



Comprehensive Plan 2022

Prepared by:



Mid-MO
Regional Planning
Commission

Introduction

In 2022, the City of Hallsville partnered with the Mid-Missouri Regional Planning Commission (Mid-MO RPC) for technical assistance in the development of a city-wide Comprehensive Plan. The Mid-Missouri Regional Planning Commission provides 6 counties in central Missouri with technical assistance and planning. The Centertown Comprehensive Planning process was largely city staff driven with opportunity for public input and participation along the way.

The intent of the Plan is to convey to the citizens of Hallsville a plan for the orderly development and redevelopment of the city and its vicinity. Included in the document are current community conditions, inventories, and recommended actions to help in continued growth and goal achievements for the City over the next 15 to 20 years. It is important for a community to recognize opportunities and challenges and choose appropriate actions based on needs for now and the future, rather than simply reacting to situations as they arise.

In accordance with Section 89.040 RSMo of Missouri Statute the plan also serves as a basis for establishing zoning ordinances that will uphold the ultimate vision of the community. Decisions made by the Planning and Zoning Commission pertaining to zoning ordinances and development should be consistent with the adopted plan. With the adoption of the plan, zoning can be created and implemented.

The plan is meant to be a living document and should be updated as goals and needs are met, but also as the vision and needs of the community change. Although a plan such as this can neither predict the community's needs with exactness nor accurately anticipate all the variables which must ultimately enter into specific decisions, its use establishes a reference which can be used to facilitate the decision-making process and assure consistency of direction into the future.

How to Use This Document

The comprehensive plan is meant to serve as a guide for future growth, land use and development, and to establish a vision on which city staff, elected officials, business owners, developers and citizens can build and mold policies in a long range coordinated effort to promote progress toward community goals set forth in the plan.

The following chapters define the vision, goals, and objectives for Hallsville. Below is a brief description of each chapter and how each section may be used:

- The Planning Process – This section describes the process used in developing the plan.
- Community Profile – This section presents demographic and historical information about the community.
- Community Facilities – This section is an inventory of basic amenities and facilities the community has to offer.
- Land Use – Current and Future land use.

- Infrastructure – An inventory and conversation on the various types of transportation infrastructure offered.
- Funding the Future – An overview of funding sources for various projects that interest the community.



PUBLIC MEETING

Strengths, Weaknesses, Opportunities, and Challenges

STRENGTHS

- Sense of Community
- Close to Columbia
- School System
- Park
- Fairgrounds/Community Center (event venues)
- Affordable Broadband
- Bank Access
- Main artery intersection (not utilized well enough)
- Grocery Store (essential retail/business in town)

WEAKNESSES

- No local jobs (school largest employer)
- Limited commercial space/land
- Not utilizing current space well (4-way/square)
- Non-city roads aren't maintained well enough
- Low participation from public
- Need better city ROW maintenance (roads/storm water)
- Stormwater issues throughout town
- Edge of public safety crunch due to growth rate
- Flow of traffic around school and rush hour
- Fix/maintain sidewalks (property owner responsible)
- No Rec center - places for youth to congregate

OPPORTUNITIES

- Growth opportunities due to people leaving Columbia
- School District
- 4-Way (fill lots and empty buildings. Spruce up storefronts)
- Beautification
- Lower tax rate incentive
- Get more commercial and industrial (push REDI more)
- Partnerships

CHALLENGES

- Lot owners not cooperative
- County Zoning/regulations
- Traffic flow and infrastructure (limits what comes in)
- Legal red tape
- Funding
- Small town vs. big, people for change vs. no-change
- Lack of attractions, events, things to do in town
- Not enough participation/same volunteers for everything
- Funding for qualified public safety officers/understaffed

July 11, 2022

The Planning Process

The creation of the 2022 Hallsville Comprehensive Plan took place over 12 months where the Mid-MO RPC staff worked with city staff and citizens to gather information and produce goals for the plan. A survey was distributed digitally by city staff through social media and paper notices that went out with water bills and door mailers. The survey asked citizens for input on a variety of topics pertaining to city life and function and was open from May 1, 2022 to June 3, 2022. Results were submitted to the Board of Alderman for review at their June 13, 2022 meeting. The Complete survey results can be found in Appendix A.

A kick-off public forum meeting was held July 11, 2022 where Mid-MO staff led a SWOC discussion where the public was invited to give input on the Strengths, Weaknesses, Opportunities, and Challenges that exist in Hallsville. Figure 1.1 shows the results of that exercise.

Multiple in-person meetings and email exchanges with Hallsville staff and leadership filled in technical information and shaped future land use discussions.

A final public meeting was held in December 2022 to get public input on the Draft document that was made available for review via the RPC website as well as the City website. The City of Hallsville formally adopted the 2022 Hallsville Comprehensive Plan June 12, 2023. The resolution can be found on the following page.

RESOLUTION NO. 2023-01

A RESOLUTION ADOPTING THE HALLSVILLE 2022 COMPREHENSIVE PLAN

WHEREAS, the Hallsville Comprehensive Plan contains the general policy of the Board of Aldermen to be used as a guide for development, the scheduling of capital improvements, preparation of budgets and ordinances, and operating procedures to implement the plan; and,

WHEREAS, the purpose of the Comprehensive Plan is also to provide general guidance to City agencies, other public agencies, private individuals, and organizations as they prepare detailed plans, programs, and ordinances; and,

WHEREAS, it is the intent of the Board of Aldermen to maintain and amend this Comprehensive Plan as the official statement of Board of Aldermen policy concerning the future development of the City of Hallsville; and,

WHEREAS, the City has devoted considerable attention to the development of the Comprehensive Plan and,

WHEREAS, the Hallsville 2022 plan includes the vision and framework for implementation of the community's goals;

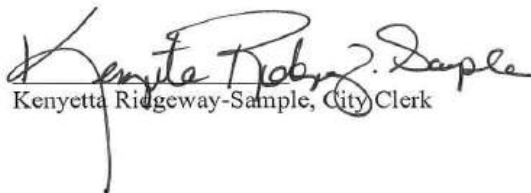
NOW, THEREFORE BE IT RESOLVED by the Board of Aldermen of the City of Hallsville that the Board hereby adopts the Hallsville 2022 Comprehensive Plan as contained in the amended draft submitted to the City Council in May 2023.

This the 12th day of June, 2023.



Logan Carter, Mayor

Attest,



Kenyetta Ridgeway-Sample, City Clerk

Community Profile

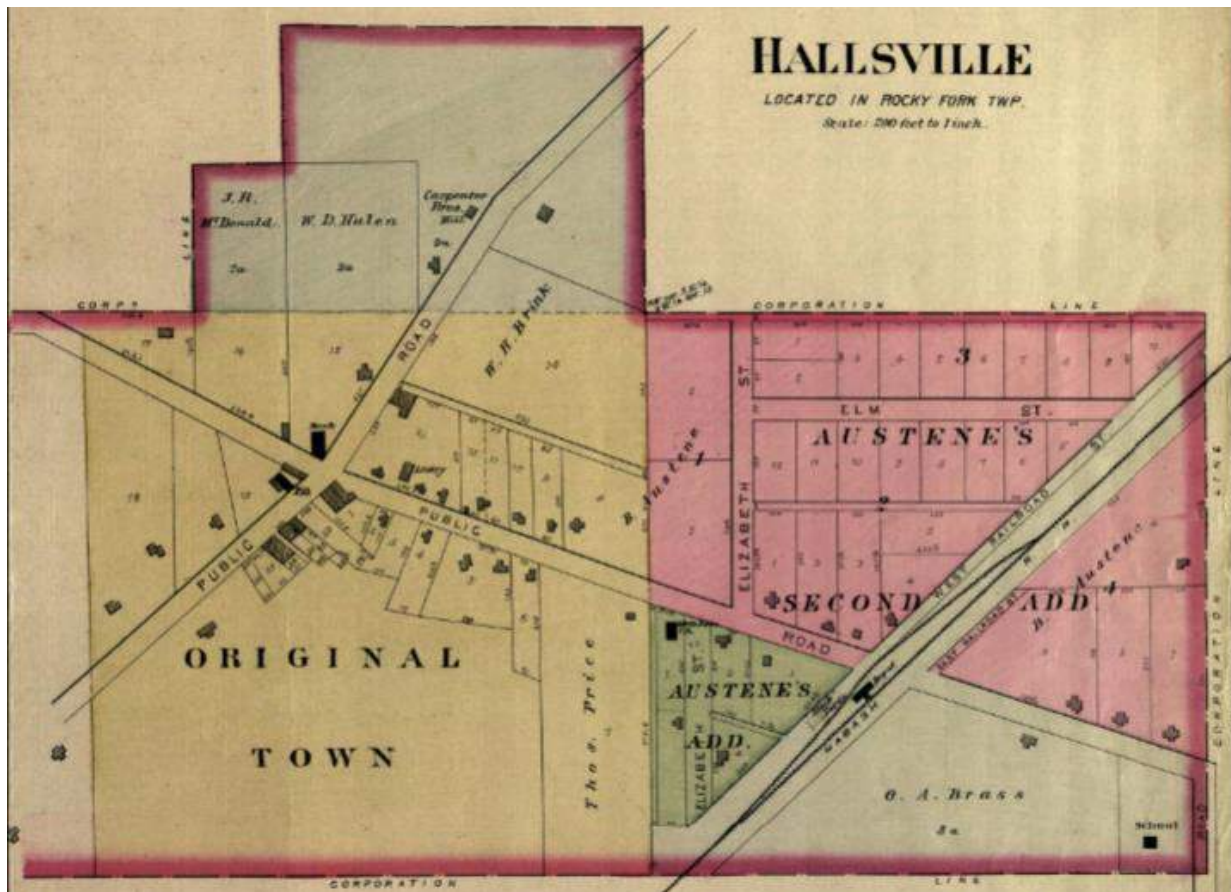


Community Profile

History

Hallsville was ultimately named for John W. Hall who established the first post office in town in 1851, but its beginnings date back to the decline of neighboring settlements Middletown and Old Hickman that were formed at the beginning of Missouri's statehood. Figure 1.2 shows a plat map of Hallsville from 1898.

Figure 1.1: 1898 Hallsville Plat Map



Source: Plat Book of Boone County Missouri. 1898. Pub. Northwest Publishing Co.

Location

Hallsville is located in Boone County. It is part of the Missouri House of Representative District 44, the Missouri Senate District 19, and the 4th U.S. Congressional District. Hallsville is just 14 miles north of Columbia's city center and much less from manufacturing located on the outer edge of Columbia's boundary. The proximity to Columbia was considered a strength during the public workshop session due to the convenient job and amenity access closely available to residents.

Demographics

The demographic and economic trends of a community are important to consider when planning for the future. The following section provides an overview of population, age, income, employment, and housing. These factors provide a foundation for understanding community dynamics. Through analysis of National, State, Boone County and peer cities a better understanding of regional and local trends can be found. The data from this analysis consists of 2020 Census and ACS (American Community Survey) data.

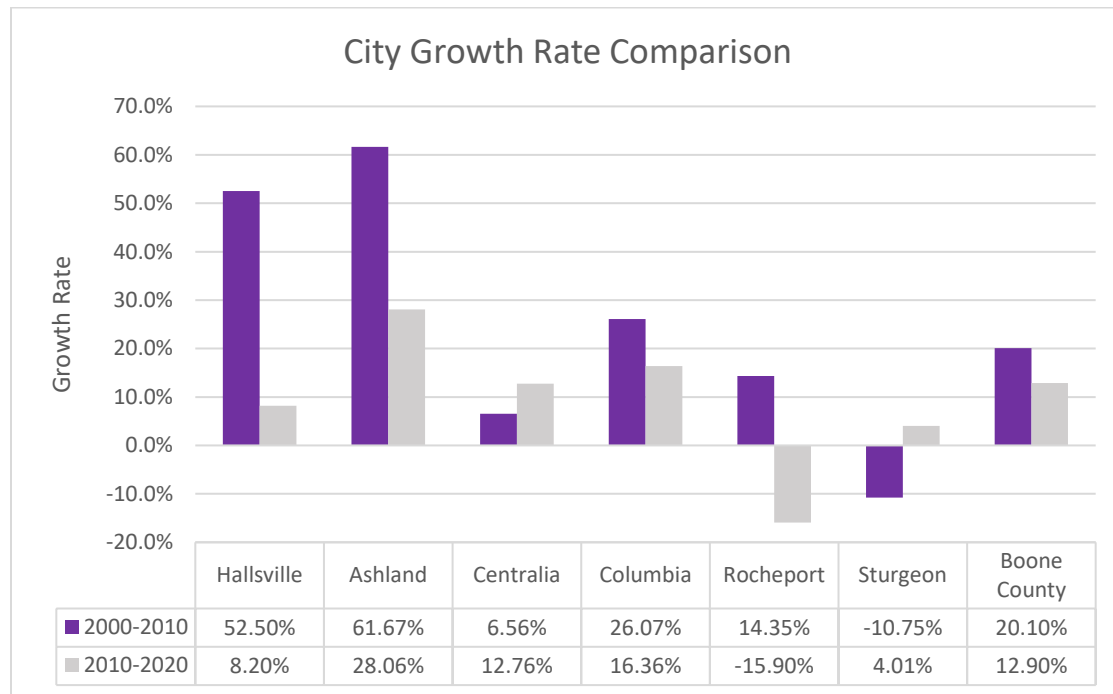
Population Growth

Hallsville saw an 8.2% increase in population from 2010 to 2020 seeing an increase from 1,491 to 1,614 according to the Census Bureau. Recent annexations and a boom of house building will undoubtedly show an additional increase for the 2030 census. Large increases in population are not new to Hallsville who saw a more than 50% increase from 2000 to 2010. Hallsville’s population has increased consistently with the whole of Boone County. In the same 2000 to 2010 time frame the county as a whole saw a 20% increase in population and from 2010 to 2020 saw an additional 12% increase. The below chart shows Hallsville’s population changes over the last 40 years.

Table 1.1: Population Change 1980-2020

Hallsville Population Change					
Year	1980	1990	2000	2010	2020
Hallsville Population	850	917	978	1491	1614
Hallsville Percent Change	-	7.9%	6.70%	52.50%	8.20%

Table 1.2 compares more recent population change between cities in Boone County.



Hallsville was the second fastest growing community in Boone County between 2000 and 2010 according to the Census Bureau. With growth comes the need to invest in neighborhoods, infrastructure, public safety, and local business districts.

Age

The median age of residents in Hallsville has increased with its population from 31 to nearly 36 years of age. This is higher than the median age for Boone County which is only 30 years-old. There are a variety of factors that could fuel this change ranging from families with school age children trying to get into the desirable school district, to professionals looking for more affordable space away from the competitive market in Columbia.

28% of Hallsville’s population is under 18. Such a high rate compared to other neighboring communities further suggests that many households have school-age children possibly looking to get into the Hallsville School district.

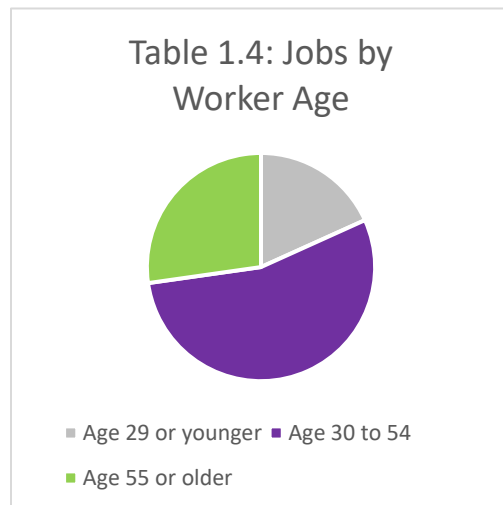
Economic Characteristics

The median household income for Hallsville in 2010 was \$40,000. The 2020 Census showed an increase to \$49,850. This is less than Boone County’s median household income of \$58,740 and under the Missouri median household of \$57,290. While increases in income are good news for residents it’s important to still consider lower income community members when making planning decisions.

Employment

Hallsville is predominantly a bedroom community for Columbia with the majority of residents commuting to Columbia for work while opting to live in the quieter area of Hallsville. Results from the survey conducted showed that less than 17% of respondents worked in Hallsville. The Hallsville School District is the largest employer in the community. According to the Department of Secondary and Elementary Education the district has 144 certified staff on site along with numerous auxiliary personnel employed by the district. When asked about job opportunities people would like to see more of in Hallsville respondents replied with restaurants and retail options as their top choices. Table XXX shows the current breakdown of available employment sectors in town.

	2019	
	Count	Share
Agriculture, Forestry, Fishing and Hunting	7	1.8%
Construction	14	3.6%
Retail Trade	43	11.1%
Transportation and Warehousing	1	0.3%
Finance and Insurance	12	3.1%
Real Estate and Rental and Leasing	1	0.3%
Professional, Scientific, and Technical Services	2	0.5%
Educational Services	225	57.8%
Health Care and Social Assistance	20	5.1%
Accommodation and Food Services	29	7.5%
Other Services (excluding Public Administration)	13	3.3%
Public Administration	22	5.7%



The majority of jobs in Hallsville are occupied by people who are in the median age group or above. There is not an abundance of entry level jobs suitable for high school age students to work throughout the year nor seasonal summer work.

A large portion of residents do not work in Hallsville. Nearly 92% work within Boone County leaving 8% working elsewhere in the state. The majority of commuters have a commute that is 20-24 minutes long according to 2020 ACS data. Access to good quality broadband internet has opened up the job market drastically in more recent years as telecommuting has

become more widely offered. This has allowed people with good internet access to better work

from home taking advantage of job opportunities further away than is comfortable to drive daily. Below is a breakdown of the top locations where residents are employed:

Table 1.5: Percent Commuters by Location

Employment Location	Share
Columbia City, MO	57.9%
Jefferson City, MO	5.0%
Hallsville City, MO	4.7%
Kansas City, MO	2.0%
Centralia City, MO	1.6%
Springfield City, MO	1.3%
Mexico City, MO	0.9%
Moberly City, MO	0.9%
Fulton City, MO	0.8%
Sturgeon City, MO	0.8%
All Other Locations	24.2%

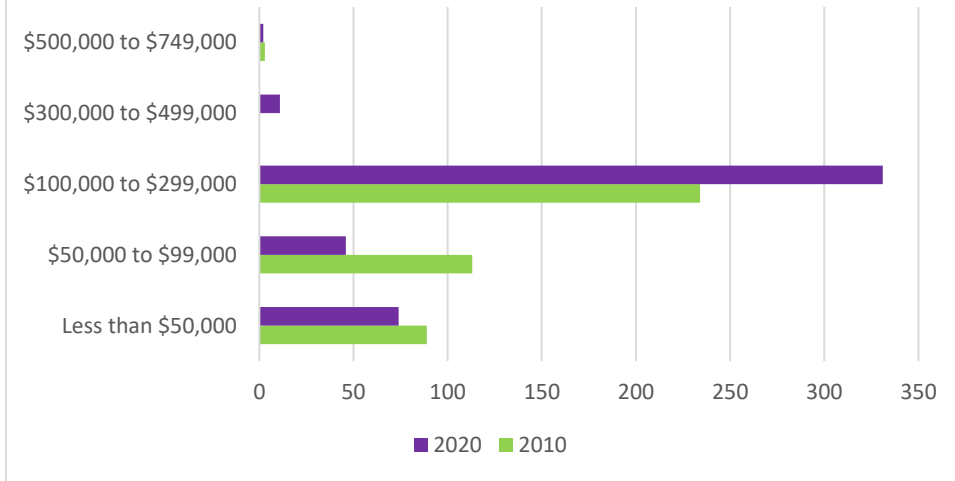
Housing Characteristics

The median price of a house in Hallsville has gone up from an estimated \$105,900 in 2010 to an estimated \$165,700 in 2021. The number of owner-occupied housing units available has had a 25-unit increase, but more are in the process of being built. Since the last census there has been a significant drop in units available under \$100,000 as well as a drop in available rental units. Less affordable housing options can create hardships for low-income or fixed-income individuals.

Current median monthly rental rates according to 2020 ACS estimates is \$771. This is up from \$750 in 2010. 2020-2021 saw a spike in home sale prices. Housing inventory was low and this drove the cost of home prices up quickly leading some people to sell their homes intending to capitalize on the elevated prices. The inability to replace the home just sold with a new one though pushed some former homeowners into the rental market. While the census doesn't show a large jump in rental rates the rental inventory has dropped which can cause rates to jump quickly or force people to have to move out of the area to find rental housing while they continue their search to replace the home they sold.

68% OWNER OCCUPIED
32% RENTER OCCUPIED

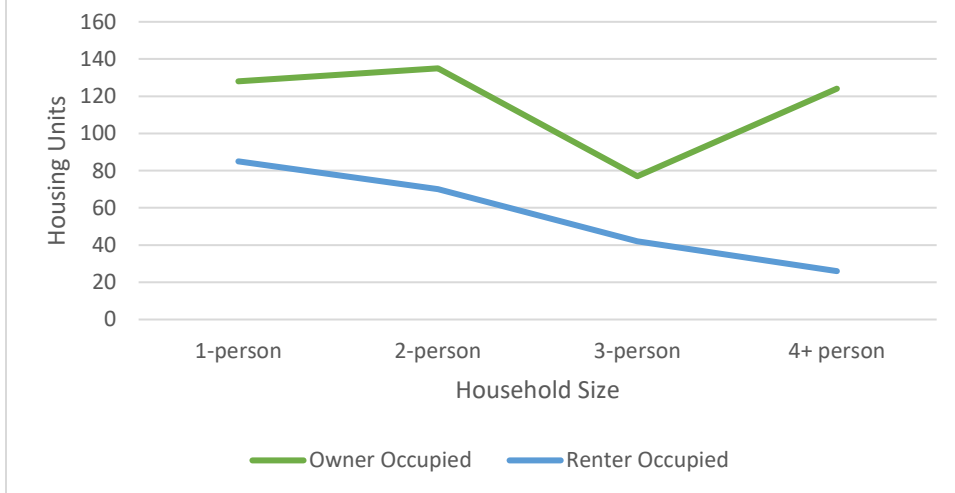
Table 1.6: Owner Occupied Home Value

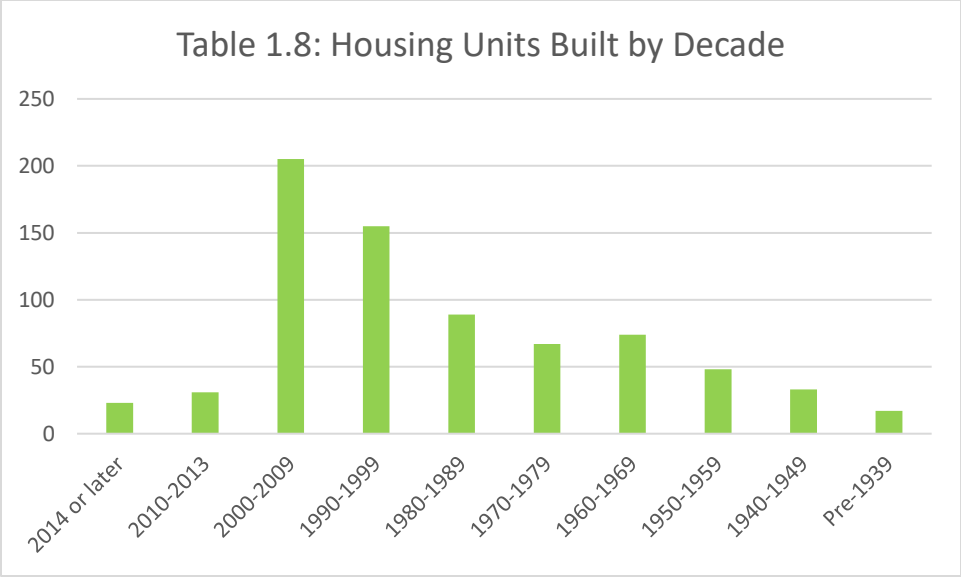


There is multi-unit subdivision currently under construction on recently annexed land at the time of the planning process. The homes in this subdivision are intended to be higher-end custom homes. Based on currently proposed development the median home price in Hallsville is expected to continue to climb.

35% of survey respondents said they felt there was already enough housing options in Hallsville. Nearly 25% thought there needed to be more housing in general and 20% responded that more affordable housing was needed.

Table 1.7: Owner-Renter Household Size





An uptick in housing units built can be seen in the 1990s through the early 2000s which coincides with the large amount of growth documented by the 2010 census. In order for population growth to happen there must be homes for the uptick in population to live in. A steep decline in the decade to follow can be attributed to a nation-wide recession where the housing market crashed, large numbers of properties across the nation went into foreclosure, and development came grinding to a halt. It can also partially be attributed to a mostly full city-limits footprint that offered few residential zoned properties to expand into at the time. More recently suitable residential development land has been annexed giving the community more room to expand and build. Several more housing units are proposed and currently under construction that will show up by the 2030 census.



Community Services

Police

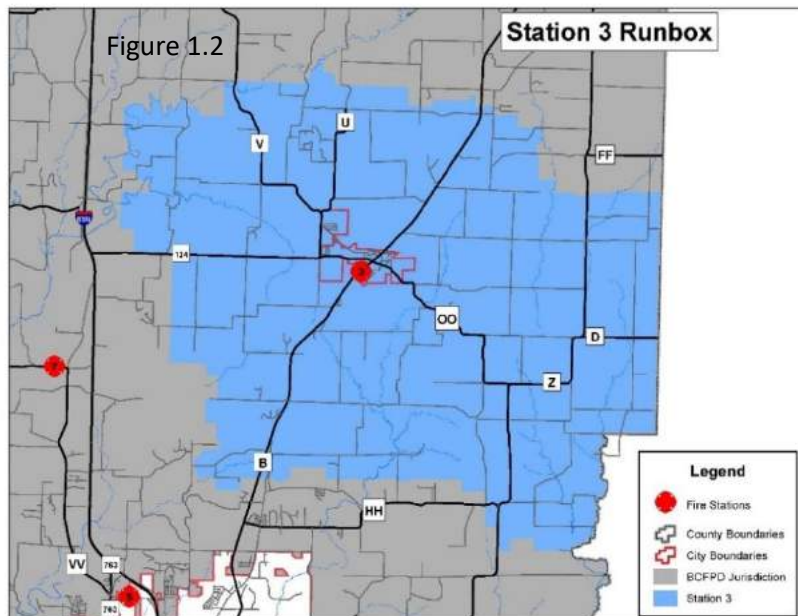


Source: Hallsville Police Dept.

The Hallsville, Missouri Police Department employs one full-time Police Chief, two full-time Police Officers and one School Resource Officer. The national average rate of full-time sworn police officers is 3.5 per 1,000 civilians according to 2019 Police Employment data gathered by the FBI. With the growth that Hallsville is seeing more officers will need to be added in order to not lag behind national ratios. When surveyed the mass number of respondents felt that Hallsville was a safe community. It's important for a community to be proactive and not reactive by properly investing in public safety personnel, equipment, and proper training before a problem arises.

Fire

Fire and EMS needs for Hallsville falls under the jurisdiction of the Boone County Fire Protection District. Station 3 is located on Route B in Hallsville and is one of 16 stations in the Boone County Fire Protection District dotted throughout the county. It is a volunteer station that services Hallsville and the surrounding area. Over the years it has moved to various locations until 1998 when the current 4-bay building was built to better keep up with the demands of the growing population. In 2014 bond funds made it possible to expand the resident rooms, and add a training room and storm shelter. The below map is of the Hallsville station response zone.



Source: Boone County Fire Protection District

Water Service

Hallsville purchases its water from the Boone County Public Water Supply District #4 whose office is located in town. Rates at the time of the Comprehensive Plan were advertised as \$13.35 for the 1st 1000 gallons and .53 for each 100 gallons thereafter.

Waste Water Service

The central sewer system was sold to Missouri American Water in February 2022. Up until April of 2021 sewer rates were based on levels of usage by gallon. After April of 2021 flat rates were adopted making all residential rates the same and creating a low and high usage tier for commercial. At the time of the comprehensive plan rates were set at \$38.75 for residential. Low-use commercial was \$48.75 and high-use commercial was \$159.75.

Schools

The Hallsville R-IV school district houses Pre-K through grade 12. The campus is broken up into



Source: Hallsville R-IV

3 main buildings located along Highway 124 in Hallsville. DESE shows their current enrollment at 1,504 students. During a public meeting when participants were asked what they felt were strengths for their community the

quality of the school district was brought up. In recent years the growth in population has been partially attributed to the desirable school district. Pre-pandemic graduation rate was 97.1%, considerably higher than the state rate of 89.2%. Student ACT scores average higher than the state average as well with a composite score average of 21.8 compared to the state composite score average of 20.9 according to the Show-Me Institute.

Library



Source: Boone Regional Library

The Daniel Boone Regional Library District (DBRL) was established in 1959 and offers library services to two library districts: Callaway County Library District and Columbia and Boone County Library District. It is funded primarily through property taxes but receives state aid, interest income, grants, donations and income from various other system revenues. The DBRL system offers books to check out, meeting space for eligible users, as well as computer, printer, fax and internet access. They have a Library-To-Go location in Hallsville that is a system of lockers that allows residents to pick up requested library material. A drop off location

is also available. On the second and fourth Tuesday of each month the bookmobile sits at City Hall from 1pm-7pm. The closest brick and mortar library location is in Columbia for any residents who need any of the in-person services the district has available.

Broadband

Quality internet access was listed as an asset for the community. During and since the start of the Covid-19 pandemic internet has become a hot topic with employers sending capable employees home to work and schools moving to virtual learning. The demand for high quality, high-capacity internet has been a must. Pre-pandemic internet was already in high demand as more and more services move wholly online. Post-pandemic the demand is higher than ever as some businesses and schools have continued to rely on virtual options for learning and work. According to the FCC National Broadband Map, Hallsville is serviced by at least 2 fiber internet providers and a number of satellite and fixed wireless providers, with speeds being stated up to a gig upload and download being available.

Fairgrounds

The Hallsville Fairgrounds were listed as an asset to the community during the public kickoff meeting. The Hallsville Community Development Association was formed in 1995 by members of the Hallsville Lions and 4-H Clubs with the purpose of making plans and raising funds to develop the fairgrounds and park for the community and surrounding area. The grounds consist of a 22-acre park and feature a large indoor arena area, shelter house, hockey rink with seating, open air arena, and a covered livestock shed. Facilities are available for rental. There are a variety of events held out at the fairgrounds such as charity dinners, festivals, craft fairs, vendor shows, and an annual agriculture fair.

The Association is a fully volunteer 501c 3 not for profit organization. There are 4 officers and 3 additional members that make up the board that meets on the fourth Monday of each month. Meetings are open to the public.

Fairgrounds Entrance



Hockey Rink



Lemone Building



Covered Livestock Shed



Shelter House



Outdoor Arena





Land Use

Land Use

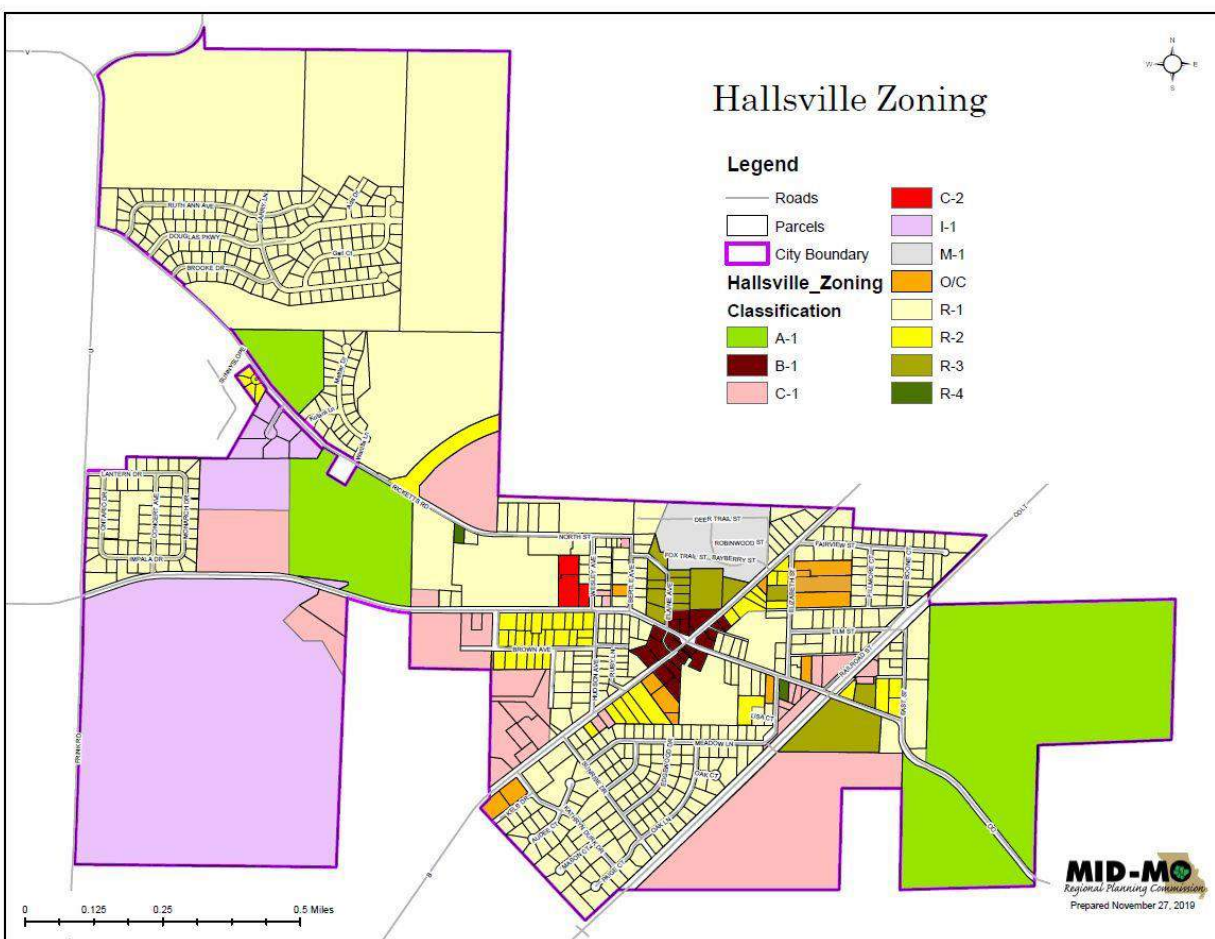
Current Land Use

The following contains the current land use of Hallsville. This differs from potential zoning designations. Maps and graphs were created utilizing assessor data, aerial photos, and staff feedback.

Zoning

Zoning is a combination of current use and intended use in some cases.

Map 1.1: Zoning



The following are descriptions of current zoning types available in Hallsville. In some cases, current zoning may not line up with current use. It's important to note that zoning in some instances represent future intent.

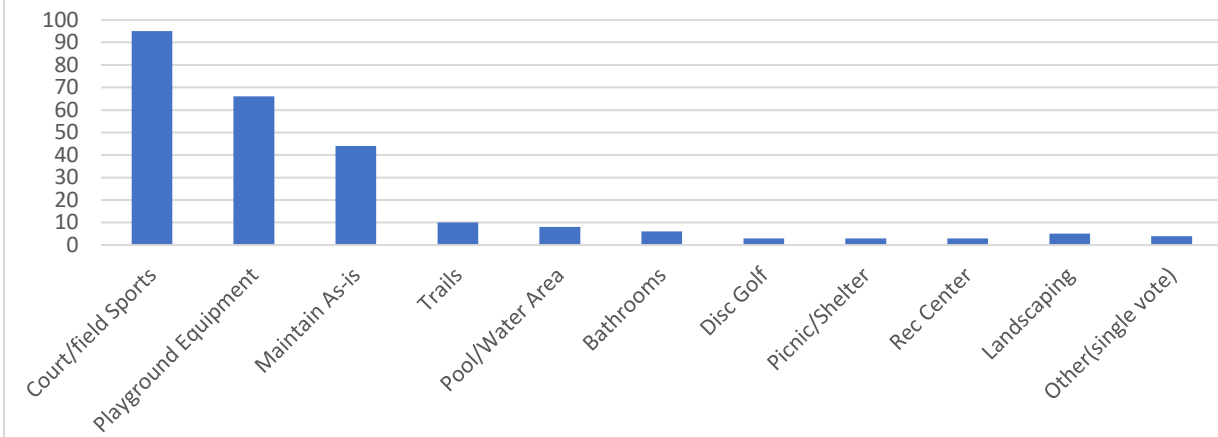
- A1 Agriculture – Agricultural uses and facilities or activities best located in more isolated areas.

- R1 Residential – One-Family dwelling. Low density residential with related recreation, religious, and education facilities.
- R2 Residential – Two-Family dwelling. Slightly higher population density creating smooth transition between one-family and multifamily homes.
- R3 Residential – Medium density multiple-family dwelling apartment-like dwellings.
- R4 Residential – High density multiple-family residences served by common facilities and open space.
- O/C Office/Commercial – Intended to provide for professional, administrative, or other offices and certain commercial. Possible buffer zoning between residential and more intensive non-residential uses.
- B1 Central Business – City center businesses with a wide range of services and outlets that should be pedestrian friendly.
- C1 General Commercial – Automobile-oriented commercial district with a wide variety of business services and retail that is sales and services oriented.
- C2 Planned Shopping Center – Large retail such as department stores and shopping malls that create high flow traffic situations.
- I1 Light Industrial – Light manufacturing, assembling, fabrication or warehousing, wholesale and services.
- I2 Controlled Industrial – Manufacturing, warehousing and office activities in an industrial, parklike setting.
- M1 Manufactured Housing – Area intended for the orderly, planned development of manufactured homes and related facilities.
- F1 Floodplain – Area restricted or prohibited to uses that are dangerous to health, safety, or property in times of flooding or causes undue increases in flood heights or velocities.

Parks and Recreation

Tribble Park is located just east of the square in Hallsville. It has a small gravel walking path that meanders between playground equipment, two shelter houses, swings, basketball courts, and restrooms. In a survey when asked about the park respondents replied that more playground equipment and court sports were desired while 16% said that they liked the park with its current offerings. A write-in option was available and the top options that were written in were trails, Pool/splash pad, update the bathrooms. A full break down of write-in preferences are included in appendix B.

Table 1.9: Votes



More recently formed is the non-profit Grow Hallsville Parks Foundation that allows for tax exempt donations to help fund park projects and additional maintenance. The following is a list of current projects that the foundation is interested in raising funds for at the time of this Comprehensive Plan along with their 2021 cost estimates.

- Basketball court repave and upgrades - \$24,500.00

- Baseball field maintenance and upgrades - \$14,200.00
- Shelter house replacement (2 shelters + tables) - \$37,000.00
- Parking lot extension - \$75,000.00-\$100,000.00
- Additional Playground equipment - \$50,000.00
- Miscellaneous park repairs (painting, gravel, mulch, etc.) - \$32,750.00

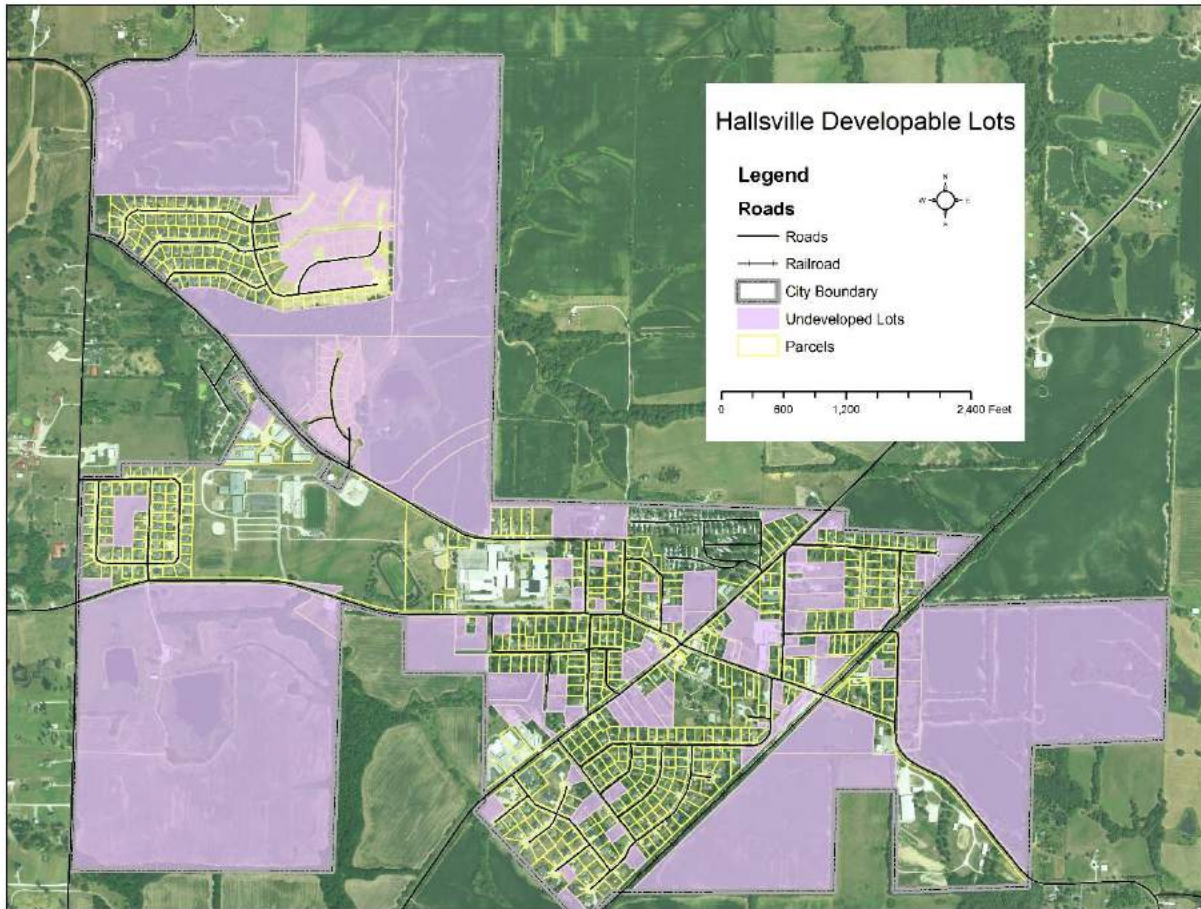


Future Land Use

Future land use was discussed at work sessions on October 24, 2022 and October 27, 2022. When thinking through future land use there's a few important points to consider such as transitions between differing usage, infrastructure to the property, and general community goals. When putting together a future land use map considerations for future footprint and even if certain zoning designations are needed were brought up. Through assessing needs and goals some zoning designations may no longer be of value and others may become more useful as time goes on and needs change.

Map 1.2 shows undeveloped and under-developed lots within the current 2023 boundary of Hallsville. Under-developed lots are lots that mathematically could be further divided without going below the 10,000 square foot minimum lot size. This does not however take into account needing to meet any potential setback rules for existing structures on the property, topography challenges such as water features, or ingress/egress access. While there appears to be some centrally located lots, such challenges could render a site unmarketable due to the cost or difficulty of building on the site. Larger tracts of land on the outer edges of city limits are easily subdividable but pose other challenges such as lack of existing infrastructure that can be costly to put in and drive up the cost of homes built in these areas. Filling in gaps in existing parts of town offer the opportunity of existing utilities which can bring down costs making the build more affordable.

Table 1.2: Developable Lots



Current zoning can impact the ultimate use of an empty lot. While some lots may have a certain zoning currently the future zoning may indicate a better use of that space. With economic development in mind, it is good to assess the situation at lots currently zoned commercial or industrial. Large tracts of land can be valuable and desirable for manufacturing companies looking to put in sprawling warehouses, but tracks with large water features that take up much of the land and no quality road infrastructure giving access will be quickly passed over by corporations. Major road and rail access are sought-after transportation commodities, but currently Hallsville’s Industrial area is placed on the opposite side of town from the rail line and it does not have highway frontage to the main road through town. This means companies looking to develop a site will not have rail access and any freight and employees will put further burden on the 124/B intersection or city roads by those trying to avoid the intersection.

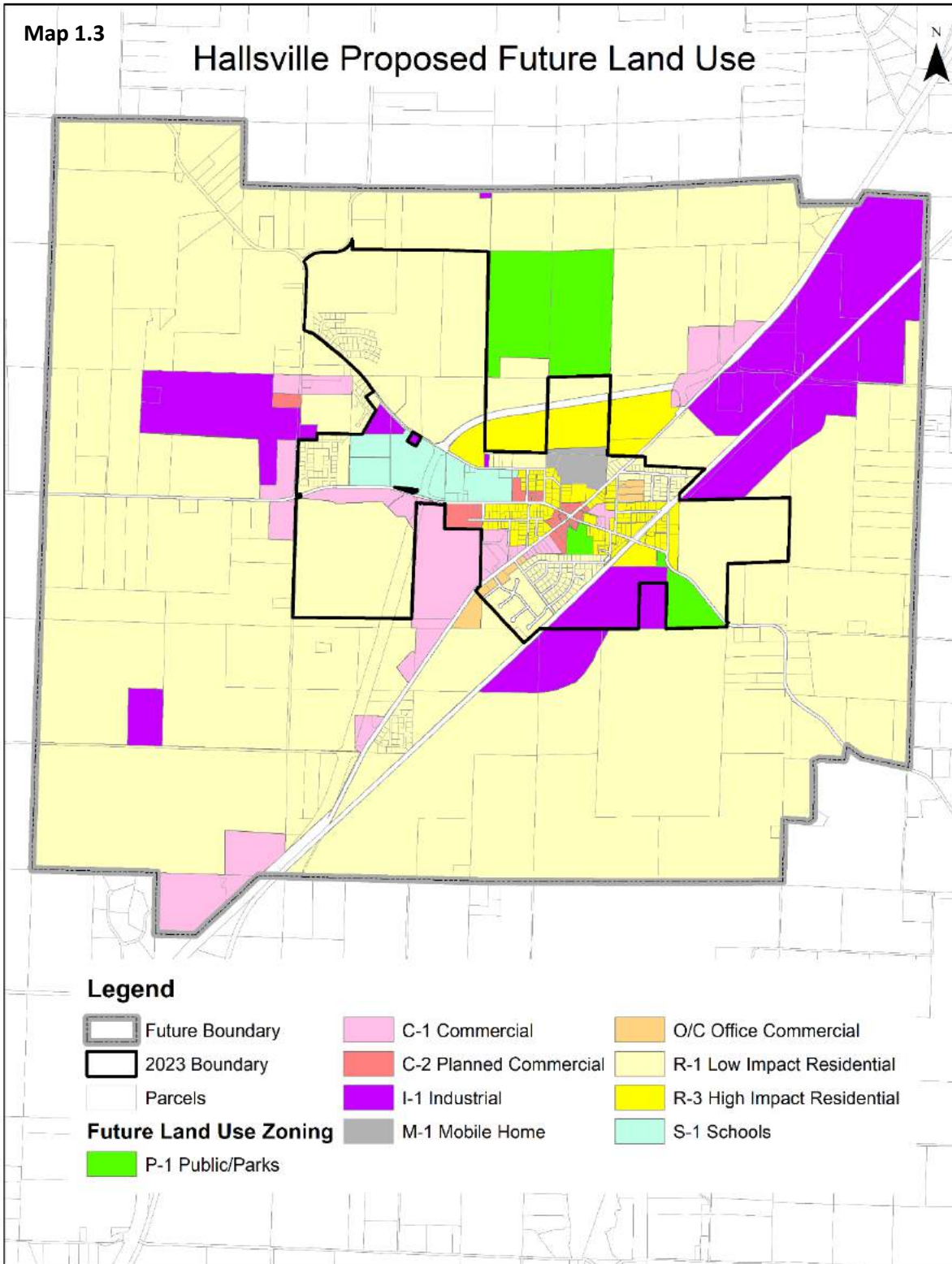
Past decisions were made with other infrastructure plans in mind, but with the abandonment of MoDOT’s involvement in creating a major loop around the 124/B intersection it needs to be assessed if certain parcels are still worth marketing as Industrial or Commercial zones. It is also worth considering the amount of residential growth that is taking place and if allowing certain

Industrial and Commercial properties to develop would harm the quality of life and property value of existing and future residential areas that are adjacent.

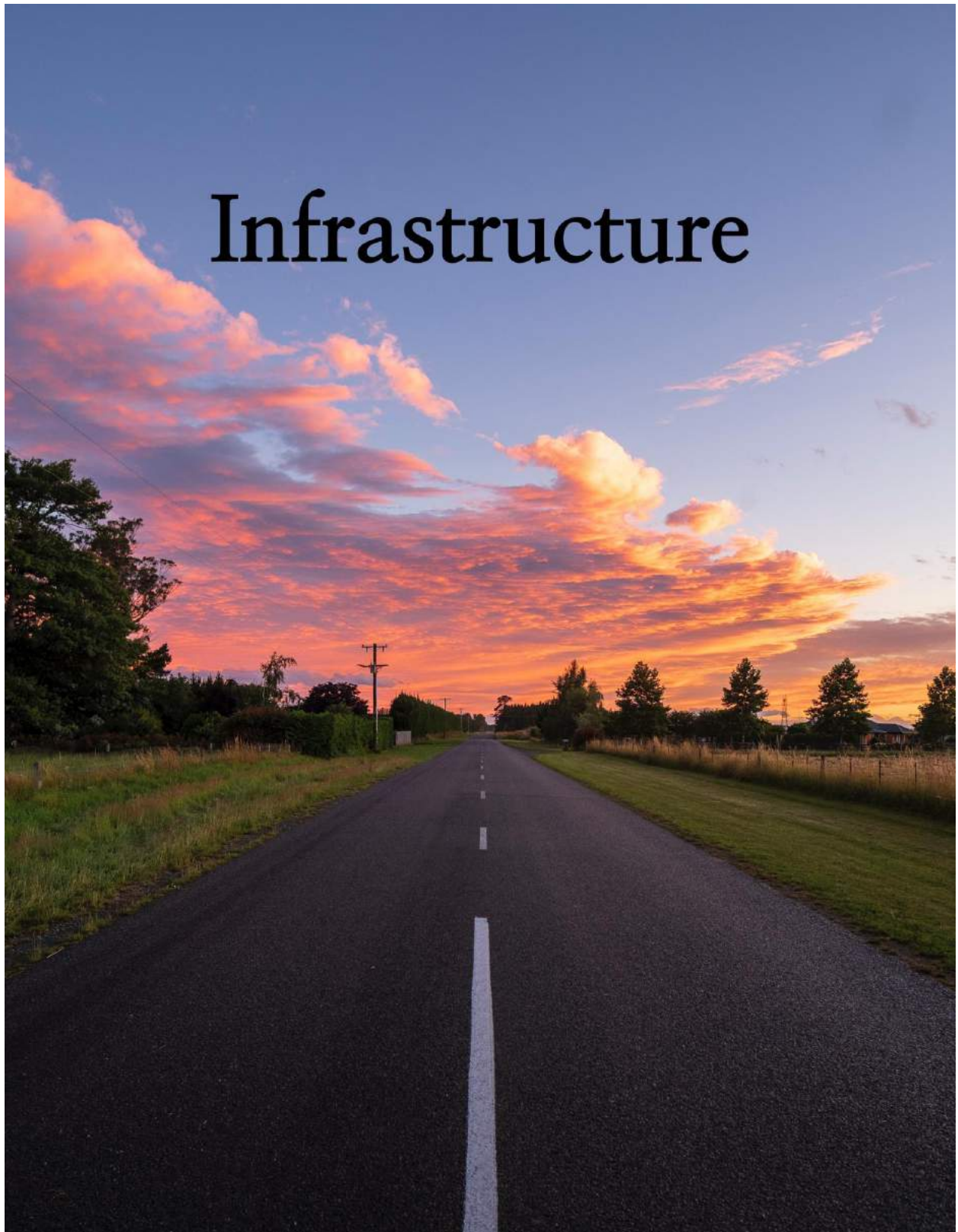
Below is a proposed future land use map that was created through discussion with staff and the board of alderman. It was built using the current land use map as a base taking into consideration established uses and established access networks as well as current growth trends. The future land use map is a guide for future development. While a zoning map is codified and must be followed by developers, the future land use map is not. It is intended to be used when future zoning decisions are made. Zoning changes should be consistent with the future land use map, which was created through community input and adopted as part of the comprehensive plan.

Map 1.3

Hallsville Proposed Future Land Use



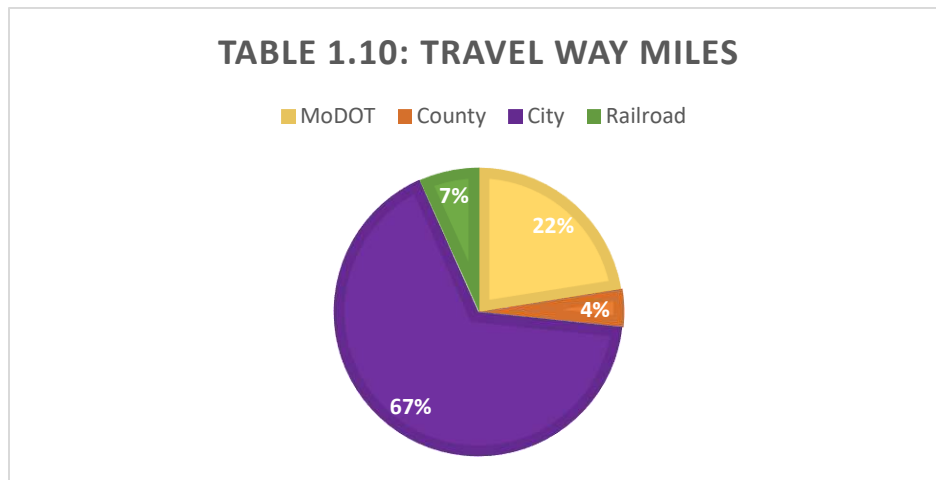
Infrastructure



Infrastructure

Transportation

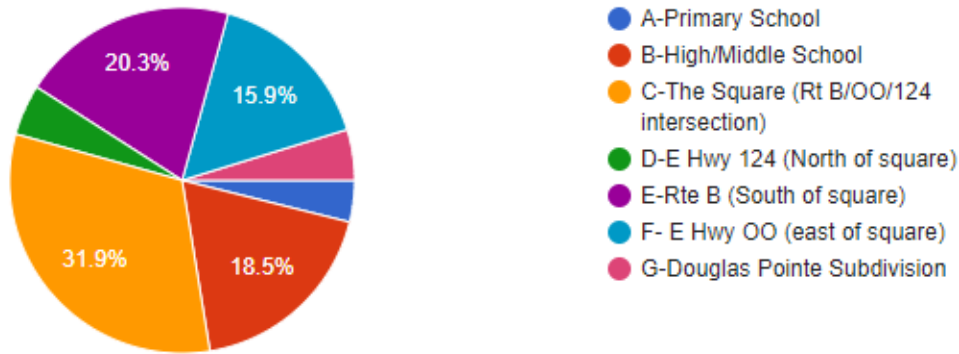
Hallsville has a total of 24 miles of travel way. 5.4 miles of roadway are owned and maintained by MoDOT. Just under a mile of county road skirts along the outer boundary of the community and 1.6 miles of railroad tracks run through the eastern portion of town. 16 miles remain as city owned roadway.



MoDOT road classifications through town include a Major Arterial, a Minor Collector, Railroad and Local roads. The Federal Highway definition of those classifications are as follows:

- Major Arterial- Roadways with this designation are meant to provide a high degree of access to and between urbanized areas, easy corridor movements with higher trip length often part of a larger statewide movement. Examples of this in Hallsville are Route B and the portion of Highway 124 that is north of the square. This portion serves as a major connection between other communities such as Centralia to the north and traffic on Highway 22 down to Columbia.
- Collectors - These are the roads that collect all the traffic from local roads such as lettered routes. *“Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes.”* There are both minor and major collector designations but Hallsville only has Major Collectors within city limits.
 - Major Collector- Major Collectors are longer segments than minor and tend to have a lower driveway density so as to provide better service to arterial routes and important places such as schools, shipping points, major employers, necessary governmental offices, and recreation facilities.
- Local roads-These roads are listed as either county owned and maintained, or city owned and maintained.

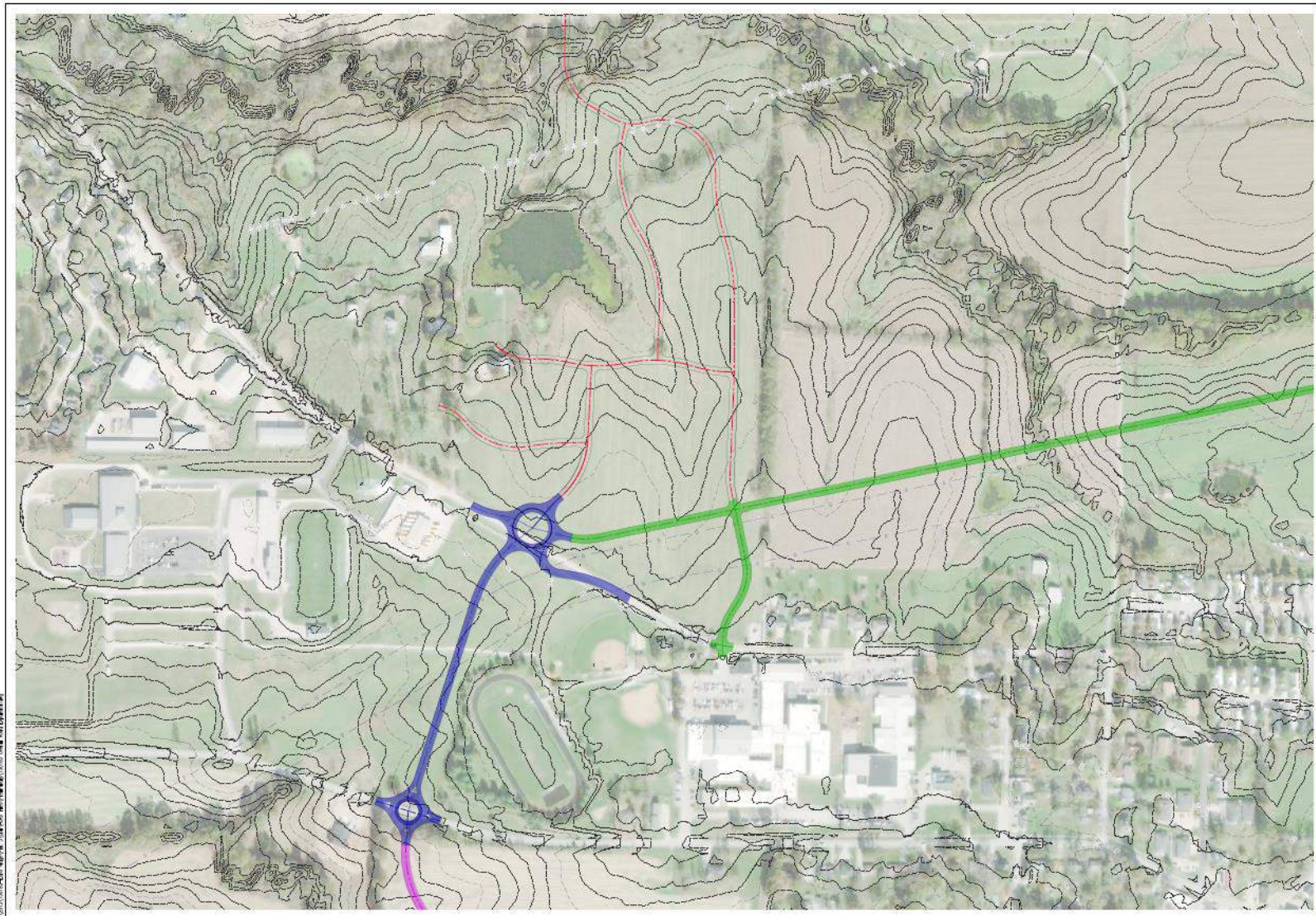
Table 1.11: Travelways Needing Attention



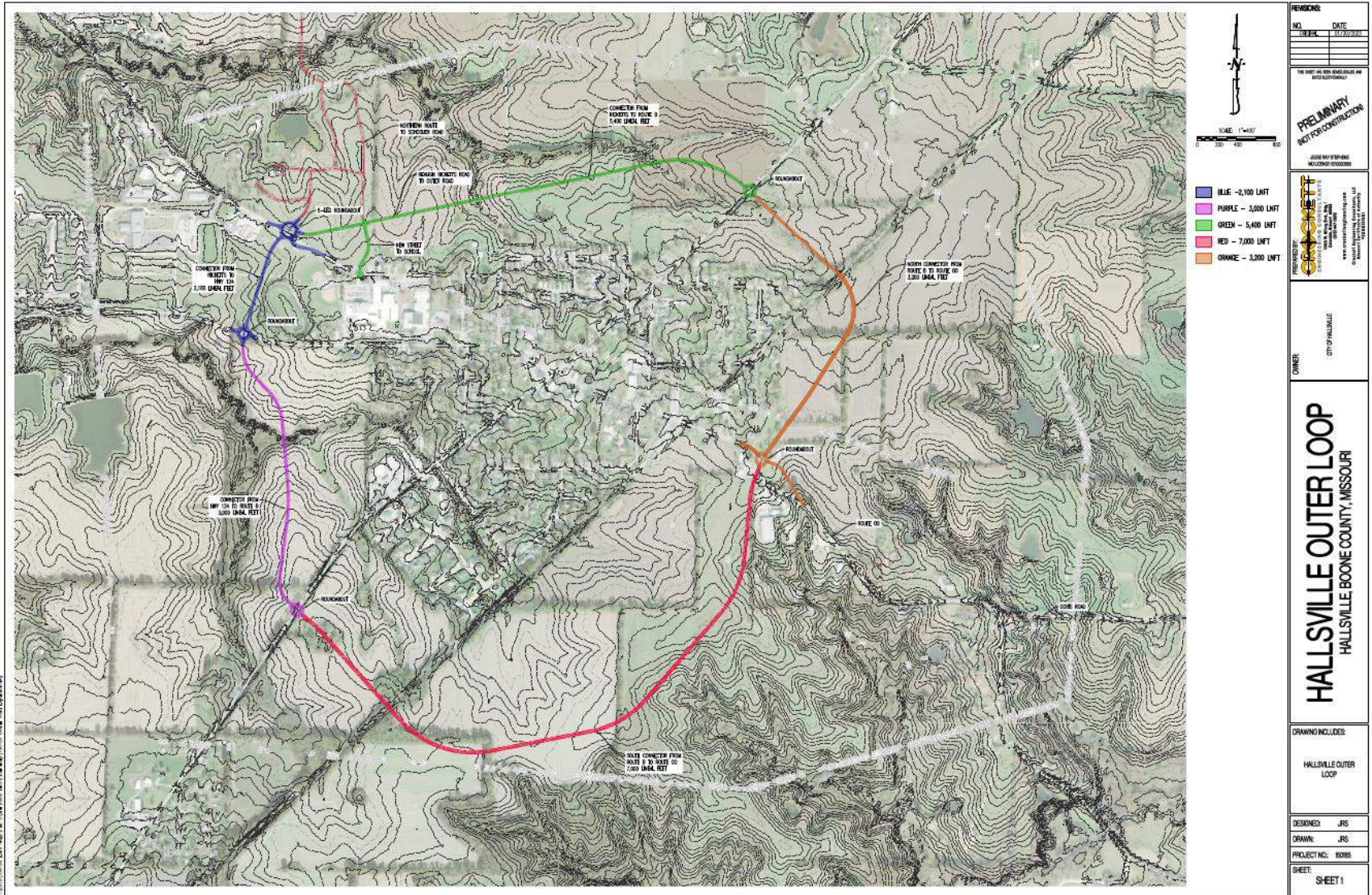
The junction of Route B, Highway OO, and Highway 124 were of interest to survey respondents when asked where respondents would like to see traffic improvements made. The Missouri Department of Transportation (MoDOT) has studied this intersection in the past and determined due to the tight nature of the buildings at the intersection there is not space to do higher capacity changes such as a roundabout. Even adding dedicated turn lanes at the light would be tight and remove most parking for the businesses located at the intersection.

As part of the 1994 25-year plan MoDOT had right-of-way for a bypass that would have started on Route B south of Kemper Rd and cut west toward the school where it would have crossed Highway 124 and then looped back to connect with Old 124 north of Hallsville. This plan has been scrapped due to budget and all right-of-way has been sold back to land owners. MoDOT does not have plans to revisit the bypass anytime in the future. Hallsville leadership has interest in the bypass still as a smaller collector road to assist in alleviating school traffic.

The following maps are renderings of a bypass road system that takes into consideration the past MoDOT plan and future traffic considerations. The City of Hallsville nor MoDOT own any right-of-way for a bypass, nor are there plans or funds allocated to purchase this right-of-way. These maps are simply for planning and analysis purposes.



REVISIONS	
NO.	DATE
PRELIMINARY NOT FOR CONSTRUCTION	
CRACKSHEET CIVIL ENGINEERING 1000 N. MAIN ST., SUITE 100 HALLSVILLE, MO 64501 PH: 660-241-1111 WWW.CRACKSHEET.COM	
OWNER:	CITY OF HALLVILLE
HALLSVILLE OUTER LOOP HALLSVILLE, BOONE COUNTY, MISSOURI	
DRAWING NUMBER:	
HALLSVILLE LOOP ROAD AT SCHOOL AND HWY 64	
DESIGNED:	JRS
DRAWN:	JRS
PROJECT NO.:	8085
SHEET:	SHEET 2



The intersection of Route B/124/OO is a pass-through intersection for a lot of traffic traveling between Centralia and Columbia. The following table shows traffic counts taken by MoDOT in 2021 of traffic moving through this intersection for Route B and Highway 124.

Location	Direction 1	Direction 2
	Westbound 124 AADT 1110	Eastbound 124 AADT 1112
	Westbound 124 AADT 3081	Eastbound 124 AADT 3093
	Southbound B AADT 5009	Northbound B AADT 5100

Source: MoDOT Data Zone

Four locations on city-owned roads were subjected to traffic counts. Two locations on Ricketts Rd, one on Westley, and one on Hudson Ave underwent radar counts in the fall of 2022 to look at potential traffic patterns that could impact planning scenarios. The counts at those locations are in table 1.12. Complete traffic data summaries can be found in Appendix C.

Table 1.12: City Route Traffic Summary

Location	Direction 1	Direction 2	Speed Limit	Average Speed	Max Speed
Ricketts (near bus barn)	Westbound AADT 534	Eastbound AADT 514	35mph	32 mph	59(w)-73(e) mph
Ricketts (near Ruth Ann Ave)	Westbound AADT 432	Eastbound AADT 468	35mph	28-30 mph	53(w)-58(e) mph

Westley Ave	Northbound AADT 672	Southbound AADT 661	15mph	23-24 mph	58(n)-52(s) mph
Hudson Ave	Northbound AADT 377	Southbound AADT 440	15mph	22-24 mph	44(n)-52(s) mph

An alarming observation from the data taken during the counting period was of speeding. Excessive speeding was seen at all radar points ranging from double the posted speed limit to nearly 4 times the speed limit. Dangerous levels of speeding on Wesley and Hudson were clocked with drivers running over 50 mph in a 15-mph zone. Wesley being a small residential road with elementary school access and the post office the rate of pedestrian potential is higher in this area. Similar observations were seen on Hudson, another residential street with on-street parking and people attempting to back out of driveways. Patterns here seem to suggest a number of drivers maybe using the road as a cut through to avoid the traffic light at 124 and B and at times choosing to “race” to beat traffic.

Road and Bridge Needs

The Mid-Missouri Regional Planning Commission works with MoDOT to put together a Road and Bridge Regional Needs List. This list is used to inform projects that go onto MoDOT’s Unfunded Needs List that eventually get programmed into the Statewide Transportation Improvement Program (STIP). Once on the STIP projects are funded for construction within the next 5 years. Road and bridge needs for Hallsville currently on the Mid-MO RPC Regional Needs List can be found in the following table.

Table 1.13: Regional Needs List

Project Route	Project Description
Route B	Addition of turn lane on Route B through Hallsville
B/124/OO	Intersection Improvements at Route B/124/OO
Route B/124	Create bypass system from Route B south of Hallsville to Highway 124 north of Hallsville.

While the Route B and Highway 124 intersection gets a lot of attention, crash statistics show small clusters of crashes at other intersections throughout town along these corridors. During a 5-year reporting period (2017-2021) there were 77 total crashes reported within Hallsville city limits. 62 were property damage only, 14 were listed as minor injury crashes, and 1 was determined to be a serious injury crash.

Many of the crashes reported were rear-end collisions. Inattentiveness, speeding, and tailgating are prime culprits of rear-end collisions. The addition of turn lanes where possible can help

prevent some of these crashes as well as allow for the smoother flow of traffic when through traffic no longer has to stop for vehicles attempting to cross the opposite traveling lane.



Source: MoDOT Data Zone



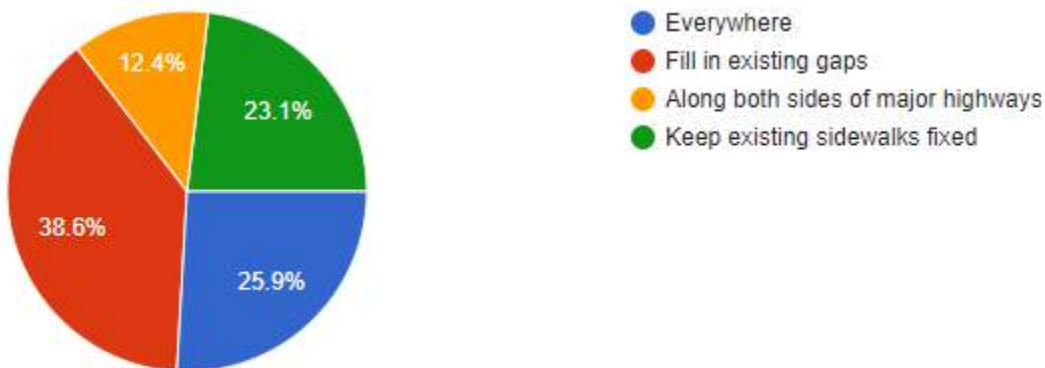
Railroad

The Colt Rail Line runs through the eastern portion of Hallsville. It averages two trips a week currently. Rail access is an important factor for many companies when they are considering the purchase of land. Properties with rail access, existing rail spurs, and good highway access are easily marketable. The railroad track cross two roads within city limits. Route OO has a signalized crossing but no drop gates. The Elm St crossing is not signalized or gated. This crossing is a smaller city road and only has a railroad crossing sign in place to alert traffic that there are tracks present at that location.

Sidewalks

Sidewalks and greenways serve as vital access for non-drivers to get to necessary services, employment, and school. They also serve as safe routes for walkers and joggers on their fitness journey. Alternative travel options can also help alleviate traffic congestion around town if short trip drivers feel safe and able to trade their car trip for a walk. Having a well connected and good condition pedestrian system is important to the flow, safety, and quality of life of all who use it, whether a resident or visitor. The following graph shows survey respondents preferences as to where they would like to see sidewalks added, if at all.

Table 1.14: Sidewalk Preferences



A portion of survey respondents wished to see the current sidewalks fixed. When deciding on what sidewalks to focus on it's important to consider where the pedestrians are located and where they are likely to need to go. School age children that do not live in a bus pickup zone and low-income residents are often top users of a sidewalk network. Schools and essential businesses such as grocery stores, post office, and major employers are typical important destinations. Conditions are listed as Good, Fair, and Poor.



Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.



Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.



Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.

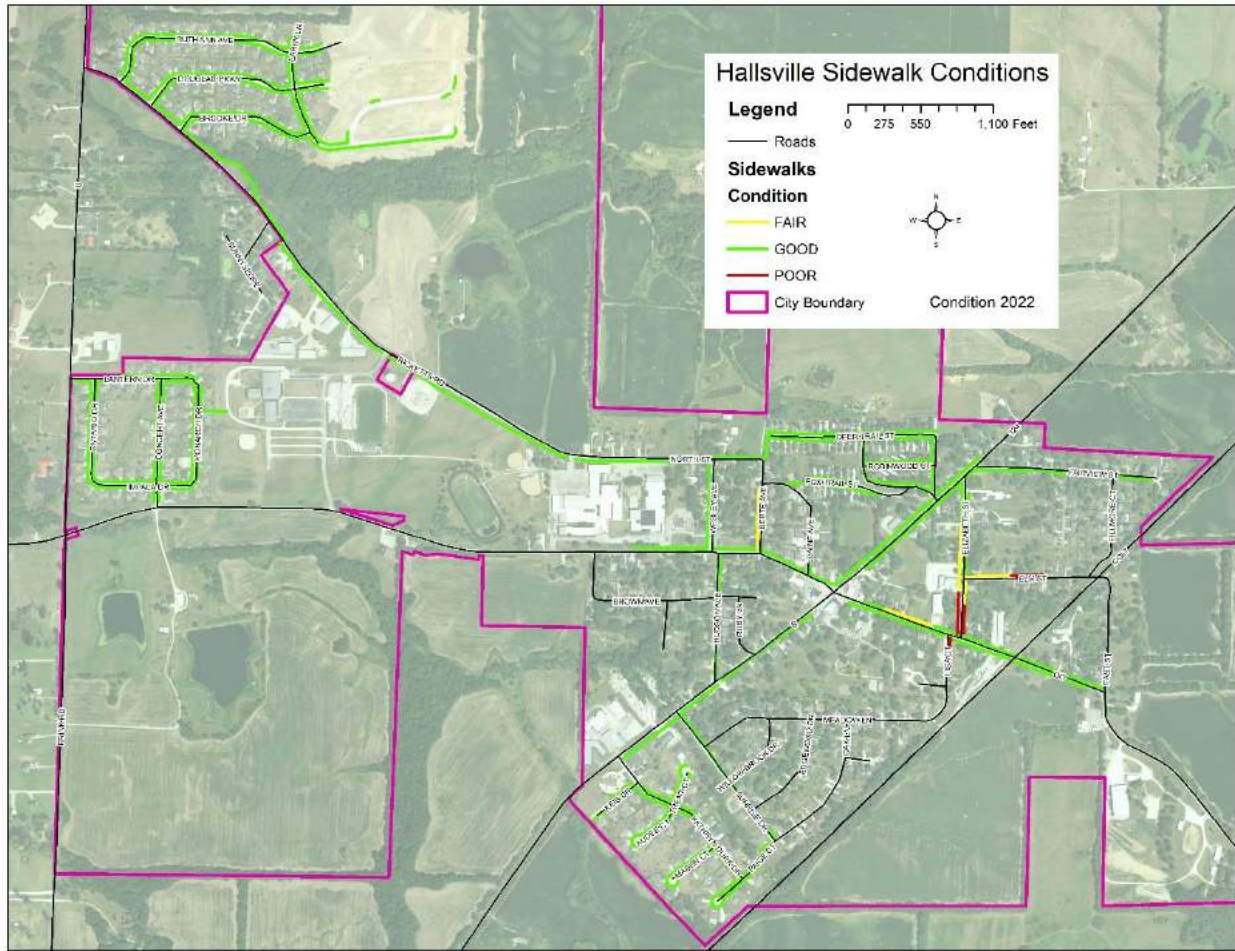
Gap: No sidewalk is present. Not mapped.

Sidewalks are only rated for general condition. Ratings do not mean the sidewalk is Americans with Disabilities (ADA) compliant. A much deeper assessment would need to be conducted to check for ADA compliance. Such a review is typically part of an ADA Transition Plan. Crosswalks are also not part of the condition assessment. While sidewalks themselves may be in good condition, crosswalks and transitions from street to sidewalk may not be.



The map below is a sidewalk inventory taken by Mid-MO staff during the creation of the comprehensive plan.

Map 1.4: Sidewalk Condition Inventory



Funding The Future



Funding The Future

Funding is often the number one reason certain projects and initiatives never happen or take a long time to come to fruition. Lack of funding or slow funding can lead to missed opportunities. Complicated application and administration processes for grants can also be a deterrent for some communities when going after certain funds as well.

Tax Options

Implementing certain taxes can be a stable way of providing continuous funding for certain projects or areas within a community. A reliable income stream can make long term planning and budgeting more feasible.

- Property Taxes - Hallsville currently levies a property tax rate of .5399% per \$100 of assessed value. This equated to \$123,980 in fiscal year 2021 according to the Missouri State Auditor's Office. While the state does limit the rates of property taxes communities do have some options of additional rates they can levy against property taxes.
 - General Operating Levy
 - Parks/Recreation Levy
 - Health/Solid Waste/Museums Levy

- Sales Tax – Sales tax can a flexible but more volatile way of creating revenue since it relies on people spending their money which can be hard to predict and budget. Hallsville's current sales tax is 1.63%. There are several types of sales taxes the State of Missouri allows communities to collect, many of which require a vote of the people to implement or adjust the rates of.
 - General Revenue Sales Tax
 - Capital Improvement Sales Tax
 - Economic Development Sales Tax
 - Transportation Sales Tax
 - Stormwater/Parks Sales Tax
 - Local Use Sales Tax

- Special Districts – Special Districts offer concentrated funds coming from a particular area that will benefit from the use of the funds collected. There are a variety of districts that can be formed based on what the goal of the district is.
 - Special Business District - A Special Business District (SBD) is a separate political subdivision of the state that may impose additional property taxes and business license taxes to fund specific public improvements and services within the district.

- Community Improvement District - A Community Improvement District (CID) is a local special taxing district that collects revenue within designated boundaries to pay for special public facilities, improvements or services. CIDs are created by ordinance of the local governing body of a municipality upon presentation of a petition signed by owners of real property within the proposed district's boundaries.
- Neighborhood Improvement District - A Neighborhood Improvement District (NID) is a special taxing district that collects revenue within designated boundaries to help pay for public infrastructure, facilities or other improvements that confer a benefit on property within the district. NIDs are created by election or petition of owners of real property within the proposed district's boundaries and typically generate funding for projects through the sale of municipal revenue bonds backed by the district's special property assessments which may be extended beyond retirement of the bonds to pay for maintenance and upkeep.
- Transportation Development Districts - Missouri statutes authorize a city to create transportation development districts (TDDs) encompassing all or a portion of a city. The purpose of TDD is to promote, design, construct, improve, or maintain one or more transportation projects. Funding TDDs is accomplished through an add-on sales or property tax and/or real property special assessments.
- Tax Increment Financing - Tax Increment Financing (TIF) is available to municipalities to encourage redevelopment of blighted areas. TIF is a local development initiative with oversight and audit responsibility shared by the local TIF Commission and the local governmental body. To establish a TIF, the municipal governing body adopts a Redevelopment Plan, approved by the locally appointed TIF Commission. The Plan requests TIF to help fund construction of certain public use facilities within the designated Project Area and is accompanied by fiscal evidence that the development could not proceed without TIF supplemental funding. TIF relies on the assumption property values and/or local sales tax should increase after the development is operational and a portion of the additional tax over the Base Year taxes generated are allocated to pay for TIF-eligible projects in the development.

Grants

Grants are a popular option to fund specific one-time projects because they take a smaller amount of money referred to as “match” that a community has and multiplies it to aid a community in affording a project they couldn't otherwise pay for. Grants can come from a variety of sources ranging from Federal, State, and Local government backed grants, to Private Corporation backed grants. Match (the amount of funds the applicant must bring to the project out of their own pocket) can range from as little as 10% of the total project up to 50% or more. It's important to note when applying for grants that many are on a reimbursement schedule,

meaning the entity must pay for the project upfront and request reimbursement of their eligible expenses after the fact.

Grants change from year to year. Some grants come around every year and some may only be available a few times before the money funding the grant is expended. It is important to research what grants are available at the time of the interested project. A few grants that have been more long-term funding sources are as follows.

- Hazard Mitigation – These are grants that communities can utilize to provide disaster resilience against natural disasters for their public infrastructure. Some open yearly and some are triggered when a Disaster Declaration is issued in a certain location.
 - Building Resilient Infrastructure and Communities (BRIC) – This is an 80/20 match program that comes around yearly designed to address future risks to natural disasters such as wildfires, drought, earthquakes, extreme temperatures, flooding, and tornados. It covers undergrounding utilities, flood protections of infrastructure, and more.
 - Hazard Mitigation Grant Program (HMGP) – This program is open to those living in a disaster declared community/county. When funding is triggered, communities have the opportunity to apply for funds at a 75/25 match rate for a variety of projects. To be eligible for HMGP you must have participated in the county Hazard Mitigation Planning Process and your project will need to be listed as an action mitigation item in the plan. Projects can include but are not limited to building FEMA rated safe rooms, purchasing backup generators to prevent power loss at critical facilities, and permanent flood protection projects.
- Community Development Block Grant (CDBG) – CDBG is a yearly program that aims to help low and moderate income (LMI) communities with a variety of projects ranging from dilapidated housing demos to waste and stormwater projects. At the time of this plan Hallsville does not qualify for CDBG funding.
 - CDBG Disaster Funding – In the case of certain disasters CDBG may wave or relax the LMI requirements.
- Transportation – Transportation encompasses a variety of modes ranging from vehicles of varying sizes and weights, to pedestrian modes, airports, river ports, and rail. Vehicular, pedestrian, and rail traffic are the dominant forms of transportation in Hallsville.
 - Freight Enhancement Grant (FRE) – yearly grant aimed at taking freight off the roads and transitioning it to other modes of transportation such as air, river, or rail.

- Transportation Alternative Program (TAP) – Normally every other year TAP is opened to communities to pay for sidewalks, trails, and other bike/ped projects.
 - Traffic Engineering Assistance Program (TEAP) – This program can be used to study intersections and traffic flow issues in specific areas. It can also be utilized toward ADA Transition Plans.
 - MoDOT Cost-Share – Cost-share can be used toward road and bridge projects located on state routes that benefit various goals of a community. Often used to install turn lanes or create outer road systems.
 - Governor’s Cost-Share – This is a program that has been funded a few times that has a special interest in economic development projects. The program starts at 50/50 but economic development projects that provide jobs in hand can be upgraded to 100% funded. These projects do not have to be on the MoDOT system.
- Recreation
 - Land and Water Conservation Fund (LWCF) – 50/50 matching grant that will pay for outdoor recreation projects such as sports fields, playground equipment, splash pads, etc. Application period usually opens around August and closes in February.
 - Recreational Trail Program (RTP) – 80/20 matching program that will pay toward trails and trail amenity projects. This program’s funds are broken into categories: Non-motorized, mixed used, and motorized. Application period usually opens in November and closes in February.
- Economic Development
 - USDA Rural Business Development Grant – Program used to benefit small and emerging businesses in rural areas such as acquisition or development of land, pollution control and abatement, rural transportation improvement, community economic development, feasibility studies, rural business incubators, etc.

Appendix A: Community Survey Results

Hallsville Comprehensive Plan

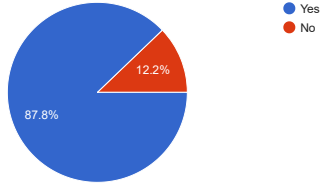
256 responses

[Publish analytics](#)

Do you live in Hallsville?

[Copy](#)

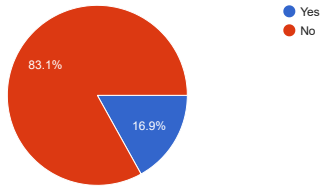
255 responses



Do you work in Hallsville?

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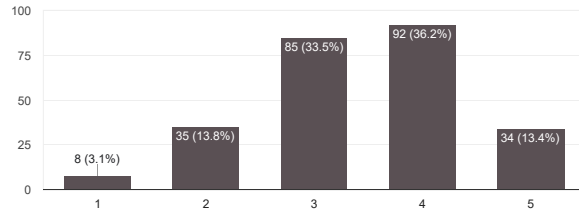
254 responses



How satisfied are you with the flow of traffic in town?

[Copy](#)

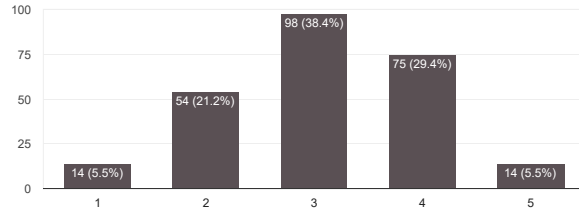
254 responses



How satisfied are you with road conditions in town?

[Copy](#)

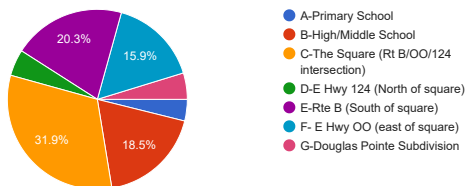
255 responses



Where would you like to see road improvements made?

[Copy](#)

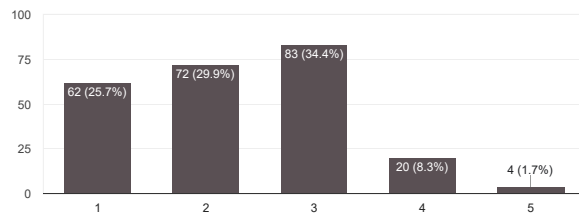
232 responses



How satisfied are you with the job opportunities in Hallsville?

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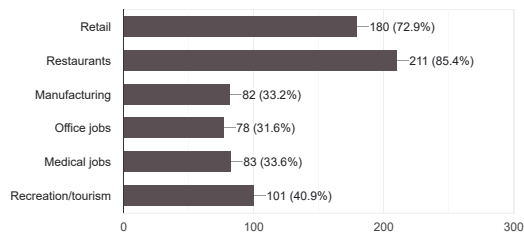
241 responses



What shopping/job opportunities would you like to see in Hallsville?

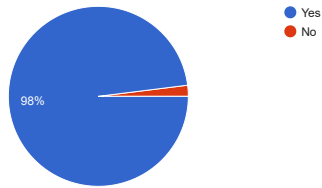
[Copy](#)

247 responses



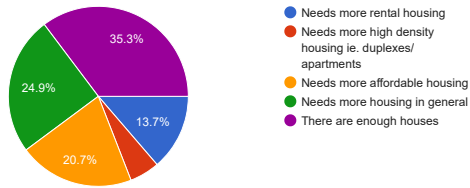
Do you feel Hallsville is a safe community? [Copy](#)

253 responses



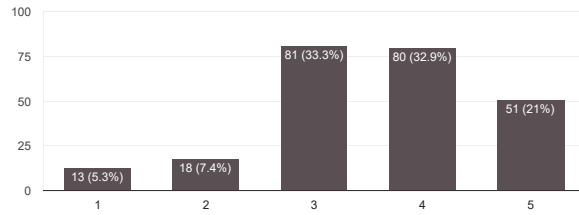
What are the housing needs in Hallsville? [Copy](#)

241 responses



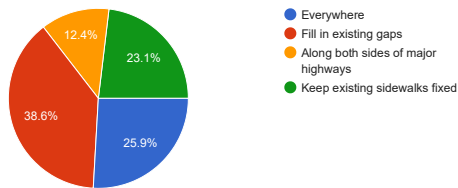
How satisfied are you with the water/sewer amenities in Hallsville? [Copy](#)

243 responses



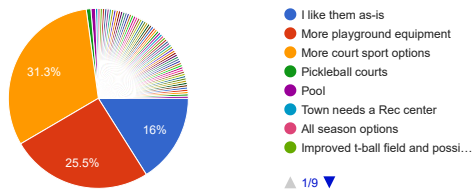
Where should sidewalks be added? [Copy](#)

251 responses



What should be added to the park? [Copy](#)

243 responses



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Google Forms



Appendix B: Park Write-In Results

Responses to Hallsville Survey Parks Question

Top 3

More court sports
More playground equipment
I like them as-is

Write-in Answers

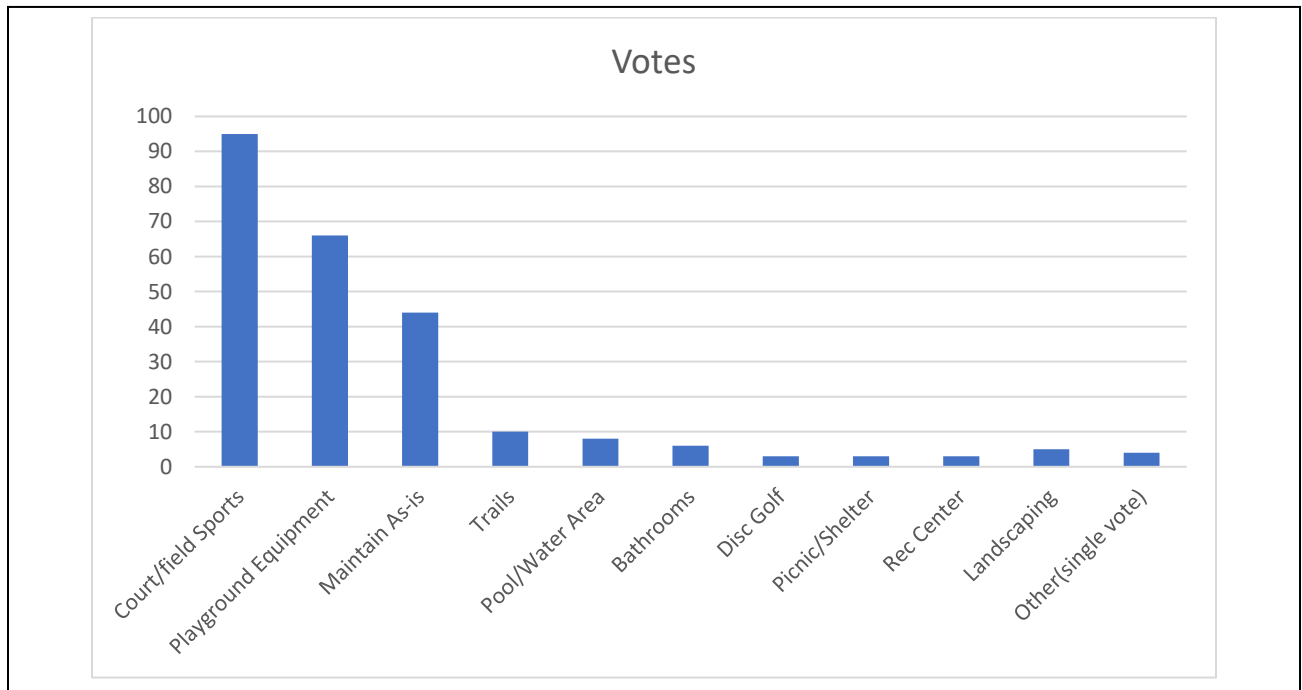
Pickleball courts
Pool
Paved walking trail
Double swing
Greenery
Slides, updated tennis court
More walking trails
More hiking areas
New bathrooms, resurface basketball court
Update current area
New bathrooms
Baseball field in the park
Improve baseball field conditions
New tennis court, add pickleball court
Town needs rec center
Swimming pool
Pickleball
Disc Golf course
Shelter houses
More landscaping/ ADA path
Swimming pool
All-seasons option
Pool/water park
New bathrooms, renovate existing
New bathrooms, maintain grounds
More court and field options
Rec Center
More ball fields, soccer, baseball
Parking
Batting cages
Both B and C (playground equipment and court sports)
Splash pad, more variety like Centralia
Softball and baseball fields
Better restroom and pavilion
Paved path for strollers, bikes, rollerblades
Picnic areas
Courts sports, more maintenance
Refresh existing park

Top 3 Write-In Options

Trails
Pool/water area
Bathrooms (new/updated)

Responses to Hallsville Survey Parks Question

- Better walking trail
- New Bathroom
- Upgrade basketball court, possible extension
- Update/better organize whole park
- Clean up existing park
- Splash pad/water attraction
- Convert to pickleball
- Hardscape walking paths
- Splashpad/water area
- More handicap equipment
- Shade trees
- Concrete walking trail
- Help out twister rink
- Frisbee golf
- Video Game lounge
- Improved t-ball field/batting cages
- Ball fields, soccer
- Plants/flowers
- Softball/baseball fields with lights
- Disc golf/landscaping
- Dog park
- Splash pad
- Pickleball court
- Better walking track
- Walking trail



Appendix C: Traffic Monitor Summaries

TRAFFIC ANALYSIS REPORT

For Project: Hudson Ave
Project: Notes/Address:
Location/Name: Incoming
Report Generated: 3/10/2023 02:26:09 PM
Speed Intervals - 1 MPH
Time Intervals - Instant

Traffic Report From 11/2/2022 11:00:00 AM through 11/17/2022 11:59:59 AM

85th Percentile Speed = 26.0 MPH
85th Percentile Vehicles = 5,144 counts
Max Speed = 44.0 MPH on 11/15/2022 7:00:32 AM
Total Vehicles = 6,032 counts
ADDR: 402.1

Volumes - weekly vehicle counts

Table with columns: Average Daily, AM Peak, PM Peak, 5 Day, 7 day. Values: 412, 39, 56, 377, 29, 47.

Speed Limit: 15 MPH
85th Percentile Speed: 26.0 MPH
50th Percentile Speed: 22.0 MPH
10 MPH Pace Interval: 17.0 MPH to 27.0 MPH
Average Speed: 21.9 MPH

Summary table with columns: Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday. Rows: Count over limit, % over limit, Avg Speeder, Class Counts.

85th percentile speeds, counts and total counts by hour:

Main data table with columns: Date/Time Ending, 85th pct1 (MPH), 85th pct1 cnts, Total Cnts, Max Speed, Avg Speeder, % Speeders. Contains hourly data from 11/2/2022 01:00:00 AM to 11/17/2022 12:00:00 PM.

85th percentile speeds, counts and total counts by day:

Summary table with columns: Date/Time Ending, 85th pct1 (MPH), 85th pct1 cnts, Total Cnts, Max Speed, Avg Speeder, % Speeders. Contains daily data from 11/3/2022 12:00:00 AM to 11/17/2022 11:59:59 AM.

TRAFFIC ANALYSIS REPORT

For Project: Hudson Ave
Projects Notes/Address:
Location/Name: Outgoing
Report Generated: 11/17/2022 03:13:02 PM
Speed Intervals = 1 MPH
Time Intervals = Instant

Traffic Report From 11/2/2022 11:00:00 AM through 11/17/2022 11:59:59 AM

85th Percentile Speed = 32.0 MPH
85th Percentile Vehicles = 6,027 counts
Max Speed = 52.0 MPH on 11/12/2022 10:27:50 AM
Total Vehicles=7,091 counts
AADT: 471.4

Volumes - weekly vehicle counts

Table with columns: Average Daily, PM Peak, Speed, Speed Limit, 85th Percentile Speed, 50th Percentile Speed, 10 MPH Pace Interval, Average Speed. Rows for 5 Day and 7 Day.

Table with columns: Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday. Rows for Count over limit, % over limit, Avg Speeder, Class Counts (VEH_SM, VEH_MED, VEH_LG).

85th percentile speeds, counts and total counts by hour:

Main data table with columns: Date/Time Ending, 85th pctd (MPH), 85th pctd counts, Total Cnts, Max Speed, Avg Speeder, % Speeders. Contains hourly data from 11/2/2022 to 11/17/2022.

85th percentile speeds, counts and total counts by day:

Summary table with columns: Date/Time Ending, 85th pctd (MPH), 85th pctd cnts, Total Cnts, Max Speed, Avg Speeder, % Speeders. Rows for each day from 11/3/2022 to 11/17/2022.

TRAFFIC ANALYSIS REPORT

For Project: MosleyAve
 Projects Notes/Address:
 Location/Name: Outgoing
 Report Generated: 11/17/2022 02:56:11 PM
 Speed Intervals = 1 MPH
 Time Intervals = Instant

Traffic Report From 11/2/2022 11:00:00 AM through 11/17/2022 11:59:59 AM

85th Percentile Speed = 29.0 MPH
 85th Percentile Vehicles = 9,083 counts
 Max Speed = 52.0 MPH on 11/5/2022 7:03:03 PM
 Total Vehicles = 10,686 counts
 AADT: 710.4

Volumes - weekly vehicle counts

Average Daily	Time	5 Day	7 Day
AM Peak	08:00 to 09:00	750	661
PM Peak	04:00 to 05:00	99	81

Speed
 Speed Limit: 15 MPH
 85th Percentile Speed: 29.0 MPH
 50th Percentile Speed: 24.4 MPH
 10 MPH Pace Interval: 18.0 MPH to 28.0 MPH
 Average Speed: 24.2 MPH

Count over Limit	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over Limit	1348	1657	2221	1952	1564	831	887
% over Limit	98.2	98.0	98.4	96.5	98.1	98.2	98.6
Avg Speeder	25.0	24.5	24.3	24.0	24.2	25.1	24.9

Class Counts

Class	Number	%
VEH_SM	155	1.5
VEH_MED	10334	96.7
VEH_LG	197	1.8

[VEH_SM = motorcycle, VEH_MED = sedan, VEH_LG = truck]

85th percentile speeds, counts and total counts by hour:

Date/Time Ending	85th pct(MPH)	85th pct1 counts	Total Cnts	Max Speed	Avg Speeder	% Speeders	
11/2/2022 01:00:00 PM	28.0	42	49	36	24.6	98.0%	
11/2/2022 02:00:00 PM	29.0	29	34	34	24.6	100.0%	
11/2/2022 03:00:00 PM	31.0	31	37	42	26.1	97.3%	
11/2/2022 04:00:00 PM	28.0	94	111	39	24.2	97.3%	
11/2/2022 05:00:00 PM	28.0	87	102	40	23.2	98.0%	
11/2/2022 06:00:00 PM	29.0	61	72	39	23.3	98.6%	
11/2/2022 07:00:00 PM	28.0	58	68	36	23.6	98.5%	
11/2/2022 08:00:00 PM	29.0	29	34	38	24.5	97.1%	
11/2/2022 09:00:00 PM	25.0	20	24	31	22.2	100.0%	
11/2/2022 10:00:00 PM	24.0	1	1	24	24.0	100.0%	
11/2/2022 11:00:00 PM	21.0	1	1	21	21.0	100.0%	
11/3/2022 12:00:00 AM	22.0	1	1	22	22.0	100.0%	
11/3/2022 01:00:00 AM	30.0	3	3	**No Data**	26.3	100.0%	
11/3/2022 03:00:00 AM	30.0	3	3	**No Data**	26.3	100.0%	
11/3/2022 04:00:00 AM	26.0	1	1	26	26.0	100.0%	
11/3/2022 05:00:00 AM	29.0	3	3	29	24.7	100.0%	
11/3/2022 06:00:00 AM	29.0	8	10	33	25.3	100.0%	
11/3/2022 07:00:00 AM	29.0	26	30	39	24.5	100.0%	
11/3/2022 08:00:00 AM	29.0	93	109	40	24.7	100.0%	
11/3/2022 09:00:00 AM	31.0	51	60	44	26.1	98.3%	
11/3/2022 10:00:00 AM	29.0	32	38	35	27.4	100.0%	
11/3/2022 11:00:00 AM	29.0	28	33	35	23.9	97.0%	
11/3/2022 12:00:00 PM	29.0	26	31	42	23.8	93.5%	
11/3/2022 01:00:00 PM	28.0	39	46	39	25.1	100.0%	
11/3/2022 02:00:00 PM	29.0	34	40	37	24.7	100.0%	
11/3/2022 03:00:00 PM	28.0	38	45	35	23.4	93.3%	
11/3/2022 04:00:00 PM	25.0	88	104	39	21.4	91.3%	
11/3/2022 05:00:00 PM	27.0	72	85	39	22.5	96.5%	
11/3/2022 06:00:00 PM	28.0	69	81	39	23.7	95.1%	
11/3/2022 07:00:00 PM	26.0	41	48	42	22.9	100.0%	
11/3/2022 08:00:00 PM	30.0	31	37	35	25.1	97.3%	
11/3/2022 09:00:00 PM	24.0	20	24	36	22.4	100.0%	
11/3/2022 10:00:00 PM	33.0	14	16	37	25.9	100.0%	
11/3/2022 11:00:00 AM	24.0	3	4	31	23.5	100.0%	
11/4/2022 12:00:00 AM	27.0	3	3	27	24.3	100.0%	
11/4/2022 01:00:00 AM	16.0	1	1	16	16.0	100.0%	
11/4/2022 02:00:00 AM	33.0	1	1	33	33.0	100.0%	
11/4/2022 03:00:00 AM	15.0	1	1	**No Data**	15	0.0%	
11/4/2022 04:00:00 AM	25.0	3	3	25	23.3	100.0%	
11/4/2022 05:00:00 AM	30.0	4	7	39	27.7	100.0%	
11/4/2022 06:00:00 AM	28.0	28	33	32	24.4	100.0%	
11/4/2022 07:00:00 AM	29.0	82	97	39	24.1	99.2%	
11/4/2022 08:00:00 AM	29.0	47	55	39	24.6	98.0%	
11/4/2022 09:00:00 AM	26.0	24	28	30	22.6	92.9%	
11/4/2022 10:00:00 AM	31.0	29	46	39	25.0	100.0%	
11/4/2022 11:00:00 AM	30.0	44	52	37	25.0	96.2%	
11/4/2022 12:00:00 PM	30.0	45	53	36	24.8	98.1%	
11/4/2022 01:00:00 PM	28.0	29	34	31	24.1	97.1%	
11/4/2022 02:00:00 PM	28.0	40	47	32	23.8	100.0%	
11/4/2022 03:00:00 PM	27.0	98	115	42	23.0	98.3%	
11/4/2022 04:00:00 PM	29.0	67	79	41	24.3	100.0%	
11/4/2022 05:00:00 PM	29.0	60	71	43	24.4	98.6%	
11/4/2022 06:00:00 PM	30.0	30	35	30	23.2	97.1%	
11/4/2022 07:00:00 PM	30.0	13	15	38	23.9	100.0%	
11/4/2022 08:00:00 PM	25.0	16	19	33	23.7	100.0%	
11/4/2022 09:00:00 PM	28.0	19	22	33	24.0	100.0%	
11/4/2022 10:00:00 PM	27.0	3	4	33	27.0	100.0%	
11/5/2022 11:00:00 AM	34.0	2	2	34	28.5	100.0%	
11/5/2022 12:00:00 PM	32.0	3	3	30	24.5	100.0%	
11/5/2022 01:00:00 AM	34.0	1	1	32	32.0	100.0%	
11/5/2022 02:00:00 AM	20.0	2	2	20	20.0	50.0%	
11/5/2022 03:00:00 AM	20.0	2	2	**No Data**	20.0	50.0%	
11/5/2022 04:00:00 AM	26.0	6	7	27	21.9	100.0%	
11/5/2022 05:00:00 AM	29.0	9	11	31	25.4	100.0%	
11/5/2022 06:00:00 AM	29.0	11	11	32	23.4	100.0%	
11/5/2022 07:00:00 AM	31.0	18	21	41	25.7	100.0%	
11/5/2022 08:00:00 AM	29.0	32	38	36	25.0	100.0%	
11/5/2022 09:00:00 AM	29.0	35	41	35	24.5	97.6%	
11/5/2022 10:00:00 AM	26.0	20	24	37	22.7	95.8%	
11/5/2022 11:00:00 AM	29.0	23	27	42	25.4	100.0%	
11/5/2022 12:00:00 PM	30.0	26	31	38	25.7	100.0%	
11/5/2022 01:00:00 PM	29.0	20	24	36	25.9	100.0%	
11/5/2022 02:00:00 PM	32.0	32	38	39	26.7	100.0%	
11/5/2022 03:00:00 PM	30.0	26	31	35	25.0	100.0%	
11/5/2022 04:00:00 PM	27.0	32	38	32	24.0	97.4%	
11/5/2022 05:00:00 PM	30.0	26	31	32	25.0	100.0%	
11/5/2022 06:00:00 PM	27.0	32	38	35	24.0	97.4%	
11/5/2022 07:00:00 PM	28.0	20	24	42	25.6	100.0%	
11/5/2022 08:00:00 PM	29.0	20	24	52	25.6	100.0%	
11/5/2022 09:00:00 PM	27.0	13	15	35	22.2	100.0%	
11/5/2022 10:00:00 PM	30.0	1	1	30	30.0	100.0%	
11/5/2022 11:00:00 PM	27.0	6	7	39	24.9	100.0%	
11/6/2022 12:00:00 AM	31.0	1	1	31	31.0	100.0%	
11/6/2022 01:00:00 AM	24.0	3	4	28	23.3	100.0%	
11/6/2022 02:00:00 AM	20.0	1	1	20	20.0	100.0%	
11/6/2022 03:00:00 AM	35.0	2	2	35	31.0	100.0%	
11/6/2022 04:00:00 AM	38.0	3	3	**No Data**	38	100.0%	
11/6/2022 05:00:00 AM	24.0	5	6	32	24.0	100.0%	
11/6/2022 06:00:00 AM	28.0	5	6	31	25.5	100.0%	
11/6/2022 07:00:00 AM	29.0	17	19	39	24.7	100.0%	
11/6/2022 08:00:00 AM	28.0	26	31	37	24.0	100.0%	
11/6/2022 09:00:00 AM	31.0	24	28	39	25.4	100.0%	
11/6/2022 10:00:00 AM	28.0	24	28	34	25.6	100.0%	
11/6/2022 11:00:00 AM	30.0	24	28	34	25.6	100.0%	
11/6/2022 12:00:00 PM	28.0	24	28	34	25.6	100.0%	
11/6/2022 01:00:00 PM	28.0	24	28	35	23.3	100.0%	
11/6/2022 02:00:00 PM	29.0	33	39	38	24.2	100.0%	
11/6/2022 03:00:00 PM	27.0	23	27	36	24.2	96.3%	
11/6/2022 04:00:00 PM	27.0	26	30	32	22.9	100.0%	
11/6/2022 05:00:00 PM	28.0	33	39	34	24.1	94.9%	
11/6/2022 06:00:00 PM	28.0	45	53	37	23.7	100.0%	
11/6/2022 07:00:00 PM	27.0	22	26	36	24.6	100.0%	
11/6/2022 08:00:00 PM	29.0	31	36	37	24.2	100.0%	
11/6/2022 09:00:00 PM	32.0	19	22	39	25.5	95.5%	
11/6/2022 10:00:00 PM	27.0	14	17	34	23.8	100.0%	
11/7/2022 11:00:00 AM	22.0	2	2	22	22.0	100.0%	
11/7/2022 12:00:00 AM	17.0	1	1	17	17.0	100.0%	
11/7/2022 01:00:00 AM	34.0	1	1	**No Data**	34	34.0	100.0%
11/7/2022 02:00:00 AM	34.0	1	1	**No Data**	34	34.0	100.0%
11/7/2022 03:00:00 AM	34.0	1	1	**No Data**	34	34.0	100.0%
11/7/2022 04:00:00 AM	31.0	4	5	32	28.2	100.0%	
11/7/2022 05:00:00 AM	31.0	5	6	32	26.0	100.0%	
11/7/2022 06:00:00 AM	31.0	31	37	41	27.1	97.3%	
11/7/2022 07:00:00 AM	31.0	68	80	40	25.7	97.5%	
11/7/2022 08:00:00 AM	31.0	32	38	44	25.6	100.0%	
11/7/2022 09:00:00 AM	29.0	23	27	42	25.6	100.0%	
11/7/2022 10:00:00 AM	30.0	35	41	43	24.5	97.6%	
11/7/2022 11:00:00 AM	30.0	42	49	37	23.8	98.0%	
11/7/2022 12:00:00 PM	29.0	26	30	40	25.1	93.3%	
11/7/2022 01:00:00 PM	29.0	37	44	40	25.7	97.7%	
11/7/2022 02:00:00 PM	30.0	34	40	38	25.0	97.5%	
11/7/2022 03:00:00 PM	30.0	47	55	44	25.0	96.4%	
11/7/2022 04:00:00 PM	29.0	54	64	44	24.4	98.4%	
11/7/2022 05:00:00 PM	32.0	59	69	38	25.8	100.0%	
11/7/2022 06:00:00 PM	29.0	19	22	37	25.1	100.0%	
11/7/2022 07:00:00 PM	29.0	14	16	30	22.9	93.9%	
11/7/2022 08:00:00 PM	27.0	48	57	43	23.3	100.0%	
11/7/2022 09:00:00 PM	30.0	4	5	30	27.0	100.0%	
11/7/2022 10:00:00 AM	21.0	2	2	21	19.5	100.0%	
11/8/2022 11:00:00 AM	38.0	1	1	**No Data**	38	38.0	100.0%
11/8/2022 12:00:00 AM	38.0	1	1	**No Data**	38	38.0	100.0%
11/8/2022 01:00:00 AM	38.0	1	1	**No Data**	38	38.0	100.0%
11/8/2022 02:00:00 AM	35.0	2	2	35	30.0	100.0%	
11/8/2022 03:00:00 AM	32.0	3	4	33	26.8	100.0%	
11/8/2022 04:00:00 AM	30.0	8	10	39	29.4	100.0%	
11/8/2022 05:00:00 AM	28.0	37	44	40	23.4	90.9%	
11/8/2022 06:00:00 AM	29.0	32	38	45	25.5	100.0%	
11/8/2022 07:00:00 AM	28.0	36	42	35	25.0	97.6%	
11/8/2022 08:00:00 AM	29.0	28	33	37	25.7	100.0%	
11/8/2022 09:00:00 AM	28.0	31	36	36	23.7	100.0%	
11/8/2022 10:00:00 AM	30.0	22	26	36	26.2	92.3%	

TRAFFIC ANALYSIS REPORT

For Project: MosleyAve
Projects Notes/Address:
Location/Name: Incoming
Report Generated: 3/10/2023 02:22:58 PM
Speed Intervals = 1 MPH
Time Intervals = Instant

Traffic Report From 11/2/2022 11:00:00 AM through 11/17/2022 11:59:59 AM

85th Percentile Speed = 28.0 MPH
85th Percentile Vehicles = 9,232 counts
Max Speed = 58.0 MPH on 11/8/2022 3:09:24 PM
Total Vehicles = 10,861 counts
AADT: 722.1

Volumes - weekly vehicle counts

Table with columns: Average Daily, PM Peak, 5 Day, 7 Day. Values: 777, 112, 89, 672, 92, 75.

Speed
Speed Limit: 15 MPH
85th Percentile Speed: 28.0 MPH
50th Percentile Speed: 23.3 MPH
10 MPH Pace Interval: 18.0 MPH to 28.0 MPH
Average Speed: 23.2 MPH

Table with columns: Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday. Values for Count over limit, % over limit, Avg Speeder.

Class Counts

Table with columns: Number, % for VEH_SM, VEH_MED, VEH_LG. Values: 698, 6.4, 9968, 91.8, 195, 1.8.

85th percentile speeds, counts and total counts by hour:

Main data table with columns: Date/Time Ending, 85th pct(MPH), 85th pct1 counts, Total Cnts, Max Speed, Avg Speeder, % Speeders. Contains hourly data from 11/2/2022 to 11/17/2022.

85th percentile speeds, counts and total counts by day:

Summary table with columns: Date/Time Ending, 85th pct(MPH), 85th pct1 cnts, Total Cnts, Max Speed, Avg Speeder, % Speeders. Shows daily totals.

TRAFFIC ANALYSIS REPORT

For Project: RickettsBusBarn
 Projects Notes/Address:
 Location/Name: Outgoing
 Report Generated: 10/26/2022 03:27:05 PM
 Speed Intervals = 1 MPH
 Time Intervals = Instant

Traffic Report From 10/14/2022 12:00:00 PM through 10/24/2022 12:59:59 PM

85th Percentile Speed = 38.0 MPH
 85th Percentile Vehicles = 4,526 counts
 Max Speed = 59.0 MPH on 10/14/2022 2:17:31 PM
 Total Vehicles =5,325 counts
 AADT: 530.3

Volumes - weekly vehicle counts

Average Daily	Time	5 Day	7 Day
AM Peak	07:00 to 08:00	619	534
PM Peak	03:00 to 04:00	121	95

Speed
 Speed Limit: 35 MPH
 85th Percentile Speed: 38.0 MPH
 50th Percentile Speed: 32.0 MPH
 10 MPH Pace Interval: 28.0 MPH to 38.0 MPH
 Average Speed: 31.9 MPH

Count over limit	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
% over limit	29.1	23.8	26.9	22.9	21.6	29.7	38.0
Avg Speeder	38.9	38.7	38.9	38.8	38.9	39.0	38.9

Class Counts

	Number	%
VEH_SM	93	1.7
VEH_MED	5116	96.1
VEH_LG	116	2.2

[VEH_SM = motorcycle, VEH_MED = sedan, VEH_LG = truck]

85th percentile speeds, counts and total counts by hour:

Date/Time Ending	85th pctl(MPH)	85th pctl counts	Total Cnts	Max Speed	Avg Speeder	% Speeders
10/14/2022 01:00:00 PM	37.0	20	23	50	41.3	17.4%
10/14/2022 02:00:00 PM	37.0	26	31	42	38.1	22.6%
10/14/2022 03:00:00 PM	35.0	54	64	59	40.3	12.5%
10/14/2022 04:00:00 PM	35.0	132	155	49	38.4	14.8%
10/14/2022 05:00:00 PM	37.0	38	45	44	39.4	22.2%
10/14/2022 06:00:00 PM	38.0	34	40	42	38.2	37.5%
10/14/2022 07:00:00 PM	37.0	50	59	46	39.7	20.3%
10/14/2022 08:00:00 PM	37.0	20	23	43	38.2	26.1%
10/14/2022 09:00:00 PM	35.0	50	59	43	38.6	13.6%
10/14/2022 10:00:00 PM	34.0	4	5	38	38.0	20.0%
10/14/2022 11:00:00 PM	38.0	4	5	44	39.3	60.0%
10/15/2022 12:00:00 AM						
10/15/2022 01:00:00 AM	31.0	1	1	**No Data**	31	0.0%
10/15/2022 02:00:00 AM						
10/15/2022 03:00:00 AM					**No Data**	
10/15/2022 04:00:00 AM	32.0	9	11	39	39.0	9.1%
10/15/2022 05:00:00 AM	25.0	1	1	25	0.0	0.0%
10/15/2022 06:00:00 AM						
10/15/2022 07:00:00 AM	37.0	3	3	**No Data**	37	36.5
10/15/2022 08:00:00 AM	35.0	6	7	41	41.0	14.3%
10/15/2022 09:00:00 AM	38.0	14	17	45	38.8	47.1%
10/15/2022 10:00:00 AM	39.0	19	22	40	38.9	31.8%
10/15/2022 11:00:00 AM	38.0	17	20	40	38.1	35.0%
10/15/2022 12:00:00 PM	38.0	26	30	50	40.4	26.7%
10/15/2022 01:00:00 PM	38.0	20	23	48	39.1	39.1%
10/15/2022 02:00:00 PM	37.0	22	26	47	41.2	19.2%
10/15/2022 03:00:00 PM	38.0	21	25	41	38.0	32.0%
10/15/2022 04:00:00 PM	40.0	22	26	44	39.5	38.5%
10/15/2022 05:00:00 PM	37.0	25	29	41	38.0	20.7%
10/15/2022 06:00:00 PM	37.0	14	17	42	39.0	23.5%
10/15/2022 07:00:00 PM	36.0	27	32	41	38.5	18.8%
10/15/2022 08:00:00 PM	36.0	13	15	40	37.3	20.0%
10/15/2022 09:00:00 PM	30.0	8	10	37	36.5	20.0%
10/15/2022 10:00:00 PM	37.0	19	22	38	37.3	18.2%
10/15/2022 11:00:00 PM	34.0	8	9	36	36.0	11.1%
10/16/2022 12:00:00 AM	32.0	2	2	32	0.0	0.0%
10/16/2022 01:00:00 AM	46.0	1	1	46	46.0	100.0%
10/16/2022 02:00:00 AM	29.0	2	2	29	0.0	0.0%
10/16/2022 03:00:00 AM						
10/16/2022 04:00:00 AM	40.0	1	1	**No Data**	40	40.0
10/16/2022 05:00:00 AM						
10/16/2022 06:00:00 AM	33.0	3	3	**No Data**	33	0.0
10/16/2022 07:00:00 AM	32.0	1	1	32	0.0	0.0%
10/16/2022 08:00:00 AM	31.0	3	4	44	44.0	25.0%
10/16/2022 09:00:00 AM	36.0	12	14	39	37.3	21.4%
10/16/2022 10:00:00 AM	38.0	13	15	45	39.2	40.0%
10/16/2022 11:00:00 AM	37.0	11	13	41	38.3	30.8%
10/16/2022 12:00:00 PM	36.0	27	32	40	37.3	21.9%
10/16/2022 01:00:00 PM	40.0	13	15	45	39.2	60.0%
10/16/2022 02:00:00 PM	37.0	17	20	42	37.8	40.0%
10/16/2022 03:00:00 PM	36.0	22	26	40	37.2	23.1%
10/16/2022 04:00:00 PM	39.0	20	24	47	39.5	45.8%
10/16/2022 05:00:00 PM	39.0	36	42	45	38.4	47.6%
10/16/2022 06:00:00 PM	38.0	20	23	39	37.5	34.8%
10/16/2022 07:00:00 PM	40.0	16	19	46	41.0	31.6%
10/16/2022 08:00:00 PM	36.0	15	18	39	37.3	22.2%
10/16/2022 09:00:00 PM	39.0	14	16	46	39.7	37.5%
10/16/2022 10:00:00 PM	35.0	6	7	43	43.0	14.3%
10/16/2022 11:00:00 PM	29.0	3	3	29	0.0	0.0%
10/17/2022 12:00:00 AM	47.0	1	1	47	47.0	100.0%
10/17/2022 01:00:00 AM						
10/17/2022 02:00:00 AM					**No Data**	
10/17/2022 03:00:00 AM					**No Data**	
10/17/2022 04:00:00 AM						
10/17/2022 05:00:00 AM	30.0	1	1	30	0.0	0.0%
10/17/2022 06:00:00 AM	40.0	2	2	40	40.0	50.0%
10/17/2022 07:00:00 AM	36.0	8	9	37	36.3	33.3%
10/17/2022 08:00:00 AM	37.0	15	18	45	39.3	22.2%
10/17/2022 09:00:00 AM	37.0	19	22	44	39.6	22.7%
10/17/2022 10:00:00 AM	36.0	35	41	41	38.1	19.5%
10/17/2022 11:00:00 AM	38.0	29	34	45	39.0	32.4%
10/17/2022 12:00:00 PM	39.0	30	35	45	38.9	37.1%
10/17/2022 01:00:00 PM	37.0	37	44	49	39.5	29.5%
10/17/2022 02:00:00 PM	36.0	31	36	43	38.7	16.7%
10/17/2022 03:00:00 PM	38.0	30	35	42	39.1	20.0%
10/17/2022 04:00:00 PM	38.0	34	40	46	39.6	22.5%
10/17/2022 05:00:00 PM	41.0	49	58	46	39.8	48.3%
10/17/2022 06:00:00 PM	38.0	44	52	47	38.9	38.5%
10/17/2022 07:00:00 PM	37.0	39	46	44	38.7	23.9%
10/17/2022 08:00:00 PM	37.0	37	44	42	39.1	22.7%
10/17/2022 09:00:00 PM	35.0	8	10	42	40.0	20.0%
10/17/2022 10:00:00 PM	39.0	6	7	39	39.0	28.6%
10/17/2022 11:00:00 PM	42.0	3	3	42	42.0	33.3%
10/18/2022 12:00:00 AM	26.0	2	2	26	0.0	0.0%
10/18/2022 01:00:00 AM	37.0	1	1	37	37.0	100.0%
10/18/2022 02:00:00 AM						
10/18/2022 03:00:00 AM					**No Data**	
10/18/2022 04:00:00 AM	38.0	1	1	38	38.0	100.0%
10/18/2022 05:00:00 AM	36.0	1	1	36	36.0	100.0%
10/18/2022 06:00:00 AM	36.0	3	3	36	36.0	66.7%
10/18/2022 07:00:00 AM	36.0	24	28	47	40.8	17.9%
10/18/2022 08:00:00 AM	38.0	91	107	49	38.9	27.1%
10/18/2022 09:00:00 AM	38.0	25	29	42	38.4	34.5%
10/18/2022 10:00:00 AM	35.0	30	35	45	40.2	14.3%
10/18/2022 11:00:00 AM	37.0	24	28	44	39.0	21.4%
10/18/2022 12:00:00 PM	32.0	24	28	39	37.5	7.1%
10/18/2022 01:00:00 PM	36.0	22	26	46	38.7	23.1%
10/18/2022 02:00:00 PM	34.0	33	39	41	37.6	12.8%
10/18/2022 03:00:00 PM	38.0	31	36	43	38.0	30.6%
10/18/2022 04:00:00 PM	36.0	118	139	45	38.7	16.5%
10/18/2022 05:00:00 PM	37.0	49	58	43	37.9	24.1%
10/18/2022 06:00:00 PM	39.0	52	61	46	38.8	39.3%
10/18/2022 07:00:00 PM	41.0	24	28	46	39.9	46.4%
10/18/2022 08:00:00 PM	38.0	25	29	46	39.6	24.1%
10/18/2022 09:00:00 PM	33.0	9	11	42	42.0	9.1%
10/18/2022 10:00:00 PM	36.0	13	15	41	37.8	26.7%
10/18/2022 11:00:00 PM	32.0	12	14	36	36.0	7.1%
10/19/2022 12:00:00 AM	29.0	1	1	29	0.0	0.0%
10/19/2022 01:00:00 AM						
10/19/2022 02:00:00 AM					**No Data**	
10/19/2022 03:00:00 AM					**No Data**	
10/19/2022 04:00:00 AM						
10/19/2022 05:00:00 AM	27.0	2	2	27	0.0	0.0%
10/19/2022 06:00:00 AM	35.0	3	4	37	37.0	25.0%
10/19/2022 07:00:00 AM	35.0	23	27	40	38.3	14.8%
10/19/2022 08:00:00 AM	36.0	97	114	48	39.7	17.5%
10/19/2022 09:00:00 AM	37.0	31	37	41	39.0	21.6%
10/19/2022 10:00:00 AM	38.0	22	26	44	39.3	26.9%
10/19/2022 11:00:00 AM	37.0	15	18	41	38.8	27.8%
10/19/2022 12:00:00 PM	38.0	26	31	39	37.3	51.6%
10/19/2022 01:00:00 PM	39.0	18	21	41	39.0	33.3%
10/19/2022 02:00:00 PM	36.0	20	24	47	38.4	20.8%
10/19/2022 03:00:00 PM	38.0	36	42	48	39.0	26.2%
10/19/2022 04:00:00 PM	37.0	129	152	49	39.1	22.4%
10/19/2022 05:00:00 PM	37.0	40	47	41	37.6	29.8%
10/19/2022 06:00:00 PM	40.0	49	58	52	39.7	50.0%
10/19/2022 07:00:00 PM	38.0	26	31	42	38.3	41.9%
10/19/2022 08:00:00 PM	35.0	14	17	37	36.7	17.6%
10/19/2022 09:00:00 PM	35.0	11	13	41	41.0	7.7%
10/19/2022 10:00:00 PM	42.0	4	5	47	44.5	40.0%
10/19/2022 11:00:00 PM	36.0	3	3	36	36.0	33.3%
10/20/2022 12:00:00 AM						
10/20/2022 01:00:00 AM					**No Data**	
10/20/2022 02:00:00 AM					**No Data**	
10/20/2022 03:00:00 AM						
10/20/2022 04:00:00 AM	36.0	1	1	36	36.0	100.0%
10/20/2022 05:00:00 AM	36.0	1	1	36	36.0	100.0%
10/20/2022 06:00:00 AM	36.0	3	3	38	42.0	50.0%
10/20/2022 07:00:00 AM	32.0	20	23	42	4.3	4.3%
10/20/2022 08:00:00 AM	37.0	94	111	45	39.0	20.7%
10/20/2022 09:00:00 AM	38.0	30	35	44	39.4	25.7%
10/20/2022 10:00:00 AM	33.0	21	25	40	38.3	16.0%
10/20/2022 11:00:00 AM	38.0	22	26	41	38.3	30.8%
10/20/2022 12:00:00 PM	35.0	20	23	40	39.5	8.7%
10/20/2022 01:00:00 PM	37.0	17	20	40	38.4	25.0%
10/20/2022 02:00:00 PM	37.0	36	42	42	38.2	26.2%
10/20/2022 03:00:00 PM	36.0	31	37	44	39.9	21.6%
10/20/2022 04:00:0						

TRAFFIC ANALYSIS REPORT

For Project: RickettsBusBarn
 Projects Notes/Address:
 Location/Name: Incoming
 Report Generated: 10/26/2022 03:27:03 PM
 Speed Intervals = 1 MPH
 Time Intervals = Instant

Traffic Report From 10/14/2022 12:00:00 PM through 10/24/2022 12:59:59 PM

85th Percentile Speed = 37.0 MPH
 85th Percentile Vehicles = 4,274 counts
 Max Speed = 73.0 MPH on 10/22/2022 11:13:07 PM
 Total Vehicles =5,028 counts
 AADT: 500.7

Volumes - weekly vehicle counts

Average Daily	Time	5 Day	7 Day
AM Peak	07:00 to 08:00	184	133
PM Peak	03:00 to 04:00	74	59

Speed
 Speed Limit: 35 MPH
 85th Percentile Speed: 37.0 MPH
 50th Percentile Speed: 32.0 MPH
 10 MPH Pace Interval: 27.0 MPH to 37.0 MPH
 Average Speed: 31.7 MPH

Count over limit	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
% over limit	173	172	135	141	196	173	168
Avg Speeder	27.1	23.1	20.6	18.2	18.1	29.2	31.1
	39.1	38.2	38.6	38.6	38.3	38.9	39.2

Class Counts

Number	%
VEH_SM 190	3.8
VEH_MED 4724	94.0
VEH_LG 114	2.3

[VEH_SM = motorcycle, VEH_MED = sedan, VEH_LG = truck]

85th percentile speeds, counts and total counts by hour:

Date/Time Ending	85th pct(MPH)	85th pctl counts	Total Cnts	Max Speed	Avg Speeder	% Speeders
10/14/2022 01:00:00 PM	36.0	13	15	38	37.0	20.0%
10/14/2022 02:00:00 PM	35.0	27	32	43	39.3	12.5%
10/14/2022 03:00:00 PM	35.0	34	40	56	42.0	10.0%
10/14/2022 04:00:00 PM	33.0	83	98	37	36.5	2.0%
10/14/2022 05:00:00 PM	36.0	37	44	44	37.5	25.0%
10/14/2022 06:00:00 PM	38.0	16	19	47	39.0	42.1%
10/14/2022 07:00:00 PM	37.0	39	46	41	37.7	23.9%
10/14/2022 08:00:00 PM	37.0	10	12	42	39.0	25.0%
10/14/2022 09:00:00 PM	38.0	33	39	39	39.2	25.6%
10/14/2022 10:00:00 PM	37.0	2	2	37	37.0	50.0%
10/14/2022 11:00:00 PM	36.0	10	12	53	41.7	25.0%
10/15/2022 12:00:00 AM	37.0	1	1	37	37.0	100.0%
10/15/2022 01:00:00 AM	41.0	2	2	41	41.0	50.0%
10/15/2022 02:00:00 AM				**No Data**		
10/15/2022 03:00:00 AM				**No Data**		
10/15/2022 04:00:00 AM	35.0	11	13	45	45.0	7.7%
10/15/2022 05:00:00 AM	45.0	2	2	45	45.0	50.0%
10/15/2022 06:00:00 AM	36.0	6	6	36	36.0	33.3%
10/15/2022 07:00:00 AM	38.0	3	3	38	38.0	33.3%
10/15/2022 08:00:00 AM	41.0	7	8	41	39.3	37.5%
10/15/2022 09:00:00 AM	37.0	13	15	43	38.2	40.0%
10/15/2022 10:00:00 AM	37.0	27	32	41	38.3	25.0%
10/15/2022 11:00:00 AM	38.0	20	23	42	38.0	34.8%
10/15/2022 12:00:00 PM	39.0	21	25	43	38.8	44.0%
10/15/2022 01:00:00 PM	36.0	26	31	41	37.4	32.3%
10/15/2022 02:00:00 PM	39.0	15	18	41	38.7	50.0%
10/15/2022 03:00:00 PM	39.0	11	13	42	39.3	30.8%
10/15/2022 04:00:00 PM	36.0	16	19	43	39.3	21.1%
10/15/2022 05:00:00 PM	36.0	17	20	40	38.3	20.0%
10/15/2022 06:00:00 PM	38.0	18	21	41	38.8	28.6%
10/15/2022 07:00:00 PM	36.0	21	25	39	38.0	20.0%
10/15/2022 08:00:00 PM	37.0	7	8	39	37.3	37.5%
10/15/2022 09:00:00 PM	33.0	8	10	39	38.0	20.0%
10/15/2022 10:00:00 PM	36.0	8	10	42	39.0	30.0%
10/15/2022 11:00:00 PM	38.0	3	3	38	38.0	33.3%
10/16/2022 12:00:00 AM	33.0	4	5	34	0.0	0.0%
10/16/2022 01:00:00 AM	35.0	1	1	35	0.0	0.0%
10/16/2022 02:00:00 AM	26.0	1	1	26	0.0	0.0%
10/16/2022 03:00:00 AM				**No Data**		
10/16/2022 04:00:00 AM	27.0	1	1	27	0.0	0.0%
10/16/2022 05:00:00 AM				**No Data**		
10/16/2022 06:00:00 AM	49.0	3	3	49	49.0	33.3%
10/16/2022 07:00:00 AM	39.0	3	3	39	37.5	66.7%
10/16/2022 08:00:00 AM	33.0	3	3	33	0.0	0.0%
10/16/2022 09:00:00 AM	36.0	8	9	39	37.5	22.2%
10/16/2022 10:00:00 AM	38.0	20	23	50	39.3	34.8%
10/16/2022 11:00:00 AM	38.0	18	21	38	37.5	28.6%
10/16/2022 12:00:00 PM	40.0	31	36	50	40.2	38.9%
10/16/2022 01:00:00 PM	39.0	20	23	42	39.0	30.4%
10/16/2022 02:00:00 PM	38.0	19	22	45	38.9	31.8%
10/16/2022 03:00:00 PM	38.0	12	14	40	39.0	21.4%
10/16/2022 04:00:00 PM	39.0	19	22	44	39.0	40.9%
10/16/2022 05:00:00 PM	42.0	13	15	45	41.4	33.3%
10/16/2022 06:00:00 PM	40.0	16	19	45	39.1	57.9%
10/16/2022 07:00:00 PM	35.0	11	13	45	41.0	15.4%
10/16/2022 08:00:00 PM	38.0	16	19	39	37.8	31.6%
10/16/2022 09:00:00 PM	37.0	6	7	40	38.5	28.6%
10/16/2022 10:00:00 PM	31.0	3	4	41	41.0	25.0%
10/16/2022 11:00:00 PM	25.0	2	2	25	0.0	0.0%
10/17/2022 12:00:00 AM	45.0	3	3	45	40.5	66.7%
10/17/2022 01:00:00 AM	31.0	1	1	31	0.0	0.0%
10/17/2022 02:00:00 AM				**No Data**		
10/17/2022 03:00:00 AM				**No Data**		
10/17/2022 05:00:00 AM	31.0	3	4	40	40.0	25.0%
10/17/2022 06:00:00 AM	36.0	6	7	38	37.0	28.6%
10/17/2022 07:00:00 AM	37.0	11	13	42	38.8	30.8%
10/17/2022 08:00:00 AM	37.0	38	45	45	38.2	31.1%
10/17/2022 09:00:00 AM	36.0	26	31	40	37.3	29.0%
10/17/2022 10:00:00 AM	36.0	32	38	48	38.8	26.3%
10/17/2022 11:00:00 AM	41.0	26	30	50	41.6	36.7%
10/17/2022 12:00:00 PM	35.0	20	24	41	39.0	12.5%
10/17/2022 01:00:00 PM	41.0	29	34	44	40.4	41.2%
10/17/2022 02:00:00 PM	37.0	24	28	46	41.5	21.4%
10/17/2022 03:00:00 PM	38.0	17	20	44	39.2	25.0%
10/17/2022 04:00:00 PM	40.0	31	36	52	40.7	36.1%
10/17/2022 05:00:00 PM	38.0	34	40	49	39.3	45.0%
10/17/2022 06:00:00 PM	35.0	26	31	43	39.4	16.1%
10/17/2022 07:00:00 PM	36.0	37	44	44	38.6	20.5%
10/17/2022 08:00:00 PM	37.0	14	17	43	39.2	35.3%
10/17/2022 09:00:00 PM	35.0	8	10	36	36.0	20.0%
10/17/2022 10:00:00 PM	35.0	4	5	36	36.0	20.0%
10/17/2022 11:00:00 PM	31.0	2	2	31	0.0	0.0%
10/18/2022 12:00:00 AM	33.0	3	3	33	0.0	0.0%
10/18/2022 01:00:00 AM	42.0	1	1	42	42.0	100.0%
10/18/2022 02:00:00 AM				**No Data**		
10/18/2022 03:00:00 AM	24.0	1	1	24	0.0	0.0%
10/18/2022 04:00:00 AM	42.0	3	3	42	39.5	66.7%
10/18/2022 05:00:00 AM	33.0	3	4	40	40.0	25.0%
10/18/2022 06:00:00 AM	43.0	5	6	54	48.5	33.3%
10/18/2022 07:00:00 AM	37.0	23	27	43	38.6	25.9%
10/18/2022 08:00:00 AM	36.0	184	217	45	38.2	18.4%
10/18/2022 09:00:00 AM	37.0	37	43	43	38.1	20.9%
10/18/2022 10:00:00 AM	36.0	26	31	42	39.0	19.4%
10/18/2022 11:00:00 AM	36.0	34	40	38	37.0	17.5%
10/18/2022 12:00:00 PM	33.0	18	21	38	37.5	9.5%
10/18/2022 01:00:00 PM	38.0	26	30	43	39.3	20.0%
10/18/2022 02:00:00 PM	36.0	23	27	43	37.6	18.5%
10/18/2022 03:00:00 PM	36.0	34	40	43	37.6	25.0%
10/18/2022 04:00:00 PM	36.0	76	89	41	37.3	20.2%
10/18/2022 05:00:00 PM	37.0	30	35	39	37.4	22.9%
10/18/2022 06:00:00 PM	39.0	50	59	44	38.4	45.8%
10/18/2022 07:00:00 PM	37.0	26	30	43	37.6	30.0%
10/18/2022 08:00:00 PM	39.0	14	16	44	38.0	28.6%
10/18/2022 09:00:00 PM	38.0	6	7	44	40.5	28.6%
10/18/2022 10:00:00 PM	35.0	8	9	38	38.0	11.1%
10/18/2022 11:00:00 PM	36.0	5	6	37	36.5	33.3%
10/19/2022 12:00:00 AM	36.0	2	2	36	36.0	50.0%
10/19/2022 01:00:00 AM				**No Data**		
10/19/2022 02:00:00 AM				**No Data**		
10/19/2022 04:00:00 AM	33.0	1	1	33	0.0	0.0%
10/19/2022 05:00:00 AM	35.0	4	5	40	40.0	20.0%
10/19/2022 06:00:00 AM	36.0	8	10	56	43.7	30.0%
10/19/2022 07:00:00 AM	38.0	25	29	49	39.4	27.6%
10/19/2022 08:00:00 AM	36.0	184	216	45	37.8	15.3%
10/19/2022 09:00:00 AM	37.0	38	45	45	39.7	24.4%
10/19/2022 10:00:00 AM	41.0	13	15	44	40.2	33.3%
10/19/2022 11:00:00 AM	36.0	17	20	43	39.3	20.0%
10/19/2022 12:00:00 PM	38.0	28	33	45	39.3	30.3%
10/19/2022 01:00:00 PM	33.0	15	18	43	38.7	16.7%
10/19/2022 02:00:00 PM	35.0	22	26	43	41.5	7.7%
10/19/2022 03:00:00 PM	37.0	23	27	40	37.8	29.6%
10/19/2022 04:00:00 PM	34.0	63	74	43	38.0	12.2%
10/19/2022 05:00:00 PM	35.0	33	39	42	38.2	15.4%
10/19/2022 06:00:00 PM	36.0	40	45	45	38.0	31.9%
10/19/2022 07:00:00 PM	37.0	21	27	46	38.6	36.0%
10/19/2022 08:00:00 PM	35.0	7	8	40	40.0	12.5%
10/19/2022 09:00:00 PM	36.0	6	7	38	37.0	28.6%
10/19/2022 10:00:00 PM	36.0	6	7	40	38.0	28.6%
10/19/2022 11:00:00 PM	37.0	1	1	37	37.0	100.0%
10/20/2022 12:00:00 AM	37.0	3	3	37	37.0	66.7%
10/20/2022 01:00:00 AM				**No Data**		
10/20/2022 02:00:00 AM				**No Data**		
10/20/2022 03:00:00 AM	41.0	1	1	41	41.0	100.0%
10/20/2022 04:00:00 AM	37.0	1	1	37	37.0	100.0%
10/20/2022 05:00:00 AM	35.0	4	5	42	42.0	20.0%
10/20/2022 06:00:00 AM	38.0	8	9	42	38.7	33.3%
10/20/2022 07:00:00 AM	37.0	20	23	42	38.2	21.7%
10/20/2022 08:00:00 AM	35.0	196	230	49	38.4	10.0%
10/20/2022 09:00:00 AM	36.0	45	45	41	37.3	20.0%
10/20/2022 10:00:00 AM	42.0	20	23	51	41.1	39.1%
10/20/2022 11:00:00 AM	36.0	30	35	43	38.2	17.1%
10/20/2022 12:00:00 PM	34.0	19	22	45	40.3	13.6%
10/20/2022 01:00:00 PM	37.0	20	23	48	40.4	21.7%
10/20/2022 02:00:00 PM	36.0	20	23	45	40.0	17.4%
10/20/2022 03:00:00 PM	36.					

TRAFFIC ANALYSIS REPORT

For Project: RickettsRuthAnn
 Projects Notes/Address:
 Location/Name: Incoming
 Report Generated: 10/26/2022 03:55:43 PM
 Speed Intervals = 1 MPH
 Time Intervals = Instant

Traffic Report From 10/14/2022 12:00:00 PM through 10/24/2022 12:59:59 PM

85th Percentile Speed = 35.0 MPH
 85th Percentile Vehicles = 3,740 counts
 Max Speed = 53.0 MPH on 10/15/2022 3:34:56 PM
 Total Vehicles =4,400 counts
 AADT: 438.2

Volumes - weekly vehicle counts

Average Daily	Time	5 Day	7 Day
AM Peak	07:00 to 08:00	486	432
PM Peak	03:00 to 04:00	98	73
		83	65

Speed
 Speed Limit: 35 MPH
 85th Percentile Speed: 35.0 MPH
 50th Percentile Speed: 30.0 MPH
 10 MPH Pace Interval: 25.0 MPH to 35.0 MPH
 Average Speed: 29.8 MPH

Count over limit	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
% over limit	77	73	62	83	121	79	61
Avg Speeder	12.7	13.4	11.4	14.5	12.9	12.1	11.2
	38.3	38.3	38.2	38.4	38.3	39.1	39.1

Class Counts

	Number	%
VEH_SM	38	0.9
VEH_MED	4263	96.9
VEH_LG	99	2.3

[VEH_SM = motorcycle, VEH_MED = sedan, VEH_LG = truck]

85th percentile speeds, counts and total counts by hour:

Date/Time Ending	85th pct1(MPH)	85th pct1 counts	Total Cnts	Max Speed	Avg Speeder	% Speeders
10/14/2022 01:00:00 PM	33.0	3	4	36	36.0	25.0%
10/14/2022 02:00:00 PM	35.0	18	21	42	39.3	14.3%
10/14/2022 03:00:00 PM	34.0	17	20	38	38.0	15.0%
10/14/2022 04:00:00 PM	35.0	88	103	42	37.8	11.7%
10/14/2022 05:00:00 PM	34.0	40	47	38	36.7	6.4%
10/14/2022 06:00:00 PM	32.0	26	31	39	37.7	9.7%
10/14/2022 07:00:00 PM	32.0	35	41	45	41.7	7.3%
10/14/2022 08:00:00 PM	31.0	14	14	35	0.0	0.0%
10/14/2022 09:00:00 PM	34.0	37	43	41	38.0	11.6%
10/14/2022 10:00:00 PM	35.0	8	10	38	38.0	10.0%
10/14/2022 11:00:00 PM	34.0	12	14	35	0.0	0.0%
10/15/2022 12:00:00 AM	34.0	2	2	34	0.0	0.0%
10/15/2022 01:00:00 AM				**No Data**		
10/15/2022 02:00:00 AM				**No Data**		
10/15/2022 03:00:00 AM					
10/15/2022 04:00:00 AM	30.0	1	1	30	0.0	0.0%
10/15/2022 05:00:00 AM	27.0	1	1	27	0.0	0.0%
10/15/2022 06:00:00 AM	31.0	2	2	31	0.0	0.0%
10/15/2022 07:00:00 AM	36.0	8	9	38	37.0	22.2%
10/15/2022 08:00:00 AM	35.0	14	17	48	41.7	17.6%
10/15/2022 09:00:00 AM	35.0	21	25	44	39.8	16.0%
10/15/2022 10:00:00 AM	34.0	22	26	36	36.0	7.7%
10/15/2022 11:00:00 AM	34.0	18	21	39	38.5	9.5%
10/15/2022 12:00:00 PM	36.0	24	28	40	37.2	21.4%
10/15/2022 01:00:00 PM	33.0	26	30	46	41.5	6.7%
10/15/2022 02:00:00 PM	35.0	18	21	48	41.0	14.3%
10/15/2022 03:00:00 PM	34.0	13	15	36	36.0	6.7%
10/15/2022 04:00:00 PM	31.0	21	25	53	43.3	12.0%
10/15/2022 05:00:00 PM	34.0	20	24	45	42.3	12.5%
10/15/2022 06:00:00 PM	32.0	17	20	39	37.5	10.0%
10/15/2022 07:00:00 PM	32.0	18	21	39	37.5	9.5%
10/15/2022 08:00:00 PM	35.0	12	14	38	37.0	14.3%
10/15/2022 09:00:00 PM	36.0	3	3	36	36.0	33.3%
10/15/2022 10:00:00 PM	32.0	9	11	34	0.0	0.0%
10/15/2022 11:00:00 PM	34.0	10	12	45	42.5	16.7%
10/16/2022 12:00:00 AM	31.0	2	2	31	0.0	0.0%
10/16/2022 01:00:00 AM	17.0	1	1	17	0.0	0.0%
10/16/2022 02:00:00 AM				**No Data**		
10/16/2022 03:00:00 AM				**No Data**		
10/16/2022 04:00:00 AM	26.0	1	1	26	0.0	0.0%
10/16/2022 05:00:00 AM				**No Data**		
10/16/2022 06:00:00 AM	38.0	3	3	38	38.0	33.3%
10/16/2022 07:00:00 AM	34.0	5	6	35	0.0	0.0%
10/16/2022 08:00:00 AM	27.0	5	6	44	44.0	16.7%
10/16/2022 09:00:00 AM	34.0	14	17	39	39.0	5.9%
10/16/2022 10:00:00 AM	33.0	18	21	36	36.0	9.5%
10/16/2022 11:00:00 AM	35.0	22	26	45	40.8	15.4%
10/16/2022 12:00:00 PM	35.0	19	22	42	39.0	13.6%
10/16/2022 01:00:00 PM	32.0	15	18	37	37.0	5.6%
10/16/2022 02:00:00 PM	34.0	19	23	36	36.0	10.5%
10/16/2022 03:00:00 PM	34.0	20	23	36	36.0	4.3%
10/16/2022 04:00:00 PM	33.0	19	22	36	36.0	4.5%
10/16/2022 05:00:00 PM	35.0	20	23	41	40.3	13.0%
10/16/2022 06:00:00 PM	38.0	10	12	41	39.0	25.0%
10/16/2022 07:00:00 PM	36.0	14	16	45	39.3	18.8%
10/16/2022 08:00:00 PM	35.0	9	11	41	38.5	18.2%
10/16/2022 09:00:00 PM	34.0	6	7	35	0.0	0.0%
10/16/2022 10:00:00 PM	36.0	4	5	37	36.5	40.0%
10/16/2022 11:00:00 AM	45.0	3	3	45	45.0	33.3%
10/17/2022 12:00:00 AM	41.0	1	1	41	41.0	100.0%
10/17/2022 01:00:00 AM	36.0	1	1	36	36.0	100.0%
10/17/2022 02:00:00 AM				**No Data**		
10/17/2022 03:00:00 AM				**No Data**		
10/17/2022 04:00:00 AM	37.0	1	1	37	37.0	100.0%
10/17/2022 05:00:00 AM	37.0	2	2	37	36.5	100.0%
10/17/2022 06:00:00 AM	32.0	10	12	34	0.0	0.0%
10/17/2022 07:00:00 AM	34.0	32	38	39	39.0	2.6%
10/17/2022 08:00:00 AM	34.0	37	37	40	38.5	5.4%
10/17/2022 09:00:00 AM	34.0	21	25	36	36.0	12.0%
10/17/2022 10:00:00 AM	35.0	14	17	36	36.0	5.9%
10/17/2022 11:00:00 AM	35.0	27	32	38	37.0	12.5%
10/17/2022 12:00:00 PM	32.0	18	21	39	38.0	11.1%
10/17/2022 01:00:00 PM	37.0	22	26	43	38.6	26.9%
10/17/2022 02:00:00 PM	36.0	14	17	42	38.8	23.5%
10/17/2022 03:00:00 PM	36.0	21	25	51	40.5	24.0%
10/17/2022 04:00:00 PM	33.0	24	24	35	0.0	0.0%
10/17/2022 05:00:00 PM	36.0	31	36	43	38.6	19.4%
10/17/2022 06:00:00 PM	35.0	28	33	40	37.8	15.2%
10/17/2022 07:00:00 PM	33.0	24	28	41	38.5	7.1%
10/17/2022 08:00:00 PM	37.0	20	24	41	37.7	25.0%
10/17/2022 09:00:00 PM	32.0	10	12	37	37.0	8.3%
10/17/2022 10:00:00 PM	37.0	3	3	37	37.0	33.3%
10/17/2022 11:00:00 PM	30.0	3	4	33	0.0	0.0%
10/18/2022 12:00:00 AM	31.0	1	1	31	0.0	0.0%
10/18/2022 01:00:00 AM	33.0	1	1	33	0.0	0.0%
10/18/2022 02:00:00 AM				**No Data**		
10/18/2022 03:00:00 AM				**No Data**		
10/18/2022 04:00:00 AM	39.0	2	2	39	39.0	50.0%
10/18/2022 05:00:00 AM	32.0	3	3	32	0.0	0.0%
10/18/2022 06:00:00 AM	33.0	9	11	34	0.0	0.0%
10/18/2022 07:00:00 AM	34.0	34	40	45	40.7	7.5%
10/18/2022 08:00:00 AM	34.0	96	113	43	37.8	9.7%
10/18/2022 09:00:00 AM	35.0	32	38	40	37.5	15.8%
10/18/2022 10:00:00 AM	34.0	18	21	37	36.5	9.5%
10/18/2022 11:00:00 AM	34.0	10	12	38	38.0	8.3%
10/18/2022 12:00:00 PM	38.0	12	14	43	39.7	21.4%
10/18/2022 01:00:00 PM	33.0	15	18	43	43.0	5.6%
10/18/2022 02:00:00 PM	33.0	15	18	38	38.0	5.6%
10/18/2022 03:00:00 PM	33.0	19	22	37	37.0	4.5%
10/18/2022 04:00:00 PM	36.0	83	98	44	37.6	17.3%
10/18/2022 05:00:00 PM	36.0	26	30	45	38.8	26.7%
10/18/2022 06:00:00 PM	38.0	33	39	45	38.5	25.6%
10/18/2022 07:00:00 PM	32.0	19	22	38	38.0	4.5%
10/18/2022 08:00:00 PM	32.0	14	17	39	38.0	11.8%
10/18/2022 09:00:00 PM	36.0	7	8	39	37.5	25.0%
10/18/2022 10:00:00 PM	32.0	4	5	45	45.0	20.0%
10/18/2022 11:00:00 PM	35.0	9	11	38	37.0	18.2%
10/19/2022 12:00:00 AM				**No Data**		
10/19/2022 01:00:00 AM				**No Data**		
10/19/2022 02:00:00 AM	29.0	1	1	29	0.0	0.0%
10/19/2022 03:00:00 AM				**No Data**		
10/19/2022 04:00:00 AM	36.0	2	2	36	36.0	50.0%
10/19/2022 05:00:00 AM	34.0	5	6	34	0.0	0.0%
10/19/2022 06:00:00 AM	32.0	8	10	34	0.0	0.0%
10/19/2022 07:00:00 AM	32.0	35	41	41	38.3	9.8%
10/19/2022 08:00:00 AM	35.0	99	116	41	37.7	8.6%
10/19/2022 09:00:00 AM	34.0	26	31	41	37.8	12.9%
10/19/2022 10:00:00 AM	35.0	14	17	37	36.5	11.8%
10/19/2022 11:00:00 AM	32.0	16	19	35	0.0	0.0%
10/19/2022 12:00:00 PM	35.0	14	17	38	38.0	5.9%
10/19/2022 01:00:00 PM	34.0	15	18	36	36.0	5.6%
10/19/2022 02:00:00 PM	34.0	14	17	41	41.0	5.9%
10/19/2022 03:00:00 PM	36.0	13	15	39	37.7	20.0%
10/19/2022 04:00:00 PM	36.0	82	97	42	38.2	20.6%
10/19/2022 05:00:00 PM	36.0	29	34	39	37.7	17.6%
10/19/2022 06:00:00 PM	34.0	41	48	42	39.7	6.3%
10/19/2022 07:00:00 PM	33.0	20	23	41	39.0	8.7%
10/19/2022 08:00:00 PM	32.0	16	19	37	37.0	5.3%
10/19/2022 09:00:00 PM	43.0	8	9	46	43.0	33.3%
10/19/2022 10:00:00 PM	24.0	2	2	24	0.0	0.0%
10/19/2022 11:00:00 PM	28.0	3	3	28	0.0	0.0%
10/20/2022 12:00:00 AM				**No Data**		
10/20/2022 01:00:00 AM				**No Data**		
10/20/2022 02:00:00 AM					
10/20/2022 03:00:00 AM	30.0	1	1	30	0.0	0.0%
10/20/2022 04:00:00 AM	39.0	2	2	39	39.0	50.0%
10/20/2022 05:00:00 AM	25.0	3	4	40	40.0	25.0%
10/20/2022 06:00:00 AM	32.0	8	10	37	37.0	10.0%
10/20/2022 07:00:00 AM	35.0	32	38	46	40.8	13.2%
10/20/2022 08:00:00 AM	34.0	88	103	46	38.1	11.7%
10/20/2022 09:00:00 AM	34.0	36	42	38	37.3	9.5%
10/20/2022 10:00:00 AM	35.0	9	11	37	36.5	18.2%
10/20/2022 11:00:00 AM	30.0	14	17	34	0.0	0.0%
10/20/2022 12:00:00 PM	35.0	8	9	38	38.0	11.1%
10/20/2022 01:00:00 PM	36.0	17	20	40	37.2	25.0%
10/20/2022 02:00:00 PM	33.0	21	25	45	40.0	

TRAFFIC ANALYSIS REPORT

For Project: RickettsRuthAnn
 Projects Notes/Address:
 Location/Name: Outgoing
 Report Generated: 10/26/2022 03:55:44 PM
 Speed Intervals = 1 MPH
 Time Intervals = Instant

Traffic Report From 10/14/2022 12:00:00 PM through 10/24/2022 12:59:59 PM

85th Percentile Speed = 33.0 MPH
 85th Percentile Vehicles = 3,983 counts
 Max Speed = 58.0 MPH on 10/20/2022 2:30:53 PM
 Total Vehicles =4,686 counts
 AADT: 466.7

Volumes - weekly vehicle counts

Average Daily	Time	5 Day	7 Day
AM Peak	07:00 to 08:00	531	468
PM Peak	05:00 to 06:00	126	91
		65	52

Speed
 Speed Limit: 35 MPH
 85th Percentile Speed: 33.0 MPH
 50th Percentile Speed: 28.0 MPH
 10 MPH Pace Interval: 23.0 MPH to 33.0 MPH
 Average Speed: 27.9 MPH

Count over limit	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
% over limit	53	63	35	44	53	39	42
Avg Speeder	9.1	9.8	5.9	6.8	5.4	5.9	7.1
	39.0	38.2	38.5	39.3	38.3	37.9	38.1

Class Counts

Number	%
VEH_SM 35	0.7
VEH_MED 4360	93.0
VEH_LG 291	6.2

[VEH_SM = motorcycle, VEH_MED = sedan, VEH_LG = truck]

85th percentile speeds, counts and total counts by hour:

Date/Time Ending	85th pct1(MPH)	85th pct1 counts	Total Cnts	Max Speed	Avg Speeder	% Speeders
10/14/2022 01:00:00 PM	34.0	8	10	38	38.0	10.0%
10/14/2022 02:00:00 PM	31.0	23	27	35	0.0	0.0%
10/14/2022 03:00:00 PM	33.0	35	41	44	40.7	7.3%
10/14/2022 04:00:00 PM	34.0	48	56	48	37.0	5.4%
10/14/2022 05:00:00 PM	30.0	40	47	34	0.0	0.0%
10/14/2022 06:00:00 PM	33.0	34	40	39	39.0	5.0%
10/14/2022 07:00:00 PM	32.0	46	54	40	37.0	7.4%
10/14/2022 08:00:00 PM	30.0	18	21	40	40.0	4.8%
10/14/2022 09:00:00 PM	32.0	36	42	40	38.0	7.1%
10/14/2022 10:00:00 PM	30.0	10	10	32	0.0	0.0%
10/14/2022 11:00:00 PM	33.0	14	17	39	38.5	11.8%
10/15/2022 12:00:00 AM	29.0	3	4	31	0.0	0.0%
10/15/2022 01:00:00 AM	31.0	3	4	32	0.0	0.0%
10/15/2022 02:00:00 AM	33.0	1	1	19	0.0	0.0%
10/15/2022 03:00:00 AM	33.0	1	1	33	0.0	0.0%
10/15/2022 04:00:00 AM	34.0	9	9	35	0.0	0.0%
10/15/2022 05:00:00 AM	32.0	1	1	32	0.0	0.0%
10/15/2022 06:00:00 AM	24.0	2	2	24	0.0	0.0%
10/15/2022 07:00:00 AM	19.0	2	2	19	0.0	0.0%
10/15/2022 08:00:00 AM	31.0	4	5	39	39.0	20.0%
10/15/2022 09:00:00 AM	30.0	6	7	31	0.0	0.0%
10/15/2022 10:00:00 AM	35.0	14	17	37	36.7	17.6%
10/15/2022 11:00:00 AM	31.0	14	17	38	38.0	5.9%
10/15/2022 12:00:00 PM	32.0	26	31	40	38.0	6.5%
10/15/2022 01:00:00 PM	34.0	25	29	38	37.5	6.9%
10/15/2022 02:00:00 PM	31.0	24	28	40	40.0	3.6%
10/15/2022 03:00:00 PM	32.0	19	22	36	36.0	4.5%
10/15/2022 04:00:00 PM	33.0	15	18	44	41.0	11.1%
10/15/2022 05:00:00 PM	32.0	20	24	38	38.0	4.2%
10/15/2022 06:00:00 PM	31.0	18	21	41	41.0	4.8%
10/15/2022 07:00:00 PM	34.0	26	31	38	37.7	9.7%
10/15/2022 08:00:00 PM	32.0	14	16	38	38.0	6.3%
10/15/2022 09:00:00 PM	31.0	17	20	35	0.0	0.0%
10/15/2022 10:00:00 PM	30.0	12	14	39	39.0	7.1%
10/15/2022 11:00:00 PM	33.0	12	14	37	37.0	7.1%
10/16/2022 12:00:00 AM	33.0	5	6	33	0.0	0.0%
10/16/2022 01:00:00 AM	30.0	2	2	30	0.0	0.0%
10/16/2022 02:00:00 AM	24.0	1	1	24	0.0	0.0%
10/16/2022 03:00:00 AM				**No Data**		
10/16/2022 04:00:00 AM	19.0	1	1	19	0.0	0.0%
10/16/2022 05:00:00 AM				**No Data**		
10/16/2022 06:00:00 AM				**No Data**		
10/16/2022 07:00:00 AM	30.0	2	2	30	0.0	0.0%
10/16/2022 08:00:00 AM	26.0	3	4	27	0.0	0.0%
10/16/2022 09:00:00 AM	31.0	3	3	35	0.0	0.0%
10/16/2022 10:00:00 AM	36.0	11	13	44	39.0	23.1%
10/16/2022 11:00:00 AM	33.0	13	15	39	39.0	6.7%
10/16/2022 12:00:00 PM	32.0	26	30	37	37.0	3.3%
10/16/2022 01:00:00 PM	33.0	28	33	38	37.0	9.1%
10/16/2022 02:00:00 PM	34.0	24	28	36	36.0	7.1%
10/16/2022 03:00:00 PM	31.0	24	28	37	37.0	3.6%
10/16/2022 04:00:00 PM	34.0	18	21	38	38.0	4.8%
10/16/2022 05:00:00 PM	34.0	19	22	43	41.5	9.1%
10/16/2022 06:00:00 PM	31.0	24	28	36	36.0	3.6%
10/16/2022 07:00:00 PM	31.0	17	20	37	37.0	5.0%
10/16/2022 08:00:00 PM	29.0	14	17	33	0.0	0.0%
10/16/2022 09:00:00 PM	35.0	13	15	36	36.0	13.3%
10/16/2022 10:00:00 PM	28.0	5	6	31	0.0	0.0%
10/16/2022 11:00:00 PM	35.0	1	1	35	0.0	0.0%
10/17/2022 12:00:00 AM	37.0	3	3	37	37.0	33.3%
10/17/2022 01:00:00 AM	34.0	2	2	34	0.0	0.0%
10/17/2022 02:00:00 AM				**No Data**		
10/17/2022 03:00:00 AM				**No Data**		
10/17/2022 05:00:00 AM	35.0	3	3	35	0.0	0.0%
10/17/2022 06:00:00 AM	32.0	3	3	32	0.0	0.0%
10/17/2022 07:00:00 AM	32.0	6	7	40	40.0	14.3%
10/17/2022 08:00:00 AM	34.0	29	34	46	39.3	11.8%
10/17/2022 09:00:00 AM	32.0	14	17	41	38.5	11.8%
10/17/2022 10:00:00 AM	33.0	20	23	41	38.5	8.7%
10/17/2022 11:00:00 AM	33.0	24	28	52	52.0	3.6%
10/17/2022 12:00:00 PM	31.0	11	13	40	40.0	7.7%
10/17/2022 01:00:00 PM	37.0	16	19	52	42.0	21.1%
10/17/2022 02:00:00 PM	34.0	29	34	44	39.7	8.8%
10/17/2022 03:00:00 PM	34.0	15	18	46	42.0	11.1%
10/17/2022 04:00:00 PM	34.0	28	33	40	37.2	15.2%
10/17/2022 05:00:00 PM	33.0	54	63	39	37.0	7.9%
10/17/2022 06:00:00 PM	33.0	53	62	50	42.7	4.8%
10/17/2022 07:00:00 PM	33.0	41	48	39	38.0	8.3%
10/17/2022 08:00:00 PM	35.0	20	24	38	37.5	16.7%
10/17/2022 09:00:00 PM	33.0	19	22	34	0.0	0.0%
10/17/2022 10:00:00 PM	30.0	4	5	32	0.0	0.0%
10/17/2022 11:00:00 PM	28.0	3	3	28	0.0	0.0%
10/18/2022 12:00:00 AM	30.0	4	5	37	37.0	20.0%
10/18/2022 01:00:00 AM	32.0	2	2	32	0.0	0.0%
10/18/2022 02:00:00 AM				**No Data**		
10/18/2022 03:00:00 AM	15.0	1	1	15	0.0	0.0%
10/18/2022 04:00:00 AM	32.0	2	2	32	0.0	0.0%
10/18/2022 05:00:00 AM				**No Data**		
10/18/2022 06:00:00 AM	23.0	2	2	23	0.0	0.0%
10/18/2022 07:00:00 AM	32.0	16	19	36	36.0	5.3%
10/18/2022 08:00:00 AM	35.0	140	165	44	38.2	12.1%
10/18/2022 09:00:00 AM	39.0	16	19	54	43.8	21.1%
10/18/2022 10:00:00 AM	33.0	20	23	37	37.0	4.3%
10/18/2022 11:00:00 AM	34.0	17	20	38	37.3	15.0%
10/18/2022 12:00:00 PM	38.0	15	18	42	39.3	22.2%
10/18/2022 01:00:00 PM	32.0	17	20	37	37.0	5.0%
10/18/2022 02:00:00 PM	33.0	19	22	36	36.0	4.5%
10/18/2022 03:00:00 PM	34.0	29	34	44	40.0	11.8%
10/18/2022 04:00:00 PM	34.0	53	62	40	38.0	9.7%
10/18/2022 05:00:00 PM	32.0	42	50	38	37.5	4.0%
10/18/2022 06:00:00 PM	34.0	65	77	38	36.5	10.4%
10/18/2022 07:00:00 PM	30.0	40	40	36	36.0	5.0%
10/18/2022 08:00:00 PM	36.0	26	30	37	37.6	16.7%
10/18/2022 09:00:00 PM	32.0	20	23	40	40.0	4.3%
10/18/2022 10:00:00 PM	32.0	5	6	32	0.0	0.0%
10/18/2022 11:00:00 PM	33.0	7	8	33	0.0	0.0%
10/19/2022 12:00:00 AM	21.0	1	1	21	0.0	0.0%
10/19/2022 01:00:00 AM	23.0	1	1	23	0.0	0.0%
10/19/2022 02:00:00 AM	22.0	1	1	22	0.0	0.0%
10/19/2022 03:00:00 AM				**No Data**		
10/19/2022 04:00:00 AM				**No Data**		
10/19/2022 05:00:00 AM	28.0	3	3	28	0.0	0.0%
10/19/2022 06:00:00 AM	31.0	5	6	37	37.0	16.7%
10/19/2022 07:00:00 AM	30.0	14	17	34	0.0	0.0%
10/19/2022 08:00:00 AM	33.0	126	148	41	38.8	4.1%
10/19/2022 09:00:00 AM	29.0	8	10	37	37.0	10.0%
10/19/2022 10:00:00 AM	32.0	12	14	36	36.0	7.1%
10/19/2022 11:00:00 AM	32.0	16	19	47	47.0	5.3%
10/19/2022 12:00:00 PM	32.0	22	26	44	44.0	3.8%
10/19/2022 01:00:00 PM	33.0	14	17	38	37.0	11.8%
10/19/2022 02:00:00 PM	30.0	22	26	40	40.0	3.8%
10/19/2022 03:00:00 PM	33.0	31	37	41	38.5	10.8%
10/19/2022 04:00:00 PM	34.0	41	48	39	38.5	8.3%
10/19/2022 05:00:00 PM	33.0	51	60	40	37.8	8.3%
10/19/2022 06:00:00 PM	33.0	55	65	39	38.5	3.1%
10/19/2022 07:00:00 PM	32.0	26	30	36	36.0	3.3%
10/19/2022 08:00:00 PM	31.0	20	23	43	43.0	4.3%
10/19/2022 09:00:00 PM	34.0	21	25	39	37.5	8.0%
10/19/2022 10:00:00 PM	35.0	6	7	36	36.0	14.3%
10/19/2022 11:00:00 PM	27.0	3	4	36	36.0	25.0%
10/20/2022 12:00:00 AM	32.0	2	2	32	0.0	0.0%
10/20/2022 01:00:00 AM	27.0	1	1	27	0.0	0.0%
10/20/2022 02:00:00 AM				**No Data**		
10/20/2022 03:00:00 AM				**No Data**		
10/20/2022 05:00:00 AM	29.0	1	1	29	0.0	0.0%
10/20/2022 06:00:00 AM	26.0	4	5	34	0.0	0.0%
10/20/2022 07:00:00 AM	29.0	6	7	37	37.0	14.3%
10/20/2022 08:00:00 AM	33.0	117	138	42	39.0	2.2%
10/20/2022 09:00:00 AM	36.0	27	32	55	41.4	21.9%
10/20/2022 10:00:00 AM	39.0	13	15	56	47.0	20.0%
10/20/2022 11:00:00 AM	32.0	17	20	42	41.0	10.0%
10/20/2022 12:00:00 PM	31.0	14	17	33	0.0	0.0%
10/20/2022 01:00:00 PM	33.0	22	26	40	38.0	7.7%
10/20/2022 02:00:00 PM	35.0	29	34	38	37.0	5.9%
10/20/2022 03:00:00 PM	36.0	40	47	58	39.8	17.0%
10/20/2022 04:00:00 PM	33.0	41	48			