	12	79	278	327	198	53	9	2						904			
<i>Comments:</i>																		

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 19 2017				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	0	0	0	3	13	13	1	1	0	0	0	0	0	0	31	31-40	26		
1:00 AM	0	0	1	3	4	8	3	0	1	0	0	0	0	0	20	31-40	12		
2:00 AM	0	0	0	3	9	4	2	0	0	0	0	0	0	0	18	31-40	13		
3:00 AM	0	1	1	0	2	3	2	1	0	0	0	0	0	0	10	36-45	5		
4:00 AM	1	0	1	1	9	14	14	5	0	0	0	0	0	0	45	36-45	27		
5:00 AM	1	0	2	8	21	23	11	3	0	0	0	0	0	0	69	31-40	43		
6:00 AM	1	1	1	20	47	58	26	5	1	0	0	0	0	0	160	31-40	104		
7:00 AM	7	2	34	158	220	149	37	3	1	0	0	0	0	0	611	26-35	378		
8:00 AM	10	11	35	113	178	135	35	9	1	0	0	0	0	0	527	31-40	313		
9:00 AM	8	9	31	107	146	105	23	5	0	0	0	0	0	0	434	28-37	252		
10:00 AM	8	9	39	147	241	118	42	9	1	0	0	0	0	0	614	26-35	388		
11:00 AM	3	8	33	200	278	151	29	5	0	0	0	0	0	0	707	26-35	478		
12:00 PM	19	10	42	176	261	173	38	5	0	0	0	0	0	0	724	26-35	437		
1:00 PM	18	9	49	198	279	172	50	3	3	0	0	0	0	0	781	26-35	476		
2:00 PM	12	8	67	211	339	155	43	1	2	1	0	0	0	0	839	26-35	549		
3:00 PM	36	25	106	327	292	108	20	9	0	0	0	0	0	0	923	26-35	619		
4:00 PM	14	17	102	307	268	144	21	1	0	0	0	0	0	0	874	26-35	575		
5:00 PM	11	17	59	219	272	117	18	2	0	0	0	0	0	0	715	26-35	490		
6:00 PM	6	1	21	128	208	100	21	5	0	1	0	0	0	0	491	26-35	336		
7:00 PM	3	3	11	85	120	95	21	2	0	0	0	0	0	0	340	31-40	215		
8:00 PM	1	1	9	41	98	70	10	2	1	0	0	0	0	0	233	31-40	168		
9:00 PM	1	1	3	30	80	54	19	2	0	0	0	0	0	0	190	31-40	134		
10:00 PM	0	0	3	12	43	40	11	0	0	0	0	0	0	0	109	31-40	83		
11:00 PM	0	1	0	7	24	19	3	0	0	0	0	0	0	0	54	31-40	42		
<b>Day Total</b>	160	134	650	2504	3452	2028	500	78	11	2	0	0	0	0	9519	26-35	5955		
<b>Percent</b>	1.7%	1.4%	6.8%	26.3%	36.3%	21.3%	5.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%					
<b>ADT 9519</b>																			
<b>AM Peak Volume</b>	8:00 AM	8:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	8:00 AM	1:00 AM							11:00 AM			
	10	11	39	200	278	151	42	9	1							707			
<b>PM Peak Volume</b>	3:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	12:00 PM	1:00 PM	3:00 PM	1:00 PM	2:00 PM							3:00 PM		
	36	25	106	327	339	173	50	9	3	1							923		
<i>Comments:</i>																			

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St														<b>QC JOB #:</b> 14110903			
<b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St														<b>DIRECTION:</b> NB/SB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	307	248	1217	4747	7113	4378	1112	157	20	5	0	0	0	0	19304	26-35	11859
<b>Percent</b>	1.6%	1.3%	6.3%	24.6%	36.8%	22.7%	5.8%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	1.6%	2.9%	9.2%	33.8%	70.6%	93.3%	99.1%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
<b>ADT 9652</b>															<b>85th Percentile</b> 38 MPH <b>Mean Speed(Average)</b> 31 MPH		
<i>Comments:</i>															<b>Median</b> 32 MPH <b>Mode:</b> 33 MPH		



<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 18 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	24	6	0	0	0	0	0	0	0	0	0	0	0	30
1:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
4:00 AM	0	15	13	0	5	1	0	0	0	0	0	0	0	1	35
5:00 AM	0	49	14	0	5	1	0	0	0	0	0	0	0	0	69
6:00 AM	0	85	49	0	19	1	0	1	0	0	0	0	0	0	155
7:00 AM	0	415	152	5	33	2	1	8	0	0	1	0	0	5	622
8:00 AM	4	287	148	0	39	5	0	10	0	0	0	0	0	7	500
9:00 AM	0	291	162	1	36	1	0	5	0	0	0	0	0	2	498
10:00 AM	1	388	173	0	47	3	0	7	0	0	0	1	0	11	631
11:00 AM	5	452	190	1	52	1	0	5	2	0	0	0	0	18	726
12:00 PM	7	526	169	2	60	1	0	10	0	0	0	0	0	12	787
1:00 PM	3	525	184	2	43	5	0	6	1	0	0	0	0	19	788
2:00 PM	2	544	212	0	44	1	1	13	0	0	0	0	0	11	828
3:00 PM	4	596	220	0	53	1	0	9	2	3	1	0	0	15	904
4:00 PM	2	584	194	1	44	0	0	10	0	1	0	0	0	11	847
5:00 PM	1	551	156	1	39	0	1	5	0	0	0	0	0	6	760
6:00 PM	3	395	118	1	27	1	0	0	0	0	0	0	0	3	548
7:00 PM	1	330	102	0	27	0	0	1	0	0	0	0	0	4	465
8:00 PM	2	185	42	0	10	0	0	1	0	0	0	0	0	1	241
9:00 PM	1	115	19	0	7	0	0	0	0	0	0	0	0	1	143
10:00 PM	0	86	11	0	2	0	0	0	0	0	0	0	0	0	99
11:00 PM	0	38	9	0	2	0	0	0	0	0	0	0	0	0	49
<b>Day Total</b>	36	6534	2348	14	596	24	3	91	5	4	2	1	0	127	9785
<b>Percent</b>	0.4%	66.8%	24.0%	0.1%	6.1%	0.2%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	1.3%	
<b>ADT 9785</b>															
<b>AM Peak Volume</b>	11:00 AM	11:00 AM	11:00 AM	7:00 AM	11:00 AM	8:00 AM	7:00 AM	8:00 AM	11:00 AM		7:00 AM	10:00 AM		11:00 AM	11:00 AM
	5	452	190	5	52	5	1	10	2		1	1		18	726
<b>PM Peak Volume</b>	12:00 PM	3:00 PM	3:00 PM	12:00 PM	12:00 PM	1:00 PM	2:00 PM	2:00 PM	3:00 PM	3:00 PM	3:00 PM			1:00 PM	3:00 PM
	7	596	220	2	60	5	1	13	2	3	1			19	904
<i>Comments:</i>															

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	26	3	0	2	0	0	0	0	0	0	0	0	0	31
1:00 AM	0	10	10	0	0	0	0	0	0	0	0	0	0	0	20
2:00 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	19	18	0	6	1	0	0	0	0	0	0	0	1	45
5:00 AM	0	44	15	0	7	1	0	2	0	0	0	0	0	0	69
6:00 AM	0	90	41	1	26	0	0	1	0	0	0	0	0	1	160
7:00 AM	2	412	141	3	37	2	0	7	0	0	0	1	0	6	611
8:00 AM	6	326	139	2	44	1	0	4	0	1	0	0	0	4	527
9:00 AM	1	268	124	0	29	2	0	3	1	0	0	0	0	6	434
10:00 AM	5	353	181	2	59	4	1	3	2	0	0	0	0	4	614
11:00 AM	1	455	181	1	58	2	0	5	1	0	0	0	0	3	707
12:00 PM	2	458	191	0	53	1	0	3	0	3	0	0	0	13	724
1:00 PM	3	501	201	1	50	0	0	9	0	0	0	0	0	16	781
2:00 PM	2	533	221	0	59	2	0	11	0	0	0	0	0	11	839
3:00 PM	1	604	231	0	45	1	2	8	0	0	0	0	0	31	923
4:00 PM	7	566	224	0	58	0	1	6	0	1	0	0	0	11	874
5:00 PM	0	487	168	0	42	2	0	6	0	0	0	0	0	10	715
6:00 PM	1	354	103	0	25	0	0	3	0	0	0	0	0	5	491
7:00 PM	0	243	76	0	17	0	0	1	0	0	0	0	0	3	340
8:00 PM	0	168	51	0	12	0	0	1	0	0	0	0	0	1	233
9:00 PM	0	146	33	0	11	0	0	0	0	0	0	0	0	0	190
10:00 PM	0	87	18	0	4	0	0	0	0	0	0	0	0	0	109
11:00 PM	0	46	7	0	1	0	0	0	0	0	0	0	0	0	54
<b>Day Total</b>	31	6214	2386	10	646	19	4	73	4	5	0	1	0	126	9519
<b>Percent</b>	0.3%	65.3%	25.1%	0.1%	6.8%	0.2%	0.0%	0.8%	0.0%	0.1%	0.0%	0.0%	0.0%	1.3%	
<b>ADT 9519</b>															
<b>AM Peak Volume</b>	8:00 AM	11:00 AM	10:00 AM	7:00 AM	10:00 AM	10:00 AM	10:00 AM	7:00 AM	10:00 AM	8:00 AM		7:00 AM		7:00 AM	11:00 AM
<b>PM Peak Volume</b>	4:00 PM	3:00 PM	3:00 PM	1:00 PM	2:00 PM	2:00 PM	3:00 PM	2:00 PM		12:00 PM				3:00 PM	3:00 PM
	6	455	181	3	59	4	1	7	2	1		1		6	707
	7	604	231	1	59	2	2	11		3				31	923
<i>Comments:</i>															

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St													<b>QC JOB #:</b> 14110903		
<b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St													<b>DIRECTION:</b> NB/SB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	67	12748	4734	24	1242	43	7	164	9	9	2	2	0	253	19304
<b>Percent</b>	0.3%	66.0%	24.5%	0.1%	6.4%	0.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	
<b>ADT 9652</b>															
<i>Comments:</i>															



<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN							<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			30	31		31			31	
1:00 AM			22	20		21			21	
2:00 AM			15	18		17			17	
3:00 AM			23	10		17			17	
4:00 AM			35	45		40			40	
5:00 AM			69	69		69			69	
6:00 AM			155	160		158			158	
7:00 AM			622	611		617			617	
8:00 AM			500	527		514			514	
9:00 AM			498	434		466			466	
10:00 AM			631	614		623			623	
11:00 AM			<b>726</b>	<b>707</b>		<b>717</b>			<b>717</b>	
12:00 PM			787	724		756			756	
1:00 PM			788	781		785			785	
2:00 PM			828	839		834			834	
3:00 PM			<b>904</b>	<b>923</b>		<b>914</b>			<b>914</b>	
4:00 PM			847	874		861			861	
5:00 PM			760	715		738			738	
6:00 PM			548	491		520			520	
7:00 PM			465	340		403			403	
8:00 PM			241	233		237			237	
9:00 PM			143	190		167			167	
10:00 PM			99	109		104			104	
11:00 PM			49	54		52			52	
<b>Day Total</b>			9785	9519		9661			9661	
% Weekday Average			101.3%	98.5%						
% Week Average			101.3%	98.5%		100.0%				
AM Peak			11:00 AM	11:00 AM		11:00 AM			11:00 AM	
Volume			726	707		717			717	
PM Peak			3:00 PM	3:00 PM		3:00 PM			3:00 PM	
Volume			904	923		914			914	
<i>Comments:</i>										

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	1	6	3	4	1	0	1	0	0	0	0	16	31-40	9	
1:00 AM	0	0	0	0	1	3	2	1	0	0	0	0	0	0	7	36-45	5	
2:00 AM	0	0	0	0	2	3	1	1	0	0	0	0	0	0	7	35-44	4	
3:00 AM	0	0	0	0	7	4	6	1	0	0	0	0	0	0	18	31-40	11	
4:00 AM	0	0	0	0	7	11	4	3	1	0	0	0	0	0	26	31-40	18	
5:00 AM	0	1	0	0	6	21	8	1	0	0	0	0	0	0	37	36-45	29	
6:00 AM	0	0	2	4	22	49	23	1	0	0	0	0	0	0	101	36-45	71	
7:00 AM	3	0	9	30	107	92	21	1	0	0	0	0	0	0	263	31-40	198	
8:00 AM	3	4	16	54	101	57	20	7	0	0	0	0	0	0	262	31-40	157	
9:00 AM	2	3	16	50	97	59	18	1	1	0	0	0	0	0	247	31-40	156	
10:00 AM	6	6	31	78	123	76	16	2	0	0	0	0	0	0	338	26-35	201	
11:00 AM	16	4	26	73	114	118	27	4	0	0	0	0	0	0	382	31-40	232	
12:00 PM	5	2	18	78	146	100	31	2	0	0	0	0	0	0	382	31-40	246	
1:00 PM	6	3	18	76	125	105	37	6	2	0	0	0	0	0	378	31-40	230	
2:00 PM	3	7	15	83	143	103	25	3	0	0	0	0	0	0	382	31-40	246	
3:00 PM	8	5	28	105	140	113	35	2	0	0	0	0	0	0	436	31-40	253	
4:00 PM	2	1	16	78	133	115	26	4	0	0	0	0	0	0	375	31-40	248	
5:00 PM	1	5	17	42	116	113	31	6	0	0	0	0	0	0	331	31-40	229	
6:00 PM	1	0	3	26	68	87	35	3	0	0	0	0	0	0	223	31-40	155	
7:00 PM	2	0	1	22	66	74	33	3	2	0	0	0	0	0	203	31-40	140	
8:00 PM	0	0	1	8	29	42	19	3	0	0	0	0	0	0	102	31-40	71	
9:00 PM	1	0	2	3	17	24	9	0	0	0	0	0	0	0	56	31-40	40	
10:00 PM	0	0	0	0	5	18	6	2	1	0	0	0	0	0	32	36-45	24	
11:00 PM	0	0	0	0	2	6	8	3	0	0	0	0	0	0	19	36-45	14	
<b>Day Total</b>	59	41	219	811	1583	1396	445	61	7	1	0	0	0	0	4623	31-40	2978	
<b>Percent</b>	1.3%	0.9%	4.7%	17.5%	34.2%	30.2%	9.6%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%				
<b>ADT</b> 4623																		
<b>AM Peak</b> Volume	11:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	11:00 AM	11:00 AM	8:00 AM	4:00 AM	12:00 AM						11:00 AM		
	16	6	31	78	123	118	27	7	1	1						382		
<b>PM Peak</b> Volume	3:00 PM	2:00 PM	3:00 PM	3:00 PM	12:00 PM	4:00 PM	1:00 PM	1:00 PM	1:00 PM						3:00 PM			
	8	7	28	105	146	115	37	6	2						436			
<i>Comments:</i>																		

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 19 2017				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	0	0	0	0	1	7	1	0	0	0	0	0	0	0	9	31-40	8		
1:00 AM	0	0	0	2	2	5	0	0	1	0	0	0	0	0	10	31-40	7		
2:00 AM	0	0	0	2	4	3	1	0	0	0	0	0	0	0	10	32-41	6		
3:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	41-50	3		
4:00 AM	0	0	1	0	5	12	12	5	0	0	0	0	0	0	35	36-45	23		
5:00 AM	0	0	1	4	9	8	10	2	0	0	0	0	0	0	34	36-45	18		
6:00 AM	1	0	0	8	25	43	17	4	1	0	0	0	0	0	99	31-40	67		
7:00 AM	2	0	11	40	86	90	27	3	1	0	0	0	0	0	260	31-40	176		
8:00 AM	3	5	13	41	100	84	27	9	1	0	0	0	0	0	283	31-40	184		
9:00 AM	2	4	11	43	77	76	17	4	0	0	0	0	0	0	234	31-40	152		
10:00 AM	4	6	12	63	122	82	34	8	1	0	0	0	0	0	332	31-40	203		
11:00 AM	1	3	12	74	157	92	23	5	0	0	0	0	0	0	367	31-40	248		
12:00 PM	6	2	20	59	141	111	32	4	0	0	0	0	0	0	375	31-40	251		
1:00 PM	7	3	15	75	123	107	37	2	2	0	0	0	0	0	371	31-40	229		
2:00 PM	0	1	9	61	157	92	31	1	2	1	0	0	0	0	355	31-40	248		
3:00 PM	6	13	36	119	163	62	14	7	0	0	0	0	0	0	420	26-35	282		
4:00 PM	3	6	37	80	134	94	18	1	0	0	0	0	0	0	373	31-40	228		
5:00 PM	4	6	18	67	114	64	14	2	0	0	0	0	0	0	289	26-35	181		
6:00 PM	1	1	7	44	84	52	12	3	0	1	0	0	0	0	205	31-40	136		
7:00 PM	2	1	1	34	44	38	11	2	0	0	0	0	0	0	133	31-40	81		
8:00 PM	0	0	3	11	30	42	8	2	1	0	0	0	0	0	97	31-40	72		
9:00 PM	1	0	1	8	34	25	10	0	0	0	0	0	0	0	79	31-40	59		
10:00 PM	0	0	0	2	13	20	6	0	0	0	0	0	0	0	41	31-40	33		
11:00 PM	0	0	0	1	10	7	3	0	0	0	0	0	0	0	21	31-40	16		
<b>Day Total</b>	43	51	208	838	1635	1217	367	65	10	2	0	0	0	0	4436	31-40	2851		
<b>Percent</b>	1.0%	1.1%	4.7%	18.9%	36.9%	27.4%	8.3%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%					
<b>ADT</b> 4436																			
<b>AM Peak</b> Volume	10:00 AM	10:00 AM	8:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	8:00 AM	1:00 AM							11:00 AM			
	4	6	13	74	157	92	34	9	1							367			
<b>PM Peak</b> Volume	1:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	12:00 PM	1:00 PM	3:00 PM	1:00 PM	2:00 PM							3:00 PM		
	7	13	37	119	163	111	37	7	2	1							420		
<i>Comments:</i>																			

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St														<b>QC JOB #:</b> 14110903			
<b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St														<b>DIRECTION:</b> SB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	102	92	427	1649	3218	2613	812	126	17	3	0	0	0	0	9059	31-40	5831
<b>Percent</b>	1.1%	1.0%	4.7%	18.2%	35.5%	28.8%	9.0%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	1.1%	2.1%	6.9%	25.1%	60.6%	89.4%	98.4%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
<b>ADT</b> 4529															<b>85th Percentile</b> 39 MPH <b>Mean Speed(Average)</b> 33 MPH		
<i>Comments:</i>															<b>Median</b> 33 MPH <b>Mode:</b> 33 MPH		



<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 18 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
4:00 AM	0	11	9	0	5	1	0	0	0	0	0	0	0	0	26
5:00 AM	0	26	8	0	3	0	0	0	0	0	0	0	0	0	37
6:00 AM	0	47	35	0	17	1	0	1	0	0	0	0	0	0	101
7:00 AM	0	150	79	2	25	2	0	2	0	0	0	0	0	3	263
8:00 AM	0	130	90	0	31	1	0	6	0	0	0	0	0	4	262
9:00 AM	0	137	85	0	22	0	0	3	0	0	0	0	0	0	247
10:00 AM	1	194	98	0	32	3	0	5	0	0	0	0	0	5	338
11:00 AM	3	210	117	1	40	1	0	3	0	0	0	0	0	7	382
12:00 PM	0	228	96	0	50	0	0	6	0	0	0	0	0	2	382
1:00 PM	0	224	110	2	31	0	0	4	0	0	0	0	0	7	378
2:00 PM	1	224	113	0	33	1	1	6	0	0	0	0	0	3	382
3:00 PM	1	265	117	0	41	0	0	6	0	1	0	0	0	5	436
4:00 PM	0	238	100	0	31	0	0	4	0	0	0	0	0	2	375
5:00 PM	0	212	89	1	26	0	0	2	0	0	0	0	0	1	331
6:00 PM	1	139	62	1	19	0	0	0	0	0	0	0	0	1	223
7:00 PM	0	126	54	0	20	0	0	1	0	0	0	0	0	2	203
8:00 PM	0	71	24	0	6	0	0	1	0	0	0	0	0	0	102
9:00 PM	0	43	6	0	6	0	0	0	0	0	0	0	0	1	56
10:00 PM	0	24	8	0	0	0	0	0	0	0	0	0	0	0	32
11:00 PM	0	11	7	0	1	0	0	0	0	0	0	0	0	0	19
<b>Day Total</b>	7	2749	1314	7	441	10	1	50	0	1	0	0	0	43	4623
<b>Percent</b>	0.2%	59.5%	28.4%	0.2%	9.5%	0.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
<b>ADT</b> 4623															
AM Peak	11:00 AM	11:00 AM	11:00 AM	7:00 AM	11:00 AM	10:00 AM		8:00 AM						11:00 AM	11:00 AM
Volume	3	210	117	2	40	3		6						7	382
PM Peak	2:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM	2:00 PM	2:00 PM	12:00 PM		3:00 PM				1:00 PM	3:00 PM
Volume	1	265	117	2	50	1	1	6		1				7	436
<i>Comments:</i>															

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9	
1:00 AM	0	3	7	0	0	0	0	0	0	0	0	0	0	0	10	
2:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10	
3:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	
4:00 AM	0	14	14	0	6	1	0	0	0	0	0	0	0	0	35	
5:00 AM	0	21	6	0	6	0	0	1	0	0	0	0	0	0	34	
6:00 AM	0	53	26	0	18	0	0	1	0	0	0	0	0	1	99	
7:00 AM	0	147	81	1	27	1	0	2	0	0	0	0	0	1	260	
8:00 AM	3	157	91	2	26	0	0	2	0	0	0	0	0	2	283	
9:00 AM	0	133	76	0	21	0	0	2	1	0	0	0	0	1	234	
10:00 AM	5	174	107	1	40	2	1	1	0	0	0	0	0	1	332	
11:00 AM	1	224	97	0	40	1	0	3	0	0	0	0	0	1	367	
12:00 PM	1	219	110	0	38	1	0	3	0	0	0	0	0	3	375	
1:00 PM	2	215	103	0	40	0	0	5	0	0	0	0	0	6	371	
2:00 PM	0	207	107	0	36	1	0	4	0	0	0	0	0	0	355	
3:00 PM	0	254	126	0	28	0	1	4	0	0	0	0	0	7	420	
4:00 PM	1	213	120	0	34	0	0	3	0	0	0	0	0	2	373	
5:00 PM	0	170	83	0	31	0	0	1	0	0	0	0	0	4	289	
6:00 PM	0	135	55	0	13	0	0	1	0	0	0	0	0	1	205	
7:00 PM	0	85	37	0	9	0	0	0	0	0	0	0	0	2	133	
8:00 PM	0	67	23	0	6	0	0	1	0	0	0	0	0	0	97	
9:00 PM	0	56	16	0	7	0	0	0	0	0	0	0	0	0	79	
10:00 PM	0	29	8	0	4	0	0	0	0	0	0	0	0	0	41	
11:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21	
<b>Day Total</b>	13	2609	1302	4	432	7	2	34	1	0	0	0	0	32	4436	
<b>Percent</b>	0.3%	58.8%	29.4%	0.1%	9.7%	0.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%		
<b>ADT</b> 4436																
AM Peak	10:00 AM	11:00 AM	10:00 AM	8:00 AM	10:00 AM	10:00 AM	10:00 AM	11:00 AM	9:00 AM						8:00 AM	11:00 AM
Volume	5	224	107	2	40	2	1	3	1						2	367
PM Peak	1:00 PM	3:00 PM	3:00 PM			1:00 PM	12:00 PM	3:00 PM	1:00 PM						3:00 PM	3:00 PM
Volume	2	254	126			40	1	1	5						7	420
<i>Comments:</i>																

<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St													<b>QC JOB #:</b> 14110903		
<b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St													<b>DIRECTION:</b> SB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	20	5358	2616	11	873	17	3	84	1	1	0	0	0	75	9059
<b>Percent</b>	0.2%	59.1%	28.9%	0.1%	9.6%	0.2%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	
<b>ADT</b> 4529															
<i>Comments:</i>															



<b>LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>SPECIFIC LOCATION:</b> S Lowe Ave Btwn Stevens St and Proffitt St <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110903 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			16	9		13			13	
1:00 AM			7	10		9			9	
2:00 AM			7	10		9			9	
3:00 AM			18	4		11			11	
4:00 AM			26	35		31			31	
5:00 AM			37	34		36			36	
6:00 AM			101	99		100			100	
7:00 AM			263	260		262			262	
8:00 AM			262	283		273			273	
9:00 AM			247	234		241			241	
10:00 AM			338	332		335			335	
11:00 AM			<b>382</b>	<b>367</b>		<b>375</b>			<b>375</b>	
12:00 PM			382	375		379			379	
1:00 PM			378	371		375			375	
2:00 PM			382	355		369			369	
3:00 PM			<b>436</b>	<b>420</b>		<b>428</b>			<b>428</b>	
4:00 PM			375	373		374			374	
5:00 PM			331	289		310			310	
6:00 PM			223	205		214			214	
7:00 PM			203	133		168			168	
8:00 PM			102	97		100			100	
9:00 PM			56	79		68			68	
10:00 PM			32	41		37			37	
11:00 PM			19	21		20			20	
<b>Day Total</b>			4623	4436		4537			4537	
% Weekday Average			101.9%	97.8%						
% Week Average			101.9%	97.8%		100.0%				
AM Peak			11:00 AM	11:00 AM		11:00 AM			11:00 AM	
Volume			382	367		375			375	
PM Peak			3:00 PM	3:00 PM		3:00 PM			3:00 PM	
Volume			436	420		428			428	
<i>Comments:</i>										

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> NB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	10	17	4	1	0	0	0	0	0	0	0	0	0	0	32	16-25	20	
1:00 AM	7	9	4	1	0	0	0	0	0	0	0	0	0	0	21	16-25	13	
2:00 AM	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7	16-25	5	
3:00 AM	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	6	
4:00 AM	1	9	0	0	0	0	0	0	0	0	0	0	0	0	10	15-24	9	
5:00 AM	7	30	8	0	0	0	0	0	0	0	0	0	0	0	45	16-25	37	
6:00 AM	36	32	16	2	0	0	0	0	0	0	0	0	0	0	86	16-25	48	
7:00 AM	116	75	85	15	0	1	0	0	0	0	0	0	0	0	292	16-25	160	
8:00 AM	109	55	34	11	0	0	0	0	0	0	0	0	0	0	209	11-20	91	
9:00 AM	113	66	33	2	0	0	0	0	0	0	0	0	0	0	214	11-20	103	
10:00 AM	159	80	16	5	0	0	0	0	0	0	0	0	0	0	260	11-20	133	
11:00 AM	165	83	24	3	0	0	0	0	0	0	0	0	0	0	275	11-20	138	
12:00 PM	182	108	27	4	0	0	0	0	0	0	0	0	0	0	321	11-20	168	
1:00 PM	205	76	22	3	0	0	0	0	0	0	0	0	0	0	306	11-20	144	
2:00 PM	221	73	35	2	0	0	0	0	0	0	0	0	0	0	331	8-17	147	
3:00 PM	221	64	14	5	0	0	0	0	0	0	0	0	0	0	304	6-15	147	
4:00 PM	213	87	20	9	0	0	0	0	0	0	0	0	0	0	329	11-20	158	
5:00 PM	231	97	15	3	0	0	0	0	0	0	0	0	0	0	346	11-20	173	
6:00 PM	173	87	14	1	0	0	0	0	0	0	0	0	0	0	275	11-20	144	
7:00 PM	137	79	17	0	0	0	0	0	0	0	0	0	0	0	233	11-20	124	
8:00 PM	73	91	19	1	0	0	0	0	0	0	0	0	0	0	184	11-20	115	
9:00 PM	42	68	16	2	1	0	0	0	0	0	0	0	0	0	129	16-25	83	
10:00 PM	18	48	12	3	1	0	0	0	0	0	0	0	0	0	82	16-25	60	
11:00 PM	12	23	7	0	0	0	0	0	0	0	0	0	0	0	42	16-25	29	
<b>Day Total</b>	2455	1364	446	73	2	1	0	0	0	0	0	0	0	0	4341	11-20	2182	
<b>Percent</b>	56.6%	31.4%	10.3%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
<b>ADT</b> 4341																		
AM Peak Volume	11:00 AM 165	11:00 AM 83	7:00 AM 85	7:00 AM 15	7:00 AM 1											7:00 AM 292		
PM Peak Volume	5:00 PM 231	12:00 PM 108	2:00 PM 35	4:00 PM 9	9:00 PM 1											5:00 PM 346		
<i>Comments:</i>																		

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> NB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	6	20	4	0	0	0	0	0	0	0	0	0	0	0	30	16-25	23	
1:00 AM	5	11	2	0	0	0	0	0	0	0	0	0	0	0	18	16-25	12	
2:00 AM	3	7	2	0	0	0	0	0	0	0	0	0	0	0	12	16-25	8	
3:00 AM	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8	17-26	5	
4:00 AM	3	5	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	6	
5:00 AM	15	33	10	1	0	0	0	0	0	0	0	0	0	0	59	16-25	43	
6:00 AM	28	43	10	0	0	0	0	0	0	0	0	0	0	0	81	16-25	53	
7:00 AM	145	80	55	3	3	0	0	0	0	0	0	0	0	0	286	16-25	135	
8:00 AM	116	65	30	9	0	0	0	0	0	0	0	0	0	0	220	11-20	103	
9:00 AM	122	73	22	3	0	0	0	0	0	0	0	0	0	0	220	11-20	113	
10:00 AM	156	82	24	6	1	0	0	0	0	0	0	0	0	0	269	11-20	134	
11:00 AM	166	53	22	4	2	0	0	0	0	0	0	0	0	0	247	7-16	110	
12:00 PM	202	71	15	5	1	0	0	0	0	0	0	0	0	0	294	11-20	138	
1:00 PM	175	93	20	4	1	0	0	0	0	0	0	0	0	0	293	11-20	151	
2:00 PM	190	113	27	5	1	0	0	0	0	0	0	0	0	0	336	11-20	176	
3:00 PM	230	68	25	2	0	0	0	0	0	0	0	0	0	0	325	6-15	153	
4:00 PM	243	63	13	4	0	0	0	0	0	0	0	0	0	0	323	6-15	161	
5:00 PM	177	105	26	1	0	0	0	0	0	0	0	0	0	0	309	11-20	164	
6:00 PM	156	86	10	4	0	0	0	0	0	0	0	0	0	0	256	11-20	137	
7:00 PM	117	84	10	0	0	0	0	0	0	0	0	0	0	0	211	11-20	123	
8:00 PM	61	62	15	4	0	0	0	0	0	0	0	0	0	0	142	11-20	82	
9:00 PM	31	61	32	3	0	0	0	0	0	0	0	0	0	0	127	16-25	93	
10:00 PM	20	48	12	1	0	0	0	0	0	0	0	0	0	0	81	16-25	60	
11:00 PM	6	24	6	1	0	0	0	0	0	0	0	0	0	0	37	16-25	30	
<b>Day Total</b>	2375	1353	396	60	9	0	0	0	0	0	0	0	0	0	4193	11-20	2144	
<b>Percent</b>	56.6%	32.3%	9.4%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
<b>ADT</b> 4193																		
AM Peak	11:00 AM	10:00 AM	7:00 AM	8:00 AM	7:00 AM											7:00 AM		
Volume	166	82	55	9	3											286		
PM Peak	4:00 PM	2:00 PM	9:00 PM	12:00 PM	12:00 PM											2:00 PM		
Volume	243	113	32	5	1											336		
<i>Comments:</i>																		

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St														<b>QC JOB #:</b> 14110904			
<b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St														<b>DIRECTION:</b> NB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	4830	2717	842	133	11	1	0	0	0	0	0	0	0	0	8534	11-20	4326
<b>Percent</b>	56.6%	31.8%	9.9%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	56.6%	88.4%	98.3%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
<b>ADT</b> 4267															<b>85th Percentile</b> 19 MPH <b>Mean Speed(Average):</b> 12 MPH <b>Median</b> 13 MPH <b>Mode:</b> 8 MPH		
<i>Comments:</i>																	



**LOCATION:** N Washington Btwn E Broad and E Spring St  
**SPECIFIC LOCATION:** N Washington Btwn E Broad and E Spring St  
**CITY/STATE:** Cookeville, TN

**QC JOB #:** 14110904  
**DIRECTION:** NB  
**DATE:** Jan 18 2017

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	25	5	0	0	1	0	0	0	0	0	0	0	0	32
1:00 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	0	21
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	30	9	0	3	1	0	1	0	0	0	0	0	1	45
6:00 AM	3	53	16	0	5	0	0	1	0	0	0	0	0	8	86
7:00 AM	6	169	48	1	11	3	0	5	0	0	0	0	0	49	292
8:00 AM	4	111	43	0	7	0	0	2	0	0	0	0	0	42	209
9:00 AM	2	116	38	1	12	0	0	2	0	0	0	0	0	43	214
10:00 AM	19	129	39	2	14	0	0	0	0	0	0	0	0	57	260
11:00 AM	8	161	47	0	8	4	0	0	0	0	0	0	0	47	275
12:00 PM	10	170	45	2	16	4	0	4	0	0	0	0	0	70	321
1:00 PM	10	143	51	1	8	4	0	0	0	0	0	0	0	89	306
2:00 PM	16	160	51	1	7	2	0	1	0	0	1	0	0	92	331
3:00 PM	13	139	45	2	10	3	0	1	1	0	0	0	0	90	304
4:00 PM	18	167	42	1	7	1	0	3	0	0	0	0	0	90	329
5:00 PM	7	186	50	0	13	1	0	4	0	0	0	0	0	85	346
6:00 PM	5	164	45	0	11	1	0	1	0	0	0	0	0	48	275
7:00 PM	1	163	36	0	11	1	0	0	0	0	0	0	0	21	233
8:00 PM	3	135	27	0	6	2	0	1	0	0	0	0	0	10	184
9:00 PM	1	98	22	0	6	0	0	1	0	0	0	0	0	1	129
10:00 PM	1	69	8	0	1	0	0	0	0	0	0	0	0	3	82
11:00 PM	0	37	4	0	0	0	0	0	0	0	0	0	0	1	42
<b>Day Total</b>	128	2462	679	11	157	28	0	27	1	0	1	0	0	847	4341
<b>Percent</b>	2.9%	56.7%	15.6%	0.3%	3.6%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	19.5%	

<b>ADT</b> 4341	
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AM Peak	10:00 AM	7:00 AM	7:00 AM	10:00 AM	10:00 AM	11:00 AM	7:00 AM	10:00 AM	7:00 AM
Volume	19	169	48	2	14	4	5	57	292
PM Peak	4:00 PM	5:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	2:00 PM
Volume	18	186	51	2	16	4	1	92	346

Comments:

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> NB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	24	3	0	1	1	0	0	0	0	0	0	0	0	30
1:00 AM	1	13	3	0	0	0	0	0	0	0	0	0	0	1	18
2:00 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	3	4	0	0	1	0	1	0	0	0	0	0	0	9
5:00 AM	2	33	14	0	6	2	0	0	0	0	0	0	0	2	59
6:00 AM	0	46	21	0	11	0	0	0	0	0	0	0	0	3	81
7:00 AM	5	161	44	1	11	1	0	0	0	0	0	0	0	63	286
8:00 AM	6	107	45	0	15	2	0	1	0	0	0	0	0	44	220
9:00 AM	8	119	33	3	12	0	0	2	0	0	0	0	0	43	220
10:00 AM	10	127	48	0	19	3	0	0	0	0	0	0	0	62	269
11:00 AM	5	120	42	0	11	2	0	1	0	0	0	0	0	66	247
12:00 PM	15	143	47	0	14	2	0	0	1	0	0	0	0	72	294
1:00 PM	10	149	53	1	11	2	1	3	0	0	0	0	0	63	293
2:00 PM	8	161	64	2	9	0	1	4	0	0	0	0	0	87	336
3:00 PM	13	152	43	0	6	2	2	0	0	1	0	0	0	106	325
4:00 PM	9	161	35	0	12	2	0	0	0	0	0	0	0	104	323
5:00 PM	10	180	38	0	7	2	1	3	0	0	0	0	0	68	309
6:00 PM	2	173	40	0	5	1	1	0	0	0	0	0	0	34	256
7:00 PM	1	147	29	0	10	1	0	1	0	0	0	0	0	22	211
8:00 PM	1	103	24	0	8	0	0	0	0	0	0	0	0	6	142
9:00 PM	6	86	23	0	3	0	0	0	0	0	0	0	0	9	127
10:00 PM	0	72	8	0	0	0	1	0	0	0	0	0	0	0	81
11:00 PM	0	30	5	0	0	0	0	0	0	0	0	0	0	2	37
<b>Day Total</b>	113	2323	672	7	172	24	7	16	1	1	0	0	0	857	4193
<b>Percent</b>	2.7%	55.4%	16.0%	0.2%	4.1%	0.6%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	20.4%	
<b>ADT 4193</b>															
<b>AM Peak Volume</b>	10:00 AM	7:00 AM	10:00 AM	9:00 AM	10:00 AM	10:00 AM	9:00 AM						11:00 AM	7:00 AM	
	10	161	48	3	19	3	2						66	286	
<b>PM Peak Volume</b>	12:00 PM	5:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	3:00 PM	2:00 PM	12:00 PM	3:00 PM					
	15	180	64	2	14	2	2	4	1	1					
<i>Comments:</i>															

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St													<b>QC JOB #:</b> 14110904		
<b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St													<b>DIRECTION:</b> NB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	241	4785	1351	18	329	52	7	43	2	1	1	0	0	1704	8534
<b>Percent</b>	2.8%	56.1%	15.8%	0.2%	3.9%	0.6%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	
<b>ADT</b> 4267															
<i>Comments:</i>															



**LOCATION:** N Washington Btwn E Broad and E Spring St **QC JOB #:** 14110904  
**SPECIFIC LOCATION:** N Washington Btwn E Broad and E Spring St **DIRECTION:** NB  
**CITY/STATE:** Cookeville, TN **DATE:** Jan 18 2017 - Jan 19 2017

Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			32	30		31			31	
1:00 AM			21	18		20			20	
2:00 AM			7	12		10			10	
3:00 AM			8	8		8			8	
4:00 AM			10	9		10			10	
5:00 AM			45	59		52			52	
6:00 AM			86	81		84			84	
7:00 AM			<b>292</b>	<b>286</b>		<b>289</b>			<b>289</b>	
8:00 AM			209	220		215			215	
9:00 AM			214	220		217			217	
10:00 AM			260	269		265			265	
11:00 AM			275	247		261			261	
12:00 PM			321	294		308			308	
1:00 PM			306	293		300			300	
2:00 PM			331	<b>336</b>		<b>334</b>			<b>334</b>	
3:00 PM			304	325		315			315	
4:00 PM			329	323		326			326	
5:00 PM			<b>346</b>	309		328			328	
6:00 PM			275	256		266			266	
7:00 PM			233	211		222			222	
8:00 PM			184	142		163			163	
9:00 PM			129	127		128			128	
10:00 PM			82	81		82			82	
11:00 PM			42	37		40			40	
<b>Day Total</b>			4341	4193		4274			4274	
% Weekday Average			101.6%	98.1%						
% Week Average			101.6%	98.1%		100.0%				
AM Peak			7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume			292	286		289			289	
PM Peak			5:00 PM	2:00 PM		2:00 PM			2:00 PM	
Volume			346	336		334			334	

Comments:

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 18 2017				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	17	27	9	4	0	0	0	0	0	0	0	0	0	0	57	16-25	35		
1:00 AM	13	15	5	1	0	0	0	0	0	0	0	0	0	0	34	16-25	20		
2:00 AM	4	10	3	0	0	0	0	0	0	0	0	0	0	0	17	16-25	13		
3:00 AM	6	14	7	0	0	0	0	0	0	0	0	0	0	0	27	16-25	20		
4:00 AM	10	33	5	2	0	0	0	0	0	0	0	0	0	0	50	16-25	38		
5:00 AM	25	72	14	0	0	0	0	0	0	0	0	0	0	0	111	16-25	86		
6:00 AM	109	100	27	3	0	0	0	0	0	0	0	0	0	0	239	11-20	136		
7:00 AM	259	172	151	22	0	1	0	0	0	0	0	0	0	0	605	16-25	323		
8:00 AM	249	169	73	15	0	0	0	0	0	0	0	0	0	0	506	11-20	252		
9:00 AM	243	174	71	6	0	0	0	0	0	0	0	0	0	0	494	11-20	255		
10:00 AM	330	185	49	10	0	0	0	0	0	0	0	0	0	0	574	11-20	295		
11:00 AM	359	213	59	12	1	0	0	0	0	0	0	0	0	0	644	11-20	332		
12:00 PM	380	213	65	7	2	0	0	0	0	0	0	0	0	0	667	11-20	339		
1:00 PM	467	165	36	6	0	0	0	0	0	0	0	0	0	0	674	11-20	320		
2:00 PM	459	179	56	5	0	0	0	0	0	0	0	0	0	0	699	11-20	331		
3:00 PM	451	141	33	7	1	0	0	0	0	0	0	0	0	0	633	6-15	300		
4:00 PM	417	179	35	13	2	0	0	0	0	0	0	0	0	0	646	11-20	318		
5:00 PM	448	175	32	5	1	0	0	0	0	0	0	0	0	0	661	11-20	324		
6:00 PM	336	136	32	3	0	0	0	0	0	0	0	0	0	0	507	11-20	247		
7:00 PM	315	140	25	3	1	1	0	0	0	0	0	0	0	0	485	11-20	245		
8:00 PM	177	152	31	4	0	0	0	0	0	0	0	0	0	0	364	11-20	210		
9:00 PM	94	106	32	5	1	0	0	0	0	0	0	0	0	0	238	16-25	138		
10:00 PM	34	76	22	3	1	0	0	0	0	0	0	0	0	0	136	16-25	98		
11:00 PM	31	35	10	0	0	0	0	0	0	0	0	0	0	0	76	15-24	45		
<b>Day Total</b>	5233	2881	882	136	10	2	0	0	0	0	0	0	0	0	9144	11-20	4625		
<b>Percent</b>	57.2%	31.5%	9.6%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
<b>ADT</b> 9144																			
AM Peak	11:00 AM	11:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM											11:00 AM		
Volume	359	213	151	22	1	1											644		
PM Peak	1:00 PM	12:00 PM	12:00 PM	4:00 PM	12:00 PM	7:00 PM											2:00 PM		
Volume	467	213	65	13	2	1											699		
<i>Comments:</i>																			

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	15	28	7	0	0	0	0	0	0	0	0	0	0	0	50	16-25	35	
1:00 AM	12	16	3	0	0	0	0	0	0	0	0	0	0	0	31	11-20	20	
2:00 AM	10	11	3	0	0	0	0	0	0	0	0	0	0	0	24	16-25	14	
3:00 AM	7	8	4	0	0	0	0	0	0	0	0	0	0	0	19	16-25	12	
4:00 AM	10	31	10	0	1	0	0	0	0	0	0	0	0	0	52	16-25	41	
5:00 AM	41	70	15	1	0	0	0	0	0	0	0	0	0	0	127	16-25	85	
6:00 AM	103	116	21	1	0	0	0	0	0	0	0	0	0	0	241	11-20	150	
7:00 AM	304	148	82	9	4	0	0	0	0	0	0	0	0	0	547	11-20	249	
8:00 AM	228	160	70	16	1	0	0	0	0	0	0	0	0	0	475	11-20	236	
9:00 AM	263	192	49	6	0	0	0	0	0	0	0	0	0	0	510	11-20	279	
10:00 AM	329	189	44	14	1	0	0	0	0	0	0	0	0	0	577	11-20	298	
11:00 AM	377	160	47	8	2	0	0	0	0	0	0	0	0	0	594	11-20	285	
12:00 PM	398	172	47	10	1	0	0	0	0	0	0	0	0	0	628	11-20	304	
1:00 PM	388	183	57	6	1	0	0	0	0	0	0	0	0	0	635	11-20	312	
2:00 PM	396	208	61	11	1	0	0	0	0	0	0	0	0	0	677	11-20	340	
3:00 PM	529	141	27	2	0	0	0	0	0	0	0	0	0	0	699	6-15	352	
4:00 PM	500	124	19	4	0	0	0	0	0	0	0	0	0	0	647	6-15	333	
5:00 PM	393	171	54	1	0	0	0	0	0	0	0	0	0	0	619	11-20	302	
6:00 PM	332	126	12	5	0	0	0	0	0	0	0	0	0	0	475	11-20	236	
7:00 PM	240	114	15	1	0	0	0	0	0	0	0	0	0	0	370	11-20	194	
8:00 PM	143	102	26	6	0	0	0	0	0	0	0	0	0	0	277	11-20	149	
9:00 PM	88	98	39	6	0	0	0	0	0	0	0	0	0	0	231	16-25	137	
10:00 PM	47	80	20	1	0	0	0	0	0	0	0	0	0	0	148	16-25	100	
11:00 PM	18	38	10	1	0	0	0	0	0	0	0	0	0	0	67	16-25	48	
Day Total	5171	2686	742	109	12	0	0	0	0	0	0	0	0	0	8720	11-20	4409	
Percent	59.3%	30.8%	8.5%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 8720																		
AM Peak Volume	11:00 AM 377	9:00 AM 192	7:00 AM 82	8:00 AM 16	7:00 AM 4											11:00 AM 594		
PM Peak Volume	3:00 PM 529	2:00 PM 208	2:00 PM 61	2:00 PM 11	12:00 PM 1											3:00 PM 699		
<i>Comments:</i>																		

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St														<b>QC JOB #:</b> 14110904			
<b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St														<b>DIRECTION:</b> NB/SB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	10404	5567	1624	245	22	2	0	0	0	0	0	0	0	0	17864	11-20	9035
<b>Percent</b>	58.2%	31.2%	9.1%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	58.2%	89.4%	98.5%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
<b>ADT 8932</b>															<b>85th Percentile</b> 19 MPH <b>Mean Speed(Average):</b> 12 MPH <b>Median</b> 12 MPH <b>Mode:</b> 8 MPH		
<i>Comments:</i>																	



<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 18 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	46	7	0	1	1	0	0	0	0	0	0	0	1	57
1:00 AM	0	31	2	0	1	0	0	0	0	0	0	0	0	0	34
2:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	1	17
3:00 AM	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
4:00 AM	0	32	14	1	0	1	0	0	0	0	0	0	0	2	50
5:00 AM	1	80	24	0	3	1	0	1	0	0	0	0	0	1	111
6:00 AM	5	133	66	0	10	4	0	1	0	0	0	0	0	20	239
7:00 AM	17	336	108	1	20	5	0	10	0	0	0	0	0	108	605
8:00 AM	8	271	104	1	20	2	0	7	1	2	0	0	0	90	506
9:00 AM	6	274	93	3	19	4	0	4	0	0	0	0	0	91	494
10:00 AM	30	298	106	2	23	2	0	1	0	0	0	0	0	112	574
11:00 AM	20	353	121	0	19	8	0	2	0	0	0	0	0	121	644
12:00 PM	20	346	100	4	24	8	0	6	0	0	0	0	0	159	667
1:00 PM	19	331	98	2	17	9	1	2	1	0	0	0	0	194	674
2:00 PM	30	354	96	1	16	5	0	3	0	0	1	0	0	193	699
3:00 PM	29	305	85	2	19	3	0	2	1	0	0	0	0	187	633
4:00 PM	29	339	82	1	9	5	1	3	0	0	0	0	0	177	646
5:00 PM	21	355	88	1	17	1	0	5	0	0	0	0	0	173	661
6:00 PM	9	304	74	1	12	1	0	1	0	0	0	0	0	105	507
7:00 PM	1	328	76	0	23	1	0	0	0	0	0	0	0	56	485
8:00 PM	6	269	51	0	7	3	0	1	0	0	0	0	0	27	364
9:00 PM	1	184	41	0	7	0	0	1	0	0	0	0	0	4	238
10:00 PM	1	114	15	0	1	0	0	0	0	0	0	0	0	5	136
11:00 PM	0	62	7	0	1	0	0	0	0	0	0	0	0	6	76
<b>Day Total</b>	254	5180	1466	20	269	64	2	50	3	2	1	0	0	1833	9144
<b>Percent</b>	2.8%	56.6%	16.0%	0.2%	2.9%	0.7%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	
<b>ADT 9144</b>															
<b>AM Peak Volume</b>	10:00 AM	11:00 AM	11:00 AM	9:00 AM	10:00 AM	11:00 AM		7:00 AM	8:00 AM	8:00 AM				11:00 AM	11:00 AM
	30	353	121	3	23	8		10	1	2				121	644
<b>PM Peak Volume</b>	2:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	1:00 PM	12:00 PM	1:00 PM		2:00 PM			1:00 PM	2:00 PM
	30	355	100	4	24	9	1	6	1		1			194	699
<i>Comments:</i>															

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	42	5	0	1	1	0	0	0	0	0	0	0	0	50
1:00 AM	1	25	4	0	0	0	0	0	0	0	0	0	0	1	31
2:00 AM	1	15	4	0	1	0	0	0	0	0	0	0	0	3	24
3:00 AM	0	12	4	0	2	0	0	0	0	0	0	0	0	1	19
4:00 AM	0	27	18	0	5	1	0	1	0	0	0	0	0	0	52
5:00 AM	3	79	29	0	8	2	0	0	0	0	0	0	0	6	127
6:00 AM	3	141	64	0	17	2	0	0	0	0	0	0	0	14	241
7:00 AM	9	292	84	3	19	2	0	2	0	0	0	0	0	136	547
8:00 AM	11	246	88	1	<b>30</b>	7	0	2	0	0	0	0	0	90	475
9:00 AM	14	287	88	<b>4</b>	16	2	0	<b>4</b>	0	0	0	0	0	95	510
10:00 AM	<b>20</b>	288	105	0	26	7	0	1	0	0	0	0	0	130	577
11:00 AM	13	<b>299</b>	<b>106</b>	1	24	<b>8</b>	0	2	0	<b>1</b>	0	0	0	<b>140</b>	<b>594</b>
12:00 PM	28	320	102	0	<b>26</b>	3	<b>2</b>	2	<b>1</b>	<b>1</b>	0	0	0	143	628
1:00 PM	19	333	105	1	18	6	2	<b>6</b>	0	0	0	0	0	145	635
2:00 PM	15	334	<b>118</b>	<b>2</b>	21	2	2	5	1	0	0	0	0	177	677
3:00 PM	<b>37</b>	319	82	2	13	<b>7</b>	2	3	0	1	0	0	0	<b>233</b>	<b>699</b>
4:00 PM	25	312	71	0	18	2	1	0	0	0	0	0	0	218	647
5:00 PM	19	<b>360</b>	75	0	10	2	2	3	0	0	0	0	0	148	619
6:00 PM	8	315	64	0	6	1	2	0	0	0	0	0	0	79	475
7:00 PM	2	264	40	0	13	1	0	1	0	0	0	0	0	49	370
8:00 PM	3	203	41	1	11	1	0	0	0	0	0	0	0	17	277
9:00 PM	8	168	36	0	5	0	0	0	0	0	0	0	0	14	231
10:00 PM	1	127	15	0	2	0	1	0	0	0	0	0	0	2	148
11:00 PM	0	58	6	0	0	0	0	0	0	0	0	0	0	3	67
<b>Day Total</b>	241	4866	1354	15	292	57	14	32	2	3	0	0	0	1844	8720
<b>Percent</b>	2.8%	55.8%	15.5%	0.2%	3.3%	0.7%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	21.1%	
<b>ADT 8720</b>															
AM Peak	10:00 AM	11:00 AM	11:00 AM	9:00 AM	8:00 AM	11:00 AM		9:00 AM		11:00 AM				11:00 AM	11:00 AM
Volume	20	299	106	4	30	8		4		1				140	594
PM Peak	3:00 PM	5:00 PM	2:00 PM	2:00 PM	12:00 PM	3:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM				3:00 PM	3:00 PM
Volume	37	360	118	2	26	7	2	6	1	1				233	699
<i>Comments:</i>															

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St													<b>QC JOB #:</b> 14110904		
<b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St													<b>DIRECTION:</b> NB/SB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	495	10046	2820	35	561	121	16	82	5	5	1	0	0	3677	17864
<b>Percent</b>	2.8%	56.2%	15.8%	0.2%	3.1%	0.7%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	20.6%	
<b>ADT 8932</b>															
<i>Comments:</i>															



<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN							<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			57	50		54			54	
1:00 AM			34	31		33			33	
2:00 AM			17	24		21			21	
3:00 AM			27	19		23			23	
4:00 AM			50	52		51			51	
5:00 AM			111	127		119			119	
6:00 AM			239	241		240			240	
7:00 AM			605	547		576			576	
8:00 AM			506	475		491			491	
9:00 AM			494	510		502			502	
10:00 AM			574	577		576			576	
11:00 AM			<b>644</b>	<b>594</b>		<b>619</b>			<b>619</b>	
12:00 PM			667	628		648			648	
1:00 PM			674	635		655			655	
2:00 PM			<b>699</b>	677		<b>688</b>			<b>688</b>	
3:00 PM			633	<b>699</b>		666			666	
4:00 PM			646	647		647			647	
5:00 PM			661	619		640			640	
6:00 PM			507	475		491			491	
7:00 PM			485	370		428			428	
8:00 PM			364	277		321			321	
9:00 PM			238	231		235			235	
10:00 PM			136	148		142			142	
11:00 PM			76	67		72			72	
<b>Day Total</b>			9144	8720		8938			8938	
% Weekday Average			102.3%	97.6%						
% Week Average			102.3%	97.6%		100.0%				
AM Peak			11:00 AM	11:00 AM		11:00 AM			11:00 AM	
Volume			644	594		619			619	
PM Peak			2:00 PM	3:00 PM		2:00 PM			2:00 PM	
Volume			699	699		688			688	
<i>Comments:</i>										

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 18 2017				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	7	10	5	3	0	0	0	0	0	0	0	0	0	0	25	16-25	15		
1:00 AM	6	6	1	0	0	0	0	0	0	0	0	0	0	0	13	11-20	8		
2:00 AM	2	7	1	0	0	0	0	0	0	0	0	0	0	0	10	16-25	7		
3:00 AM	4	10	5	0	0	0	0	0	0	0	0	0	0	0	19	16-25	15		
4:00 AM	9	24	5	2	0	0	0	0	0	0	0	0	0	0	40	16-25	29		
5:00 AM	18	42	6	0	0	0	0	0	0	0	0	0	0	0	66	16-25	48		
6:00 AM	73	68	11	1	0	0	0	0	0	0	0	0	0	0	153	11-20	92		
7:00 AM	143	97	66	7	0	0	0	0	0	0	0	0	0	0	313	16-25	162		
8:00 AM	140	114	39	4	0	0	0	0	0	0	0	0	0	0	297	11-20	160		
9:00 AM	130	108	38	4	0	0	0	0	0	0	0	0	0	0	280	11-20	151		
10:00 AM	171	105	33	5	0	0	0	0	0	0	0	0	0	0	314	11-20	162		
11:00 AM	194	130	35	9	1	0	0	0	0	0	0	0	0	0	369	11-20	194		
12:00 PM	198	105	38	3	2	0	0	0	0	0	0	0	0	0	346	11-20	171		
1:00 PM	262	89	14	3	0	0	0	0	0	0	0	0	0	0	368	11-20	176		
2:00 PM	238	106	21	3	0	0	0	0	0	0	0	0	0	0	368	11-20	185		
3:00 PM	230	77	19	2	1	0	0	0	0	0	0	0	0	0	329	11-20	153		
4:00 PM	204	92	15	4	2	0	0	0	0	0	0	0	0	0	317	11-20	160		
5:00 PM	217	78	17	2	1	0	0	0	0	0	0	0	0	0	315	11-20	150		
6:00 PM	163	49	18	2	0	0	0	0	0	0	0	0	0	0	232	6-15	108		
7:00 PM	178	61	8	3	1	1	0	0	0	0	0	0	0	0	252	11-20	120		
8:00 PM	104	61	12	3	0	0	0	0	0	0	0	0	0	0	180	11-20	95		
9:00 PM	52	38	16	3	0	0	0	0	0	0	0	0	0	0	109	12-21	55		
10:00 PM	16	28	10	0	0	0	0	0	0	0	0	0	0	0	54	16-25	38		
11:00 PM	19	12	3	0	0	0	0	0	0	0	0	0	0	0	34	11-20	18		
<b>Day Total</b>	2778	1517	436	63	8	1	0	0	0	0	0	0	0	0	4803	11-20	2443		
<b>Percent</b>	57.8%	31.6%	9.1%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
<b>ADT</b> 4803																			
AM Peak	11:00 AM	11:00 AM	7:00 AM	11:00 AM	11:00 AM												11:00 AM		
Volume	194	130	66	9	1												369		
PM Peak	1:00 PM	2:00 PM	12:00 PM	4:00 PM	12:00 PM	7:00 PM										1:00 PM			
Volume	262	106	38	4	2	1										368			
<i>Comments:</i>																			

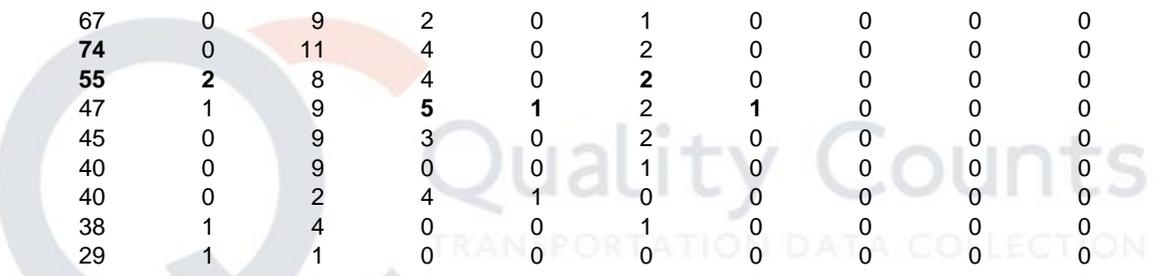
<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	9	8	3	0	0	0	0	0	0	0	0	0	0	0	20	16-25	11	
1:00 AM	7	5	1	0	0	0	0	0	0	0	0	0	0	0	13	12-21	7	
2:00 AM	7	4	1	0	0	0	0	0	0	0	0	0	0	0	12	12-21	6	
3:00 AM	5	5	1	0	0	0	0	0	0	0	0	0	0	0	11	15-24	6	
4:00 AM	7	26	9	0	1	0	0	0	0	0	0	0	0	0	43	16-25	34	
5:00 AM	26	37	5	0	0	0	0	0	0	0	0	0	0	0	68	11-20	45	
6:00 AM	75	73	11	1	0	0	0	0	0	0	0	0	0	0	160	11-20	97	
7:00 AM	159	68	27	6	1	0	0	0	0	0	0	0	0	0	261	11-20	120	
8:00 AM	112	95	40	7	1	0	0	0	0	0	0	0	0	0	255	16-25	135	
9:00 AM	141	119	27	3	0	0	0	0	0	0	0	0	0	0	290	11-20	166	
10:00 AM	173	107	20	8	0	0	0	0	0	0	0	0	0	0	308	11-20	164	
11:00 AM	211	107	25	4	0	0	0	0	0	0	0	0	0	0	347	11-20	177	
12:00 PM	196	101	32	5	0	0	0	0	0	0	0	0	0	0	334	11-20	166	
1:00 PM	213	90	37	2	0	0	0	0	0	0	0	0	0	0	342	11-20	161	
2:00 PM	206	95	34	6	0	0	0	0	0	0	0	0	0	0	341	11-20	163	
3:00 PM	299	73	2	0	0	0	0	0	0	0	0	0	0	0	374	6-15	199	
4:00 PM	257	61	6	0	0	0	0	0	0	0	0	0	0	0	324	6-15	171	
5:00 PM	216	66	28	0	0	0	0	0	0	0	0	0	0	0	310	1-10	144	
6:00 PM	176	40	2	1	0	0	0	0	0	0	0	0	0	0	219	6-15	117	
7:00 PM	123	30	5	1	0	0	0	0	0	0	0	0	0	0	159	6-15	81	
8:00 PM	82	40	11	2	0	0	0	0	0	0	0	0	0	0	135	11-20	67	
9:00 PM	57	37	7	3	0	0	0	0	0	0	0	0	0	0	104	11-20	56	
10:00 PM	27	32	8	0	0	0	0	0	0	0	0	0	0	0	67	11-20	41	
11:00 PM	12	14	4	0	0	0	0	0	0	0	0	0	0	0	30	11-20	18	
<b>Day Total</b>	2796	1333	346	49	3	0	0	0	0	0	0	0	0	0	4527	11-20	2265	
<b>Percent</b>	61.8%	29.4%	7.6%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
<b>ADT</b> 4527																		
AM Peak	11:00 AM	9:00 AM	8:00 AM	10:00 AM	4:00 AM											11:00 AM		
Volume	211	119	40	8	1											347		
PM Peak	3:00 PM	12:00 PM	1:00 PM	2:00 PM											3:00 PM			
Volume	299	101	37	6											374			
<i>Comments:</i>																		

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St														<b>QC JOB #:</b> 14110904			
<b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St														<b>DIRECTION:</b> SB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	5574	2850	782	112	11	1	0	0	0	0	0	0	0	0	9330	11-20	4708
<b>Percent</b>	59.7%	30.5%	8.4%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	59.7%	90.3%	98.7%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
<b>ADT</b> 4665															<b>85th Percentile</b> 19 MPH <b>Mean Speed(Average):</b> 12 MPH <b>Median</b> 12 MPH <b>Mode:</b> 8 MPH		
<i>Comments:</i>																	



**LOCATION:** N Washington Btwn E Broad and E Spring St **QC JOB #:** 14110904  
**SPECIFIC LOCATION:** N Washington Btwn E Broad and E Spring St **DIRECTION:** SB  
**CITY/STATE:** Cookeville, TN **DATE:** Jan 18 2017

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	1	25
1:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	1	10
3:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
4:00 AM	0	26	10	1	0	1	0	0	0	0	0	0	0	2	40
5:00 AM	1	50	15	0	0	0	0	0	0	0	0	0	0	0	66
6:00 AM	2	80	50	0	5	4	0	0	0	0	0	0	0	12	153
7:00 AM	11	167	60	0	9	2	0	5	0	0	0	0	0	59	313
8:00 AM	4	160	61	1	13	2	0	5	1	2	0	0	0	48	297
9:00 AM	4	158	55	2	7	4	0	2	0	0	0	0	0	48	280
10:00 AM	11	169	67	0	9	2	0	1	0	0	0	0	0	55	314
11:00 AM	12	192	74	0	11	4	0	2	0	0	0	0	0	74	369
12:00 PM	10	176	55	2	8	4	0	2	0	0	0	0	0	89	346
1:00 PM	9	188	47	1	9	5	1	2	1	0	0	0	0	105	368
2:00 PM	14	194	45	0	9	3	0	2	0	0	0	0	0	101	368
3:00 PM	16	166	40	0	9	0	0	1	0	0	0	0	0	97	329
4:00 PM	11	172	40	0	2	4	1	0	0	0	0	0	0	87	317
5:00 PM	14	169	38	1	4	0	0	1	0	0	0	0	0	88	315
6:00 PM	4	140	29	1	1	0	0	0	0	0	0	0	0	57	232
7:00 PM	0	165	40	0	12	0	0	0	0	0	0	0	0	35	252
8:00 PM	3	134	24	0	1	1	0	0	0	0	0	0	0	17	180
9:00 PM	0	86	19	0	1	0	0	0	0	0	0	0	0	3	109
10:00 PM	0	45	7	0	0	0	0	0	0	0	0	0	0	2	54
11:00 PM	0	25	3	0	1	0	0	0	0	0	0	0	0	5	34
<b>Day Total</b>	126	2718	787	9	112	36	2	23	2	2	0	0	0	986	4803
<b>Percent</b>	2.6%	56.6%	16.4%	0.2%	2.3%	0.7%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	20.5%	



<b>ADT</b> 4803	
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AM Peak Volume	11:00 AM	11:00 AM	11:00 AM	9:00 AM	8:00 AM	6:00 AM		7:00 AM	8:00 AM	8:00 AM				11:00 AM	11:00 AM
	12	192	74	2	13	4		5	1	2				74	369
PM Peak Volume	3:00 PM	2:00 PM	12:00 PM	12:00 PM	7:00 PM	1:00 PM	1:00 PM	12:00 PM	1:00 PM					1:00 PM	1:00 PM
	16	194	55	2	12	5	1	2	1					105	368

Comments:

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 19 2017	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
1:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	3	12
3:00 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	1	11
4:00 AM	0	24	14	0	5	0	0	0	0	0	0	0	0	0	43
5:00 AM	1	46	15	0	2	0	0	0	0	0	0	0	0	4	68
6:00 AM	3	95	43	0	6	2	0	0	0	0	0	0	0	11	160
7:00 AM	4	131	40	2	8	1	0	2	0	0	0	0	0	73	261
8:00 AM	5	139	43	1	15	5	0	1	0	0	0	0	0	46	255
9:00 AM	6	168	55	1	4	2	0	2	0	0	0	0	0	52	290
10:00 AM	10	161	57	0	7	4	0	1	0	0	0	0	0	68	308
11:00 AM	8	179	64	1	13	6	0	1	0	1	0	0	0	74	347
12:00 PM	13	177	55	0	12	1	2	2	0	1	0	0	0	71	334
1:00 PM	9	184	52	0	7	4	1	3	0	0	0	0	0	82	342
2:00 PM	7	173	54	0	12	2	1	1	1	0	0	0	0	90	341
3:00 PM	24	167	39	2	7	5	0	3	0	0	0	0	0	127	374
4:00 PM	16	151	36	0	6	0	1	0	0	0	0	0	0	114	324
5:00 PM	9	180	37	0	3	0	1	0	0	0	0	0	0	80	310
6:00 PM	6	142	24	0	1	0	1	0	0	0	0	0	0	45	219
7:00 PM	1	117	11	0	3	0	0	0	0	0	0	0	0	27	159
8:00 PM	2	100	17	1	3	1	0	0	0	0	0	0	0	11	135
9:00 PM	2	82	13	0	2	0	0	0	0	0	0	0	0	5	104
10:00 PM	1	55	7	0	2	0	0	0	0	0	0	0	0	2	67
11:00 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	1	30
<b>Day Total</b>	128	2543	682	8	120	33	7	16	1	2	0	0	0	987	4527
<b>Percent</b>	2.8%	56.2%	15.1%	0.2%	2.7%	0.7%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	21.8%	
<b>ADT 4527</b>															
<b>AM Peak Volume</b>	10:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM	11:00 AM		7:00 AM		11:00 AM				11:00 AM	11:00 AM
	10	179	64	2	15	6		2		1				74	347
<b>PM Peak Volume</b>	3:00 PM	1:00 PM	12:00 PM	3:00 PM	12:00 PM	3:00 PM	12:00 PM	1:00 PM	2:00 PM	12:00 PM				3:00 PM	3:00 PM
	24	184	55	2	12	5	2	3	1	1				127	374
<i>Comments:</i>															

<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St													<b>QC JOB #:</b> 14110904		
<b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St													<b>DIRECTION:</b> SB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	254	5261	1469	17	232	69	9	39	3	4	0	0	0	1973	9330
<b>Percent</b>	2.7%	56.4%	15.7%	0.2%	2.5%	0.7%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	21.1%	
<b>ADT 4665</b>															
<i>Comments:</i>															



<b>LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>SPECIFIC LOCATION:</b> N Washington Btwn E Broad and E Spring St <b>CITY/STATE:</b> Cookeville, TN							<b>QC JOB #:</b> 14110904 <b>DIRECTION:</b> SB <b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			25	20		23			23	
1:00 AM			13	13		13			13	
2:00 AM			10	12		11			11	
3:00 AM			19	11		15			15	
4:00 AM			40	43		42			42	
5:00 AM			66	68		67			67	
6:00 AM			153	160		157			157	
7:00 AM			313	261		287			287	
8:00 AM			297	255		276			276	
9:00 AM			280	290		285			285	
10:00 AM			314	308		311			311	
11:00 AM			<b>369</b>	<b>347</b>		<b>358</b>			<b>358</b>	
12:00 PM			346	334		340			340	
1:00 PM			<b>368</b>	342		<b>355</b>			<b>355</b>	
2:00 PM			368	341		355			355	
3:00 PM			329	<b>374</b>		352			352	
4:00 PM			317	324		321			321	
5:00 PM			315	310		313			313	
6:00 PM			232	219		226			226	
7:00 PM			252	159		206			206	
8:00 PM			180	135		158			158	
9:00 PM			109	104		107			107	
10:00 PM			54	67		61			61	
11:00 PM			34	30		32			32	
<b>Day Total</b>			4803	4527		4671			4671	
% Weekday Average			102.8%	96.9%						
% Week Average			102.8%	96.9%		100.0%				
AM Peak			11:00 AM	11:00 AM		11:00 AM			11:00 AM	
Volume			369	347		358			358	
PM Peak			1:00 PM	3:00 PM		1:00 PM			1:00 PM	
Volume			368	374		355			355	
<i>Comments:</i>										

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 18 2017			
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999				
12:00 AM	0	0	0	0	2	7	7	5	1	0	1	0	0	0	23	38-47	13	
1:00 AM	0	0	0	0	2	7	3	3	2	0	0	0	0	0	17	36-45	10	
2:00 AM	0	0	0	0	1	3	5	4	2	0	0	0	0	0	15	41-50	9	
3:00 AM	0	0	0	0	0	3	3	5	1	0	0	0	0	0	12	41-50	8	
4:00 AM	2	0	0	0	2	6	22	23	6	2	0	0	0	0	63	41-50	44	
5:00 AM	4	0	0	0	1	9	56	35	9	0	0	0	0	0	114	41-50	91	
6:00 AM	6	0	1	0	5	35	98	64	11	1	2	0	0	0	223	41-50	162	
7:00 AM	49	0	2	47	121	137	51	18	3	1	0	0	0	0	429	31-40	257	
8:00 AM	26	0	1	8	62	138	123	29	7	0	1	0	0	0	395	36-45	261	
9:00 AM	22	0	0	3	31	148	139	34	6	0	0	0	0	0	383	36-45	287	
10:00 AM	24	0	1	10	52	168	145	30	5	0	0	0	0	0	435	36-45	313	
11:00 AM	19	0	3	19	62	207	149	37	3	1	0	0	0	1	501	36-45	355	
12:00 PM	32	0	2	13	67	230	206	54	5	0	0	0	0	1	610	36-45	436	
1:00 PM	33	0	2	8	79	258	191	62	6	1	0	0	0	0	640	36-45	449	
2:00 PM	38	0	8	16	78	272	169	30	5	2	0	0	0	0	618	36-45	440	
3:00 PM	77	3	18	112	248	256	88	13	5	0	0	0	0	0	820	31-40	504	
4:00 PM	38	2	6	11	83	334	229	40	5	1	0	0	0	1	750	36-45	562	
5:00 PM	39	0	0	5	99	306	198	45	6	2	0	0	0	0	700	36-45	504	
6:00 PM	13	0	1	3	23	123	180	57	4	3	0	0	0	0	407	36-45	303	
7:00 PM	7	0	2	2	39	104	148	34	3	0	0	0	0	0	339	36-45	252	
8:00 PM	6	0	1	4	11	94	115	40	6	0	0	0	0	0	277	36-45	209	
9:00 PM	3	0	0	1	5	33	59	26	6	1	1	0	0	0	135	36-45	92	
10:00 PM	0	0	0	0	1	14	35	22	4	1	0	0	0	0	77	41-50	57	
11:00 PM	1	0	0	0	0	6	19	10	3	1	0	0	0	1	41	41-50	29	
<b>Day Total</b>	439	5	48	262	1074	2898	2438	720	114	17	5	0	0	4	8024	36-45	5336	
<b>Percent</b>	5.5%	0.1%	0.6%	3.3%	13.4%	36.1%	30.4%	9.0%	1.4%	0.2%	0.1%	0.0%	0.0%	0.0%				
<b>ADT 8024</b>																		
<b>AM Peak Volume</b>	7:00 AM	11:00 AM		7:00 AM	7:00 AM	11:00 AM	11:00 AM	6:00 AM	6:00 AM	4:00 AM	6:00 AM	11:00 AM			11:00 AM			
	49	3		47	121	207	149	64	11	2	2	1			501			
<b>PM Peak Volume</b>	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	1:00 PM	1:00 PM	6:00 PM	9:00 PM	12:00 PM			3:00 PM			
	77	3	18	112	248	334	229	62	6	3	1	1			820			
<i>Comments:</i>																		

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	1	8	10	5	1	1	0	0	0	0	26	36-45	18	
1:00 AM	0	0	0	0	2	2	8	3	0	0	0	0	0	0	15	41-50	11	
2:00 AM	0	0	0	1	0	5	5	2	0	0	0	0	0	1	14	36-45	10	
3:00 AM	0	0	0	0	1	1	5	5	3	0	0	0	0	1	16	41-50	10	
4:00 AM	1	0	0	0	0	9	18	16	5	2	0	0	0	0	51	41-50	34	
5:00 AM	2	0	0	0	1	14	54	30	12	4	0	0	0	0	117	41-50	84	
6:00 AM	9	0	0	0	10	54	101	42	10	0	1	0	0	0	227	36-45	154	
7:00 AM	55	0	4	26	107	116	67	18	5	0	0	0	0	0	398	31-40	222	
8:00 AM	23	0	1	7	65	137	115	25	3	1	0	0	0	0	377	36-45	252	
9:00 AM	16	0	0	1	29	133	119	22	3	1	0	0	0	1	325	36-45	252	
10:00 AM	15	0	1	13	52	172	130	31	6	0	0	0	0	0	420	36-45	302	
11:00 AM	28	0	1	9	69	189	157	35	1	0	0	0	0	1	490	36-45	345	
12:00 PM	29	0	2	15	79	217	180	44	2	0	1	0	0	0	569	36-45	397	
1:00 PM	24	0	3	16	84	233	186	42	3	0	0	0	0	0	591	36-45	419	
2:00 PM	43	1	7	28	100	246	144	27	3	0	0	0	0	0	599	36-45	389	
3:00 PM	60	1	21	98	277	206	67	9	0	0	0	0	0	0	739	31-40	483	
4:00 PM	37	0	5	26	148	334	185	33	2	0	0	0	0	0	770	36-45	519	
5:00 PM	31	2	13	37	169	274	129	21	1	0	0	0	0	0	677	31-40	442	
6:00 PM	16	0	0	6	59	162	122	37	5	0	0	0	0	0	407	36-45	283	
7:00 PM	7	0	2	9	44	113	103	29	4	0	0	0	0	0	311	36-45	216	
8:00 PM	5	0	1	1	32	93	66	27	2	0	0	0	0	1	228	36-45	158	
9:00 PM	2	0	0	2	13	53	46	25	5	2	0	0	0	0	148	36-45	98	
10:00 PM	1	0	0	0	4	27	40	12	3	1	1	1	0	0	90	36-45	67	
11:00 PM	0	0	0	0	4	12	20	11	0	0	0	0	0	1	48	36-45	32	
<b>Day Total</b>	404	4	61	295	1350	2810	2077	551	79	12	3	1	0	6	7653	36-45	4886	
<b>Percent</b>	5.3%	0.1%	0.8%	3.9%	17.6%	36.7%	27.1%	7.2%	1.0%	0.2%	0.0%	0.0%	0.0%	0.1%				
<b>ADT</b> 7653																		
<b>AM Peak</b> Volume	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	6:00 AM	5:00 AM	5:00 AM	6:00 AM			2:00 AM	11:00 AM			
	55	4	26	107	189	157	42	12	4	1				1	490			
<b>PM Peak</b> Volume	3:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	1:00 PM	12:00 PM	6:00 PM	9:00 PM	12:00 PM	10:00 PM		8:00 PM	4:00 PM			
	60	2	21	98	277	334	186	44	5	2	1	1		1	770			
<i>Comments:</i>																		

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr														<b>QC JOB #:</b> 14110905			
<b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr														<b>DIRECTION:</b> EB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	843	9	109	557	2424	5708	4515	1271	193	29	8	1	0	10	15677	36-45	10223
<b>Percent</b>	5.4%	0.1%	0.7%	3.6%	15.5%	36.4%	28.8%	8.1%	1.2%	0.2%	0.1%	0.0%	0.0%	0.1%			
<b>Cumulative Percent</b>	5.4%	5.4%	6.1%	9.7%	25.1%	61.6%	90.4%	98.5%	99.7%	99.9%	99.9%	99.9%	99.9%	100.0%			
<b>ADT</b> 7838															<b>85th Percentile</b> 44 MPH <b>Mean Speed(Average):</b> 37 MPH		
<i>Comments:</i>															<b>Median</b> 38 MPH <b>Mode:</b> 38 MPH		



**LOCATION:** E Spring btwn S Old Kentucky and Raider Dr **QC JOB #:** 14110905  
**SPECIFIC LOCATION:** E Spring btwn S Old Kentucky and Raider Dr **DIRECTION:** EB  
**CITY/STATE:** Cookeville, TN **DATE:** Jan 18 2017

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
1:00 AM	0	13	3	0	0	0	0	0	1	0	0	0	0	0	17
2:00 AM	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	5	5	1	1	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	36	13	0	6	2	0	3	1	0	0	0	0	2	63
5:00 AM	0	61	35	1	11	0	0	2	0	0	0	0	0	4	114
6:00 AM	0	138	47	1	23	5	0	2	1	0	0	0	0	6	223
7:00 AM	6	218	112	6	31	3	0	7	0	0	0	0	0	46	429
8:00 AM	3	209	122	2	24	4	0	5	1	0	0	0	0	25	395
9:00 AM	0	209	92	3	51	5	0	0	1	0	0	0	0	22	383
10:00 AM	0	250	128	4	21	7	0	1	0	0	0	0	0	24	435
11:00 AM	1	290	135	6	40	6	0	3	1	0	0	0	0	19	501
12:00 PM	1	368	138	5	52	8	0	4	2	0	0	0	0	32	610
1:00 PM	1	399	147	1	46	5	0	6	2	0	0	0	0	33	640
2:00 PM	2	390	142	1	39	2	0	4	0	0	0	0	0	38	618
3:00 PM	4	478	209	0	51	3	0	5	2	0	0	0	0	68	820
4:00 PM	2	501	164	1	41	1	0	4	0	0	0	0	0	36	750
5:00 PM	0	463	160	1	36	0	0	1	0	0	0	0	0	39	700
6:00 PM	0	282	87	0	25	0	0	0	0	0	0	0	0	13	407
7:00 PM	0	229	87	0	16	0	0	0	0	0	0	0	0	7	339
8:00 PM	0	186	60	0	22	0	0	3	0	0	0	0	0	6	277
9:00 PM	0	94	30	0	6	0	0	1	1	0	0	0	0	3	135
10:00 PM	0	59	16	0	1	0	0	1	0	0	0	0	0	0	77
11:00 PM	0	28	7	0	5	0	0	0	0	0	0	0	0	1	41

<b>Day Total</b>	20	4937	1944	33	550	51	0	52	13	0	0	0	0	424	8024
<b>Percent</b>	0.2%	61.5%	24.2%	0.4%	6.9%	0.6%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	5.3%	



<b>AM Peak</b>	7:00 AM	11:00 AM	11:00 AM	7:00 AM	9:00 AM	10:00 AM		7:00 AM	1:00 AM					7:00 AM	11:00 AM
<b>Volume</b>	6	290	135	6	51	7		7	1					46	501
<b>PM Peak</b>	3:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM		1:00 PM	12:00 PM					3:00 PM	3:00 PM
<b>Volume</b>	4	501	209	5	52	8		6	2					68	820

*Comments:*

**LOCATION:** E Spring btwn S Old Kentucky and Raider Dr **QC JOB #:** 14110905  
**SPECIFIC LOCATION:** E Spring btwn S Old Kentucky and Raider Dr **DIRECTION:** EB  
**CITY/STATE:** Cookeville, TN **DATE:** Jan 19 2017

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26	
1:00 AM	0	10	2	0	2	0	0	0	1	0	0	0	0	0	15	
2:00 AM	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14	
3:00 AM	0	8	5	0	2	0	0	0	1	0	0	0	0	0	16	
4:00 AM	0	32	11	1	3	3	0	0	0	0	0	0	0	1	51	
5:00 AM	1	73	31	0	7	1	0	2	0	0	0	0	0	2	117	
6:00 AM	0	144	54	1	11	0	0	4	4	0	0	0	0	9	227	
7:00 AM	4	197	93	8	35	4	0	2	0	0	0	0	0	55	398	
8:00 AM	0	205	102	4	38	2	0	2	1	0	0	0	0	23	377	
9:00 AM	0	187	91	3	20	4	1	3	0	0	0	0	0	16	325	
10:00 AM	0	250	112	3	30	5	1	2	2	0	0	0	0	15	420	
11:00 AM	0	306	122	1	26	5	1	1	0	0	0	0	0	28	490	
12:00 PM	0	341	137	3	46	6	0	5	2	0	0	0	0	29	569	
1:00 PM	2	368	134	3	50	7	1	1	1	0	0	0	0	24	591	
2:00 PM	2	344	162	1	41	2	1	2	1	0	0	0	0	43	599	
3:00 PM	1	449	178	0	42	5	1	2	1	0	0	0	0	60	739	
4:00 PM	0	469	201	0	57	2	0	1	3	0	0	0	0	37	770	
5:00 PM	1	448	151	1	43	1	0	1	0	0	0	0	0	31	677	
6:00 PM	1	275	93	0	21	1	0	0	0	0	0	0	0	16	407	
7:00 PM	1	207	69	0	25	0	0	2	0	0	0	0	0	7	311	
8:00 PM	0	153	51	2	15	0	0	2	0	0	0	0	0	5	228	
9:00 PM	0	109	29	0	7	0	0	0	1	0	0	0	0	2	148	
10:00 PM	0	68	18	0	3	0	0	0	0	0	0	0	0	1	90	
11:00 PM	0	37	10	0	1	0	0	0	0	0	0	0	0	0	48	
<b>Day Total</b>	13	4713	1863	31	525	48	6	32	18	0	0	0	0	404	7653	
<b>Percent</b>	0.2%	61.6%	24.3%	0.4%	6.9%	0.6%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	5.3%		
<b>ADT 7653</b>																
<b>AM Peak</b>	7:00 AM	11:00 AM	11:00 AM	7:00 AM	8:00 AM	10:00 AM	9:00 AM	6:00 AM	6:00 AM						7:00 AM	11:00 AM
<b>Volume</b>	4	306	122	8	38	5	1	4	4						55	490
<b>PM Peak</b>	1:00 PM	4:00 PM	4:00 PM	12:00 PM	4:00 PM	1:00 PM	1:00 PM	12:00 PM	4:00 PM						3:00 PM	4:00 PM
<b>Volume</b>	2	469	201	3	57	7	1	5	3						60	770

Comments:

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr												<b>QC JOB #:</b> 14110905			
<b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr												<b>DIRECTION:</b> EB			
<b>CITY/STATE:</b> Cookeville, TN												<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	33	9650	3807	64	1075	99	6	84	31	0	0	0	0	828	15677
<b>Percent</b>	0.2%	61.6%	24.3%	0.4%	6.9%	0.6%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	5.3%	
<b>ADT</b> 7838															
<i>Comments:</i>															



<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> EB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			23	26		25			25	
1:00 AM			17	15		16			16	
2:00 AM			15	14		15			15	
3:00 AM			12	16		14			14	
4:00 AM			63	51		57			57	
5:00 AM			114	117		116			116	
6:00 AM			223	227		225			225	
7:00 AM			429	398		414			414	
8:00 AM			395	377		386			386	
9:00 AM			383	325		354			354	
10:00 AM			435	420		428			428	
11:00 AM			<b>501</b>	<b>490</b>		<b>496</b>			<b>496</b>	
12:00 PM			610	569		590			590	
1:00 PM			640	591		616			616	
2:00 PM			618	599		609			609	
3:00 PM			<b>820</b>	739		<b>780</b>			<b>780</b>	
4:00 PM			750	<b>770</b>		760			760	
5:00 PM			700	677		689			689	
6:00 PM			407	407		407			407	
7:00 PM			339	311		325			325	
8:00 PM			277	228		253			253	
9:00 PM			135	148		142			142	
10:00 PM			77	90		84			84	
11:00 PM			41	48		45			45	
<b>Day Total</b>			8024	7653		7846			7846	
% Weekday Average			102.3%	97.5%						
% Week Average			102.3%	97.5%		100.0%				
AM Peak			11:00 AM	11:00 AM		11:00 AM			11:00 AM	
Volume			501	490		496			496	
PM Peak			3:00 PM	4:00 PM		3:00 PM			3:00 PM	
Volume			820	770		780			780	
<i>Comments:</i>										

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	4	13	16	9	2	2	1	0	0	0	47	36-45	29	
1:00 AM	0	0	0	0	2	8	8	7	4	0	0	0	0	0	29	36-45	16	
2:00 AM	0	0	0	0	1	6	12	8	2	1	0	0	0	0	30	41-50	20	
3:00 AM	0	0	0	0	1	7	8	8	5	0	0	0	0	0	29	41-50	16	
4:00 AM	2	0	0	0	2	18	42	41	12	2	0	0	0	0	119	41-50	82	
5:00 AM	8	0	0	0	8	29	111	93	29	2	1	0	0	0	281	41-50	204	
6:00 AM	14	0	1	0	13	109	255	138	22	2	2	0	0	0	556	41-50	393	
7:00 AM	146	72	114	134	208	244	139	32	3	1	0	0	0	0	1093	31-40	451	
8:00 AM	76	8	16	28	156	355	288	78	15	0	1	0	0	0	1021	36-45	642	
9:00 AM	46	0	7	21	127	317	270	92	14	2	0	0	0	0	896	36-45	587	
10:00 AM	47	0	7	28	130	352	308	66	11	0	0	0	0	0	949	36-45	659	
11:00 AM	49	1	14	48	110	379	334	86	9	1	0	0	0	2	1033	36-45	712	
12:00 PM	64	0	5	27	132	400	397	117	14	0	0	0	0	1	1157	36-45	797	
1:00 PM	73	1	10	21	134	432	372	112	11	1	1	0	0	0	1168	36-45	804	
2:00 PM	89	13	25	40	181	433	322	72	13	2	0	0	0	0	1190	36-45	755	
3:00 PM	154	33	68	169	384	381	158	31	5	0	0	0	0	0	1383	31-40	765	
4:00 PM	83	2	15	31	162	521	405	104	11	2	0	0	0	1	1337	36-45	926	
5:00 PM	85	1	5	19	159	508	349	88	11	3	0	0	0	0	1228	36-45	856	
6:00 PM	28	1	1	3	54	237	307	109	11	4	0	0	0	0	755	36-45	544	
7:00 PM	14	0	2	7	48	156	238	69	11	0	0	0	0	0	545	36-45	394	
8:00 PM	9	0	1	4	16	123	177	83	11	1	1	0	0	0	426	36-45	299	
9:00 PM	7	0	0	1	11	49	96	52	9	1	2	0	0	0	228	41-50	148	
10:00 PM	0	0	0	0	5	29	62	49	7	1	1	0	0	0	154	41-50	111	
11:00 PM	3	0	0	0	2	15	27	22	8	3	0	0	0	1	81	41-50	49	
<b>Day Total</b>	997	132	291	581	2050	5121	4701	1566	250	31	10	0	0	5	15735	36-45	9822	
<b>Percent</b>	6.3%	0.8%	1.8%	3.7%	13.0%	32.5%	29.9%	10.0%	1.6%	0.2%	0.1%	0.0%	0.0%	0.0%				
<b>ADT</b> 15735																		
<b>AM Peak</b> Volume	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	6:00 AM	5:00 AM	12:00 AM	6:00 AM			11:00 AM	7:00 AM			
<b>PM Peak</b> Volume	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	12:00 PM	12:00 PM	6:00 PM	9:00 PM			12:00 PM	3:00 PM			
	146	72	114	134	208	379	334	138	29	2	2			2	1093			
	154	33	68	169	384	521	405	117	14	4	2			1	1383			
<i>Comments:</i>																		

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	2	10	18	11	5	1	0	0	0	0	47	41-50	29	
1:00 AM	0	0	0	1	2	8	15	11	0	2	0	0	0	0	39	41-50	26	
2:00 AM	0	0	0	2	2	8	12	4	3	0	0	0	0	1	32	37-46	19	
3:00 AM	0	0	0	0	1	3	9	12	4	0	1	0	0	1	31	41-50	20	
4:00 AM	1	0	0	0	3	18	35	37	13	4	2	0	0	0	113	41-50	72	
5:00 AM	3	0	0	0	3	30	107	86	24	6	0	0	0	0	259	41-50	192	
6:00 AM	20	0	0	3	26	154	246	96	17	0	1	0	0	0	563	36-45	400	
7:00 AM	273	58	61	86	172	221	137	42	8	0	0	0	0	0	1058	31-40	393	
8:00 AM	79	2	10	28	148	358	245	73	6	1	0	0	0	0	950	36-45	603	
9:00 AM	32	1	1	15	107	286	277	66	8	1	1	0	0	1	796	36-45	563	
10:00 AM	38	1	3	20	81	319	322	90	18	1	0	0	0	0	893	36-45	641	
11:00 AM	58	1	8	21	162	351	314	93	7	2	0	0	0	1	1018	36-45	664	
12:00 PM	56	0	3	25	169	397	355	99	4	0	1	0	0	0	1109	36-45	752	
1:00 PM	51	3	7	30	129	400	338	99	8	0	0	1	0	0	1066	36-45	737	
2:00 PM	90	13	34	61	171	389	294	67	9	0	0	0	0	0	1128	36-45	682	
3:00 PM	142	41	88	174	359	331	151	22	2	0	0	0	0	0	1310	31-40	690	
4:00 PM	80	0	13	50	251	541	344	70	4	0	0	0	0	0	1353	36-45	884	
5:00 PM	67	2	15	52	241	427	240	52	4	0	0	0	0	0	1100	31-40	668	
6:00 PM	35	0	1	7	84	244	248	91	9	0	0	0	0	0	719	36-45	492	
7:00 PM	18	0	2	9	57	163	204	61	15	0	0	0	0	0	529	36-45	366	
8:00 PM	9	0	1	3	44	133	127	57	10	1	0	0	0	1	386	36-45	259	
9:00 PM	3	0	0	2	15	65	83	53	13	3	0	0	0	0	237	36-45	148	
10:00 PM	2	0	0	0	6	35	71	36	9	1	1	1	0	0	162	41-50	106	
11:00 PM	0	0	1	0	5	18	43	33	2	2	0	1	0	1	106	41-50	75	
<b>Day Total</b>	1057	122	248	589	2240	4909	4235	1361	202	25	7	3	0	6	15004	36-45	9144	
<b>Percent</b>	7.0%	0.8%	1.7%	3.9%	14.9%	32.7%	28.2%	9.1%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%				
<b>ADT 15004</b>																		
<b>AM Peak Volume</b>	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	10:00 AM	6:00 AM	5:00 AM	5:00 AM	4:00 AM			2:00 AM	7:00 AM			
	273	58	61	86	172	358	322	96	24	6	2			1	1058			
<b>PM Peak Volume</b>	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	12:00 PM	12:00 PM	7:00 PM	9:00 PM	12:00 PM	1:00 PM		8:00 PM	4:00 PM			
	142	41	88	174	359	541	355	99	15	3	1	1		1	1353			
<i>Comments:</i>																		

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr														<b>QC JOB #:</b> 14110905			
<b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr														<b>DIRECTION:</b> EB/WB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	2054	254	539	1170	4290	10030	8936	2927	452	56	17	3	0	11	30739	36-45	18966
<b>Percent</b>	6.7%	0.8%	1.8%	3.8%	14.0%	32.6%	29.1%	9.5%	1.5%	0.2%	0.1%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	6.7%	7.5%	9.3%	13.1%	27.0%	59.7%	88.7%	98.2%	99.7%	99.9%	100.0%	100.0%	100.0%	100.0%			
<b>ADT</b> 15369															<b>85th Percentile</b> 44 MPH <b>Mean Speed(Average)</b> 36 MPH <b>Median</b> 38 MPH <b>Mode:</b> 38 MPH		
<i>Comments:</i>																	



<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	41	6	0	0	0	0	0	0	0	0	0	0	0	47	
1:00 AM	0	20	7	0	1	0	0	0	1	0	0	0	0	0	29	
2:00 AM	0	22	4	0	4	0	0	0	0	0	0	0	0	0	30	
3:00 AM	0	11	14	1	3	0	0	0	0	0	0	0	0	0	29	
4:00 AM	0	67	28	0	16	2	0	3	1	0	0	0	0	2	119	
5:00 AM	0	151	88	1	30	1	0	2	0	0	0	0	0	8	281	
6:00 AM	0	300	156	1	74	6	1	2	2	0	0	0	0	14	556	
7:00 AM	7	601	291	7	75	5	2	12	1	0	0	0	0	92	1093	
8:00 AM	3	559	267	4	108	8	3	10	6	0	0	0	0	53	1021	
9:00 AM	0	481	242	4	104	8	3	5	3	0	0	0	0	46	896	
10:00 AM	1	512	275	10	86	9	2	5	2	0	0	0	0	47	949	
11:00 AM	2	574	278	12	95	7	3	7	7	0	0	0	0	48	1033	
12:00 PM	2	660	275	8	117	12	4	12	3	0	0	0	0	64	1157	
1:00 PM	1	675	293	4	104	9	0	7	2	0	0	0	0	73	1168	
2:00 PM	3	698	283	6	102	5	1	9	0	0	0	0	0	83	1190	
3:00 PM	6	801	339	2	91	5	2	6	3	0	0	0	0	128	1383	
4:00 PM	3	821	335	2	87	2	0	6	1	0	0	0	0	80	1337	
5:00 PM	0	760	284	1	94	0	0	3	1	0	0	0	0	85	1228	
6:00 PM	0	493	176	0	57	0	0	1	0	0	0	0	0	28	755	
7:00 PM	0	359	133	0	35	0	0	1	0	0	0	3	0	14	545	
8:00 PM	1	289	90	0	34	0	0	3	0	0	0	0	0	9	426	
9:00 PM	0	158	47	0	12	0	0	3	1	0	0	0	0	7	228	
10:00 PM	0	120	28	0	5	0	0	1	0	0	0	0	0	0	154	
11:00 PM	0	54	13	0	11	0	0	0	0	0	0	0	0	3	81	
<b>Day Total</b>	29	9227	3952	63	1345	79	21	98	34	0	0	3	0	884	15735	
<b>Percent</b>	0.2%	58.6%	25.1%	0.4%	8.5%	0.5%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	5.6%		
<b>ADT 15735</b>																
<b>AM Peak Volume</b>	7:00 AM	7:00 AM	7:00 AM	11:00 AM	8:00 AM	10:00 AM	8:00 AM	7:00 AM	11:00 AM						7:00 AM	7:00 AM
	7	601	291	12	108	9	3	12	7						92	1093
<b>PM Peak Volume</b>	3:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM				7:00 PM	3:00 PM	3:00 PM	
	6	821	339	8	117	12	4	12	3				3	128	1383	
<i>Comments:</i>																

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	40	6	0	1	0	0	0	0	0	0	0	0	0	47	
1:00 AM	1	28	5	0	4	0	0	0	1	0	0	0	0	0	39	
2:00 AM	0	22	9	0	1	0	0	0	0	0	0	0	0	0	32	
3:00 AM	0	12	13	0	5	0	0	0	1	0	0	0	0	0	31	
4:00 AM	0	68	28	1	10	4	0	1	0	0	0	0	0	1	113	
5:00 AM	1	139	90	0	22	2	0	2	0	0	0	0	0	3	259	
6:00 AM	0	316	153	2	60	1	1	4	6	0	0	0	0	20	563	
7:00 AM	10	547	270	10	77	5	0	3	1	0	0	0	0	135	1058	
8:00 AM	0	513	270	7	93	6	0	7	1	0	0	0	0	53	950	
9:00 AM	0	449	218	3	74	8	2	5	5	0	0	0	0	32	796	
10:00 AM	1	517	242	5	75	8	1	4	2	0	0	0	0	38	893	
11:00 AM	0	608	252	5	77	8	3	6	1	0	0	0	0	58	1018	
12:00 PM	0	640	280	7	105	8	3	7	3	0	0	0	0	56	1109	
1:00 PM	2	622	259	3	109	12	2	5	1	0	0	0	0	51	1066	
2:00 PM	2	629	302	7	83	5	1	7	2	0	0	0	0	90	1128	
3:00 PM	2	722	345	0	98	7	3	5	1	0	0	0	0	127	1310	
4:00 PM	0	789	343	4	126	3	0	3	5	0	0	0	0	80	1353	
5:00 PM	1	688	259	2	81	1	0	1	0	0	0	0	0	67	1100	
6:00 PM	1	457	173	0	50	1	0	2	0	0	0	0	0	35	719	
7:00 PM	1	323	132	0	53	0	0	2	0	0	0	0	0	18	529	
8:00 PM	0	257	86	4	25	1	0	2	0	0	0	2	0	9	386	
9:00 PM	0	177	43	0	12	0	0	0	2	0	0	0	0	3	237	
10:00 PM	0	119	32	0	9	0	0	0	0	0	0	0	0	2	162	
11:00 PM	0	78	21	0	7	0	0	0	0	0	0	0	0	0	106	
<b>Day Total</b>	22	8760	3831	60	1257	80	16	66	32	0	0	2	0	878	15004	
<b>Percent</b>	0.1%	58.4%	25.5%	0.4%	8.4%	0.5%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	5.9%		
<b>ADT 15004</b>																
<b>AM Peak</b>	7:00 AM	11:00 AM	7:00 AM	7:00 AM	8:00 AM	9:00 AM	11:00 AM	8:00 AM	6:00 AM						7:00 AM	7:00 AM
<b>Volume</b>	10	608	270	10	93	8	3	7	6						135	1058
<b>PM Peak</b>	1:00 PM	4:00 PM	3:00 PM	12:00 PM	4:00 PM	1:00 PM	12:00 PM	12:00 PM	4:00 PM					8:00 PM	3:00 PM	4:00 PM
<b>Volume</b>	2	789	345	7	126	12	3	7	5					2	127	1353
<i>Comments:</i>																

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr													<b>QC JOB #:</b> 14110905		
<b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr													<b>DIRECTION:</b> EB/WB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	51	17987	7783	123	2602	159	37	164	66	0	0	5	0	1762	30739
<b>Percent</b>	0.2%	58.5%	25.3%	0.4%	8.5%	0.5%	0.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	5.7%	
<b>ADT</b> 15369															
<i>Comments:</i>															



<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN							<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			47	47		47			47	
1:00 AM			29	39		34			34	
2:00 AM			30	32		31			31	
3:00 AM			29	31		30			30	
4:00 AM			119	113		116			116	
5:00 AM			281	259		270			270	
6:00 AM			556	563		560			560	
7:00 AM			<b>1093</b>	<b>1058</b>		<b>1076</b>			<b>1076</b>	
8:00 AM			1021	950		986			986	
9:00 AM			896	796		846			846	
10:00 AM			949	893		921			921	
11:00 AM			1033	1018		1026			1026	
12:00 PM			1157	1109		1133			1133	
1:00 PM			1168	1066		1117			1117	
2:00 PM			1190	1128		1159			1159	
3:00 PM			<b>1383</b>	1310		<b>1347</b>			<b>1347</b>	
4:00 PM			1337	<b>1353</b>		1345			1345	
5:00 PM			1228	1100		1164			1164	
6:00 PM			755	719		737			737	
7:00 PM			545	529		537			537	
8:00 PM			426	386		406			406	
9:00 PM			228	237		233			233	
10:00 PM			154	162		158			158	
11:00 PM			81	106		94			94	
<b>Day Total</b>			15735	15004		15373			15373	
% Weekday Average			102.4%	97.6%						
% Week Average			102.4%	97.6%		100.0%				
AM Peak			7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume			1093	1058		1076			1076	
PM Peak			3:00 PM	4:00 PM		3:00 PM			3:00 PM	
Volume			1383	1353		1347			1347	
<i>Comments:</i>										

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	2	6	9	4	1	2	0	0	0	0	24	36-45	15	
1:00 AM	0	0	0	0	0	1	5	4	2	0	0	0	0	0	12	41-50	9	
2:00 AM	0	0	0	0	0	3	7	4	0	1	0	0	0	0	15	41-50	11	
3:00 AM	0	0	0	0	1	4	5	3	4	0	0	0	0	0	17	36-45	9	
4:00 AM	0	0	0	0	0	12	20	18	6	0	0	0	0	0	56	41-50	38	
5:00 AM	4	0	0	0	7	20	55	58	20	2	1	0	0	0	167	41-50	112	
6:00 AM	8	0	0	0	8	74	157	74	11	1	0	0	0	0	333	41-50	231	
7:00 AM	97	72	112	87	87	107	88	14	0	0	0	0	0	0	664	21-30	198	
8:00 AM	50	8	15	20	94	217	165	49	8	0	0	0	0	0	626	36-45	382	
9:00 AM	24	0	7	18	96	169	131	58	8	2	0	0	0	0	513	36-45	300	
10:00 AM	23	0	6	18	78	184	163	36	6	0	0	0	0	0	514	36-45	347	
11:00 AM	30	1	11	29	48	172	185	49	6	0	0	0	0	1	532	36-45	357	
12:00 PM	32	0	3	14	65	170	191	63	9	0	0	0	0	0	547	36-45	361	
1:00 PM	40	1	8	13	55	174	181	50	5	0	1	0	0	0	528	36-45	355	
2:00 PM	51	13	17	24	103	161	153	42	8	0	0	0	0	0	572	36-45	314	
3:00 PM	77	30	50	57	136	125	70	18	0	0	0	0	0	0	563	31-40	261	
4:00 PM	45	0	9	20	79	187	176	64	6	1	0	0	0	0	587	36-45	363	
5:00 PM	46	1	5	14	60	202	151	43	5	1	0	0	0	0	528	36-45	353	
6:00 PM	15	1	0	0	31	114	127	52	7	1	0	0	0	0	348	36-45	240	
7:00 PM	7	0	0	5	9	52	90	35	8	0	0	0	0	0	206	36-45	142	
8:00 PM	3	0	0	0	5	29	62	43	5	1	1	0	0	0	149	41-50	104	
9:00 PM	4	0	0	0	6	16	37	26	3	0	1	0	0	0	93	41-50	63	
10:00 PM	0	0	0	0	4	15	27	27	3	0	1	0	0	0	77	41-50	54	
11:00 PM	2	0	0	0	2	9	8	12	5	2	0	0	0	0	40	42-51	19	
<b>Day Total</b>	558	127	243	319	976	2223	2263	846	136	14	5	0	0	1	7711	36-45	4486	
<b>Percent</b>	7.2%	1.6%	3.2%	4.1%	12.7%	28.8%	29.3%	11.0%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%				
<b>ADT 7711</b>																		
<b>AM Peak Volume</b>	7:00 AM	7:00 AM	7:00 AM	7:00 AM	9:00 AM	8:00 AM	11:00 AM	6:00 AM	5:00 AM	12:00 AM	5:00 AM			11:00 AM	7:00 AM			
	97	72	112	87	96	217	185	74	20	2	1			1	664			
<b>PM Peak Volume</b>	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	12:00 PM	4:00 PM	12:00 PM	11:00 PM	1:00 PM				4:00 PM			
	77	30	50	57	136	202	191	64	9	2	1				587			
<i>Comments:</i>																		

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN															<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	1	2	8	6	4	0	0	0	0	0	21	42-51	13	
1:00 AM	0	0	0	1	0	6	7	8	0	2	0	0	0	0	24	41-50	15	
2:00 AM	0	0	0	1	2	3	7	2	3	0	0	0	0	0	18	36-45	10	
3:00 AM	0	0	0	0	0	2	4	7	1	0	1	0	0	0	15	42-51	10	
4:00 AM	0	0	0	0	3	9	17	21	8	2	2	0	0	0	62	41-50	38	
5:00 AM	1	0	0	0	2	16	53	56	12	2	0	0	0	0	142	41-50	108	
6:00 AM	11	0	0	3	16	100	145	54	7	0	0	0	0	0	336	36-45	245	
7:00 AM	218	58	57	60	65	105	70	24	3	0	0	0	0	0	660	36-45	175	
8:00 AM	56	2	9	21	83	221	130	48	3	0	0	0	0	0	573	36-45	351	
9:00 AM	16	1	1	14	78	153	158	44	5	0	1	0	0	0	471	36-45	311	
10:00 AM	23	1	2	7	29	147	192	59	12	1	0	0	0	0	473	36-45	338	
11:00 AM	30	1	7	12	93	162	157	58	6	2	0	0	0	0	528	36-45	318	
12:00 PM	27	0	1	10	90	180	175	55	2	0	0	0	0	0	540	36-45	355	
1:00 PM	27	3	4	14	45	167	152	57	5	0	0	1	0	0	475	36-45	318	
2:00 PM	47	12	27	33	71	143	150	40	6	0	0	0	0	0	529	36-45	293	
3:00 PM	82	40	67	76	82	125	84	13	2	0	0	0	0	0	571	36-45	209	
4:00 PM	43	0	8	24	103	207	159	37	2	0	0	0	0	0	583	36-45	365	
5:00 PM	36	0	2	15	72	153	111	31	3	0	0	0	0	0	423	36-45	264	
6:00 PM	19	0	1	1	25	82	126	54	4	0	0	0	0	0	312	36-45	207	
7:00 PM	11	0	0	0	13	50	101	32	11	0	0	0	0	0	218	36-45	150	
8:00 PM	4	0	0	2	12	40	61	30	8	1	0	0	0	0	158	36-45	100	
9:00 PM	1	0	0	0	2	12	37	28	8	1	0	0	0	0	89	41-50	64	
10:00 PM	1	0	0	0	2	8	31	24	6	0	0	0	0	0	72	41-50	54	
11:00 PM	0	0	1	0	1	6	23	22	2	2	0	1	0	0	58	41-50	45	
<b>Day Total</b>	653	118	187	294	890	2099	2158	810	123	13	4	2	0	0	7351	36-45	4257	
<b>Percent</b>	8.9%	1.6%	2.5%	4.0%	12.1%	28.6%	29.4%	11.0%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%				
<b>ADT</b> 7351																		
<b>AM Peak</b> Volume	7:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	8:00 AM	10:00 AM	10:00 AM	5:00 AM	1:00 AM	4:00 AM					7:00 AM		
	218	58	57	60	93	221	192	59	12	2	2					660		
<b>PM Peak</b> Volume	3:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	12:00 PM	1:00 PM	7:00 PM	11:00 PM	1:00 PM					4:00 PM		
	82	40	67	76	103	207	175	57	11	2	1					583		
<i>Comments:</i>																		

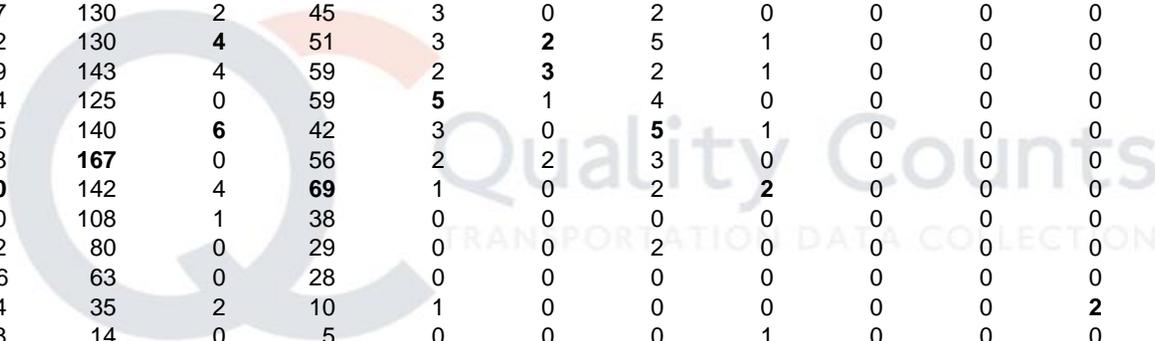
<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr														<b>QC JOB #:</b> 14110905			
<b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr														<b>DIRECTION:</b> WB			
<b>CITY/STATE:</b> Cookeville, TN														<b>DATE:</b> Jan 18 2017 - Jan 19 2017			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	1211	245	430	613	1866	4322	4421	1656	259	27	9	2	0	1	15062	36-45	8743
<b>Percent</b>	8.0%	1.6%	2.9%	4.1%	12.4%	28.7%	29.4%	11.0%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%			
<b>Cumulative Percent</b>	8.0%	9.7%	12.5%	16.6%	29.0%	57.7%	87.0%	98.0%	99.7%	99.9%	100.0%	100.0%	100.0%	100.0%			
<b>ADT</b> 7531															<b>85th Percentile</b> 44 MPH <b>Mean Speed(Average)</b> 36 MPH <b>Median</b> 38 MPH <b>Mode</b> 43 MPH		
<i>Comments:</i>																	



<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN														<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24	
1:00 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12	
2:00 AM	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15	
3:00 AM	0	6	9	0	2	0	0	0	0	0	0	0	0	0	17	
4:00 AM	0	31	15	0	10	0	0	0	0	0	0	0	0	0	56	
5:00 AM	0	90	53	0	19	1	0	0	0	0	0	0	0	4	167	
6:00 AM	0	162	109	0	51	1	1	0	1	0	0	0	0	8	333	
7:00 AM	1	383	179	1	44	2	2	5	1	0	0	0	0	46	664	
8:00 AM	0	350	145	2	84	4	3	5	5	0	0	0	0	28	626	
9:00 AM	0	272	150	1	53	3	3	5	2	0	0	0	0	24	513	
10:00 AM	1	262	147	6	65	2	2	4	2	0	0	0	0	23	514	
11:00 AM	1	284	143	6	55	1	3	4	6	0	0	0	0	29	532	
12:00 PM	1	292	137	3	65	4	4	8	1	0	0	0	0	32	547	
1:00 PM	0	276	146	3	58	4	0	1	0	0	0	0	0	40	528	
2:00 PM	1	308	141	5	63	3	1	5	0	0	0	0	0	45	572	
3:00 PM	2	323	130	2	40	2	2	1	1	0	0	0	0	60	563	
4:00 PM	1	320	171	1	46	1	0	2	1	0	0	0	0	44	587	
5:00 PM	0	297	124	0	58	0	0	2	1	0	0	0	0	46	528	
6:00 PM	0	211	89	0	32	0	0	1	0	0	0	0	0	15	348	
7:00 PM	0	130	46	0	19	0	0	1	0	0	0	3	0	7	206	
8:00 PM	1	103	30	0	12	0	0	0	0	0	0	0	0	3	149	
9:00 PM	0	64	17	0	6	0	0	2	0	0	0	0	0	4	93	
10:00 PM	0	61	12	0	4	0	0	0	0	0	0	0	0	0	77	
11:00 PM	0	26	6	0	6	0	0	0	0	0	0	0	0	2	40	
<b>Day Total</b>	9	4290	2008	30	795	28	21	46	21	0	0	3	0	460	7711	
<b>Percent</b>	0.1%	55.6%	26.0%	0.4%	10.3%	0.4%	0.3%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	6.0%		
<b>ADT 7711</b>																
<b>AM Peak</b>	7:00 AM	7:00 AM	7:00 AM	10:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	11:00 AM						7:00 AM	7:00 AM
<b>Volume</b>	1	383	179	6	84	4	3	5	6						46	664
<b>PM Peak</b>	3:00 PM	3:00 PM	4:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	7:00 PM			3:00 PM		4:00 PM	
<b>Volume</b>	2	323	171	5	65	4	4	8	1	3			60		587	
<i>Comments:</i>																

**LOCATION:** E Spring btwn S Old Kentucky and Raider Dr **QC JOB #:** 14110905  
**SPECIFIC LOCATION:** E Spring btwn S Old Kentucky and Raider Dr **DIRECTION:** WB  
**CITY/STATE:** Cookeville, TN **DATE:** Jan 19 2017

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
1:00 AM	1	18	3	0	2	0	0	0	0	0	0	0	0	0	24
2:00 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	4	8	0	3	0	0	0	0	0	0	0	0	0	15
4:00 AM	0	36	17	0	7	1	0	1	0	0	0	0	0	0	62
5:00 AM	0	66	59	0	15	1	0	0	0	0	0	0	0	1	142
6:00 AM	0	172	99	1	49	1	1	0	2	0	0	0	0	11	336
7:00 AM	6	350	177	2	42	1	0	1	1	0	0	0	0	80	660
8:00 AM	0	308	168	3	55	4	0	5	0	0	0	0	0	30	573
9:00 AM	0	262	127	0	54	4	1	2	5	0	0	0	0	16	471
10:00 AM	1	267	130	2	45	3	0	2	0	0	0	0	0	23	473
11:00 AM	0	302	130	4	51	3	2	5	1	0	0	0	0	30	528
12:00 PM	0	299	143	4	59	2	3	2	1	0	0	0	0	27	540
1:00 PM	0	254	125	0	59	5	1	4	0	0	0	0	0	27	475
2:00 PM	0	285	140	6	42	3	0	5	1	0	0	0	0	47	529
3:00 PM	1	273	167	0	56	2	2	3	0	0	0	0	0	67	571
4:00 PM	0	320	142	4	69	1	0	2	2	0	0	0	0	43	583
5:00 PM	0	240	108	1	38	0	0	0	0	0	0	0	0	36	423
6:00 PM	0	182	80	0	29	0	0	2	0	0	0	0	0	19	312
7:00 PM	0	116	63	0	28	0	0	0	0	0	0	0	0	11	218
8:00 PM	0	104	35	2	10	1	0	0	0	0	0	2	0	4	158
9:00 PM	0	68	14	0	5	0	0	0	1	0	0	0	0	1	89
10:00 PM	0	51	14	0	6	0	0	0	0	0	0	0	0	1	72
11:00 PM	0	41	11	0	6	0	0	0	0	0	0	0	0	0	58
<b>Day Total</b>	9	4047	1968	29	732	32	10	34	14	0	0	2	0	474	7351
<b>Percent</b>	0.1%	55.1%	26.8%	0.4%	10.0%	0.4%	0.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	6.4%	



<b>ADT</b> 7351	
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AM Peak	7:00 AM	7:00 AM	7:00 AM	11:00 AM	8:00 AM	8:00 AM	11:00 AM	8:00 AM	9:00 AM					7:00 AM	7:00 AM
Volume	6	350	177	4	55	4	2	5	5					80	660
PM Peak	3:00 PM	4:00 PM	3:00 PM	2:00 PM	4:00 PM	1:00 PM	12:00 PM	2:00 PM	4:00 PM			8:00 PM		3:00 PM	4:00 PM
Volume	1	320	167	6	69	5	3	5	2			2		67	583

Comments:

<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr													<b>QC JOB #:</b> 14110905		
<b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr													<b>DIRECTION:</b> WB		
<b>CITY/STATE:</b> Cookeville, TN													<b>DATE:</b> Jan 18 2017 - Jan 19 2017		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
<b>Grand Total</b>	18	8337	3976	59	1527	60	31	80	35	0	0	5	0	934	15062
<b>Percent</b>	0.1%	55.4%	26.4%	0.4%	10.1%	0.4%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	6.2%	
<b>ADT</b> 7531															
<i>Comments:</i>															



<b>LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>SPECIFIC LOCATION:</b> E Spring btwn S Old Kentucky and Raider Dr <b>CITY/STATE:</b> Cookeville, TN						<b>QC JOB #:</b> 14110905 <b>DIRECTION:</b> WB <b>DATE:</b> Jan 18 2017 - Jan 19 2017				
Start Time	Mon	Tue	Wed 18-Jan-17	Thu 19-Jan-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			24	21		23			23	
1:00 AM			12	24		18			18	
2:00 AM			15	18		17			17	
3:00 AM			17	15		16			16	
4:00 AM			56	62		59			59	
5:00 AM			167	142		155			155	
6:00 AM			333	336		335			335	
7:00 AM			<b>664</b>	<b>660</b>		<b>662</b>			<b>662</b>	
8:00 AM			626	573		600			600	
9:00 AM			513	471		492			492	
10:00 AM			514	473		494			494	
11:00 AM			532	528		530			530	
12:00 PM			547	540		544			544	
1:00 PM			528	475		502			502	
2:00 PM			572	529		551			551	
3:00 PM			563	571		567			567	
4:00 PM			<b>587</b>	<b>583</b>		<b>585</b>			<b>585</b>	
5:00 PM			528	423		476			476	
6:00 PM			348	312		330			330	
7:00 PM			206	218		212			212	
8:00 PM			149	158		154			154	
9:00 PM			93	89		91			91	
10:00 PM			77	72		75			75	
11:00 PM			40	58		49			49	
<b>Day Total</b>			7711	7351		7537			7537	
% Weekday Average			102.3%	97.5%						
% Week Average			102.3%	97.5%		100.0%				
AM Peak Volume			7:00 AM 664	7:00 AM 660		7:00 AM 662			7:00 AM 662	
PM Peak Volume			4:00 PM 587	4:00 PM 583		4:00 PM 585			4:00 PM 585	
<i>Comments:</i>										

Appendix C:  
Corridor Signal Inventory Data

Intersection	Synchro Node #	Timing File?	Coordinated Plan?	Cycle Length (AM/PM)	Phases	AM Peak Hour TMC	PM Peak Hour TMC
SR 135 / S. Willow Ave & Winston Dr / Gould Dr	1	Y	N/A	90	6 x	x	x
SR 135 / S. Willow Ave & I-40 EB Ramps	2	Y	N/A	90	4 x	x	x
SR 135 / S. Willow Ave & I-40 WB Ramps	3	Y	N/A	90	4 x	x	x
SR 135/ S. Willow Ave & Interstate Dr / Foreman Dr	4	Y	N/A	90	8 x	x	x
SR 135/ S. Willow Ave & Fairground St	5	N/A	N/A	-	x	x	x
SR 135/ S. Willow Ave & Ashwood Drive	6	N/A	N/A	-	5th	5th	5th
SR 135/ S. Willow Ave & Lone Oak Dr	7	N/A	N/A	-	x	x	x
SR 135/ S. Willow Ave & W. Jackson St	8	Y	N/A	90	8 x	x	x
SR 135/ S. Willow Ave & W. Stevens St	9	Y	N/A	90	6 x	x	x
SR 135/ S. Willow Ave & US 70 / W. Spring St	10	Y	Y	90	8 x	x	x
SR 135/ N. Willow Ave & W. Broad St	11	Y	N/A	90	8 x	x	x
SR 135/ N. Willow Ave & W. 3rd St	12	N/A	N/A	-	x	x	x
SR 135/ N. Willow Ave & W. 4th St	13	N/A	N/A	-	x	x	x
SR 135/ N. Willow Ave & W. 7th St	14	Y	N/A	90	7 x	x	x
SR 135/ N. Willow Ave & W. 9th St	15	N/A	N/A	-	x	x	x
SR 135/ N. Willow Ave & University Dr	16	Y	N/A	90	6 x	x	x
SR 135/ N. Willow Ave & W. 12th St	17	Y	N/A	90	8 x	x	x
SR 136 / S. Jefferson Ave & Bunker Hill Rd / Ferrell Dr	18	Y	Y	90/100	8 x	x	x
SR 136 / S. Jefferson Ave & I-40 EB Ramps	19	Y	Y	90/100	3 x	x	x
SR 136 / S. Jefferson Ave & I-40 WB Ramps	20	Y	Y	90/100	3 x	x	x
SR 136 / S. Jefferson Ave & S. Walnut Ave / Dubois Rd	21	Y	Y	90/100	6 x	x	x
SR 136 / S. Jefferson Ave & Interstate Dr / Neal St	22	Y	Y	90/100	8 x	x	x
SR 136 / S. Jefferson Ave & E. Veterans Dr	23	Y	Y	90/100	8 x	x	x
SR 136 / S. Jefferson Ave & Wal-Mart Driveway	24	Y	Y	90/100	8 5th	5th	5th
SR 136 / S. Jefferson Ave & Commerce Dr	25	Y	N/A	90/100	8 x	x	x
SR 136 / S. Jefferson Ave & E. Jackson St	26	Y	N/A	90/100	8 x	x	x
SR 136 / S. Jefferson Ave & E. Stevens St	28	Y	N/A	90/100	3 5th	5th	5th
SR 136 / S. Jefferson Ave & US 70 / E. Spring St	29	Y	Y	90/100	8 x	x	x
S. Jefferson Ave & E. Broad St	30	Y	Y	90/100	8 x	x	x
SR 136 / N. Washington St / S. Lowe Ave & US 70 / E. Spring St	31	Y	Y	90/100	8 x	x	x
SR 136 / N. Washington St & E. Broad St	32	Y	Y	90/100	8 x	x	x
SR 136 / N. Washington St & E. 1st St	33	Y	N/A	90/100	6 x	x	x
SR 136 / N. Washington St & E. 10th St	34	Y	N/A	90	8 x	x	x
US 70 / E. Spring St & I-40 EB Ramps	35	N/A	N/A	-	x	x	x
US 70 / E. Spring St & SR 111 NB Ramps	37	Y	N	90	4 x	x	x
US 70 / E. Spring St & SR 111 SB Ramps	38	N/A	N/A	-	x	x	x
US 70 / E. Spring St & Neal St / S. Old Kentucky Rd	39	Y	N	90	8 x	x	x
US 70 / E. Spring St & E. Broad St	40	N/A	N/A	-	x	x	x
US 70 / E. Spring St & S. Maple Ave	41	Y	Y	100	8 x	x	x
US 70 / W. Spring St & S. Dixie Ave	42	Y	Y	90/100	8 x	x	x
US 70 / W. Spring St & S. Walnut Ave	43	Y	N	90/100	8 x	x	x
US 70 / W. Spring St & Scott Ave	44	Y	N	90/100	8 x	x	x
E. Broad St & S. Maple Ave	45	Y	Y	100	8 x	x	x
E. Broad St & S. Dixie Ave	46	Y	Y	90/100	8 x	x	x
E. Broad St & N. Walnut Ave	47	Y	N	90/100	6 x	x	x
E. Broad St & S. Cedar Ave	48	N/A	N/A	-	x	x	x
W. Broad St & S. Cedar Ave	49	N/A	N/A	-	x	x	x
US 70 / W. Spring St & W. Broad St	50	N/A	N/A	-	x	x	x
US 70 / W. Broad St & Pippin Rd / W. Jackson St	51	Y	Y	105/90	6 x	x	x
E. 10th St & Fisk Rd	53	Y	Y	125/90	6 x	x	x
E. 10th St & N. Old Kentucky Rd	54	Y	N	90	3 x	x	x
E. 10th St & SR 111 SB Ramps	55	Y	Y	90	5 x	x	x
E. 10th St & SR 111 NB Ramps	56	Y	Y	90	5 x	x	x
E. 10th St & Burton Branch Road	57	Y	Y	90	4 x	x	x
SR 135/ S. Willow Ave & County Services Dr / Orchard St	61	Y	N/A	90	6?	5th	5th
SR 136 / S. Jefferson Ave & Foutch Dr	27, 271	Y	N/A	90/100	3 x	x	x
US 70 / E. Spring St & I-40 WB Ramps	36, 361	N/A	N/A	-	x	x	x
E. 10th St & Brown Ave	52, 521	Y	Y	125/90	6 x	x	x

Appendix D:  
Synchro Analysis Reports

Lanes, Volumes, Timings  
 1: SR 135/S. Willow Ave & Gould Dr/Winston Dr

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	15	20	20	5	75	30	685	20	70	315	120
Future Volume (vph)	50	15	20	20	5	75	30	685	20	70	315	120
Satd. Flow (prot)	1736	1688	0	1805	1596	0	1805	3518	0	1805	3239	0
Flt Permitted	0.690			0.720			0.453			0.241		
Satd. Flow (perm)	1261	1688	0	1368	1596	0	861	3518	0	458	3239	0
Satd. Flow (RTOR)		32			91			5			91	
Peak Hour Factor	0.78	0.63	0.63	0.50	0.42	0.82	0.83	0.82	0.71	0.76	0.83	0.77
Heavy Vehicles (%)	4%	0%	5%	0%	20%	1%	0%	2%	5%	0%	8%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	56	0	40	103	0	36	863	0	92	536	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3			4			2			6		
Total Split (s)	32.0	32.0		32.0	32.0		13.0	42.0		16.0	45.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	4.0		5.0	4.0	
Act Effct Green (s)	8.1	8.1		8.1	8.1		28.0	26.0		30.6	30.7	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.59	0.55		0.65	0.65	
v/c Ratio	0.30	0.18		0.17	0.30		0.06	0.45		0.19	0.25	
Control Delay	24.0	13.4		21.6	9.5		4.2	10.7		4.9	6.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.0	13.4		21.6	9.5		4.2	10.7		4.9	6.0	
LOS	C	B		C	A		A	B		A	A	
Approach Delay		19.1			12.9			10.4			5.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	16	6		10	3		3	90		8	20	
Queue Length 95th (ft)	44	20		19	2		11	140		20	70	
Internal Link Dist (ft)		927			612			1063			1812	
Turn Bay Length (ft)	200			150			200			200		
Base Capacity (vph)	765	1037		830	1004		707	2800		641	2744	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.05		0.05	0.10		0.05	0.31		0.14	0.20	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 47.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 9.6

Intersection LOS: A

Intersection Capacity Utilization 45.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: SR 135/S. Willow Ave & Gould Dr/Winston Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	5	50	0	0	0	0	625	245	200	540	0
Future Volume (vph)	305	5	50	0	0	0	0	625	245	200	540	0
Satd. Flow (prot)	1681	1569	0	0	0	0	0	3417	0	1687	3438	0
Flt Permitted	0.950	0.968								0.148		
Satd. Flow (perm)	1681	1569	0	0	0	0	0	3417	0	263	3438	0
Satd. Flow (RTOR)		32						52				
Peak Hour Factor	0.86	1.00	0.78	0.25	0.25	0.25	0.25	0.77	0.85	0.85	0.79	0.25
Heavy Vehicles (%)	2%	100%	8%	0%	0%	0%	0%	1%	3%	7%	5%	0%
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	217	207	0	0	0	0	0	1100	0	235	684	0
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases										6		
Total Split (s)	45.0	45.0						27.0		18.0	45.0	
Total Lost Time (s)	6.1	6.1						5.4		5.0	5.4	
Act Effct Green (s)	12.6	12.6						21.8		36.9	36.5	
Actuated g/C Ratio	0.21	0.21						0.36		0.61	0.60	
v/c Ratio	0.62	0.59						0.87		0.61	0.33	
Control Delay	30.4	25.7						29.0		16.0	7.1	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	30.4	25.7						29.0		16.0	7.1	
LOS	C	C						C		B	A	
Approach Delay		28.1						29.0			9.4	
Approach LOS		C						C			A	
Queue Length 50th (ft)	75	60						180		33	55	
Queue Length 95th (ft)	138	127						#281		96	90	
Internal Link Dist (ft)		409			271			1812			858	
Turn Bay Length (ft)	200									410		
Base Capacity (vph)	1088	1026						1261		467	2265	
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	0.20	0.20						0.87		0.50	0.30	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 21.4

Intersection LOS: C

Intersection Capacity Utilization 60.0%

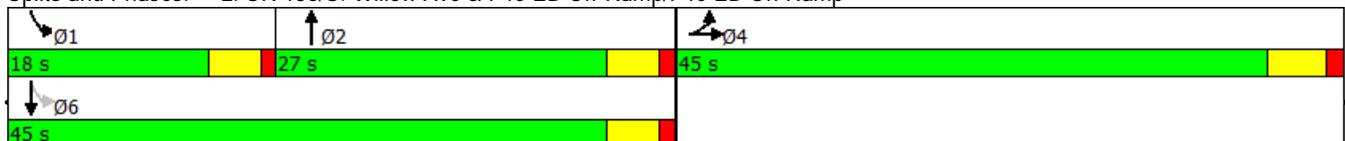
ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: SR 135/S. Willow Ave & I-40 EB Off-Ramp/I-40 EB On-Ramp



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

3: SR 135/S. Willow Ave & I-40 WB On-Ramp/I-40 WB Off-Ramp

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	235	5	330	45	875	0	0	515	155
Future Volume (vph)	0	0	0	235	5	330	45	875	0	0	515	155
Satd. Flow (prot)	0	0	0	0	1697	1553	1530	3574	0	0	3321	0
Flt Permitted					0.954		0.207					
Satd. Flow (perm)	0	0	0	0	1697	1553	333	3574	0	0	3321	0
Satd. Flow (RTOR)						85					46	
Peak Hour Factor	0.25	0.25	0.25	0.77	0.63	0.88	0.75	0.81	0.25	0.25	0.89	0.90
Heavy Vehicles (%)	0%	0%	0%	7%	0%	4%	18%	1%	0%	0%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	313	375	60	1080	0	0	751	0
Turn Type				Split	NA	Perm	pm+pt	NA			NA	
Protected Phases				4	4		5	2			6	
Permitted Phases						4	2					
Total Split (s)				45.0	45.0	45.0	11.0	45.0			34.0	
Total Lost Time (s)					4.0	4.0	5.0	4.0			4.0	
Act Effct Green (s)					21.0	21.0	27.7	28.7			23.2	
Actuated g/C Ratio					0.36	0.36	0.47	0.49			0.40	
v/c Ratio					0.51	0.61	0.21	0.62			0.56	
Control Delay					19.4	17.7	11.6	13.2			17.1	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay					19.4	17.7	11.6	13.2			17.1	
LOS					B	B	B	B			B	
Approach Delay					18.4			13.2			17.1	
Approach LOS					B			B			B	
Queue Length 50th (ft)					89	84	10	128			111	
Queue Length 95th (ft)					117	187	30	227			210	
Internal Link Dist (ft)		874			1170			858			839	
Turn Bay Length (ft)						200	200					
Base Capacity (vph)					1248	1165	292	2629			1889	
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					0.25	0.32	0.21	0.41			0.40	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 58.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 15.7

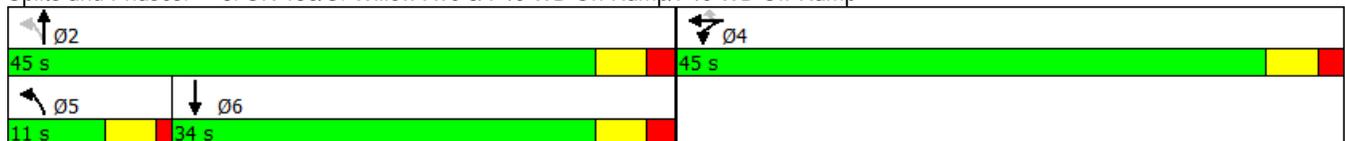
Intersection LOS: B

Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: SR 135/S. Willow Ave & I-40 WB On-Ramp/I-40 WB Off-Ramp



Lanes, Volumes, Timings  
 4: SR 135/S. Willow Ave & Foreman Dr/Interstate Dr

Cookeville 2017 Existing Conditions

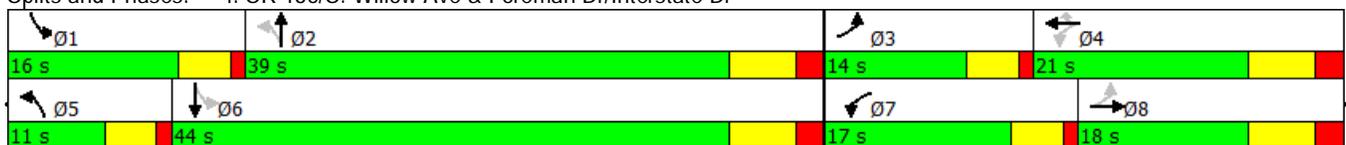
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	125	65	160	55	135	60	845	260	180	440	25
Future Volume (vph)	55	125	65	160	55	135	60	845	260	180	440	25
Satd. Flow (prot)	1719	1687	0	1752	1810	1553	1752	3428	0	1770	3373	0
Flt Permitted	0.708			0.244			0.462			0.106		
Satd. Flow (perm)	1281	1687	0	450	1810	1553	852	3428	0	197	3373	0
Satd. Flow (RTOR)		30					206	54			11	
Peak Hour Factor	0.65	0.89	0.74	0.83	0.72	0.80	0.83	0.87	0.86	0.82	0.92	0.69
Heavy Vehicles (%)	5%	3%	11%	3%	5%	4%	3%	2%	0%	2%	5%	17%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	228	0	193	76	169	72	1273	0	220	514	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		4	2			6		
Total Split (s)	14.0	18.0		17.0	21.0	21.0	11.0	39.0		16.0	44.0	
Total Lost Time (s)	5.0	4.0		5.0	4.0	6.5	5.0	4.0		5.0	4.0	
Act Effct Green (s)	20.4	13.7		27.6	19.4	16.9	39.6	34.7		48.4	41.1	
Actuated g/C Ratio	0.23	0.16		0.32	0.22	0.19	0.45	0.40		0.55	0.47	
v/c Ratio	0.25	0.79		0.63	0.19	0.36	0.16	0.91		0.76	0.32	
Control Delay	23.6	52.2		32.4	32.1	5.1	10.8	36.0		34.7	15.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.6	52.2		32.4	32.1	5.1	10.8	36.0		34.7	15.8	
LOS	C	D		C	C	A	B	D		C	B	
Approach Delay		44.4			21.8			34.7			21.5	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	34	110		81	36	0	18	345		67	95	
Queue Length 95th (ft)	48	#224		126	60	18	34	#460		#128	133	
Internal Link Dist (ft)		811			944			839			2060	
Turn Bay Length (ft)	150			150			50			150		
Base Capacity (vph)	362	295		322	401	466	448	1407		307	1600	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.77		0.60	0.19	0.36	0.16	0.90		0.72	0.32	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 87.5  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 30.3  
 Intersection Capacity Utilization 75.2%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 135/S. Willow Ave & Foreman Dr/Interstate Dr



Lanes, Volumes, Timings  
 5: SR 135/S. Willow Ave & Fairground St

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	50	870	70	45	650
Future Volume (vph)	15	50	870	70	45	650
Satd. Flow (prot)	1805	1583	3496	0	1805	3471
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	1583	3496	0	1805	3471
Peak Hour Factor	0.63	0.89	0.87	0.67	0.70	0.94
Heavy Vehicles (%)	0%	2%	2%	0%	0%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	56	1104	0	64	691
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 42.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Vol, veh/h	15	50	870	70	45	650
Future Vol, veh/h	15	50	870	70	45	650
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	89	87	67	70	94
Heavy Vehicles, %	0	2	2	0	0	4
Mvmt Flow	24	56	1000	104	64	691

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1526	552	0	0	1104	0
Stage 1	1052	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.8	6.94	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.32	-	-	2.2	-
Pot Cap-1 Maneuver	111	477	-	-	640	-
Stage 1	302	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	100	477	-	-	640	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	16.6		0		1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	217	477	640	-
HCM Lane V/C Ratio	-	-	0.11	0.118	0.1	-
HCM Control Delay (s)	-	-	23.6	13.6	11.3	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.4	0.3	-

Lanes, Volumes, Timings  
 6: SR 135/S. Willow Ave & Ashwood Dr

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	5	855	15	0	695
Future Volume (vph)	0	5	855	15	0	695
Satd. Flow (prot)	0	1522	3494	0	0	3438
Flt Permitted						
Satd. Flow (perm)	0	1522	3494	0	0	3438
Peak Hour Factor	0.25	0.63	0.89	0.75	0.25	0.92
Heavy Vehicles (%)	0%	8%	3%	3%	0%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	981	0	0	755
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 34.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↔			↕↕
Traffic Vol, veh/h	0	5	855	15	0	695
Future Vol, veh/h	0	5	855	15	0	695
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	63	89	75	25	92
Heavy Vehicles, %	0	8	3	3	0	5
Mvmt Flow	0	8	961	20	0	755

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	480	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.06	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.38	-
Pot Cap-1 Maneuver	0	516	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	516	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 516	-
HCM Lane V/C Ratio	- 0.015	-
HCM Control Delay (s)	- 12.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0	-

Lanes, Volumes, Timings  
 7: SR 135/S. Willow Ave & Lone Oak Dr

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	55	30	10	880	730	15
Future Volume (vph)	55	30	10	880	730	15
Satd. Flow (prot)	1787	1568	1805	3505	3451	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1787	1568	1805	3505	3451	0
Peak Hour Factor	0.76	0.94	0.63	0.86	0.85	0.54
Heavy Vehicles (%)	1%	3%	0%	3%	4%	7%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	32	16	1023	887	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 34.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵	↶	↵	↶	↶	↶
Traffic Vol, veh/h	55	30	10	880	730	15
Future Vol, veh/h	55	30	10	880	730	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	94	63	86	85	54
Heavy Vehicles, %	1	3	0	3	4	7
Mvmt Flow	72	32	16	1023	859	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1416	443	887	0	-	0
Stage 1	873	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.82	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	129	560	772	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	126	560	772	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	772	-	255	560	-	-
HCM Lane V/C Ratio	0.021	-	0.284	0.057	-	-
HCM Control Delay (s)	9.8	-	24.6	11.8	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	0.2	-	-

Lanes, Volumes, Timings  
8: SR 135/S. Willow Ave & W. Jackson St

Cookeville 2017 Existing Conditions

05/16/2017

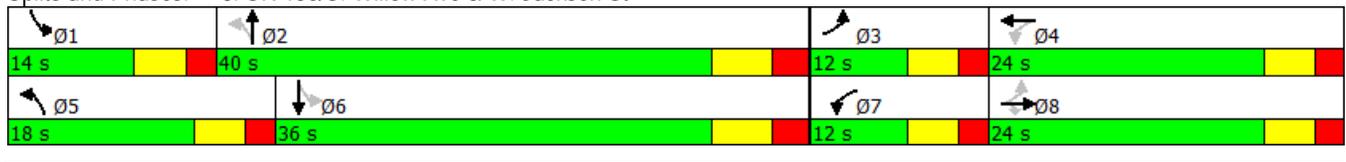
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	300	230	90	145	85	170	625	105	120	480	20
Future Volume (vph)	65	300	230	90	145	85	170	625	105	120	480	20
Satd. Flow (prot)	1752	3574	1524	1787	3304	0	1736	3451	0	1787	3509	0
Flt Permitted	0.505			0.399			0.293			0.250		
Satd. Flow (perm)	932	3574	1524	751	3304	0	535	3451	0	470	3509	0
Satd. Flow (RTOR)			264		116			30			5	
Peak Hour Factor	0.77	0.77	0.87	0.78	0.79	0.73	0.80	0.88	0.75	0.88	0.90	1.00
Heavy Vehicles (%)	3%	1%	6%	1%	1%	6%	4%	2%	2%	1%	2%	12%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	390	264	115	300	0	213	850	0	136	553	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2			6		
Total Split (s)	12.0	24.0	24.0	12.0	24.0		18.0	40.0		14.0	36.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.5		4.0	4.0	
Act Effct Green (s)	21.9	16.0	16.0	21.9	16.0		39.7	29.9		33.5	23.8	
Actuated g/C Ratio	0.30	0.22	0.22	0.30	0.22		0.54	0.41		0.45	0.32	
v/c Ratio	0.23	0.50	0.49	0.34	0.37		0.44	0.60		0.35	0.49	
Control Delay	20.0	30.1	7.6	21.6	18.2		12.8	21.4		12.7	22.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.0	30.1	7.6	21.6	18.2		12.8	21.4		12.7	22.4	
LOS	C	C	A	C	B		B	C		B	C	
Approach Delay		20.9			19.2			19.7			20.4	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	27	88	0	37	39		51	176		31	110	
Queue Length 95th (ft)	54	122	54	71	66		83	246		61	170	
Internal Link Dist (ft)		1238			1065			2054			612	
Turn Bay Length (ft)	225		175	150			150			150		
Base Capacity (vph)	371	1036	629	342	1040		537	1791		410	1631	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.38	0.42	0.34	0.29		0.40	0.47		0.33	0.34	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 73.8  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 20.1  
 Intersection Capacity Utilization 54.3%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 8: SR 135/S. Willow Ave & W. Jackson St



Lanes, Volumes, Timings  
 9: SR 135/S. Willow Ave & W. Stevens St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	95	15	25	45	30	15	750	35	50	600	10
Future Volume (vph)	35	95	15	25	45	30	15	750	35	50	600	10
Satd. Flow (prot)	0	1827	0	1805	1748	0	1805	3477	0	1805	3496	0
Flt Permitted		0.987		0.950			0.313			0.168		
Satd. Flow (perm)	0	1827	0	1805	1748	0	595	3477	0	319	3496	0
Satd. Flow (RTOR)		5			28			7			3	
Peak Hour Factor	0.58	0.63	0.75	0.69	0.70	0.75	0.54	0.84	0.73	0.74	0.81	0.63
Heavy Vehicles (%)	3%	1%	0%	0%	2%	3%	0%	3%	3%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	231	0	36	104	0	28	941	0	68	757	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		
Total Split (s)	24.0	24.0		15.0	15.0		11.0	40.0		11.0	40.0	
Total Lost Time (s)		5.6		5.6	5.6		5.0	5.6		5.0	5.6	
Act Effct Green (s)		13.6		8.1	8.1		31.6	26.8		33.7	31.1	
Actuated g/C Ratio		0.19		0.11	0.11		0.45	0.38		0.48	0.44	
v/c Ratio		0.65		0.18	0.47		0.07	0.71		0.23	0.49	
Control Delay		39.1		37.2	35.0		11.3	24.4		12.9	17.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		39.1		37.2	35.0		11.3	24.4		12.9	17.8	
LOS		D		D	D		B	C		B	B	
Approach Delay		39.1			35.6			24.0			17.4	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)		102		16	35		6	205		16	115	
Queue Length 95th (ft)		126		37	66		12	273		32	201	
Internal Link Dist (ft)		761			793			608			1346	
Turn Bay Length (ft)				75			100			150		
Base Capacity (vph)		547		274	289		383	1904		295	1947	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.42		0.13	0.36		0.07	0.49		0.23	0.39	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 70.9  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 23.9  
 Intersection Capacity Utilization 54.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 9: SR 135/S. Willow Ave & W. Stevens St

11 s	40 s	15 s	24 s
11 s	40 s		

Lanes, Volumes, Timings  
 10: SR 135/S. Willow Ave & US 70/W. Spring St

Cookeville 2017 Existing Conditions

05/16/2017

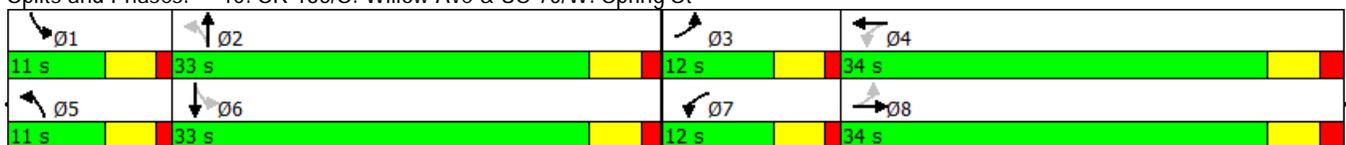
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	340	80	100	205	60	75	635	85	75	555	20
Future Volume (vph)	110	340	80	100	205	60	75	635	85	75	555	20
Satd. Flow (prot)	1787	1745	0	1752	1790	0	1787	3464	0	1652	3346	0
Flt Permitted	0.461			0.217			0.279			0.157		
Satd. Flow (perm)	867	1745	0	400	1790	0	525	3464	0	273	3346	0
Satd. Flow (RTOR)		16			19			15			6	
Peak Hour Factor	0.79	0.92	0.77	0.74	0.92	0.83	0.99	0.80	0.89	0.94	0.89	0.63
Heavy Vehicles (%)	1%	4%	10%	3%	2%	3%	1%	2%	7%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	474	0	135	295	0	76	890	0	80	656	0
Turn Type	pm+pt	NA										
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	12.0	34.0		12.0	34.0		11.0	33.0		11.0	33.0	
Total Lost Time (s)	5.0	5.7		5.0	5.7		5.0	5.4		5.0	5.4	
Act Effct Green (s)	31.1	25.3		31.1	25.3		30.1	25.3		30.1	25.3	
Actuated g/C Ratio	0.39	0.32		0.39	0.32		0.38	0.32		0.38	0.32	
v/c Ratio	0.33	0.83		0.48	0.51		0.25	0.80		0.37	0.61	
Control Delay	17.1	41.5		20.9	26.4		17.4	32.9		20.5	27.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.1	41.5		20.9	26.4		17.4	32.9		20.5	27.7	
LOS	B	D		C	C		B	C		C	C	
Approach Delay		36.0			24.7			31.7			26.9	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	45	242		44	127		25	242		26	166	
Queue Length 95th (ft)	70	#415		63	206		51	268		54	222	
Internal Link Dist (ft)		2100			700			1346			1053	
Turn Bay Length (ft)	125			125			175			150		
Base Capacity (vph)	429	689		287	708		303	1325		217	1275	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.69		0.47	0.42		0.25	0.67		0.37	0.51	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 79.3  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 30.2  
 Intersection Capacity Utilization 71.1%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 10: SR 135/S. Willow Ave & US 70/W. Spring St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

11: SR 135/S. Willow Ave/SR 135/N. Willow Ave & W. Broad St/W, Broad St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	155	45	30	80	20	45	725	35	50	605	50
Future Volume (vph)	145	155	45	30	80	20	45	725	35	50	605	50
Satd. Flow (prot)	1770	1827	0	1752	1827	0	1546	3283	0	1652	3284	0
Flt Permitted	0.377			0.572			0.293			0.175		
Satd. Flow (perm)	702	1827	0	1055	1827	0	477	3283	0	304	3284	0
Satd. Flow (RTOR)		12			13			7			13	
Peak Hour Factor	0.76	0.61	0.80	0.68	0.74	0.71	0.75	0.82	0.80	0.66	0.89	0.78
Heavy Vehicles (%)	2%	1%	2%	3%	1%	0%	9%	2%	0%	2%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	310	0	44	136	0	60	928	0	76	744	0
Turn Type	pm+pt	NA										
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	17.5	27.0		10.8	20.3		11.4	41.2		11.0	40.8	
Total Lost Time (s)	5.0	4.0		5.0	4.0		5.0	5.6		5.0	5.6	
Act Effct Green (s)	24.5	20.2		15.6	13.1		32.2	27.0		32.9	29.2	
Actuated g/C Ratio	0.34	0.28		0.22	0.18		0.45	0.38		0.46	0.41	
v/c Ratio	0.46	0.59		0.15	0.40		0.19	0.75		0.29	0.55	
Control Delay	22.9	30.5		19.8	32.1		12.0	25.2		13.5	19.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	30.5		19.8	32.1		12.0	25.2		13.5	19.9	
LOS	C	C		B	C		B	C		B	B	
Approach Delay		27.6			29.1			24.4			19.3	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	66	134		14	54		14	210		18	155	
Queue Length 95th (ft)	106	146		29	92		29	260		30	222	
Internal Link Dist (ft)		1729			1357			1053			841	
Turn Bay Length (ft)	75						150			50		
Base Capacity (vph)	470	686		298	488		325	1829		269	1820	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.41	0.45		0.15	0.28		0.18	0.51		0.28	0.41	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 71.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 23.7

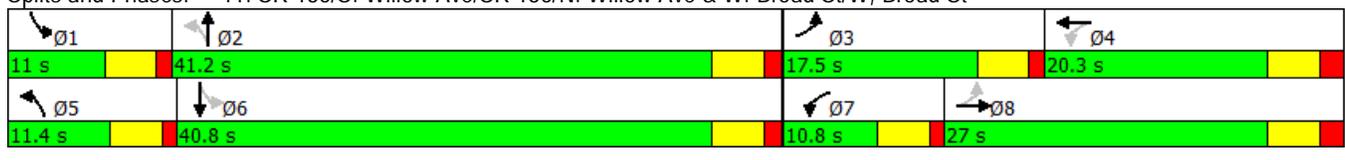
Intersection LOS: C

Intersection Capacity Utilization 58.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: SR 135/S. Willow Ave/SR 135/N. Willow Ave & W. Broad St/W, Broad St



Lanes, Volumes, Timings  
 12: SR 135/N. Willow Ave & W. 3rd St

Cookeville 2017 Existing Conditions

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	5	5	5	5	795	50	20	715	5
Future Volume (vph)	5	5	5	5	5	5	5	795	50	20	715	5
Satd. Flow (prot)	0	1740	0	0	1785	0	0	3235	0	0	3296	0
Flt Permitted		0.989			0.984						0.998	
Satd. Flow (perm)	0	1740	0	0	1785	0	0	3235	0	0	3296	0
Peak Hour Factor	1.00	1.00	0.42	1.00	1.00	1.00	0.63	0.84	0.52	0.63	0.86	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	15	0	0	1050	0	0	871	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 44.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	5	5	5	5	5	5	795	50	20	715	5
Future Vol, veh/h	5	5	5	5	5	5	5	795	50	20	715	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	42	100	100	100	63	84	52	63	86	63
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	2	0
Mvmt Flow	5	5	12	5	5	5	8	946	96	32	831	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1391	1957	420	1492	1913	521	839	0	0	1043	0	0
Stage 1	899	899	-	1010	1010	-	-	-	-	-	-	-
Stage 2	492	1058	-	482	903	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	103	64	588	87	69	505	804	-	-	675	-	-
Stage 1	304	360	-	261	320	-	-	-	-	-	-	-
Stage 2	532	304	-	540	359	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	88	57	588	73	61	505	804	-	-	675	-	-
Mov Cap-2 Maneuver	88	57	-	73	61	-	-	-	-	-	-	-
Stage 1	297	328	-	255	312	-	-	-	-	-	-	-
Stage 2	506	297	-	475	327	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.3	50.4	0.2	0.8
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	804	-	-	133	94	675	-	-
HCM Lane V/C Ratio	0.01	-	-	0.165	0.16	0.047	-	-
HCM Control Delay (s)	9.5	0.1	-	37.3	50.4	10.6	0.4	-
HCM Lane LOS	A	A	-	E	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.5	0.1	-	-

Lanes, Volumes, Timings  
 13: SR 135/N. Willow Ave & W. 4th St

Cookeville 2017 Existing Conditions

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	15	15	5	10	10	695	95	35	710	10
Future Volume (vph)	5	10	15	15	5	10	10	695	95	35	710	10
Satd. Flow (prot)	0	1741	0	0	1762	0	0	3252	0	0	3322	0
Flt Permitted		0.993			0.973			0.999			0.997	
Satd. Flow (perm)	0	1741	0	0	1762	0	0	3252	0	0	3322	0
Peak Hour Factor	1.00	1.00	0.75	0.47	1.00	0.50	0.50	0.82	0.88	0.63	0.84	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	57	0	0	976	0	0	913	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	10	15	15	5	10	10	695	95	35	710	10
Future Vol, veh/h	5	10	15	15	5	10	10	695	95	35	710	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	75	47	100	50	50	82	88	63	84	83
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	5	10	20	32	5	20	20	848	108	56	845	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1428	1958	429	1481	1910	478	857	0	0	956	0	0
Stage 1	962	962	-	942	942	-	-	-	-	-	-	-
Stage 2	466	996	-	539	968	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	97	64	580	89	69	539	792	-	-	727	-	-
Stage 1	279	337	-	287	344	-	-	-	-	-	-	-
Stage 2	551	325	-	499	335	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	74	52	580	63	56	539	792	-	-	727	-	-
Mov Cap-2 Maneuver	74	52	-	63	56	-	-	-	-	-	-	-
Stage 1	264	287	-	271	325	-	-	-	-	-	-	-
Stage 2	494	307	-	397	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.4	97.3	0.5	1.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	792	-	-	119	90	727	-	-
HCM Lane V/C Ratio	0.025	-	-	0.294	0.632	0.076	-	-
HCM Control Delay (s)	9.7	0.3	-	47.4	97.3	10.4	0.7	-
HCM Lane LOS	A	A	-	E	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	3	0.2	-	-

Lanes, Volumes, Timings  
14: SR 135/N. Willow Ave & W. 7th St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	155	35	75	30	40	5	445	190	85	645	15
Future Volume (vph)	45	155	35	75	30	40	5	445	190	85	645	15
Satd. Flow (prot)	1770	1824	0	1703	1757	0	0	3111	0	0	3302	0
Flt Permitted	0.687			0.281				0.945			0.713	
Satd. Flow (perm)	1280	1824	0	504	1757	0	0	2943	0	0	2368	0
Satd. Flow (RTOR)		10			42			122			4	
Peak Hour Factor	0.63	0.61	0.73	0.69	0.50	0.83	0.63	0.90	0.72	0.71	0.79	0.63
Heavy Vehicles (%)	2%	2%	0%	6%	0%	2%	0%	4%	0%	0%	1%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	302	0	109	108	0	0	766	0	0	960	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	3	8		7	4			2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	14.0	25.0		15.0	26.0		38.0	38.0		12.0	50.0	
Total Lost Time (s)	5.0	4.0		5.0	4.0			4.0			4.0	
Act Effct Green (s)	22.3	18.0		24.7	19.2			38.8			38.8	
Actuated g/C Ratio	0.29	0.24		0.33	0.25			0.51			0.51	
v/c Ratio	0.17	0.69		0.36	0.23			0.49			0.79	
Control Delay	18.6	37.9		21.4	19.0			12.0			22.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	18.6	37.9		21.4	19.0			12.0			22.3	
LOS	B	D		C	B			B			C	
Approach Delay		34.3			20.2			12.0			22.3	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	25	149		39	28			112			214	
Queue Length 95th (ft)	36	148		56	30			165			245	
Internal Link Dist (ft)		675			1002			1211			498	
Turn Bay Length (ft)	25			75								
Base Capacity (vph)	458	565		343	596			1758			1508	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.16	0.53		0.32	0.18			0.44			0.64	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 75.9  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 20.6  
 Intersection Capacity Utilization 67.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 14: SR 135/N. Willow Ave & W. 7th St



Lanes, Volumes, Timings  
 15: SR 135/N. Willow Ave & W. 9th St

Cookeville 2017 Existing Conditions

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	20	65	0	0	0	25	500	5	15	715	55
Future Volume (vph)	45	20	65	0	0	0	25	500	5	15	715	55
Satd. Flow (prot)	0	1716	0	0	1900	0	0	3251	0	0	3292	0
Flt Permitted		0.981						0.997			0.999	
Satd. Flow (perm)	0	1716	0	0	1900	0	0	3251	0	0	3292	0
Peak Hour Factor	0.70	0.71	0.86	0.25	0.25	0.25	0.78	0.84	1.00	0.75	0.74	0.69
Heavy Vehicles (%)	4%	0%	1%	0%	0%	0%	8%	3%	0%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	0	0	0	632	0	0	1066	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 46.7%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 19.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	45	20	65	0	0	0	25	500	5	15	715	55
Future Vol, veh/h	45	20	65	0	0	0	25	500	5	15	715	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	71	86	25	25	25	78	84	100	75	74	69
Heavy Vehicles, %	4	0	1	0	0	0	8	3	0	0	1	3
Mvmt Flow	64	28	76	0	0	0	32	595	5	20	966	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1408	1710	523	1199	1748	300	1046	0	0	600	0	0
Stage 1	1046	1046	-	662	662	-	-	-	-	-	-	-
Stage 2	362	664	-	537	1086	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.5	6.92	7.5	6.5	6.9	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	6.58	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4	3.31	3.5	4	3.3	2.28	-	-	2.2	-	-
Pot Cap-1 Maneuver	97	92	501	143	87	702	626	-	-	987	-	-
Stage 1	241	308	-	422	462	-	-	-	-	-	-	-
Stage 2	624	461	-	501	295	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	88	81	501	81	76	702	626	-	-	987	-	-
Mov Cap-2 Maneuver	88	81	-	81	76	-	-	-	-	-	-	-
Stage 1	222	293	-	390	426	-	-	-	-	-	-	-
Stage 2	576	426	-	366	281	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	213	0	0.9	0.3
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	626	-	-	137	-	987	-	-
HCM Lane V/C Ratio	0.051	-	-	1.227	-	0.02	-	-
HCM Control Delay (s)	11.1	0.4	-	213	0	8.7	0.2	-
HCM Lane LOS	B	A	-	F	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	10.1	-	0.1	-	-

Lanes, Volumes, Timings  
 16: SR 135/N. Willow Ave & University Dr

Cookeville 2017 Existing Conditions

05/16/2017

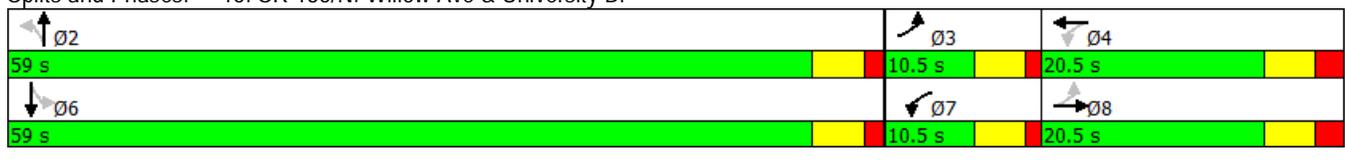
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	35	10	25	40	10	15	390	145	65	740	20
Future Volume (vph)	15	35	10	25	40	10	15	390	145	65	740	20
Satd. Flow (prot)	1805	1586	0	1736	1645	0	0	3105	0	0	3313	0
Flt Permitted	0.952			0.952				0.923			0.837	
Satd. Flow (perm)	1809	1586	0	1739	1645	0	0	2869	0	0	2784	0
Satd. Flow (RTOR)		17			15			221			6	
Peak Hour Factor	0.54	0.63	0.50	0.69	0.77	0.63	0.94	0.96	0.60	0.74	0.77	0.63
Heavy Vehicles (%)	0%	17%	10%	4%	15%	0%	0%	4%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	76	0	36	68	0	0	664	0	0	1081	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	3	8		7	4			2			6	
Permitted Phases	8			4			2			6		
Total Split (s)	10.5	20.5		10.5	20.5		59.0	59.0		59.0	59.0	
Total Lost Time (s)	5.0	4.0		5.0	4.0			5.8			5.8	
Act Effct Green (s)	10.0	10.3		10.0	10.3			39.1			39.1	
Actuated g/C Ratio	0.19	0.20		0.19	0.20			0.74			0.74	
v/c Ratio	0.08	0.23		0.11	0.20			0.30			0.52	
Control Delay	19.5	22.1		19.8	21.9			4.5			8.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	19.5	22.1		19.8	21.9			4.5			8.7	
LOS	B	C		B	C			A			A	
Approach Delay		21.4			21.2			4.5			8.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	7	14		9	13			25			83	
Queue Length 95th (ft)	17	41		26	48			85			187	
Internal Link Dist (ft)		789			874			862			1102	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	345	578		331	598			2578			2479	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.08	0.13		0.11	0.11			0.26			0.44	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 52.5  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 8.6  
 Intersection Capacity Utilization 59.9%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 16: SR 135/N. Willow Ave & University Dr



Lanes, Volumes, Timings  
 17: SR 135/N. Willow Ave & W. 12th St

Cookeville 2017 Existing Conditions

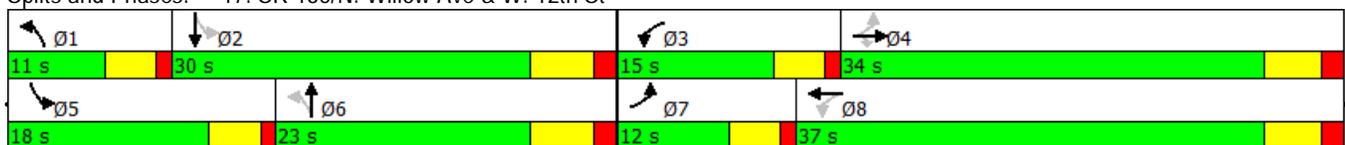
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	385	255	190	130	30	60	170	190	145	385	45
Future Volume (vph)	85	385	255	190	130	30	60	170	190	145	385	45
Satd. Flow (prot)	1770	1881	1599	1770	3317	0	1574	2965	0	1652	3292	0
Flt Permitted	0.627			0.161			0.424			0.226		
Satd. Flow (perm)	1168	1881	1599	300	3317	0	703	2965	0	393	3292	0
Satd. Flow (RTOR)			328		48			211			23	
Peak Hour Factor	0.61	0.82	0.76	0.88	0.86	0.63	0.94	0.83	0.90	0.65	0.80	0.51
Heavy Vehicles (%)	2%	1%	1%	2%	3%	11%	7%	5%	5%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	470	336	216	199	0	64	416	0	223	569	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Total Split (s)	12.0	34.0	34.0	15.0	37.0		11.0	23.0		18.0	30.0	
Total Lost Time (s)	5.0	4.0	4.0	5.0	4.0		5.0	4.0		5.0	4.0	
Act Effct Green (s)	31.2	25.4	25.4	37.1	30.8		19.3	14.3		30.0	22.8	
Actuated g/C Ratio	0.39	0.32	0.32	0.47	0.39		0.24	0.18		0.38	0.29	
v/c Ratio	0.27	0.78	0.46	0.69	0.15		0.27	0.59		0.67	0.59	
Control Delay	13.9	35.3	5.2	26.4	13.9		20.9	18.5		29.4	27.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.9	35.3	5.2	26.4	13.9		20.9	18.5		29.4	27.8	
LOS	B	D	A	C	B		C	B		C	C	
Approach Delay		21.5			20.4			18.9			28.3	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	38	218	3	62	27		22	51		85	137	
Queue Length 95th (ft)	49	308	29	#141	50		48	83		96	166	
Internal Link Dist (ft)		1178			1081			1102			1094	
Turn Bay Length (ft)	100			220			100			220		
Base Capacity (vph)	520	734	823	332	1451		240	891		362	1128	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.64	0.41	0.65	0.14		0.27	0.47		0.62	0.50	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 79.1  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 22.9  
 Intersection Capacity Utilization 63.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 17: SR 135/N. Willow Ave & W. 12th St

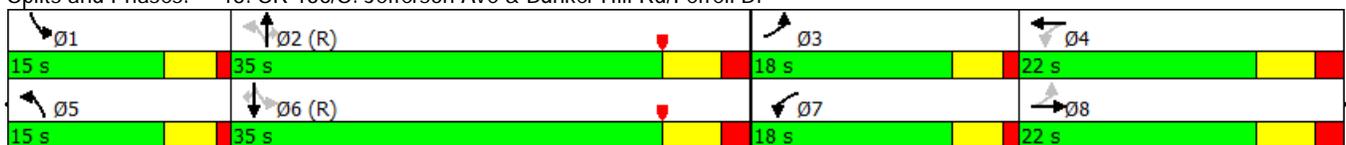


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	5	10	5	0	30	15	990	5	20	620	100
Future Volume (vph)	140	5	10	5	0	30	15	990	5	20	620	100
Satd. Flow (prot)	1570	1418	0	1289	1205	0	1583	3471	808	1492	3406	1553
Flt Permitted	0.430			0.930			0.329			0.167		
Satd. Flow (perm)	710	1418	0	1262	1205	0	548	3471	808	262	3406	1553
Satd. Flow (RTOR)		12			327				145			145
Peak Hour Factor	0.81	1.00	0.83	0.25	0.25	0.83	0.75	0.86	1.00	0.83	0.86	0.83
Heavy Vehicles (%)	15%	0%	28%	40%	0%	34%	14%	4%	100%	21%	6%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	17	0	20	36	0	20	1151	5	24	721	120
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2		2	6		6
Total Split (s)	18.0	22.0		18.0	22.0		15.0	35.0	35.0	15.0	35.0	35.0
Total Lost Time (s)	5.0	4.0		5.0	4.0		5.0	4.0	4.0	5.0	4.0	4.0
Act Effct Green (s)	19.0	17.4		10.5	8.0		58.9	57.6	57.6	59.1	57.7	57.7
Actuated g/C Ratio	0.21	0.19		0.12	0.09		0.65	0.64	0.64	0.66	0.64	0.64
v/c Ratio	0.66	0.06		0.13	0.09		0.05	0.52	0.01	0.10	0.33	0.11
Control Delay	42.3	18.6		27.4	0.4		7.1	12.4	0.0	6.2	5.3	0.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1	0.0	0.0	0.1	0.0
Total Delay	42.3	18.6		27.4	0.4		7.1	12.5	0.0	6.2	5.4	0.6
LOS	D	B		C	A		A	B	A	A	A	A
Approach Delay		40.2			10.1			12.4			4.7	
Approach LOS		D			B			B			A	
Queue Length 50th (ft)	80	2		8	0		4	176	0	3	38	0
Queue Length 95th (ft)	123	21		7	0		10	297	0	m8	61	0
Internal Link Dist (ft)		573			734			200			263	
Turn Bay Length (ft)	200			25			175		150	100		50
Base Capacity (vph)	283	343		245	502		483	2219	569	313	2182	1047
Starvation Cap Reductn	0	0		0	0		0	0	0	0	298	0
Spillback Cap Reductn	0	0		0	18		0	199	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.05		0.08	0.07		0.04	0.57	0.01	0.08	0.38	0.11

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 50 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 48.5%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: SR 136/S. Jefferson Ave & Bunker Hill Rd/Ferrell Dr



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

19: SR 136/S. Jefferson Ave & I-40 EB Off-Ramp/I-40 EB On-Ramp

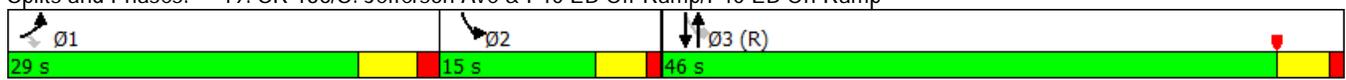
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	0	160	0	0	0	0	1050	110	105	575	0
Future Volume (vph)	320	0	160	0	0	0	0	1050	110	105	575	0
Satd. Flow (prot)	1787	0	1538	0	0	0	0	3471	1495	1752	3438	0
Flt Permitted	0.950									0.100		
Satd. Flow (perm)	1787	0	1538	0	0	0	0	3471	1495	184	3438	0
Satd. Flow (RTOR)			176						128			
Peak Hour Factor	0.76	0.25	0.91	0.25	0.25	0.25	0.25	0.84	0.86	0.91	0.87	0.25
Heavy Vehicles (%)	1%	0%	5%	0%	0%	0%	0%	4%	8%	3%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	421	0	176	0	0	0	0	1250	128	115	661	0
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	1							3		2	3	
Permitted Phases			1						3	3		
Total Split (s)	29.0		29.0					46.0	46.0	15.0	46.0	
Total Lost Time (s)	4.0		5.4					5.2	5.2	5.0	5.2	
Act Effct Green (s)	24.2		22.8					40.1	40.1	51.8	40.1	
Actuated g/C Ratio	0.27		0.25					0.45	0.45	0.58	0.45	
v/c Ratio	0.88		0.34					0.81	0.17	0.38	0.43	
Control Delay	52.5		6.3					19.4	1.1	20.3	23.3	
Queue Delay	0.0		0.0					0.4	0.0	0.0	0.0	
Total Delay	52.5		6.3					19.8	1.1	20.3	23.3	
LOS	D		A					B	A	C	C	
Approach Delay		38.8						18.1			22.8	
Approach LOS		D						B			C	
Queue Length 50th (ft)	226		0					327	0	50	136	
Queue Length 95th (ft)	271		48					113	m2	92	173	
Internal Link Dist (ft)		458			312			263			407	
Turn Bay Length (ft)			200							250		
Base Capacity (vph)	496		533					1573	747	306	1558	
Starvation Cap Reductn	0		0					60	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.85		0.33					0.83	0.17	0.38	0.42	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 47 (52%), Referenced to phase 3:NBSB, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 23.9  
 Intersection Capacity Utilization 67.8%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: SR 136/S. Jefferson Ave & I-40 EB Off-Ramp/I-40 EB On-Ramp



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

20: SR 136/S. Jefferson Ave & I-40 WB On-Ramp/I-40 WB Off-Ramp

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 				 			 	
Traffic Volume (vph)	0	0	0	130	0	380	95	1275	0	0	565	135
Future Volume (vph)	0	0	0	130	0	380	95	1275	0	0	565	135
Satd. Flow (prot)	0	0	0	3183	0	1568	1626	3505	0	0	3505	1568
Flt Permitted				0.950			0.394					
Satd. Flow (perm)	0	0	0	3183	0	1568	674	3505	0	0	3505	1568
Satd. Flow (RTOR)							73					188
Peak Hour Factor	0.25	0.25	0.25	0.79	1.00	0.80	0.82	0.86	0.25	0.25	0.91	0.72
Heavy Vehicles (%)	0%	0%	0%	10%	33%	3%	11%	3%	0%	0%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	165	0	475	116	1483	0	0	621	188
Turn Type				Prot		Perm	pm+pt	NA			NA	Perm
Protected Phases				1			2	3			3	
Permitted Phases						1	3	2				3
Total Split (s)				20.0		20.0	24.0	46.0			46.0	46.0
Total Lost Time (s)				5.8		5.8	5.0	5.0			5.0	4.5
Act Effct Green (s)				14.2		14.2	61.0	65.0			55.2	55.7
Actuated g/C Ratio				0.16		0.16	0.68	0.72			0.61	0.62
v/c Ratio				0.33		1.54	0.22	0.59			0.29	0.18
Control Delay				35.7		285.5	3.4	4.7			4.6	0.6
Queue Delay				0.0		0.6	0.0	1.1			0.5	0.5
Total Delay				35.7		286.1	3.4	5.8			5.0	1.1
LOS				D		F	A	A			A	A
Approach Delay					221.5			5.6			4.1	
Approach LOS					F			A			A	
Queue Length 50th (ft)				43		~349	15	123			29	0
Queue Length 95th (ft)				63		#456	m15	134			62	1
Internal Link Dist (ft)		382			483			407			133	
Turn Bay Length (ft)				275		275	250					
Base Capacity (vph)				502		308	687	2531			2148	1041
Starvation Cap Reductn				0		0	0	218			1018	533
Spillback Cap Reductn				0		15	0	736			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.33		1.62	0.17	0.83			0.55	0.37

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 57 (63%), Referenced to phase 3:NBSB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.54

Intersection Signal Delay: 50.6

Intersection LOS: D

Intersection Capacity Utilization 67.8%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

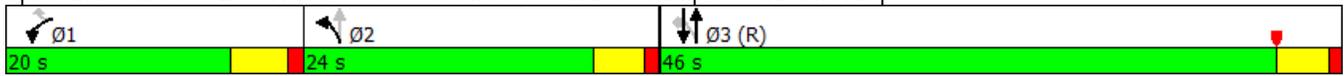
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 136/S. Jefferson Ave & I-40 WB On-Ramp/I-40 WB Off-Ramp



Lanes, Volumes, Timings  
 21: SR 136/S. Jefferson Ave & S. Walnut Ave/Dubois Rd

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	10	160	25	5	5	250	1360	45	10	525	65
Future Volume (vph)	45	10	160	25	5	5	250	1360	45	10	525	65
Satd. Flow (prot)	0	1732	1583	1805	1790	0	1770	3505	1553	1805	4836	0
Flt Permitted		0.962		0.950			0.336			0.095		
Satd. Flow (perm)	0	1732	1583	1805	1790	0	626	3505	1553	180	4836	0
Satd. Flow (RTOR)			200		5				139		30	
Peak Hour Factor	0.75	0.63	0.80	0.78	0.63	1.00	0.76	0.84	0.80	1.00	0.92	0.90
Heavy Vehicles (%)	7%	0%	2%	0%	0%	0%	2%	3%	4%	0%	6%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	200	32	13	0	329	1619	56	10	643	0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3				2		2	6		
Total Split (s)	15.0	15.0	15.0	15.0	15.0		17.0	43.0	43.0	17.0	43.0	
Total Lost Time (s)		4.0	4.0	4.0	4.0		5.0	5.0	5.0	5.0	5.0	
Act Effct Green (s)		11.0	11.0	11.0	11.0		60.1	57.7	57.7	55.7	44.2	
Actuated g/C Ratio		0.12	0.12	0.12	0.12		0.67	0.64	0.64	0.62	0.49	
v/c Ratio		0.36	0.54	0.15	0.06		0.58	0.72	0.05	0.03	0.27	
Control Delay		41.7	11.7	37.2	28.7		10.3	16.4	0.2	10.4	19.3	
Queue Delay		0.0	0.0	0.0	0.0		0.6	1.3	0.0	0.0	0.0	
Total Delay		41.7	11.7	37.2	28.7		10.9	17.6	0.2	10.4	19.3	
LOS		D	B	D	C		B	B	A	B	B	
Approach Delay		19.9			34.7			16.1			19.2	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		40	0	17	4		82	317	0	3	115	
Queue Length 95th (ft)		57	42	38	14		m88	m#529	m0	m8	145	
Internal Link Dist (ft)		530			587			133			582	
Turn Bay Length (ft)			100	25			50			100		
Base Capacity (vph)		211	369	220	223		570	2247	1045	328	2390	
Starvation Cap Reductn		0	0	0	0		59	385	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.36	0.54	0.15	0.06		0.64	0.87	0.05	0.03	0.27	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 17.4  
 Intersection Capacity Utilization 68.9%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: SR 136/S. Jefferson Ave & S. Walnut Ave/Dubois Rd

 Ø1 17 s	 Ø2 (R) 43 s	 Ø3 15 s	 Ø4 15 s
 Ø5 17 s	 Ø6 (R) 43 s		

Lanes, Volumes, Timings  
 22: SR 136/S. Jefferson Ave & Interstate Dr/Neal St

Cookeville 2017 Existing Conditions

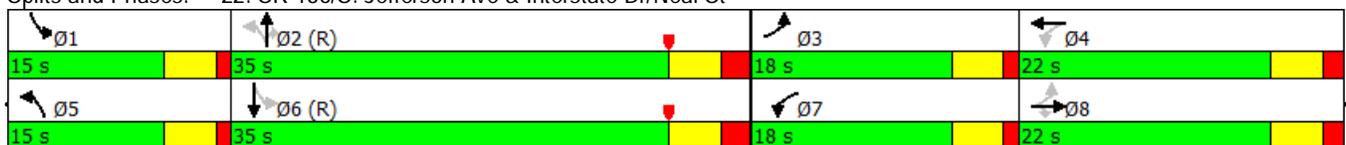
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	215	105	145	225	60	190	785	355	55	280	85
Future Volume (vph)	110	215	105	145	225	60	190	785	355	55	280	85
Satd. Flow (prot)	1770	1845	1538	1736	3420	0	1736	3438	1509	1770	3327	0
Flt Permitted	0.412			0.280			0.411			0.157		
Satd. Flow (perm)	767	1845	1538	512	3420	0	751	3438	1509	292	3327	0
Satd. Flow (RTOR)			139		31				418		54	
Peak Hour Factor	0.71	0.84	0.97	0.84	0.83	0.88	0.85	0.82	0.85	0.72	0.89	0.82
Heavy Vehicles (%)	2%	3%	5%	4%	3%	0%	4%	5%	7%	2%	4%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	256	108	173	339	0	224	957	418	76	419	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		
Total Split (s)	18.0	22.0	22.0	18.0	22.0		15.0	35.0	35.0	15.0	35.0	
Total Lost Time (s)	5.0	4.0	5.0	5.0	4.0		5.0	4.0	4.0	5.0	4.0	
Act Effct Green (s)	27.7	16.8	15.8	28.2	17.1		43.5	36.5	36.5	41.6	33.1	
Actuated g/C Ratio	0.31	0.19	0.18	0.31	0.19		0.48	0.41	0.41	0.46	0.37	
v/c Ratio	0.42	0.74	0.28	0.53	0.50		0.48	0.69	0.49	0.26	0.33	
Control Delay	23.2	48.5	5.1	26.1	32.0		9.2	22.3	10.0	10.0	12.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	23.2	48.5	5.1	26.1	32.0		9.2	22.3	10.0	10.0	12.7	
LOS	C	D	A	C	C		A	C	A	B	B	
Approach Delay		31.9			30.0			17.3			12.3	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	59	135	0	66	80		60	303	139	6	95	
Queue Length 95th (ft)	78	201	27	104	112		m3	335	242	12	136	
Internal Link Dist (ft)		1125			846			582			1693	
Turn Bay Length (ft)	175			125			125			125		
Base Capacity (vph)	390	372	405	342	724		474	1392	859	301	1258	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.40	0.69	0.27	0.51	0.47		0.47	0.69	0.49	0.25	0.33	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 21.0  
 Intersection Capacity Utilization 65.5%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: SR 136/S. Jefferson Ave & Interstate Dr/Neal St



Lanes, Volumes, Timings  
 23: SR 136/S. Jefferson Ave & E. Veterans Dr

Cookeville 2017 Existing Conditions

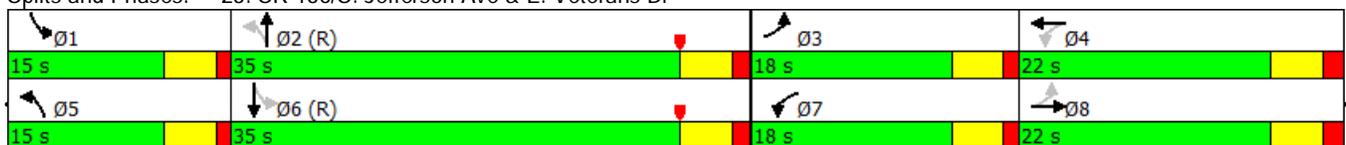
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	140	40	45	135	105	35	800	60	55	355	25
Future Volume (vph)	30	140	40	45	135	105	35	800	60	55	355	25
Satd. Flow (prot)	1805	1830	0	1543	1751	0	1805	3497	0	1671	3538	0
Flt Permitted	0.272			0.366			0.461			0.106		
Satd. Flow (perm)	517	1830	0	594	1751	0	876	3497	0	186	3538	0
Satd. Flow (RTOR)		16			43			8			10	
Peak Hour Factor	0.75	0.88	0.77	0.63	0.78	0.71	0.67	0.76	0.88	0.72	0.79	0.69
Heavy Vehicles (%)	0%	0%	0%	17%	1%	1%	0%	2%	7%	8%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	211	0	71	321	0	52	1121	0	76	485	0
Turn Type	pm+pt	NA										
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	18.0	22.0		18.0	22.0		15.0	35.0		15.0	35.0	
Total Lost Time (s)	5.0	4.0		5.0	4.0		5.0	5.6		5.0	5.6	
Act Effct Green (s)	25.5	17.3		26.5	20.6		46.5	38.3		47.5	41.2	
Actuated g/C Ratio	0.28	0.19		0.29	0.23		0.52	0.43		0.53	0.46	
v/c Ratio	0.13	0.58		0.24	0.74		0.09	0.75		0.30	0.30	
Control Delay	18.8	36.8		20.6	39.8		6.1	15.1		20.9	16.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.8	36.8		20.6	39.8		6.1	15.1		20.9	16.3	
LOS	B	D		C	D		A	B		C	B	
Approach Delay		34.0			36.3			14.7			16.9	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	14	98		25	151		6	68		14	112	
Queue Length 95th (ft)	28	164		36	202		m11	91		35	55	
Internal Link Dist (ft)		1014			884			1693			283	
Turn Bay Length (ft)	150			150			150			125		
Base Capacity (vph)	339	397		317	447		559	1492		263	1624	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.53		0.22	0.72		0.09	0.75		0.29	0.30	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 40 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 20.8  
 Intersection Capacity Utilization 71.4%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SR 136/S. Jefferson Ave & E. Veterans Dr



Lanes, Volumes, Timings  
 24: SR 136/S. Jefferson Ave & Walmart Driveway

Cookeville 2017 Existing Conditions

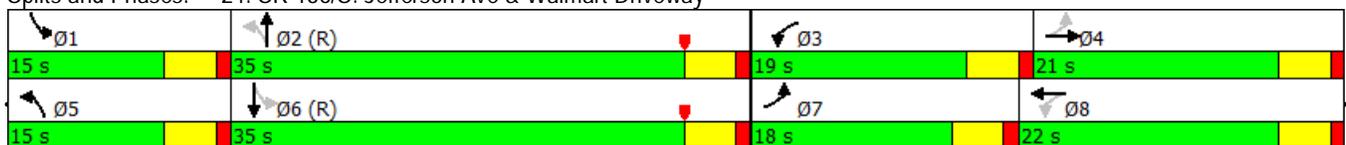
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	0	10	5	890	40	25	400	5
Future Volume (vph)	0	0	0	25	0	10	5	890	40	25	400	5
Satd. Flow (prot)	1900	1900	0	1787	1615	0	1805	3483	0	1805	3438	0
Flt Permitted				0.950			0.455			0.209		
Satd. Flow (perm)	1900	1900	0	1787	1615	0	864	3483	0	397	3438	0
Satd. Flow (RTOR)					487			5			1	
Peak Hour Factor	0.25	0.25	0.25	0.69	0.25	0.63	1.00	0.80	0.91	0.89	0.76	1.00
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	3%	4%	0%	4%	100%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	36	16	0	5	1157	0	28	531	0
Turn Type	pm+pt			pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	18.0	21.0		19.0	22.0		15.0	35.0		15.0	35.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)				11.5	11.5		73.1	71.3		74.1	74.2	
Actuated g/C Ratio				0.13	0.13		0.81	0.79		0.82	0.82	
v/c Ratio				0.16	0.03		0.01	0.42		0.06	0.19	
Control Delay				36.9	0.1		0.4	1.7		2.8	3.9	
Queue Delay				0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay				36.9	0.1		0.4	1.7		2.8	3.9	
LOS				D	A		A	A		A	A	
Approach Delay					25.6			1.7			3.9	
Approach LOS					C			A			A	
Queue Length 50th (ft)				19	0		0	11		3	35	
Queue Length 95th (ft)				36	0		m0	39		8	77	
Internal Link Dist (ft)		175			382			47			1774	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)				277	700		808	2760		483	2834	
Starvation Cap Reductn				0	0		0	0		0	0	
Spillback Cap Reductn				0	0		0	0		0	0	
Storage Cap Reductn				0	0		0	0		0	0	
Reduced v/c Ratio				0.13	0.02		0.01	0.42		0.06	0.19	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 51 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.42  
 Intersection Signal Delay: 3.1  
 Intersection Capacity Utilization 44.2%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: SR 136/S. Jefferson Ave & Walmart Driveway



Lanes, Volumes, Timings  
25: SR 136/S. Jefferson Ave & Commerce Ave

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	15	5	15	15	810	60	25	470	10
Future Volume (vph)	5	5	5	15	5	15	15	810	60	25	470	10
Satd. Flow (prot)	1612	1699	0	1703	1449	0	1626	3489	0	1805	3561	0
Flt Permitted							0.414			0.193		
Satd. Flow (perm)	1696	1699	0	1792	1449	0	709	3489	0	367	3561	0
Satd. Flow (RTOR)		12			24			16			4	
Peak Hour Factor	0.63	1.00	0.42	0.47	1.00	0.63	0.94	0.82	0.56	0.57	0.77	0.63
Heavy Vehicles (%)	12%	0%	0%	6%	0%	18%	11%	2%	1%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	17	0	32	29	0	16	1095	0	44	626	0
Turn Type	pm+pt	NA										
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	12.0	22.0		12.0	22.0		11.0	44.0		12.0	45.0	
Total Lost Time (s)	5.0	4.0		5.0	4.0		5.0	5.6		5.0	5.6	
Act Effct Green (s)	7.2	8.5		7.8	8.6		34.4	34.2		36.7	39.9	
Actuated g/C Ratio	0.15	0.18		0.16	0.18		0.72	0.72		0.77	0.83	
v/c Ratio	0.03	0.05		0.11	0.10		0.03	0.44		0.09	0.21	
Control Delay	22.4	18.2		22.3	15.3		4.1	8.6		3.9	4.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.4	18.2		22.3	15.3		4.1	8.6		3.9	4.8	
LOS	C	B		C	B		A	A		A	A	
Approach Delay		19.5			19.0			8.5			4.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	2	1		6	1		1	57		0	0	
Queue Length 95th (ft)	10	21		17	26		9	234		11	110	
Internal Link Dist (ft)		193			738			1774			1034	
Turn Bay Length (ft)				100			125			125		
Base Capacity (vph)	299	733		322	633		644	2884		520	2981	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.02		0.10	0.05		0.02	0.38		0.08	0.21	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 47.8  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay: 7.6  
 Intersection Capacity Utilization 39.8%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 25: SR 136/S. Jefferson Ave & Commerce Ave

Ø1	Ø2	Ø3	Ø4
12 s	44 s	12 s	22 s
Ø5	Ø6	Ø7	Ø8
11 s	45 s	12 s	22 s

Lanes, Volumes, Timings  
 26: SR 136/S. Jefferson Ave & E. Jackson St

Cookeville 2017 Existing Conditions

05/16/2017

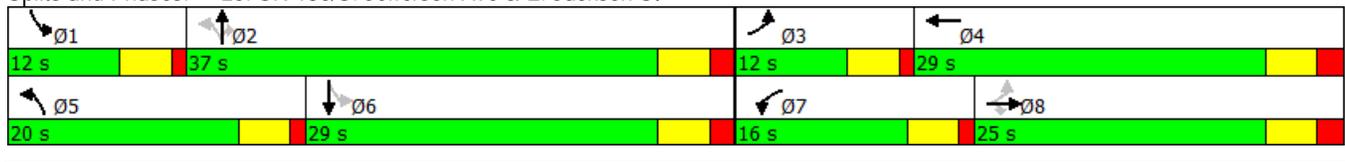
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	115	175	120	75	5	155	440	190	10	250	15
Future Volume (vph)	30	115	175	120	75	5	155	440	190	10	250	15
Satd. Flow (prot)	1805	1900	1583	3502	1801	0	1770	3574	1599	1685	3295	0
Flt Permitted	0.692			0.950			0.441			0.437		
Satd. Flow (perm)	1315	1900	1583	3502	1801	0	821	3574	1599	775	3295	0
Satd. Flow (RTOR)			243		3				333		11	
Peak Hour Factor	0.68	0.85	0.72	0.70	0.78	1.00	0.82	0.77	0.57	0.83	0.82	0.54
Heavy Vehicles (%)	0%	0%	2%	0%	5%	0%	2%	1%	1%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	135	243	171	101	0	189	571	333	12	333	0
Turn Type	pm+pt	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8				2		2	6		
Total Split (s)	12.0	25.0	25.0	16.0	29.0		20.0	37.0	37.0	12.0	29.0	
Total Lost Time (s)	5.0	4.0	4.0	5.0	4.0		5.0	4.0	5.3	5.0	4.0	
Act Effct Green (s)	17.4	12.2	12.2	8.4	19.1		39.4	38.5	37.2	29.9	25.3	
Actuated g/C Ratio	0.23	0.16	0.16	0.11	0.26		0.53	0.52	0.50	0.40	0.34	
v/c Ratio	0.13	0.43	0.52	0.43	0.22		0.34	0.31	0.34	0.03	0.29	
Control Delay	18.3	33.2	8.8	35.4	25.3		11.9	12.4	3.1	10.9	19.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	18.3	33.2	8.8	35.4	25.3		11.9	12.4	3.1	10.9	19.7	
LOS	B	C	A	D	C		B	B	A	B	B	
Approach Delay		17.6			31.6			9.5			19.4	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	14	56	0	38	38		42	67	0	2	55	
Queue Length 95th (ft)	27	107	23	56	70		83	132	0	11	96	
Internal Link Dist (ft)		578			301			1034			1031	
Turn Bay Length (ft)	100			175			150		500	180		
Base Capacity (vph)	370	543	626	525	615		630	1855	967	414	1132	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.25	0.39	0.33	0.16		0.30	0.31	0.34	0.03	0.29	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 74.1  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 15.5  
 Intersection Capacity Utilization 38.1%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 26: SR 136/S. Jefferson Ave & E. Jackson St



Lanes, Volumes, Timings  
 27: SR 136/S. Jefferson Ave & Foutch Dr

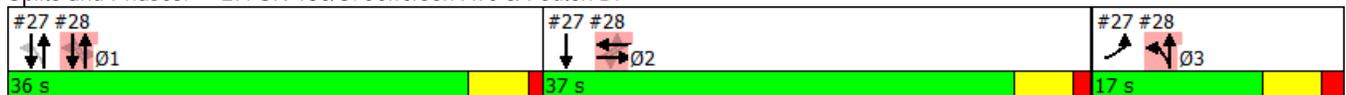
							Ø2
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	30	5	5	420	270	0	
Future Volume (vph)	30	5	5	420	270	0	
Satd. Flow (prot)	1632	0	1685	3303	3303	0	
Flt Permitted	0.959		0.529				
Satd. Flow (perm)	1632	0	938	3303	3303	0	
Satd. Flow (RTOR)	8						
Peak Hour Factor	0.68	0.63	0.63	0.85	0.72	0.25	
Heavy Vehicles (%)	11%	0%	0%	2%	2%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	52	0	8	494	375	0	
Turn Type	Prot		Perm	NA	NA		
Protected Phases	3			1	1 2		2
Permitted Phases			1				
Total Split (s)	17.0		36.0	36.0			37.0
Total Lost Time (s)	4.0		4.0	4.0			
Act Effct Green (s)	12.1		26.7	26.7	47.4		
Actuated g/C Ratio	0.18		0.39	0.39	0.70		
v/c Ratio	0.18		0.02	0.38	0.16		
Control Delay	26.5		15.0	16.4	0.7		
Queue Delay	0.0		0.0	0.0	0.1		
Total Delay	26.5		15.0	16.4	0.8		
LOS	C		B	B	A		
Approach Delay	26.5			16.3	0.8		
Approach LOS	C			B	A		
Queue Length 50th (ft)	17		2	75	3		
Queue Length 95th (ft)	38		8	127	4		
Internal Link Dist (ft)	70			1031	110		
Turn Bay Length (ft)			125				
Base Capacity (vph)	334		464	1634	3080		
Starvation Cap Reductn	0		0	0	1250		
Spillback Cap Reductn	0		0	0	0		
Storage Cap Reductn	0		0	0	0		
Reduced v/c Ratio	0.16		0.02	0.30	0.20		

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 67.9  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 10.6  
 Intersection Capacity Utilization 23.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 27: SR 136/S. Jefferson Ave & Foutch Dr



Lanes, Volumes, Timings  
 28: SR 136/S. Jefferson Ave & E. Stevens St

Cookeville 2017 Existing Conditions

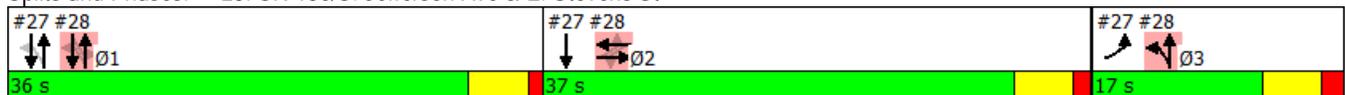
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	95	20	25	75	15	15	430	15	5	235	5
Future Volume (vph)	20	95	20	25	75	15	15	430	15	5	235	5
Satd. Flow (prot)	0	1855	0	0	1802	0	0	3297	0	0	3293	0
Flt Permitted		0.956			0.892			0.942			0.942	
Satd. Flow (perm)	0	1784	0	0	1627	0	0	3112	0	0	3105	0
Satd. Flow (RTOR)		9			13			6			3	
Peak Hour Factor	0.83	0.58	0.71	0.69	0.89	0.63	0.63	0.85	0.75	0.63	0.71	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	6%	1%	8%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	0	144	0	0	550	0	0	347	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			2		3	1 3			1	
Permitted Phases	2			2			1 3			1		
Total Split (s)	37.0	37.0		37.0	37.0		17.0			36.0	36.0	
Total Lost Time (s)		4.0			4.0						4.0	
Act Effct Green (s)		16.5			16.5			38.8			26.7	
Actuated g/C Ratio		0.24			0.24			0.57			0.39	
v/c Ratio		0.49			0.36			0.30			0.28	
Control Delay		26.3			23.3			2.6			15.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.3			23.3			2.6			15.4	
LOS		C			C			A			B	
Approach Delay		26.3			23.3			2.6			15.4	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		83			50			12			50	
Queue Length 95th (ft)		84			96			15			73	
Internal Link Dist (ft)		321			386			1			1911	
Turn Bay Length (ft)												
Base Capacity (vph)		914			836			2201			1537	
Starvation Cap Reductn		0			0			159			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.17			0.27			0.23	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 67.9  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 12.6  
 Intersection Capacity Utilization 39.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 28: SR 136/S. Jefferson Ave & E. Stevens St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

29: SR 136/S. Jefferson Ave/S. Jefferson Ave & US 70/E. Spring St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	305	50	80	315	10	75	205	55	15	140	20
Future Volume (vph)	15	305	50	80	315	10	75	205	55	15	140	20
Satd. Flow (prot)	1805	1755	0	1787	1636	0	1620	1665	0	1685	1562	0
Flt Permitted	0.493			0.299			0.401			0.433		
Satd. Flow (perm)	937	1755	0	562	1636	0	684	1665	0	768	1562	0
Satd. Flow (RTOR)		10			3			16			9	
Peak Hour Factor	0.63	0.78	0.74	0.91	0.93	0.63	0.85	0.84	0.81	0.63	0.70	0.63
Heavy Vehicles (%)	0%	6%	5%	1%	4%	0%	4%	3%	3%	0%	0%	0%
Parking (#/hr)					0						0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	459	0	88	355	0	88	312	0	24	232	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	11.0	34.0		11.0	34.0		11.0	34.0		11.0	34.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	45.8	41.0		49.1	46.1		27.3	24.9		24.3	19.6	
Actuated g/C Ratio	0.51	0.46		0.55	0.51		0.30	0.28		0.27	0.22	
v/c Ratio	0.05	0.57		0.22	0.42		0.32	0.66		0.09	0.67	
Control Delay	8.0	25.8		7.0	13.1		21.7	34.0		14.3	36.0	
Queue Delay	0.0	0.4		0.0	1.0		0.0	4.9		0.5	0.2	
Total Delay	8.0	26.2		7.0	14.1		21.7	38.9		14.7	36.3	
LOS	A	C		A	B		C	D		B	D	
Approach Delay		25.3			12.7			35.1			34.3	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	8	240		9	30		34	131		8	124	
Queue Length 95th (ft)	8	311		m16	290		55	206		12	130	
Internal Link Dist (ft)		356			188			1911			200	
Turn Bay Length (ft)	200			65						65		
Base Capacity (vph)	538	804		399	839		279	557		269	509	
Starvation Cap Reductn	0	87		0	260		0	0		0	40	
Spillback Cap Reductn	2	52		0	4		0	178		114	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.64		0.22	0.61		0.32	0.82		0.15	0.49	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 20 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 25.7

Intersection LOS: C

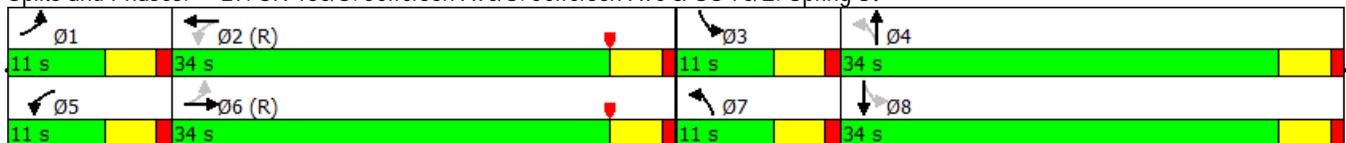
Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: SR 136/S. Jefferson Ave/S. Jefferson Ave & US 70/E. Spring St



Lanes, Volumes, Timings  
 30: S. Jefferson Ave/N. Jefferson Ave & E. Broad St

Cookeville 2017 Existing Conditions

05/16/2017

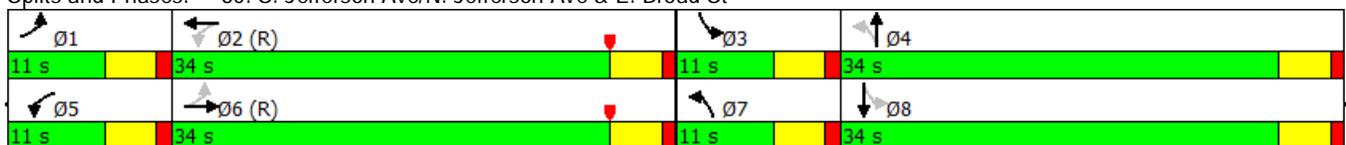
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	140	30	80	345	20	50	145	40	10	70	10
Future Volume (vph)	10	140	30	80	345	20	50	145	40	10	70	10
Satd. Flow (prot)	1805	1823	0	1787	1875	0	1652	1666	0	1685	1733	0
Flt Permitted	0.498			0.498			0.505			0.620		
Satd. Flow (perm)	946	1823	0	937	1875	0	878	1666	0	1099	1733	0
Satd. Flow (RTOR)		9			6			18			11	
Peak Hour Factor	0.83	0.63	0.94	0.69	0.93	0.56	0.89	0.86	0.77	1.00	0.65	0.50
Heavy Vehicles (%)	0%	2%	4%	1%	0%	0%	2%	2%	5%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	254	0	116	407	0	56	221	0	10	128	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	11.0	34.0		11.0	34.0		11.0	34.0		11.0	34.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	50.2	45.7		56.2	54.1		22.7	21.5		18.5	14.0	
Actuated g/C Ratio	0.56	0.51		0.62	0.60		0.25	0.24		0.21	0.16	
v/c Ratio	0.02	0.27		0.18	0.36		0.20	0.54		0.04	0.46	
Control Delay	6.9	11.7		11.5	13.7		38.4	48.3		20.9	36.1	
Queue Delay	0.0	0.0		0.0	1.3		0.0	0.6		0.0	0.0	
Total Delay	6.9	11.7		11.6	15.0		38.4	48.8		20.9	36.1	
LOS	A	B		B	B		D	D		C	D	
Approach Delay		11.5			14.2			46.7			35.0	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	2	49		40	145		33	126		4	63	
Queue Length 95th (ft)	m7	46		36	153		m60	193		14	70	
Internal Link Dist (ft)		353			196			200			580	
Turn Bay Length (ft)	200			65			65			50		
Base Capacity (vph)	588	930		658	1129		281	549		268	565	
Starvation Cap Reductn	0	0		0	504		0	109		0	0	
Spillback Cap Reductn	0	0		12	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.02	0.27		0.18	0.65		0.20	0.50		0.04	0.23	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 23.5  
 Intersection Capacity Utilization 46.9%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 30: S. Jefferson Ave/N. Jefferson Ave & E. Broad St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

31: S. Lowe Ave/SR 136/S. Washington Ave & US 70/E. Spring St

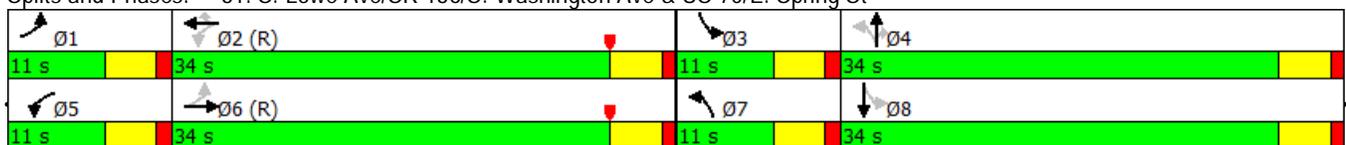
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	290	25	100	330	20	25	270	65	65	260	55
Future Volume (vph)	60	290	25	100	330	20	25	270	65	65	260	55
Satd. Flow (prot)	1736	1774	0	1770	1845	1553	1694	1801	1473	1631	1763	0
Flt Permitted	0.450			0.319			0.307			0.218		
Satd. Flow (perm)	822	1774	0	594	1845	1553	547	1801	1473	374	1763	0
Satd. Flow (RTOR)		5					127		127		10	
Peak Hour Factor	0.79	0.80	0.78	0.63	0.96	0.83	0.57	0.66	1.00	0.77	0.77	0.98
Heavy Vehicles (%)	4%	6%	4%	2%	3%	4%	3%	2%	6%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	395	0	159	344	24	44	409	65	84	394	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		
Total Split (s)	11.0	34.0		11.0	34.0	34.0	11.0	34.0	34.0	11.0	34.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Act Effct Green (s)	39.9	33.7		42.8	36.7	36.7	29.5	24.5	24.5	31.5	27.3	
Actuated g/C Ratio	0.44	0.37		0.48	0.41	0.41	0.33	0.27	0.27	0.35	0.30	
v/c Ratio	0.18	0.59		0.42	0.46	0.03	0.17	0.83	0.13	0.38	0.73	
Control Delay	26.7	38.1		18.8	25.5	0.1	16.4	45.8	0.7	16.6	22.6	
Queue Delay	0.0	2.3		0.0	0.4	0.0	0.0	2.1	0.0	0.0	0.7	
Total Delay	26.7	40.4		18.8	25.8	0.1	16.4	47.9	0.7	16.6	23.3	
LOS	C	D		B	C	A	B	D	A	B	C	
Approach Delay		38.2			22.5			39.3			22.1	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	30	170		52	161	0	14	214	0	18	88	
Queue Length 95th (ft)	67	275		62	250	0	20	202	3	m25	93	
Internal Link Dist (ft)		188			1101			264			195	
Turn Bay Length (ft)	60			100		100	100			50		
Base Capacity (vph)	429	681		376	758	713	259	580	560	226	594	
Starvation Cap Reductn	0	167		0	0	0	0	0	0	0	45	
Spillback Cap Reductn	0	0		0	112	4	0	75	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.77		0.42	0.53	0.03	0.17	0.81	0.12	0.37	0.72	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow, Master Intersection  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 30.5  
 Intersection Capacity Utilization 61.1%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: S. Lowe Ave/SR 136/S. Washington Ave & US 70/E. Spring St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

32: SR 136/S. Washington Ave/SR 136/N. Washington Ave & E. Broad St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	115	25	25	325	170	20	320	15	40	335	115
Future Volume (vph)	40	115	25	25	325	170	20	320	15	40	335	115
Satd. Flow (prot)	1770	1827	0	1736	1789	0	1745	1793	0	1745	1783	1561
Flt Permitted	0.207			0.581			0.290			0.150		
Satd. Flow (perm)	386	1827	0	1061	1789	0	533	1793	0	276	1783	1561
Satd. Flow (RTOR)		10			31			2				160
Peak Hour Factor	0.56	0.63	0.78	0.45	0.91	0.90	0.63	0.67	0.94	0.77	0.86	0.72
Heavy Vehicles (%)	2%	2%	0%	4%	0%	2%	0%	2%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	215	0	56	546	0	32	494	0	52	390	160
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Total Split (s)	11.0	34.0		11.0	34.0		11.0	34.0		11.0	34.0	34.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Act Effct Green (s)	42.3	37.5		42.2	37.5		30.7	27.2		30.8	27.2	27.2
Actuated g/C Ratio	0.47	0.42		0.47	0.42		0.34	0.30		0.34	0.30	0.30
v/c Ratio	0.26	0.28		0.10	0.72		0.12	0.91		0.27	0.72	0.27
Control Delay	12.1	14.8		14.4	31.0		10.9	33.5		19.1	36.4	5.2
Queue Delay	0.0	0.3		0.0	0.0		0.0	2.8		0.0	0.0	0.0
Total Delay	12.1	15.2		14.4	31.0		10.9	36.3		19.1	36.4	5.2
LOS	B	B		B	C		B	D		B	D	A
Approach Delay		14.4			29.5			34.7			26.6	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	29	102		18	281		3	60		16	190	0
Queue Length 95th (ft)	15	36		19	#482		m10	109		32	274	20
Internal Link Dist (ft)		196			1084			195			349	
Turn Bay Length (ft)	60			100			65			100		
Base Capacity (vph)	273	767		543	762		263	579		192	574	611
Starvation Cap Reductn	0	210		0	0		0	32		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.26	0.39		0.10	0.72		0.12	0.90		0.27	0.68	0.26

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 27.9

Intersection LOS: C

Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: SR 136/S. Washington Ave/SR 136/N. Washington Ave & E. Broad St

Ø1 11 s	Ø2 (R) 34 s	Ø3 11 s	Ø4 34 s
Ø5 11 s	Ø6 (R) 34 s	Ø7 11 s	Ø8 34 s

Lanes, Volumes, Timings  
 33: SR 136/N. Washington Ave & E. 1st St

Cookeville 2017 Existing Conditions

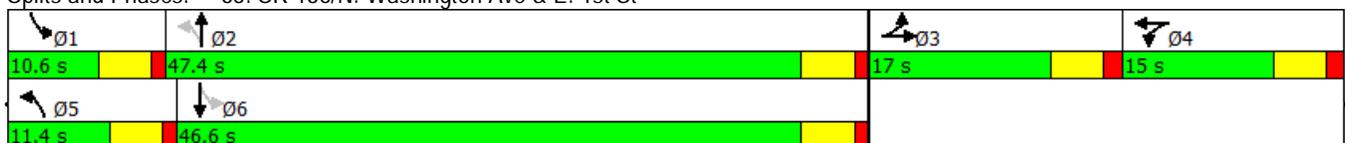
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	10	30	5	55	15	75	500	5	5	510	60
Future Volume (vph)	105	10	30	5	55	15	75	500	5	5	510	60
Satd. Flow (prot)	0	1760	0	0	1853	0	1745	1780	0	1745	3373	0
Flt Permitted		0.965			0.997		0.250			0.178		
Satd. Flow (perm)	0	1760	0	0	1853	0	459	1780	0	327	3373	0
Satd. Flow (RTOR)		12			9			1			18	
Peak Hour Factor	0.80	0.83	0.83	0.63	0.47	0.63	0.69	0.72	0.63	1.00	0.83	0.83
Heavy Vehicles (%)	1%	0%	3%	0%	0%	0%	0%	3%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	0	149	0	109	702	0	5	686	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases							2			6		
Total Split (s)	17.0	17.0		15.0	15.0		11.4	47.4		10.6	46.6	
Total Lost Time (s)		5.6			5.6		5.0	5.2		5.0	5.2	
Act Effct Green (s)		10.4			8.8		34.3	33.0		29.0	23.1	
Actuated g/C Ratio		0.15			0.12		0.48	0.47		0.41	0.33	
v/c Ratio		0.67			0.63		0.32	0.84		0.02	0.62	
Control Delay		43.7			44.6		12.0	28.5		8.6	21.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		43.7			44.6		12.0	28.5		8.6	21.4	
LOS		D			D		B	C		A	C	
Approach Delay		43.7			44.6			26.3			21.3	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		69			59		25	251		1	130	
Queue Length 95th (ft)		#170			67		35	337		5	157	
Internal Link Dist (ft)		234			474			256			166	
Turn Bay Length (ft)										50		
Base Capacity (vph)		303			262		342	1098		250	2047	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.59			0.57		0.32	0.64		0.02	0.34	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 70.8  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 27.6  
 Intersection Capacity Utilization 59.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 33: SR 136/N. Washington Ave & E. 1st St



Lanes, Volumes, Timings  
 34: SR 136/N. Washington Ave & E. 10th St/E.10th St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	80	10	295	215	195	40	455	130	295	575	90
Future Volume (vph)	50	80	10	295	215	195	40	455	130	295	575	90
Satd. Flow (prot)	1770	3462	0	3467	1863	1599	1770	3539	1568	1736	3475	0
Flt Permitted	0.950			0.950			0.281			0.195		
Satd. Flow (perm)	1770	3462	0	3467	1863	1599	523	3539	1568	356	3475	0
Satd. Flow (RTOR)		20				247			145		24	
Peak Hour Factor	0.89	0.80	0.50	0.85	0.80	0.79	0.59	0.67	0.93	0.75	0.79	0.75
Heavy Vehicles (%)	2%	2%	0%	1%	2%	1%	2%	2%	3%	4%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	120	0	347	269	247	68	679	140	393	848	0
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases						4	2		2	6		
Total Split (s)	11.2	11.2		24.0	24.0	24.0	17.0	37.8	37.8	17.0	37.8	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0	
Act Effct Green (s)	7.4	7.4		17.5	17.5	17.5	29.0	23.2	23.2	39.5	31.9	
Actuated g/C Ratio	0.10	0.10		0.23	0.23	0.23	0.39	0.31	0.31	0.53	0.43	
v/c Ratio	0.32	0.33		0.43	0.62	0.44	0.22	0.62	0.24	0.94	0.57	
Control Delay	41.2	33.2		27.8	34.5	6.8	12.4	25.5	4.7	51.8	20.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.2	33.2		27.8	34.5	6.8	12.4	25.5	4.7	51.8	20.2	
LOS	D	C		C	C	A	B	C	A	D	C	
Approach Delay		35.8			23.9			21.2			30.2	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	26	24		73	116	0	17	154	0	-136	177	
Queue Length 95th (ft)	67	48		118	188	35	23	143	34	#225	203	
Internal Link Dist (ft)		135			2500			631			700	
Turn Bay Length (ft)	100			215		215	100			100		
Base Capacity (vph)	175	362		957	514	620	448	1651	809	416	1648	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.33		0.36	0.52	0.40	0.15	0.41	0.17	0.94	0.51	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 74.9  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 26.3  
 Intersection Capacity Utilization 59.4%  
 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: 34: SR 136/N. Washington Ave & E. 10th St/E.10th St

↙ Ø1	↑ Ø2	↘ Ø3	↙ Ø4
17 s	37.8 s	11.2 s	24 s
↙ Ø5	↓ Ø6		
17 s	37.8 s		

Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

35: US 70/E. Spring St & I-40 EB Off-Ramps/I-40 EB On-Ramp

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	65	0	0	0	0	480	10	60	120	0
Future Volume (vph)	55	0	65	0	0	0	0	480	10	60	120	0
Satd. Flow (prot)	0	1687	1568	0	0	0	0	3472	0	1728	3172	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1687	1568	0	0	0	0	3472	0	1728	3172	0
Peak Hour Factor	0.65	0.25	0.90	0.25	0.25	0.25	0.25	0.75	0.50	0.88	0.88	0.25
Heavy Vehicles (%)	7%	0%	3%	0%	0%	0%	0%	0%	0%	1%	10%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	72	0	0	0	0	660	0	68	136	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 30.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔					↔↔		↔	↔↔	
Traffic Vol, veh/h	55	0	65	0	0	0	0	480	10	60	120	0
Future Vol, veh/h	55	0	65	0	0	0	0	480	10	60	120	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	25	90	25	25	25	25	75	50	88	88	25
Heavy Vehicles, %	7	0	3	0	0	0	0	0	0	1	10	0
Mvmt Flow	85	0	72	0	0	0	0	640	20	68	136	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	593	913	68	-	0	0	640	0	0
Stage 1	273	273	-	-	-	-	-	-	-
Stage 2	320	640	-	-	-	-	-	-	-
Critical Hdwy	6.94	6.5	6.96	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.94	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.94	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4	3.33	-	-	-	2.21	-	-
Pot Cap-1 Maneuver	425	276	978	0	-	-	947	-	0
Stage 1	734	688	-	0	-	-	-	-	0
Stage 2	694	473	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	394	0	978	-	-	-	947	-	-
Mov Cap-2 Maneuver	394	0	-	-	-	-	-	-	-
Stage 1	681	0	-	-	-	-	-	-	-
Stage 2	694	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	394	978	947	-
HCM Lane V/C Ratio	-	-	0.215	0.074	0.072	-
HCM Control Delay (s)	-	-	16.6	9	9.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0.2	-

Lanes, Volumes, Timings  
 36: US 70/E. Spring St & I-40 WB Off-Ramp

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	10	200	365	0	0	270
Future Volume (vph)	10	200	365	0	0	270
Satd. Flow (prot)	1444	1553	3388	0	0	3261
Flt Permitted	0.950					
Satd. Flow (perm)	1444	1553	3388	0	0	3261
Peak Hour Factor	0.83	0.86	0.77	0.25	0.25	0.84
Heavy Vehicles (%)	25%	4%	3%	0%	0%	7%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	233	474	0	0	321
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 29.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	10	200	365	0	0	270
Future Vol, veh/h	10	200	365	0	0	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	300	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	86	77	25	25	84
Heavy Vehicles, %	25	4	3	0	0	7
Mvmt Flow	12	233	474	0	0	321

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	635	237	0	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	7.3	6.98	-	-	-	-
Critical Hdwy Stg 1	6.3	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	3.75	3.34	-	-	-	-
Pot Cap-1 Maneuver	362	758	-	0	0	-
Stage 1	531	-	-	0	0	-
Stage 2	787	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	362	758	-	-	-	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	362 758	-
HCM Lane V/C Ratio	-	0.033 0.307	-
HCM Control Delay (s)	-	15.3 11.8	-
HCM Lane LOS	-	C B	-
HCM 95th %tile Q(veh)	-	0.1 1.3	-

Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

37: SR 111 NB Off-Ramp/SR 111 On-Ramp & US 70/E. Spring St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	270	0	0	590	95	300	0	45	0	0	0
Future Volume (vph)	180	270	0	0	590	95	300	0	45	0	0	0
Satd. Flow (prot)	1703	3343	0	0	3357	0	0	1787	1455	0	0	0
Flt Permitted	0.173							0.950				
Satd. Flow (perm)	310	3343	0	0	3357	0	0	1787	1455	0	0	0
Satd. Flow (RTOR)					24				97			
Peak Hour Factor	0.80	0.88	0.25	0.25	0.88	0.79	0.87	0.25	0.75	0.25	0.25	0.25
Heavy Vehicles (%)	6%	8%	0%	0%	4%	11%	1%	0%	11%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	307	0	0	790	0	0	345	60	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	1	6			2			3				
Permitted Phases	6						3		3			
Total Split (s)	11.0	45.0			34.0		45.0	45.0	45.0			
Total Lost Time (s)	5.0	4.0			4.0			4.0	4.0			
Act Effct Green (s)	33.1	34.2			22.8			19.9	19.9			
Actuated g/C Ratio	0.53	0.55			0.37			0.32	0.32			
v/c Ratio	0.75	0.17			0.63			0.60	0.11			
Control Delay	28.5	8.0			18.9			23.4	2.0			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	28.5	8.0			18.9			23.4	2.0			
LOS	C	A			B			C	A			
Approach Delay		16.7			18.9			20.2				
Approach LOS		B			B			C				
Queue Length 50th (ft)	41	27			120			107	0			
Queue Length 95th (ft)	#112	57			203			45	4			
Internal Link Dist (ft)		490			552			852			886	
Turn Bay Length (ft)	100								250			
Base Capacity (vph)	302	2264			1676			1210	1016			
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	0.75	0.14			0.47			0.29	0.06			

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 62.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 56.8%

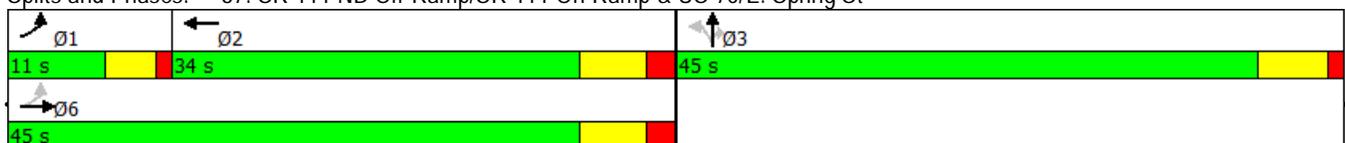
ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 37: SR 111 NB Off-Ramp/SR 111 On-Ramp & US 70/E. Spring St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	410	155	80	800	0	0	0	0	40	0	335
Future Volume (vph)	0	410	155	80	800	0	0	0	0	40	0	335
Satd. Flow (prot)	0	3270	0	1703	3505	0	0	0	0	0	1687	1568
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3270	0	1703	3505	0	0	0	0	0	1687	1568
Peak Hour Factor	0.25	0.92	0.75	0.80	0.89	0.25	0.25	0.25	0.25	0.77	0.25	0.93
Heavy Vehicles (%)	0%	7%	1%	6%	3%	0%	0%	0%	0%	7%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	653	0	100	899	0	0	0	0	0	52	360
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↘	↑↑						↘	↗
Traffic Vol, veh/h	0	410	155	80	800	0	0	0	0	40	0	335
Future Vol, veh/h	0	410	155	80	800	0	0	0	0	40	0	335
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	92	75	80	89	25	25	25	25	77	25	93
Heavy Vehicles, %	0	7	1	6	3	0	0	0	0	7	0	3
Mvmt Flow	0	446	207	100	899	0	0	0	0	52	0	360

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	446	0	0	1322	1545	449
Stage 1	-	-	-	-	-	-	1099	1099	-
Stage 2	-	-	-	-	-	-	223	446	-
Critical Hdwy	-	-	-	4.22	-	-	6.94	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	5.94	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.94	5.5	-
Follow-up Hdwy	-	-	-	2.26	-	-	3.57	4	3.33
Pot Cap-1 Maneuver	0	-	-	1083	-	0	142	116	555
Stage 1	0	-	-	-	-	0	270	291	-
Stage 2	0	-	-	-	-	0	778	577	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1083	-	-	129	0	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	0	-
Stage 1	-	-	-	-	-	-	245	0	-
Stage 2	-	-	-	-	-	-	778	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.9	26.2
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1083	-	129	555
HCM Lane V/C Ratio	-	-	0.092	-	0.403	0.649
HCM Control Delay (s)	-	-	8.7	-	50.6	22.7
HCM Lane LOS	-	-	A	-	F	C
HCM 95th %tile Q(veh)	-	-	0.3	-	1.7	4.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	295	160	355	640	100	55	105	150	140	315	45
Future Volume (vph)	50	295	160	355	640	100	55	105	150	140	315	45
Satd. Flow (prot)	1703	3175	0	1752	1845	1615	1787	1810	1524	1752	1816	0
Flt Permitted	0.197			0.224			0.231			0.526		
Satd. Flow (perm)	353	3175	0	413	1845	1615	435	1810	1524	970	1816	0
Satd. Flow (RTOR)		166					142		195		8	
Peak Hour Factor	0.78	0.91	0.75	0.90	0.91	0.71	0.81	0.97	0.91	0.76	0.76	0.70
Heavy Vehicles (%)	6%	7%	7%	3%	3%	0%	1%	5%	6%	3%	2%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	537	0	394	703	141	68	108	165	184	478	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.0	28.0		23.0	40.0	40.0	11.0	24.0	24.0	15.0	28.0	
Total Lost Time (s)	5.0	4.0		5.0	4.0	4.0	5.0	4.0	5.7	5.0	4.0	
Act Effct Green (s)	26.2	21.2		41.6	34.4	34.4	23.3	18.3	16.6	31.1	24.7	
Actuated g/C Ratio	0.31	0.25		0.50	0.41	0.41	0.28	0.22	0.20	0.37	0.30	
v/c Ratio	0.31	0.58		0.85	0.93	0.19	0.31	0.27	0.36	0.41	0.88	
Control Delay	17.4	21.5		34.3	45.7	3.9	22.7	31.2	5.5	22.4	51.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.4	21.5		34.3	45.7	3.9	22.7	31.2	5.5	22.4	51.0	
LOS	B	C		C	D	A	C	C	A	C	D	
Approach Delay		21.1			37.3			17.1			43.1	
Approach LOS		C			D			B			D	
Queue Length 50th (ft)	18	93		134	379	0	25	51	0	71	265	
Queue Length 95th (ft)	33	145		#282	#612	16	47	97	36	100	#345	
Internal Link Dist (ft)		1084			512			1234			867	
Turn Bay Length (ft)	80					100	130			100		
Base Capacity (vph)	210	1066		501	818	795	221	446	495	456	542	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.50		0.79	0.86	0.18	0.31	0.24	0.33	0.40	0.88	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 83.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 32.8

Intersection LOS: C

Intersection Capacity Utilization 77.7%

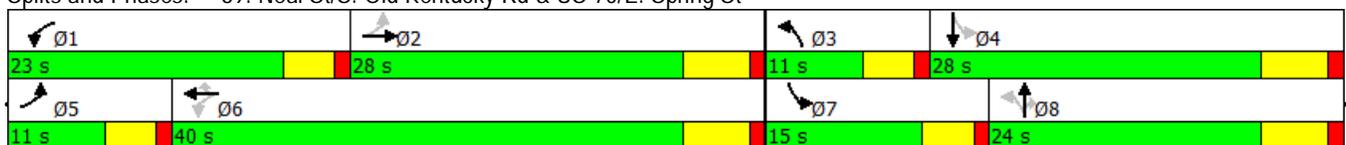
ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 39: Neal St/S. Old Kentucky Rd & US 70/E. Spring St



Lanes, Volumes, Timings  
 40: US 70/E. Spring St & E. Broad St

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	540	425	430	45	0
Future Volume (vph)	0	540	425	430	45	0
Satd. Flow (prot)	0	1810	1738	0	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1810	1738	0	1805	0
Peak Hour Factor	0.25	0.80	0.81	0.84	0.80	0.25
Heavy Vehicles (%)	0%	5%	3%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	675	1037	0	56	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	540	425	430	45	0
Future Vol, veh/h	0	540	425	430	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	80	81	84	80	25
Heavy Vehicles, %	0	5	3	1	0	0
Mvmt Flow	0	675	525	512	56	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	525	0	1200
Stage 1	-	-	525
Stage 2	-	-	675
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1052	0	206
Stage 1	-	0	598
Stage 2	-	0	510
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1052	-	206
Mov Cap-2 Maneuver	-	-	344
Stage 1	-	-	598
Stage 2	-	-	510

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1052	-	-	344
HCM Lane V/C Ratio	-	-	-	0.164
HCM Control Delay (s)	0	-	-	17.5
HCM Lane LOS	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.6

Lanes, Volumes, Timings  
 41: S. Maape Ave/S, Maple Ave & US 70/E. Spring St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	335	20	25	370	10	15	200	30	170	155	70
Future Volume (vph)	45	335	20	25	370	10	15	200	30	170	155	70
Satd. Flow (prot)	1736	1748	0	1671	1840	0	1805	1814	0	1787	1782	0
Flt Permitted	0.202			0.279			0.566			0.315		
Satd. Flow (perm)	369	1748	0	491	1840	0	1075	1814	0	593	1782	0
Satd. Flow (RTOR)		5			1			10			17	
Peak Hour Factor	0.80	0.87	0.63	0.63	0.81	1.00	0.75	0.78	0.54	0.70	0.65	0.83
Heavy Vehicles (%)	4%	8%	0%	8%	3%	0%	0%	1%	6%	1%	3%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	417	0	40	467	0	20	312	0	243	322	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	40.0		15.0	40.0		15.0	30.0		15.0	30.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	28.3	24.6		27.8	24.3		24.7	18.5		33.1	30.0	
Actuated g/C Ratio	0.38	0.33		0.37	0.32		0.33	0.25		0.44	0.40	
v/c Ratio	0.21	0.72		0.14	0.78		0.05	0.69		0.58	0.45	
Control Delay	15.0	31.5		14.2	34.6		17.1	36.5		23.9	23.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		1.3	8.0	
Total Delay	15.0	31.5		14.2	34.6		17.1	36.5		25.2	31.6	
LOS	B	C		B	C		B	D		C	C	
Approach Delay		29.5			33.0			35.4			28.8	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	15	182		11	212		6	140		79	104	
Queue Length 95th (ft)	34	304		21	314		18	220		121	167	
Internal Link Dist (ft)		1101			737			412			149	
Turn Bay Length (ft)	75			80			70			50		
Base Capacity (vph)	343	890		363	932		526	662		435	733	
Starvation Cap Reductn	0	0		0	0		0	0		68	363	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.47		0.11	0.50		0.04	0.47		0.66	0.87	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 31.3  
 Intersection Capacity Utilization 63.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 41: S. Maape Ave/S, Maple Ave & US 70/E. Spring St

Ø1	Ø2	Ø3	Ø4
15 s	40 s	15 s	30 s
Ø5	Ø6	Ø7	Ø8
15 s	40 s	15 s	30 s

Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

42: S. Dixie Ave & US 70/W. Spring St/US 70/E. Spring St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	340	30	20	360	35	35	85	5	30	45	20
Future Volume (vph)	15	340	30	20	360	35	35	85	5	30	45	20
Satd. Flow (prot)	1687	1779	0	1805	1803	0	1719	1880	0	1752	1828	0
Flt Permitted	0.443			0.461			0.690			0.568		
Satd. Flow (perm)	787	1779	0	876	1803	0	1249	1880	0	1048	1828	0
Satd. Flow (RTOR)		5			7			2			20	
Peak Hour Factor	0.75	0.92	0.94	0.71	0.94	0.80	0.88	0.59	1.00	0.75	0.63	0.83
Heavy Vehicles (%)	7%	6%	0%	0%	4%	2%	5%	0%	16%	3%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	402	0	28	427	0	40	149	0	40	95	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	11.0	34.0		11.0	34.0		11.0	34.0		11.0	34.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	58.0	55.6		58.2	55.7		17.0	13.0		16.9	13.0	
Actuated g/C Ratio	0.64	0.62		0.65	0.62		0.19	0.14		0.19	0.14	
v/c Ratio	0.04	0.37		0.04	0.38		0.15	0.55		0.16	0.34	
Control Delay	7.5	12.6		15.9	22.9		25.9	42.7		18.5	19.4	
Queue Delay	0.0	0.0		0.0	0.5		0.0	0.0		0.1	0.0	
Total Delay	7.5	12.6		15.9	23.4		25.9	42.7		18.7	19.4	
LOS	A	B		B	C		C	D		B	B	
Approach Delay		12.4			23.0			39.1			19.2	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	4	96		6	109		17	80		12	21	
Queue Length 95th (ft)	11	236		27	317		39	82		21	27	
Internal Link Dist (ft)		1308			356			107			209	
Turn Bay Length (ft)	100			60			50			60		
Base Capacity (vph)	567	1100		629	1118		268	607		245	602	
Starvation Cap Reductn	0	0		0	331		0	0		0	0	
Spillback Cap Reductn	0	33		0	0		0	0		31	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.38		0.04	0.54		0.15	0.25		0.19	0.16	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 21.4

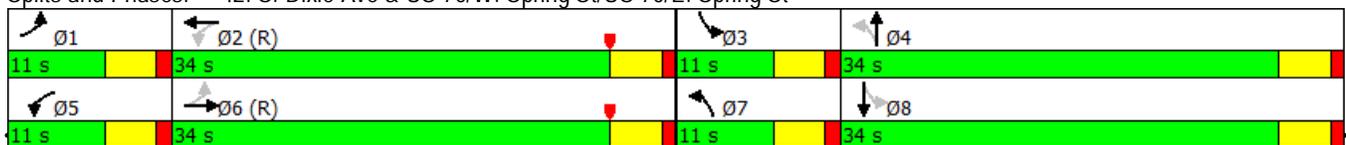
Intersection LOS: C

Intersection Capacity Utilization 39.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 42: S. Dixie Ave & US 70/W. Spring St/US 70/E. Spring St



AM Peak Hour  
WSP

Lanes, Volumes, Timings  
43: S. Walnut Ave & US 70/W. Spring St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	45	25	355	20	60	210	25	10	100	25
Future Volume (vph)	35	395	45	25	355	20	60	210	25	10	100	25
Satd. Flow (prot)	1805	1767	0	1805	1831	0	1787	1840	0	1805	1828	0
Flt Permitted	0.345			0.294			0.519			0.581		
Satd. Flow (perm)	656	1767	0	559	1831	0	976	1840	0	1104	1828	0
Satd. Flow (RTOR)		9			4			10			13	
Peak Hour Factor	0.55	0.96	0.75	1.00	0.99	0.83	0.75	0.86	0.52	0.50	0.78	0.78
Heavy Vehicles (%)	0%	6%	2%	0%	3%	0%	1%	0%	4%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	471	0	25	383	0	80	292	0	20	160	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	11.0	38.0		11.0	38.0		13.0	28.0		13.0	28.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.6		5.0	5.6	
Act Effct Green (s)	24.3	22.6		23.2	20.4		21.8	18.8		17.9	12.7	
Actuated g/C Ratio	0.40	0.37		0.38	0.34		0.36	0.31		0.30	0.21	
v/c Ratio	0.16	0.71		0.07	0.62		0.18	0.51		0.05	0.41	
Control Delay	12.0	24.9		11.4	23.9		16.3	24.9		16.3	27.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.0	24.9		11.4	23.9		16.3	24.9		16.3	27.2	
LOS	B	C		B	C		B	C		B	C	
Approach Delay		23.3			23.1			23.0			26.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	12	116		5	125		19	76		5	50	
Queue Length 95th (ft)	23	331		19	255		47	212		12	105	
Internal Link Dist (ft)		1097			1308			83			571	
Turn Bay Length (ft)	75			75			65			150		
Base Capacity (vph)	401	1088		364	1125		482	826		470	822	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.43		0.07	0.34		0.17	0.35		0.04	0.19	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 60.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 23.5

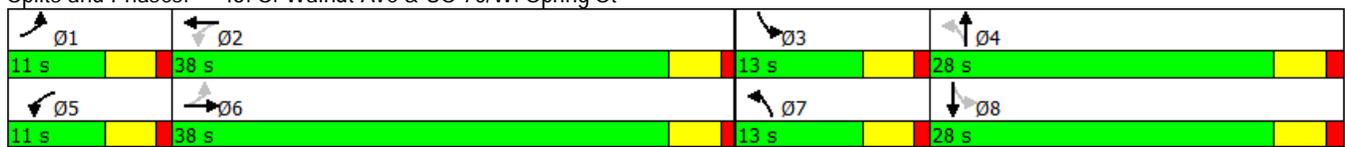
Intersection LOS: C

Intersection Capacity Utilization 59.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 43: S. Walnut Ave & US 70/W. Spring St



Lanes, Volumes, Timings  
44: Scott Ave & US 70/W. Spring St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	420	40	30	320	20	30	40	35	10	25	25
Future Volume (vph)	10	420	40	30	320	20	30	40	35	10	25	25
Satd. Flow (prot)	1641	1801	0	1805	1847	0	1805	1662	0	1626	1663	0
Flt Permitted	0.544			0.361			0.571			0.816		
Satd. Flow (perm)	940	1801	0	686	1847	0	1085	1662	0	1397	1663	0
Satd. Flow (RTOR)		8			5			40			32	
Peak Hour Factor	0.83	0.96	0.77	0.68	0.94	0.83	0.68	0.83	0.88	0.83	0.69	0.78
Heavy Vehicles (%)	10%	4%	2%	0%	2%	0%	0%	7%	6%	11%	8%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	490	0	44	364	0	44	88	0	12	68	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	11.0	45.0		11.0	45.0		11.0	23.0		11.0	23.0	
Total Lost Time (s)	5.0	5.6		5.0	5.6		5.0	5.6		5.0	5.6	
Act Effct Green (s)	31.1	32.1		32.9	35.8		12.5	11.2		10.7	7.6	
Actuated g/C Ratio	0.61	0.63		0.65	0.70		0.25	0.22		0.21	0.15	
v/c Ratio	0.02	0.43		0.07	0.28		0.12	0.22		0.04	0.25	
Control Delay	6.9	14.9		6.8	9.6		18.7	16.2		18.6	20.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.9	14.9		6.8	9.6		18.7	16.2		18.6	20.2	
LOS	A	B		A	A		B	B		B	C	
Approach Delay		14.8			9.3			17.0			19.9	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	2	152		7	69		11	13		3	12	
Queue Length 95th (ft)	8	273		15	187		29	54		15	35	
Internal Link Dist (ft)		700			1097			288			469	
Turn Bay Length (ft)	75			75			40			75		
Base Capacity (vph)	679	1361		607	1395		379	730		342	721	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.02	0.36		0.07	0.26		0.12	0.12		0.04	0.09	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 50.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 13.4

Intersection LOS: B

Intersection Capacity Utilization 42.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 44: Scott Ave & US 70/W. Spring St

11 s	45 s	11 s	23 s
11 s	45 s	11 s	23 s

Lanes, Volumes, Timings  
45: S, Maple Ave/N. Maple Ave & E. Broad St

Cookeville 2017 Existing Conditions

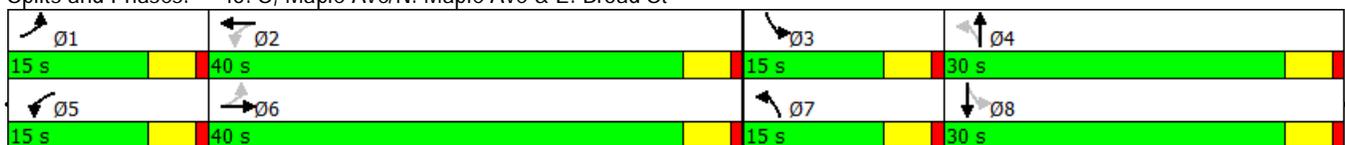
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	95	55	50	470	150	25	180	45	25	290	15
Future Volume (vph)	5	95	55	50	470	150	25	180	45	25	290	15
Satd. Flow (prot)	1805	1784	0	1770	1804	0	1805	1815	0	1736	1853	0
Flt Permitted	0.137			0.513			0.238			0.400		
Satd. Flow (perm)	260	1784	0	956	1804	0	452	1815	0	731	1853	0
Satd. Flow (RTOR)		32			23			13			2	
Peak Hour Factor	0.63	0.64	0.65	0.89	0.95	0.72	0.89	0.79	0.70	0.69	0.76	0.94
Heavy Vehicles (%)	0%	1%	0%	2%	1%	0%	0%	1%	2%	4%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	233	0	56	703	0	28	292	0	36	398	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	40.0		15.0	40.0		15.0	30.0		15.0	30.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	41.1	36.0		42.8	41.1		30.8	25.7		30.8	25.7	
Actuated g/C Ratio	0.47	0.41		0.49	0.47		0.35	0.29		0.35	0.29	
v/c Ratio	0.03	0.31		0.10	0.82		0.09	0.54		0.10	0.73	
Control Delay	12.8	19.3		13.0	31.0		18.9	32.2		18.9	40.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	12.7		0.0	0.0	
Total Delay	12.8	19.3		13.0	31.0		18.9	44.9		18.9	40.1	
LOS	B	B		B	C		B	D		B	D	
Approach Delay		19.1			29.7			42.7			38.4	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	2	92		18	335		11	157		14	238	
Queue Length 95th (ft)	7	99		38	#712		28	207		26	282	
Internal Link Dist (ft)		1084			778			149			437	
Turn Bay Length (ft)	60			65			40			85		
Base Capacity (vph)	304	754		565	861		319	543		377	547	
Starvation Cap Reductn	0	0		0	0		0	225		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.31		0.10	0.82		0.09	0.92		0.10	0.73	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 87.4  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 32.8  
 Intersection Capacity Utilization 70.7%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 45: S, Maple Ave/N. Maple Ave & E. Broad St



Lanes, Volumes, Timings  
 46: S. Dixie Ave/N. Dixie Ave & E. Broad St

Cookeville 2017 Existing Conditions

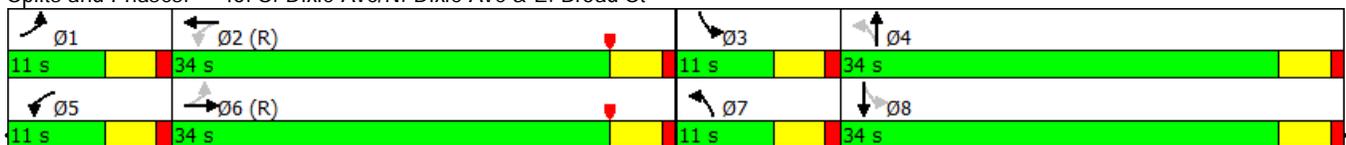
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	165	10	15	270	80	15	110	15	30	70	15
Future Volume (vph)	15	165	10	15	270	80	15	110	15	30	70	15
Satd. Flow (prot)	1805	1850	0	1805	1814	0	1805	1860	0	1805	1820	0
Flt Permitted	0.427			0.614			0.690			0.425		
Satd. Flow (perm)	811	1850	0	1167	1814	0	1311	1860	0	808	1820	0
Satd. Flow (RTOR)		3			20			5			18	
Peak Hour Factor	0.47	0.75	0.83	0.75	0.89	0.77	0.75	0.61	0.94	0.68	0.88	0.63
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	232	0	20	407	0	20	196	0	44	104	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	11.0	34.0		11.0	34.0		11.0	34.0		11.0	34.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	56.6	54.0		55.2	51.7		18.2	14.7		19.8	17.2	
Actuated g/C Ratio	0.63	0.60		0.61	0.57		0.20	0.16		0.22	0.19	
v/c Ratio	0.06	0.21		0.03	0.39		0.07	0.64		0.18	0.29	
Control Delay	8.5	12.1		9.3	13.8		12.1	25.0		24.6	26.8	
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	
Total Delay	8.5	12.1		9.3	13.9		12.1	25.1		24.6	26.8	
LOS	A	B		A	B		B	C		C	C	
Approach Delay		11.7			13.7			23.9			26.1	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	7	54		4	78		4	40		18	37	
Queue Length 95th (ft)	11	110		11	119		11	44		30	82	
Internal Link Dist (ft)		1234			353			209			174	
Turn Bay Length (ft)	130			45			60			75		
Base Capacity (vph)	578	1111		760	1050		299	602		247	598	
Starvation Cap Reductn	0	0		0	97		0	7		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.21		0.03	0.43		0.07	0.33		0.18	0.17	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 17.0  
 Intersection Capacity Utilization 46.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 46: S. Dixie Ave/N. Dixie Ave & E. Broad St



AM Peak Hour  
 WSP

Lanes, Volumes, Timings  
47: S. Walnut Ave/N. Walnut Ave & E. Broad St

Cookeville 2017 Existing Conditions

05/16/2017

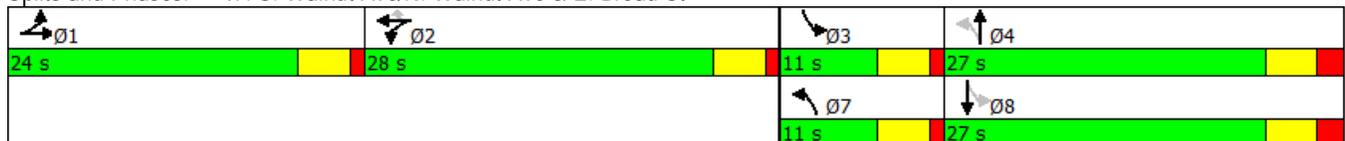
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	140	15	30	145	80	20	205	35	20	95	10
Future Volume (vph)	10	140	15	30	145	80	20	205	35	20	95	10
Satd. Flow (prot)	0	1856	0	0	1869	1599	1805	1854	0	1736	1820	0
Flt Permitted		0.998			0.992		0.668			0.413		
Satd. Flow (perm)	0	1856	0	0	1869	1599	1269	1854	0	755	1820	0
Satd. Flow (RTOR)		5				138		10			5	
Peak Hour Factor	1.00	0.78	0.75	0.94	0.84	0.74	1.00	0.88	0.80	1.00	0.74	0.83
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	0%	4%	2%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	0	0	205	108	20	277	0	20	140	0
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	1		2	2		7	4		3	8	
Permitted Phases						2	4			8		
Total Split (s)	24.0	24.0		28.0	28.0	28.0	11.0	27.0		11.0	27.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	4.0		5.0	4.0	
Act Effct Green (s)		12.0			12.2	12.2	16.5	15.9		16.5	15.9	
Actuated g/C Ratio		0.20			0.21	0.21	0.28	0.27		0.28	0.27	
v/c Ratio		0.55			0.53	0.24	0.05	0.55		0.06	0.28	
Control Delay		29.7			29.3	4.7	16.0	25.3		16.2	21.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		29.7			29.3	4.7	16.0	25.3		16.2	21.8	
LOS		C			C	A	B	C		B	C	
Approach Delay		29.7			20.8			24.6			21.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		53			53	0	4	65		4	30	
Queue Length 95th (ft)		141			151	10	21	200		21	86	
Internal Link Dist (ft)		512			1234			571			477	
Turn Bay Length (ft)							120			140		
Base Capacity (vph)		667			810	771	416	809		322	792	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.31			0.25	0.14	0.05	0.34		0.06	0.18	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 58.8  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 23.9  
 Intersection Capacity Utilization 41.9%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 47: S. Walnut Ave/N. Walnut Ave & E. Broad St



Lanes, Volumes, Timings  
48: S. Cedar Ave & E. Broad St

Cookeville 2017 Existing Conditions

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	20	5	20	25	120	5	85	10	130	45	15
Future Volume (vph)	30	20	5	20	25	120	5	85	10	130	45	15
Satd. Flow (prot)	0	1797	0	0	1685	0	0	1844	0	0	1795	0
Flt Permitted		0.973			0.994			0.998			0.968	
Satd. Flow (perm)	0	1797	0	0	1685	0	0	1844	0	0	1795	0
Peak Hour Factor	0.63	0.63	0.63	0.71	0.69	0.79	1.00	0.69	0.83	0.83	0.75	0.63
Heavy Vehicles (%)	3%	0%	0%	0%	0%	2%	20%	1%	0%	1%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	216	0	0	140	0	0	241	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 33.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Intersection Delay, s/veh 9.8  
Intersection LOS A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔				↔	
Traffic Vol, veh/h	0	30	20	5	0	20	25	120	0	5	85	10
Future Vol, veh/h	0	30	20	5	0	20	25	120	0	5	85	10
Peak Hour Factor	0.92	0.63	0.63	0.63	0.92	0.71	0.69	0.79	0.92	1.00	0.69	0.83
Heavy Vehicles, %	2	3	0	0	2	0	0	2	2	20	1	0
Mvmt Flow	0	48	32	8	0	28	36	152	0	5	123	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.1	9.4	9.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	55%	12%	68%
Vol Thru, %	85%	36%	15%	24%
Vol Right, %	10%	9%	73%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	55	165	190
LT Vol	5	30	20	130
Through Vol	85	20	25	45
RT Vol	10	5	120	15
Lane Flow Rate	140	87	216	240
Geometry Grp	1	1	1	1
Degree of Util (X)	0.203	0.127	0.274	0.328
Departure Headway (Hd)	5.217	5.23	4.557	4.91
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	682	679	783	726
Service Time	3.296	3.311	2.622	2.981
HCM Lane V/C Ratio	0.205	0.128	0.276	0.331
HCM Control Delay	9.6	9.1	9.4	10.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.8	0.4	1.1	1.4

Intersection

Intersection Delay, s/veh  
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	130	45	15
Future Vol, veh/h	0	130	45	15
Peak Hour Factor	0.92	0.83	0.75	0.63
Heavy Vehicles, %	2	1	2	0
Mvmt Flow	0	157	60	24
Number of Lanes	0	0	1	0
Approach	SB			
Opposing Approach	NB			
Opposing Lanes	1			
Conflicting Approach Left	WB			
Conflicting Lanes Left	1			
Conflicting Approach Right	EB			
Conflicting Lanes Right	1			
HCM Control Delay	10.4			
HCM LOS	B			

Lanes, Volumes, Timings  
 49: S. Cedar Ave/N. Cedar Ave & W, Broad St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	125	95	130	60	30
Future Volume (vph)	60	125	95	130	60	30
Satd. Flow (prot)	1787	1615	0	1838	1813	0
Flt Permitted	0.950			0.981		
Satd. Flow (perm)	1787	1615	0	1838	1813	0
Peak Hour Factor	0.83	0.74	0.79	0.68	0.75	0.94
Heavy Vehicles (%)	1%	0%	2%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	169	0	311	112	0
Sign Control	Stop			Stop	Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 28.8%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Intersection Delay, s/veh 9.9  
 Intersection LOS A

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations		↶	↷			↷		↶	
Traffic Vol, veh/h	0	60	125	0	95	130	0	60	30
Future Vol, veh/h	0	60	125	0	95	130	0	60	30
Peak Hour Factor	0.92	0.83	0.74	0.92	0.79	0.68	0.92	0.75	0.94
Heavy Vehicles, %	2	1	0	2	2	1	2	1	0
Mvmt Flow	0	72	169	0	120	191	0	80	32
Number of Lanes	0	1	1	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach			NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	9.1	11.1	8.5
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	42%	100%	0%	0%
Vol Thru, %	58%	0%	0%	67%
Vol Right, %	0%	0%	100%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	60	125	90
LT Vol	95	60	0	0
Through Vol	130	0	0	60
RT Vol	0	0	125	30
Lane Flow Rate	311	72	169	112
Geometry Grp	2	7	7	2
Degree of Util (X)	0.41	0.121	0.225	0.146
Departure Headway (Hd)	4.74	6.017	4.79	4.683
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	757	594	745	762
Service Time	2.783	3.772	2.544	2.737
HCM Lane V/C Ratio	0.411	0.121	0.227	0.147
HCM Control Delay	11.1	9.6	8.9	8.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2	0.4	0.9	0.5

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	80	225	5	240	390
Future Volume (vph)	0	80	225	5	240	390
Satd. Flow (prot)	1900	1615	1823	0	0	1822
Flt Permitted						0.980
Satd. Flow (perm)	1900	1615	1823	0	0	1822
Peak Hour Factor	0.25	0.83	0.89	1.00	0.76	0.86
Heavy Vehicles (%)	0%	0%	4%	0%	1%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	96	258	0	0	769
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 52.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↔			↕
Traffic Vol, veh/h	0	80	225	5	240	390
Future Vol, veh/h	0	80	225	5	240	390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	83	89	100	76	86
Heavy Vehicles, %	0	0	4	0	1	3
Mvmt Flow	0	96	253	5	316	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1340	255	0	0	258	0
Stage 1	255	-	-	-	-	-
Stage 2	1085	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	170	789	-	-	1313	-
Stage 1	792	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	115	789	-	-	1313	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	222	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	10.2		0		3.5
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	789	1313	-
HCM Lane V/C Ratio	-	-	-	0.122	0.241	-
HCM Control Delay (s)	-	-	0	10.2	8.6	0
HCM Lane LOS	-	-	A	B	A	A
HCM 95th %tile Q(veh)	-	-	-	0.4	0.9	-

Lanes, Volumes, Timings  
 51: W. Jackson St/Pippin Rd & US 70/W. Broad St

Cookeville 2017 Existing Conditions

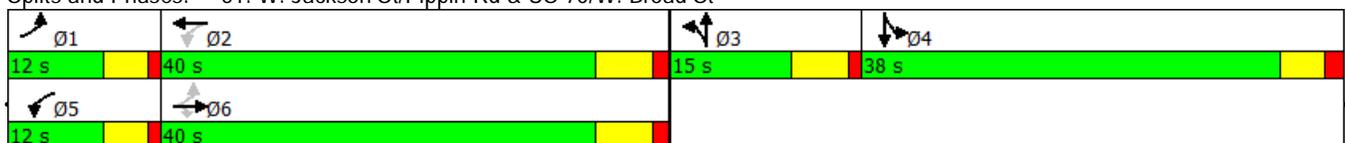
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	435	300	25	175	30	105	80	10	120	275	5
Future Volume (vph)	5	435	300	25	175	30	105	80	10	120	275	5
Satd. Flow (prot)	1805	1845	1553	1752	1771	0	1719	1900	1615	0	1859	0
Flt Permitted	0.559			0.125			0.950				0.984	
Satd. Flow (perm)	1062	1845	1553	231	1771	0	1719	1900	1615	0	1859	0
Satd. Flow (RTOR)			189		9				187			
Peak Hour Factor	1.00	0.82	0.78	0.69	0.84	0.83	0.91	0.67	0.83	0.68	0.76	1.00
Heavy Vehicles (%)	0%	3%	4%	3%	3%	16%	5%	0%	0%	0%	0%	50%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	530	385	36	244	0	115	119	12	0	543	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	Free	Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases	6		6	2					Free			
Total Split (s)	12.0	40.0	40.0	12.0	40.0		15.0	15.0		38.0	38.0	
Total Lost Time (s)	5.0	4.0	4.0	5.0	4.0		4.0	4.0			4.0	
Act Effct Green (s)	34.2	32.3	32.3	37.0	36.8		10.9	10.9	93.4		31.4	
Actuated g/C Ratio	0.37	0.35	0.35	0.40	0.39		0.12	0.12	1.00		0.34	
v/c Ratio	0.01	0.83	0.58	0.18	0.35		0.57	0.54	0.01		0.87	
Control Delay	16.4	42.4	17.2	18.8	21.5		55.5	52.7	0.0		47.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	16.4	42.4	17.2	18.8	21.5		55.5	52.7	0.0		47.2	
LOS	B	D	B	B	C		E	D	A		D	
Approach Delay		31.7			21.2			51.5			47.2	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	2	324	103	13	96		75	77	0		345	
Queue Length 95th (ft)	9	406	148	24	169		#149	100	0		384	
Internal Link Dist (ft)		1551			2304			1891			664	
Turn Bay Length (ft)	100		100	100			350					
Base Capacity (vph)	455	734	731	208	794		209	231	1615		698	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.01	0.72	0.53	0.17	0.31		0.55	0.52	0.01		0.78	

Intersection Summary

Cycle Length: 105  
 Actuated Cycle Length: 93.4  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 36.9  
 Intersection Capacity Utilization 57.6%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service B  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 51: W. Jackson St/Pippin Rd & US 70/W. Broad St



Lanes, Volumes, Timings  
52: E.10th St & Brown Ave N

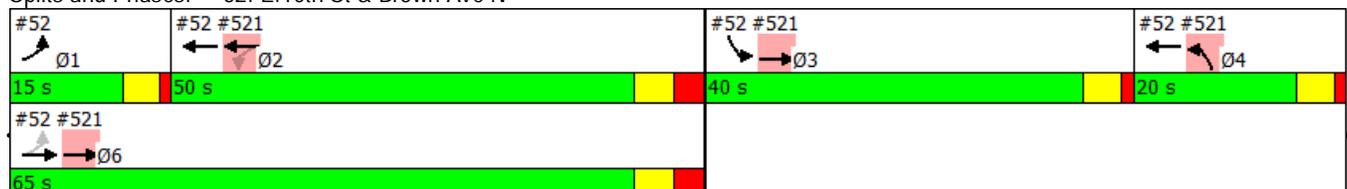
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø4
Lane Configurations								
Traffic Volume (vph)	25	475	725	115	120	25		
Future Volume (vph)	25	475	725	115	120	25		
Satd. Flow (prot)	1671	1845	1845	0	1645	0		
Flt Permitted	0.082				0.964			
Satd. Flow (perm)	144	1845	1845	0	1645	0		
Satd. Flow (RTOR)			10		14			
Peak Hour Factor	0.89	0.96	0.88	0.76	0.73	0.45		
Heavy Vehicles (%)	8%	3%	1%	0%	6%	12%		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	28	495	975	0	220	0		
Turn Type	pm+pt	NA	NA		Prot			
Protected Phases	1	6	2 4		3		2	4
Permitted Phases	6							
Total Split (s)	15.0	65.0			40.0		50.0	20.0
Total Lost Time (s)	5.0	4.0			5.4			
Act Effct Green (s)	53.7	54.7	64.9		18.8			
Actuated g/C Ratio	0.52	0.53	0.63		0.18			
v/c Ratio	0.13	0.51	0.84		0.71			
Control Delay	14.7	18.5	12.1		50.8			
Queue Delay	0.0	0.0	0.0		0.0			
Total Delay	14.7	18.5	12.1		50.8			
LOS	B	B	B		D			
Approach Delay		18.3	12.1		50.8			
Approach LOS		B	B		D			
Queue Length 50th (ft)	9	199	123		138			
Queue Length 95th (ft)	26	339	m119		169			
Internal Link Dist (ft)		2500	23		665			
Turn Bay Length (ft)	100							
Base Capacity (vph)	224	1106	1161		568			
Starvation Cap Reductn	0	0	0		0			
Spillback Cap Reductn	0	0	0		0			
Storage Cap Reductn	0	0	0		0			
Reduced v/c Ratio	0.13	0.45	0.84		0.39			

Intersection Summary

Cycle Length: 125  
 Actuated Cycle Length: 103.3  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.09  
 Intersection Signal Delay: 19.0  
 Intersection Capacity Utilization 63.0%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 52: E.10th St & Brown Ave N



Lanes, Volumes, Timings  
53: Fisk Rd & E.10th St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	480	20	15	650	195	45	110	10	195	40	130
Future Volume (vph)	50	480	20	15	650	195	45	110	10	195	40	130
Satd. Flow (prot)	1770	1832	0	1805	1863	1538	0	1820	0	0	1649	1583
Flt Permitted	0.081			0.195				0.990			0.959	
Satd. Flow (perm)	151	1832	0	370	1863	1538	0	1820	0	0	1649	1583
Satd. Flow (RTOR)		2				127		2				148
Peak Hour Factor	0.83	0.83	0.83	0.75	0.96	0.83	0.75	0.51	0.83	0.80	0.91	0.88
Heavy Vehicles (%)	2%	3%	5%	0%	2%	5%	6%	2%	0%	12%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	602	0	20	677	235	0	288	0	0	288	148
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2			6		6						3
Total Split (s)	15.0	50.0		15.0	50.0	50.0	30.0	30.0		30.0	30.0	30.0
Total Lost Time (s)	5.0	4.0		5.0	4.0	4.0		5.0			5.0	5.0
Act Effct Green (s)	53.4	51.1		49.1	45.5	45.5		21.6			22.9	22.9
Actuated g/C Ratio	0.47	0.45		0.43	0.40	0.40		0.19			0.20	0.20
v/c Ratio	0.34	0.73		0.09	0.91	0.34		0.83			0.87	0.34
Control Delay	22.8	34.6		18.2	52.7	13.9		66.6			72.1	9.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	22.8	34.6		18.2	52.7	13.9		66.6			72.1	9.0
LOS	C	C		B	D	B		E			E	A
Approach Delay		33.5			42.2			66.6			50.7	
Approach LOS		C			D			E			D	
Queue Length 50th (ft)	25	356		8	517	56		216			221	0
Queue Length 95th (ft)	46	523		19	#791	107		164			#383	53
Internal Link Dist (ft)		2105			3570			811			723	
Turn Bay Length (ft)	200			175		175						250
Base Capacity (vph)	216	844		297	767	707		408			368	469
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.28	0.71		0.07	0.88	0.33		0.71			0.78	0.32

Intersection Summary

Cycle Length: 125  
 Actuated Cycle Length: 114.1  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 44.3  
 Intersection Capacity Utilization 68.6%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service C

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 53: Fisk Rd & E.10th St



Lanes, Volumes, Timings  
 54: N. Old Kentucky Rd & E.10th St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	530	185	190	710	125	170
Future Volume (vph)	530	185	190	710	125	170
Satd. Flow (prot)	1776	1553	1805	1845	1770	1583
Flt Permitted			0.193		0.950	
Satd. Flow (perm)	1776	1553	367	1845	1770	1583
Satd. Flow (RTOR)		264				288
Peak Hour Factor	0.88	0.70	0.68	0.85	0.74	0.59
Heavy Vehicles (%)	7%	4%	0%	3%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	602	264	279	835	169	288
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	1 2	4	
Permitted Phases		2	1 2			4
Total Split (s)	45.0	45.0	26.0		19.0	19.0
Total Lost Time (s)	4.0	4.0	5.0		5.4	4.7
Act Effct Green (s)	36.0	36.0	54.8	59.9	11.4	12.1
Actuated g/C Ratio	0.44	0.44	0.67	0.73	0.14	0.15
v/c Ratio	0.77	0.32	0.47	0.62	0.69	0.60
Control Delay	27.8	3.1	9.1	8.0	50.5	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	3.1	9.1	8.0	50.5	10.3
LOS	C	A	A	A	D	B
Approach Delay	20.2			8.3	25.2	
Approach LOS	C			A	C	
Queue Length 50th (ft)	269	0	40	186	91	0
Queue Length 95th (ft)	391	12	47	254	126	0
Internal Link Dist (ft)	3570			975	734	
Turn Bay Length (ft)		400	125		175	
Base Capacity (vph)	909	924	628	1482	300	519
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.29	0.44	0.56	0.56	0.55

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 82  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 15.7  
 Intersection Capacity Utilization 57.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 54: N. Old Kentucky Rd & E.10th St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

55: SR 111 SB On-Ramp/SR 111 SB Off-Ramp & E.10th St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	450	235	295	715	0	0	0	0	145	0	320
Future Volume (vph)	0	450	235	295	715	0	0	0	0	145	0	320
Satd. Flow (prot)	0	3243	0	1687	3471	0	0	0	0	1752	0	1583
Flt Permitted				0.185						0.950		
Satd. Flow (perm)	0	3243	0	329	3471	0	0	0	0	1752	0	1583
Satd. Flow (RTOR)		277										222
Peak Hour Factor	0.25	0.88	0.71	0.90	0.80	0.25	0.25	0.25	0.25	0.74	0.25	0.82
Heavy Vehicles (%)	0%	2%	9%	7%	4%	0%	0%	0%	0%	3%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	842	0	328	894	0	0	0	0	196	0	390
Turn Type		NA		pm+pt	NA					Prot		Perm
Protected Phases		6		5	2					8		
Permitted Phases				2								8
Total Split (s)		55.0		15.0	70.0					20.0		20.0
Total Lost Time (s)		3.4		3.2	4.0					6.4		5.9
Act Effct Green (s)		24.5		39.6	38.8					13.2		13.7
Actuated g/C Ratio		0.39		0.63	0.62					0.21		0.22
v/c Ratio		0.58		0.71	0.41					0.53		0.75
Control Delay		11.6		18.2	6.7					28.2		21.1
Queue Delay		0.0		0.0	0.0					0.0		0.0
Total Delay		11.6		18.2	6.7					28.2		21.1
LOS		B		B	A					C		C
Approach Delay		11.6			9.8						23.5	
Approach LOS		B			A						C	
Queue Length 50th (ft)		82		49	79					66		55
Queue Length 95th (ft)		126		#158	93					103		#127
Internal Link Dist (ft)		570			785			708			972	
Turn Bay Length (ft)				120								150
Base Capacity (vph)		2730		465	3471					382		529
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		0.31		0.71	0.26					0.51		0.74

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 62.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 13.4

Intersection LOS: B

Intersection Capacity Utilization 59.1%

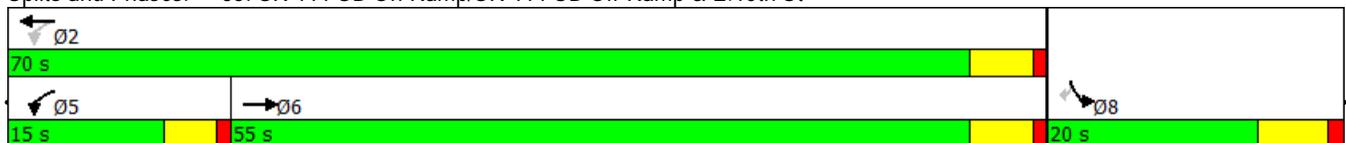
ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 55: SR 111 SB On-Ramp/SR 111 SB Off-Ramp & E.10th St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

56: SR 111 NB Off-Ramp/SR 111 NB On-Ramp & E.10th St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	490	0	0	715	110	285	0	245	0	0	0
Future Volume (vph)	105	490	0	0	715	110	285	0	245	0	0	0
Satd. Flow (prot)	1719	3539	0	0	3385	0	1703	0	1509	0	0	0
Flt Permitted	0.137						0.950					
Satd. Flow (perm)	248	3539	0	0	3385	0	1703	0	1509	0	0	0
Satd. Flow (RTOR)					23				322			
Peak Hour Factor	0.91	0.85	0.25	0.25	0.84	0.92	0.75	0.25	0.76	0.25	0.25	0.25
Heavy Vehicles (%)	5%	2%	0%	0%	4%	9%	6%	0%	7%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	576	0	0	971	0	380	0	322	0	0	0
Turn Type	pm+pt	NA			NA		Prot		Perm			
Protected Phases	1	6			2		4					
Permitted Phases	6								4			
Total Split (s)	15.0	60.0			45.0		30.0		30.0			
Total Lost Time (s)	5.0	4.0			4.0		4.0		4.0			
Act Effct Green (s)	37.0	38.1			28.8		22.1		22.1			
Actuated g/C Ratio	0.54	0.55			0.42		0.32		0.32			
v/c Ratio	0.39	0.29			0.68		0.70		0.46			
Control Delay	11.5	8.4			19.8		32.0		5.4			
Queue Delay	0.0	0.0			0.5		0.0		0.0			
Total Delay	11.5	8.4			20.3		32.0		5.4			
LOS	B	A			C		C		A			
Approach Delay		8.9			20.3			19.8				
Approach LOS		A			C			B				
Queue Length 50th (ft)	23	65			186		150		0			
Queue Length 95th (ft)	47	89			244		235		27			
Internal Link Dist (ft)		785			131			909			832	
Turn Bay Length (ft)	400								150			
Base Capacity (vph)	368	2796			2148		707		815			
Starvation Cap Reductn	0	0			654		0		0			
Spillback Cap Reductn	0	0			0		0		0			
Storage Cap Reductn	0	0			0		0		0			
Reduced v/c Ratio	0.31	0.21			0.65		0.54		0.40			

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 69

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 16.8

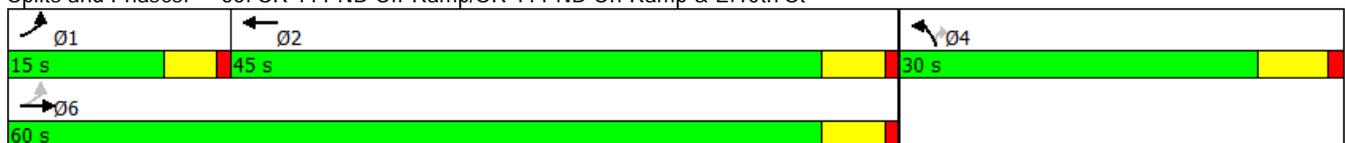
Intersection LOS: B

Intersection Capacity Utilization 59.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 56: SR 111 NB Off-Ramp/SR 111 NB On-Ramp & E.10th St



Lanes, Volumes, Timings  
57: Burton Branch Rd & E.10th St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	525	210	40	595	235	70
Future Volume (vph)	525	210	40	595	235	70
Satd. Flow (prot)	3331	0	1612	3471	1703	1455
Flt Permitted			0.156		0.950	
Satd. Flow (perm)	3331	0	265	3471	1703	1455
Satd. Flow (RTOR)	121					88
Peak Hour Factor	0.82	0.77	0.77	0.94	0.74	0.80
Heavy Vehicles (%)	2%	7%	12%	4%	6%	11%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	913	0	52	633	318	88
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Total Split (s)	55.0		15.0	70.0	20.0	20.0
Total Lost Time (s)	4.0		5.0	4.0	4.0	4.0
Act Effct Green (s)	22.8		29.1	30.2	16.9	16.9
Actuated g/C Ratio	0.41		0.52	0.54	0.30	0.30
v/c Ratio	0.64		0.14	0.34	0.61	0.17
Control Delay	14.1		5.9	6.8	28.2	6.8
Queue Delay	0.1		0.0	0.0	0.0	0.0
Total Delay	14.2		5.9	6.8	28.2	6.8
LOS	B		A	A	C	A
Approach Delay	14.2			6.7	23.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	126		7	51	107	0
Queue Length 95th (ft)	155		15	72	#170	25
Internal Link Dist (ft)	131			316	647	
Turn Bay Length (ft)			100			175
Base Capacity (vph)	2910		395	3432	518	504
Starvation Cap Reductn	530		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.38		0.13	0.18	0.61	0.17

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 55.5  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 13.5  
 Intersection Capacity Utilization 52.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 57: Burton Branch Rd & E.10th St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

61: SR 135/S. Willow Ave & County Services Dr/Orchard St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	5	5	25	25	60	35	815	5	50	670	35
Future Volume (vph)	10	5	5	25	25	60	35	815	5	50	670	35
Satd. Flow (prot)	1687	1444	0	0	1722	0	1787	3502	0	1805	3397	0
Flt Permitted	0.635				0.925		0.319			0.220		
Satd. Flow (perm)	1128	1444	0	0	1610	0	600	3502	0	418	3397	0
Satd. Flow (RTOR)		12			50			1			14	
Peak Hour Factor	0.83	1.00	0.42	0.69	0.57	0.79	0.51	0.91	0.63	0.54	0.93	0.58
Heavy Vehicles (%)	7%	0%	25%	0%	0%	4%	1%	3%	0%	0%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	17	0	0	156	0	69	904	0	93	780	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			3		5	2		1	6	
Permitted Phases	4			3			2			6		
Total Split (s)	25.0	25.0		25.0	25.0		14.0	50.0		15.0	51.0	
Total Lost Time (s)	4.0	4.0			4.0		5.0	4.0		5.0	4.0	
Act Effct Green (s)	11.0	11.0			11.0		30.5	26.7		31.9	29.2	
Actuated g/C Ratio	0.20	0.20			0.20		0.56	0.49		0.58	0.53	
v/c Ratio	0.05	0.06			0.43		0.15	0.53		0.23	0.43	
Control Delay	20.5	13.7			18.8		5.3	12.4		6.0	10.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	20.5	13.7			18.8		5.3	12.4		6.0	10.2	
LOS	C	B			B		A	B		A	B	
Approach Delay		16.5			18.8			11.9			9.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	3	1			28		7	105		9	85	
Queue Length 95th (ft)	15	16			45		12	189		16	155	
Internal Link Dist (ft)		674			289			17			564	
Turn Bay Length (ft)	100						100			200		
Base Capacity (vph)	444	575			664		557	2992		517	2953	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.03	0.03			0.23		0.12	0.30		0.18	0.26	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 54.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 11.6

Intersection LOS: B

Intersection Capacity Utilization 51.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 61: SR 135/S. Willow Ave & County Services Dr/Orchard St



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	0	0	35	0	40
Future Volume (vph)	5	0	0	35	0	40
Satd. Flow (prot)	1770	0	0	1611	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1611	0	1863
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	38	0	43
Sign Control	Yield		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 13.3%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings  
 241: SR 136/S. Jefferson Ave & Fairground St

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	5	5	5	930	425	5
Future Volume (vph)	5	5	5	930	425	5
Satd. Flow (prot)	864	0	0	5037	3469	0
Flt Permitted	0.976					
Satd. Flow (perm)	864	0	0	5037	3469	0
Peak Hour Factor	1.00	1.00	0.63	0.81	0.75	1.00
Heavy Vehicles (%)	100%	100%	0%	3%	4%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	1156	572	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 31.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑↑	↑↓	
Traffic Vol, veh/h	5	5	5	930	425	5
Future Vol, veh/h	5	5	5	930	425	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	63	81	75	100
Heavy Vehicles, %	100	100	0	3	4	0
Mvmt Flow	5	5	8	1148	567	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1044	286	572	0	-	0
Stage 1	569	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	8.25	8.9	4.1	-	-	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	8	-	-	-	-	-
Follow-up Hdwy	4.65	4.3	2.2	-	-	-
Pot Cap-1 Maneuver	129	487	1011	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	487	1011	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	17.7		0.2		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1011	-	293	-	-
HCM Lane V/C Ratio	0.008	-	0.034	-	-
HCM Control Delay (s)	8.6	0.1	17.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	455	275	40	0	0
Future Volume (vph)	0	455	275	40	0	0
Satd. Flow (prot)	0	3336	3245	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3336	3245	0	0	0
Peak Hour Factor	0.25	0.86	0.71	0.71	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	1%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	529	443	0	0	0
Sign Control		Free	Free		Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 15.9%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

361: US 70/E. Spring St & I-40 WB On-Ramp (SB)/I-40 WB On-Ramp (NB)

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	170	365	5	0	190	95
Future Volume (vph)	0	0	0	0	0	0	170	365	5	0	190	95
Satd. Flow (prot)	0	0	0	0	0	0	0	3349	0	0	3007	0
Flt Permitted								0.984				
Satd. Flow (perm)	0	0	0	0	0	0	0	3349	0	0	3007	0
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.76	0.77	0.63	0.25	0.82	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	7%	19%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	706	0	0	336	0
Sign Control		Free			Free			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 30.1%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings  
521: Brown Ave S & E.10th St

Cookeville 2017 Existing Conditions

05/16/2017

									
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø3	Ø6
Lane Configurations									
Traffic Volume (vph)	580	20	5	800	35	5			
Future Volume (vph)	580	20	5	800	35	5			
Satd. Flow (prot)	1836	0	1805	1881	1786	0			
Flt Permitted			0.383		0.959				
Satd. Flow (perm)	1836	0	728	1881	1786	0			
Satd. Flow (RTOR)	6				6				
Peak Hour Factor	0.92	0.71	0.42	0.86	0.49	0.42			
Heavy Vehicles (%)	3%	0%	0%	1%	0%	0%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	658	0	12	930	83	0			
Turn Type	NA		Perm	NA	Prot				
Protected Phases	3 6			2	4		1	3	6
Permitted Phases			2						
Total Split (s)			50.0	50.0	20.0		15.0	40.0	65.0
Total Lost Time (s)			4.0	4.0	5.4				
Act Effct Green (s)	77.5		46.7	46.7	14.8				
Actuated g/C Ratio	0.75		0.45	0.45	0.14				
v/c Ratio	0.48		0.04	1.09	0.32				
Control Delay	1.3		21.8	89.6	44.5				
Queue Delay	0.0		0.0	3.6	0.0				
Total Delay	1.3		21.8	93.3	44.5				
LOS	A		C	F	D				
Approach Delay	1.3			92.4	44.5				
Approach LOS	A			F	D				
Queue Length 50th (ft)	3		5	-777	49				
Queue Length 95th (ft)	3		9	#1063	53				
Internal Link Dist (ft)	23			2105	565				
Turn Bay Length (ft)			115						
Base Capacity (vph)	1621		329	850	261				
Starvation Cap Reductn	0		0	0	0				
Spillback Cap Reductn	0		0	162	2				
Storage Cap Reductn	0		0	0	0				
Reduced v/c Ratio	0.41		0.04	1.35	0.32				

Intersection Summary

Cycle Length: 125  
 Actuated Cycle Length: 103.3  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.09  
 Intersection Signal Delay: 54.4  
 Intersection Capacity Utilization 59.9%  
 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: 521: Brown Ave S & E.10th St

#52 Ø1	#52 #521 Ø2	#52 #521 Ø3	#52 #521 Ø4
15 s	50 s	40 s	20 s
#52 #521 Ø6			
65 s			



Lanes, Volumes, Timings  
 1: SR 135/S. Willow Ave & Gould Dr/Winston Dr

Cookeville 2017 Existing Conditions

05/16/2017

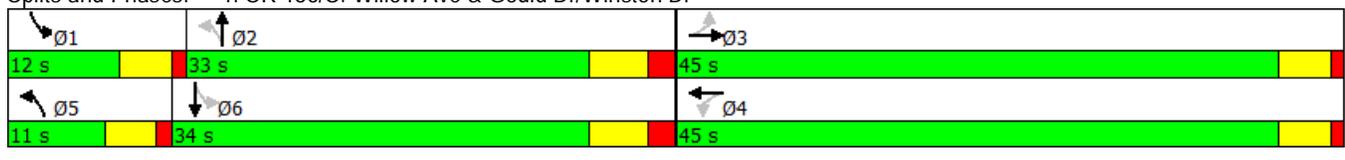
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	10	55	15	5	65	20	420	5	80	600	40
Future Volume (vph)	190	10	55	15	5	65	20	420	5	80	600	40
Satd. Flow (prot)	1770	1700	0	1703	1639	0	1805	3452	0	1787	3486	0
Flt Permitted	0.700			0.705			0.323			0.343		
Satd. Flow (perm)	1304	1700	0	1264	1639	0	614	3452	0	645	3486	0
Satd. Flow (RTOR)		56			76			3			10	
Peak Hour Factor	0.49	0.42	0.98	0.54	0.42	0.86	0.83	0.82	0.42	0.71	0.86	0.71
Heavy Vehicles (%)	2%	0%	0%	6%	0%	1%	0%	4%	16%	1%	1%	20%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	388	80	0	28	88	0	24	524	0	113	754	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		5	2		1	6	
Permitted Phases	3			4			2			6		
Total Split (s)	45.0	45.0		45.0	45.0		11.0	33.0		12.0	34.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	5.9		4.5	5.9	
Act Effct Green (s)	24.9	24.9		24.9	24.9		24.1	17.9		27.3	23.5	
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.38	0.28		0.43	0.37	
v/c Ratio	0.76	0.11		0.06	0.13		0.07	0.54		0.27	0.58	
Control Delay	28.8	6.7		13.9	5.2		12.8	23.5		13.8	20.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.8	6.7		13.9	5.2		12.8	23.5		13.8	20.6	
LOS	C	A		B	A		B	C		B	C	
Approach Delay		25.0			7.3			23.1			19.7	
Approach LOS		C			A			C			B	
Queue Length 50th (ft)	120	5		6	3		4	88		22	95	
Queue Length 95th (ft)	113	5		14	1		19	157		53	242	
Internal Link Dist (ft)		927			612			1063			1812	
Turn Bay Length (ft)	200			150			200			200		
Base Capacity (vph)	882	1168		855	1134		374	1675		430	1757	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.07		0.03	0.08		0.06	0.31		0.26	0.43	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 63.4  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 21.1  
 Intersection Capacity Utilization 52.5%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 1: SR 135/S. Willow Ave & Gould Dr/Winston Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	5	55	0	0	0	0	515	230	350	765	0
Future Volume (vph)	235	5	55	0	0	0	0	515	230	350	765	0
Satd. Flow (prot)	1649	1568	0	0	0	0	0	3383	0	1770	3539	0
Flt Permitted	0.950	0.974								0.149		
Satd. Flow (perm)	1649	1568	0	0	0	0	0	3383	0	278	3539	0
Satd. Flow (RTOR)		51						77				
Peak Hour Factor	0.92	0.63	0.81	0.25	0.25	0.25	0.25	0.75	0.74	0.80	0.92	0.25
Heavy Vehicles (%)	4%	0%	7%	0%	0%	0%	0%	2%	1%	2%	2%	0%
Shared Lane Traffic (%)	34%											
Lane Group Flow (vph)	168	163	0	0	0	0	0	998	0	438	832	0
Turn Type	Split	NA						NA		pm+pt	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases										6		
Total Split (s)	45.0	45.0						27.0		18.0	45.0	
Total Lost Time (s)	5.2	5.2						4.7		4.5	4.7	
Act Effct Green (s)	11.6	11.6						22.4		40.6	40.4	
Actuated g/C Ratio	0.19	0.19						0.36		0.65	0.65	
v/c Ratio	0.54	0.49						0.79		0.86	0.36	
Control Delay	29.5	20.6						22.8		33.3	5.9	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	29.5	20.6						22.8		33.3	5.9	
LOS	C	C						C		C	A	
Approach Delay		25.1						22.8			15.4	
Approach LOS		C						C			B	
Queue Length 50th (ft)	60	38						156		101	61	
Queue Length 95th (ft)	114	53						193		#229	115	
Internal Link Dist (ft)		409			271			1812			858	
Turn Bay Length (ft)	200									410		
Base Capacity (vph)	1062	1028						1269		508	2307	
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	0.16	0.16						0.79		0.86	0.36	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 62

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 19.4

Intersection LOS: B

Intersection Capacity Utilization 63.6%

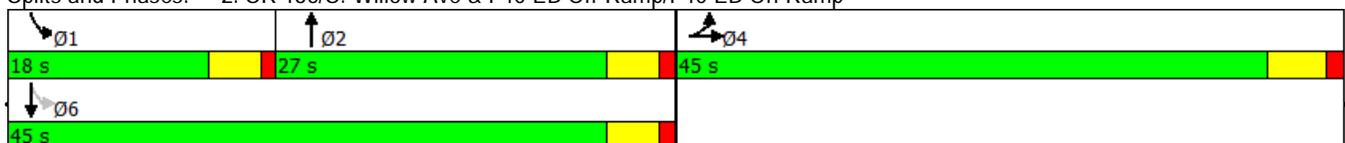
ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: SR 135/S. Willow Ave & I-40 EB Off-Ramp/I-40 EB On-Ramp



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

3: SR 135/S. Willow Ave & I-40 WB On-Ramp/I-40 WB Off-Ramp

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	185	5	275	40	700	0	0	940	290
Future Volume (vph)	0	0	0	185	5	275	40	700	0	0	940	290
Satd. Flow (prot)	0	0	0	0	1759	1583	1671	3539	0	0	3409	0
Flt Permitted					0.953		0.116					
Satd. Flow (perm)	0	0	0	0	1759	1583	204	3539	0	0	3409	0
Satd. Flow (RTOR)						85					51	
Peak Hour Factor	0.25	0.25	0.25	0.87	1.00	0.85	0.77	0.81	0.25	0.25	0.85	0.81
Heavy Vehicles (%)	0%	0%	0%	3%	0%	2%	8%	2%	0%	0%	1%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	218	324	52	864	0	0	1464	0
Turn Type				Split	NA	Perm	pm+pt	NA			NA	
Protected Phases				4	4		5	2			6	
Permitted Phases						4	2					
Total Split (s)				45.0	45.0	45.0	10.6	45.0			34.4	
Total Lost Time (s)					5.4	5.4	4.5	5.5			5.5	
Act Effct Green (s)					15.7	15.7	36.5	35.5			29.9	
Actuated g/C Ratio					0.25	0.25	0.58	0.57			0.48	
v/c Ratio					0.49	0.70	0.19	0.43			0.88	
Control Delay					24.3	24.6	8.8	9.3			26.4	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay					24.3	24.6	8.8	9.3			26.4	
LOS					C	C	A	A			C	
Approach Delay					24.5			9.3			26.4	
Approach LOS					C			A			C	
Queue Length 50th (ft)					77	88	8	89			287	
Queue Length 95th (ft)					133	152	23	149			#495	
Internal Link Dist (ft)		874			1170			858			839	
Turn Bay Length (ft)						200	200					
Base Capacity (vph)					1153	1067	267	2315			1658	
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					0.19	0.30	0.19	0.37			0.88	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 62.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 20.7

Intersection LOS: C

Intersection Capacity Utilization 63.6%

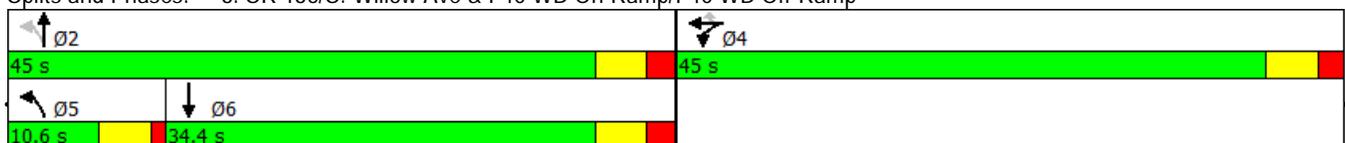
ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 135/S. Willow Ave & I-40 WB On-Ramp/I-40 WB Off-Ramp



Lanes, Volumes, Timings  
4: SR 135/S. Willow Ave & Foreman Dr/Interstate Dr

Cookeville 2017 Existing Conditions

05/16/2017

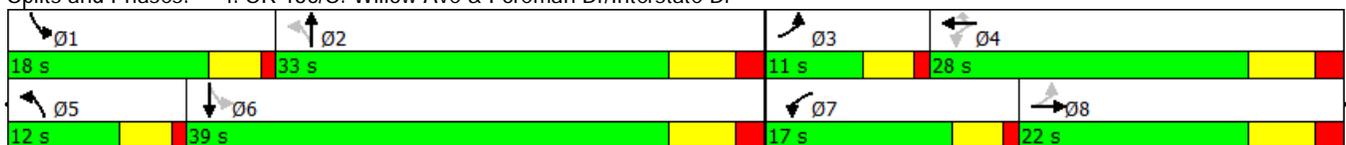
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	135	85	260	165	265	120	615	195	290	785	65
Future Volume (vph)	75	135	85	260	165	265	120	615	195	290	785	65
Satd. Flow (prot)	1736	1711	0	1805	1900	1615	1703	3412	0	1752	3528	0
Flt Permitted	0.630			0.232			0.215			0.132		
Satd. Flow (perm)	1151	1711	0	441	1900	1615	385	3412	0	243	3528	0
Satd. Flow (RTOR)		33					312	48			13	
Peak Hour Factor	0.85	0.77	0.71	0.82	0.81	0.85	0.86	0.86	0.86	0.90	0.95	0.81
Heavy Vehicles (%)	4%	1%	9%	0%	0%	0%	6%	2%	2%	3%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	295	0	317	204	312	140	942	0	322	906	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		4	2			6		
Total Split (s)	11.0	22.0		17.0	28.0	28.0	12.0	33.0		18.0	39.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5	6.5	4.5	6.5		4.5	6.5	
Act Effct Green (s)	23.7	15.3		34.4	23.6	23.6	35.3	25.9		45.9	32.1	
Actuated g/C Ratio	0.27	0.17		0.39	0.26	0.26	0.40	0.29		0.51	0.36	
v/c Ratio	0.25	0.92		0.88	0.41	0.48	0.54	0.92		0.91	0.71	
Control Delay	20.8	68.0		48.9	31.4	6.2	20.7	44.3		52.6	27.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.8	68.0		48.9	31.4	6.2	20.7	44.3		52.6	27.9	
LOS	C	E		D	C	A	C	D		D	C	
Approach Delay		57.2			28.6			41.2			34.4	
Approach LOS		E			C			D			C	
Queue Length 50th (ft)	32	149		132	99	0	40	257		125	225	
Queue Length 95th (ft)	60	#228		#211	146	51	68	#344		#284	295	
Internal Link Dist (ft)		811			944			839			2060	
Turn Bay Length (ft)	150			150			50			150		
Base Capacity (vph)	350	324		360	502	656	263	1046		352	1293	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.25	0.91		0.88	0.41	0.48	0.53	0.90		0.91	0.70	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 89.3  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 37.6  
 Intersection Capacity Utilization 84.3%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 135/S. Willow Ave & Foreman Dr/Interstate Dr



Lanes, Volumes, Timings  
 5: SR 135/S. Willow Ave & Fairground St

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	100	920	120	60	1165
Future Volume (vph)	25	100	920	120	60	1165
Satd. Flow (prot)	1805	1583	3507	0	1752	3574
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	1583	3507	0	1752	3574
Peak Hour Factor	0.69	0.86	0.97	0.83	0.63	0.90
Heavy Vehicles (%)	0%	2%	1%	0%	3%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	116	1093	0	95	1294
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 45.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Vol, veh/h	25	100	920	120	60	1165
Future Vol, veh/h	25	100	920	120	60	1165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	86	97	83	63	90
Heavy Vehicles, %	0	2	1	0	3	1
Mvmt Flow	36	116	948	145	95	1294

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1859	547	0	0	1093	0
Stage 1	1021	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Critical Hdwy	6.8	6.94	-	-	4.16	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.32	-	-	2.23	-
Pot Cap-1 Maneuver	66	481	-	-	628	-
Stage 1	313	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	56	481	-	-	628	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	18.8		0		0.8
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	172	481	628	-
HCM Lane V/C Ratio	-	-	0.211	0.242	0.152	-
HCM Control Delay (s)	-	-	31.4	14.9	11.8	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.9	0.5	-

Lanes, Volumes, Timings  
 6: SR 135/S. Willow Ave & Ashwood Dr

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	15	1020	5	0	1225
Future Volume (vph)	0	15	1020	5	0	1225
Satd. Flow (prot)	0	1644	3571	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1644	3571	0	0	3539
Peak Hour Factor	0.25	0.75	0.97	0.63	0.25	0.91
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	1060	0	0	1346
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 38.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↔			↕↗
Traffic Vol, veh/h	0	15	1020	5	0	1225
Future Vol, veh/h	0	15	1020	5	0	1225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	75	97	63	25	91
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	20	1052	8	0	1346

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	526	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	502	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	502	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 502	-
HCM Lane V/C Ratio	- 0.04	-
HCM Control Delay (s)	- 12.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Lanes, Volumes, Timings  
 7: SR 135/S. Willow Ave & Lone Oak Dr

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	25	25	35	1070	1145	45
Future Volume (vph)	25	25	35	1070	1145	45
Satd. Flow (prot)	1736	1553	1805	3574	3548	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1736	1553	1805	3574	3548	0
Peak Hour Factor	1.00	0.69	0.88	0.99	0.92	0.75
Heavy Vehicles (%)	4%	4%	0%	1%	1%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	36	40	1081	1305	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 43.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵	↶	↵	↶↶	↶↷	
Traffic Vol, veh/h	25	25	35	1070	1145	45
Future Vol, veh/h	25	25	35	1070	1145	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	69	88	99	92	75
Heavy Vehicles, %	4	4	0	1	1	2
Mvmt Flow	25	36	40	1081	1245	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1895	652	1305	0	-	0
Stage 1	1275	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.88	6.98	4.1	-	-	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.2	-	-	-
Pot Cap-1 Maneuver	60	406	537	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	56	406	537	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.8	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	537	-	158	406	-	-
HCM Lane V/C Ratio	0.074	-	0.158	0.089	-	-
HCM Control Delay (s)	12.2	-	32	14.7	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	0.3	-	-

Lanes, Volumes, Timings  
8: SR 135/S. Willow Ave & W. Jackson St

Cookeville 2017 Existing Conditions

05/16/2017

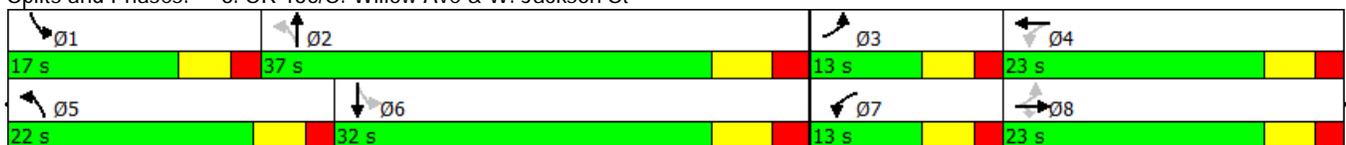
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	310	330	150	460	130	345	650	120	185	750	100
Future Volume (vph)	105	310	330	150	460	130	345	650	120	185	750	100
Satd. Flow (prot)	1805	3574	1568	1787	3473	0	1787	3453	0	1770	3502	0
Flt Permitted	0.234			0.379			0.132			0.239		
Satd. Flow (perm)	445	3574	1568	713	3473	0	248	3453	0	445	3502	0
Satd. Flow (RTOR)			345		45			29			17	
Peak Hour Factor	0.94	0.81	0.87	0.94	0.91	0.77	0.93	0.92	0.83	0.80	0.92	0.86
Heavy Vehicles (%)	0%	1%	3%	1%	0%	0%	1%	2%	1%	2%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	383	379	160	674	0	371	852	0	231	931	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2			6		
Total Split (s)	13.0	23.0	23.0	13.0	23.0		22.0	37.0		17.0	32.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	6.6		5.5	6.6	
Act Effct Green (s)	23.1	15.9	15.9	24.7	18.8		47.2	30.5		36.3	24.8	
Actuated g/C Ratio	0.26	0.18	0.18	0.28	0.21		0.54	0.35		0.41	0.28	
v/c Ratio	0.49	0.59	0.67	0.55	0.86		0.89	0.70		0.68	0.93	
Control Delay	28.9	37.0	11.9	30.1	45.2		46.0	27.9		23.8	47.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.9	37.0	11.9	30.1	45.2		46.0	27.9		23.8	47.0	
LOS	C	D	B	C	D		D	C		C	D	
Approach Delay		25.1			42.3			33.4			42.4	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	44	104	16	65	188		151	213		66	266	
Queue Length 95th (ft)	84	133	89	115	#301		#315	282		93	#389	
Internal Link Dist (ft)		1238			1065			2054			612	
Turn Bay Length (ft)	225		175	150			150			150		
Base Capacity (vph)	235	716	590	293	783		424	1232		365	1031	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.53	0.64	0.55	0.86		0.88	0.69		0.63	0.90	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 87.5  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 36.0  
 Intersection Capacity Utilization 85.0%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 8: SR 135/S. Willow Ave & W. Jackson St



Lanes, Volumes, Timings  
 9: SR 135/S. Willow Ave & W. Stevens St

Cookeville 2017 Existing Conditions

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	75	30	100	105	70	30	800	80	60	970	35
Future Volume (vph)	35	75	30	100	105	70	30	800	80	60	970	35
Satd. Flow (prot)	0	1811	0	1787	1785	0	1805	3524	0	1787	3554	0
Flt Permitted		0.989		0.950			0.143			0.171		
Satd. Flow (perm)	0	1811	0	1787	1785	0	272	3524	0	322	3554	0
Satd. Flow (RTOR)		17		29			15			5		
Peak Hour Factor	0.88	0.82	0.63	0.71	0.85	0.92	0.83	0.99	0.91	0.83	0.96	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	141	200	0	36	896	0	72	1050	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		
Total Split (s)	19.0	19.0		20.0	20.0		11.0	39.0		12.0	40.0	
Total Lost Time (s)		4.8		4.8	4.8		4.5	4.8		4.5	4.8	
Act Effct Green (s)		11.6		12.1	12.1		32.5	27.6		34.6	30.5	
Actuated g/C Ratio		0.15		0.16	0.16		0.43	0.37		0.46	0.41	
v/c Ratio		0.61		0.49	0.64		0.14	0.69		0.25	0.73	
Control Delay		39.9		38.9	38.5		12.0	24.1		12.9	23.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		39.9		38.9	38.5		12.0	24.1		12.9	23.7	
LOS		D		D	D		B	C		B	C	
Approach Delay		39.9			38.6			23.6			23.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		81		69	85		9	200		18	247	
Queue Length 95th (ft)		137		100	151		22	281		37	341	
Internal Link Dist (ft)		761			793			608			1346	
Turn Bay Length (ft)				75			100			150		
Base Capacity (vph)		379		386	408		259	1723		304	1783	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.47		0.37	0.49		0.14	0.52		0.24	0.59	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 75.3  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 26.5  
 Intersection Capacity Utilization 66.2%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 9: SR 135/S. Willow Ave & W. Stevens St

Ø1 12 s	Ø2 39 s	Ø3 20 s	Ø4 19 s
Ø5 11 s	Ø6 40 s		

Lanes, Volumes, Timings  
 10: SR 135/S. Willow Ave & US 70/W. Spring St

Cookeville 2017 Existing Conditions

05/16/2017

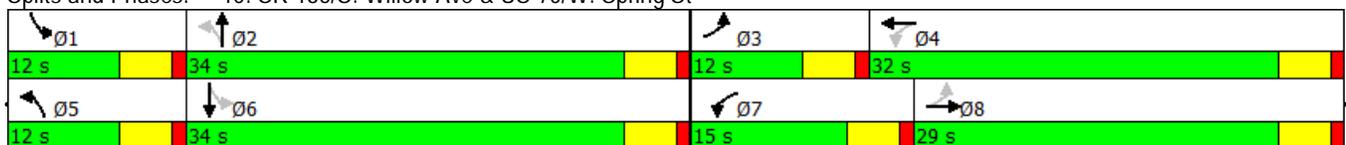
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	210	100	190	255	125	120	695	100	95	850	20
Future Volume (vph)	105	210	100	190	255	125	120	695	100	95	850	20
Satd. Flow (prot)	1787	1758	0	1805	1791	0	1787	3511	0	1685	3323	0
Flt Permitted	0.183			0.220			0.133			0.176		
Satd. Flow (perm)	344	1758	0	418	1791	0	250	3511	0	312	3323	0
Satd. Flow (RTOR)		28			22			19			3	
Peak Hour Factor	0.75	0.86	0.81	0.83	0.75	0.98	0.88	0.91	0.89	0.74	0.94	0.83
Heavy Vehicles (%)	1%	2%	4%	0%	2%	1%	1%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	367	0	229	468	0	136	876	0	128	928	0
Turn Type	pm+pt	NA										
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	12.0	29.0		15.0	32.0		12.0	34.0		12.0	34.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	29.1	21.8		34.6	24.5		35.8	30.0		34.6	27.3	
Actuated g/C Ratio	0.34	0.26		0.41	0.29		0.42	0.35		0.41	0.32	
v/c Ratio	0.58	0.78		0.68	0.88		0.57	0.70		0.52	0.87	
Control Delay	26.0	40.0		28.0	46.9		24.7	28.0		22.2	37.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.0	40.0		28.0	46.9		24.7	28.0		22.2	37.3	
LOS	C	D		C	D		C	C		C	D	
Approach Delay		36.2			40.7			27.6			35.5	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	47	175		81	236		43	226		41	255	
Queue Length 95th (ft)	69	261		120	274		79	298		60	#361	
Internal Link Dist (ft)		2100			700			1346			1053	
Turn Bay Length (ft)	125			125			175			150		
Base Capacity (vph)	248	533		347	602		243	1270		251	1171	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.69		0.66	0.78		0.56	0.69		0.51	0.79	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 84.7  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 34.2  
 Intersection Capacity Utilization 73.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 10: SR 135/S. Willow Ave & US 70/W. Spring St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

11: SR 135/S. Willow Ave/SR 135/N. Willow Ave & W. Broad St/W, Broad St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	105	75	140	180	70	95	790	45	65	780	75
Future Volume (vph)	80	105	75	140	180	70	95	790	45	65	780	75
Satd. Flow (prot)	1805	1763	0	1805	1822	0	1668	3327	0	1620	3283	0
Flt Permitted	0.462			0.394			0.145			0.175		
Satd. Flow (perm)	878	1763	0	749	1822	0	255	3327	0	298	3283	0
Satd. Flow (RTOR)		42			20			9			16	
Peak Hour Factor	0.95	0.91	0.78	0.81	0.76	0.80	0.82	0.93	0.75	1.00	0.93	0.75
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	4%	4%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	211	0	173	325	0	116	909	0	65	939	0
Turn Type	pm+pt	NA										
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	11.0	24.0		14.0	27.0		13.0	40.0		12.0	39.0	
Total Lost Time (s)	4.5	5.2		4.5	5.2		4.5	4.8		4.5	4.8	
Act Effct Green (s)	22.0	14.4		28.2	20.5		34.9	28.6		33.3	27.8	
Actuated g/C Ratio	0.29	0.19		0.37	0.27		0.46	0.37		0.44	0.36	
v/c Ratio	0.25	0.58		0.43	0.64		0.43	0.73		0.25	0.78	
Control Delay	20.5	31.4		22.4	34.4		16.1	25.1		13.1	27.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.5	31.4		22.4	34.4		16.1	25.1		13.1	27.5	
LOS	C	C		C	C		B	C		B	C	
Approach Delay		28.3			30.2			24.1			26.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	29	80		63	150		30	208		16	223	
Queue Length 95th (ft)	62	156		102	202		53	291		37	310	
Internal Link Dist (ft)		1729			1357			1053			841	
Turn Bay Length (ft)	75						150			50		
Base Capacity (vph)	339	497		417	573		286	1653		270	1589	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.42		0.41	0.57		0.41	0.55		0.24	0.59	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 76.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 26.5

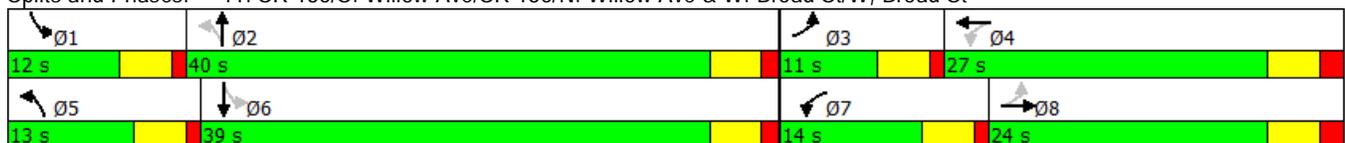
Intersection LOS: C

Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: SR 135/S. Willow Ave/SR 135/N. Willow Ave & W. Broad St/W, Broad St



Lanes, Volumes, Timings  
 12: SR 135/N. Willow Ave & W. 3rd St

Cookeville 2017 Existing Conditions

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	15	10	5	20	15	915	15	10	895	20
Future Volume (vph)	5	5	15	10	5	20	15	915	15	10	895	20
Satd. Flow (prot)	0	1750	0	0	1723	0	0	3356	0	0	3321	0
Flt Permitted		0.988			0.989			0.999			0.999	
Satd. Flow (perm)	0	1750	0	0	1723	0	0	3356	0	0	3321	0
Peak Hour Factor	0.63	0.63	0.94	0.83	0.63	0.63	0.75	0.95	0.75	0.83	0.91	0.71
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	52	0	0	1003	0	0	1024	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 46.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	5	15	10	5	20	15	915	15	10	895	20
Future Vol, veh/h	5	5	15	10	5	20	15	915	15	10	895	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	94	83	63	63	75	95	75	83	91	71
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	8	8	16	12	8	32	20	963	20	12	984	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1548	2045	506	1533	2049	492	1012	0	0	983	0	0
Stage 1	1022	1022	-	1013	1013	-	-	-	-	-	-	-
Stage 2	526	1023	-	520	1036	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	57	517	81	56	528	693	-	-	711	-	-
Stage 1	256	316	-	260	319	-	-	-	-	-	-	-
Stage 2	508	316	-	512	311	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	60	51	517	64	50	528	693	-	-	711	-	-
Mov Cap-2 Maneuver	60	51	-	64	50	-	-	-	-	-	-	-
Stage 1	240	304	-	243	299	-	-	-	-	-	-	-
Stage 2	435	296	-	464	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	57	51.6	0.5	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	693	-	-	100	127	711	-	-
HCM Lane V/C Ratio	0.029	-	-	0.318	0.407	0.017	-	-
HCM Control Delay (s)	10.3	0.3	-	57	51.6	10.2	0.2	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	1.7	0.1	-	-

Lanes, Volumes, Timings  
 13: SR 135/N. Willow Ave & W. 4th St

Cookeville 2017 Existing Conditions

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	10	20	20	5	25	15	885	40	10	875	15
Future Volume (vph)	10	10	20	20	5	25	15	885	40	10	875	15
Satd. Flow (prot)	0	1740	0	0	1704	0	0	3335	0	0	3321	0
Flt Permitted		0.985			0.979			0.999			0.999	
Satd. Flow (perm)	0	1740	0	0	1704	0	0	3335	0	0	3321	0
Peak Hour Factor	0.63	1.00	0.71	0.71	1.00	0.78	0.63	0.93	0.71	0.50	0.89	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	0%	2%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	65	0	0	1032	0	0	1027	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 47.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	10	20	20	5	25	15	885	40	10	875	15
Future Vol, veh/h	10	10	20	20	5	25	15	885	40	10	875	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	100	71	71	100	78	63	93	71	50	89	63
Heavy Vehicles, %	0	0	0	0	0	4	0	0	2	0	1	0
Mvmt Flow	16	10	28	28	5	32	24	952	56	20	983	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1561	2091	503	1564	2074	504	1007	0	0	1008	0	0
Stage 1	1035	1035	-	1027	1027	-	-	-	-	-	-	-
Stage 2	526	1056	-	537	1047	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.98	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.34	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	77	53	519	77	54	508	696	-	-	695	-	-
Stage 1	252	312	-	255	314	-	-	-	-	-	-	-
Stage 2	508	305	-	501	308	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	59	46	519	54	46	508	696	-	-	695	-	-
Mov Cap-2 Maneuver	59	46	-	54	46	-	-	-	-	-	-	-
Stage 1	232	291	-	235	289	-	-	-	-	-	-	-
Stage 2	431	281	-	427	288	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	77	103.7	0.6	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	696	-	-	100	94	695	-	-
HCM Lane V/C Ratio	0.034	-	-	0.54	0.694	0.029	-	-
HCM Control Delay (s)	10.4	0.4	-	77	103.7	10.3	0.3	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.5	3.5	0.1	-	-

Lanes, Volumes, Timings  
 14: SR 135/N. Willow Ave & W. 7th St

Cookeville 2017 Existing Conditions

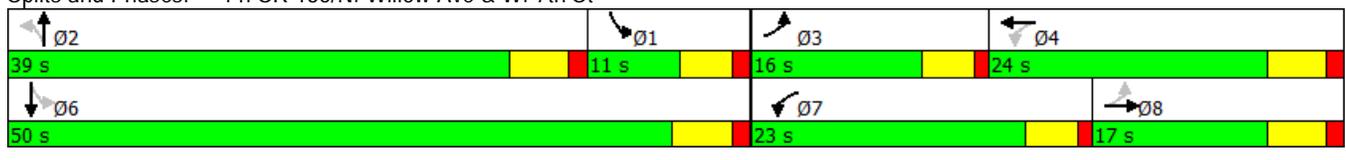
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	65	25	220	105	130	10	800	80	50	620	20
Future Volume (vph)	40	65	25	220	105	130	10	800	80	50	620	20
Satd. Flow (prot)	1770	1754	0	1805	1727	0	0	3315	0	0	3272	0
Flt Permitted	0.590			0.432				0.936			0.763	
Satd. Flow (perm)	1099	1754	0	821	1727	0	0	3106	0	0	2506	0
Satd. Flow (RTOR)		25			70			15			7	
Peak Hour Factor	0.83	0.81	0.57	0.86	0.91	0.81	0.63	0.96	0.83	0.78	0.88	0.63
Heavy Vehicles (%)	2%	4%	0%	0%	1%	0%	0%	0%	0%	0%	2%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	124	0	256	275	0	0	945	0	0	801	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	3	8		7	4			2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	16.0	17.0		23.0	24.0		39.0	39.0		11.0	50.0	
Total Lost Time (s)	4.5	5.3		4.5	5.3			5.3			5.3	
Act Effct Green (s)	15.1	9.4		25.0	18.0			29.1			29.1	
Actuated g/C Ratio	0.23	0.14		0.39	0.28			0.45			0.45	
v/c Ratio	0.14	0.45		0.49	0.52			0.68			0.71	
Control Delay	16.4	31.4		18.7	21.9			17.6			19.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	16.4	31.4		18.7	21.9			17.6			19.5	
LOS	B	C		B	C			B			B	
Approach Delay		27.2			20.4			17.6			19.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	11	36		65	70			153			134	
Queue Length 95th (ft)	36	94		153	185			254			223	
Internal Link Dist (ft)		675			1002			1211			498	
Turn Bay Length (ft)	25			75								
Base Capacity (vph)	478	370		671	642			1874			1778	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.34		0.38	0.43			0.50			0.45	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 64.9  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 19.5  
 Intersection Capacity Utilization 79.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 14: SR 135/N. Willow Ave & W. 7th St



Lanes, Volumes, Timings  
 15: SR 135/N. Willow Ave & W. 9th St

Cookeville 2017 Existing Conditions

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	5	75	5	10	5	75	900	5	5	605	70
Future Volume (vph)	35	5	75	5	10	5	75	900	5	5	605	70
Satd. Flow (prot)	0	1654	0	0	1791	0	0	3349	0	0	3283	0
Flt Permitted		0.984			0.989			0.995				
Satd. Flow (perm)	0	1654	0	0	1791	0	0	3349	0	0	3283	0
Peak Hour Factor	0.80	1.00	0.85	1.00	1.00	0.63	0.75	0.93	0.63	1.00	0.86	0.92
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	0	0	23	0	0	1076	0	0	784	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 66.1%

ICU Level of Service C

Analysis Period (min) 15

Intersection

Int Delay, s/veh 10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	35	5	75	5	10	5	75	900	5	5	605	70
Future Vol, veh/h	35	5	75	5	10	5	75	900	5	5	605	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	100	85	100	100	63	75	93	63	100	86	92
Heavy Vehicles, %	0	0	5	0	0	0	0	0	0	0	1	2
Mvmt Flow	44	5	88	5	10	8	100	968	8	5	703	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1441	1928	390	1536	1962	488	780	0	0	976	0	0
Stage 1	752	752	-	1172	1172	-	-	-	-	-	-	-
Stage 2	689	1176	-	364	790	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.35	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	95	67	600	81	64	531	846	-	-	715	-	-
Stage 1	373	421	-	208	269	-	-	-	-	-	-	-
Stage 2	407	267	-	633	404	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	63	49	600	51	47	531	846	-	-	715	-	-
Mov Cap-2 Maneuver	63	49	-	51	47	-	-	-	-	-	-	-
Stage 1	276	416	-	154	199	-	-	-	-	-	-	-
Stage 2	282	198	-	526	399	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	120.9	79.7	1.9	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	846	-	-	145	70	715	-	-
HCM Lane V/C Ratio	0.118	-	-	0.945	0.328	0.007	-	-
HCM Control Delay (s)	9.8	1.1	-	120.9	79.7	10.1	0.1	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	6.7	1.2	0	-	-

Lanes, Volumes, Timings  
16: SR 135/N. Willow Ave & University Dr

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	25	15	100	20	65	5	850	75	10	565	15
Future Volume (vph)	25	25	15	100	20	65	5	850	75	10	565	15
Satd. Flow (prot)	1736	1678	0	1787	1628	0	0	3329	0	0	3315	0
Flt Permitted	0.833			0.465				0.952			0.923	
Satd. Flow (perm)	1522	1678	0	875	1628	0	0	3169	0	0	3063	0
Satd. Flow (RTOR)		16			108			13			5	
Peak Hour Factor	0.78	0.89	0.94	0.66	0.56	0.60	1.00	0.91	0.94	0.63	0.93	0.63
Heavy Vehicles (%)	4%	11%	0%	1%	14%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	44	0	152	144	0	0	1019	0	0	648	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	3	8		7	4			2			6	
Permitted Phases	8			4			2			6		
Total Split (s)	12.0	33.0		12.0	33.0		45.0	45.0		45.0	45.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5			4.9			4.9	
Act Effct Green (s)	11.6	7.8		13.7	10.4			29.4			29.4	
Actuated g/C Ratio	0.23	0.16		0.28	0.21			0.59			0.59	
v/c Ratio	0.08	0.16		0.39	0.34			0.54			0.36	
Control Delay	14.4	19.2		17.5	11.5			10.9			9.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	14.4	19.2		17.5	11.5			10.9			9.1	
LOS	B	B		B	B			B			A	
Approach Delay		17.2			14.6			10.9			9.1	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	6	8		32	7			124			67	
Queue Length 95th (ft)	22	36		61	20			210			120	
Internal Link Dist (ft)		789			874			862			1102	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	430	1023		395	1029			2539			2452	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.07	0.04		0.38	0.14			0.40			0.26	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 49.8  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 11.1  
 Intersection Capacity Utilization 50.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 16: SR 135/N. Willow Ave & University Dr

45 s	12 s	33 s
45 s	12 s	33 s

Lanes, Volumes, Timings  
 17: SR 135/N. Willow Ave & W. 12th St

Cookeville 2017 Existing Conditions

05/16/2017

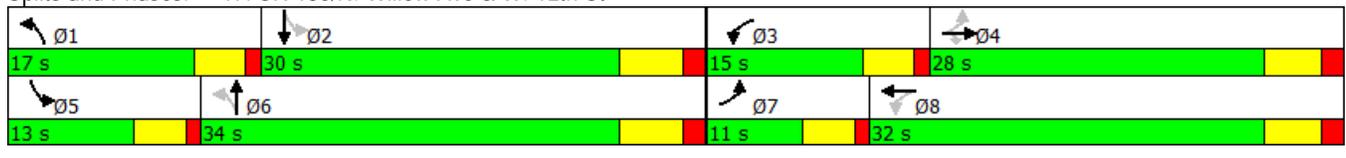
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	210	135	195	305	115	260	465	225	85	250	45
Future Volume (vph)	85	210	135	195	305	115	260	465	225	85	250	45
Satd. Flow (prot)	1752	1845	1615	1770	3420	0	1685	3176	0	1668	3288	0
Flt Permitted	0.480			0.367			0.438			0.308		
Satd. Flow (perm)	885	1845	1615	684	3420	0	777	3176	0	541	3288	0
Satd. Flow (RTOR)			148		63			106			24	
Peak Hour Factor	0.89	0.86	0.91	0.92	0.89	0.87	0.96	0.97	0.91	0.69	0.91	0.87
Heavy Vehicles (%)	3%	3%	0%	2%	0%	4%	0%	0%	2%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	244	148	212	475	0	271	726	0	123	327	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Total Split (s)	11.0	28.0	28.0	15.0	32.0		17.0	34.0		13.0	30.0	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.9		4.5	5.9	
Act Effct Green (s)	22.9	15.2	15.2	30.1	21.4		33.7	23.2		26.2	16.8	
Actuated g/C Ratio	0.31	0.20	0.20	0.41	0.29		0.45	0.31		0.35	0.23	
v/c Ratio	0.28	0.65	0.33	0.51	0.46		0.55	0.68		0.39	0.43	
Control Delay	17.6	37.0	7.3	20.3	22.3		18.2	24.3		16.9	25.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.6	37.0	7.3	20.3	22.3		18.2	24.3		16.9	25.1	
LOS	B	D	A	C	C		B	C		B	C	
Approach Delay		24.2			21.7			22.6			22.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	28	108	0	66	88		77	140		32	64	
Queue Length 95th (ft)	62	185	46	127	142		151	224		52	111	
Internal Link Dist (ft)		1178			1081			1102			1094	
Turn Bay Length (ft)	100			220			100			220		
Base Capacity (vph)	352	577	607	437	1301		514	1307		330	1119	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.42	0.24	0.49	0.37		0.53	0.56		0.37	0.29	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 74.3  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 22.7  
 Intersection Capacity Utilization 63.9%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 17: SR 135/N. Willow Ave & W. 12th St



Lanes, Volumes, Timings  
 18: SR 136/S. Jefferson Ave & Bunker Hill Rd/Ferrell Dr

Cookeville 2017 Existing Conditions

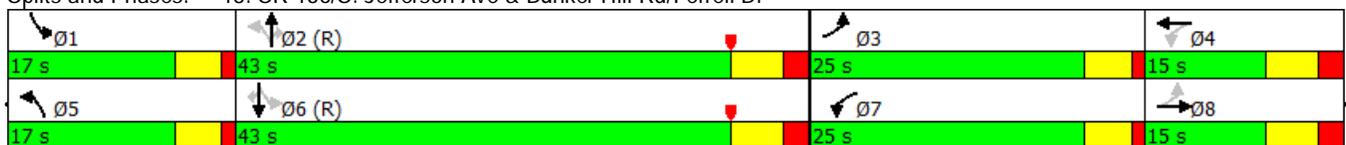
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	0	15	10	0	25	20	680	5	20	920	280
Future Volume (vph)	225	0	15	10	0	25	20	680	5	20	920	280
Satd. Flow (prot)	1736	1615	0	1805	1615	0	1805	3539	1615	1687	3505	1599
Flt Permitted	0.417			0.784			0.203			0.295		
Satd. Flow (perm)	762	1615	0	1490	1615	0	386	3539	1615	524	3505	1599
Satd. Flow (RTOR)		506			317				131			131
Peak Hour Factor	0.95	0.25	0.94	0.63	0.25	0.69	0.63	0.82	1.00	1.00	0.90	0.79
Heavy Vehicles (%)	4%	100%	0%	0%	0%	0%	0%	2%	0%	7%	3%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	16	0	16	36	0	32	829	5	20	1022	354
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2		2	6		6
Total Split (s)	25.0	15.0		25.0	15.0		17.0	43.0	43.0	17.0	43.0	43.0
Total Lost Time (s)	4.5	6.0		4.5	6.0		4.5	6.0	6.0	4.5	6.0	6.0
Act Effct Green (s)	21.2	15.0		14.3	6.0		65.8	61.5	61.5	64.5	59.2	59.2
Actuated g/C Ratio	0.21	0.15		0.14	0.06		0.66	0.62	0.62	0.64	0.59	0.59
v/c Ratio	0.74	0.02		0.06	0.09		0.09	0.38	0.00	0.05	0.49	0.35
Control Delay	48.8	0.1		26.1	0.4		8.6	13.1	0.0	2.6	6.4	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1	0.0	0.0	0.1	0.2
Total Delay	48.8	0.1		26.1	0.4		8.6	13.1	0.0	2.6	6.5	2.9
LOS	D	A		C	A		A	B	A	A	A	A
Approach Delay		45.7			8.3			12.9			5.5	
Approach LOS		D			A			B			A	
Queue Length 50th (ft)	124	0		7	0		7	132	0	1	34	0
Queue Length 95th (ft)	187	0		15	0		14	216	0	m2	m52	m1
Internal Link Dist (ft)		573			734			200			263	
Turn Bay Length (ft)	200			25			175		150	100		50
Base Capacity (vph)	386	678		453	433		437	2176	1043	498	2075	999
Starvation Cap Reductn	0	0		0	0		0	0	0	0	211	180
Spillback Cap Reductn	0	0		0	25		0	289	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.02		0.04	0.09		0.07	0.44	0.00	0.04	0.55	0.43

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 37 (37%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 12.0  
 Intersection Capacity Utilization 54.6%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: SR 136/S. Jefferson Ave & Bunker Hill Rd/Ferrell Dr



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

19: SR 136/S. Jefferson Ave & I-40 EB Off-Ramp/I-40 EB On-Ramp

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	0	170	0	0	0	0	790	140	290	1050	0
Future Volume (vph)	225	0	170	0	0	0	0	790	140	290	1050	0
Satd. Flow (prot)	1736	0	1538	0	0	0	0	3574	1599	1787	3539	0
Flt Permitted	0.950									0.126		
Satd. Flow (perm)	1736	0	1538	0	0	0	0	3574	1599	237	3539	0
Satd. Flow (RTOR)			207						175			
Peak Hour Factor	0.88	0.25	0.82	0.25	0.25	0.25	0.25	0.86	0.80	0.83	0.91	0.25
Heavy Vehicles (%)	4%	0%	5%	0%	0%	0%	0%	1%	1%	1%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	256	0	207	0	0	0	0	919	175	349	1154	0
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	1							3		2	3	
Permitted Phases			1						3	3		
Total Split (s)	37.0		37.0					38.0	38.0	25.0	38.0	
Total Lost Time (s)	5.4		5.4					4.6	4.6	4.5	4.6	
Act Effct Green (s)	20.1		20.1					33.4	33.4	65.5	33.4	
Actuated g/C Ratio	0.20		0.20					0.33	0.33	0.66	0.33	
v/c Ratio	0.74		0.44					0.77	0.27	0.54	0.98	
Control Delay	49.7		7.4					31.7	3.0	26.9	41.4	
Queue Delay	0.0		0.0					1.8	0.0	0.0	0.8	
Total Delay	49.7		7.4					33.5	3.0	26.9	42.2	
LOS	D		A					C	A	C	D	
Approach Delay		30.8						28.6			38.7	
Approach LOS		C						C			D	
Queue Length 50th (ft)	154		0					291	22	84	411	
Queue Length 95th (ft)	214		39					257	8	205	#515	
Internal Link Dist (ft)		458			312			263			407	
Turn Bay Length (ft)			200							250		
Base Capacity (vph)	548		627					1193	650	652	1182	
Starvation Cap Reductn	0		0					138	0	0	6	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.47		0.33					0.87	0.27	0.54	0.98	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 30 (30%), Referenced to phase 3:NBSB, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 33.9  
 Intersection Capacity Utilization 66.1%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 19: SR 136/S. Jefferson Ave & I-40 EB Off-Ramp/I-40 EB On-Ramp



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

20: SR 136/S. Jefferson Ave & I-40 WB On-Ramp/I-40 WB Off-Ramp

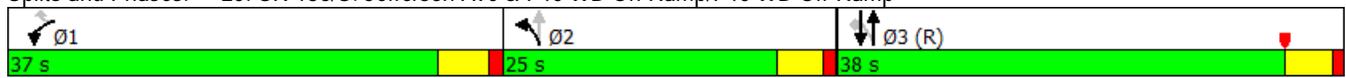
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	85	0	245	100	910	0	0	1250	205
Future Volume (vph)	0	0	0	85	0	245	100	910	0	0	1250	205
Satd. Flow (prot)	0	0	0	3213	0	1538	1719	3574	0	0	3574	1599
Flt Permitted				0.950			0.118					
Satd. Flow (perm)	0	0	0	3213	0	1538	214	3574	0	0	3574	1599
Satd. Flow (RTOR)							123					191
Peak Hour Factor	0.25	0.25	0.25	0.89	1.00	0.82	0.86	0.94	0.25	0.25	0.94	0.91
Heavy Vehicles (%)	0%	0%	0%	9%	0%	5%	5%	1%	0%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	96	0	299	116	968	0	0	1330	225
Turn Type				Prot		Perm	pm+pt	NA			NA	Perm
Protected Phases				1			2	3			3	
Permitted Phases						1	3	2				3
Total Split (s)				37.0		37.0	25.0	38.0			38.0	38.0
Total Lost Time (s)				4.9		4.9	4.5	4.5			4.5	4.5
Act Effct Green (s)				18.5		18.5	67.6	72.1			55.5	55.5
Actuated g/C Ratio				0.18		0.18	0.68	0.72			0.56	0.56
v/c Ratio				0.16		0.78	0.36	0.38			0.67	0.23
Control Delay				32.8		36.0	20.1	11.6			13.4	1.3
Queue Delay				0.0		7.7	0.0	0.3			2.0	0.8
Total Delay				32.8		43.7	20.1	12.0			15.5	2.1
LOS				C		D	C	B			B	A
Approach Delay					41.1			12.8			13.5	
Approach LOS					D			B			B	
Queue Length 50th (ft)				26		109	43	175			312	10
Queue Length 95th (ft)				43		155	m81	265			510	m2
Internal Link Dist (ft)		382			483			407			133	
Turn Bay Length (ft)				275		275	250					
Base Capacity (vph)				1031		577	462	2576			1982	972
Starvation Cap Reductn				0		0	0	896			477	491
Spillback Cap Reductn				0		231	0	133			107	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.09		0.86	0.25	0.58			0.88	0.47

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 20 (20%), Referenced to phase 3:NBSB, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 16.9  
 Intersection Capacity Utilization 66.1%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SR 136/S. Jefferson Ave & I-40 WB On-Ramp/I-40 WB Off-Ramp



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

21: SR 136/S. Jefferson Ave & S. Walnut Ave/Dubois Rd

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	15	365	90	20	15	170	940	60	5	1005	60
Future Volume (vph)	75	15	365	90	20	15	170	940	60	5	1005	60
Satd. Flow (prot)	0	1794	1599	1770	1780	0	1787	3539	1568	1805	5125	0
Flt Permitted		0.960		0.950			0.148			0.247		
Satd. Flow (perm)	0	1794	1599	1770	1780	0	278	3539	1568	469	5125	0
Satd. Flow (RTOR)			323		20				125		13	
Peak Hour Factor	0.72	0.75	0.86	0.94	0.71	0.75	0.88	0.94	0.94	0.42	0.93	0.75
Heavy Vehicles (%)	2%	0%	1%	2%	0%	0%	1%	2%	3%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	424	96	48	0	193	1000	64	12	1161	0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3				2		2	6		
Total Split (s)	27.0	27.0	27.0	20.0	20.0		15.0	38.0	38.0	15.0	38.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)		16.0	16.0	12.6	12.6		59.5	57.4	57.4	54.8	44.8	
Actuated g/C Ratio		0.16	0.16	0.13	0.13		0.60	0.57	0.57	0.55	0.45	
v/c Ratio		0.43	0.80	0.43	0.20		0.58	0.49	0.07	0.03	0.50	
Control Delay		41.6	22.5	46.5	27.9		24.9	17.3	2.2	17.4	25.3	
Queue Delay		0.0	0.5	0.0	0.0		0.5	0.6	0.0	0.0	0.2	
Total Delay		41.6	23.0	46.5	27.9		25.4	17.9	2.2	17.4	25.5	
LOS		D	C	D	C		C	B	A	B	C	
Approach Delay		27.2			40.3			18.2			25.4	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		74	60	58	16		60	195	2	4	188	
Queue Length 95th (ft)		98	143	106	35		#135	430	m8	m6	218	
Internal Link Dist (ft)		530			587			133			582	
Turn Bay Length (ft)			100	25			50			100		
Base Capacity (vph)		394	603	265	284		334	2030	952	399	2301	
Starvation Cap Reductn		0	0	0	0		19	602	0	0	0	
Spillback Cap Reductn		0	27	0	0		0	0	0	0	440	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.31	0.74	0.36	0.17		0.61	0.70	0.07	0.03	0.62	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 23.5  
 Intersection Capacity Utilization 65.4%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: SR 136/S. Jefferson Ave & S. Walnut Ave/Dubois Rd

 15 s	 38 s	 27 s	 20 s
 15 s	 38 s		

Lanes, Volumes, Timings  
 22: SR 136/S. Jefferson Ave & Interstate Dr/Neal St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	330	190	230	380	130	180	590	215	110	730	200
Future Volume (vph)	145	330	190	230	380	130	180	590	215	110	730	200
Satd. Flow (prot)	1770	1845	1599	1805	3480	0	1770	3539	1615	1805	3464	0
Flt Permitted	0.218			0.198			0.123			0.313		
Satd. Flow (perm)	406	1845	1599	376	3480	0	229	3539	1615	595	3464	0
Satd. Flow (RTOR)			200		39				229		38	
Peak Hour Factor	0.88	0.98	0.95	0.96	0.86	0.93	0.80	0.96	0.94	0.86	0.98	0.96
Heavy Vehicles (%)	2%	3%	1%	0%	0%	0%	2%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	337	200	240	582	0	225	615	229	128	953	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		
Total Split (s)	18.0	27.0	27.0	18.0	27.0		17.0	38.0	38.0	17.0	38.0	
Total Lost Time (s)	4.5	5.0	5.0	4.5	5.0		4.5	5.5	5.5	4.5	5.5	
Act Effct Green (s)	33.9	20.9	20.9	35.1	21.5		47.8	34.5	34.5	47.2	34.2	
Actuated g/C Ratio	0.34	0.21	0.21	0.35	0.22		0.48	0.34	0.34	0.47	0.34	
v/c Ratio	0.54	0.88	0.41	0.75	0.75		0.75	0.50	0.32	0.30	0.79	
Control Delay	27.1	62.5	7.5	37.8	40.8		47.0	19.4	6.7	7.7	17.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	27.1	62.5	7.5	37.8	40.8		47.0	19.4	6.7	7.7	17.6	
LOS	C	E	A	D	D		D	B	A	A	B	
Approach Delay		38.5			39.9			22.5			16.4	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	68	206	0	103	166		46	184	47	16	112	
Queue Length 95th (ft)	112	#351	57	#194	218		175	141	68	m23	180	
Internal Link Dist (ft)		1125			846			582			1693	
Turn Bay Length (ft)	175			125			125			125		
Base Capacity (vph)	325	405	507	326	812		302	1219	706	434	1209	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.51	0.83	0.39	0.74	0.72		0.75	0.50	0.32	0.29	0.79	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 27.7  
 Intersection Capacity Utilization 82.9%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: SR 136/S. Jefferson Ave & Interstate Dr/Neal St

 Ø1 17 s	 Ø2 (R) 38 s	 Ø3 18 s	 Ø4 27 s
 Ø5 17 s	 Ø6 (R) 38 s	 Ø7 18 s	 Ø8 27 s

Lanes, Volumes, Timings  
 23: SR 136/S. Jefferson Ave & E. Veterans Dr

Cookeville 2017 Existing Conditions  
 05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	185	55	130	215	110	50	675	110	80	900	80
Future Volume (vph)	60	185	55	130	215	110	50	675	110	80	900	80
Satd. Flow (prot)	1805	1820	0	1752	1754	0	1805	3504	0	1752	3549	0
Flt Permitted	0.176			0.303			0.107			0.197		
Satd. Flow (perm)	334	1820	0	559	1754	0	203	3504	0	363	3549	0
Satd. Flow (RTOR)		14			27			20			14	
Peak Hour Factor	0.83	0.83	0.81	0.93	0.83	0.74	0.96	0.94	0.92	0.87	0.96	0.69
Heavy Vehicles (%)	0%	1%	0%	3%	2%	3%	0%	1%	0%	3%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	291	0	140	408	0	52	838	0	92	1054	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	17.0	28.0		17.0	28.0		17.0	38.0		17.0	38.0	
Total Lost Time (s)	4.5	5.0		4.5	5.0		4.5	4.8		4.5	4.8	
Act Effct Green (s)	34.3	21.8		34.4	24.6		49.1	39.2		49.1	39.2	
Actuated g/C Ratio	0.34	0.22		0.34	0.25		0.49	0.39		0.49	0.39	
v/c Ratio	0.25	0.71		0.43	0.90		0.18	0.60		0.27	0.75	
Control Delay	21.0	44.7		24.2	60.3		9.0	22.9		13.3	29.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.1	
Total Delay	21.0	44.7		24.2	60.3		9.0	22.9		13.3	29.7	
LOS	C	D		C	E		A	C		B	C	
Approach Delay		40.0			51.1			22.1			28.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	28	158		57	242		7	261		35	340	
Queue Length 95th (ft)	52	228		99	#371		m14	281		19	#448	
Internal Link Dist (ft)		1014			884			1693			283	
Turn Bay Length (ft)	150			150			150			125		
Base Capacity (vph)	300	441		345	451		300	1386		353	1400	
Starvation Cap Reductn	0	0		0	0		0	0		0	31	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.66		0.41	0.90		0.17	0.60		0.26	0.77	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 58 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 32.1  
 Intersection Capacity Utilization 81.1%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SR 136/S. Jefferson Ave & E. Veterans Dr

 Ø1 17 s	 Ø2 (R) 38 s	 Ø3 17 s	 Ø4 28 s
 Ø5 17 s	 Ø6 (R) 38 s	 Ø7 17 s	 Ø8 28 s

Lanes, Volumes, Timings  
 24: SR 136/S. Jefferson Ave & Walmart Driveway

Cookeville 2017 Existing Conditions

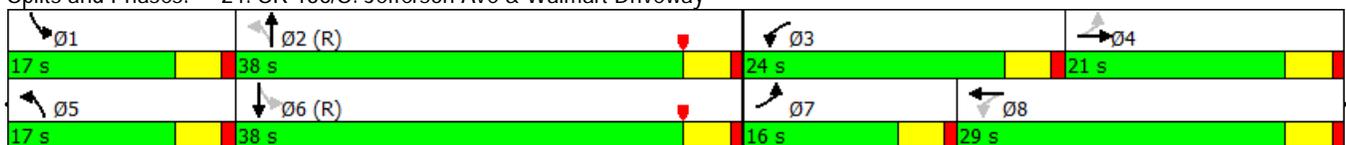
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	5	145	10	100	5	720	120	115	920	10
Future Volume (vph)	0	0	5	145	10	100	5	720	120	115	920	10
Satd. Flow (prot)	1900	1615	0	1805	1645	0	1805	3486	0	1787	3526	0
Flt Permitted				0.430			0.291			0.232		
Satd. Flow (perm)	1900	1615	0	817	1645	0	553	3486	0	436	3526	0
Satd. Flow (RTOR)		361			104			20			2	
Peak Hour Factor	0.25	0.25	0.31	0.84	0.83	0.96	1.00	0.98	0.97	0.90	0.98	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	1%	0%	100%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	173	116	0	5	859	0	128	959	0
Turn Type	pm+pt	NA										
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	16.0	21.0		24.0	29.0		17.0	38.0		17.0	38.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)		12.0		20.9	20.9		65.6	53.6		69.2	66.8	
Actuated g/C Ratio		0.12		0.21	0.21		0.66	0.54		0.69	0.67	
v/c Ratio		0.03		0.55	0.27		0.01	0.46		0.28	0.41	
Control Delay		0.2		39.4	8.1		16.2	23.0		8.5	11.5	
Queue Delay		0.0		0.0	0.0		0.0	0.3		0.0	0.0	
Total Delay		0.2		39.4	8.1		16.2	23.3		8.5	11.5	
LOS		A		D	A		B	C		A	B	
Approach Delay		0.2			26.8			23.2			11.2	
Approach LOS		A			C			C			B	
Queue Length 50th (ft)		0		105	7		1	153		17	85	
Queue Length 95th (ft)		0		124	35		m4	m267		63	328	
Internal Link Dist (ft)		175			382			47			1774	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		567		394	531		521	1877		470	2355	
Starvation Cap Reductn		0		0	0		0	445		0	0	
Spillback Cap Reductn		12		0	0		0	0		0	124	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.03		0.44	0.22		0.01	0.60		0.27	0.43	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 46 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 17.7  
 Intersection Capacity Utilization 61.7%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: SR 136/S. Jefferson Ave & Walmart Driveway



Lanes, Volumes, Timings  
 25: SR 136/S. Jefferson Ave & Commerce Ave

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	10	55	75	5	40	45	890	20	25	1000	25
Future Volume (vph)	75	10	55	75	5	40	45	890	20	25	1000	25
Satd. Flow (prot)	1805	1666	0	1752	1605	0	1805	3596	0	1719	3596	0
Flt Permitted	0.741			0.455			0.124			0.229		
Satd. Flow (perm)	1408	1666	0	839	1605	0	236	3596	0	414	3596	0
Satd. Flow (RTOR)		72			63			4			3	
Peak Hour Factor	0.67	0.63	0.76	0.46	0.63	0.63	0.75	0.97	0.71	0.63	0.87	0.89
Heavy Vehicles (%)	0%	0%	0%	3%	0%	3%	0%	0%	0%	5%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	88	0	163	71	0	60	946	0	40	1177	0
Turn Type	pm+pt	NA										
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	15.0	29.0		15.0	29.0		11.0	45.0		11.0	45.0	
Total Lost Time (s)	4.5	5.3		4.5	5.3		4.5	4.8		4.5	4.8	
Act Effct Green (s)	15.0	7.6		16.8	8.5		39.5	35.8		38.4	33.5	
Actuated g/C Ratio	0.21	0.11		0.24	0.12		0.56	0.50		0.54	0.47	
v/c Ratio	0.32	0.36		0.49	0.29		0.21	0.52		0.11	0.69	
Control Delay	24.8	17.3		28.3	15.2		8.9	14.9		7.8	19.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.8	17.3		28.3	15.2		8.9	14.9		7.8	19.0	
LOS	C	B		C	B		A	B		A	B	
Approach Delay		21.5			24.3			14.5			18.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	40	7		61	4		11	168		7	231	
Queue Length 95th (ft)	62	23		57	19		23	246		14	313	
Internal Link Dist (ft)		193			738			1774			1034	
Turn Bay Length (ft)				100			125			125		
Base Capacity (vph)	409	653		361	625		288	2192		355	2191	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.13		0.45	0.11		0.21	0.43		0.11	0.54	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 71  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 17.8  
 Intersection Capacity Utilization 56.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 25: SR 136/S. Jefferson Ave & Commerce Ave

11 s	45 s	15 s	29 s
11 s	45 s	15 s	29 s

Lanes, Volumes, Timings  
 26: SR 136/S. Jefferson Ave & E. Jackson St

Cookeville 2017 Existing Conditions

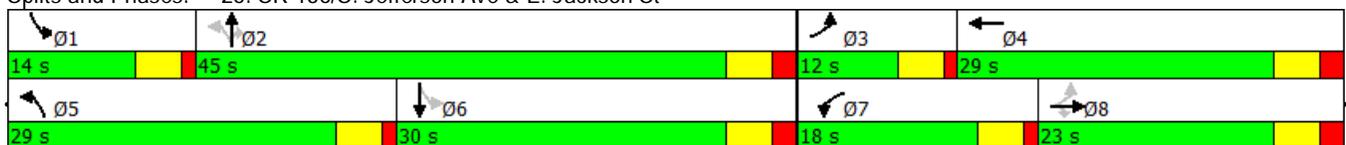
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	170	260	280	150	15	365	480	180	25	590	55
Future Volume (vph)	65	170	260	280	150	15	365	480	180	25	590	55
Satd. Flow (prot)	1787	1863	1599	3502	1855	0	1805	3610	1599	1685	3329	0
Flt Permitted	0.630			0.950			0.167			0.443		
Satd. Flow (perm)	1185	1863	1599	3502	1855	0	317	3610	1599	786	3329	0
Satd. Flow (RTOR)			299		5				231		9	
Peak Hour Factor	0.81	0.94	0.87	0.91	0.82	0.75	0.88	0.86	0.78	0.69	0.88	0.92
Heavy Vehicles (%)	1%	2%	1%	0%	1%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	181	299	308	203	0	415	558	231	36	730	0
Turn Type	pm+pt	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8				2		2	6		
Total Split (s)	12.0	23.0	23.0	18.0	29.0		29.0	45.0	45.0	14.0	30.0	
Total Lost Time (s)	4.5	5.4	5.4	4.5	5.4		4.5	5.3	5.3	4.5	5.3	
Act Effct Green (s)	21.8	13.8	13.8	12.2	21.4		50.9	43.6	43.6	32.5	25.0	
Actuated g/C Ratio	0.24	0.15	0.15	0.13	0.23		0.56	0.48	0.48	0.36	0.27	
v/c Ratio	0.24	0.65	0.61	0.66	0.46		0.81	0.32	0.26	0.10	0.80	
Control Delay	23.7	48.8	10.1	46.3	35.2		32.5	17.3	3.4	13.4	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	23.7	48.8	10.1	46.3	35.2		32.5	17.3	3.4	13.4	39.9	
LOS	C	D	B	D	D		C	B	A	B	D	
Approach Delay		24.6			41.9			19.9			38.7	
Approach LOS		C			D			B			D	
Queue Length 50th (ft)	33	105	0	91	106		163	115	0	9	218	
Queue Length 95th (ft)	59	177	63	142	159		#284	161	25	19	#323	
Internal Link Dist (ft)		578			301			1034			1031	
Turn Bay Length (ft)	100			175			150		500	180		
Base Capacity (vph)	338	363	552	523	488		580	1722	884	399	917	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.24	0.50	0.54	0.59	0.42		0.72	0.32	0.26	0.09	0.80	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 91.4  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 29.2  
 Intersection Capacity Utilization 71.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 26: SR 136/S. Jefferson Ave & E. Jackson St



Lanes, Volumes, Timings  
 27: SR 136/S. Jefferson Ave & Foutch Dr

Cookeville 2017 Existing Conditions

05/16/2017

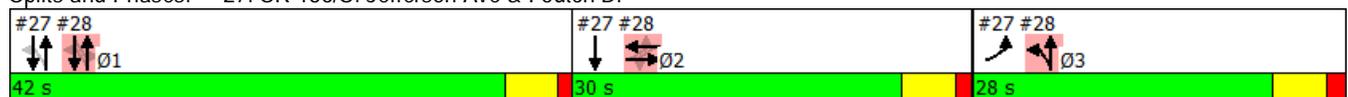
							Ø2
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	115	20	10	545	610	0	
Future Volume (vph)	115	20	10	545	610	0	
Satd. Flow (prot)	1784	0	1452	3369	3369	0	
Flt Permitted	0.960		0.378				
Satd. Flow (perm)	1784	0	578	3369	3369	0	
Satd. Flow (RTOR)	9						
Peak Hour Factor	0.78	0.71	0.83	0.94	0.91	0.25	
Heavy Vehicles (%)	0%	0%	16%	0%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	175	0	12	580	670	0	
Turn Type	Prot		Perm	NA	NA		
Protected Phases	3			1	1 2		2
Permitted Phases			1				
Total Split (s)	28.0		42.0	42.0			30.0
Total Lost Time (s)	5.6		5.0	5.0			
Act Effct Green (s)	16.8		36.8	36.8	59.3		
Actuated g/C Ratio	0.19		0.42	0.42	0.68		
v/c Ratio	0.50		0.05	0.41	0.29		
Control Delay	35.9		20.0	20.4	0.7		
Queue Delay	0.0		0.0	0.0	0.1		
Total Delay	35.9		20.0	20.4	0.8		
LOS	D		B	C	A		
Approach Delay	35.9			20.3	0.8		
Approach LOS	D			C	A		
Queue Length 50th (ft)	83		4	116	4		
Queue Length 95th (ft)	132		16	196	6		
Internal Link Dist (ft)	70			1031	110		
Turn Bay Length (ft)			125				
Base Capacity (vph)	475		250	1461	2596		
Starvation Cap Reductn	0		0	0	787		
Spillback Cap Reductn	0		0	0	0		
Storage Cap Reductn	0		0	0	0		
Reduced v/c Ratio	0.37		0.05	0.40	0.37		

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 86.9  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay: 13.1  
 Intersection Capacity Utilization 33.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 27: SR 136/S. Jefferson Ave & Foutch Dr



Lanes, Volumes, Timings  
 28: SR 136/S. Jefferson Ave & E. Stevens St

Cookeville 2017 Existing Conditions

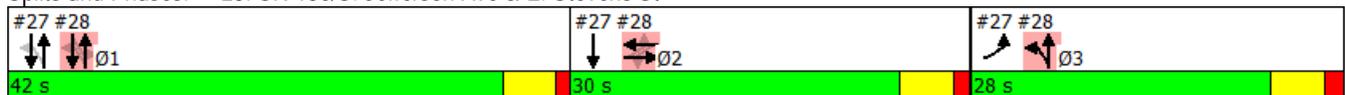
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	105	35	25	90	20	25	575	65	5	555	10
Future Volume (vph)	10	105	35	25	90	20	25	575	65	5	555	10
Satd. Flow (prot)	0	1824	0	0	1843	0	0	3298	0	0	3356	0
Flt Permitted		0.966			0.929			0.918			0.945	
Satd. Flow (perm)	0	1771	0	0	1726	0	0	3034	0	0	3174	0
Satd. Flow (RTOR)		16			9			27			2	
Peak Hour Factor	0.63	0.94	0.80	0.89	0.78	0.71	0.69	0.92	0.71	0.63	0.90	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	171	0	0	753	0	0	637	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			2		3	1 3			1	
Permitted Phases	2			2			1 3			1		
Total Split (s)	30.0	30.0		30.0	30.0		28.0			42.0	42.0	
Total Lost Time (s)		5.3			5.3						5.0	
Act Effct Green (s)		17.1			17.1			54.2			36.8	
Actuated g/C Ratio		0.20			0.20			0.62			0.42	
v/c Ratio		0.48			0.49			0.39			0.47	
Control Delay		33.0			35.0			2.4			21.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			35.0			2.4			21.3	
LOS		C			C			A			C	
Approach Delay		33.0			35.0			2.4			21.3	
Approach LOS		C			C			A			C	
Queue Length 50th (ft)		77			80			13			131	
Queue Length 95th (ft)		144			125			17			221	
Internal Link Dist (ft)		321			386			1			1911	
Turn Bay Length (ft)												
Base Capacity (vph)		524			506			2124			1377	
Starvation Cap Reductn		0			0			132			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.34			0.38			0.46	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 86.9  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay: 15.6  
 Intersection Capacity Utilization 59.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 28: SR 136/S. Jefferson Ave & E. Stevens St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

29: SR 136/S. Jefferson Ave/S. Jefferson Ave & US 70/E. Spring St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	325	105	80	290	10	145	235	125	20	260	35
Future Volume (vph)	20	325	105	80	290	10	145	235	125	20	260	35
Satd. Flow (prot)	1805	1803	0	1752	1669	0	1668	1667	0	1685	1554	0
Flt Permitted	0.486			0.192			0.229			0.310		
Satd. Flow (perm)	923	1803	0	354	1669	0	402	1667	0	550	1554	0
Satd. Flow (RTOR)		18			2			32			7	
Peak Hour Factor	1.00	0.86	0.85	0.80	0.91	0.83	0.88	0.95	0.76	0.71	0.83	0.80
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	1%	0%	0%	0%	1%	0%
Parking (#/hr)					0						0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	502	0	100	331	0	165	411	0	28	357	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	40.0		15.0	40.0		15.0	30.0		15.0	30.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	47.0	39.0		49.0	44.9		38.2	31.6		35.0	25.0	
Actuated g/C Ratio	0.47	0.39		0.49	0.45		0.38	0.32		0.35	0.25	
v/c Ratio	0.04	0.70		0.32	0.44		0.57	0.75		0.09	0.91	
Control Delay	9.3	29.7		14.3	13.6		28.0	40.0		21.4	61.6	
Queue Delay	0.0	0.5		0.0	0.4		0.0	0.6		0.0	11.2	
Total Delay	9.3	30.3		14.3	14.0		28.0	40.7		21.4	72.8	
LOS	A	C		B	B		C	D		C	E	
Approach Delay		29.5			14.1			37.0			69.1	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	8	305		20	66		65	227		10	148	
Queue Length 95th (ft)	m10	128		m32	m104		113	#415		30	#334	
Internal Link Dist (ft)		356			188			1911			200	
Turn Bay Length (ft)	200			65						65		
Base Capacity (vph)	529	725		320	750		292	548		314	407	
Starvation Cap Reductn	0	41		0	134		0	0		0	39	
Spillback Cap Reductn	0	43		0	0		0	21		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.74		0.31	0.54		0.57	0.78		0.09	0.97	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 36.2  
 Intersection Capacity Utilization 75.1%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: SR 136/S. Jefferson Ave/S. Jefferson Ave & US 70/E. Spring St

 Ø1 15 s	 Ø2 (R) 40 s	 Ø3 15 s	 Ø4 30 s
 Ø5 15 s	 Ø6 (R) 40 s	 Ø7 15 s	 Ø8 30 s

Lanes, Volumes, Timings  
 30: S. Jefferson Ave/N. Jefferson Ave & E. Broad St

Cookeville 2017 Existing Conditions

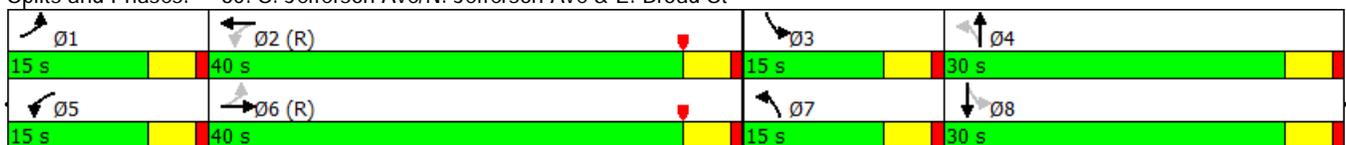
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	270	60	115	300	20	55	155	60	25	130	25
Future Volume (vph)	10	270	60	115	300	20	55	155	60	25	130	25
Satd. Flow (prot)	1805	1829	0	1805	1867	0	1668	1696	0	1685	1736	0
Flt Permitted	0.516			0.376			0.433			0.435		
Satd. Flow (perm)	980	1829	0	714	1867	0	760	1696	0	771	1736	0
Satd. Flow (RTOR)		13			3			18			8	
Peak Hour Factor	0.63	0.88	0.83	0.80	0.84	1.00	0.81	0.90	0.94	0.78	0.83	1.00
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	379	0	144	377	0	68	236	0	32	182	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	40.0		15.0	40.0		15.0	30.0		15.0	30.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	56.5	46.5		60.4	55.8		26.8	20.7		25.7	17.7	
Actuated g/C Ratio	0.56	0.46		0.60	0.56		0.27	0.21		0.26	0.18	
v/c Ratio	0.03	0.44		0.26	0.36		0.23	0.65		0.11	0.58	
Control Delay	4.9	15.6		7.2	11.2		13.0	23.3		22.1	42.7	
Queue Delay	0.0	0.7		0.4	1.4		0.0	2.9		0.1	0.1	
Total Delay	4.9	16.3		7.5	12.6		13.0	26.1		22.2	42.9	
LOS	A	B		A	B		B	C		C	D	
Approach Delay		15.8			11.2			23.2			39.8	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	1	174		19	51		16	50		14	102	
Queue Length 95th (ft)	3	286		42	253		m11	m157		27	144	
Internal Link Dist (ft)		353			196			200			580	
Turn Bay Length (ft)	200			65			65			50		
Base Capacity (vph)	644	861		550	1043		300	451		297	448	
Starvation Cap Reductn	0	153		138	459		0	49		0	0	
Spillback Cap Reductn	0	213		84	0		0	125		55	20	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.02	0.58		0.35	0.65		0.23	0.72		0.13	0.43	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 20 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 19.3  
 Intersection Capacity Utilization 61.3%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: S. Jefferson Ave/N. Jefferson Ave & E. Broad St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

31: S. Lowe Ave/SR 136/S. Washington Ave & US 70/E. Spring St

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	335	35	65	290	35	35	265	260	85	265	55
Future Volume (vph)	105	335	35	65	290	35	35	265	260	85	265	55
Satd. Flow (prot)	1787	1840	0	1752	1863	1615	1745	1783	1546	1728	1782	0
Flt Permitted	0.424			0.376			0.270			0.309		
Satd. Flow (perm)	798	1840	0	694	1863	1615	496	1783	1546	562	1782	0
Satd. Flow (RTOR)		6				115			347		11	
Peak Hour Factor	0.91	0.92	0.97	0.81	0.95	0.73	0.63	0.91	0.75	0.79	0.88	0.81
Heavy Vehicles (%)	1%	2%	0%	3%	2%	0%	0%	3%	1%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	400	0	80	305	48	56	291	347	108	369	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		
Total Split (s)	15.0	40.0		15.0	40.0	40.0	15.0	30.0	30.0	15.0	30.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	49.4	41.3		48.3	38.3	38.3	33.3	23.3	23.3	34.8	26.5	
Actuated g/C Ratio	0.49	0.41		0.48	0.38	0.38	0.33	0.23	0.23	0.35	0.26	
v/c Ratio	0.23	0.52		0.18	0.43	0.07	0.19	0.70	0.55	0.34	0.77	
Control Delay	12.3	20.8		14.2	26.4	0.2	19.9	44.2	7.0	18.7	31.3	
Queue Delay	0.0	1.8		0.0	0.0	0.0	0.0	6.1	0.0	0.0	2.7	
Total Delay	12.3	22.6		14.2	26.4	0.2	19.9	50.4	7.0	18.7	34.0	
LOS	B	C		B	C	A	B	D	A	B	C	
Approach Delay		20.3			21.3			26.2			30.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	33	154		25	146	0	22	165	0	22	75	
Queue Length 95th (ft)	m47	m184		45	228	0	32	256	25	41	#130	
Internal Link Dist (ft)		188			1101			264			195	
Turn Bay Length (ft)	60			100		100	100			50		
Base Capacity (vph)	500	771		449	724	698	298	465	660	320	490	
Starvation Cap Reductn	0	221		0	0	0	0	0	0	0	51	
Spillback Cap Reductn	4	0		0	9	27	0	123	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.73		0.18	0.43	0.07	0.19	0.85	0.53	0.34	0.84	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow, Master Intersection  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 24.8  
 Intersection Capacity Utilization 68.7%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: S. Lowe Ave/SR 136/S. Washington Ave & US 70/E. Spring St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

32: SR 136/S. Washington Ave/SR 136/N. Washington Ave & E. Broad St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	245	35	25	250	110	20	345	35	95	350	170
Future Volume (vph)	75	245	35	25	250	110	20	345	35	95	350	170
Satd. Flow (prot)	1787	1844	0	1805	1799	0	1745	1789	0	1745	1818	1546
Flt Permitted	0.222			0.444			0.399			0.183		
Satd. Flow (perm)	418	1844	0	844	1799	0	733	1789	0	336	1818	1546
Satd. Flow (RTOR)		9			28			5				200
Peak Hour Factor	0.89	0.90	0.80	0.69	0.83	0.74	1.00	0.88	0.80	0.74	0.87	0.85
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	0%	1%	2%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	316	0	36	450	0	20	436	0	128	402	200
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Total Split (s)	15.0	40.0		15.0	40.0		15.0	30.0		15.0	30.0	30.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	45.8	39.8		44.9	36.9		37.6	27.6		41.1	36.7	36.7
Actuated g/C Ratio	0.46	0.40		0.45	0.37		0.38	0.28		0.41	0.37	0.37
v/c Ratio	0.26	0.43		0.08	0.66		0.05	0.88		0.45	0.60	0.29
Control Delay	16.4	22.1		14.2	31.6		13.4	40.6		23.3	32.8	5.5
Queue Delay	0.0	0.6		0.0	0.8		0.0	18.8		0.0	0.0	0.0
Total Delay	16.4	22.7		14.2	32.4		13.4	59.4		23.3	32.8	5.5
LOS	B	C		B	C		B	E		C	C	A
Approach Delay		21.4			31.1			57.4			23.7	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)	21	81		13	247		4	271		46	172	0
Queue Length 95th (ft)	64	218		21	299		m11	#418		74	#381	45
Internal Link Dist (ft)		196			1084			195			349	
Turn Bay Length (ft)	60			100			65			100		
Base Capacity (vph)	336	764		482	716		385	500		288	667	693
Starvation Cap Reductn	0	179		0	0		0	67		0	0	0
Spillback Cap Reductn	0	0		0	86		0	0		0	0	9
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.25	0.54		0.07	0.71		0.05	1.01		0.44	0.60	0.29

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 32.4  
 Intersection Capacity Utilization 71.8%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: SR 136/S. Washington Ave/SR 136/N. Washington Ave & E. Broad St

 Ø1 15 s	 Ø2 (R) 40 s	 Ø3 15 s	 Ø4 30 s
 Ø5 15 s	 Ø6 (R) 40 s	 Ø7 15 s	 Ø8 30 s

Lanes, Volumes, Timings  
 33: SR 136/N. Washington Ave & E. 1st St

Cookeville 2017 Existing Conditions

05/16/2017

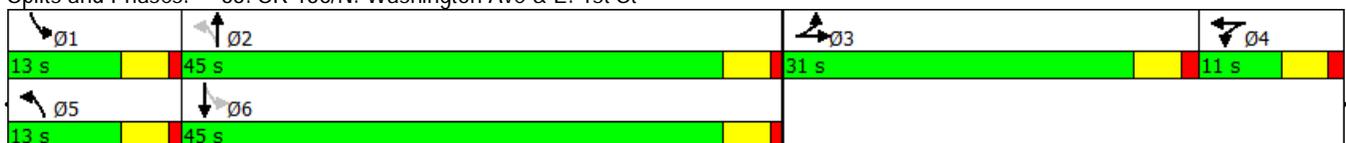
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	25	105	10	15	10	50	495	10	5	535	70
Future Volume (vph)	180	25	105	10	15	10	50	495	10	5	535	70
Satd. Flow (prot)	0	1764	0	0	1794	0	1711	1794	0	1745	3387	0
Flt Permitted		0.971			0.991		0.226			0.220		
Satd. Flow (perm)	0	1764	0	0	1794	0	407	1794	0	404	3387	0
Satd. Flow (RTOR)		24			20			2			22	
Peak Hour Factor	0.79	0.89	0.85	1.00	0.54	0.50	0.78	0.80	0.63	1.00	0.89	0.70
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	58	0	64	635	0	5	701	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases							2			6		
Total Split (s)	31.0	31.0		11.0	11.0		13.0	45.0		13.0	45.0	
Total Lost Time (s)		4.8			4.8		4.5	4.6		4.5	4.6	
Act Effct Green (s)		20.9			6.6		35.6	34.2		29.9	23.3	
Actuated g/C Ratio		0.28			0.09		0.47	0.46		0.40	0.31	
v/c Ratio		0.75			0.33		0.20	0.78		0.02	0.66	
Control Delay		35.8			34.3		13.6	27.8		12.0	25.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		35.8			34.3		13.6	27.8		12.0	25.4	
LOS		D			C		B	C		B	C	
Approach Delay		35.8			34.3			26.5			25.3	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)		157			18		17	252		1	153	
Queue Length 95th (ft)		#335			32		34	416		7	219	
Internal Link Dist (ft)		234			474			256			166	
Turn Bay Length (ft)										50		
Base Capacity (vph)		681			178		353	1046		340	1984	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.56			0.33		0.18	0.61		0.01	0.35	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 28.2  
 Intersection Capacity Utilization 67.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 33: SR 136/N. Washington Ave & E. 1st St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	235	30	175	165	270	40	525	285	270	350	50
Future Volume (vph)	115	235	30	175	165	270	40	525	285	270	350	50
Satd. Flow (prot)	1805	3538	0	3467	1900	1615	1719	3505	1615	1752	3517	0
Flt Permitted	0.950			0.950			0.471			0.236		
Satd. Flow (perm)	1805	3538	0	3467	1900	1615	852	3505	1615	435	3517	0
Satd. Flow (RTOR)		16				300			331		17	
Peak Hour Factor	0.90	0.93	0.75	0.86	0.92	0.90	0.83	0.86	0.86	0.94	0.80	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	5%	3%	0%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	293	0	203	179	300	48	610	331	287	494	0
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases						4	2		2	6		
Total Split (s)	17.0	17.0		24.0	24.0	24.0	12.0	29.0	29.0	20.0	37.0	
Total Lost Time (s)	5.2	5.2		5.3	5.3	5.3	4.5	5.2	5.2	4.5	5.2	
Act Effct Green (s)	10.6	10.6		13.5	13.5	13.5	27.3	19.8	19.8	37.9	30.9	
Actuated g/C Ratio	0.14	0.14		0.17	0.17	0.17	0.35	0.26	0.26	0.49	0.40	
v/c Ratio	0.52	0.59		0.34	0.54	0.57	0.13	0.68	0.50	0.67	0.35	
Control Delay	42.3	36.9		30.9	37.2	8.6	13.0	31.2	6.2	21.1	18.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.3	36.9		30.9	37.2	8.6	13.0	31.2	6.2	21.1	18.5	
LOS	D	D		C	D	A	B	C	A	C	B	
Approach Delay		38.5			22.7			22.0			19.4	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	61	69		47	84	0	12	144	0	83	94	
Queue Length 95th (ft)	126	122		77	153	65	29	208	52	150	128	
Internal Link Dist (ft)		135			2500			631			700	
Turn Bay Length (ft)	100			215		215	100			100		
Base Capacity (vph)	283	568		861	472	626	397	1108	737	483	1513	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.45	0.52		0.24	0.38	0.48	0.12	0.55	0.45	0.59	0.33	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 77.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 23.9

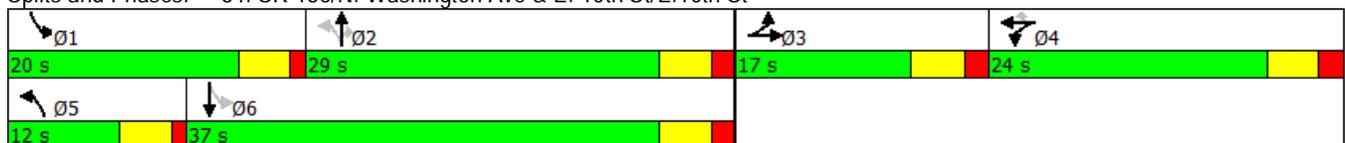
Intersection LOS: C

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 34: SR 136/N. Washington Ave & E. 10th St/E.10th St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

35: US 70/E. Spring St & I-40 EB Off-Ramps/I-40 EB On-Ramp

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	190	0	0	0	0	260	15	160	335	0
Future Volume (vph)	65	0	190	0	0	0	0	260	15	160	335	0
Satd. Flow (prot)	0	1656	1615	0	0	0	0	3426	0	1711	3490	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1656	1615	0	0	0	0	3426	0	1711	3490	0
Peak Hour Factor	0.86	0.25	0.86	0.25	0.25	0.25	0.25	0.86	0.75	0.87	0.90	0.25
Heavy Vehicles (%)	9%	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	221	0	0	0	0	322	0	184	372	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 30.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔					↔↔		↔	↔↔	
Traffic Vol, veh/h	65	0	190	0	0	0	0	260	15	160	335	0
Future Vol, veh/h	65	0	190	0	0	0	0	260	15	160	335	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	25	86	25	25	25	25	86	75	87	90	25
Heavy Vehicles, %	9	0	0	0	0	0	0	1	0	2	0	0
Mvmt Flow	76	0	221	0	0	0	0	302	20	184	372	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	891	1042	186	-	0	0	302	0	0
Stage 1	740	740	-	-	-	-	-	-	-
Stage 2	151	302	-	-	-	-	-	-	-
Critical Hdwy	6.98	6.5	6.9	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.98	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.98	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4	3.3	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	269	232	831	0	-	-	1256	-	0
Stage 1	415	426	-	0	-	-	-	-	0
Stage 2	841	668	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	230	0	831	-	-	-	1256	-	-
Mov Cap-2 Maneuver	230	0	-	-	-	-	-	-	-
Stage 1	354	0	-	-	-	-	-	-	-
Stage 2	841	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	2.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	230	831	1256	-
HCM Lane V/C Ratio	-	-	0.329	0.266	0.146	-
HCM Control Delay (s)	-	-	28.1	10.9	8.4	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	1.1	0.5	-

Lanes, Volumes, Timings  
 36: US 70/E. Spring St & I-40 WB Off-Ramp

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	25	120	225	0	0	535
Future Volume (vph)	25	120	225	0	0	535
Satd. Flow (prot)	1687	1568	3323	0	0	3455
Flt Permitted	0.950					
Satd. Flow (perm)	1687	1568	3323	0	0	3455
Peak Hour Factor	0.69	0.79	0.84	0.25	0.25	0.94
Heavy Vehicles (%)	7%	3%	5%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	152	268	0	0	569
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 24.8%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	25	120	225	0	0	535
Future Vol, veh/h	25	120	225	0	0	535
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	300	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	79	84	25	25	94
Heavy Vehicles, %	7	3	5	0	0	1
Mvmt Flow	36	152	268	0	0	569

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	553	134	0	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.94	6.96	-	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.33	-	-	-	-
Pot Cap-1 Maneuver	451	887	-	0	0	-
Stage 1	738	-	-	0	0	-
Stage 2	723	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	451	887	-	-	-	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	10.6		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	451 887	-
HCM Lane V/C Ratio	-	0.08 0.171	-
HCM Control Delay (s)	-	13.7 9.9	-
HCM Lane LOS	-	B A	-
HCM 95th %tile Q(veh)	-	0.3 0.6	-

Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

37: SR 111 NB Off-Ramp/SR 111 On-Ramp & US 70/E. Spring St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	605	545	0	0	370	75	175	0	50	0	0	0
Future Volume (vph)	605	545	0	0	370	75	175	0	50	0	0	0
Satd. Flow (prot)	1770	3574	0	0	3434	0	0	1736	1583	0	0	0
Flt Permitted	0.295							0.950				
Satd. Flow (perm)	550	3574	0	0	3434	0	0	1736	1583	0	0	0
Satd. Flow (RTOR)					25				97			
Peak Hour Factor	0.86	0.88	0.25	0.25	0.95	0.85	0.73	0.25	0.60	0.25	0.25	0.25
Heavy Vehicles (%)	2%	1%	0%	0%	2%	3%	4%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	703	619	0	0	477	0	0	240	83	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	1	6			2			3				
Permitted Phases	6						3		3			
Total Split (s)	26.0	45.0			19.0		45.0	45.0	45.0			
Total Lost Time (s)	4.5	6.5			6.5			5.9	5.9			
Act Effct Green (s)	40.6	38.6			12.5			14.2	14.2			
Actuated g/C Ratio	0.62	0.59			0.19			0.22	0.22			
v/c Ratio	0.94	0.29			0.70			0.63	0.20			
Control Delay	37.1	7.6			31.0			31.0	5.2			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	37.1	7.6			31.0			31.0	5.2			
LOS	D	A			C			C	A			
Approach Delay		23.3			31.0			24.4				
Approach LOS		C			C			C				
Queue Length 50th (ft)	183	55			88			87	0			
Queue Length 95th (ft)	#432	102			#167			35	5			
Internal Link Dist (ft)		490			552			852			886	
Turn Bay Length (ft)	100								250			
Base Capacity (vph)	745	2113			679			1042	989			
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	0.94	0.29			0.70			0.23	0.08			

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 65.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 25.2

Intersection LOS: C

Intersection Capacity Utilization 69.9%

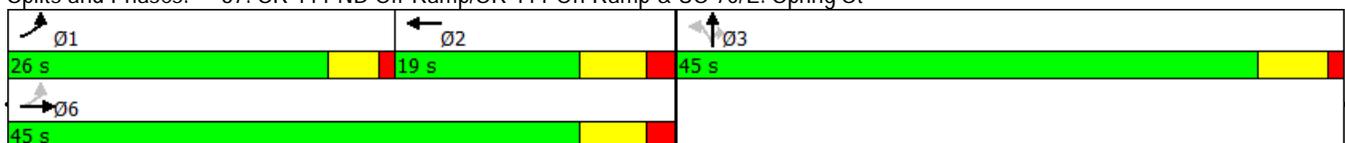
ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 37: SR 111 NB Off-Ramp/SR 111 On-Ramp & US 70/E. Spring St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

38: SR 111 SB On-Ramp/SR 111 SB Off-Ramp & US 70/E. Spring St

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	0	1110	235	45	500	0	0	0	0	30	0	255
Future Volume (vph)	0	1110	235	45	500	0	0	0	0	30	0	255
Satd. Flow (prot)	0	3449	0	1703	3539	0	0	0	0	0	1703	1599
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3449	0	1703	3539	0	0	0	0	0	1703	1599
Peak Hour Factor	0.25	0.87	0.78	0.75	0.87	0.25	0.25	0.25	0.25	0.94	0.25	0.87
Heavy Vehicles (%)	0%	2%	0%	6%	2%	0%	0%	0%	0%	6%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1577	0	60	575	0	0	0	0	0	32	293
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↘	↑↑						↘	↗
Traffic Vol, veh/h	0	1110	235	45	500	0	0	0	0	30	0	255
Future Vol, veh/h	0	1110	235	45	500	0	0	0	0	30	0	255
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	87	78	75	87	25	25	25	25	94	25	87
Heavy Vehicles, %	0	2	0	6	2	0	0	0	0	6	0	1
Mvmt Flow	0	1276	301	60	575	0	0	0	0	32	0	293

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	1276	0	0	1333	1971	287
Stage 1	-	-	-	-	-	-	695	695	-
Stage 2	-	-	-	-	-	-	638	1276	-
Critical Hdwy	-	-	-	4.22	-	-	6.92	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	5.92	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.92	5.5	-
Follow-up Hdwy	-	-	-	2.26	-	-	3.56	4	3.31
Pot Cap-1 Maneuver	0	-	-	519	-	0	140	63	713
Stage 1	0	-	-	-	-	0	446	447	-
Stage 2	0	-	-	-	-	0	478	240	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	519	-	-	124	0	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	0	-
Stage 1	-	-	-	-	-	-	394	0	-
Stage 2	-	-	-	-	-	-	478	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.2	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	519	-	124	713
HCM Lane V/C Ratio	-	-	0.116	-	0.257	0.411
HCM Control Delay (s)	-	-	12.8	-	43.8	13.5
HCM Lane LOS	-	-	B	-	E	B
HCM 95th %tile Q(veh)	-	-	0.4	-	1	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	670	80	245	405	60	145	320	555	110	205	50
Future Volume (vph)	95	670	80	245	405	60	145	320	555	110	205	50
Satd. Flow (prot)	1787	3493	0	1787	1845	1599	1805	1900	1615	1752	1817	0
Flt Permitted	0.306			0.132			0.379			0.326		
Satd. Flow (perm)	576	3493	0	248	1845	1599	720	1900	1615	601	1817	0
Satd. Flow (RTOR)		19				142			279		13	
Peak Hour Factor	0.88	0.88	0.67	0.93	0.87	0.88	0.67	0.82	0.82	0.92	0.83	0.89
Heavy Vehicles (%)	1%	1%	3%	1%	3%	1%	0%	0%	0%	3%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	880	0	263	466	68	216	390	677	120	303	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.0	31.0		15.0	35.0	35.0	13.0	33.0	33.0	11.0	31.0	
Total Lost Time (s)	4.5	5.6		4.5	5.6	5.6	4.5	5.7	5.7	4.5	5.7	
Act Effct Green (s)	32.2	24.7		40.4	31.0	31.0	36.9	27.3	27.3	33.1	25.4	
Actuated g/C Ratio	0.36	0.28		0.45	0.35	0.35	0.41	0.31	0.31	0.37	0.28	
v/c Ratio	0.37	0.90		0.90	0.73	0.11	0.54	0.67	0.99	0.39	0.58	
Control Delay	18.2	43.9		54.0	34.6	0.3	22.0	34.1	51.0	19.6	31.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.2	43.9		54.0	34.6	0.3	22.0	34.1	51.0	19.6	31.5	
LOS	B	D		D	C	A	C	C	D	B	C	
Approach Delay		41.1			38.1			41.0			28.2	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	34	245		96	236	0	76	193	250	40	141	
Queue Length 95th (ft)	63	#340		#240	338	0	89	259	#401	74	203	
Internal Link Dist (ft)		1084			512			1234			867	
Turn Bay Length (ft)	80					100	130			100		
Base Capacity (vph)	296	1007		293	639	646	401	580	687	306	526	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.87		0.90	0.73	0.11	0.54	0.67	0.99	0.39	0.58	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 89.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 38.8

Intersection LOS: D

Intersection Capacity Utilization 74.7%

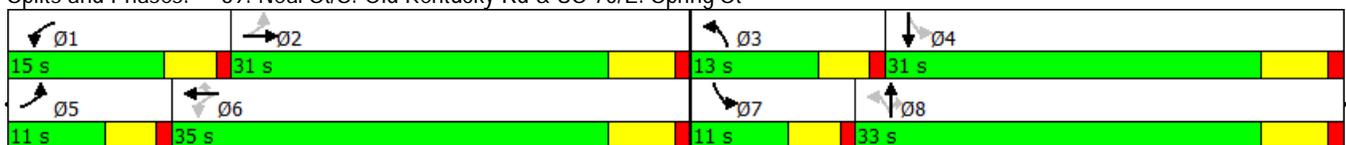
ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 39: Neal St/S. Old Kentucky Rd & US 70/E. Spring St



Lanes, Volumes, Timings  
 40: US 70/E. Spring St & E. Broad St

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	715	295	295	105	5
Future Volume (vph)	0	715	295	295	105	5
Satd. Flow (prot)	0	1881	1739	0	1800	0
Flt Permitted					0.955	
Satd. Flow (perm)	0	1881	1739	0	1800	0
Peak Hour Factor	0.25	0.86	0.92	0.96	0.77	0.63
Heavy Vehicles (%)	0%	1%	3%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	831	628	0	144	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 50.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	715	295	295	105	5
Future Vol, veh/h	0	715	295	295	105	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	86	92	96	77	63
Heavy Vehicles, %	0	1	3	1	0	0
Mvmt Flow	0	831	321	307	136	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	321	0	-	0	1152	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	831	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1250	-	-	0	221	724
Stage 1	-	-	-	0	740	-
Stage 2	-	-	-	0	431	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1250	-	-	-	221	724
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1250	-	-	348
HCM Lane V/C Ratio	-	-	-	0.415
HCM Control Delay (s)	0	-	-	22.5
HCM Lane LOS	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	2

Lanes, Volumes, Timings  
 41: S. Mape Ave/S, Maple Ave & US 70/E. Spring St

Cookeville 2017 Existing Conditions

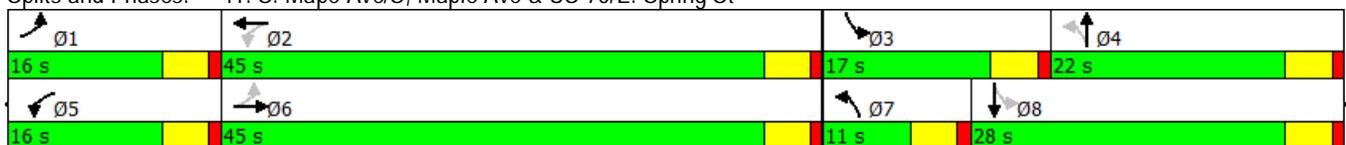
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	540	25	20	275	15	25	170	20	170	145	50
Future Volume (vph)	130	540	25	20	275	15	25	170	20	170	145	50
Satd. Flow (prot)	1805	1869	0	1703	1846	0	1805	1862	0	1805	1823	0
Flt Permitted	0.382			0.137			0.622			0.324		
Satd. Flow (perm)	726	1869	0	246	1846	0	1182	1862	0	616	1823	0
Satd. Flow (RTOR)		3			4			7			15	
Peak Hour Factor	0.90	0.83	0.78	0.56	0.97	0.75	0.78	0.82	0.63	0.77	0.88	0.96
Heavy Vehicles (%)	0%	1%	0%	6%	2%	0%	0%	0%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	683	0	36	304	0	32	239	0	221	217	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	16.0	45.0		16.0	45.0		11.0	22.0		17.0	28.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	39.9	34.7		34.0	26.8		21.6	15.0		30.8	25.2	
Actuated g/C Ratio	0.49	0.43		0.42	0.33		0.27	0.18		0.38	0.31	
v/c Ratio	0.30	0.85		0.16	0.50		0.09	0.68		0.56	0.38	
Control Delay	12.5	34.9		12.0	24.2		21.0	44.3		26.7	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		3.0	1.5	
Total Delay	12.5	34.9		12.0	24.2		21.0	44.3		29.7	29.4	
LOS	B	C		B	C		C	D		C	C	
Approach Delay		31.0			22.9			41.5			29.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	41	362		10	127		12	132		96	104	
Queue Length 95th (ft)	71	#470		15	207		28	194		132	173	
Internal Link Dist (ft)		1101			737			412			149	
Turn Bay Length (ft)	75			80			70			50		
Base Capacity (vph)	524	994		337	982		372	432		428	592	
Starvation Cap Reductn	0	0		0	0		0	0		121	221	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.69		0.11	0.31		0.09	0.55		0.72	0.58	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 81.2  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 30.7  
 Intersection Capacity Utilization 69.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 41: S. Mape Ave/S, Maple Ave & US 70/E. Spring St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

42: S. Dixie Ave & US 70/W. Spring St/US 70/E. Spring St

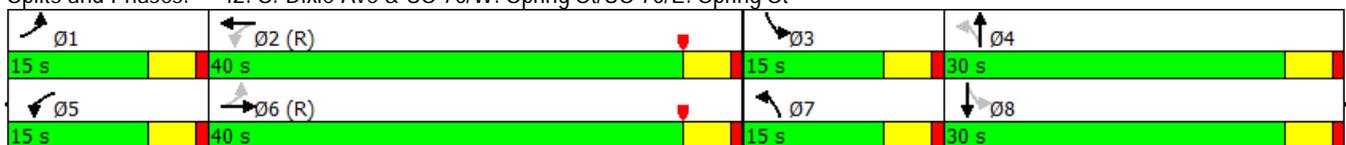
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	360	30	10	415	65	50	75	15	70	105	30
Future Volume (vph)	20	360	30	10	415	65	50	75	15	70	105	30
Satd. Flow (prot)	1805	1849	0	1805	1842	0	1805	1854	0	1787	1812	0
Flt Permitted	0.348			0.437			0.514			0.573		
Satd. Flow (perm)	661	1849	0	830	1842	0	977	1854	0	1078	1812	0
Satd. Flow (RTOR)		6			10			9			13	
Peak Hour Factor	0.83	0.89	0.68	0.83	0.94	0.86	0.96	0.72	0.75	0.70	0.88	0.94
Heavy Vehicles (%)	0%	1%	3%	0%	1%	0%	0%	0%	0%	1%	0%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	448	0	12	517	0	52	124	0	100	151	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	40.0		15.0	40.0		15.0	30.0		15.0	30.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	64.4	62.4		63.5	59.5		21.8	13.8		22.3	14.1	
Actuated g/C Ratio	0.64	0.62		0.64	0.60		0.22	0.14		0.22	0.14	
v/c Ratio	0.04	0.39		0.02	0.47		0.18	0.47		0.32	0.57	
Control Delay	8.2	13.0		6.5	10.9		27.0	42.5		20.4	29.0	
Queue Delay	0.0	0.0		0.0	0.4		0.0	0.0		0.0	0.0	
Total Delay	8.2	13.0		6.5	11.4		27.0	42.5		20.4	29.0	
LOS	A	B		A	B		C	D		C	C	
Approach Delay		12.8			11.2			37.9			25.6	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	5	123		2	103		25	69		35	48	
Queue Length 95th (ft)	15	295		m5	m202		50	92		38	60	
Internal Link Dist (ft)		1308			356			107			209	
Turn Bay Length (ft)	100			60			50			60		
Base Capacity (vph)	546	1156		631	1100		303	479		317	471	
Starvation Cap Reductn	0	0		0	212		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.39		0.02	0.58		0.17	0.26		0.32	0.32	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 17.6  
 Intersection Capacity Utilization 55.4%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 42: S. Dixie Ave & US 70/W. Spring St/US 70/E. Spring St



Lanes, Volumes, Timings  
43: S. Walnut Ave & US 70/W. Spring St

Cookeville 2017 Existing Conditions

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	375	55	45	445	25	65	185	30	35	275	45
Future Volume (vph)	40	375	55	45	445	25	65	185	30	35	275	45
Satd. Flow (prot)	1770	1845	0	1805	1860	0	1770	1841	0	1805	1854	0
Flt Permitted	0.177			0.232			0.266			0.544		
Satd. Flow (perm)	330	1845	0	441	1860	0	495	1841	0	1034	1854	0
Satd. Flow (RTOR)		9			5			13			10	
Peak Hour Factor	0.91	0.84	0.86	0.80	0.86	0.57	0.86	0.93	0.58	0.67	0.83	0.70
Heavy Vehicles (%)	2%	1%	1%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	510	0	56	561	0	76	251	0	52	395	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	11.0	45.0		11.0	45.0		11.0	33.0		11.0	33.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.8		4.5	4.8	
Act Effct Green (s)	32.3	29.2		32.3	29.2		28.3	24.8		27.1	22.1	
Actuated g/C Ratio	0.43	0.39		0.43	0.39		0.37	0.33		0.36	0.29	
v/c Ratio	0.16	0.71		0.17	0.78		0.24	0.41		0.12	0.72	
Control Delay	13.4	28.0		13.5	31.3		19.5	26.3		18.1	36.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.4	28.0		13.5	31.3		19.5	26.3		18.1	36.1	
LOS	B	C		B	C		B	C		B	D	
Approach Delay		26.8			29.6			24.7			34.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	12	234		15	269		25	109		17	194	
Queue Length 95th (ft)	31	338		33	399		57	201		32	298	
Internal Link Dist (ft)		1097			1308			83			571	
Turn Bay Length (ft)	75			75			65			150		
Base Capacity (vph)	288	1092		328	1099		316	832		450	832	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.47		0.17	0.51		0.24	0.30		0.12	0.47	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 75.7  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 29.0  
 Intersection Capacity Utilization 67.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 43: S. Walnut Ave & US 70/W. Spring St



Lanes, Volumes, Timings  
44: Scott Ave & US 70/W. Spring St

Cookeville 2017 Existing Conditions

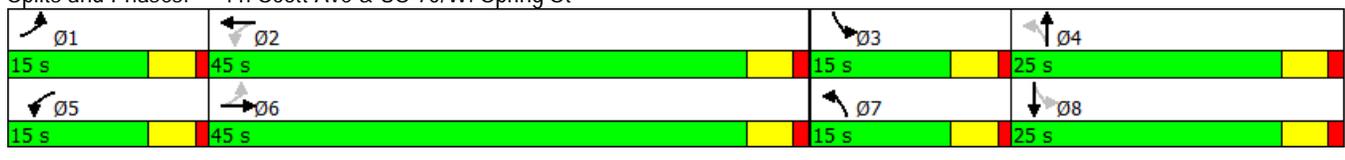
05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	320	45	75	490	25	55	70	65	20	75	35
Future Volume (vph)	15	320	45	75	490	25	55	70	65	20	75	35
Satd. Flow (prot)	1805	1848	0	1805	1863	0	1805	1785	0	1656	1791	0
Flt Permitted	0.234			0.314			0.501			0.639		
Satd. Flow (perm)	445	1848	0	597	1863	0	952	1785	0	1114	1791	0
Satd. Flow (RTOR)		9			3			28			19	
Peak Hour Factor	0.75	0.90	0.87	0.75	0.83	0.78	0.76	0.60	0.90	0.83	0.72	0.80
Heavy Vehicles (%)	0%	1%	0%	0%	1%	4%	0%	0%	1%	9%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	408	0	100	622	0	72	189	0	24	148	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	45.0		15.0	45.0		15.0	25.0		15.0	25.0	
Total Lost Time (s)	4.5	4.8		4.5	4.8		4.5	4.8		4.5	4.8	
Act Effct Green (s)	29.7	24.8		34.0	31.0		20.6	17.4		16.6	11.4	
Actuated g/C Ratio	0.45	0.37		0.51	0.47		0.31	0.26		0.25	0.17	
v/c Ratio	0.06	0.58		0.22	0.71		0.18	0.39		0.07	0.46	
Control Delay	9.3	22.6		10.0	22.1		19.8	24.9		19.8	32.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.3	22.6		10.0	22.1		19.8	24.9		19.8	32.0	
LOS	A	C		B	C		B	C		B	C	
Approach Delay		22.0			20.4			23.5			30.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	4	139		19	171		18	43		6	46	
Queue Length 95th (ft)	13	269		40	386		49	88		24	96	
Internal Link Dist (ft)		700			1097			288			469	
Turn Bay Length (ft)	75			75			40			75		
Base Capacity (vph)	471	1200		532	1207		477	664		453	646	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.34		0.19	0.52		0.15	0.28		0.05	0.23	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 66.2  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 22.4  
 Intersection Capacity Utilization 60.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 44: Scott Ave & US 70/W. Spring St



Lanes, Volumes, Timings  
 45: S, Maple Ave/N. Maple Ave & E. Broad St

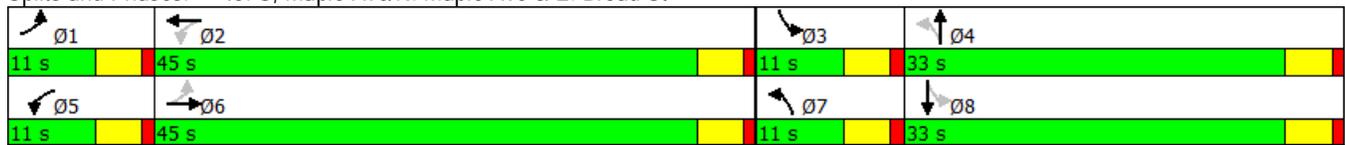
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	255	100	40	340	80	35	150	115	40	220	20
Future Volume (vph)	25	255	100	40	340	80	35	150	115	40	220	20
Satd. Flow (prot)	1805	1802	0	1805	1818	0	1805	1763	0	1805	1872	0
Flt Permitted	0.291			0.319			0.410			0.378		
Satd. Flow (perm)	553	1802	0	606	1818	0	779	1763	0	718	1872	0
Satd. Flow (RTOR)		23			15			47			6	
Peak Hour Factor	0.78	0.77	0.78	0.91	0.87	0.83	0.63	0.85	0.70	0.83	0.87	0.71
Heavy Vehicles (%)	0%	1%	1%	0%	1%	3%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	459	0	44	487	0	56	340	0	48	281	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	11.0	45.0		11.0	45.0		11.0	33.0		11.0	33.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	44.5	40.9		44.6	40.9		34.7	31.1		33.7	28.8	
Actuated g/C Ratio	0.48	0.44		0.48	0.44		0.37	0.33		0.36	0.31	
v/c Ratio	0.09	0.57		0.12	0.60		0.16	0.55		0.14	0.48	
Control Delay	12.8	23.8		13.1	25.1		19.7	28.0		19.6	30.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	12.5		0.0	0.0	
Total Delay	12.8	23.8		13.1	25.1		19.7	40.5		19.6	30.9	
LOS	B	C		B	C		B	D		B	C	
Approach Delay		23.1			24.1			37.6			29.3	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	10	216		13	238		22	163		19	147	
Queue Length 95th (ft)	21	256		31	335		32	239		38	219	
Internal Link Dist (ft)		1084			778			149			437	
Turn Bay Length (ft)	60			65			40			85		
Base Capacity (vph)	351	801		373	805		361	618		335	580	
Starvation Cap Reductn	0	0		0	0		0	252		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.57		0.12	0.60		0.16	0.93		0.14	0.48	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 93.4  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 27.8  
 Intersection Capacity Utilization 62.7%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 45: S, Maple Ave/N. Maple Ave & E. Broad St



Lanes, Volumes, Timings  
 46: S. Dixie Ave/N. Dixie Ave & E. Broad St

Cookeville 2017 Existing Conditions

05/16/2017

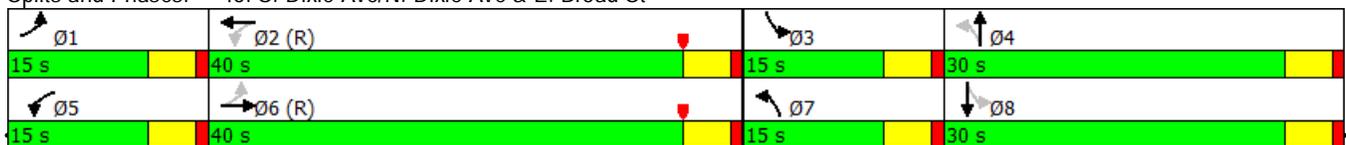
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	295	25	25	275	50	20	115	25	50	155	20
Future Volume (vph)	25	295	25	25	275	50	20	115	25	50	155	20
Satd. Flow (prot)	1805	1845	0	1736	1839	0	1805	1845	0	1805	1866	0
Flt Permitted	0.441			0.474			0.414			0.468		
Satd. Flow (perm)	838	1845	0	866	1839	0	787	1845	0	889	1866	0
Satd. Flow (RTOR)		7			10			12			6	
Peak Hour Factor	0.78	0.96	0.69	0.78	0.86	0.83	0.71	0.87	0.78	0.74	0.73	0.71
Heavy Vehicles (%)	0%	1%	4%	4%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	343	0	32	380	0	28	164	0	68	240	0
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	15.0	40.0		15.0	40.0		15.0	30.0		15.0	30.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	59.5	53.5		59.5	53.5		25.2	17.2		26.2	20.1	
Actuated g/C Ratio	0.60	0.54		0.60	0.54		0.25	0.17		0.26	0.20	
v/c Ratio	0.05	0.35		0.05	0.39		0.09	0.50		0.21	0.63	
Control Delay	10.5	18.4		18.6	25.9		19.9	35.2		24.3	43.1	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.1		0.0	0.0	
Total Delay	10.5	18.4		18.6	26.0		19.9	35.3		24.3	43.1	
LOS	B	B		B	C		B	D		C	D	
Approach Delay		17.7			25.5			33.1			39.0	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	8	143		11	128		9	54		30	142	
Queue Length 95th (ft)	21	243		32	279		17	87		45	161	
Internal Link Dist (ft)		1234			353			209			174	
Turn Bay Length (ft)	130			45			60			75		
Base Capacity (vph)	602	989		608	987		308	479		330	484	
Starvation Cap Reductn	0	0		0	126		0	36		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.35		0.05	0.44		0.09	0.37		0.21	0.50	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 27.6  
 Intersection Capacity Utilization 50.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 46: S. Dixie Ave/N. Dixie Ave & E. Broad St



Lanes, Volumes, Timings  
 47: S. Walnut Ave/N. Walnut Ave & E. Broad St

Cookeville 2017 Existing Conditions

05/16/2017

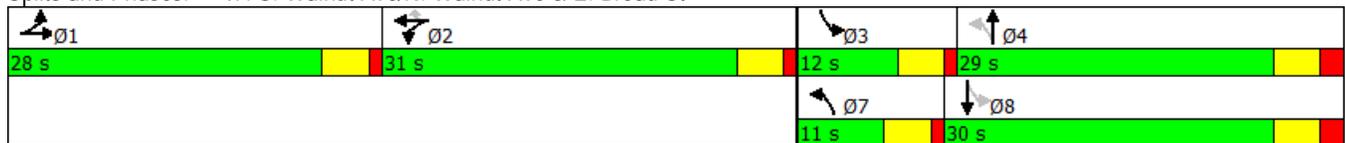
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	205	35	55	175	60	30	170	45	65	270	15
Future Volume (vph)	10	205	35	55	175	60	30	170	45	65	270	15
Satd. Flow (prot)	0	1850	0	0	1870	1583	1805	1837	0	1770	1885	0
Flt Permitted		0.998			0.987		0.419			0.445		
Satd. Flow (perm)	0	1850	0	0	1870	1583	796	1837	0	829	1885	0
Satd. Flow (RTOR)		8				124		14			3	
Peak Hour Factor	0.83	0.87	0.80	0.72	0.86	0.88	0.75	0.94	0.87	0.71	0.89	0.94
Heavy Vehicles (%)	0%	0%	3%	1%	0%	2%	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	292	0	0	279	68	40	233	0	92	319	0
Turn Type	custom	NA		custom	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	1		2	2		7	4		3	8	
Permitted Phases	1			2		2	4			8		
Total Split (s)	28.0	28.0		31.0	31.0	31.0	11.0	29.0		12.0	30.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	5.4		4.5	5.4	
Act Effct Green (s)		17.7			18.0	18.0	23.3	17.5		25.6	20.8	
Actuated g/C Ratio		0.23			0.23	0.23	0.30	0.23		0.33	0.27	
v/c Ratio		0.68			0.65	0.15	0.12	0.55		0.25	0.63	
Control Delay		38.7			37.3	1.2	19.8	33.4		20.8	34.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		38.7			37.3	1.2	19.8	33.4		20.8	34.7	
LOS		D			D	A	B	C		C	C	
Approach Delay		38.7			30.3			31.4			31.6	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)		134			131	0	13	99		30	148	
Queue Length 95th (ft)		245			225	3	32	199		57	275	
Internal Link Dist (ft)		512			1234			571			477	
Turn Bay Length (ft)							120			140		
Base Capacity (vph)		614			694	666	330	617		371	651	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.48			0.40	0.10	0.12	0.38		0.25	0.49	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 77.7  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 32.8  
 Intersection Capacity Utilization 61.6%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 47: S. Walnut Ave/N. Walnut Ave & E. Broad St



Lanes, Volumes, Timings  
48: S. Cedar Ave & E. Broad St

Cookeville 2017 Existing Conditions

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	45	5	25	35	160	5	65	20	175	120	45
Future Volume (vph)	45	45	5	25	35	160	5	65	20	175	120	45
Satd. Flow (prot)	0	1839	0	0	1722	0	0	1798	0	0	1794	0
Flt Permitted		0.973			0.994			0.998			0.975	
Satd. Flow (perm)	0	1839	0	0	1722	0	0	1798	0	0	1794	0
Peak Hour Factor	0.63	0.87	1.00	0.69	0.58	0.89	1.00	0.86	0.83	0.93	0.94	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	1%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	276	0	0	105	0	0	372	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 47.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔				↔	
Traffic Vol, veh/h	0	45	45	5	0	25	35	160	0	5	65	20
Future Vol, veh/h	0	45	45	5	0	25	35	160	0	5	65	20
Peak Hour Factor	0.92	0.63	0.87	1.00	0.92	0.69	0.58	0.89	0.92	1.00	0.86	0.83
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	0	3	0
Mvmt Flow	0	71	52	5	0	36	60	180	0	5	76	24
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.2	11.1	9.5
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	47%	11%	51%
Vol Thru, %	72%	47%	16%	35%
Vol Right, %	22%	5%	73%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	95	220	340
LT Vol	5	45	25	175
Through Vol	65	45	35	120
RT Vol	20	5	160	45
Lane Flow Rate	105	128	276	372
Geometry Grp	1	1	1	1
Degree of Util (X)	0.158	0.202	0.383	0.536
Departure Headway (Hd)	5.448	5.688	4.991	5.187
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	657	631	721	696
Service Time	3.492	3.732	3.028	3.218
HCM Lane V/C Ratio	0.16	0.203	0.383	0.534
HCM Control Delay	9.5	10.2	11.1	14.1
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.6	0.8	1.8	3.2

Intersection

Intersection Delay, s/veh  
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	175	120	45
Future Vol, veh/h	0	175	120	45
Peak Hour Factor	0.92	0.93	0.94	0.80
Heavy Vehicles, %	2	1	2	0
Mvmt Flow	0	188	128	56
Number of Lanes	0	0	1	0
Approach	SB			
Opposing Approach	NB			
Opposing Lanes	1			
Conflicting Approach Left	WB			
Conflicting Lanes Left	1			
Conflicting Approach Right	EB			
Conflicting Lanes Right	1			
HCM Control Delay	14.1			
HCM LOS	B			

Lanes, Volumes, Timings  
 49: S. Cedar Ave/N. Cedar Ave & W, Broad St

Cookeville 2017 Existing Conditions

05/16/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	160	155	115	175	85
Future Volume (vph)	55	160	155	115	175	85
Satd. Flow (prot)	1787	1599	0	1837	1795	0
Flt Permitted	0.950			0.971		
Satd. Flow (perm)	1787	1599	0	1837	1795	0
Peak Hour Factor	0.86	0.98	0.79	0.85	0.88	0.76
Heavy Vehicles (%)	1%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	163	0	331	311	0
Sign Control	Stop			Stop	Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 42.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Intersection Delay, s/veh 11.2  
 Intersection LOS B

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations		↶	↷			↷		↶	
Traffic Vol, veh/h	0	55	160	0	155	115	0	175	85
Future Vol, veh/h	0	55	160	0	155	115	0	175	85
Peak Hour Factor	0.92	0.86	0.98	0.92	0.79	0.85	0.92	0.88	0.76
Heavy Vehicles, %	2	1	1	2	0	1	2	1	0
Mvmt Flow	0	64	163	0	196	135	0	199	112
Number of Lanes	0	1	1	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	9.9	12.3	11.1
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	57%	100%	0%	0%
Vol Thru, %	43%	0%	0%	67%
Vol Right, %	0%	0%	100%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	55	160	260
LT Vol	155	55	0	0
Through Vol	115	0	0	175
RT Vol	0	0	160	85
Lane Flow Rate	331	64	163	311
Geometry Grp	2	7	7	2
Degree of Util (X)	0.458	0.117	0.244	0.408
Departure Headway (Hd)	4.976	6.596	5.38	4.729
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	547	671	752
Service Time	3.065	4.296	3.08	2.817
HCM Lane V/C Ratio	0.462	0.117	0.243	0.414
HCM Control Delay	12.3	10.2	9.8	11.1
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.4	0.4	1	2

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	215	360	10	110	250
Future Volume (vph)	5	215	360	10	110	250
Satd. Flow (prot)	1805	1615	1855	0	0	1833
Flt Permitted	0.950					0.985
Satd. Flow (perm)	1805	1615	1855	0	0	1833
Peak Hour Factor	0.63	0.79	0.80	0.63	0.86	0.87
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	272	466	0	0	415
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 52.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↔			↕
Traffic Vol, veh/h	5	215	360	10	110	250
Future Vol, veh/h	5	215	360	10	110	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	79	80	63	86	87
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	8	272	450	16	128	287

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1001	458	0	0	466	0
Stage 1	458	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	271	607	-	-	1106	-
Stage 1	641	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	234	607	-	-	1106	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.7		0		2.7
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	362	607	1106	-
HCM Lane V/C Ratio	-	-	0.022	0.448	0.116	-
HCM Control Delay (s)	-	-	15.2	15.7	8.7	0
HCM Lane LOS	-	-	C	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	2.3	0.4	-

Lanes, Volumes, Timings  
51: W. Jackson St/Pippin Rd & US 70/W. Broad St

Cookeville 2017 Existing Conditions

05/16/2017

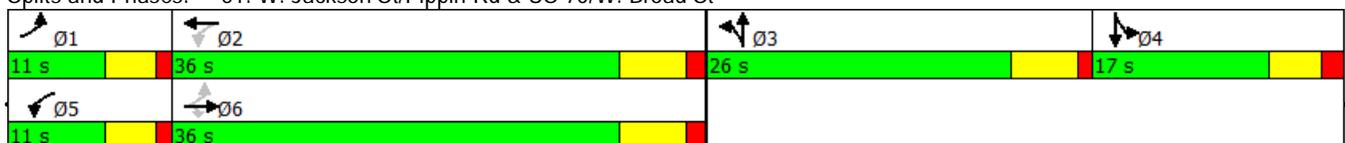
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	200	160	10	325	105	295	340	30	55	125	5
Future Volume (vph)	5	200	160	10	325	105	295	340	30	55	125	5
Satd. Flow (prot)	1805	1863	1553	1805	1807	0	1805	1900	1615	0	1858	0
Flt Permitted	0.195			0.565			0.950				0.984	
Satd. Flow (perm)	370	1863	1553	1074	1807	0	1805	1900	1615	0	1858	0
Satd. Flow (RTOR)			176		23				218		1	
Peak Hour Factor	0.42	0.86	0.91	0.63	0.90	0.75	0.83	0.92	0.94	0.81	0.89	1.00
Heavy Vehicles (%)	0%	2%	4%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	233	176	16	501	0	355	370	32	0	213	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	Free	Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases	6		6	2					Free			
Total Split (s)	11.0	36.0	36.0	11.0	36.0		26.0	26.0		17.0	17.0	
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9		5.5	5.5			5.1	
Act Effct Green (s)	26.8	24.3	24.3	26.8	24.3		18.9	18.9	73.7		11.7	
Actuated g/C Ratio	0.36	0.33	0.33	0.36	0.33		0.26	0.26	1.00		0.16	
v/c Ratio	0.05	0.38	0.28	0.04	0.82		0.77	0.76	0.02		0.72	
Control Delay	14.2	21.7	4.7	14.0	34.9		40.1	39.0	0.0		48.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	14.2	21.7	4.7	14.0	34.9		40.1	39.0	0.0		48.0	
LOS	B	C	A	B	C		D	D	A		D	
Approach Delay		14.4			34.2			37.9			48.0	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	3	79	0	5	196		147	152	0		94	
Queue Length 95th (ft)	6	154	43	11	#411		#301	#355	0		#243	
Internal Link Dist (ft)		1551			2304			1891			664	
Turn Bay Length (ft)	100		100	100			350					
Base Capacity (vph)	264	780	752	456	770		514	541	1615		308	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.05	0.30	0.23	0.04	0.65		0.69	0.68	0.02		0.69	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 73.7  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 32.8  
 Intersection Capacity Utilization 65.1%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 51: W. Jackson St/Pippin Rd & US 70/W. Broad St



Lanes, Volumes, Timings  
52: E.10th St & Brown Ave N

Cookeville 2017 Existing Conditions

05/16/2017

							Ø2	Ø4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (vph)	20	815	645	75	90	45		
Future Volume (vph)	20	815	645	75	90	45		
Satd. Flow (prot)	1719	1900	1847	0	1722	0		
Flt Permitted	0.151				0.968			
Satd. Flow (perm)	273	1900	1847	0	1722	0		
Satd. Flow (RTOR)			11		24			
Peak Hour Factor	0.71	0.94	0.90	0.82	0.75	0.75		
Heavy Vehicles (%)	5%	0%	1%	4%	3%	0%		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	28	867	808	0	180	0		
Turn Type	pm+pt	NA	NA		Prot			
Protected Phases	1	6	2 4		3		2	4
Permitted Phases	6							
Total Split (s)	11.0	60.0			19.3		49.0	10.7
Total Lost Time (s)	4.5	6.6			4.7			
Act Effct Green (s)	48.3	46.1	50.7		13.0			
Actuated g/C Ratio	0.59	0.56	0.62		0.16			
v/c Ratio	0.10	0.81	0.70		0.61			
Control Delay	7.5	21.2	5.6		39.1			
Queue Delay	0.0	0.0	0.0		0.0			
Total Delay	7.5	21.2	5.6		39.1			
LOS	A	C	A		D			
Approach Delay		20.7	5.6		39.1			
Approach LOS		C	A		D			
Queue Length 50th (ft)	6	339	11		83			
Queue Length 95th (ft)	12	505	#86		120			
Internal Link Dist (ft)		2500	23		665			
Turn Bay Length (ft)	100							
Base Capacity (vph)	278	1271	1226		334			
Starvation Cap Reductn	0	0	0		0			
Spillback Cap Reductn	0	0	0		0			
Storage Cap Reductn	0	0	0		0			
Reduced v/c Ratio	0.10	0.68	0.66		0.54			

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 81.7  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 16.0  
 Intersection Capacity Utilization 60.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 52: E.10th St & Brown Ave N

#52 	#52 #521 	#52 #521 	#52 #521 
Ø1	Ø2	Ø3	Ø4
11 s	49 s	19.3 s	10.7 s
#52 #521 			
Ø6			
60 s			

Lanes, Volumes, Timings  
53: Fisk Rd & E.10th St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	710	20	10	525	190	30	45	15	165	30	80
Future Volume (vph)	90	710	20	10	525	190	30	45	15	165	30	80
Satd. Flow (prot)	1805	1872	0	1805	1900	1599	0	1802	0	0	1737	1599
Flt Permitted	0.183			0.133				0.986			0.960	
Satd. Flow (perm)	348	1872	0	253	1900	1599	0	1802	0	0	1737	1599
Satd. Flow (RTOR)		2				190		8				137
Peak Hour Factor	0.87	0.96	0.71	1.00	0.88	0.79	0.83	0.63	0.94	0.90	0.83	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	2%	7%	6%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	768	0	10	597	241	0	123	0	0	219	92
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases	2			6		6						3
Total Split (s)	12.0	34.0		12.0	34.0	34.0	24.0	24.0		20.0	20.0	20.0
Total Lost Time (s)	4.5	5.3		4.5	5.3	5.3		4.5			4.5	4.5
Act Effct Green (s)	40.0	37.9		36.2	30.9	30.9		10.3			13.6	13.6
Actuated g/C Ratio	0.53	0.50		0.48	0.41	0.41		0.14			0.18	0.18
v/c Ratio	0.32	0.82		0.04	0.77	0.31		0.49			0.70	0.23
Control Delay	13.7	28.9		11.4	32.3	6.9		37.2			44.3	3.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	13.7	28.9		11.4	32.3	6.9		37.2			44.3	3.6
LOS	B	C		B	C	A		D			D	A
Approach Delay		27.1			24.8			37.2			32.3	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	25	310		2	280	17		55			103	0
Queue Length 95th (ft)	54	#720		11	#493	51		70			169	15
Internal Link Dist (ft)		2105			3570			811			723	
Turn Bay Length (ft)	200			175		175						250
Base Capacity (vph)	334	941		285	778	767		488			370	448
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.31	0.82		0.04	0.77	0.31		0.25			0.59	0.21

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 75.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 27.5

Intersection LOS: C

Intersection Capacity Utilization 72.9%

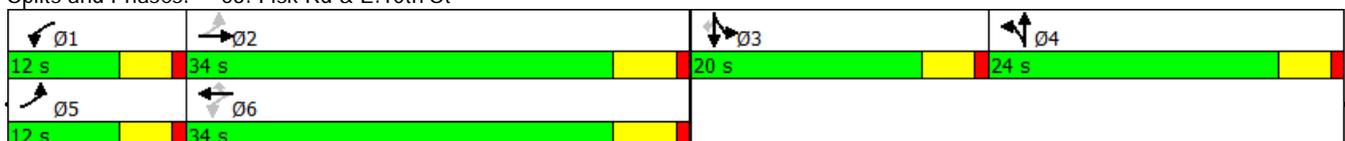
ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 53: Fisk Rd & E.10th St



Lanes, Volumes, Timings  
 54: N. Old Kentucky Rd & E.10th St

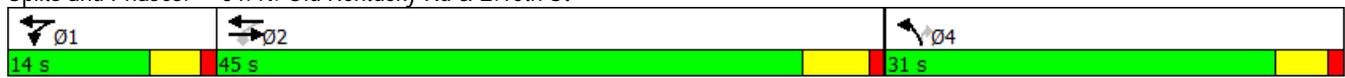
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	710	145	110	565	175	150
Future Volume (vph)	710	145	110	565	175	150
Satd. Flow (prot)	1863	1583	1787	1881	1770	1615
Flt Permitted			0.132		0.950	
Satd. Flow (perm)	1863	1583	248	1881	1770	1615
Satd. Flow (RTOR)		156				217
Peak Hour Factor	0.92	0.93	0.83	0.94	0.75	0.69
Heavy Vehicles (%)	2%	2%	1%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	772	156	133	601	233	217
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	1 2	4	
Permitted Phases		2	1 2			4
Total Split (s)	45.0	45.0	14.0		31.0	31.0
Total Lost Time (s)	5.5	5.5	4.5		4.7	4.7
Act Effct Green (s)	37.5	37.5	48.1	52.7	15.4	15.4
Actuated g/C Ratio	0.48	0.48	0.62	0.68	0.20	0.20
v/c Ratio	0.85	0.18	0.39	0.47	0.66	0.44
Control Delay	29.9	3.0	9.2	7.9	38.5	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	3.0	9.2	7.9	38.5	7.0
LOS	C	A	A	A	D	A
Approach Delay	25.3			8.2	23.3	
Approach LOS	C			A	C	
Queue Length 50th (ft)	309	0	19	115	108	0
Queue Length 95th (ft)	#606	31	42	234	143	17
Internal Link Dist (ft)	3570			975	734	
Turn Bay Length (ft)		400	125		175	
Base Capacity (vph)	960	891	345	1337	607	697
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.18	0.39	0.45	0.38	0.31

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 77.4  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 18.9  
 Intersection Capacity Utilization 65.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 54: N. Old Kentucky Rd & E.10th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	690	210	225	590	0	0	0	0	90	0	150
Future Volume (vph)	0	690	210	225	590	0	0	0	0	90	0	150
Satd. Flow (prot)	0	3441	0	1752	3574	0	0	0	0	1770	0	1583
Flt Permitted				0.127						0.950		
Satd. Flow (perm)	0	3441	0	234	3574	0	0	0	0	1770	0	1583
Satd. Flow (RTOR)		70										176
Peak Hour Factor	0.25	0.85	0.86	0.88	0.96	0.25	0.25	0.25	0.25	0.90	0.25	0.85
Heavy Vehicles (%)	0%	1%	2%	3%	1%	0%	0%	0%	0%	2%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1056	0	256	615	0	0	0	0	100	0	176
Turn Type		NA		pm+pt	NA					Prot		Perm
Protected Phases		6		5	2					8		
Permitted Phases				2								8
Total Split (s)		55.0		15.0	70.0					20.0		20.0
Total Lost Time (s)		5.3		4.5	5.3					5.9		5.9
Act Effct Green (s)		27.1		42.9	42.1					13.1		13.1
Actuated g/C Ratio		0.41		0.65	0.63					0.20		0.20
v/c Ratio		0.73		0.66	0.27					0.29		0.39
Control Delay		18.6		19.4	5.6					27.2		7.7
Queue Delay		0.0		0.0	0.0					0.0		0.0
Total Delay		18.6		19.4	5.6					27.2		7.7
LOS		B		B	A					C		A
Approach Delay		18.6			9.7						14.8	
Approach LOS		B			A						B	
Queue Length 50th (ft)		171		42	49					34		0
Queue Length 95th (ft)		211		#131	69					85		43
Internal Link Dist (ft)		570			785			708			972	
Turn Bay Length (ft)				120								150
Base Capacity (vph)		2608		392	3427					378		476
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		0.40		0.65	0.18					0.26		0.37

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 66.4  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 14.6  
 Intersection Capacity Utilization 62.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 55: SR 111 SB On-Ramp/SR 111 SB Off-Ramp & E.10th St

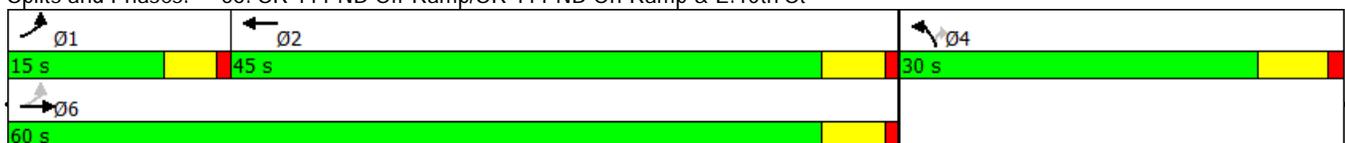


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	565	0	0	625	230	190	0	360	0	0	0
Future Volume (vph)	220	565	0	0	625	230	190	0	360	0	0	0
Satd. Flow (prot)	1770	3574	0	0	3424	0	1787	0	1599	0	0	0
Flt Permitted	0.149						0.950					
Satd. Flow (perm)	278	3574	0	0	3424	0	1787	0	1599	0	0	0
Satd. Flow (RTOR)					96				276			
Peak Hour Factor	0.77	0.88	0.25	0.25	0.95	0.81	0.90	0.25	0.87	0.25	0.25	0.25
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	642	0	0	942	0	211	0	414	0	0	0
Turn Type	pm+pt	NA			NA		Prot		Perm			
Protected Phases	1	6			2		4					
Permitted Phases	6								4			
Total Split (s)	15.0	60.0			45.0		30.0		30.0			
Total Lost Time (s)	4.5	5.3			5.3		5.9		5.9			
Act Effct Green (s)	39.1	38.3			23.5		14.0		14.0			
Actuated g/C Ratio	0.61	0.60			0.37		0.22		0.22			
v/c Ratio	0.71	0.30			0.71		0.54		0.73			
Control Delay	22.3	7.2			19.2		28.9		17.2			
Queue Delay	0.0	0.0			0.2		0.0		0.0			
Total Delay	22.3	7.2			19.4		28.9		17.2			
LOS	C	A			B		C		B			
Approach Delay		11.9			19.4			21.1				
Approach LOS		B			B			C				
Queue Length 50th (ft)	43	51			137		72		46			
Queue Length 95th (ft)	#131	111			251		156		143			
Internal Link Dist (ft)		785			131			909			832	
Turn Bay Length (ft)	400								150			
Base Capacity (vph)	425	3060			2252		703		796			
Starvation Cap Reductn	0	0			553		0		0			
Spillback Cap Reductn	0	0			0		0		0			
Storage Cap Reductn	0	0			0		0		0			
Reduced v/c Ratio	0.67	0.21			0.55		0.30		0.52			

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 64  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 17.0  
 Intersection Capacity Utilization 62.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 56: SR 111 NB Off-Ramp/SR 111 NB On-Ramp & E.10th St



Lanes, Volumes, Timings  
57: Burton Branch Rd & E.10th St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	835	85	25	710	130	35
Future Volume (vph)	835	85	25	710	130	35
Satd. Flow (prot)	3521	0	1805	3574	1805	1615
Flt Permitted			0.146		0.950	
Satd. Flow (perm)	3521	0	277	3574	1805	1615
Satd. Flow (RTOR)	22					64
Peak Hour Factor	0.89	0.79	0.89	0.91	0.57	0.55
Heavy Vehicles (%)	1%	1%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1046	0	28	780	228	64
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Total Split (s)	55.0		15.0	70.0	20.0	20.0
Total Lost Time (s)	5.6		4.5	5.6	5.4	5.4
Act Effct Green (s)	24.2		29.8	28.6	14.4	14.4
Actuated g/C Ratio	0.44		0.54	0.52	0.26	0.26
v/c Ratio	0.67		0.06	0.42	0.48	0.14
Control Delay	14.9		4.8	7.8	25.8	8.5
Queue Delay	0.1		0.0	0.0	0.0	0.0
Total Delay	14.9		4.8	7.8	25.8	8.5
LOS	B		A	A	C	A
Approach Delay	14.9			7.7	22.0	
Approach LOS	B			A	C	
Queue Length 50th (ft)	95		3	65	46	0
Queue Length 95th (ft)	238		11	97	100	8
Internal Link Dist (ft)	131			316	647	
Turn Bay Length (ft)			100			175
Base Capacity (vph)	3069		464	3406	515	506
Starvation Cap Reductn	619		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.06	0.23	0.44	0.13

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 54.8  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 13.2  
 Intersection Capacity Utilization 45.8%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 57: Burton Branch Rd & E.10th St



Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

61: SR 135/S. Willow Ave & County Services Dr/Orchard St

05/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	10	25	40	5	70	5	1005	10	55	1165	5
Future Volume (vph)	35	10	25	40	5	70	5	1005	10	55	1165	5
Satd. Flow (prot)	1787	1634	0	0	1678	0	1626	3568	0	1787	3534	0
Flt Permitted	0.761				0.849		0.178			0.209		
Satd. Flow (perm)	1432	1634	0	0	1449	0	305	3568	0	393	3534	0
Satd. Flow (RTOR)		64			76			2			1	
Peak Hour Factor	0.51	0.50	0.39	0.91	1.00	0.92	0.63	0.97	0.83	0.86	0.91	1.00
Heavy Vehicles (%)	1%	0%	4%	1%	0%	3%	11%	1%	0%	1%	2%	15%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	84	0	0	125	0	8	1048	0	64	1285	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			3		5	2		1	6	
Permitted Phases	4			3			2			6		
Total Split (s)	22.0	22.0		22.0	22.0		12.0	56.0		12.0	56.0	
Total Lost Time (s)	5.5	5.5			5.5		4.5	6.5		4.5	6.5	
Act Effct Green (s)	9.2	9.2			9.2		36.3	32.9		38.5	37.3	
Actuated g/C Ratio	0.17	0.17			0.17		0.65	0.59		0.69	0.67	
v/c Ratio	0.29	0.26			0.41		0.02	0.50		0.14	0.54	
Control Delay	28.4	13.4			17.3		3.8	11.2		4.3	8.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	28.4	13.4			17.3		3.8	11.2		4.3	8.6	
LOS	C	B			B		A	B		A	A	
Approach Delay		20.2			17.3			11.2			8.4	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)	20	6			14		1	136		6	107	
Queue Length 95th (ft)	38	12			73		3	230		18	298	
Internal Link Dist (ft)		674			289			17			564	
Turn Bay Length (ft)	100						100			200		
Base Capacity (vph)	461	569			518		396	3075		475	3046	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.15	0.15			0.24		0.02	0.34		0.13	0.42	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 55.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 61: SR 135/S. Willow Ave & County Services Dr/Orchard St

Ø1	Ø2	Ø3
12 s	56 s	22 s
Ø5	Ø6	Ø4
12 s	56 s	22 s

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	0	0	135	0	50
Future Volume (vph)	10	0	0	135	0	50
Satd. Flow (prot)	1805	0	0	1644	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	1644	0	1900
Peak Hour Factor	0.83	0.25	0.25	0.77	0.25	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	175	0	52
Sign Control	Yield		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 13.3%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings  
 241: SR 136/S. Jefferson Ave & Fairground St

Cookeville 2017 Existing Conditions

05/16/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	15	15	5	835	1070	5
Future Volume (vph)	15	15	5	835	1070	5
Satd. Flow (prot)	1721	0	0	5136	3606	0
Flt Permitted	0.978					
Satd. Flow (perm)	1721	0	0	5136	3606	0
Peak Hour Factor	0.75	0.63	0.63	0.97	0.97	0.63
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	869	1111	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 39.7%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑↑	↑↑	
Traffic Vol, veh/h	15	15	5	835	1070	5
Future Vol, veh/h	15	15	5	835	1070	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	63	63	97	97	63
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	20	24	8	861	1103	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	556	1111	0	-	0
Stage 1	1107	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.95	6.9	4.1	-	-	-
Critical Hdwy Stg 1	6.5	-	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	112	480	636	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	480	636	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	217	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	29.7		0.2		0
HCM LOS	D				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	636	-	189	-	-
HCM Lane V/C Ratio	0.012	-	0.232	-	-
HCM Control Delay (s)	10.7	0.1	29.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	5	660	605	50	0	0
Future Volume (vph)	5	660	605	50	0	0
Satd. Flow (prot)	0	3346	3327	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	3346	3327	0	0	0
Peak Hour Factor	1.00	0.91	0.91	0.96	0.92	0.92
Heavy Vehicles (%)	100%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	730	717	0	0	0
Sign Control		Free	Free		Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 25.1%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

Cookeville 2017 Existing Conditions

361: US 70/E. Spring St & I-40 WB On-Ramp (SB)/I-40 WB On-Ramp (NB)

05/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	60	225	5	0	500	65
Future Volume (vph)	0	0	0	0	0	0	60	225	5	0	500	65
Satd. Flow (prot)	0	0	0	0	0	0	0	3296	0	0	3389	0
Flt Permitted								0.990				
Satd. Flow (perm)	0	0	0	0	0	0	0	3296	0	0	3389	0
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.88	0.84	0.63	0.25	0.96	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	3%	5%	0%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	344	0	0	597	0
Sign Control		Free			Free			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 30.7%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings  
521: Brown Ave S & E.10th St

Cookeville 2017 Existing Conditions

05/16/2017

	→	↘	↙	←	↖	↗	Ø1	Ø3	Ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↗		↘	↖	↗				
Traffic Volume (vph)	885	20	5	700	20	15			
Future Volume (vph)	885	20	5	700	20	15			
Satd. Flow (prot)	1890	0	1805	1881	1743	0			
Flt Permitted			0.193		0.972				
Satd. Flow (perm)	1890	0	367	1881	1743	0			
Satd. Flow (RTOR)	9				20				
Peak Hour Factor	0.93	0.56	0.63	0.90	0.71	0.75			
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	988	0	8	778	48	0			
Turn Type	NA		Perm	NA	Prot				
Protected Phases	3 6			2	4		1	3	6
Permitted Phases			2						
Total Split (s)			49.0	49.0	10.7		11.0	19.3	60.0
Total Lost Time (s)			6.6	6.6	4.7				
Act Effct Green (s)	65.9		42.2	42.2	6.1				
Actuated g/C Ratio	0.81		0.52	0.52	0.07				
v/c Ratio	0.65		0.04	0.80	0.32				
Control Delay	1.8		13.0	25.7	33.0				
Queue Delay	0.0		0.0	0.3	0.7				
Total Delay	1.8		13.0	26.0	33.7				
LOS	A		B	C	C				
Approach Delay	1.8			25.9	33.7				
Approach LOS	A			C	C				
Queue Length 50th (ft)	5		2	282	15				
Queue Length 95th (ft)	9		7	#619	37				
Internal Link Dist (ft)	23			2105	565				
Turn Bay Length (ft)			115						
Base Capacity (vph)	1597		204	1048	149				
Starvation Cap Reductn	0		0	0	0				
Spillback Cap Reductn	0		0	39	18				
Storage Cap Reductn	0		0	0	0				
Reduced v/c Ratio	0.62		0.04	0.77	0.37				

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 81.7  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 13.0  
 Intersection Capacity Utilization 60.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 521: Brown Ave S & E.10th St

#52 ↖ Ø1	#52 #521 ← Ø2	#52 #521 ↘ Ø3	#52 #521 ← Ø4
11 s	49 s	19.3 s	10.7 s
#52 #521 ↗ Ø6			
60 s			