

Crossville Traffic Flow & Downtown Pedestrian Mobility Study

EXISTING CONDITIONS REPORT

August 2016

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SIGNAL EQUIPMENT INVENTORY

The City of Crossville currently operates a total of 40 signals in its system, nearly all of which are located along the state and US routes that run through the city. These key corridors include:

- US 127 / SR 28 (Main Street)
- SR 298 (Genesis Road)
- SR 101 (Peavine Road and Lantana Road)
- SR 392 (Miller Avenue)
- SR 1/SR 24 (West Avenue)
- US 70 / SR 1 (Sparta Highway)

The other signals are located in the downtown area on Elmore Street and First Street.

Existing signal locations are listed in **Table 1** and depicted in **Figure 1**. All of them rely on Peek 3000E controllers.

SIGNAL CAPABILITIES

To furnish the basis for analyzing traffic flow in the Crossville area and making recommendations for improvements, an inventory was compiled for signal equipment located throughout the city. In addition, information was collected and catalogued to identify the various capabilities available and/or being used at each signalized intersection:

- Vehicle Detection
- Time of Day Plans
- Coordination of Multiple Signals
- Network Communications
- Pedestrian WALK/DON'T WALK Signals

The following sections describe in more detail the role that each function serves in traffic management and where the capability currently exists within the city. This in turn indicates what traffic management techniques are currently possible for the City of Crossville to use.

Table 1: Existing Signal Locations

Route	Intersecting Route
1st Street	Webb Avenue
Elmore Road	Livingston Road
Genesis Road (SR 398)	I-40 Eastbound Ramps
Genesis Road (SR 398)	I-40 Westbound Ramps
Genesis Road (SR 398)	Cook Road / Crabtree Road
Genesis Road (SR 398)	Webb Avenue
Genesis Road (SR 398)	Interstate Drive
Lantana Road (SR 1 / SR 101/ US 70)	West Avenue (SR 1 / US 70) / Azalia Avenue
Lantana Road (SR 1 / SR 101/ US 70)	Main Street (SR 28 / US 127)
Lantana Road (SR 101)	Dunbar Road (SR 282)
Lantana Road (SR 101) / Adams Street	Miller Avenue (SR 392)
Lantana Road (SR 101) / Old Lantana Road	Miller Avenue (SR 392)
Main Street (SR 28 / US 127)	I-40 Westbound Ramps
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive
Main Street (SR 28 / US 127)	Elmore Road
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North
Main Street (SR 28 / US 127)	Woodmere Mall
Main Street (SR 28 / US 127)	Genesis Road (SR 398) / Penfield Street
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive
Main Street (SR 28 / US 127)	Obed Plaza
Main Street (SR 28 / US 127)	Lowe's
Main Street (SR 28 / US 127)	Industrial Boulevard
Main Street (SR 28 / US 127)	4th Street
Main Street (SR 28 / US 127)	1st Street
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) South
Miller Avenue (SR 392)	Livingston Road
Miller Avenue (SR 392)	10th Street
Miller Avenue (SR 392)	4th Street
Miller Avenue (SR 392)	Stanley Street
Peavine Road (SR 101)	I-40 Eastbound Ramps
Peavine Road (SR 101)	I-40 Westbound Ramps
Sparta Highway (SR 1 / US 70)	Northside Drive / Tennessee Avenue
Sparta Highway (SR 1 / US 70)	Highland Square
West Avenue (SR 1 / US 70)	Miller Avenue (SR 392)
West Avenue (SR 1 / US 70)	4th Street
West Avenue (SR 1 / US 70)	Stanley Street
West Avenue (SR 1/ US 70 / SR 24/ US70N)	Sparta Highway (SR 1 / US 70) / Elmore Road
West Avenue (SR 24 / US 70N)	Northside Drive

Crossville Traffic Flow Study

Figure 1:
Existing Signals

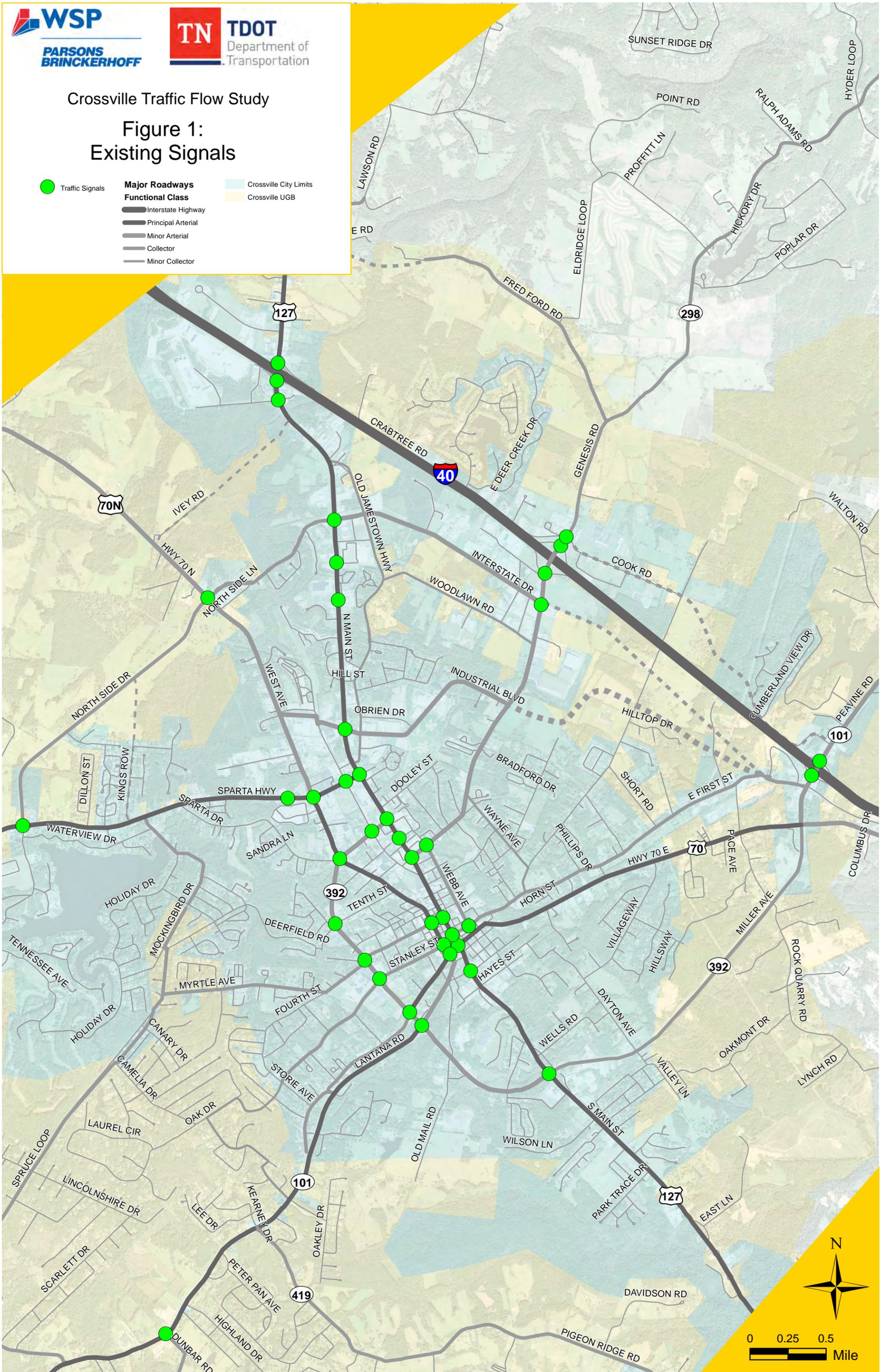
Traffic Signals

Major Roadways Functional Class

- Interstate Highway
- Principal Arterial
- Minor Arterial
- Collector
- Minor Collector

Crossville City Limits

Crossville UGB



VEHICLE DETECTION

Purpose and Benefits

The most basic form of signal operation is pre-timed. In this approach, each signal phase is given a predetermined amount of time and will use that amount of time regardless of the amount of traffic at the intersection.

Traffic signal detection instead allows the signal to react to actual traffic demand, and end a phase early if traffic has already cleared. Vehicle detection can be used on just a single phase or approach at a signalized intersection, or it can be used for all phases and approaches.

Traffic signals with vehicle detection can operate in either *semi-actuated* or *fully actuated* mode.

- *Semi-actuated* operation means that some, but not all, of the phases will respond to actual vehicle demand through the use of detection. This type of operation typically uses detectors only for the minor street and left-turn phases of the intersection. The benefit of semi-actuated operation is the cost savings of not providing additional detectors for the major street. However, it can lead to unnecessary delays for other intersection movements, especially during times of light traffic where the major street will still continue to receive its full allotment of time even if there is very little traffic demand.
- Under *fully actuated* operation, all vehicle movements will be detected. This type of operation allows for very efficient use of time allocated to each phase; however, it increases the cost to construct, operate, and maintain the signal.

Pedestrian actuation is a form of detection in which pedestrians push a button to indicate their presence at the intersection. The pushbutton makes a request to the signal to provide extra time in that direction to allow people to cross. This can be especially useful at intersections with large crossing distances that require long pedestrian intervals. Activating the long pedestrian interval only upon request can eliminate unnecessary delays to other phases.

Various forms of vehicle detection are available. The most common detection forms used in Tennessee are loops, video, and radar.

LOOPS: Loop detection is the original technology and is the most commonly used method of detection in Tennessee. Loop detection uses electromagnetic wires that are cut into the pavement and can sense the metal in the bottom of vehicles. Loops are a very effective form of detection, but are the most difficult to maintain. They can break easily under poor pavement conditions and particularly susceptible to the braking force of heavy trucks on hot days when the asphalt is soft. Furthermore, performing maintenance on the loops requires lane closures at the intersection.

VIDEO: Video detection is a newer form of detection that is non-intrusive to the roadway. It uses video cameras to view the intersection, and virtual detection zones are drawn with the software that comes with the detection system. This form of detection requires less maintenance than loops, but it is often

not as reliable, as many systems have issues properly detecting vehicles due to issues such as sun glare in the cameras, fog, and other conditions.

RADAR: The third common form of vehicle detection is radar detection. Radar works similarly to video detection in that it uses non-intrusive sensors to detect vehicles, except that, as the name would suggest, it uses radar sensors instead of video imaging. Radar detection has been shown to have both the reliability of loop detection and the ease of maintenance of video detection; however, it is typically the most costly form of detection to install.

Use of Vehicle Detection in Crossville

One intersection, Lantana Road at Main Street, is currently equipped with video detection. All other intersections in the Crossville area rely on loop detection.

SIGNAL COORDINATION

Purpose and Benefits

Traffic signal controllers either operate in “free” mode or “coordinated” mode. These two types of operating modes are programmed in the traffic signal controller and are independent of the detection function previously described.

When a controller is operating in *free mode*, it operates independently from any adjacent traffic signals. It is given basic parameters that dictate how much time to give each signal phase. Some of these timing parameters include minimum green, yellow change, red clearance, maximum green, walk, and flashing don't walk. These timing parameters are set whether the signal is operating in either free or coordinated mode; however, these are the only timing parameters that are active when the controller is in free mode.

Coordinated signal timing is a set of parameters that allow multiple traffic signals to run in sync with one another. When multiple adjacent traffic signals are running coordinated signal timing, they are said to be running in a “coordinated system.” Coordinated timing is accomplished by giving all signals in a coordinated system either the same cycle length or a multiple of the same cycle length. The value of the cycle length is the amount of time the traffic signal takes to cycle through each of its phases. Once the cycle length is determined, the cycle time is divided among each of the phases, depending on the amount of traffic demand expected for each phase. The amount of cycle time each phase receives is called a “split.” In a coordinated signal system, the amount of split time given to each phase can vary from intersection to intersection.

This mode of operation can be less efficient than free mode when evaluating the operations of a single intersection, because coordinated signal timing requires that each signal be confined to a cycle length. However, when several signals along a route are each operating in free mode, the time at which the signals turn green and red may or may not coincide with each other, causing a vehicle to stop multiple times. By synchronizing a system's signals to plan when the major street phase is green, it is possible to reduce overall delay and minimize stops for vehicles traveling the corridor.

Signal Coordination in Crossville

Currently the City of Crossville operates 10 of its signals in coordination mode, primarily around the I-40/ Genesis Road and I-40/US 127 interchanges and in the areas of Elmore Road/Main Street and Miller Avenue/Main Street. These signals are listed in **Table 2** and depicted in **Figure 2**.

Table 2: Coordinated Signals

Route	Intersecting Route
Elmore Road	Livingston Road
Genesis Road (SR 398)	I-40 Eastbound Ramps
Genesis Road (SR 398)	I-40 Westbound Ramps
Main Street (SR 28 / US 127)	I-40 Westbound Ramps
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive
Main Street (SR 28 / US 127)	Elmore Road
Main Street (SR 28 / US 127)	Woodmere Mall
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive
Miller Avenue (SR 392)	Livingston Road

TIME OF DAY PLANS

Purpose and Benefits

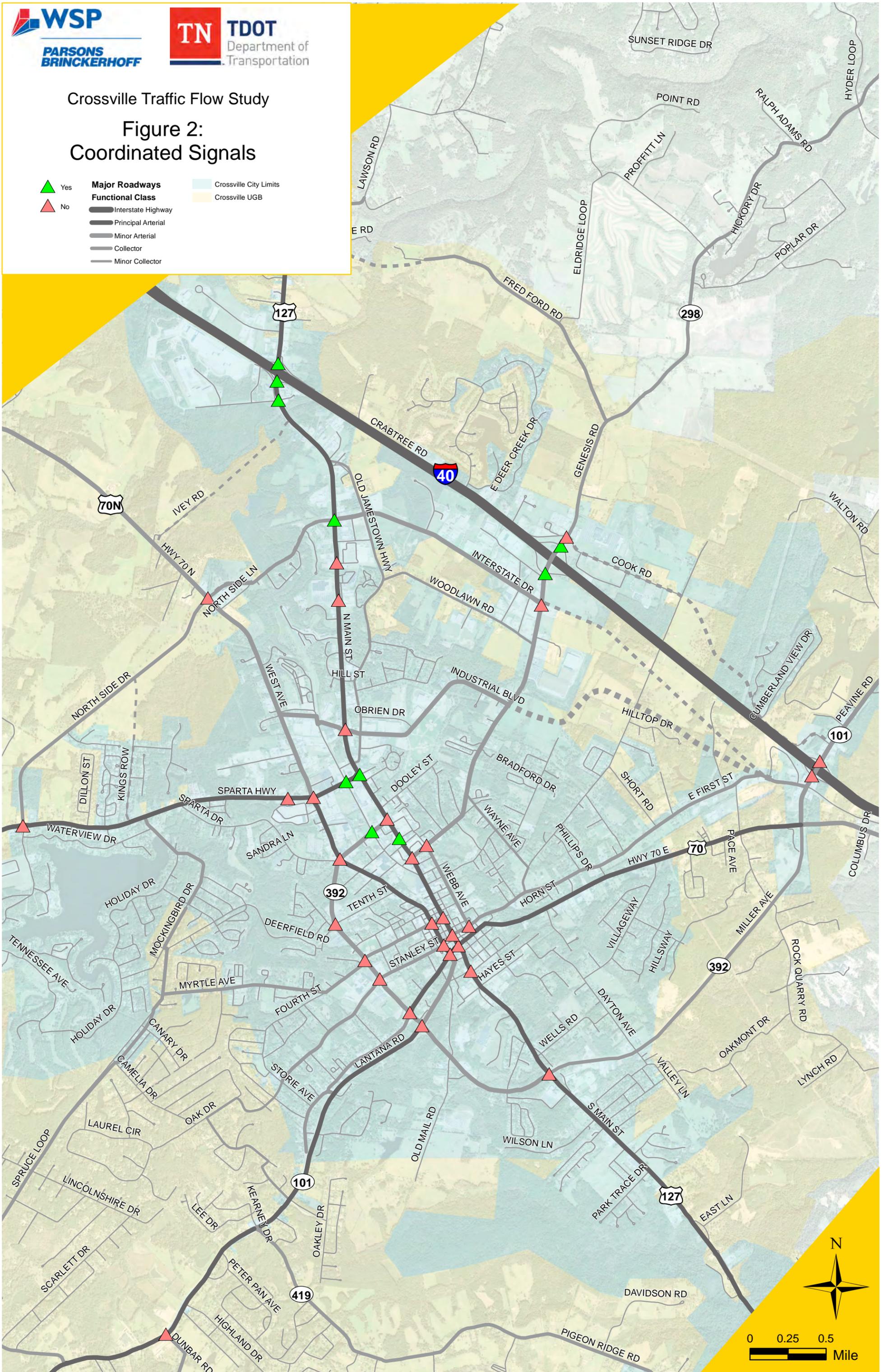
Time of day plan, or TOD, is a controller feature that allows a traffic signal to run a different set of parameters based on the time of day. This feature is useful when traffic patterns at an intersection or along a corridor vary significantly throughout the day. When a controller has multiple timing plans in its library, the time of day plan is programmed such that the controller will change timing plans at a predetermined time during the day.

A typical example of how a time of day plan is programmed is to have the controller run in free mode during the early morning hours, call up a coordinated timing plan during the morning peak traffic period, call up various additional coordinated timing plans throughout the day as traffic patterns change (mid-day, evening peak, etc.), and then go back to operating in free mode late in the evening. Furthermore, different time of day plans can be programmed for different days of the week and even different times of year. For example, the controller can run one day plan Monday through Friday, and a different day plan during the weekend.

Signals can also be programmed with an “exception day plan” which overrides the TOD plan schedule on certain days of the year. Exception day plans are useful for known special events or holidays where traffic patterns will vary from a typical day. For example, a time of day plan may tell the controllers to run a certain set of timing plans on every Friday. However, if a signal or signal system is located adjacent to a large shopping area, then the Friday after Thanksgiving could be expected to receive much higher traffic volumes than a typical Friday. An exception day plan, if programmed, could run on Black Friday to accommodate the heavier traffic patterns.

Crossville Traffic Flow Study
Figure 2:
Coordinated Signals

▲ Yes	Major Roadways	■ Crossville City Limits
▲ No	Functional Class	■ Crossville UGB
	— Interstate Highway	
	— Principal Arterial	
	— Minor Arterial	
	— Collector	
	— Minor Collector	



North arrow pointing up.

Scale bar: 0, 0.25, 0.5 Mile

Signals running a TOD plan can be operating either in free mode or as part of a coordinated group of signals.

Use of TOD Plans in Crossville

Currently the City of Crossville operates TOD plans at nine of its signals, primarily around the I-40/Genesis Road and I-40/US 127 interchanges and in certain commercial areas of US 127 (Main Street). These signals are listed in **Table 3** and depicted in **Figure 3**.

Table 3: Signals Running Time-of-Day (TOD) Plans

Route	Intersecting Route	TOD	Coordinated
Elmore Road	Livingston Road	Yes	Yes
Genesis Road (SR 398)	Cook Road / Crabtree Road	Yes	No
Lantana Road (SR 101)	Dunbar Road (SR 282)	Yes	No
Main Street (SR 28 / US 127)	I-40 Westbound Ramps	Yes	Yes
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps	Yes	Yes
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive	Yes	Yes
Main Street (SR 28 / US 127)	Elmore Road	Yes	Yes
Main Street (SR 28 / US 127)	Woodmere Mall	Yes	Yes
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive	Yes	Yes

NETWORK CONNECTIONS

Purpose and Benefits

Signals that are not connected can be coordinated with each other based on time of day. However, signal controllers set for time-based coordination are often observed to “drift” off schedule, sometimes gradually but occasionally over the course of only a few days. Coordination of multiple traffic signals operates much more reliably when the signals are interconnected through some sort of communication network.

Signals may be hardwired together using copper wire, similar to a traditional phone system. They may also be linked using a fiber optic network, which could allow for the transmission of more data, such as live video of the intersection area. In cases where cost does not permit the installation of a wire or fiber system, signals can use radio transmitters to communicate with each other, although this form of networking is less reliable.

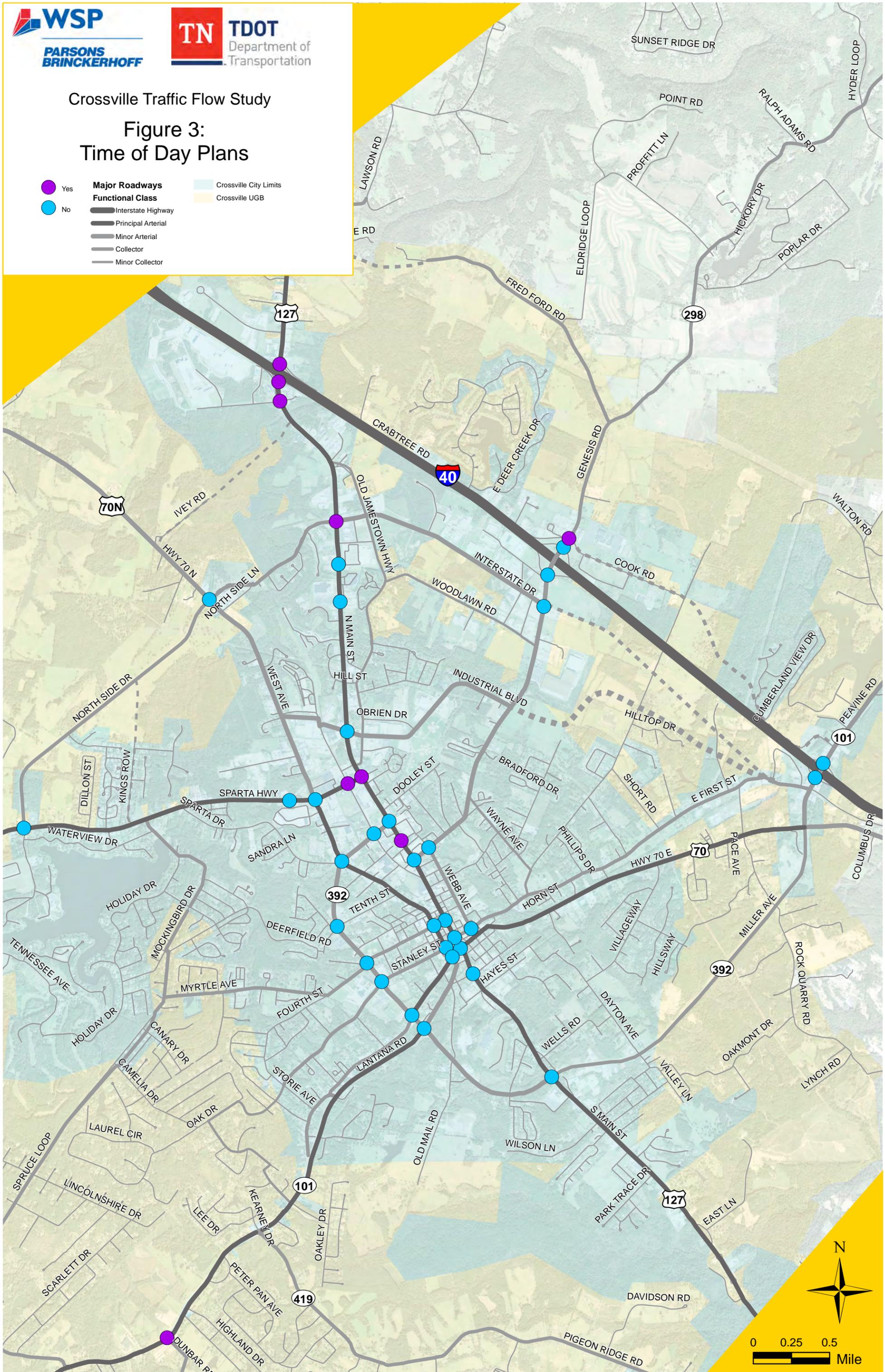
Use of Connected Signals in Crossville

About one-third of Crossville’s signals have interconnections, primarily along the US 127 (Main Street) corridor. There are also groups of interconnected signals at the I-40/Genesis Road and I-40/Peavine Road interchanges. Types of communications used include fiber, radio, and traditional hardwire networks. Connected signals in the Crossville system are listed in **Table 4** and shown in **Figure 4**.

Crossville Traffic Flow Study

Figure 3:
Time of Day Plans

● Yes	Major Roadways	 Crossville City Limits
● No	Functional Class	 Crossville UGB
	 Interstate Highway	
	 Principal Arterial	
	 Minor Arterial	
	 Collector	
	 Minor Collector	



Crossville Traffic Flow Study

Figure 4: Connected Signals

- Network Type**
- Fiber (Red circle)
 - Hardwire (Black circle)
 - Radio (Radio tower icon)
 - Time Based Coordination (Green circle)
 - None (Grey circle)
 - Crossville City Limits (Light blue shaded area)
 - Crossville UGB (Light yellow shaded area)

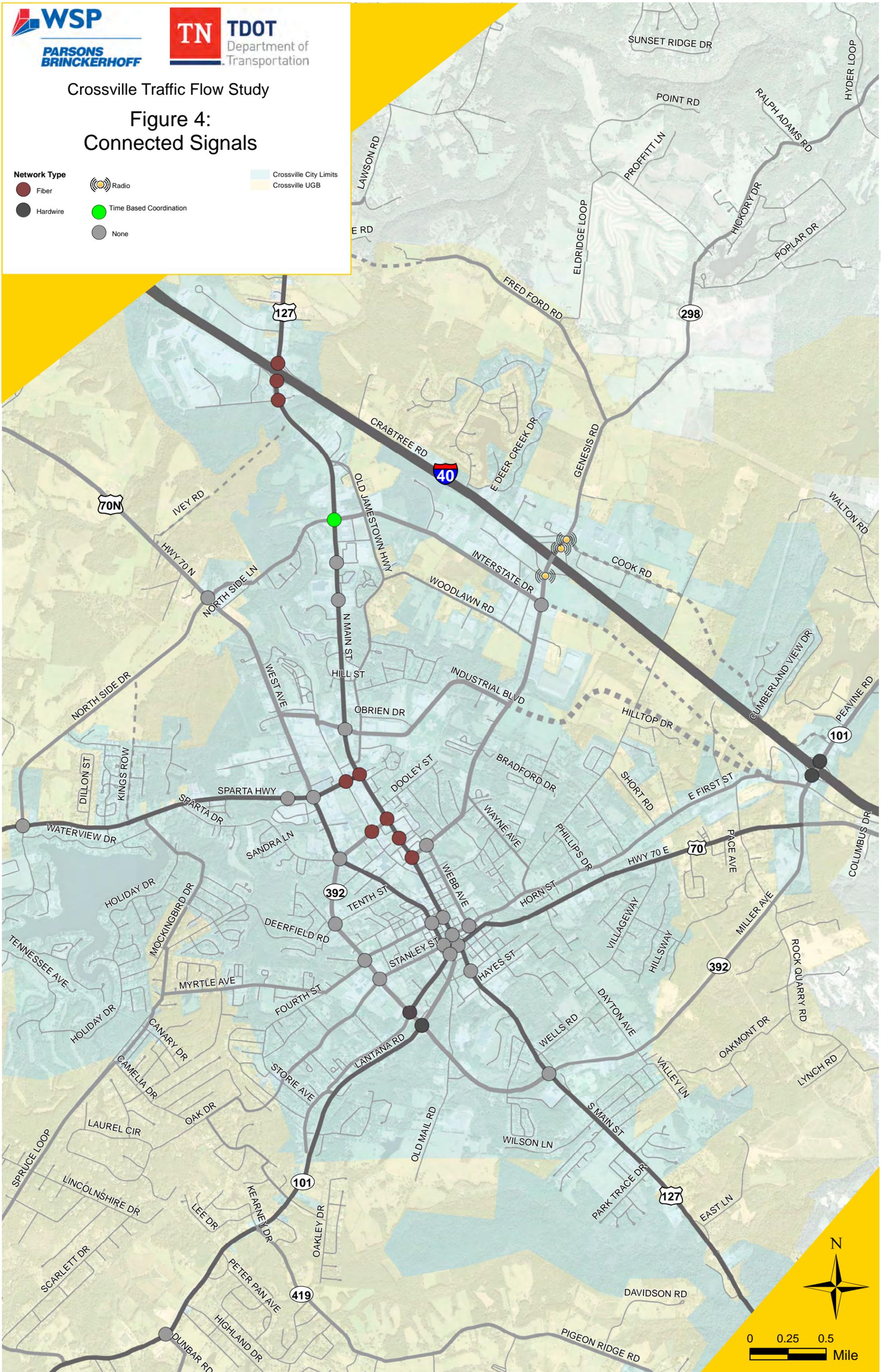


Table 4: Connected Signals

Route	Intersecting Route	Network Type
Main Street (SR 28 / US 127)	I-40 Westbound Ramps	Fiber
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps	Fiber
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive	Fiber
Main Street (SR 28 / US 127)	Elmore Road	Fiber
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North	Fiber
Main Street (SR 28 / US 127)	Woodmere Mall	Fiber
Main Street (SR 28 / US 127)	Genesis Road (SR 398) / Penfield Street	Fiber
Miller Avenue (SR 392)	Livingston Road	Fiber
Elmore Road	Livingston Road	Fiber
Genesis Road (SR 398)	I-40 Eastbound Ramps	Radio
Genesis Road (SR 398)	I-40 Westbound Ramps	Radio
Genesis Road (SR 398)	Cook Road / Crabtree Road	Radio
Lantana Road (SR 101) / Adams Street	Miller Avenue (SR 392)	Hardwire
Lantana Road (SR 101) / Old Lantana Road	Miller Avenue (SR 392)	Hardwire
Peavine Road (SR 101)	I-40 Eastbound Ramps	Hardwire
Peavine Road (SR 101)	I-40 Westbound Ramps	Hardwire

PEDESTRIAN SIGNALS

Purpose and Benefits

Pedestrian signals have three indications:

WALK: The Walk indication is the first indication shown when the pedestrian signal is activated and is shown as a white symbol of a person walking. The purpose of the Walk interval is to signal pedestrians to leave the sidewalk and enter the intersection.

Pedestrian signals should be timed so that the Walk/Don't Walk display allows time for pedestrians to cross the street completely before a conflicting phase activates. It is desirable to provide adequate crossing time, but not to provide more time than necessary since it creates a wait for vehicle traffic (and even pedestrian traffic) trying to cross other legs of the intersection. The typical duration of the Walk interval is 4-7 seconds, although this duration should be longer where high pedestrian volumes exist.

FLASHING DON'T WALK: The Flashing Don't Walk indication is the next indication shown on a pedestrian signal, and is represented by a flashing raised hand with an orange color. The purpose of the Flashing Don't Walk interval is to allow pedestrians that have entered the intersection to safely make it across before a conflicting phase activates. Current standards state that this indication shall also be accompanied with a countdown timer to show when the Flashing Don't Walk interval will end.

The timing of the Flashing Don't Walk interval is dependent on the pedestrian crossing distance. The interval is calculated by the amount of time it takes a pedestrian leaving the curb at one side of the intersection to walk to the traveled way at the far side of the intersection. Current standards are based

on the assumption that a pedestrian walks at a speed of 3.5 feet per second. More time may be allowed in areas with schools or a large number of elderly persons.

DON'T WALK: The final indication for a pedestrian signal is the Don't Walk indication, which is represented by a steady orange raised hand. This indication means that a pedestrian shall not cross the intersection. The Don't Walk indication is shown whenever any conflicting signal phase is active, and therefore it does not have a timed interval.

Depending on the characteristics of an intersection and the amount of pedestrian traffic in the area, an intersection may have pedestrian signals just for crossing just one leg, or it may have pedestrian signals for all approaches.

Use of Pedestrian Signals in Crossville

Currently, pedestrian signals are provided at nine (9) of the city's signalized intersections, as shown in **Figure 5**. The Miller Avenue/10th Street intersection has a pedestrian signal only on the south leg.

As shown in **Table 5**, several of the pedestrian signals meet the new standards by providing countdown displays, but the majority do not.

Table 5: Pedestrian Signal Locations

Route	Intersecting Route	Countdown Display
Lantana Road (SR 101) / Adams Street	Miller Avenue (SR 392)	Yes
Lantana Road (SR 101) / Old Lantana Road	Miller Avenue (SR 392)	Yes
Miller Avenue (SR 392)	10th Street	Yes
Miller Avenue (SR 392)	4th Street	No
Miller Avenue (SR 392)	Stanley Street	No
Peavine Road (SR 101)	I-40 Eastbound Ramps	No
Peavine Road (SR 101)	I-40 Westbound Ramps	No
Elmore Road	Livingston Road	No
Lantana Road (SR 101)	Dunbar Road (SR 282)	Yes

EXISTING TRAFFIC VOLUMES

In order to analyze current traffic conditions within the City of Crossville, data was collected in spring 2016 to obtain traffic counts along the city’s major highways as well as turning movement counts at key intersections. This data was subsequently used to develop a microsimulation traffic model to estimate typical corridor travel times, intersection delay and level of service, and recommended signal timings.

The data for the turning movement and bi-directional counts was collected on April 19, 2016, a date selected to maximize capture of vacation and summer traffic levels while area schools were still in session. The turning movement counts were collected in two three-hour periods, from 6:00-9:00 AM and from 4:00-7:00 PM, encompassing both the AM and PM peak hours. The bi-directional counts include 24 hours of data.

TURNING MOVEMENT COUNTS

Turning movement counts were conducted at the intersections shown in **Table 6**. Both auto/truck traffic was counted as well as pedestrians. (No bicyclists were observed.) Summaries of turning movements are shown in **Figures 6** through **9**. Individual data collection sheets for each location are included in **Appendix A**.

Table 6: Locations of Turning Movement Count Data Collection

Route	Intersecting Route
1st Street	Webb Avenue
Elmore Road	Livingston Road
Genesis Road (SR 398)	I-40 Eastbound Ramps
Genesis Road (SR 398)	I-40 Westbound Ramps
Genesis Road (SR 398)	Cook Road / Crabtree Road
Genesis Road (SR 398)	Webb Avenue
Genesis Road (SR 398)	Interstate Drive
Lantana Road (SR 1 / SR 101/ US 70)	West Avenue (SR 1 / US 70) / Azalia Avenue
Lantana Road (SR 1 / SR 101/ US 70)	Main Street (SR 28 / US 127)
Lantana Road (SR 101)	Dunbar Road (SR 282)
Lantana Road (SR 101) / Adams Street	Miller Avenue (SR 392)
Lantana Road (SR 101) / Old Lantana Road	Miller Avenue (SR 392)
Main Street (SR 28 / US 127)	I-40 Westbound Ramps
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive
Main Street (SR 28 / US 127)	Elmore Road
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North
Main Street (SR 28 / US 127)	Woodmere Mall
Main Street (SR 28 / US 127)	Genesis Road (SR 398) / Penfield Street
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive

(continued next page)

Table 6: Locations of Turning Movement Count Data Collection (cont.)

Route	Intersecting Route
Main Street (SR 28 / US 127)	Obed Plaza
Main Street (SR 28 / US 127)	Lowe's
Main Street (SR 28 / US 127)	Industrial Boulevard
Main Street (SR 28 / US 127)	4th Street
Main Street (SR 28 / US 127)	1st Street
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) South
Miller Avenue (SR 392)	Livingston Road
Miller Avenue (SR 392)	10th Street
Miller Avenue (SR 392)	4th Street
Miller Avenue (SR 392)	Stanley Street
Peavine Road (SR 101)	I-40 Eastbound Ramps
Peavine Road (SR 101)	I-40 Westbound Ramps
Sparta Highway (SR 1 / US 70)	Northside Drive / Tennessee Avenue
Sparta Highway (SR 1 / US 70)	Highland Square
West Avenue (SR 1 / US 70)	Miller Avenue (SR 392)
West Avenue (SR 1 / US 70)	4th Street
West Avenue (SR 1 / US 70)	Stanley Street
West Avenue (SR 1/ US 70 / SR 24/ US70N)	Sparta Highway (SR 1 / US 70) / Elmore Road
West Avenue (SR 24 / US 70N)	Northside Drive

DAILY TRAFFIC VOLUMES

To improve the quality of the microsimulation, bidirectional counts were included in the traffic data collection in addition to the turning movement counts. The bidirectional count locations were selected to supplement and fill gaps in the existing bidirectional data available from TDOT count stations.

Table 7 shows the locations where traffic volumes were collected. Detailed data collection sheets are available in **Appendix B**.

Table 7: Locations of Daily Traffic Volumes Data Collection

Route	Intersecting Route
Adams Street	S of Old Mail Road
Cook Road	N of I-40
Cook Road	N of Wayne Avenue
Holiday Drive	S of SR 1
Industrial Boulevard	W of SR 298
Old Jamestown Highway	N of Hillcrest Drive
Sparta Drive	W of Sunset Drive
Spruce Loop	S of Myrtle Avenue
SR 1 (US 70)	W of Dayton Spur Road
Tulip Drive	N of Spruce Loop

Figure 6:
Intersection Volumes for US 127 Corridor

US 127 Corridor Intersections

Light Blue Area: Crossville City Limits
Light Green Area: Crossville UGB

AM Peak Volumes = ##
PM Peak Volumes = (##)

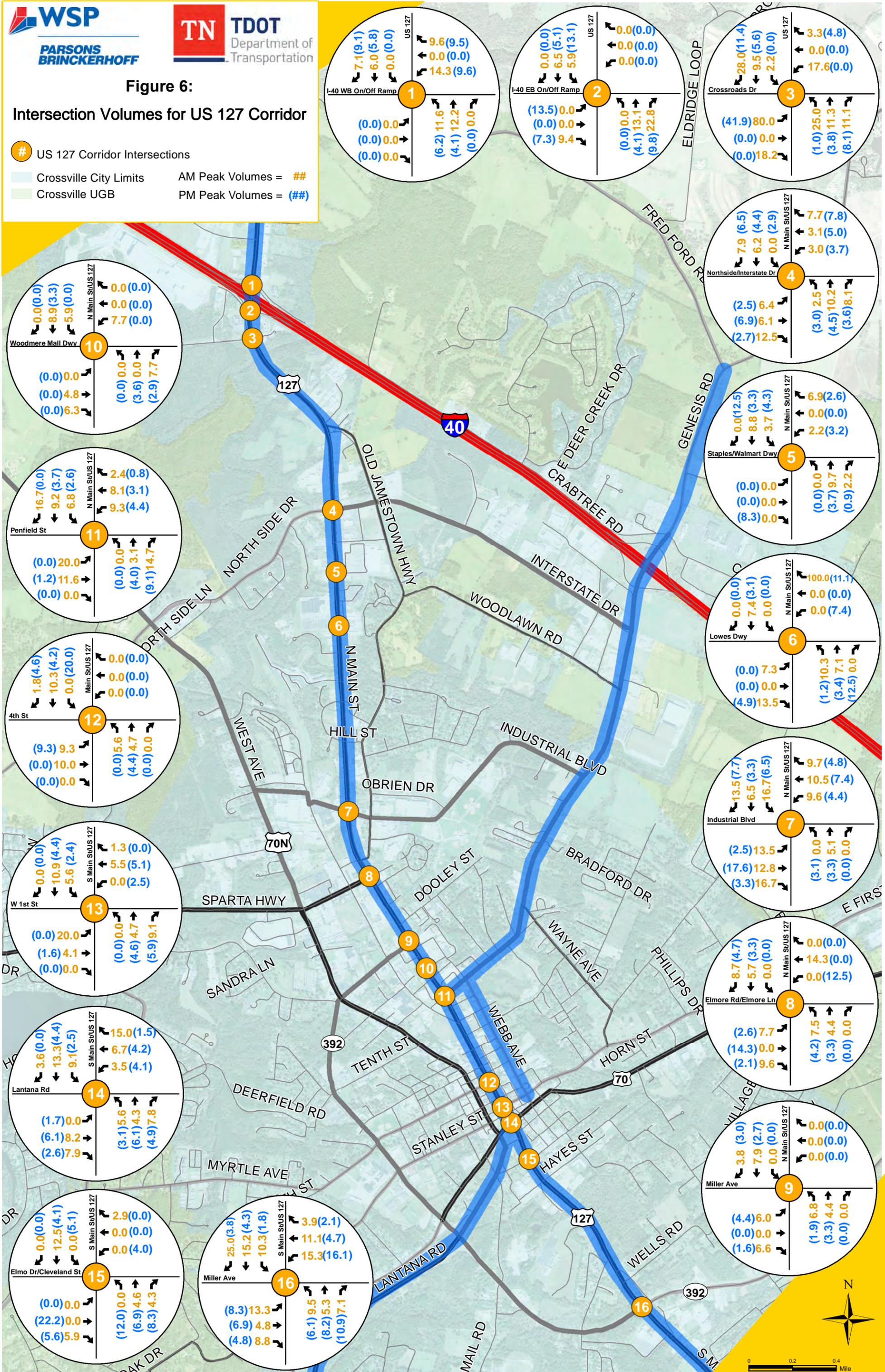
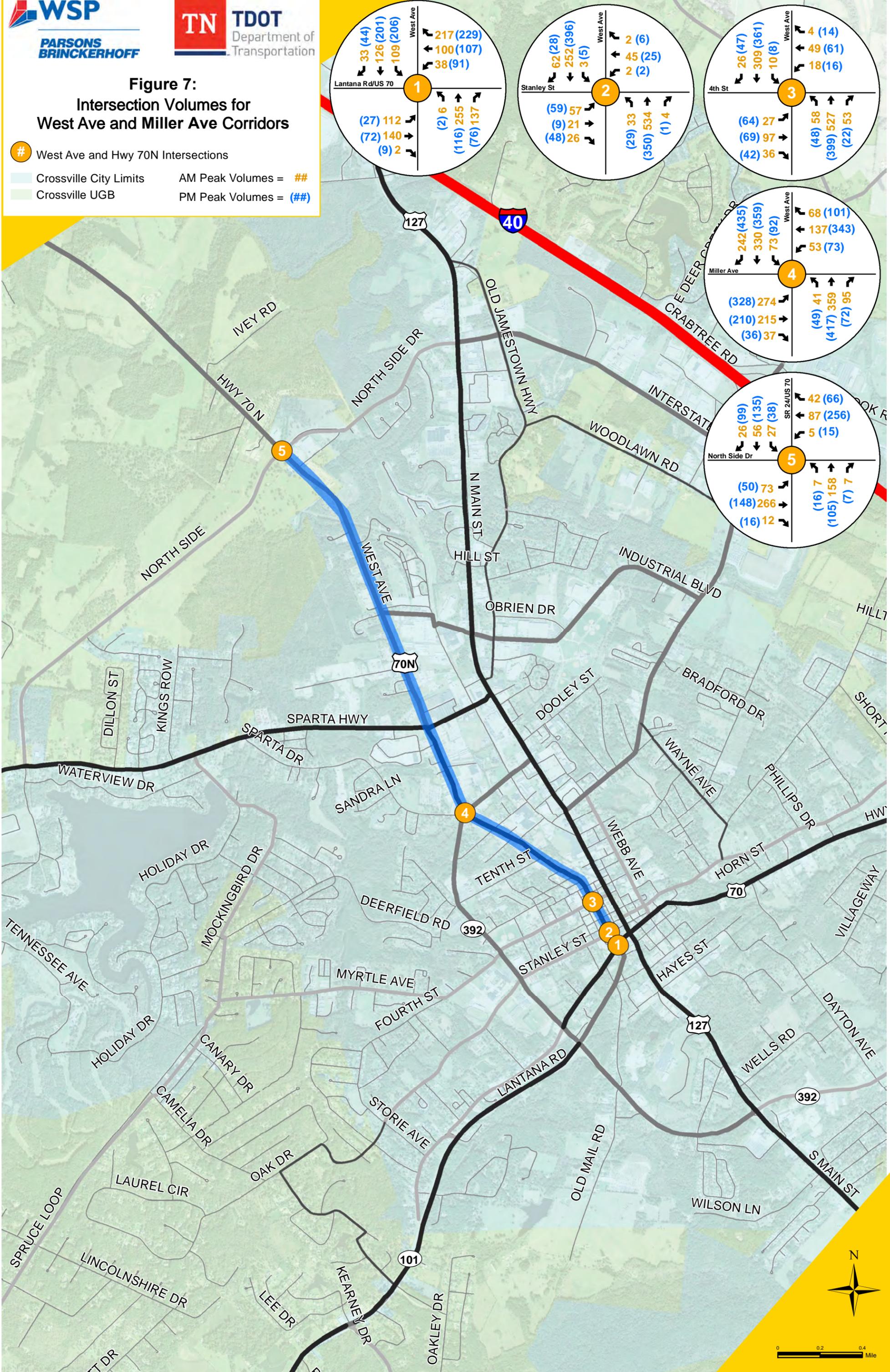
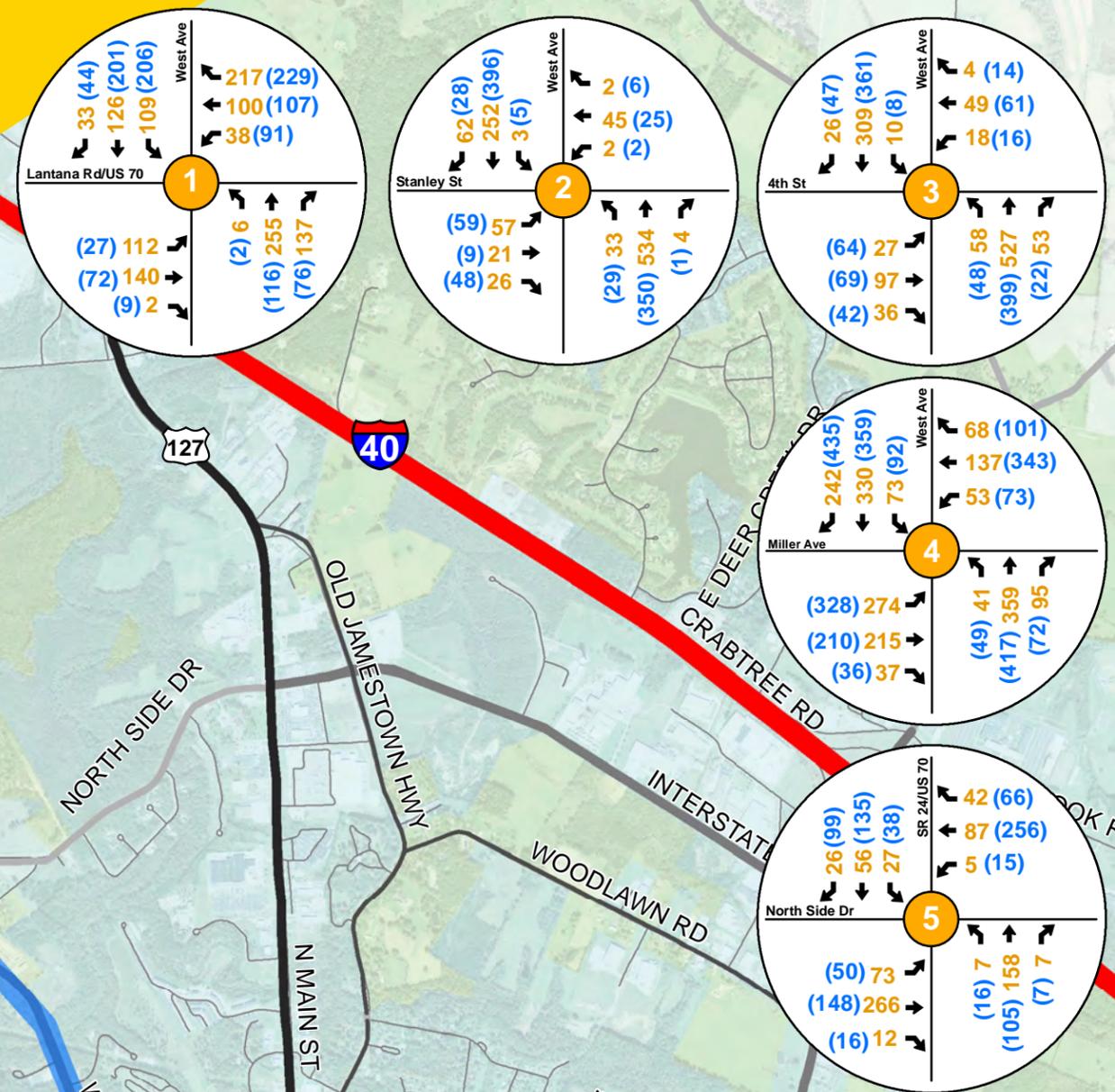


Figure 7:
Intersection Volumes for West Ave and Miller Ave Corridors

West Ave and Hwy 70N Intersections
 Crossville City Limits AM Peak Volumes = ##
 Crossville UGB PM Peak Volumes = (##)



0 0.2 0.4 Mile

Figure 8:
Intersection Volumes for Genesis Rd and Peavine Rd Corridors

- # Genesis Rd and Peavine Rd Corridor Intersections
- Crossville City Limits
- Crossville UGB
- AM Peak Volumes = ##
- PM Peak Volumes = (##)

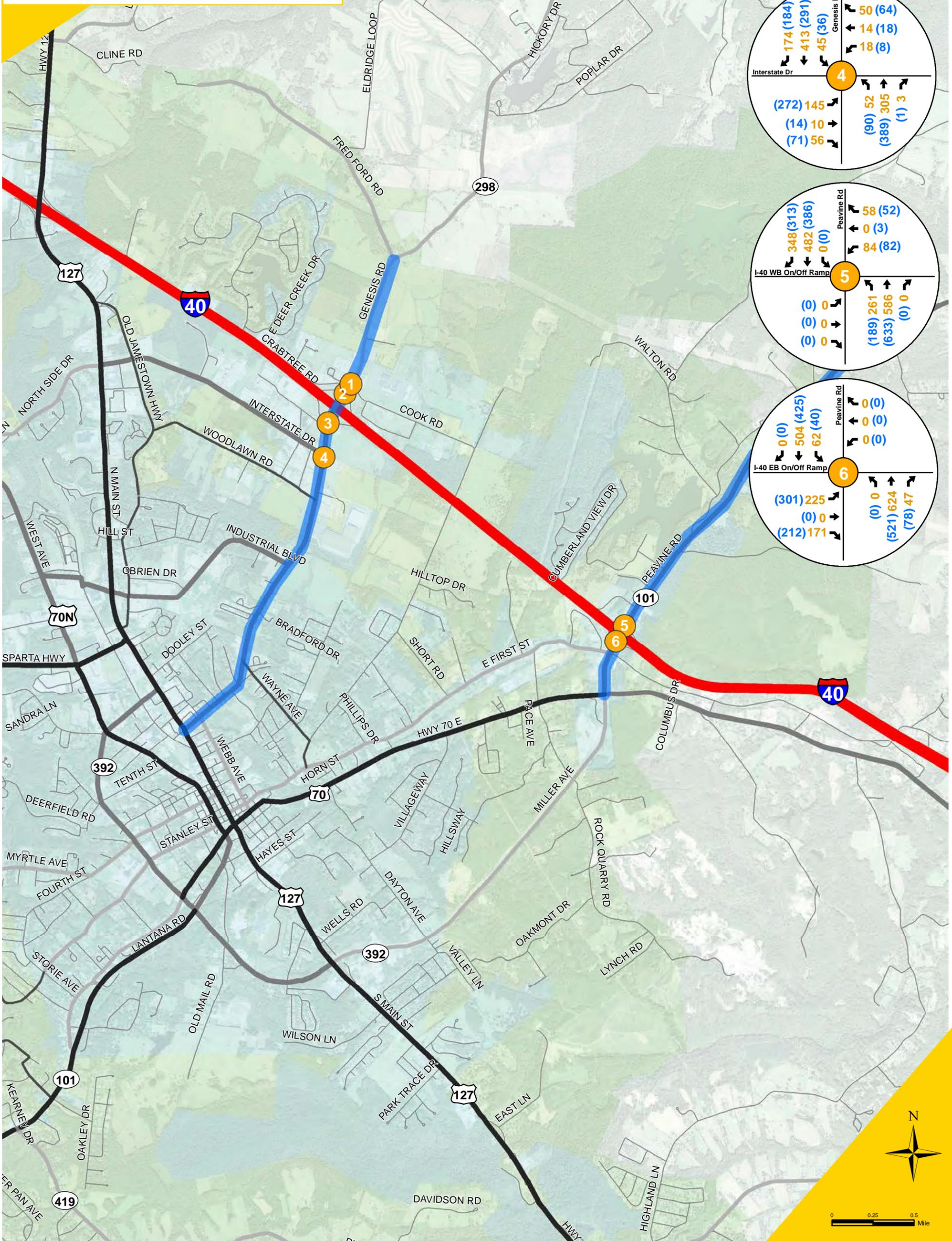
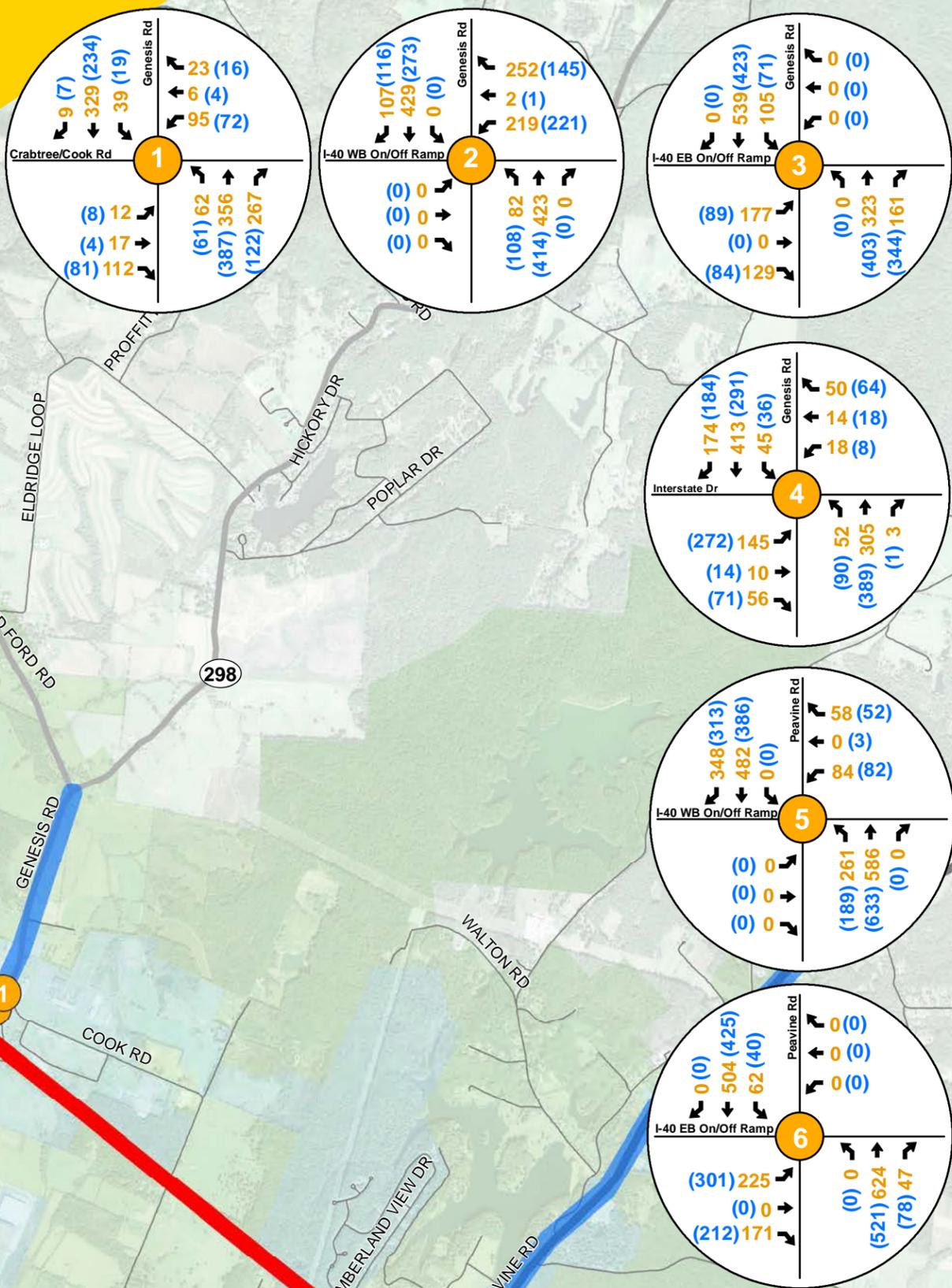
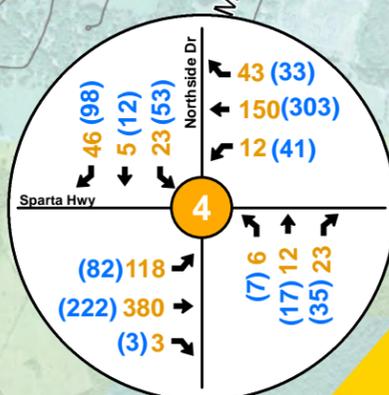
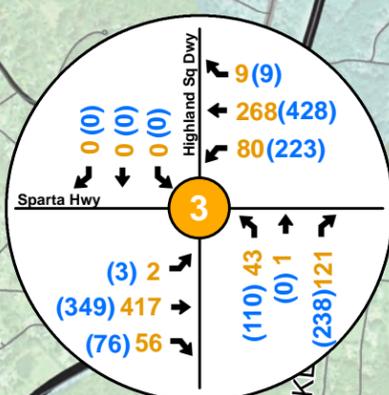
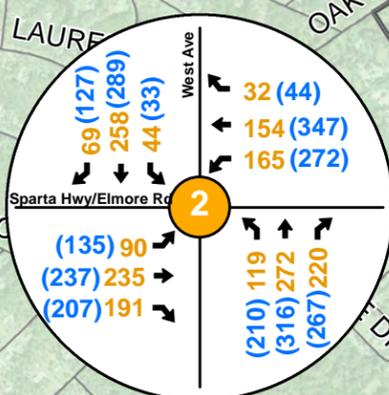
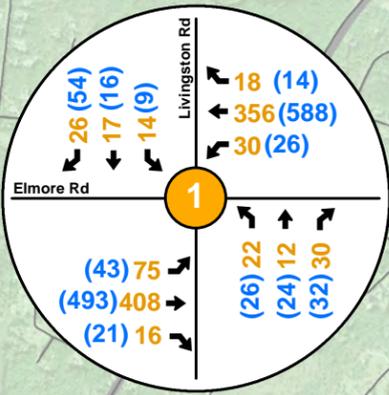
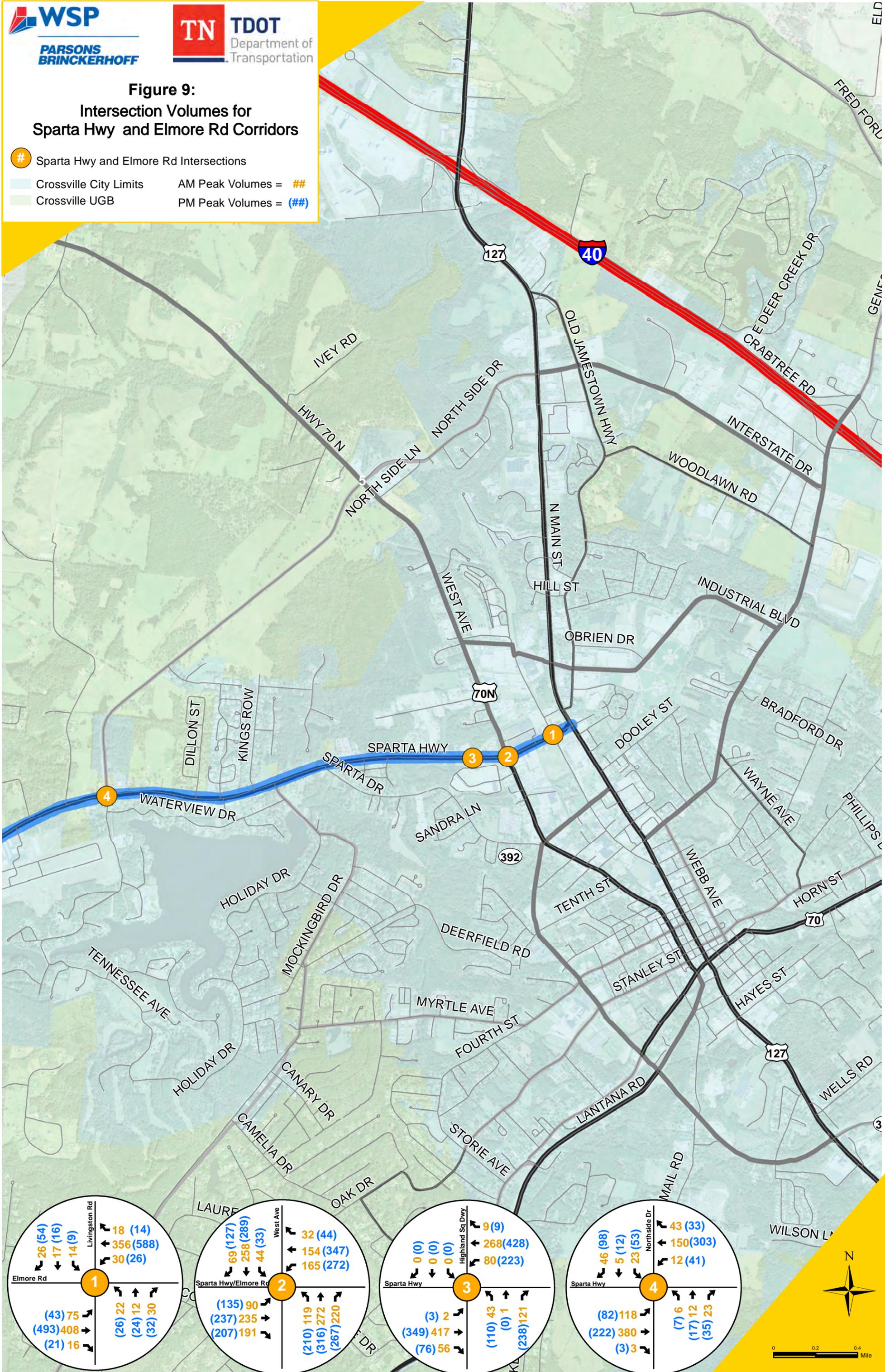


Figure 9:
Intersection Volumes for
Sparta Hwy and Elmore Rd Corridors

- # Sparta Hwy and Elmore Rd Intersections
- Crossville City Limits
- Crossville UGB
- AM Peak Volumes = ##
- PM Peak Volumes = (##)



EXISTING TRAFFIC CONDITIONS

In order to evaluate existing traffic conditions, a microsimulation model of the major zones within the city was developed. The model encompasses all of the signalized intersections within the city limits; however, for reporting purposes the data is presented in terms of major corridors. This provides an overview of the traffic flow within the city of Crossville. The corridors include the following:

- US 127 / SR 28 (Main Street)
- SR 298 (Genesis Road)
- SR 101 (Peavine Road)
- SR 392 (Miller Avenue)
- SR 1 / SR 24 (West Avenue)

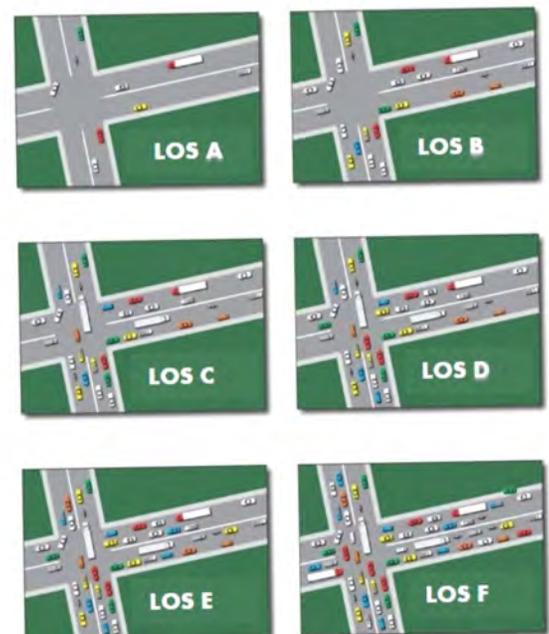
The software package used to evaluate traffic operations is the Synchro / Sim Traffic 9 software suite. This was selected for use in this project as it provides individual as well as network measures of effectiveness. Synchro supports the Highway Capacity Manual's (HCM 2010) methodology for signalized intersections. Synchro is the most recognized software package to both evaluate and optimize signal timing plans. Therefore, this tool was chosen for use within this study to provide the baseline of operations as well as provide the best resource for evaluating future transportation needs and signal timing operations.

Measures of Effectiveness

Several key outputs from the software will be used to evaluate traffic operations. Level of Service (LOS) is a rating scale for congestion and operations of a roadway. LOS A represents a free flowing facility with travel speeds at the posted speed limit. Travel speeds decrease with level of service down to LOS F which represents a congested roadway that is over capacity with low travel speeds. Figure 10 shows a graphical representation of what each LOS rating looks like from a capacity perspective. LOS D is typically used as the threshold to represent the minimum for acceptable design standard at a signalized intersection.

Delay measures are used to evaluate the benefits of operation improvements and to estimate cost-effectiveness. Delay is typically measured in seconds and correlates to the assigned LOS.

Figure 10: LOS Example



Intersection delay can be characterized by stopped delay, time in queue delay, and approach delay.

- *Stopped delay* is the time that a vehicle is in a stopped state at an intersection.
- The *time in queue delay* includes the time a vehicle spends at an intersection waiting to be processed.
- *Approach delay* is the weighted average of the total delay for each lane group.

In this analysis, the overall intersection delay (a function of control delay and queue delay) is provided to show the operation of the intersection as a whole. At locations where the overall intersection delay is high and merits further review, individual approach delays may be reviewed.

Synchro computes the arterial travel time according to the HCM methodology. This is a useful measure of effectiveness in evaluating different travel routes through the study area and comparing where there may be additional capacity on alternative routes.

Model Input

The major data components necessary for creating the existing conditions Synchro model include roadway geometry, traffic volumes, and existing signal timing. Google Earth aerial photography was used as the background map so that links and nodes (highway segments and intersections) could be drawn in to scale. Intersection geometry, including turn lanes, was put into the model based on the aerial photography as well as intersection field reviews completed on January 12, 2016. The traffic volume data used are the AM and PM peak hour turning movement counts collected for this study. Existing signal timing was also collected as part of the signal equipment inventory described in Section 1.

Model Output (LOS and Delay)

The calculated LOS and Delay for the major corridors is provided in **Tables 8** through **12**. There are four additional signalized intersections not included in these major corridors. They include:

- 1st Street / Webb Avenue
- Elmore Road / Livingston Road
- Sparta Highway (SR 1 / US 70) / Northside Drive
- Sparta Highway (SR 1 / US 70) / Highland Square

The output from the model for these intersections showed that all operate at a LOS A or B with less than 16 seconds of delay.

Table 8: Main Street Existing Delay and LOS

Route	Intersecting Route	AM Delay (seconds) / LOS	PM Delay (seconds) / LOS
Main Street (SR 28 / US 127)	I-40 Westbound Ramps	8.5 / A	10.7 / B
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps	6.0 / A	3.7 / A
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive	7.5 / A	12.0 / B
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive	38.8 / D	122.5 / F
Main Street (SR 28 / US 127)	Obed Plaza	9.2 / A	15.6 / B
Main Street (SR 28 / US 127)	Lowe's	10.6 / B	17.0 / B
Main Street (SR 28 / US 127)	Industrial Boulevard	16.4 / B	25.5 / C
Main Street (SR 28 / US 127)	Elmore Road	24.6 / C	39.9 / D
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North	10.0 / B	11.1 / B
Main Street (SR 28 / US 127)	Woodmere Mall	4.2 / A	5.5 / A
Main Street (SR 28 / US 127)	Genesis Road (SR 398) / Penfield Street	12.4 / B	13.6 / B
Main Street (SR 28 / US 127)	4 th Street	9.2 / A	7.7 / A
Main Street (SR 28 / US 127)	1 st Street	19.7 / B	15.7 / B
Main Street (SR 28 / US 127)	Lantana Road	14.9 / B	16.2 / B
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive	10.1 / B	10.2 / B
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) South	25.6 / C	23.5 / C

Table 9: Genesis Road Existing Delay and LOS

Route	Intersecting Route	AM Delay (seconds) / LOS	PM Delay (seconds) / LOS
Genesis Road (SR 398)	Cook Road / Crabtree Road	10.6 / B	9.8 / A
Genesis Road (SR 398)	I-40 Westbound Ramps	9.6 / A	10.4 / B
Genesis Road (SR 398)	I-40 Eastbound Ramps	9.9 / A	6.5 / A
Genesis Road (SR 398)	Interstate Drive	15.4 / B	18.3 / B
Genesis Road (SR 398)	Webb Avenue	7.4 / A	8.8 / A

Table 10: Peavine Road Existing Delay and LOS

Route	Intersecting Route	AM Delay (seconds) / LOS	PM Delay (seconds) / LOS
Peavine Road (SR 101)	I-40 Westbound Ramps	6.8 / A	7.5 / A
Peavine Road (SR 101)	I-40 Eastbound Ramps	9.9 / A	9.1 / A

Table 11: Miller Avenue Existing Delay and LOS

Route	Intersecting Route	AM Delay (seconds) / LOS	PM Delay (seconds) / LOS
Miller Avenue (SR 392)	Livingston Road	13.4 / B	14.3 / B
Miller Avenue (SR 392)	10 th Street	8.0 / A	8.3 / A
Miller Avenue (SR 392)	4 th Street	10.3 / B	11.2 / B
Miller Avenue (SR 392)	Stanley Street	10.8 / B	9.1 / A
Miller Avenue (SR 392)	Lantana Road (SR 101) / Old Lantana Road	18.5 / B	16.4 / B
Miller Avenue (SR 392)	Lantana Road (SR 101) / Adams Street	17.0 / B	15.0 / B

Table 12: West Avenue Existing Delay and LOS

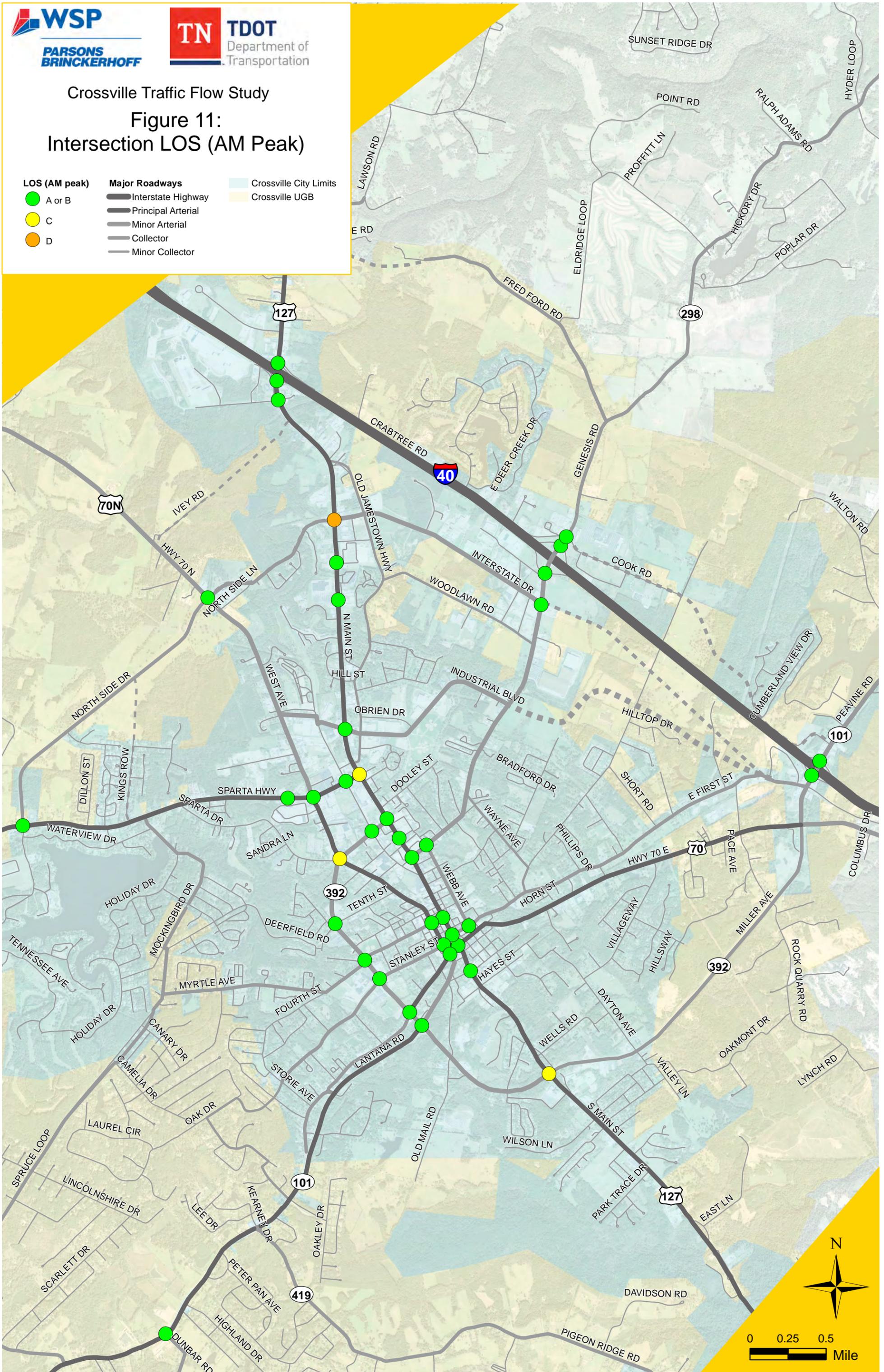
Route	Intersecting Route	AM Delay (seconds) / LOS	PM Delay (seconds) / LOS
West Avenue (SR 24 / US 70N)	Northside Drive	14.4 / B	14.2 / B
West Avenue (SR 1 / US 70 / SR 24 / US 70N)	Sparta Highway (SR 1 / US 70) / Elmore Road	19.9 / B	25.0 / C
West Avenue (SR 1 / US 70)	Miller Avenue (SR 392)	26.9 / C	34.2 / C
West Avenue (SR 1 / US 70)	4 th Street	8.5 / A	7.7 / A
West Avenue (SR 1 / US 70)	Stanley Street	6.6 / A	6.4 / A
West Avenue (SR 1 / US 70) / Azalia Avenue	Lantana Road	16.5 / B	9.7 / A

Based on this analysis, the intersection of Main Street (SR 28 / US 127) / Interstate Drive / Northside Drive operates at a failing LOS. This intersection operates at LOS D with 38.8 seconds of delay during the AM peak hour and at a LOS F with 122.5 seconds of delay during the PM peak hour. The intersection of Main Street (SR 28 / US 127) also operates at a LOS D during the PM peak hour with a delay of 39.9 seconds. All other intersections evaluated operate at an acceptable LOS of C or better.

Figure 11 shows the LOS graphically for the AM peak hour and **Figure 12** shows the LOS graphically for the PM peak hour.

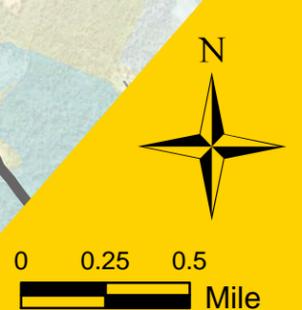
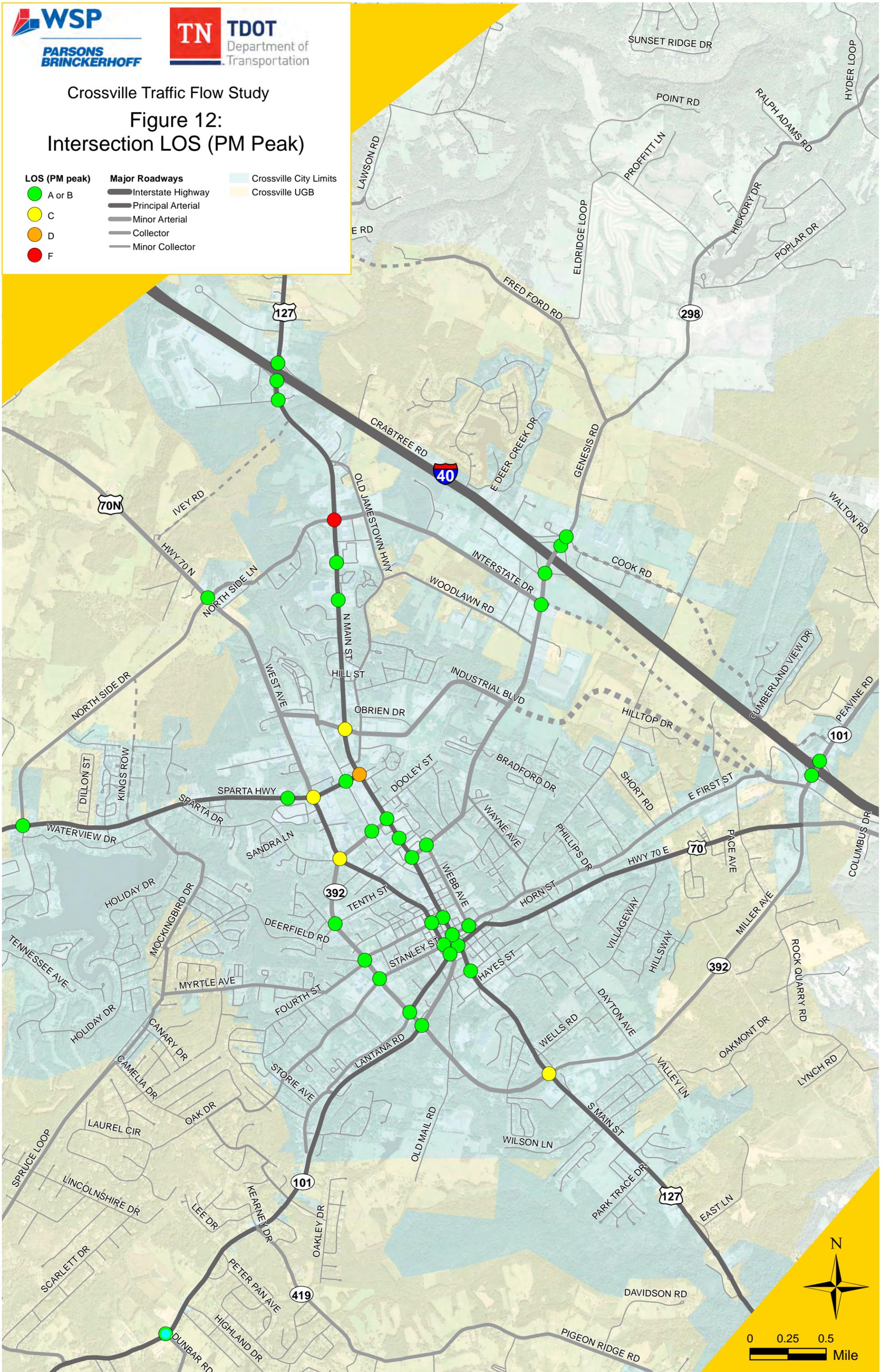
Crossville Traffic Flow Study
Figure 11:
Intersection LOS (AM Peak)

- | | | |
|----------------------|-----------------------|------------------------|
| LOS (AM peak) | Major Roadways | Crossville City Limits |
| ● A or B | — Interstate Highway | Crossville UGB |
| ● C | — Principal Arterial | |
| ● D | — Minor Arterial | |
| | — Collector | |
| | — Minor Collector | |



Crossville Traffic Flow Study
Figure 12:
Intersection LOS (PM Peak)

- | | | |
|----------------------|-----------------------|------------------------|
| LOS (PM peak) | Major Roadways | Crossville City Limits |
| ● A or B | — Interstate Highway | ■ Crossville UGB |
| ● C | — Principal Arterial | |
| ● D | — Minor Arterial | |
| ● E | — Collector | |
| ● F | — Minor Collector | |



Model Output (Travel Time)

Travel time is another measure of effectiveness that is being used to evaluate traffic operations for this study. Travel time output in Synchro is a combination of running time plus the signal delay. Due to the City of Crossville's interest in diverting thru-traffic from the downtown area, the model was used to estimate travel times for two different paths between Crossroads Drive and Miller Avenue (SR 392) on the south side of downtown. Main Street (SR 28 / US 127) runs the entire length of the study area, beginning at I-40. Miller Avenue (SR 392) provides an alternative route to a significant section of Main Street, effectively bypassing the downtown portion. Travel times were determined for these two routes by direction (northbound and southbound) during each of the peak hour periods.

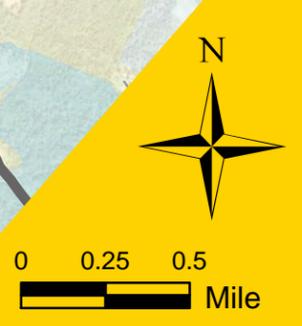
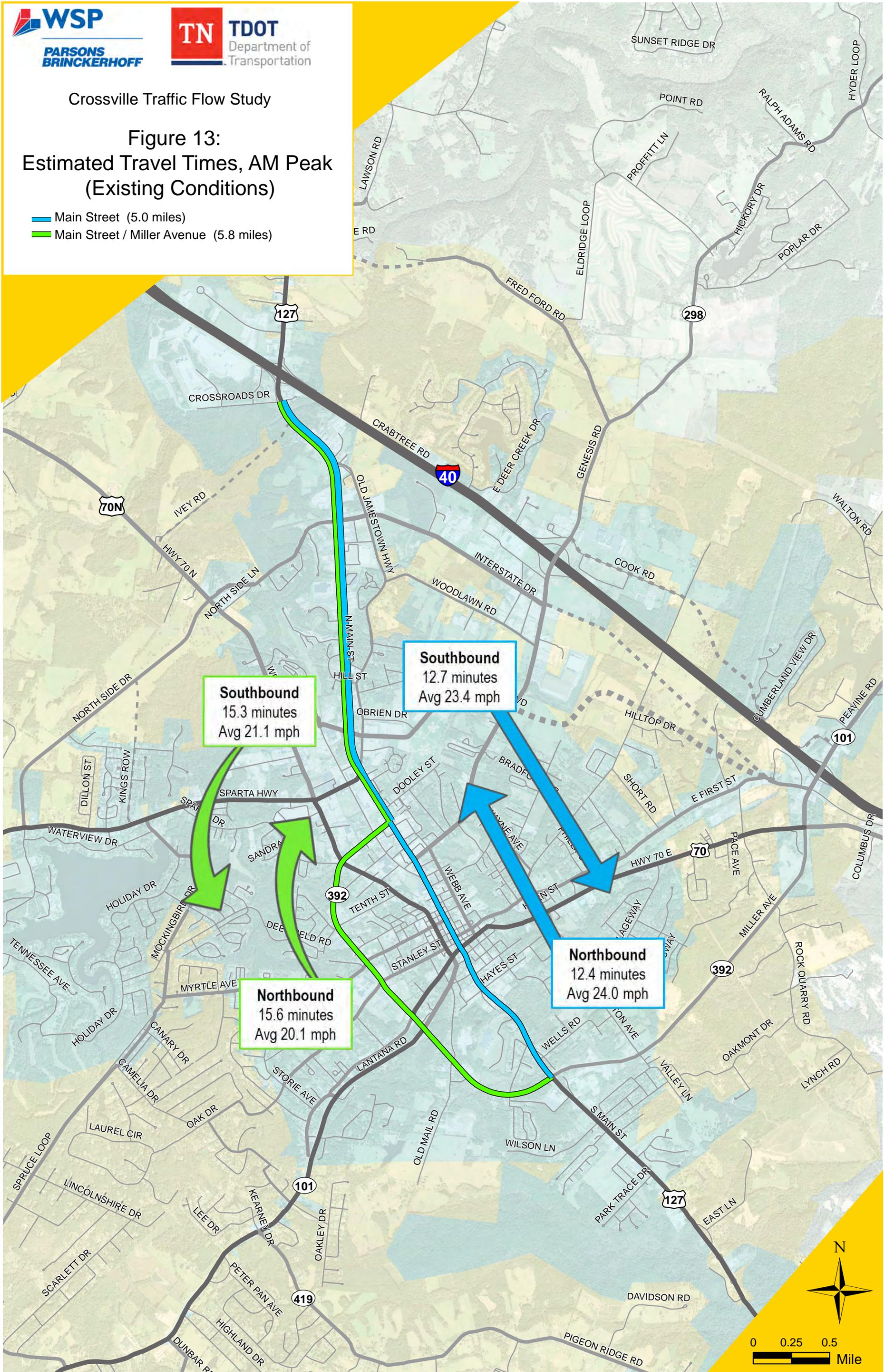
The results are displayed in Figures 13 and 14. The average difference of travel time for the downtown route compared to the Miller Avenue route is three minutes. Travel time on Miller Avenue ranges from 2.4 to 3.2 minutes longer than following Main Street through Crossville.

It should be noted that a second alternative was considered to provide a truck diversion route using Miller Avenue east of downtown. In this routing, trucks on I-40 would be directed to get off at Peavine Road (Exit 322) and follow Miller Avenue past the rock quarry, to the south side of downtown, then turn south on US 127. After discussion, this option was not pursued further because many of the thru-trucks that have generated concern are logging trucks which are traveling south on US 127. Their travel patterns would likely not be influenced by a bypass marked from I-40, since they are not using the interstate.

Crossville Traffic Flow Study

Figure 13:
Estimated Travel Times, AM Peak
(Existing Conditions)

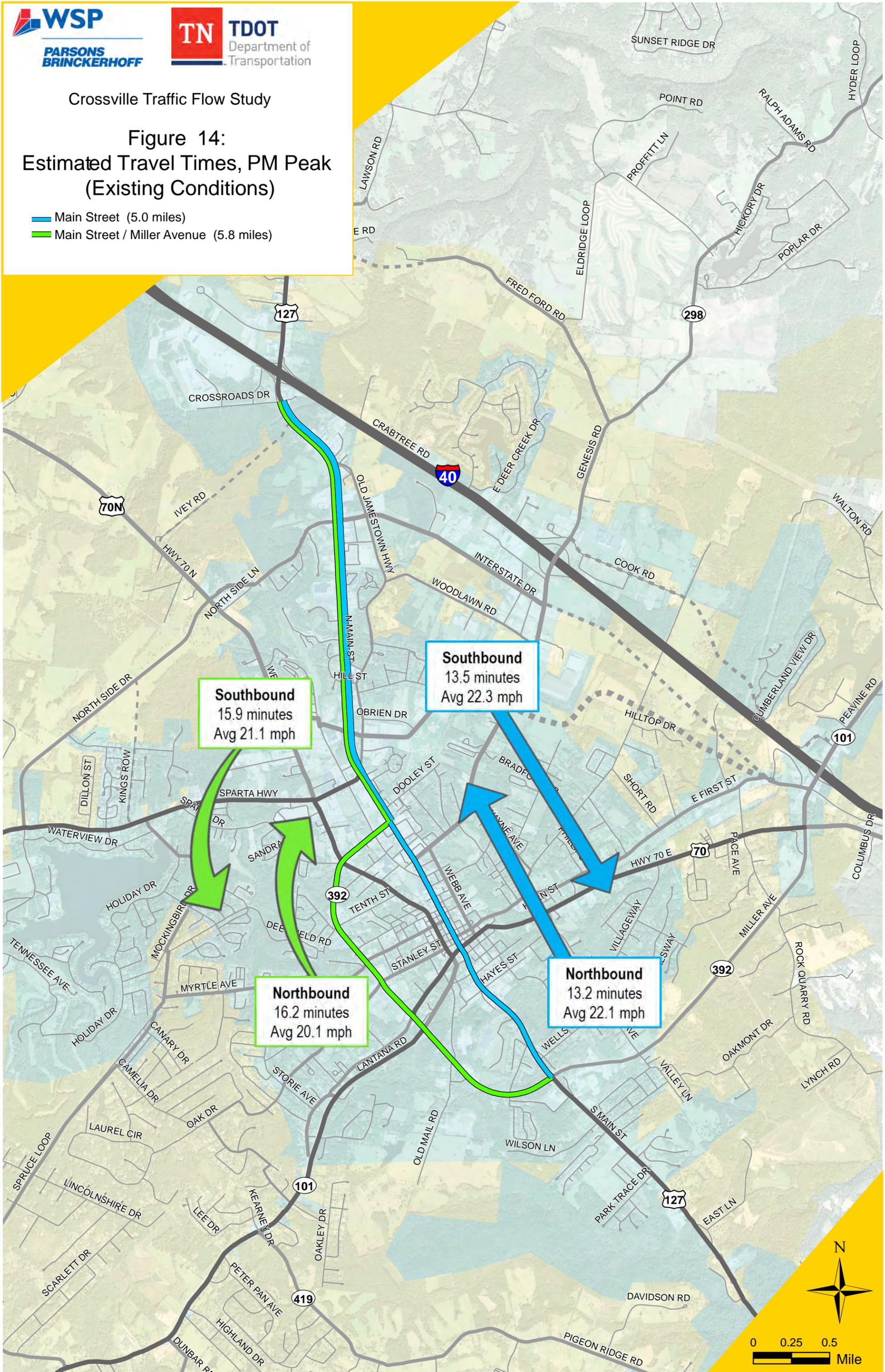
- Main Street (5.0 miles)
- Main Street / Miller Avenue (5.8 miles)



Crossville Traffic Flow Study

Figure 14:
Estimated Travel Times, PM Peak
(Existing Conditions)

- Main Street (5.0 miles)
- Main Street / Miller Avenue (5.8 miles)



Southbound
15.9 minutes
Avg 21.1 mph

Southbound
13.5 minutes
Avg 22.3 mph

Northbound
16.2 minutes
Avg 20.1 mph

Northbound
13.2 minutes
Avg 22.1 mph

DOWNTOWN PEDESTRIAN MOBILITY

The downtown area of Crossville is a desirable destination for many reasons, and the City’s goal is to make it even welcoming for pedestrians. Main Street (US 127) forms the primary corridor through downtown, stretching from Neecham Street (near the transition from a 5 lane typical section to a 3 lane typical section) to Cleveland / Elmo Street (near the hospital area). Along Main Street are multiple small shops, boutiques, a coffee shop, several small restaurants, as well as some city and county government offices. Other businesses and community resources are located along side streets or parallel streets to Main Street; however, Main Street remains the focal point for the downtown area.

An assessment of current pedestrian and bicycle accommodations in the downtown area was performed using the general approach taken in the FHWA-sponsored *2015 Tennessee Bicycle and Pedestrian Safety Assessment* conducted in the Nashville area. The goals of this FHWA-led process – being conducted in multiple states as a pilot project – are to identify impediments to alternative transportation, with particular consideration for ADA accessibility, using a multidisciplinary approach and encouraging ongoing communication among stakeholders who participate in the assessments.

The Tennessee Department of Transportation, the sponsor of this study, is interested in applying the FHWA assessment process in other communities across the state. It was therefore used to develop the downtown pedestrian mobility plan requested by the City of Crossville, to the extent possible under the existing study scope. Through this project, the City now has documentation of an on-site assessment, a list of identified bicycle and pedestrian accommodation needs in the downtown area, and recommendations for improvements, including estimated costs.

The assessment includes four phases:

- Pre-assessment Analysis
- Kick-off Meeting
- On-site Assessment
- Conclusions and Recommendations for Recourse

Pre-assessment Analysis

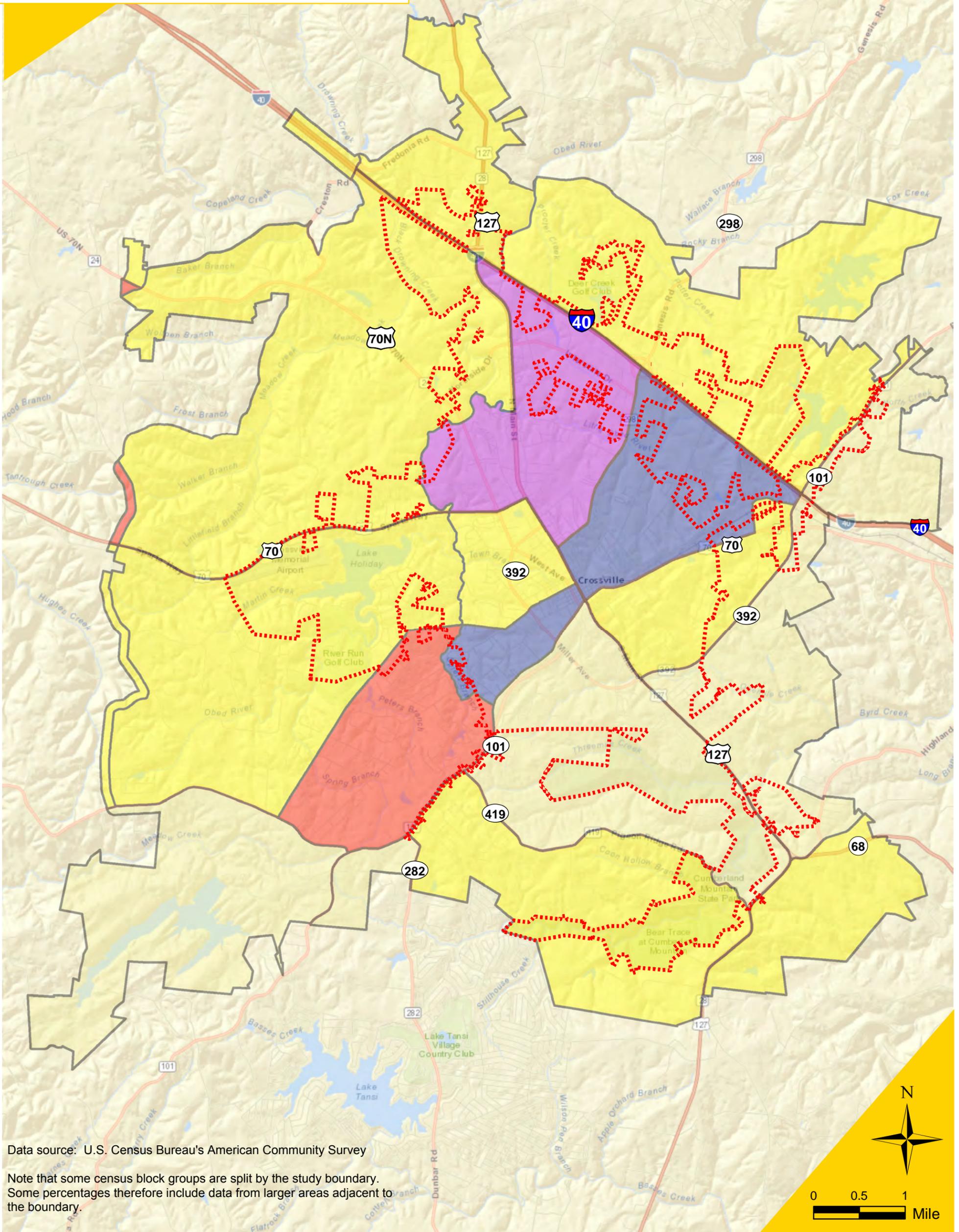
The initial step is to review local demographic and crash data in order to identify appropriate areas to be evaluated for bicycle and pedestrian needs.

Demographic Data

In this case, the City had already identified downtown as the area of focus. Some demographic data was nevertheless collected to help review the relationship between community needs and the identified opportunities and deficiencies. Specifically, information related to household vehicle ownership and income was evaluated to help identify populations for whom it may be particularly important to have access to better pedestrian and bicycle infrastructure. **Figure 15** shows the percentage of households within the study limits without access to a privately owned vehicle, based on U.S. Census data.

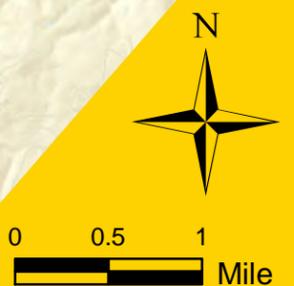
Figure 15:
Percent of Households With No Vehicle
(by Census Block Group)

- 0.0-2.0
- 2.1-5.0
- 5.1-10.0
- 10.1-15.0
- 15.1+
- City Limits



Data source: U.S. Census Bureau's American Community Survey

Note that some census block groups are split by the study boundary. Some percentages therefore include data from larger areas adjacent to the boundary.



The highest proportion of households without vehicles live on either side of Main Street in the area bordered by 4th Street and Lantana Road. The census block group area encompasses Cumberland County High School and Glenn Martin Elementary School. Therefore, sidewalks and good connectivity is important in this area to serve this population for access to the schools and downtown.

Figure 16 shows the percentage of households living below the poverty line, by census block group. According to the US Census Bureau, the current percentage of persons below the poverty level in Tennessee is 18.3 percent, well above the national level of 14.8 percent. Within the Crossville study area, several block groups have percentages of low-income populations that exceed both the state and national levels. These are primarily centered along Main Street, with additional block groups on the outer edges of the study area. A particularly high percentage is seen in the block group located west of Main Street and between 4th Street and Lantana Road, where more than 40 percent of the households live below the poverty line. As would be expected, there is a strong relationship between household income and vehicle ownership.

Other local projects are responding to a recognized need in this area, including a Safe Routes to School project which is being completed along Myrtle Avenue and 4th Street connecting to the Cumberland County High School Area. The project includes extending sidewalks along these streets to connect area residents and neighborhoods to the schools.

Crash Data

An analysis was performed for crashes that involved either a pedestrian or bicyclist from December 2010 through April 2016. During this time period a total of 25 collisions were reported. Four collisions were removed from the analysis after further review indicated that they involved a person near a parked vehicle either exiting / entering the vehicle or in a parking lot. **Figure 17** shows the distribution of the remaining crashes by type (either pedestrian or bicyclist) and by severity (fatal, incapacitating injury, non-incapacitating injury, and possible injury). Several things to note regarding these crashes based on a review of the reports include:

- Several crashes involved pedestrians in situations where the presence of alcohol was noted.
- Several crashes involved pedestrians in marked crosswalks where the driver failed to yield right of way.
- Two crashes occurred along Myrtle Avenue, which is a two-lane roadway with no shoulders and numerous residences located alongside the travel lanes. The planned Safe Routes to School project extends sidewalk through one of the reported crash locations, but does not extend completely to the other reported crash location at Evergreen Drive.

Figure 16:

**Percent of households below poverty line
(by Census Block Group)**

- 0.0-4.9
- 5.0-14.9
- 15.0-24.9
- 25.0-39.9
- 40.0+
- City Limits

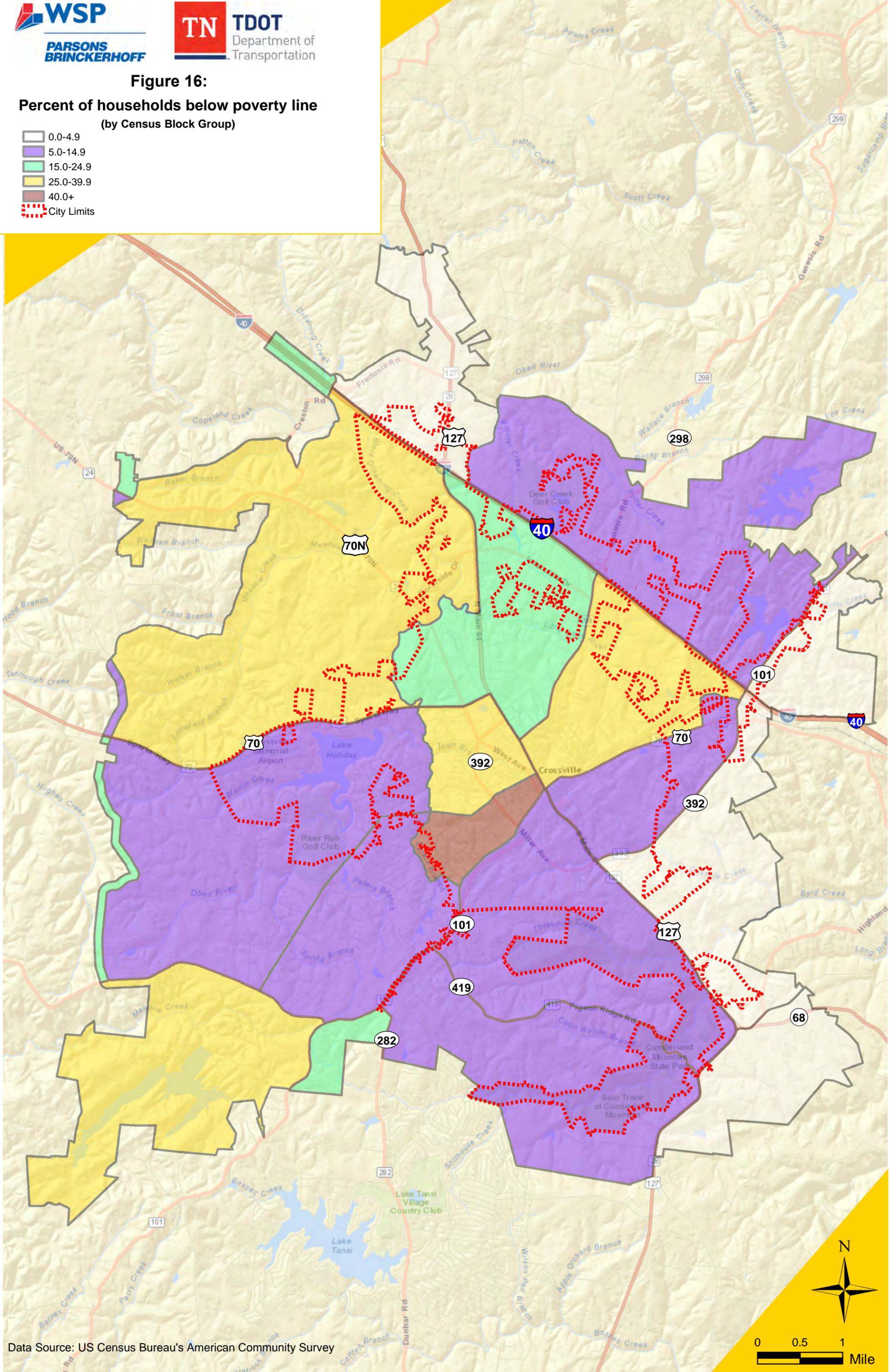
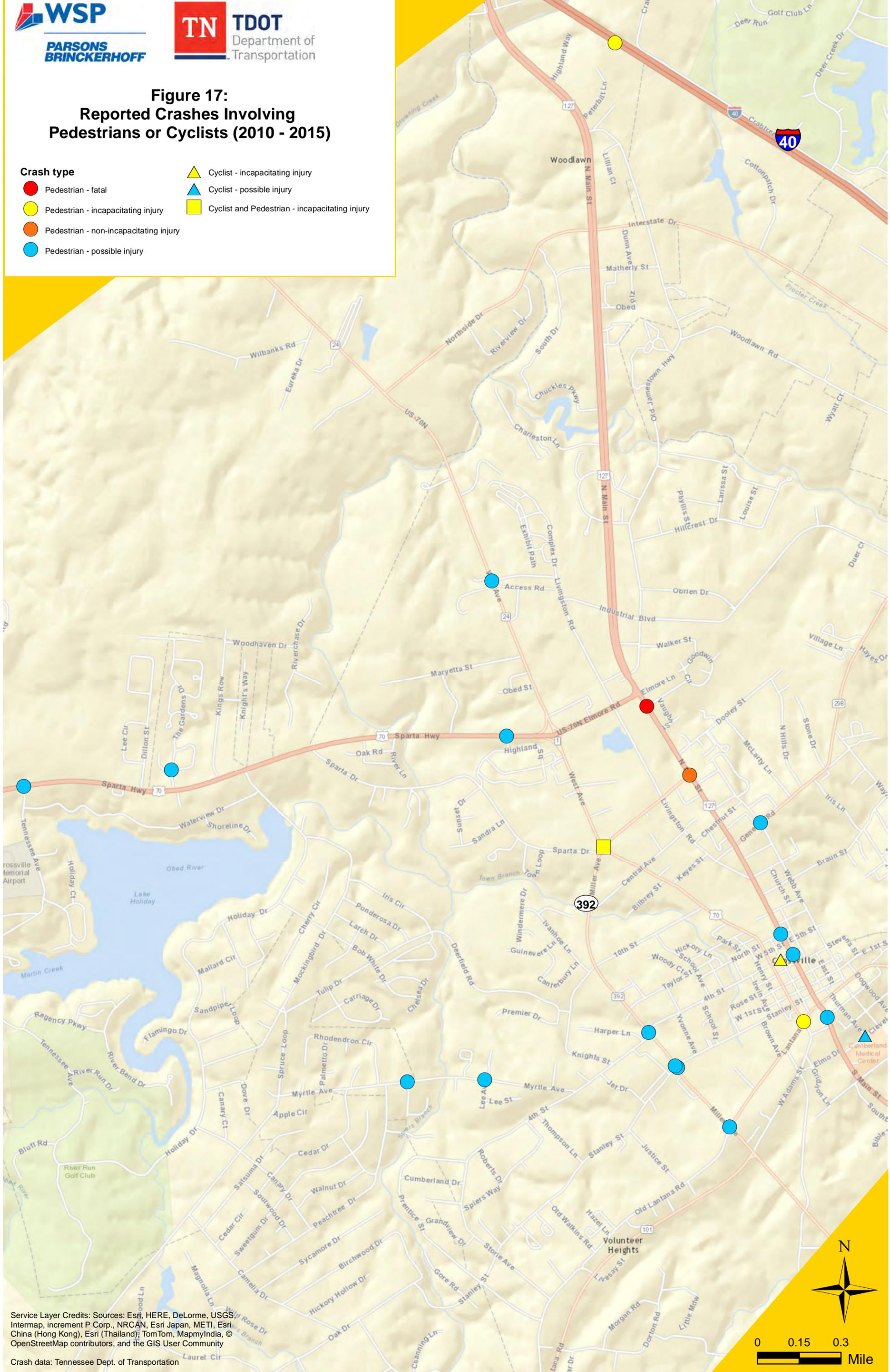


Figure 17:
Reported Crashes Involving Pedestrians or Cyclists (2010 - 2015)

- Crash type**
- Pedestrian - fatal
 - Pedestrian - incapacitating injury
 - Pedestrian - non-incapacitating injury
 - Pedestrian - possible injury
 - ▲ Cyclist - incapacitating injury
 - ▲ Cyclist - possible injury
 - Cyclist and Pedestrian - incapacitating injury



Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
Crash data: Tennessee Dept. of Transportation

Kick-off Meeting

The FHWA assessment process typically assembles a task force involving representatives from TDOT, the Federal Highway Administration division office, other local governments, regional planning organizations, and other stakeholders such as pedestrian/bicycle advocacy groups and the general public. Since the downtown Crossville assessment was completed within the framework of this study, an independent task force was not assembled. Rather, the stakeholders assembled for the Crossville Traffic Flow study formed the evaluation group for the assessment and discussed the existing conditions and information as part of the study's Progress Meeting #1 held on June 30, 2016. At its option, the City and/or TDOT can review the results with a larger stakeholder group and update the findings as appropriate.

On-site Assessment

The Bicycle and Pedestrian Safety Assessment Tool contained within FHWA's Safety Assessment report was utilized to conduct a field review of existing conditions along downtown Main Street. The assessment includes an evaluation of general characteristics of the corridor, an assessment of driver behaviors, as well as intersection evaluation. Given the number of intersections located along this corridor, the consultant team elected to use the intersection evaluation sheet for each intersection located within the downtown study area. The detailed assessment is included in **Appendix C**.

The on-site assessment was completed on June 20, 2016. The bulk of the assessment consisted of a walk audit along Main Street, between Neecham Street and Elmo Drive. The team made additional observations on side streets east and west of Main Street to determine the feasibility and necessity of improving connectivity. The team also recorded observations along Miller Avenue, a corridor west of Main Street, where downtown traffic could be potentially diverted. The team had a digital camera, a study area map, a tape measure and the Bicycle and Pedestrian Safety Tool forms.

Specific elements of the assessment include:

Curb Ramps

A curb ramp is a short ramp that slopes from a sidewalk to a roadway. Curb ramps are particularly helpful at areas of high pedestrian traffic, such as where sidewalk legs feed into crosswalks. Curb ramps provide smooth access routes between curb to crosswalk, and are essential for crosswalk entry and exit by people with disabilities. **Table 12** lists the locations with at least one missing curb ramp at the intersection approach and **Figure 18** shows these locations on a map.

Table 12: Main Street Intersections Missing One or More Curb Ramps

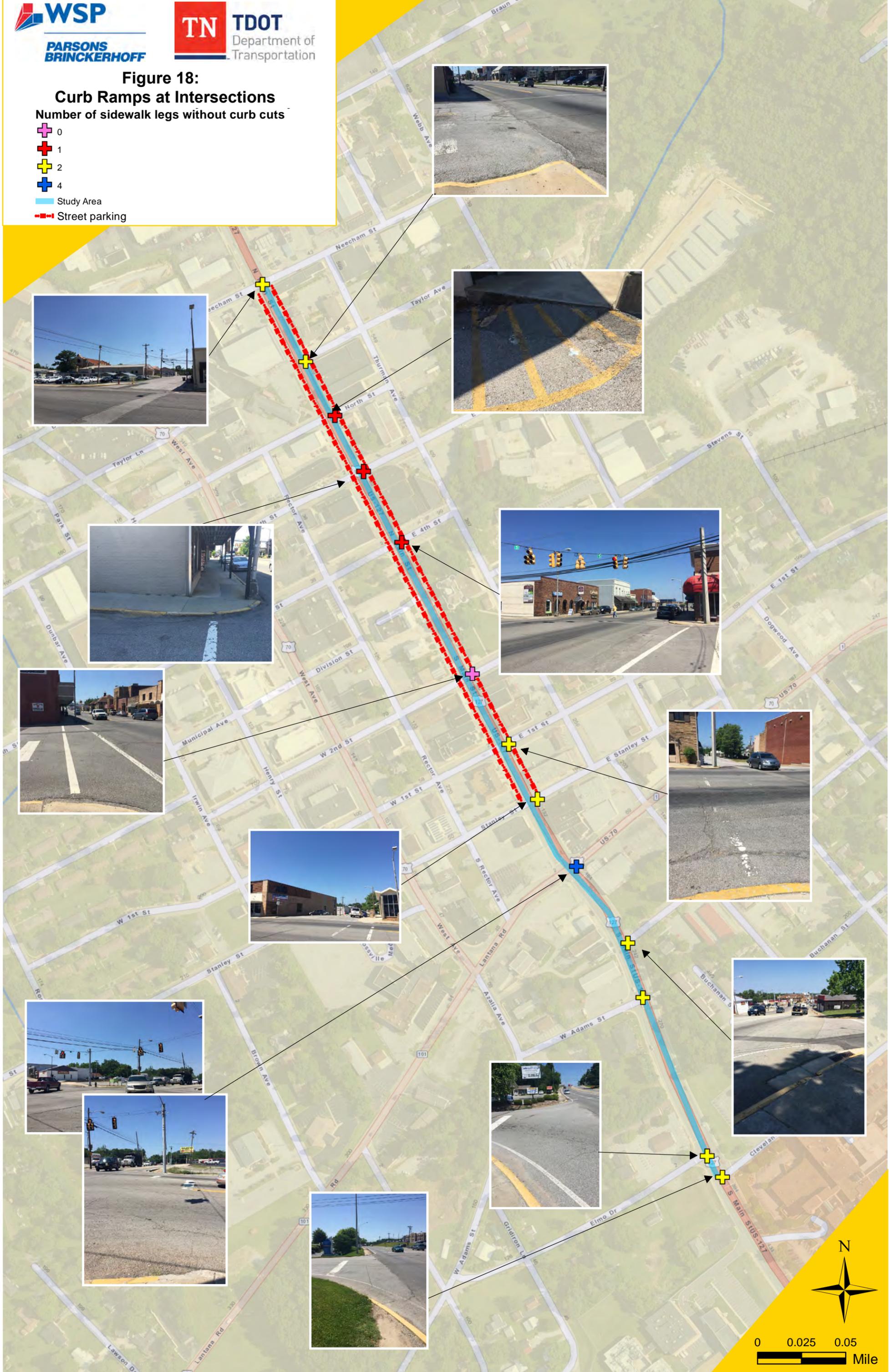
Route	Intersecting Route
Main Street (SR 28 / US 127)	Neecham St
Main Street (SR 28 / US 127)	Taylor Ave
Main Street (SR 28 / US 127)	North St
Main Street (SR 28 / US 127)	5 th St
Main Street (SR 28 / US 127)	North St
Main Street (SR 28 / US 127)	4 th St
Main Street (SR 28 / US 127)	1 st St
Main Street (SR 28 / US 127)	Stanley St
Main Street (SR 28 / US 127)	SR 1 / US 70
Main Street (SR 28 / US 127)	E Adams St
Main Street (SR 28 / US 127)	Neecham St
Main Street (SR 28 / US 127)	Taylor Ave
Main Street (SR 28 / US 127)	North St
Main Street (SR 28 / US 127)	5 th St
Main Street (SR 28 / US 127)	North St
Main Street (SR 28 / US 127)	4 th St

Figure 18:
Curb Ramps at Intersections

Number of sidewalk legs without curb cuts

- + 0
- + 1
- + 2
- + 4

— Study Area
— Street parking



0 0.025 0.05
Mile

Marked Crosswalks

Marked crosswalks direct pedestrians to appropriate crossing points and to indicate to motorists the right-of-way to yield to pedestrians. Marked crosswalks are most frequently indicated by painted striping extending across the street. They are installed where street-crossing volumes are likely to be high, primarily at the legs of intersections. A pedestrian crosswalk is implied at any intersection unless otherwise indicated, whether marked or not; however, the visual component of marked crosswalks helps to channel pedestrians to designated locations and enhance driver awareness of pedestrian traffic. **Table 13** lists the locations with no crosswalks or poorly marked crosswalks, and **Figure 19** shows these locations on a map.

Table 13: Main Street Intersections with Missing or Poorly Marked Crosswalks

Route	Intersecting Route
Main Street (SR 28 / US 127)	Neecham St
Main Street (SR 28 / US 127)	Taylor Ave
Main Street (SR 28 / US 127)	North St
Main Street (SR 28 / US 127)	4 th St
Main Street (SR 28 / US 127)	2 nd St
Main Street (SR 28 / US 127)	1 st St
Main Street (SR 28 / US 127)	SR 1 / US 70
Main Street (SR 28 / US 127)	E Adams St
Main Street (SR 28 / US 127)	Cleveland St
Main Street (SR 28 / US 127)	Neecham St
Main Street (SR 28 / US 127)	Taylor Ave
Main Street (SR 28 / US 127)	North St
Main Street (SR 28 / US 127)	4 th St
Main Street (SR 28 / US 127)	2 nd St
Main Street (SR 28 / US 127)	1 st St
Main Street (SR 28 / US 127)	SR 1 / US 70

Sidewalk Maintenance

Providing pedestrian infrastructure is helpful only if it is adequately maintained. Cracking or crumbling sidewalks are not just unsightly; they may constitute a safety hazard as the cause of trips and falls. Older persons and disabled persons are particularly vulnerable. **Table 14** lists the locations with poorly maintained sidewalks and **Figure 20** shows these locations on a map.

Table 14: Main Street Intersections – Sidewalks in Disrepair

Route	Intersecting Route
Main Street (SR 28 / US 127)	4 th St
Main Street (SR 28 / US 127)	Stanley St

Other Issues

Several other issues were identified during the assessment that form obstacles or impair the ability of pedestrians to travel along this corridor. These include areas where there are curb cuts into the sidewalk that create a tripping hazard, curb drops that go as high as 18 inches, misaligned marked crosswalks and curb ramps, as well as obstacles such as utility poles in the walking pathway. An additional concern noted for bicyclists would be the presence of storm water grates south of US 70 to Cleveland / Elmo Street. These form a potential hazard for bicyclists if a tire gets stuck between slats or strikes the edge of the grate because it is not flush with the pavement. **Figure 21** shows the locations of these issues on a map.

Figure 20:
Sidewalk Maintenance Issues

- Study Area
- - - Street parking
- Issue**
- ▣ Poorly marked crosswalk
- ▣ Sidewalk in disrepair

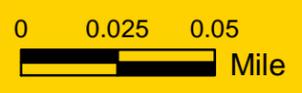
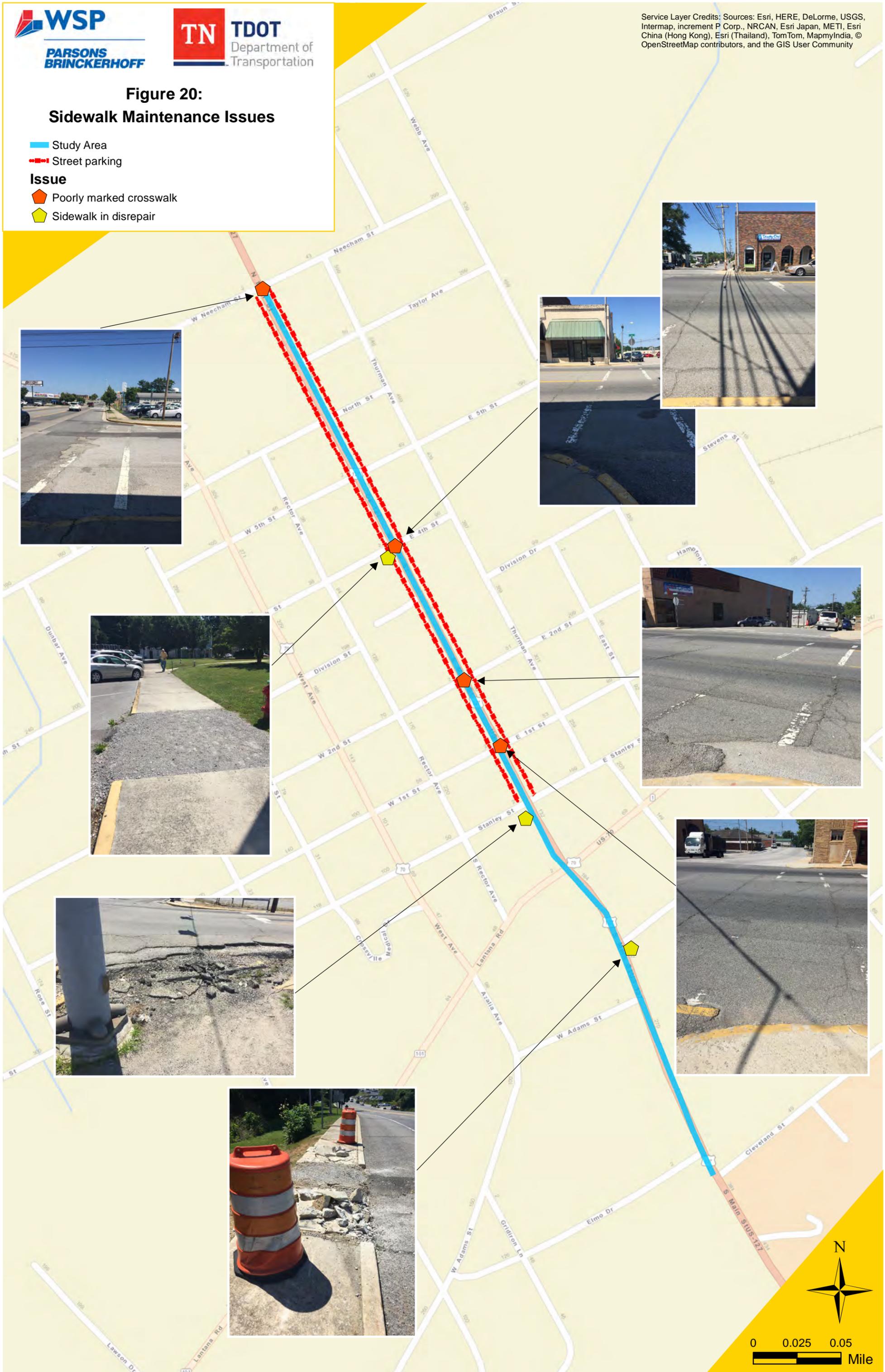
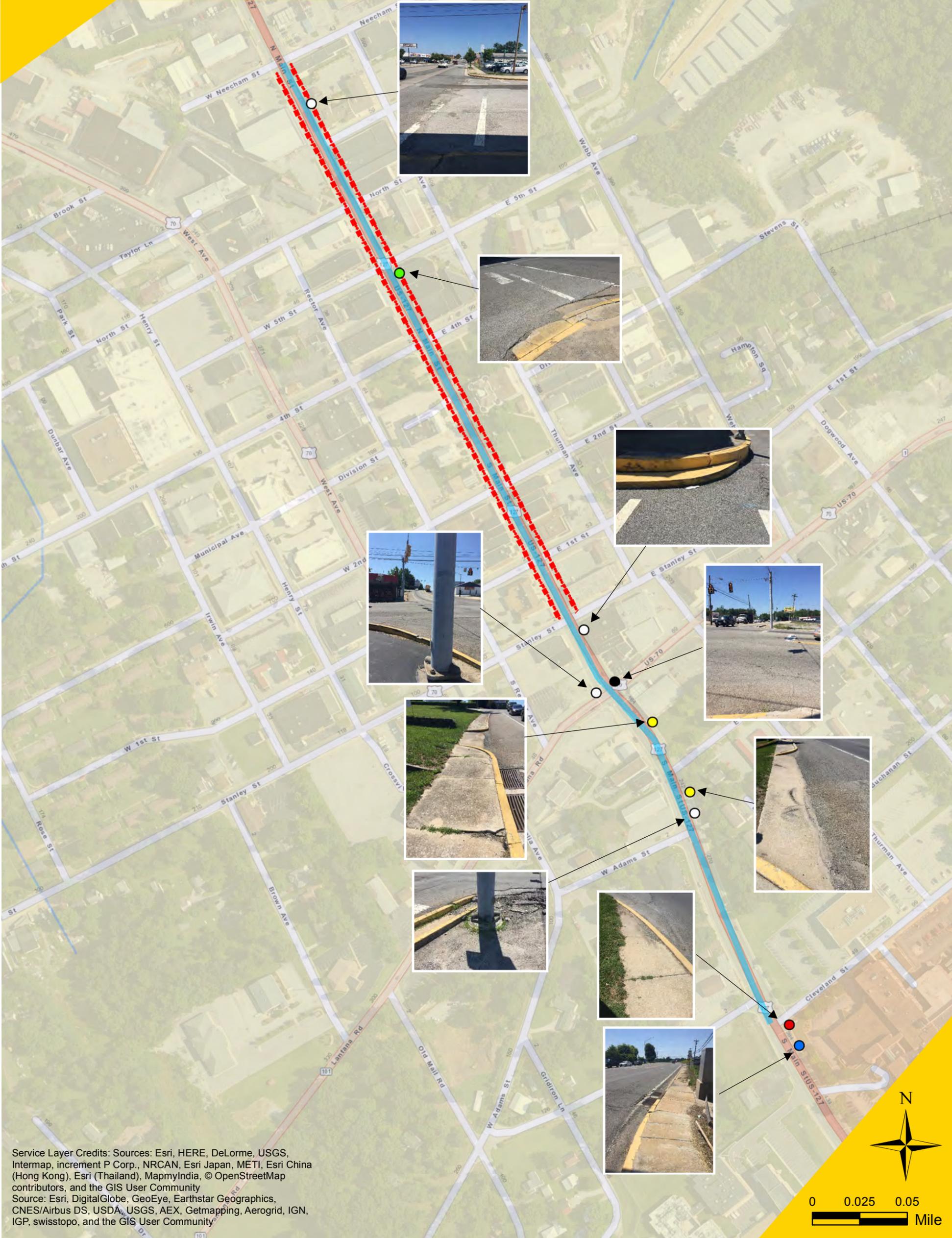


Figure 21:
Other Pedestrian Infrastructure Issues

Obstacles

- Curbs
- Dropdown/curb drop
- Sewer grates
- Tapering sidewalk
- Unaligned curb cut/crosswalk
- Utility pole

- Study Area
- Street parking



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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

At the conclusion of the field work, the team discussed its observations of downtown Crossville's bicycle and pedestrian infrastructure and potential recommendations.

The assessment team observed the following obstacles to bicycle and pedestrian safety:

- A lack of pedestrian walk signals at all Main Street intersections,
- Poorly marked, faded, or nonexistent crosswalks,
- A lack of bicycle facilities,
- Areas of poorly maintained sidewalks,
- Areas without curb cuts or curb ramps,
- Lack of alignment between curb ramps and crosswalks,
- Dropoffs between the sidewalk or curb and the street as high as 18.5 inches,
- Occasional obstacles on the sidewalk such as business signs and a utility pole,
- Sewer grates on the shoulder in a steeply sloping portion of Main Street,
- Excessive distance (>300 feet) between safe street crossings,
- Sidewalks on Main Street that taper off, limiting access to side streets, and
- Streets of 4 lanes or greater with no median.

The assessment team also identified possible opportunities for improvements:

- Install new or repaint existing crosswalks,
- Install new crosswalk signals on Main Street,
- Connect Main Street to relatively nearby parkland with a bicycle path, and
- Install Americans with Disabilities Act (ADA)-compliant curb ramps.

Conclusions

A number of challenges hinder implementation of potential corrections to the observed bicycle and pedestrian safety needs, including:

- Limited availability of right of way availability along Main Street, requiring modifications to the travel lanes if any other changes are made to the typical section. For example, in order to add bicycle lanes, the lane widths would either need to be narrowed or on-street parking removed. As on-street parking is valued by downtown businesses, there are limited options for changes to the typical section. Alternate streets may need to be considered for implementation of bicycle lanes.
- Right of Way (ROW) costs, potentially impeding the acquisition of land necessary to expand bicycle and pedestrian facilities,
- Natural topography, particularly along the southern portion of Main Street, where steep terrain and wide lanes may need to be addressed before active transportation infrastructure, especially for bicyclists, is installed,
- Competing funding priorities at State and local levels, and
- Lack of continuous communication and coordination among Federal, State, and local bicycle and pedestrian advocates.

AREA-WIDE MULTIMODAL CONNECTIVITY

Although this study is focused on improving pedestrian and bicycle mobility along downtown Main Street, additional needs have been identified outside that corridor that merit discussion in this report.

Figure 22 shows existing and proposed sidewalks in the City of Crossville based on the GIS mapping files provided by the city. The map indicates existing gaps in the system as well as other potential areas of bicycle and pedestrian need outside the downtown area.

The Assessment Team noted the following pedestrian issues off the Main Street corridor:

- Several streets within walking distance to schools, such as Stanley Street, have sidewalks on only one side of the street (i.e. Stanley Street).
- Students at the high school and elementary school do not have a safe way to cross Miller Avenue to access the schools' athletic facilities.
- Incomplete pedestrian signal equipment at the signalized intersection of Miller Avenue / Tenth Street. Two signal poles were equipped with a sign for a pedestrian push button, but the button was missing, as was the WALK/DON'T WALK signal box.
- At the signalized intersection of Miller Avenue and 10th Street, a walk signal is available for only one of the four crosswalks.
- At the signalized intersection of US 70 / Livingston Road, there are pedestrian signals available at every corner as well as crosswalks; however, there are no sidewalks to connect to the crosswalks.

Linking Downtown to Centennial Park

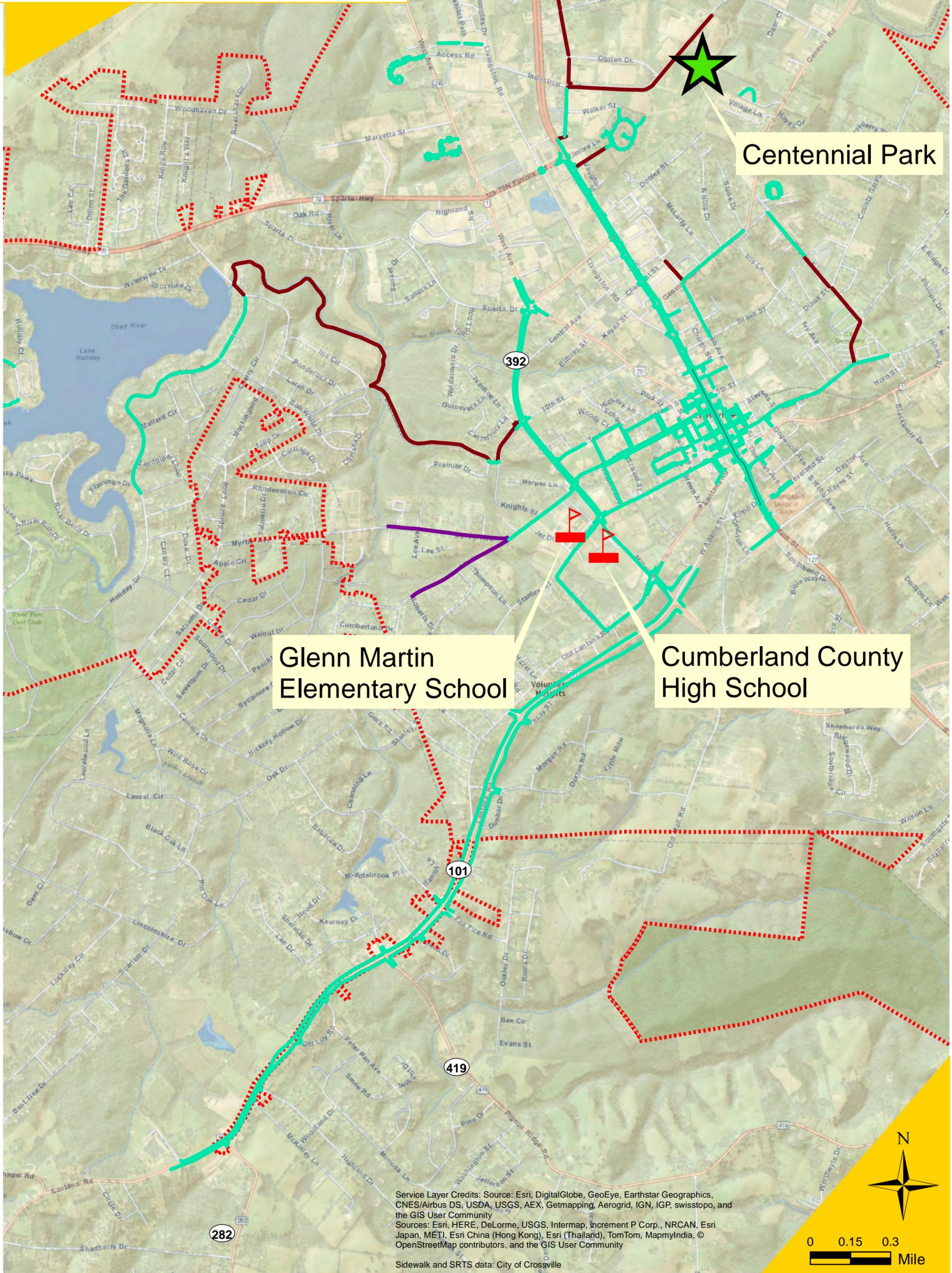
The City expressed at the project kickoff meeting (held on January 13, 2016) a desire to connect the downtown area to Centennial Park, located approximately one mile north and east of the downtown core. The City's Parks & Recreation Master Plan includes proposed sidewalk connections to the park. However, because of the distance and the relative paucity of walkable stops between downtown and Centennial Park, there may be a more promising opportunity to develop bicycle facilities to connect these areas.

Connections to the Main Street Corridor

In addition to connecting downtown area to nearby parks and schools, there are opportunities to improve links between the downtown area and surrounding neighborhoods. In particular, there is a need to develop multimodal infrastructure on streets that intersect with Main Street, thereby expanding the network and residents' access to community activities.

**Figure 22:
Sidewalk Network (Existing and Proposed)**

- Sidewalks
- Proposed Sidewalks
- Safe Routes to School Project
- - - City Limits



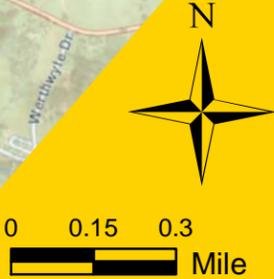
Centennial Park

Glenn Martin Elementary School

Cumberland County High School

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Sidewalk and SRTS data: City of Crossville



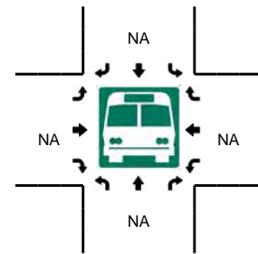
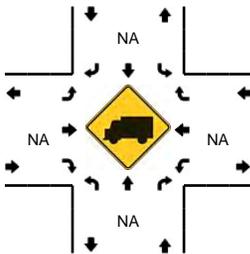
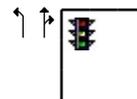
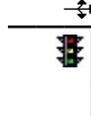
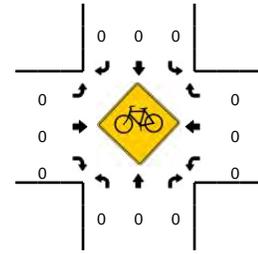
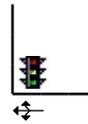
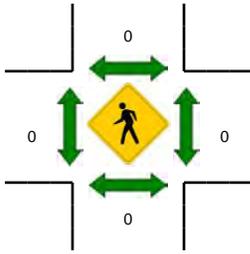
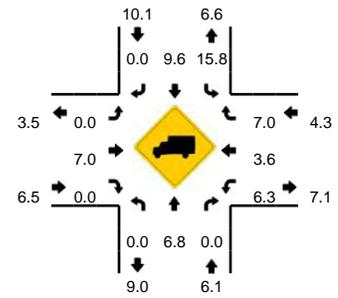
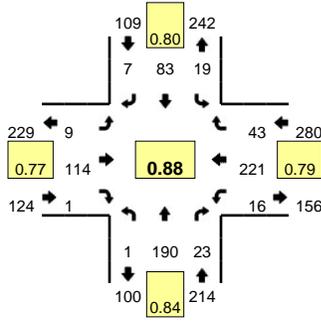
Appendix A: Turning Movement Counts

Route	Intersecting Route
1st Street	Webb Avenue
Elmore Road	Livingston Road
Genesis Road (SR 398)	I-40 Eastbound Ramps
Genesis Road (SR 398)	I-40 Westbound Ramps
Genesis Road (SR 398)	Cook Road / Crabtree Road
Genesis Road (SR 398)	Webb Avenue
Genesis Road (SR 398)	Interstate Drive
Lantana Road (SR 1 / SR 101/ US 70)	West Avenue (SR 1 / US 70) / Azalia Avenue
Lantana Road (SR 1 / SR 101/ US 70)	Main Street (SR 28 / US 127)
Lantana Road (SR 101)	Dunbar Road (SR 282)
Lantana Road (SR 101) / Adams Street	Miller Avenue (SR 392)
Lantana Road (SR 101) / Old Lantana Road	Miller Avenue (SR 392)
Main Street (SR 28 / US 127)	I-40 Westbound Ramps
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive
Main Street (SR 28 / US 127)	Elmore Road
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North
Main Street (SR 28 / US 127)	Woodmere Mall
Main Street (SR 28 / US 127)	Genesis Road (SR 398) / Penfield Street
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive
Main Street (SR 28 / US 127)	Obed Plaza
Main Street (SR 28 / US 127)	Lowe's
Main Street (SR 28 / US 127)	Industrial Boulevard
Main Street (SR 28 / US 127)	4th Street
Main Street (SR 28 / US 127)	1st Street
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) South
Miller Avenue (SR 392)	Livingston Road
Miller Avenue (SR 392)	10th Street
Miller Avenue (SR 392)	4th Street
Miller Avenue (SR 392)	Stanley Street
Peavine Road (SR 101)	I-40 Eastbound Ramps
Peavine Road (SR 101)	I-40 Westbound Ramps
Sparta Highway (SR 1 / US 70)	Northside Drive / Tennessee Avenue
Sparta Highway (SR 1 / US 70)	Highland Square
West Avenue (SR 1 / US 70)	Miller Avenue (SR 392)
West Avenue (SR 1 / US 70)	4th Street
West Avenue (SR 1 / US 70)	Stanley Street
West Avenue (SR 1/ US 70 / SR 24/ US70N)	Sparta Highway (SR 1 / US 70) / Elmore Road
West Avenue (SR 24 / US 70N)	Northside Drive

LOCATION: Webb Ave -- 1st St
CITY/STATE: Crossville, TN

QC JOB #: 13577175
DATE: Tue, Apr 19 2016

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



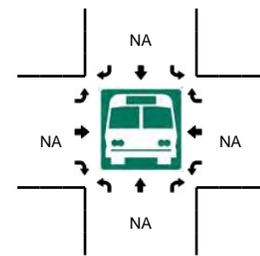
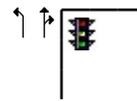
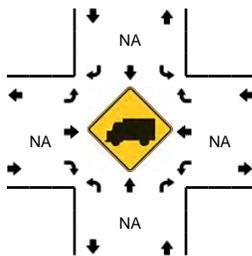
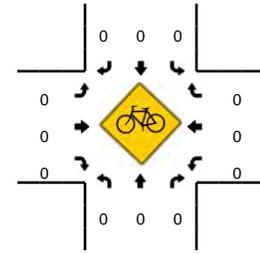
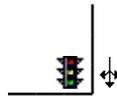
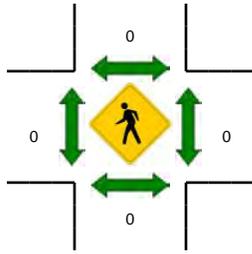
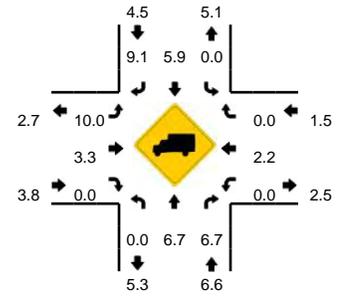
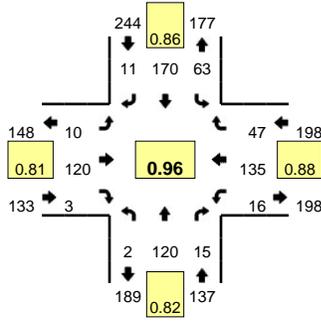
15-Min Count Period Beginning At	Webb Ave (Northbound)				Webb Ave (Southbound)				1st St (Eastbound)				1st St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	31	3	0	4	26	2	0	3	29	0	0	2	26	2	0	128	
7:15 AM	0	49	13	0	7	23	1	0	1	42	0	0	2	51	10	0	199	
7:30 AM	0	47	5	0	3	26	2	0	4	29	1	0	7	69	13	0	206	
7:45 AM	0	61	3	0	5	15	1	0	1	22	0	0	3	67	12	0	190	723
8:00 AM	1	33	2	0	4	19	3	0	3	21	0	0	4	34	8	0	132	727
8:15 AM	0	22	3	0	5	22	1	0	5	24	0	0	2	36	14	0	134	662
8:30 AM	1	23	1	0	4	22	2	0	1	23	0	0	4	33	18	0	132	588
8:45 AM	2	30	2	0	12	21	4	0	6	23	1	0	0	34	13	0	148	546
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	188	20	0	12	104	8	0	16	116	4	0	28	276	52	0	824	
Heavy Trucks	0	8	0		0	8	0		0	8	0		0	16	4		44	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Webb Ave -- 1st St
CITY/STATE: Crossville, TN

QC JOB #: 13577176
DATE: Tue, Apr 19 2016

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



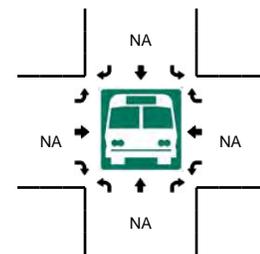
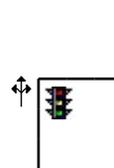
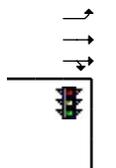
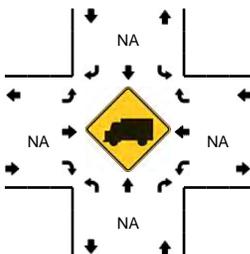
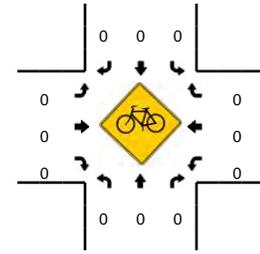
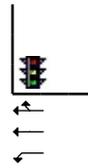
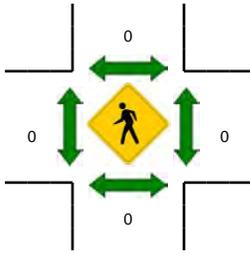
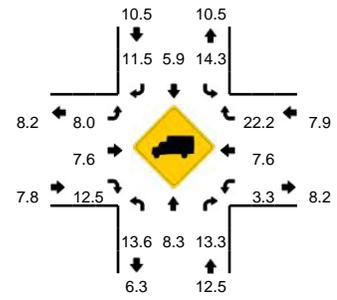
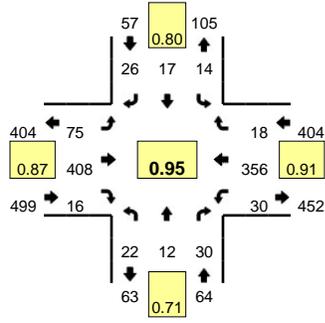
15-Min Count Period Beginning At	Webb Ave (Northbound)				Webb Ave (Southbound)				1st St (Eastbound)				1st St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	37	4	0	17	45	5	0	1	28	1	0	3	35	9	0	186	
4:15 PM	1	32	3	0	14	35	1	0	6	36	0	0	5	35	16	0	184	
4:30 PM	0	24	4	0	20	48	4	0	2	31	1	0	4	37	8	0	183	
4:45 PM	0	27	4	0	12	42	1	0	1	25	1	0	4	28	14	0	159	712
5:00 PM	0	26	6	0	16	51	3	0	3	30	0	0	3	27	7	0	172	698
5:15 PM	0	20	4	0	9	29	1	0	3	28	3	0	3	36	8	0	144	658
5:30 PM	0	19	2	0	9	28	4	0	2	17	1	0	3	29	10	0	124	599
5:45 PM	0	17	1	0	9	26	2	0	1	19	0	0	5	31	6	0	117	557
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	4	148	16	0	68	180	20	0	4	112	4	0	12	140	36	0	744	
Heavy Trucks	0	16	4		0	16	4		0	4	0		0	8	0		52	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Livingston Rd -- Elmore Rd
CITY/STATE: Crossville, TN

QC JOB #: 13577105
DATE: Tue, Apr 19 2016

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



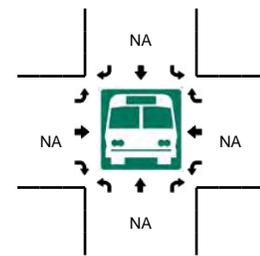
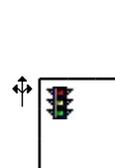
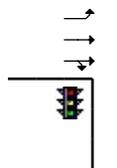
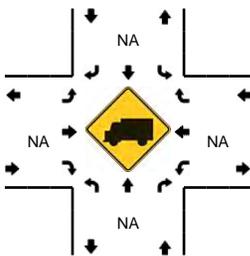
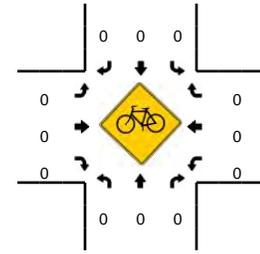
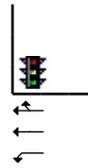
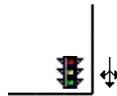
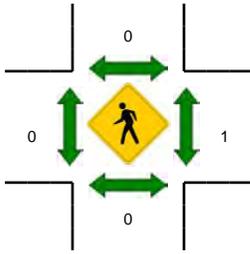
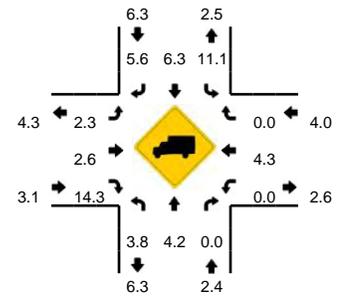
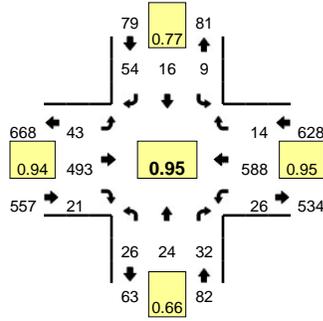
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	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	2	3	0	3	2	3	0	10	69	2	0	2	63	2	0	162	
7:15 AM	2	4	6	0	0	1	8	0	11	78	3	0	10	70	3	0	196	
7:30 AM	1	2	8	0	0	1	6	0	15	87	3	0	9	70	3	0	205	
7:45 AM	6	4	6	0	2	4	9	0	18	120	5	0	10	83	3	0	270	833
8:00 AM	3	4	6	0	4	4	4	0	16	91	3	0	7	83	2	0	227	898
8:15 AM	4	0	11	0	5	5	4	0	21	102	3	0	8	98	6	0	267	969
8:30 AM	9	4	7	0	3	4	9	0	20	95	5	0	5	92	7	0	260	1024
8:45 AM	4	9	13	0	4	4	11	0	10	93	2	0	5	93	2	0	250	1004
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	16	24	0	8	16	36	0	72	480	20	0	40	332	12	0	1080	
Heavy Trucks	4	4	4		4	0	0		16	48	0		0	16	4		100	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: Livingston Rd -- Elmore Rd
CITY/STATE: Crossville, TN

QC JOB #: 13577142
DATE: Tue, Apr 19 2016

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

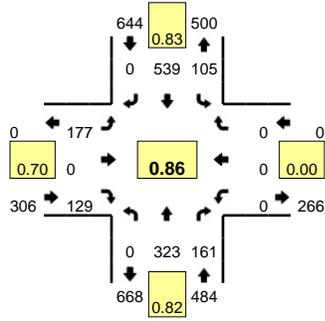


15-Min Count Period Beginning At	Livingston Rd (Northbound)				Livingston Rd (Southbound)				Elmore Rd (Eastbound)				Elmore Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:00 PM	4	13	14	0	2	5	14	0	6	125	5	0	4	159	3	0	354		
4:15 PM	9	3	10	0	0	5	18	0	17	109	3	0	5	135	6	0	320		
4:30 PM	9	2	4	0	5	5	11	0	11	129	8	0	11	141	3	0	339		
4:45 PM	4	6	4	0	2	1	11	0	9	130	5	0	6	153	2	0	333	1346	
5:00 PM	4	5	5	0	0	10	18	0	7	116	4	0	9	123	3	0	304	1296	
5:15 PM	8	4	1	0	1	1	17	0	14	117	2	0	11	131	0	0	307	1283	
5:30 PM	3	6	3	0	4	2	11	0	8	91	2	0	10	116	2	0	258	1202	
5:45 PM	2	0	3	0	1	0	8	0	7	96	2	0	5	93	0	0	217	1086	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	16	52	56	0	8	20	56	0	24	500	20	0	16	636	12	0	1416		
Heavy Trucks	0	0	0		0	4	0		0	24	4		0	36	0		68		
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

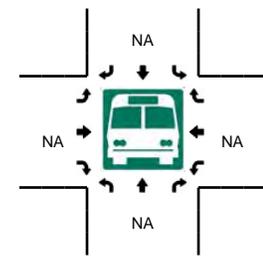
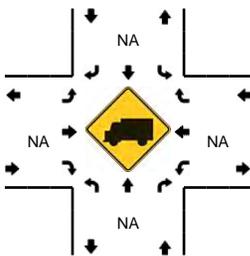
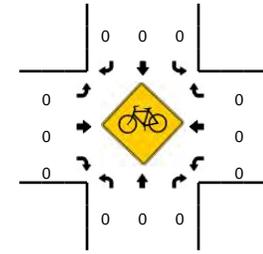
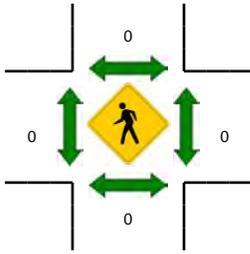
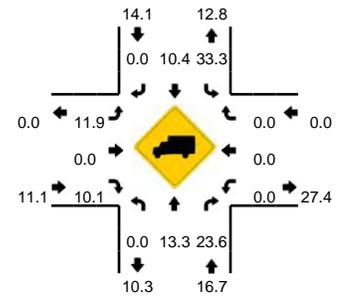
Comments:

LOCATION: Genesis Rd -- I 40 EB On/Off Ramp
CITY/STATE: Crossville, TN

QC JOB #: 13577118
DATE: Tue, Apr 19 2016



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

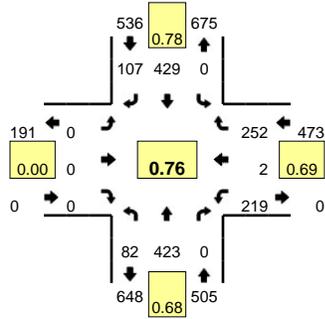


15-Min Count Period Beginning At	Genesis Rd (Northbound)				Genesis Rd (Southbound)				I 40 EB On/Off Ramp (Eastbound)				I 40 EB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	92	36	0	18	115	0	0	31	0	37	0	0	0	0	0	329	
7:15 AM	0	104	43	0	33	127	0	0	83	0	26	0	0	0	0	0	416	
7:30 AM	0	75	34	0	37	158	0	0	47	0	27	0	0	0	0	0	378	
7:45 AM	0	52	48	0	17	139	0	0	16	0	39	0	0	0	0	0	311	1434
8:00 AM	0	39	46	0	11	91	0	0	15	0	18	0	0	0	0	0	220	1325
8:15 AM	0	46	43	0	13	100	0	0	16	0	28	0	0	0	0	0	246	1155
8:30 AM	0	50	44	0	10	97	0	0	14	1	24	0	0	0	0	0	240	1017
8:45 AM	2	60	45	0	20	77	0	0	9	0	26	0	0	0	0	0	239	945
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	416	172	0	132	508	0	0	332	0	104	0	0	0	0	0	1664	
Heavy Trucks	0	52	56		48	64	0		28	0	12		0	0	0		260	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

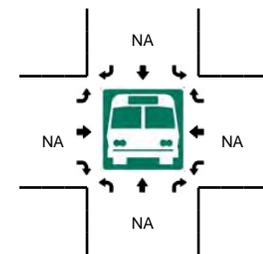
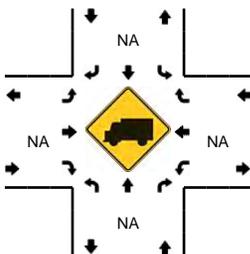
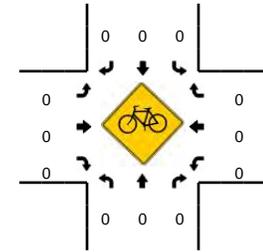
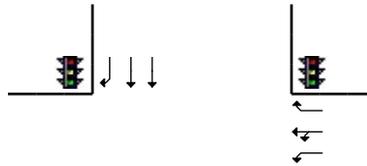
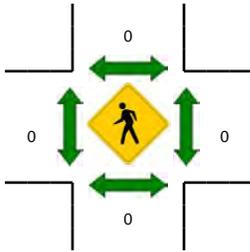
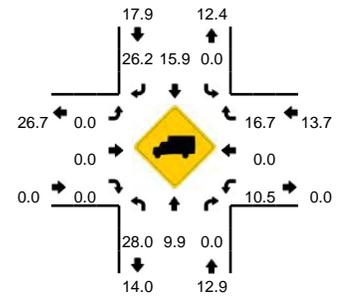
Comments:

LOCATION: Genesis Rd -- I 40 WB On/Off Ramp
CITY/STATE: Cumberland, TN

QC JOB #: 13577119
DATE: Tue, Apr 19 2016



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

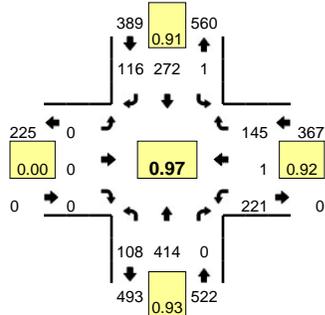


15-Min Count Period Beginning At	Genesis Rd (Northbound)				Genesis Rd (Southbound)				I 40 WB On/Off Ramp (Eastbound)				I 40 WB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	40	84	0	0	0	83	23	0	0	0	0	0	51	0	40	0	321	
7:15 AM	15	171	0	0	0	114	29	0	0	0	0	0	47	1	123	0	500	
7:30 AM	11	110	0	0	0	142	30	0	0	0	0	0	52	0	71	0	416	
7:45 AM	16	58	0	0	0	90	25	0	0	0	0	0	69	1	18	0	277	1514
8:00 AM	9	44	0	0	0	46	22	0	0	0	0	0	56	0	17	0	194	1387
8:15 AM	14	48	0	0	0	47	19	0	0	0	0	0	65	1	8	0	202	1089
8:30 AM	18	47	0	0	0	45	11	0	0	0	0	0	61	0	28	0	210	883
8:45 AM	19	48	0	0	0	62	24	0	0	0	0	0	38	0	26	0	217	823
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	684	0	0	0	456	116	0	0	0	0	0	188	4	492	0	2000	
Heavy Trucks	24	60	0	0	0	96	20	0	0	0	0	0	16	0	68	0	284	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

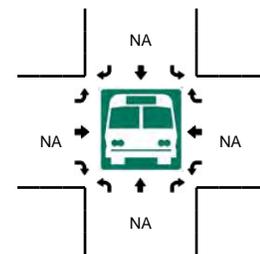
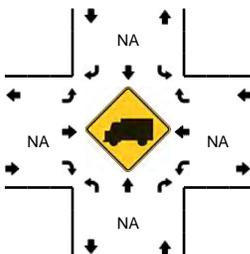
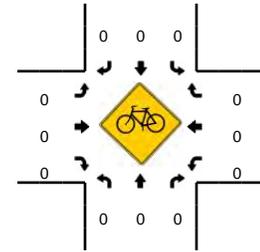
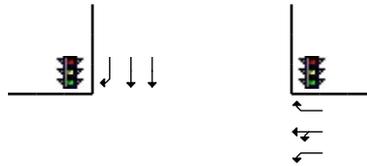
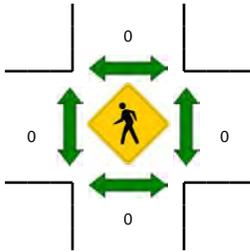
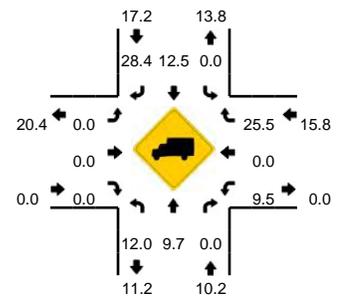
Comments:

LOCATION: Genesis Rd -- I 40 WB On/Off Ramp
CITY/STATE: Cumberland, TN

QC JOB #: 13577156
DATE: Tue, Apr 19 2016



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



15-Min Count Period Beginning At	Genesis Rd (Northbound)				Genesis Rd (Southbound)				I 40 WB On/Off Ramp (Eastbound)				I 40 WB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	42	83	0	0	0	67	24	0	0	0	0	0	52	1	25	0	294	
4:15 PM	25	99	0	0	0	64	28	0	0	0	0	0	48	0	44	0	308	
4:30 PM	24	103	0	0	0	75	23	0	0	0	0	0	59	0	26	0	310	
4:45 PM	22	95	0	0	0	56	32	1	0	0	0	0	66	0	38	0	310	1222
5:00 PM	37	100	0	0	0	62	31	0	0	0	0	0	57	0	41	0	328	1256
5:15 PM	25	116	0	0	0	79	30	0	0	0	0	0	39	1	40	0	330	1278
5:30 PM	23	86	0	0	0	66	25	1	0	0	0	0	53	0	47	0	301	1269
5:45 PM	19	70	0	0	0	70	34	0	0	0	0	0	39	1	27	0	260	1219

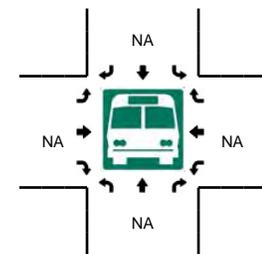
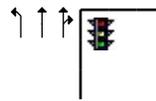
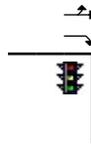
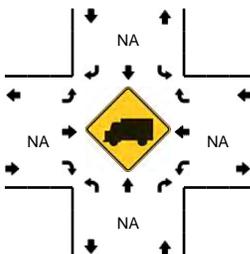
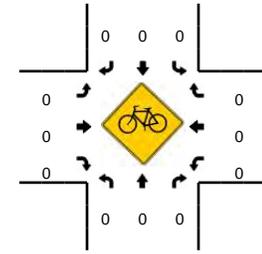
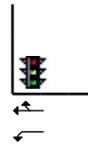
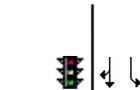
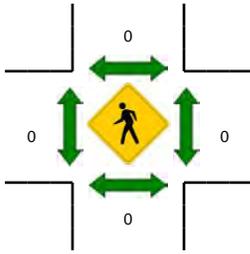
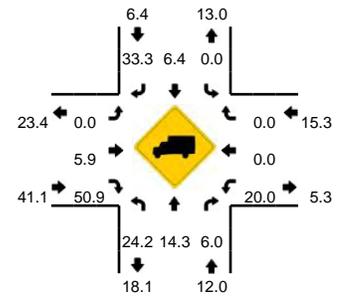
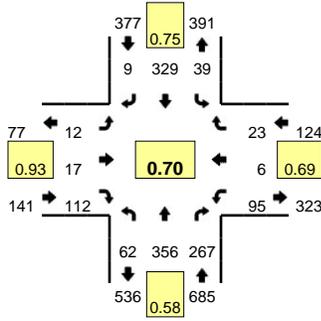
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	100	464	0	0	0	316	120	0	0	0	0	0	156	4	160	0	1320	
Heavy Trucks	16	44	0	0	0	36	28	0	0	0	0	0	8	0	32	0	164	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Genesis Rd -- Crabtree Rd/Cook Rd
CITY/STATE: Cumberland, TN

QC JOB #: 13577120
DATE: Tue, Apr 19 2016

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

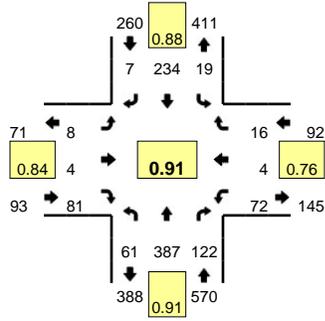


15-Min Count Period Beginning At	Genesis Rd (Northbound)				Genesis Rd (Southbound)				Crabtree Rd/Cook Rd (Eastbound)				Crabtree Rd/Cook Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	66	54	0	8	63	2	0	2	6	30	0	14	0	3	0	254	
7:15 AM	22	149	125	0	19	96	0	0	2	5	24	0	25	1	4	0	472	
7:30 AM	15	106	63	0	10	113	3	0	7	6	25	0	33	2	10	0	393	
7:45 AM	19	35	25	0	2	57	4	0	1	0	33	0	23	3	6	0	208	1327
8:00 AM	9	32	22	0	4	40	1	0	0	1	23	0	4	0	1	0	137	1210
8:15 AM	6	28	22	0	3	32	1	0	2	1	28	0	7	1	2	0	133	871
8:30 AM	13	46	16	0	2	30	0	0	2	0	19	0	7	0	2	0	137	615
8:45 AM	21	40	14	0	3	56	1	0	2	2	23	0	9	0	1	0	172	579
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	596	500	0	76	384	0	0	8	20	96	0	100	4	16	0	1888	
Heavy Trucks	12	68	48		0	8	0		0	0	60		48	0	0		244	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

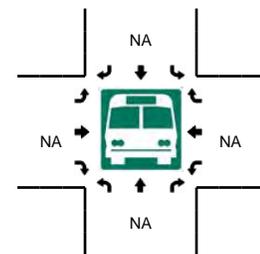
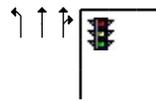
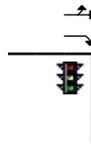
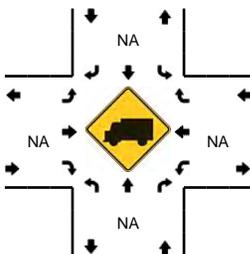
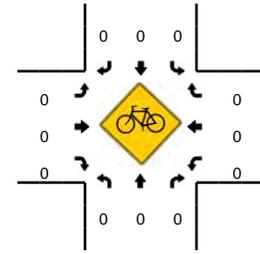
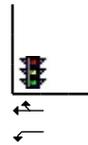
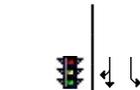
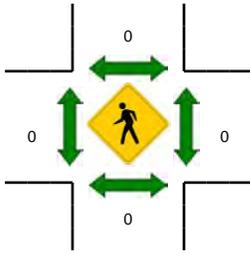
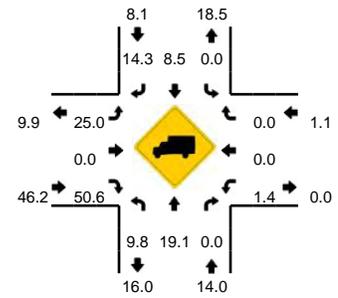
Comments:

LOCATION: Genesis Rd -- Crabtree Rd/Cook Rd
CITY/STATE: Cumberland, TN

QC JOB #: 13577157
DATE: Tue, Apr 19 2016



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

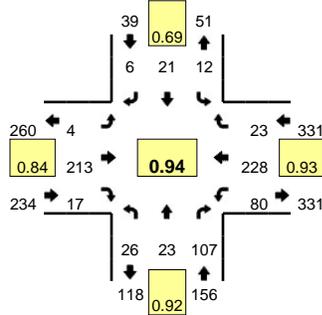


15-Min Count Period Beginning At	Genesis Rd (Northbound)				Genesis Rd (Southbound)				Crabtree Rd/Cook Rd (Eastbound)				Crabtree Rd/Cook Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	76	14	0	1	50	2	0	2	0	22	0	12	1	3	0	202	
4:15 PM	21	105	18	0	0	57	1	0	1	2	28	0	13	0	5	0	251	
4:30 PM	17	92	26	0	1	61	2	0	4	1	17	0	16	0	5	0	242	
4:45 PM	18	77	38	0	3	57	1	0	2	1	24	0	11	2	2	0	236	931
5:00 PM	20	100	22	0	6	56	1	0	3	2	19	0	15	1	4	0	249	978
5:15 PM	10	106	39	1	5	68	3	0	1	1	22	0	21	0	2	0	279	1006
5:30 PM	12	104	23	0	5	53	2	0	2	0	16	0	25	1	8	0	251	1015
5:45 PM	14	57	26	0	4	59	6	0	2	1	20	0	21	0	5	0	215	994
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	424	156	4	20	272	12	0	4	4	88	0	84	0	8	0	1116	
Heavy Trucks	8	68	0		0	12	0		4	0	52		0	0	0		144	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

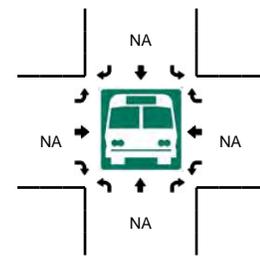
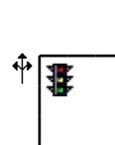
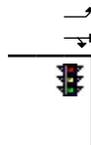
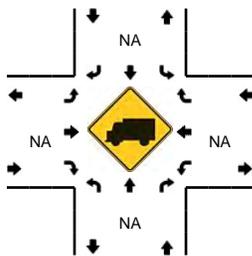
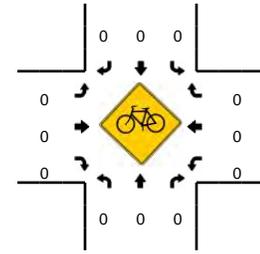
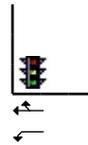
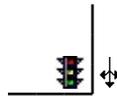
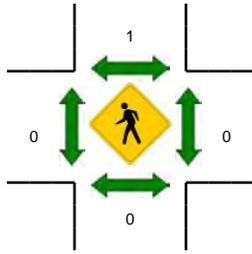
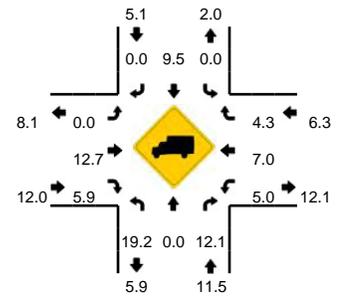
Comments:

LOCATION: Webb Ave -- Genesis Rd
CITY/STATE: Cumberland, TN

QC JOB #: 13577116
DATE: Tue, Apr 19 2016



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

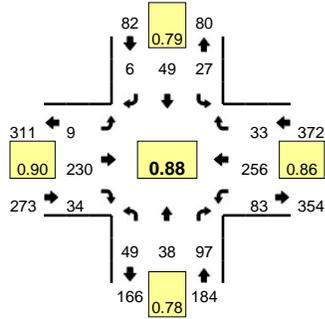


15-Min Count Period Beginning At	Webb Ave (Northbound)				Webb Ave (Southbound)				Genesis Rd (Eastbound)				Genesis Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	2	24	0	3	4	0	0	1	36	4	0	24	58	4	0	165	
7:15 AM	7	7	27	0	5	6	0	0	1	69	1	0	19	53	7	0	202	
7:30 AM	5	8	28	0	1	6	3	1	0	48	6	0	23	60	6	0	195	
7:45 AM	9	6	28	0	2	5	3	0	2	60	6	0	14	57	6	0	198	760
8:00 AM	11	5	17	0	5	5	2	0	0	42	3	0	15	49	0	0	154	749
8:15 AM	5	11	17	0	3	6	1	0	1	49	4	0	18	32	2	0	149	696
8:30 AM	10	6	19	0	5	4	1	0	5	46	8	0	12	49	7	0	172	673
8:45 AM	12	8	11	0	5	12	1	0	1	35	9	0	13	41	6	0	154	629
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	28	28	108	0	20	24	0	0	4	276	4	0	76	212	28	0	808	
Heavy Trucks	8	0	20		0	0	0		0	36	0		0	16	0		80	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

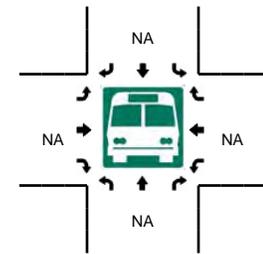
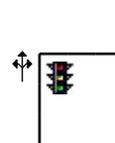
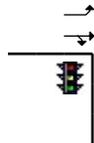
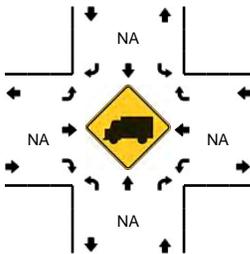
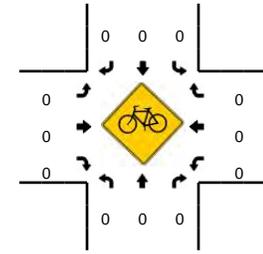
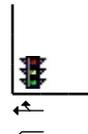
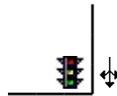
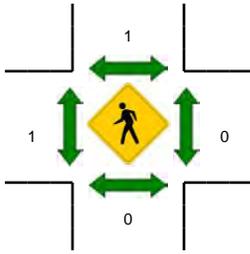
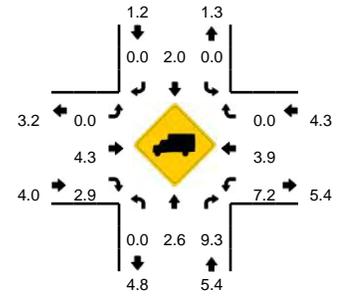
Comments:

LOCATION: Webb Ave -- Genesis Rd
CITY/STATE: Cumberland, TN

QC JOB #: 13577153
DATE: Tue, Apr 19 2016



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



15-Min Count Period Beginning At	Webb Ave (Northbound)				Webb Ave (Southbound)				Genesis Rd (Eastbound)				Genesis Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	18	31	0	10	9	2	0	4	59	9	0	25	72	11	0	260	
4:15 PM	19	7	22	0	8	10	1	0	3	60	6	0	16	55	7	0	214	
4:30 PM	9	7	22	0	6	18	2	0	1	63	12	0	21	74	4	0	239	
4:45 PM	11	6	22	0	3	12	1	0	1	48	7	0	21	55	11	0	198	911
5:00 PM	10	12	18	0	7	11	1	0	1	54	3	0	31	61	7	0	216	867
5:15 PM	9	6	17	0	10	8	1	0	4	52	7	0	14	52	5	0	185	838
5:30 PM	4	7	17	0	4	8	2	0	0	43	6	0	15	45	6	0	157	756
5:45 PM	6	3	9	0	7	10	1	0	1	48	4	0	15	32	5	0	141	699

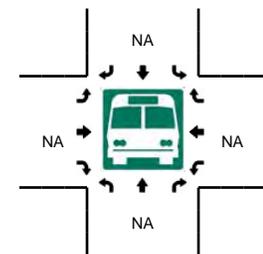
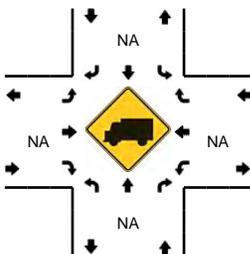
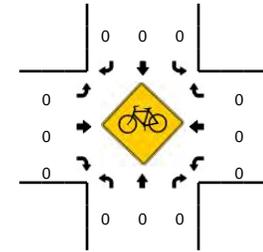
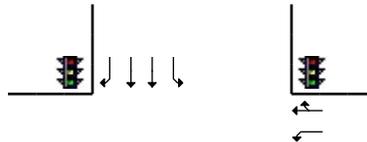
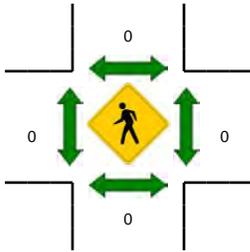
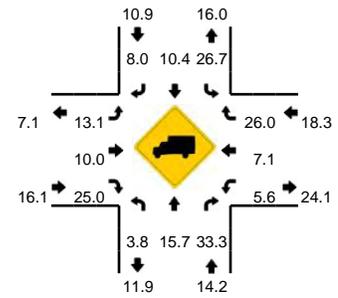
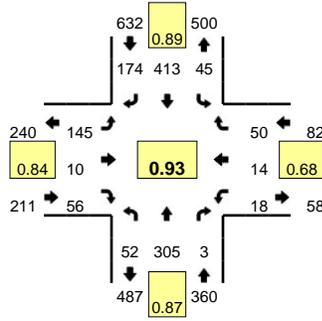
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	72	124	0	40	36	8	0	16	236	36	0	100	288	44	0	1040	
Heavy Trucks	0	4	20		0	4	0		0	12	0		12	12	0		64	
Pedestrians	0	0	0		0	4	0		0	0	0		0	0	0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		

Comments:

LOCATION: Genesis Rd -- Interstate Dr
CITY/STATE: Cumberland, TN

QC JOB #: 13577117
DATE: Tue, Apr 19 2016

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

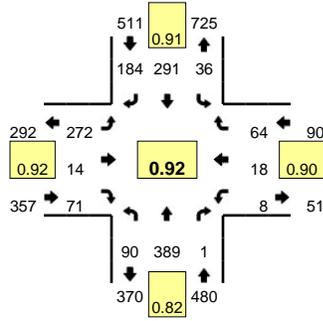


15-Min Count Period Beginning At	Genesis Rd (Northbound)				Genesis Rd (Southbound)				Interstate Dr (Eastbound)				Interstate Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	80	1	0	10	93	31	0	40	3	8	0	7	0	9	0	290	
7:15 AM	11	91	1	0	3	119	37	0	43	4	16	0	4	4	12	0	345	
7:30 AM	15	80	0	0	17	109	51	0	25	2	16	0	3	1	11	0	330	
7:45 AM	18	54	1	0	15	92	55	0	37	1	16	0	4	9	18	0	320	1285
8:00 AM	17	49	3	0	9	65	36	0	26	1	12	0	4	3	11	0	236	1231
8:15 AM	18	54	2	0	8	76	40	0	30	3	12	0	4	0	12	0	259	1145
8:30 AM	14	56	0	0	7	91	25	0	30	4	14	0	1	1	16	0	259	1074
8:45 AM	19	48	0	0	5	60	31	0	39	2	7	0	1	1	16	0	229	983
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	44	364	4	0	12	476	148	0	172	16	64	0	16	16	48	0	1380	
Heavy Trucks	0	80	0	0	4	64	24	0	8	0	12	0	0	0	4	0	196	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

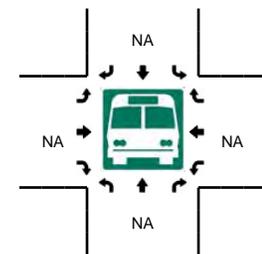
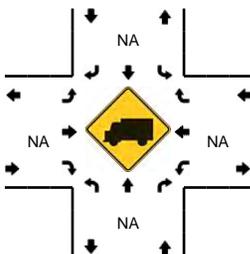
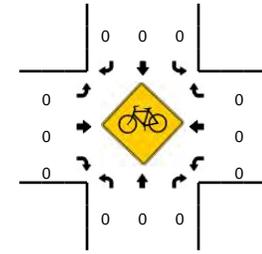
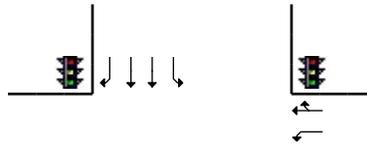
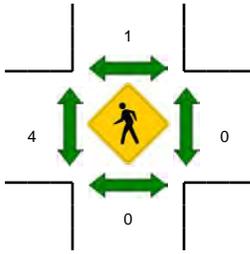
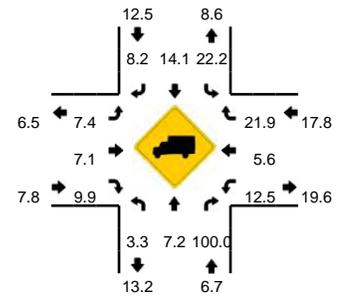
Comments:

LOCATION: Genesis Rd -- Interstate Dr
CITY/STATE: Cumberland, TN

QC JOB #: 13577154
DATE: Tue, Apr 19 2016



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

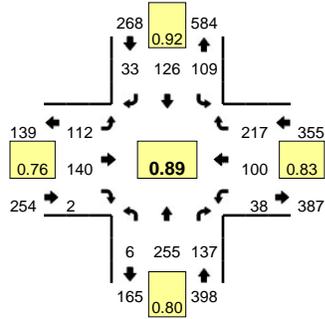


15-Min Count Period Beginning At	Genesis Rd (Northbound)				Genesis Rd (Southbound)				Interstate Dr (Eastbound)				Interstate Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	31	115	0	0	8	71	44	0	72	5	21	0	2	5	15	0	389	
4:15 PM	12	86	0	0	9	67	35	0	74	2	15	0	2	4	17	0	323	
4:30 PM	25	94	1	0	14	77	51	0	73	1	19	0	4	5	16	0	380	
4:45 PM	22	94	0	0	5	76	54	0	53	6	16	0	0	4	16	0	346	1438
5:00 PM	23	88	0	0	9	76	43	0	79	5	14	0	1	4	11	0	353	1402
5:15 PM	25	71	1	0	8	53	38	0	78	2	11	0	1	3	18	0	309	1388
5:30 PM	17	68	0	0	7	68	47	0	73	6	13	0	0	2	16	0	317	1325
5:45 PM	6	54	1	0	11	44	44	0	60	0	19	0	3	3	12	0	257	1236
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	124	460	0	0	32	284	176	0	288	20	84	0	8	20	60	0		1556
Heavy Trucks	0	32	0	0	8	48	0	0	36	4	4	0	4	0	24	0	160	
Pedestrians	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

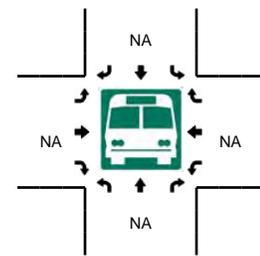
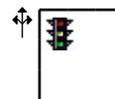
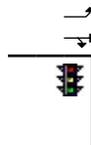
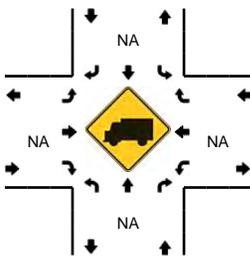
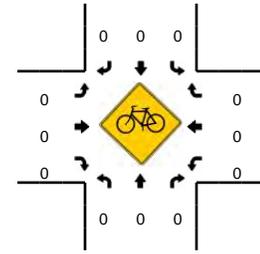
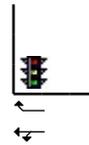
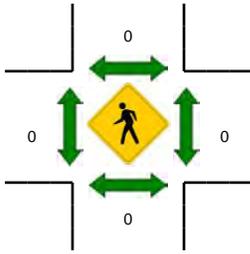
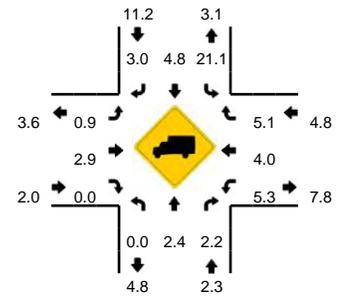
Comments:

LOCATION: West Ave/Azalia Ave -- Lantana Rd/US 70
CITY/STATE: Crossville, TN

QC JOB #: 13577101
DATE: Tue, Apr 19 2016



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

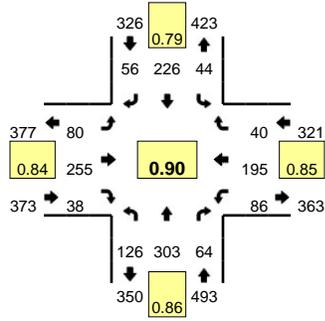


15-Min Count Period Beginning At	West Ave/Azalia Ave (Northbound)				West Ave/Azalia Ave (Southbound)				Lantana Rd/US 70 (Eastbound)				Lantana Rd/US 70 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	44	27	0	27	20	7	0	18	25	0	0	12	17	39	0	237	
7:15 AM	2	57	46	0	24	31	13	0	31	43	1	0	8	23	44	0	323	
7:30 AM	1	60	36	0	33	32	7	0	43	41	0	0	6	30	65	1	355	
7:45 AM	2	94	28	0	25	43	6	0	20	31	1	0	11	30	69	0	360	1275
8:00 AM	3	34	19	0	27	25	5	0	9	21	3	0	6	14	57	0	223	1261
8:15 AM	0	44	21	0	22	27	4	0	7	15	3	0	5	19	54	0	221	1159
8:30 AM	1	34	16	0	33	20	12	0	6	11	2	0	15	16	47	0	213	1017
8:45 AM	2	41	19	0	39	22	7	0	6	21	3	0	4	20	44	0	228	885
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	376	112	0	100	172	24	0	80	124	4	0	44	120	276	0	1440	
Heavy Trucks	0	4	4		16	8	0		0	8	0		4	8	8		60	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

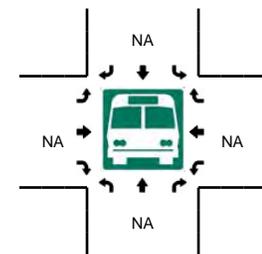
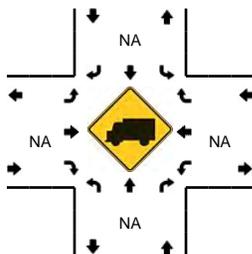
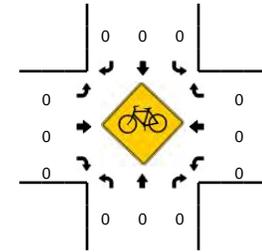
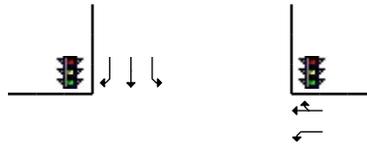
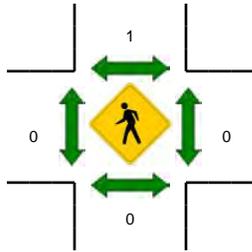
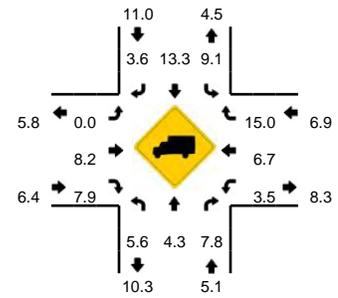
Comments:

LOCATION: S Main St (US 127) -- Lantana Rd
CITY/STATE: Cumberland, TN

QC JOB #: 13577123
DATE: Tue, Apr 19 2016



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

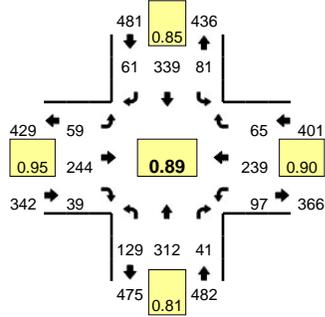


15-Min Count Period Beginning At	S Main St (US 127) (Northbound)				S Main St (US 127) (Southbound)				Lantana Rd (Eastbound)				Lantana Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	17	76	12	0	7	44	9	0	18	55	7	0	13	43	10	0	311	
7:15 AM	24	57	22	0	12	54	14	0	25	83	6	0	19	40	9	0	365	
7:30 AM	36	95	13	0	8	45	16	0	24	70	13	0	23	56	6	0	405	
7:45 AM	38	80	19	0	12	76	18	0	20	54	8	0	21	59	15	0	420	1501
8:00 AM	28	71	10	0	12	51	8	0	11	48	11	0	23	40	10	0	323	1513
8:15 AM	25	70	8	0	8	61	9	0	20	32	8	0	13	48	9	0	311	1459
8:30 AM	18	79	16	0	16	50	14	0	8	43	6	0	19	42	11	0	322	1376
8:45 AM	22	77	10	0	10	55	6	0	16	43	10	0	16	40	12	0	317	1273
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	152	320	76	0	48	304	72	0	80	216	32	0	84	236	60	0	1680	
Heavy Trucks	4	12	4		4	36	0		0	24	4		8	12	12		120	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

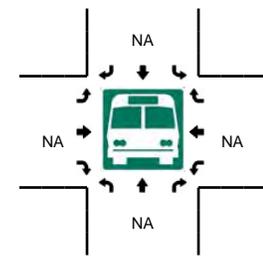
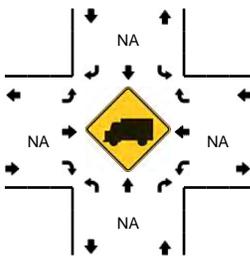
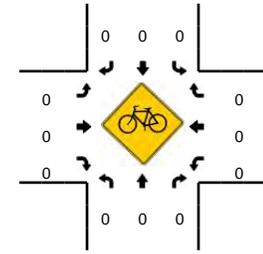
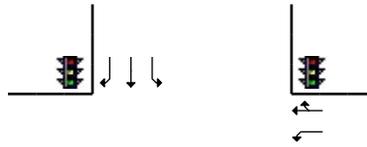
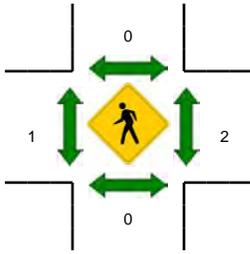
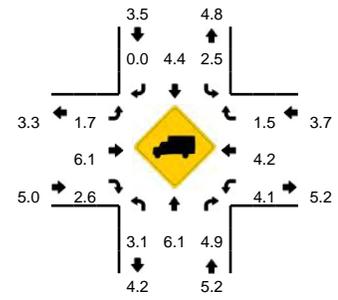
Comments:

LOCATION: S Main St (US 127) -- Lantana Rd
CITY/STATE: Cumberland, TN

QC JOB #: 13577160
DATE: Tue, Apr 19 2016



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



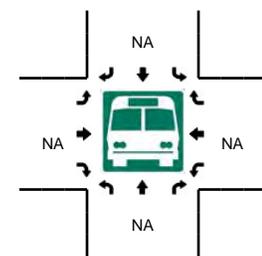
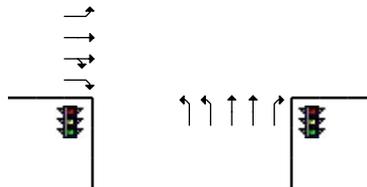
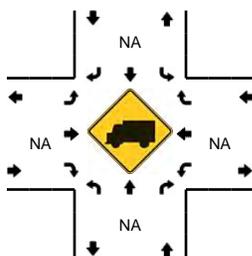
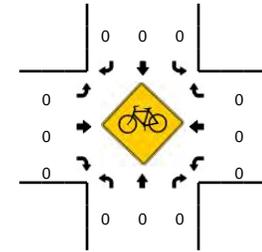
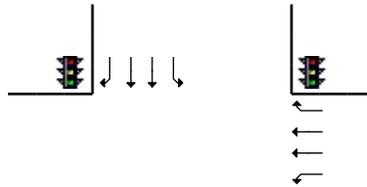
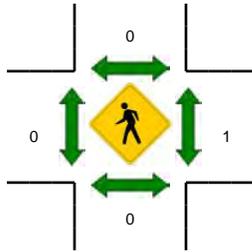
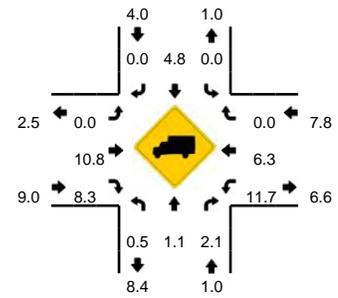
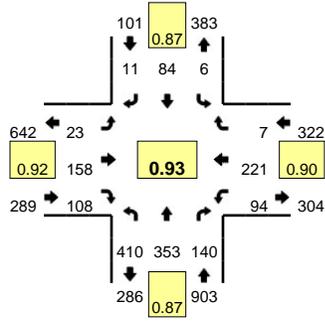
15-Min Count Period Beginning At	S Main St (US 127) (Northbound)				S Main St (US 127) (Southbound)				Lantana Rd (Eastbound)				Lantana Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	37	97	14	0	20	100	21	0	21	59	9	0	32	50	20	0	480	
4:15 PM	39	64	8	0	11	85	12	0	14	63	10	0	15	65	13	0	399	
4:30 PM	23	75	13	0	24	70	14	0	11	65	14	0	30	70	15	0	424	
4:45 PM	30	76	6	0	26	84	14	0	13	57	6	0	20	54	17	0	403	1706
5:00 PM	26	83	13	0	17	87	12	0	12	61	12	0	24	79	12	0	438	1664
5:15 PM	20	61	6	0	20	76	17	0	13	51	9	0	19	49	14	0	355	1620
5:30 PM	22	51	8	0	21	56	10	0	11	42	5	0	12	52	12	0	302	1498
5:45 PM	21	55	6	0	18	66	13	0	9	37	3	0	13	31	19	0	291	1386
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	148	388	56	0	80	400	84	0	84	236	36	0	128	200	80	0	1920	
Heavy Trucks	4	12	4		0	8	0		4	16	0		12	12	4		76	
Pedestrians		0				0				4				8			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Lantana Rd/W Adams St -- Miller Ave
CITY/STATE: Cumberland, TN

QC JOB #: 13577112
DATE: Tue, Apr 19 2016

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

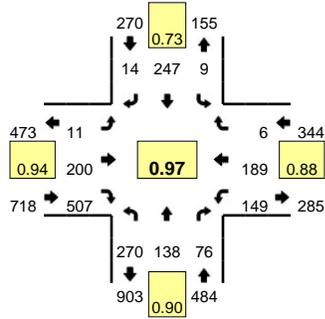


15-Min Count Period Beginning At	Lantana Rd/W Adams St (Northbound)				Lantana Rd/W Adams St (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	73	73	27	0	0	26	3	0	7	30	23	0	28	40	3	0	333	
7:15 AM	127	93	29	0	3	24	2	0	3	34	27	0	29	59	1	0	431	
7:30 AM	102	84	36	0	1	14	3	0	5	56	25	0	22	66	1	0	415	
7:45 AM	108	103	48	0	2	20	3	0	8	38	33	0	15	56	2	0	436	1615
8:00 AM	72	60	30	0	2	11	2	0	2	30	36	0	19	24	0	0	288	1570
8:15 AM	66	47	32	0	0	20	5	0	5	34	45	0	16	26	1	0	297	1436
8:30 AM	67	43	27	0	1	23	1	0	3	40	37	0	17	28	3	0	290	1311
8:45 AM	78	47	24	0	2	12	3	0	6	30	49	0	18	33	0	0	302	1177
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	432	412	192	0	8	80	12	0	32	152	132	0	60	224	8	0	1744	
Heavy Trucks	0	4	0		0	4	0		0	12	16		16	24	0		76	
Pedestrians	0	0	0		0	0	0		0	0	0		0	4	0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

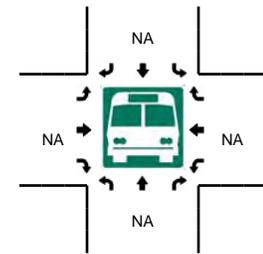
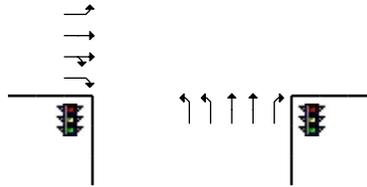
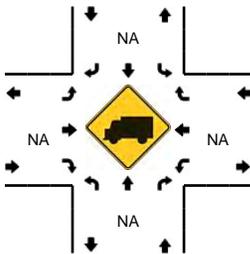
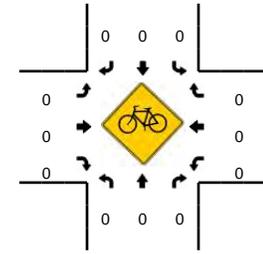
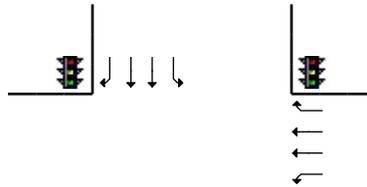
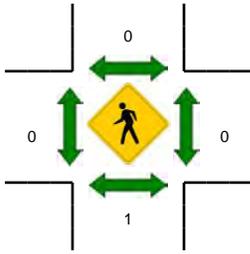
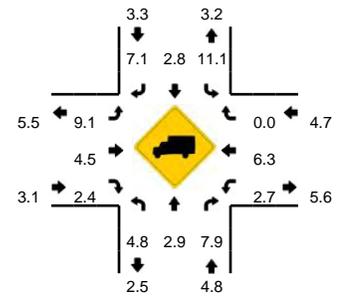
Comments:

LOCATION: Lantana Rd/W Adams St -- Miller Ave
CITY/STATE: Cumberland, TN

QC JOB #: 13577149
DATE: Tue, Apr 19 2016



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

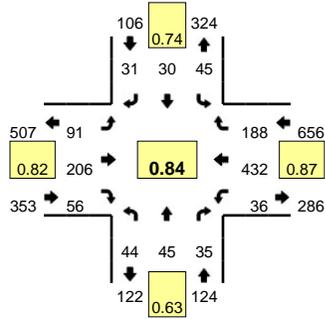


15-Min Count Period Beginning At	Lantana Rd/W Adams St (Northbound)				Lantana Rd/W Adams St (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	62	31	18	0	3	49	5	0	3	53	137	0	42	46	0	0	449	
4:15 PM	65	24	11	0	2	68	5	0	3	54	104	0	32	42	4	0	414	
4:30 PM	69	39	17	0	2	51	4	0	4	47	144	0	34	47	3	0	461	
4:45 PM	67	38	30	0	1	43	1	0	3	56	127	0	42	58	0	0	466	1790
5:00 PM	52	24	14	0	4	85	4	0	2	47	126	0	38	51	2	0	449	1790
5:15 PM	82	37	15	0	2	68	5	0	2	50	110	0	35	33	1	0	440	1816
5:30 PM	58	23	12	0	2	44	3	0	2	38	110	0	30	35	1	0	358	1713
5:45 PM	59	27	12	0	1	29	0	0	1	44	99	0	29	27	0	0	328	1575
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	268	152	120	0	4	172	4	0	12	224	508	0	168	232	0	0		1864
Heavy Trucks	8	8	12		0	4	0		0	16	12		12	8	0		80	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

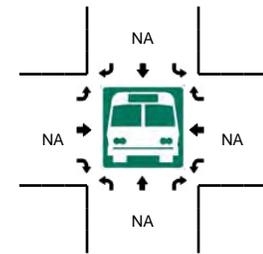
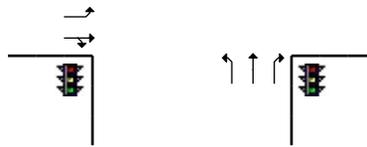
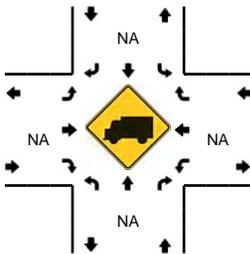
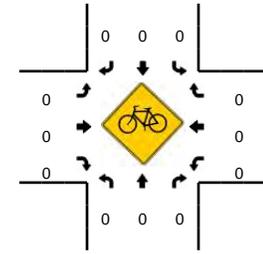
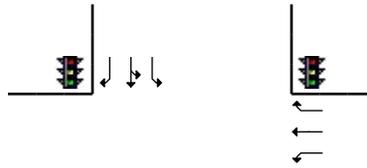
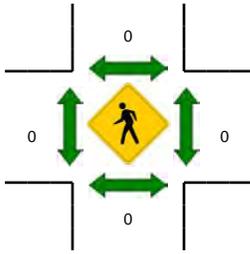
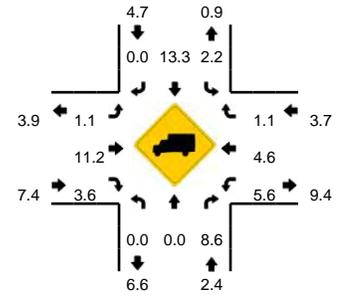
Comments:

LOCATION: Old Lantana Rd/Lantana Rd -- Miller Ave
CITY/STATE: Crossville, TN

QC JOB #: 13577111
DATE: Tue, Apr 19 2016



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

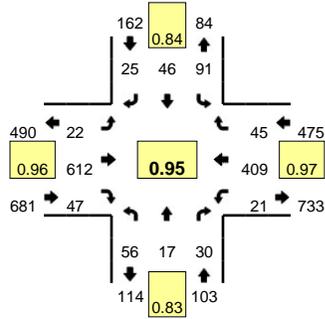


15-Min Count Period Beginning At	Old Lantana Rd/Lantana Rd (Northbound)				Old Lantana Rd/Lantana Rd (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	7	7	0	8	4	8	0	17	42	9	0	4	86	28	0	227	
7:15 AM	13	12	3	0	15	8	13	0	31	48	20	0	10	112	67	0	352	
7:30 AM	19	13	17	0	15	12	6	0	35	53	19	0	13	119	48	0	369	
7:45 AM	5	13	8	0	7	6	4	0	8	63	8	0	9	115	45	0	291	1239
8:00 AM	11	5	4	0	9	3	1	0	6	56	2	0	5	67	26	0	195	1207
8:15 AM	6	5	5	0	12	6	3	0	5	66	9	0	0	76	18	0	211	1066
8:30 AM	7	5	5	0	10	5	2	0	4	66	6	0	3	79	15	0	207	904
8:45 AM	7	4	5	0	11	4	4	0	5	71	6	0	4	96	16	0	233	846
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	76	52	68	0	60	48	24	0	140	212	76	0	52	476	192	0	1476	
Heavy Trucks	0	0	8		0	4	0		4	20	0		0	28	0		64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

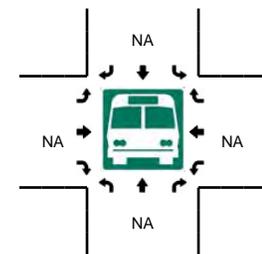
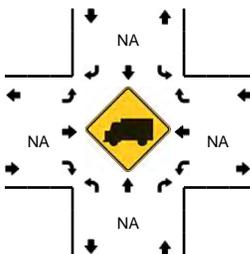
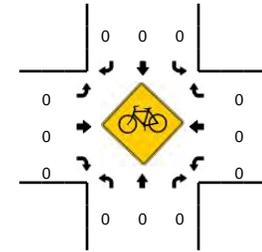
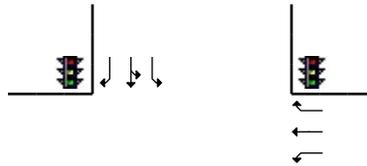
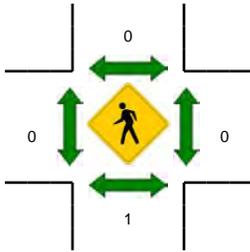
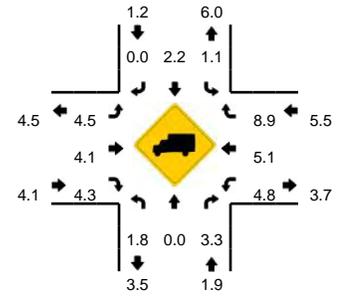
Comments:

LOCATION: Old Lantana Rd/Lantana Rd -- Miller Ave
CITY/STATE: Crossville, TN

QC JOB #: 13577148
DATE: Tue, Apr 19 2016



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

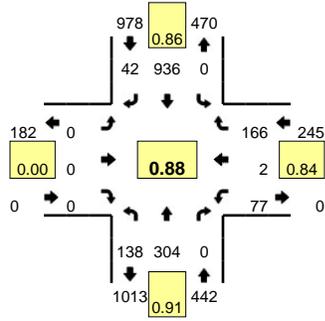


15-Min Count Period Beginning At	Old Lantana Rd/Lantana Rd (Northbound)				Old Lantana Rd/Lantana Rd (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	5	7	0	32	14	3	0	4	151	11	0	5	92	18	0	351	
4:15 PM	13	3	7	0	8	8	9	0	4	149	6	0	7	97	11	0	322	
4:30 PM	15	6	7	0	28	10	7	0	4	155	19	0	5	105	13	0	374	
4:45 PM	19	3	9	0	23	14	6	0	10	157	11	0	4	115	3	0	374	1421
5:00 PM	6	5	9	0	24	25	3	0	6	144	6	0	3	99	11	0	341	1411
5:15 PM	9	4	3	0	23	8	4	0	3	140	8	0	5	96	11	0	314	1403
5:30 PM	8	8	7	0	14	11	1	0	1	130	10	0	8	80	6	0	284	1313
5:45 PM	7	6	6	0	8	4	3	0	2	125	6	0	2	77	6	0	252	1191
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	24	28	0	112	40	28	0	16	620	76	0	20	420	52	0	1496	
Heavy Trucks	0	0	0		0	0	0		0	32	0		0	28	8		68	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

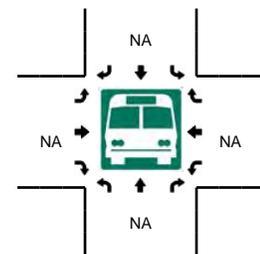
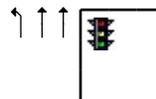
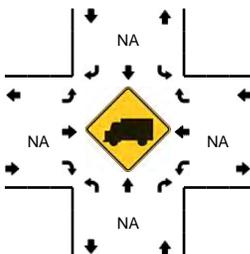
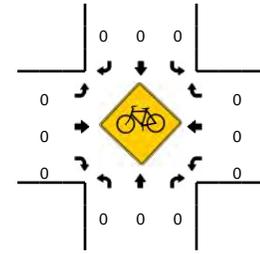
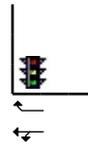
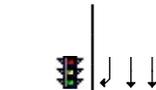
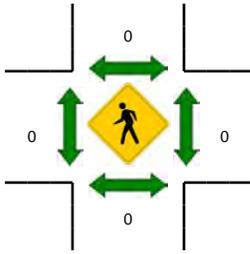
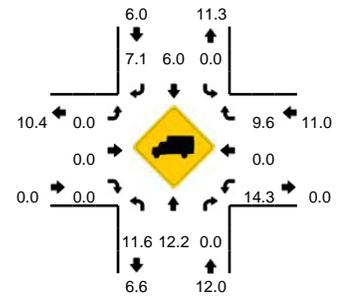
Comments:

LOCATION: US 127 -- I 40 WB On/Off Ramp
CITY/STATE: Cumberland, TN

QC JOB #: 13577137
DATE: Tue, Apr 19 2016



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

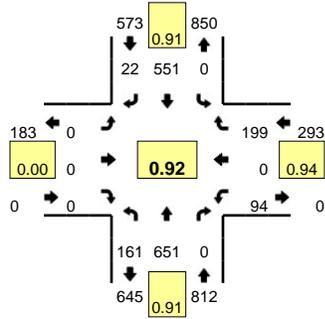


15-Min Count Period Beginning At	US 127 (Northbound)				US 127 (Southbound)				I 40 WB On/Off Ramp (Eastbound)				I 40 WB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	39	71	0	0	0	222	13	0	0	0	0	0	10	0	49	0	404	
7:15 AM	40	76	0	0	0	273	11	0	0	0	0	0	23	0	50	0	473	
7:30 AM	30	67	0	0	0	243	11	0	0	0	0	0	18	1	33	0	403	
7:45 AM	29	90	0	0	0	198	7	0	0	0	0	0	26	1	34	0	385	1665
8:00 AM	36	89	0	0	0	157	17	0	0	0	0	0	20	0	30	0	349	1610
8:15 AM	28	78	0	0	0	145	9	0	0	0	0	0	29	0	26	0	315	1452
8:30 AM	24	65	0	0	0	120	12	0	0	0	0	0	21	0	27	0	269	1318
8:45 AM	24	87	0	0	0	154	6	0	0	0	0	0	19	0	35	0	325	1258
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	160	304	0	0	0	1092	44	0	0	0	0	0	92	0	200	0	1892	
Heavy Trucks	16	40	0	0	0	64	0	0	0	0	0	0	8	0	28	0	156	
Pedestrians		0				0								0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

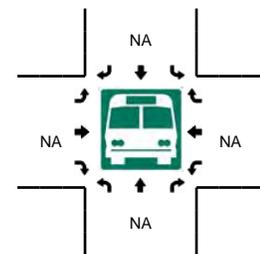
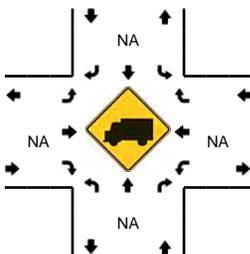
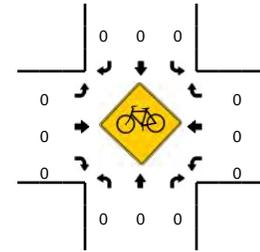
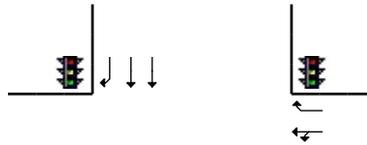
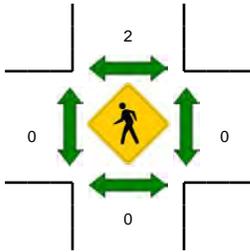
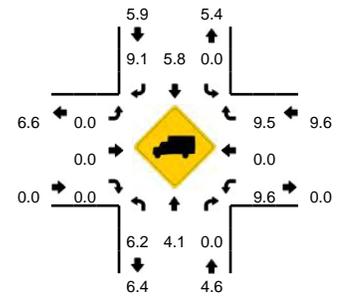
Comments:

LOCATION: US 127 -- I 40 WB On/Off Ramp
CITY/STATE: Cumberland, TN

QC JOB #: 13577174
DATE: Tue, Apr 19 2016



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

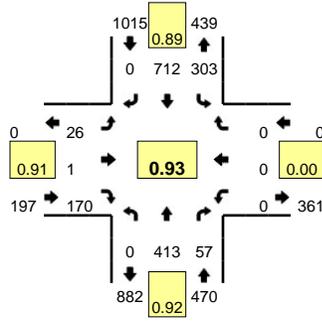


15-Min Count Period Beginning At	US 127 (Northbound)				US 127 (Southbound)				I 40 WB On/Off Ramp (Eastbound)				I 40 WB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	54	190	0	0	0	112	9	0	0	0	0	0	24	0	54	0	443	
4:15 PM	40	134	0	0	0	111	9	0	0	0	0	0	14	0	65	0	373	
4:30 PM	41	165	0	0	0	151	6	0	0	0	0	0	24	0	44	0	431	
4:45 PM	39	139	0	0	0	136	4	0	0	0	0	0	23	0	51	0	392	1639
5:00 PM	46	177	0	0	0	152	3	0	0	0	0	0	25	0	55	0	458	1654
5:15 PM	35	170	0	0	0	112	9	0	0	0	0	0	22	0	49	0	397	1678
5:30 PM	33	123	0	0	0	109	9	0	0	0	0	0	31	0	42	0	347	1594
5:45 PM	27	108	0	0	0	80	7	0	0	0	0	0	23	0	41	0	286	1488
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	184	708	0	0	0	608	12	0	0	0	0	0	100	0	220	0	1832	
Heavy Trucks	20	16	0	0	0	32	0	0	0	0	0	0	16	0	16	0	100	
Pedestrians		0				8								0				8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		

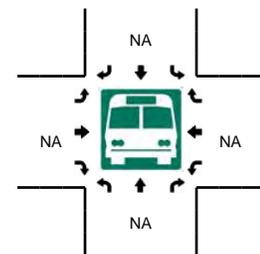
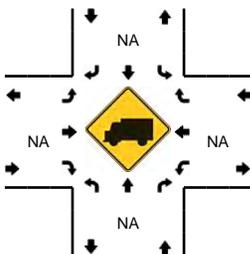
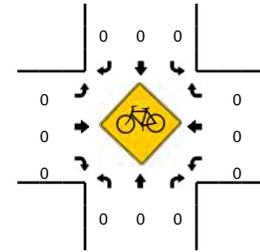
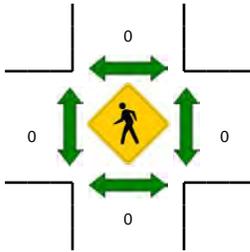
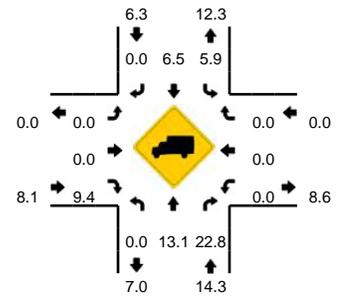
Comments:

LOCATION: US 127 -- I 40 EB On/Off Ramp
CITY/STATE: Crossville, TN

QC JOB #: 13577135
DATE: Tue, Apr 19 2016



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



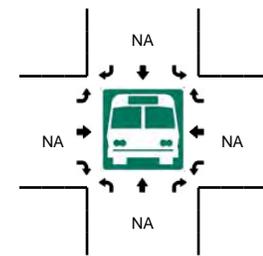
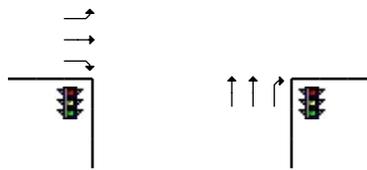
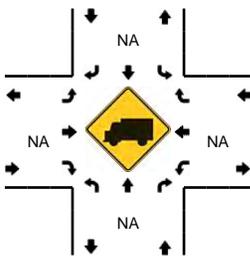
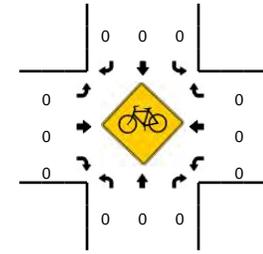
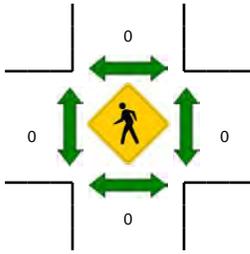
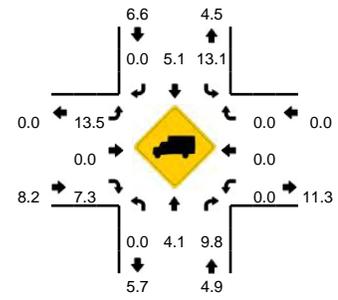
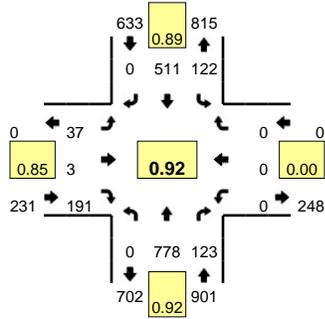
15-Min Count Period Beginning At	US 127 (Northbound)				US 127 (Southbound)				I 40 EB On/Off Ramp (Eastbound)				I 40 EB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	101	13	0	73	156	0	0	8	0	30	0	0	0	0	0	381	
7:15 AM	0	109	8	0	108	178	0	0	6	0	42	0	0	0	0	0	451	
7:30 AM	0	88	18	0	69	204	0	0	8	1	48	0	0	0	0	0	436	
7:45 AM	0	115	18	0	53	174	0	0	4	0	50	0	0	0	0	0	414	1682
8:00 AM	0	114	19	0	43	133	0	0	10	0	39	0	0	0	0	0	358	1659
8:15 AM	0	100	14	0	38	130	0	0	5	1	31	0	0	0	0	0	319	1527
8:30 AM	0	83	22	0	30	117	0	0	4	0	38	0	0	0	0	0	294	1385
8:45 AM	0	107	28	0	33	134	2	0	4	0	38	0	0	0	0	0	346	1317
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	436	32	0	432	712	0	0	24	0	168	0	0	0	0	0	1804	
Heavy Trucks	0	52	0		28	52	0		0	0	12		0	0	0		144	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: US 127 -- I 40 EB On/Off Ramp
CITY/STATE: Crossville, TN

QC JOB #: 13577172
DATE: Tue, Apr 19 2016

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



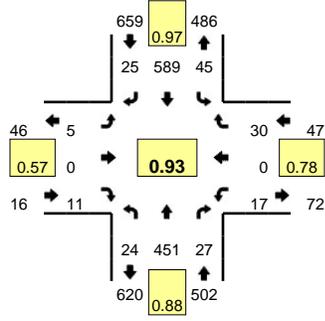
15-Min Count Period Beginning At	US 127 (Northbound)				US 127 (Southbound)				I 40 EB On/Off Ramp (Eastbound)				I 40 EB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	236	38	0	22	115	0	0	4	0	42	0	0	0	0	0	457	
4:15 PM	0	168	25	0	21	105	0	0	6	0	45	0	0	0	0	0	370	
4:30 PM	0	194	42	0	36	135	0	0	8	1	36	0	0	0	0	0	452	1701
4:45 PM	0	178	19	0	24	133	0	0	11	1	56	0	0	0	0	0	422	
5:00 PM	0	210	36	0	34	143	0	0	5	0	50	0	0	0	0	0	478	1722
5:15 PM	0	196	26	0	28	100	0	0	13	1	49	0	0	0	0	0	413	1765
5:30 PM	0	142	23	0	31	116	0	0	7	0	39	0	0	0	0	0	358	1671
5:45 PM	0	120	28	0	16	86	0	0	13	1	48	0	0	0	0	0	312	1561

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	840	144	0	136	572	0	0	20	0	200	0	0	0	0	0	1912
Heavy Trucks	0	32	12		16	36	0		4	0	20		0	0	0		120
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

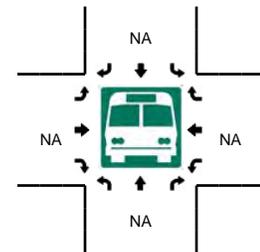
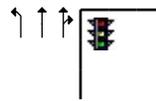
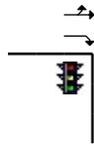
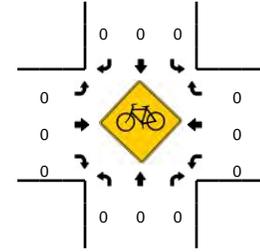
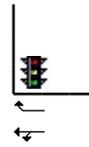
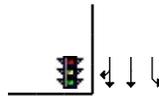
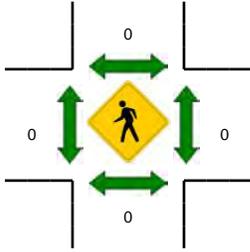
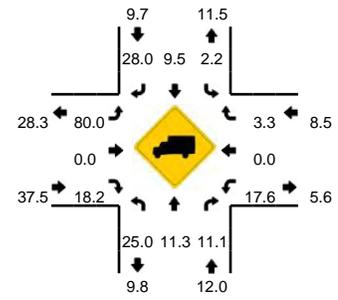
Comments:

LOCATION: US 127 -- Crossroads Dr
CITY/STATE: Cumberland, TN

QC JOB #: 13577136
DATE: Tue, Apr 19 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

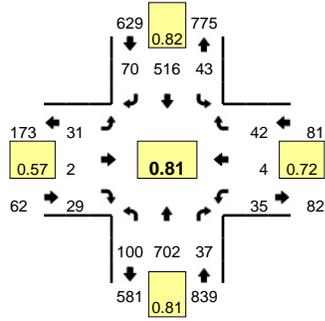


15-Min Count Period Beginning At	US 127 (Northbound)				US 127 (Southbound)				Crossroads Dr (Eastbound)				Crossroads Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	126	10	1	3	154	12	0	2	0	5	0	2	0	8	0	328	328
8:15 AM	6	106	3	0	12	144	6	0	3	0	3	0	6	0	9	0	298	626
8:30 AM	5	98	5	2	25	129	4	0	0	0	2	0	4	0	7	0	281	907
8:45 AM	5	121	9	0	5	162	3	0	0	0	1	0	5	0	6	0	317	1224
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	504	40	4	12	616	48	0	8	0	20	0	8	0	32	0	1312	
Heavy Trucks	4	76	4		0	76	12		4	0	4		4	0	0		184	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

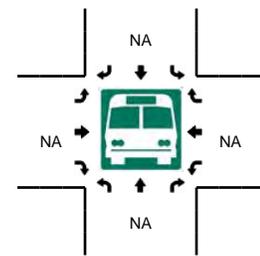
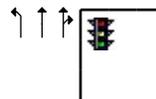
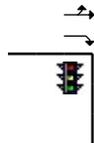
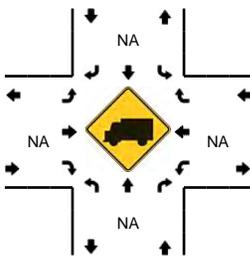
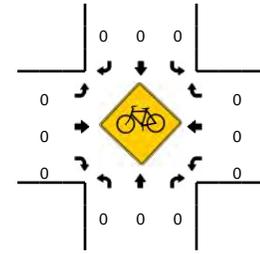
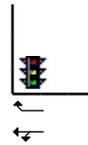
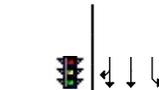
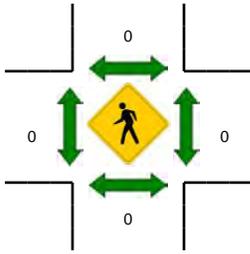
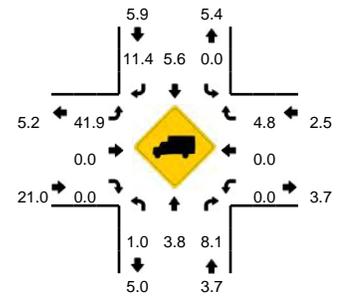
Comments:

LOCATION: US 127 -- Crossroads Dr
CITY/STATE: Cumberland, TN

QC JOB #: 13577173
DATE: Tue, Apr 19 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



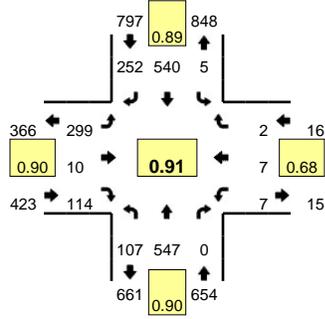
15-Min Count Period Beginning At	US 127 (Northbound)				US 127 (Southbound)				Crossroads Dr (Eastbound)				Crossroads Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	28	219	11	0	12	160	19	0	12	0	15	0	9	0	14	0	499	499
5:15 PM	34	213	9	1	11	123	17	0	4	0	7	0	3	2	6	0	430	929
5:30 PM	18	139	8	0	13	124	17	0	11	0	6	0	8	0	11	0	355	1284
5:45 PM	19	131	9	0	7	109	17	0	4	2	1	0	15	2	11	0	327	1611

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	876	44	0	48	640	76	0	48	0	60	0	36	0	56	0	1996
Heavy Trucks	0	24	4		0	44	8		24	0	0		0	0	0		104
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

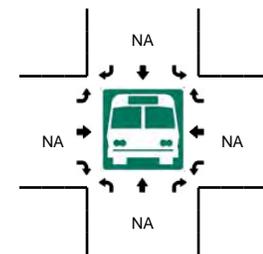
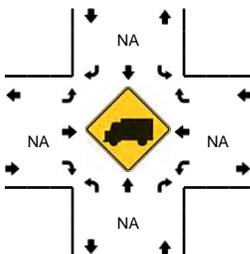
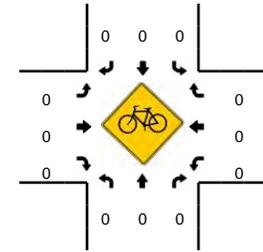
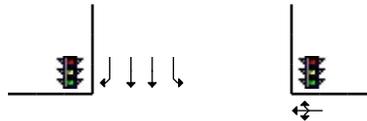
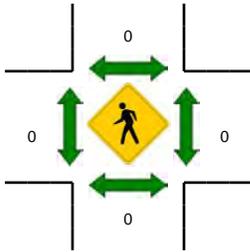
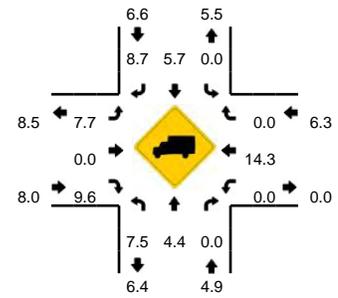
Comments:

LOCATION: N Main St (US 127) -- Elmore Rd/Elmore Ln
CITY/STATE: Cumberland, TN

QC JOB #: 13577129
DATE: Tue, Apr 19 2016



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



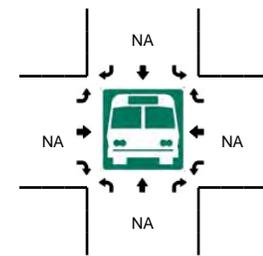
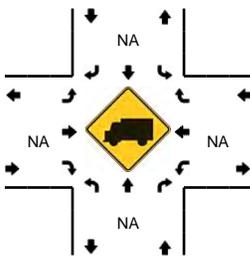
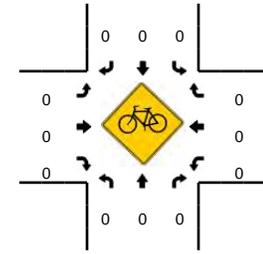
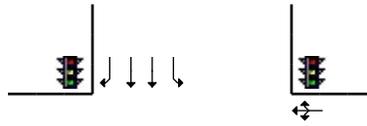
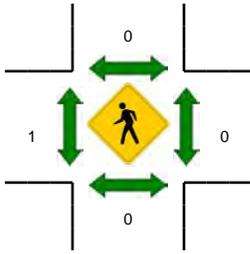
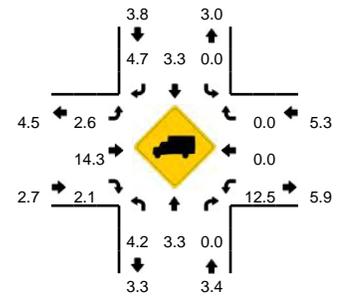
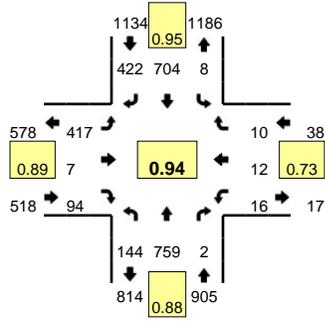
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Elmore Rd/Elmore Ln (Eastbound)				Elmore Rd/Elmore Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
7:00 AM	19	104	1	0	0	113	39	0	52	0	16	0	0	1	1	0	346	
7:15 AM	20	125	0	0	0	166	46	0	55	0	19	0	0	2	3	0	436	
7:30 AM	20	152	0	0	4	140	52	0	70	0	19	0	1	2	1	0	461	
7:45 AM	22	152	0	0	1	162	62	0	82	2	34	0	0	2	0	0	519	1762
8:00 AM	35	122	0	0	1	118	50	0	65	1	30	0	0	1	0	0	423	1839
8:15 AM	24	132	0	0	1	132	74	0	80	6	27	0	4	2	1	0	483	1886
8:30 AM	26	141	0	0	2	128	66	0	72	1	23	0	3	2	1	0	465	1890
8:45 AM	35	150	0	0	3	138	60	0	82	0	20	0	3	0	2	0	493	1864
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	88	608	0	0	4	648	248	0	328	8	136	0	0	8	0	0	2076	
Heavy Trucks	8	16	0	0	0	24	12	0	40	0	4	0	0	0	0	0	104	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: N Main St (US 127) -- Elmore Rd/Elmore Ln
CITY/STATE: Cumberland, TN

QC JOB #: 13577166
DATE: Tue, Apr 19 2016

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

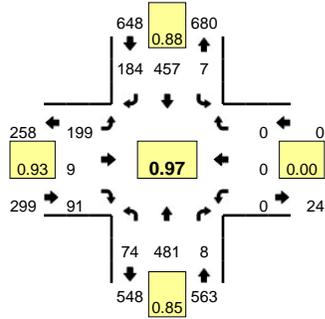


15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Elmore Rd/Elmore Ln (Eastbound)				Elmore Rd/Elmore Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
4:00 PM	47	208	1	0	2	187	109	0	111	0	21	0	2	1	4	0	693	
4:15 PM	35	193	1	0	3	175	95	0	88	1	22	0	2	2	3	0	620	
4:30 PM	33	167	0	0	2	163	104	0	115	4	27	0	9	3	1	0	628	
4:45 PM	29	191	0	0	1	179	114	0	103	2	24	0	3	6	2	0	654	2595
5:00 PM	22	185	0	0	4	193	101	0	112	1	10	0	2	1	2	0	633	2535
5:15 PM	37	166	0	0	3	151	93	0	83	1	25	0	1	1	1	0	562	2477
5:30 PM	26	123	0	0	2	121	85	0	75	2	15	0	5	4	3	0	461	2310
5:45 PM	28	129	0	0	2	139	59	0	64	1	25	0	4	2	0	0	453	2109
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U														
All Vehicles	188	832	4	0	8	748	436	0	444	0	84	0	8	4	16	0	2772	
Heavy Trucks	12	28	0		0	32	24		16	0	8		0	0	0		120	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

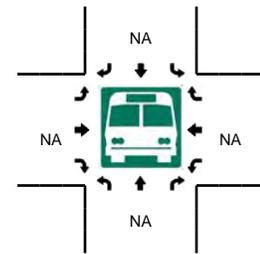
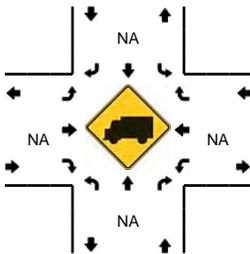
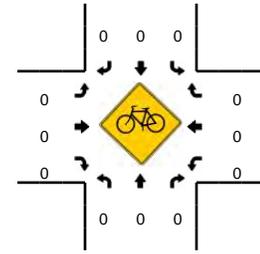
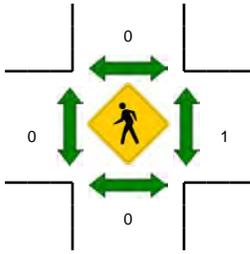
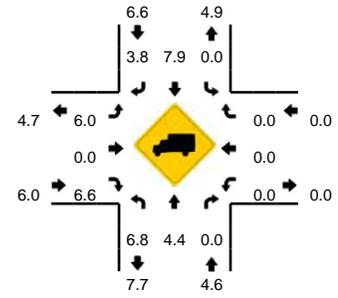
Comments:

LOCATION: N Main St (US 127) -- Miller Ave
CITY/STATE: Cumberland, TN

QC JOB #: 13577128
DATE: Tue, Apr 19 2016



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



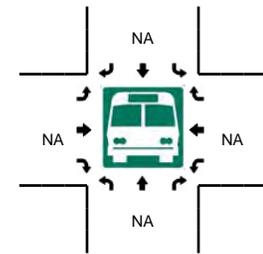
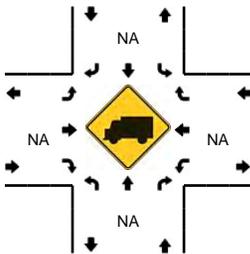
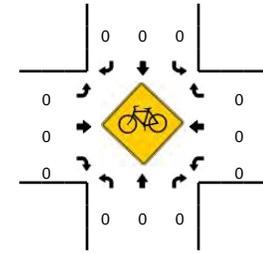
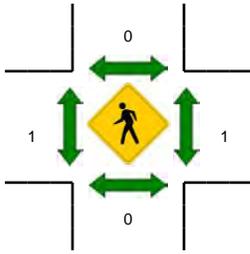
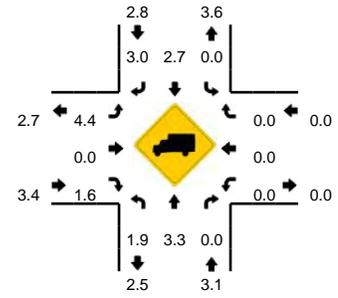
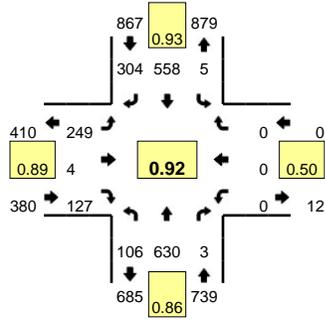
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	96	1	0	4	73	36	0	35	4	9	0	0	0	0	0	265	
7:15 AM	23	108	3	0	2	122	60	0	40	2	24	0	0	0	0	0	384	
7:30 AM	13	131	2	0	1	109	44	0	57	0	21	0	0	0	0	0	378	
7:45 AM	17	131	1	0	2	115	39	0	57	3	23	0	0	0	0	0	388	1415
8:00 AM	21	111	2	0	2	111	41	0	45	4	23	0	0	0	0	0	360	1510
8:15 AM	20	104	2	0	2	97	53	0	53	2	22	0	0	0	0	0	355	1481
8:30 AM	19	124	1	0	0	112	45	1	56	1	28	0	0	0	0	0	387	1490
8:45 AM	25	144	0	0	0	122	42	0	48	2	19	0	0	0	0	0	402	1504
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	524	4	0	8	460	156	0	228	12	92	0	0	0	0	0	1552	
Heavy Trucks	0	12	0		0	12	16		16	0	12		0	0	0		68	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: N Main St (US 127) -- Miller Ave
CITY/STATE: Cumberland, TN

QC JOB #: 13577165
DATE: Tue, Apr 19 2016

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



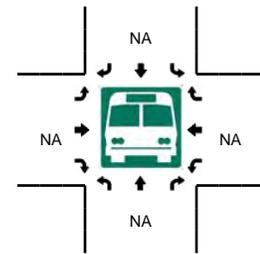
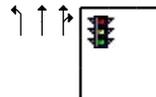
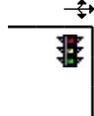
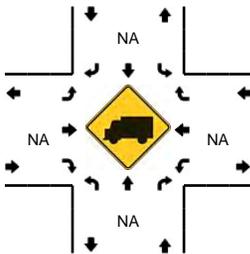
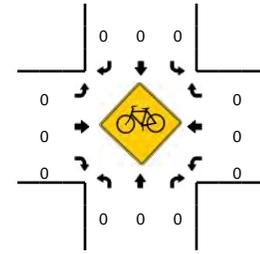
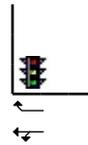
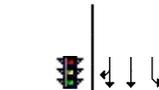
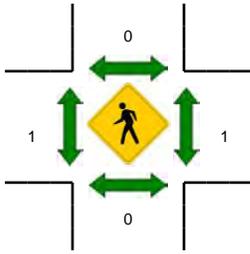
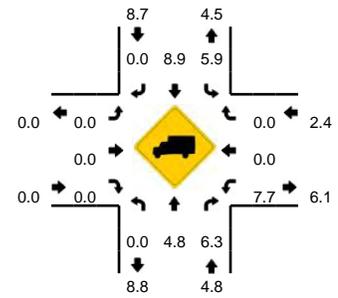
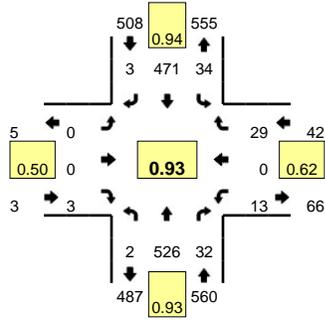
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	34	180	0	0	1	155	77	0	63	1	31	0	0	0	0	0	542	
4:15 PM	29	147	1	0	2	126	84	0	62	1	33	0	0	0	0	0	485	
4:30 PM	19	143	1	0	0	136	67	0	63	0	38	0	0	0	0	0	467	
4:45 PM	24	160	1	0	2	141	76	0	61	2	25	0	0	0	0	0	492	1986
5:00 PM	31	153	0	0	2	144	67	0	69	2	41	0	0	0	0	0	509	1953
5:15 PM	16	138	1	0	1	105	59	0	43	0	36	0	0	0	1	0	400	1868
5:30 PM	20	110	1	0	1	89	59	0	49	0	29	0	0	0	0	0	358	1759
5:45 PM	24	105	1	0	0	102	47	0	37	1	30	0	0	0	1	0	348	1615
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	136	720	0	0	4	620	308	0	252	4	124	0	0	0	0	0	2168	
Heavy Trucks	8	24	0	0	0	16	16	0	8	0	0	0	0	0	0	0	72	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: N Main St (US 127) -- Woodmere Mall Dwy
CITY/STATE: Crossville, TN

QC JOB #: 13577127
DATE: Tue, Apr 19 2016

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



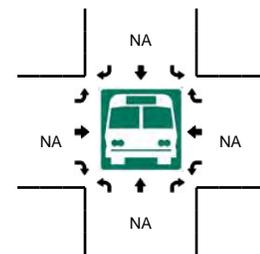
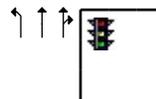
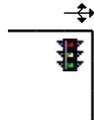
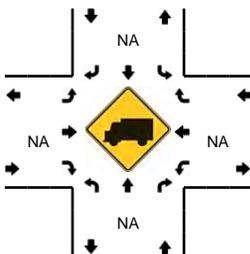
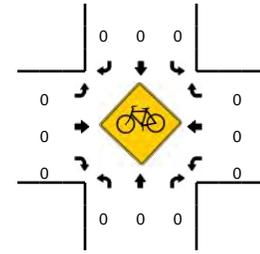
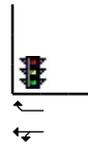
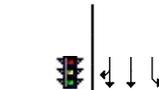
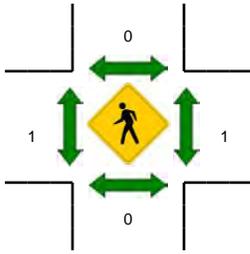
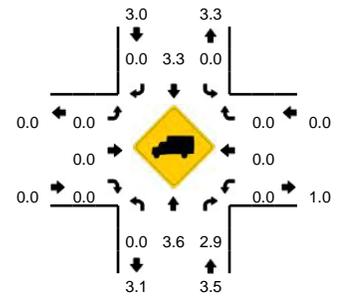
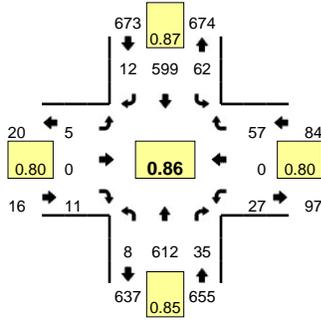
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Woodmere Mall Dwy (Eastbound)				Woodmere Mall Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	96	6	0	7	69	0	0	0	0	0	0	2	0	1	0	181	
7:15 AM	0	124	6	0	8	127	0	0	0	0	0	0	4	0	7	0	276	
7:30 AM	0	141	10	0	13	107	2	0	0	0	0	0	2	0	5	0	280	
7:45 AM	0	144	5	0	7	123	0	0	0	0	2	0	4	0	13	0	298	1035
8:00 AM	2	117	11	0	6	114	1	0	0	0	1	0	3	0	4	0	259	1113
8:15 AM	2	98	5	0	6	103	0	0	0	0	0	0	3	0	5	0	222	1059
8:30 AM	1	122	3	0	16	108	0	0	1	0	0	0	5	0	11	0	267	1046
8:45 AM	0	141	10	0	9	119	1	0	0	0	0	0	5	0	16	0	301	1049
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	576	20	0	28	492	0	0	0	0	8	0	16	0	52	0	1192	
Heavy Trucks	0	8	0		0	20	0		0	0	0		4	0	0		32	
Pedestrians		0				0				4				4			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

Comments:

LOCATION: N Main St (US 127) -- Woodmere Mall Dwy
CITY/STATE: Crossville, TN

QC JOB #: 13577164
DATE: Tue, Apr 19 2016

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



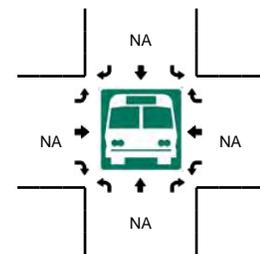
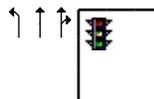
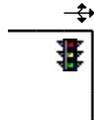
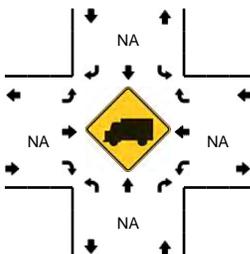
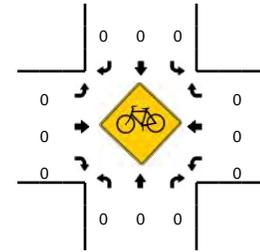
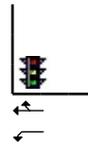
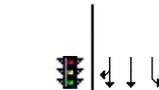
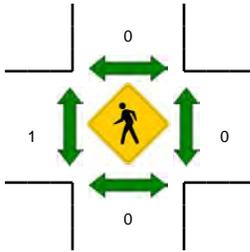
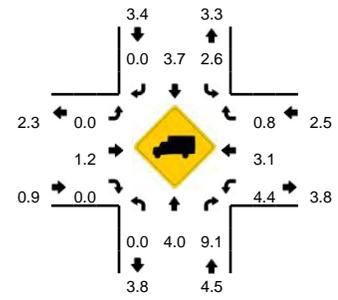
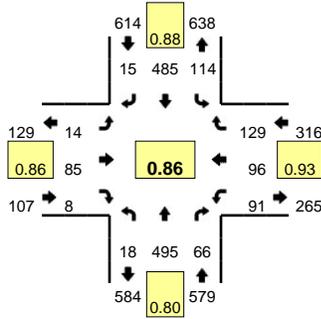
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Woodmere Mall Dwy (Eastbound)				Woodmere Mall Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	180	8	0	18	173	2	0	3	0	1	0	9	0	19	0	417	
4:15 PM	1	145	9	0	15	134	2	0	0	0	4	0	4	0	7	0	321	
4:30 PM	3	136	6	0	14	146	5	0	2	0	3	0	8	0	18	0	341	
4:45 PM	0	151	12	0	15	146	3	0	0	0	3	0	6	0	13	0	349	1428
5:00 PM	2	149	12	0	10	155	4	0	2	0	1	0	10	1	18	0	364	1375
5:15 PM	2	130	8	0	18	115	3	0	1	0	3	0	7	0	14	0	301	1355
5:30 PM	0	104	9	0	11	103	2	0	1	0	5	0	6	0	14	0	255	1269
5:45 PM	3	92	13	0	17	110	1	0	1	0	2	0	12	0	20	0	271	1191
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	720	32	0	72	692	8	0	12	0	4	0	36	0	76	0	1668	
Heavy Trucks	0	24	4		0	16	0		0	0	0		0	0	0		44	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

Comments:

LOCATION: N Main St (US 127) -- Penfield St
CITY/STATE: Cumberland, TN

QC JOB #: 13577163
DATE: Tue, Apr 19 2016

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



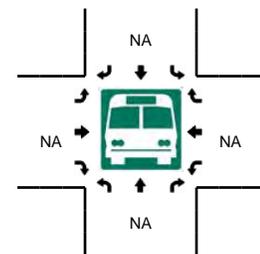
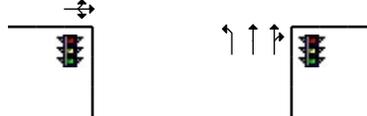
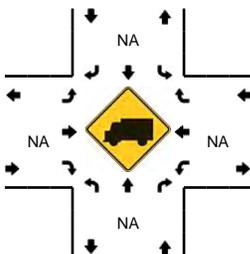
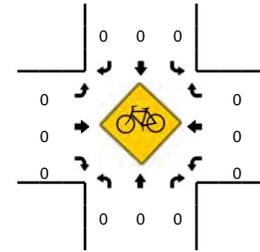
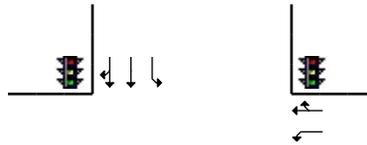
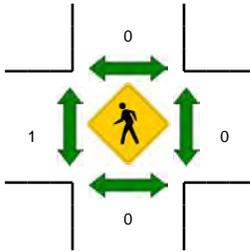
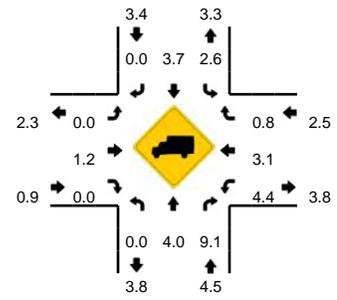
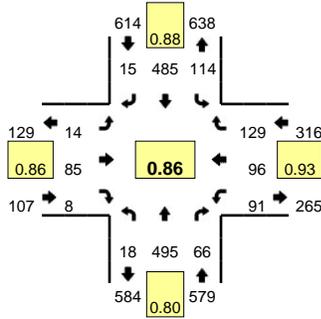
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Penfield St (Eastbound)				Penfield St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	153	25	0	26	142	6	0	4	26	1	0	30	25	30	0	470	
4:15 PM	7	120	14	0	32	112	2	0	3	21	0	0	19	19	38	0	387	
4:30 PM	3	104	18	0	27	112	5	0	3	21	3	0	23	27	30	0	376	
4:45 PM	6	118	9	0	29	119	2	0	4	17	4	0	19	25	31	0	383	1616
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1146
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	759
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	612	100	0	104	568	24	0	16	104	4	0	120	100	120	0	1880	
Heavy Trucks	0	24	8		4	12	0		0	0	0		4	4	0		56	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

Comments:

LOCATION: N Main St (US 127) -- Penfield St
CITY/STATE: Cumberland, TN

QC JOB #: 13577163
DATE: Tue, Apr 19 2016

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



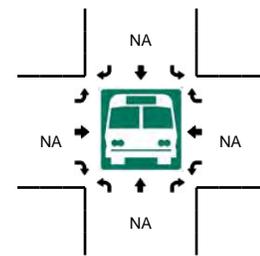
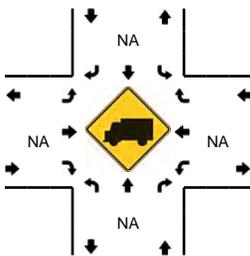
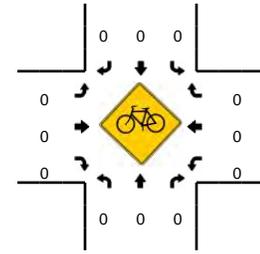
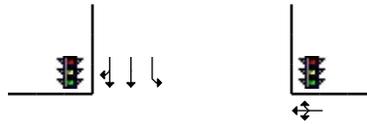
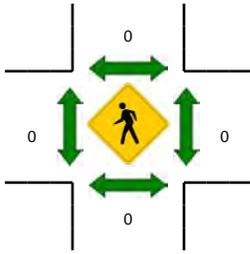
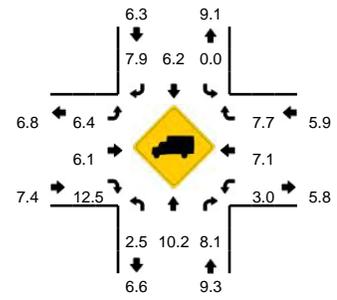
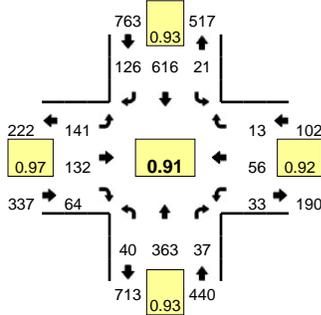
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Penfield St (Eastbound)				Penfield St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	153	25	0	26	142	6	0	4	26	1	0	30	25	30	0	470	
4:15 PM	7	120	14	0	32	112	2	0	3	21	0	0	19	19	38	0	387	
4:30 PM	3	104	18	0	27	112	5	0	3	21	3	0	23	27	30	0	376	
4:45 PM	6	118	9	0	29	119	2	0	4	17	4	0	19	25	31	0	383	1616
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1146
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	759
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	612	100	0	104	568	24	0	16	104	4	0	120	100	120	0	1880	
Heavy Trucks	0	24	8		4	12	0		0	0	0		4	4	0		56	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

Comments:

LOCATION: N Main St (US 127) -- Northside Dr/Interstate Dr
CITY/STATE: Cumberland, TN

QC JOB #: 13577134
DATE: Tue, Apr 19 2016

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



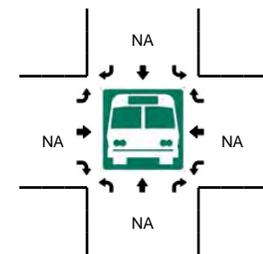
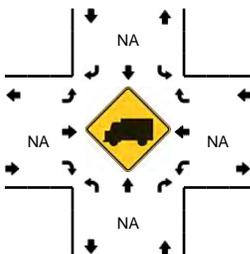
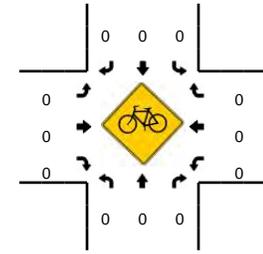
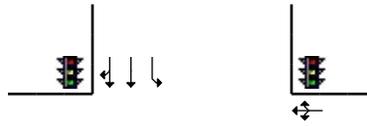
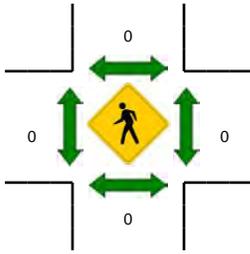
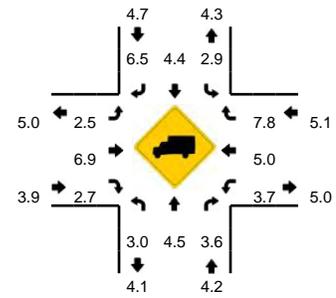
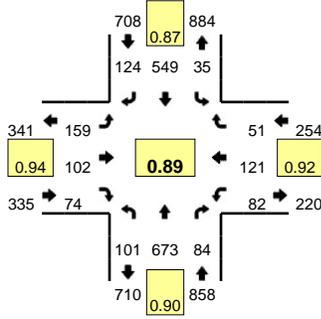
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Northside Dr/Interstate Dr (Eastbound)				Northside Dr/Interstate Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	80	8	0	3	143	30	0	31	39	16	0	3	11	4	0	374	
7:15 AM	11	85	6	0	4	145	33	0	27	38	14	0	6	11	2	0	382	
7:30 AM	13	94	10	0	7	160	33	0	36	29	20	0	15	15	3	0	435	
7:45 AM	10	104	13	0	7	168	30	0	47	26	14	0	9	19	4	0	451	1642
8:00 AM	13	97	7	1	9	108	32	0	44	18	13	0	10	14	6	0	372	1640
8:15 AM	13	86	12	0	4	116	15	0	25	11	13	0	11	13	5	0	324	1582
8:30 AM	17	80	15	0	6	112	24	0	27	23	22	0	14	13	7	0	360	1507
8:45 AM	18	84	10	0	12	157	15	0	31	18	17	0	9	11	12	0	394	1450
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	416	52	0	28	672	120	0	188	104	56	0	36	76	16	0	1804	
Heavy Trucks	4	36	8		0	36	4		20	4	8		0	12	4		136	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: N Main St (US 127) -- Northside Dr/Interstate Dr
CITY/STATE: Cumberland, TN

QC JOB #: 13577171
DATE: Tue, Apr 19 2016

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

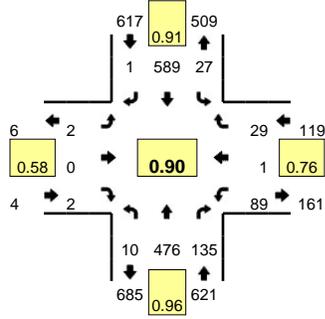


15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Northside Dr/Interstate Dr (Eastbound)				Northside Dr/Interstate Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	21	193	18	0	9	126	30	0	33	18	27	0	27	33	8	0	543	
4:15 PM	20	159	22	1	12	126	24	0	27	21	13	0	18	32	19	0	494	
4:30 PM	25	170	17	1	6	128	22	0	43	22	22	0	16	22	11	0	505	
4:45 PM	21	158	23	1	7	147	32	1	48	28	17	0	27	35	6	0	551	2093
5:00 PM	30	186	22	2	9	148	46	0	41	31	22	0	21	32	15	0	605	2155
5:15 PM	27	171	12	0	6	113	23	0	32	23	25	0	19	26	14	0	491	2152
5:30 PM	31	113	14	2	9	113	21	0	30	21	24	0	25	18	9	0	430	2077
5:45 PM	24	116	14	2	4	102	18	0	34	15	15	0	16	19	4	0	383	1909
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	120	744	88	8	36	592	184	0	164	124	88	0	84	128	60	0	2420	
Heavy Trucks	4	28	0		0	32	12		0	12	4		4	4	8		108	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

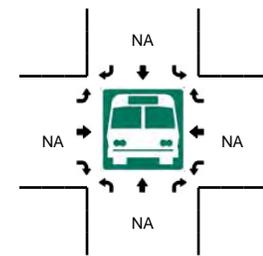
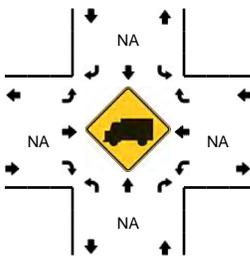
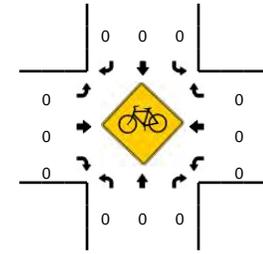
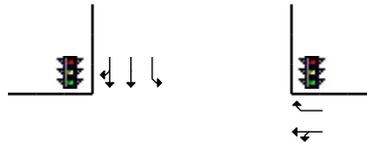
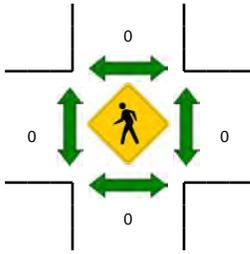
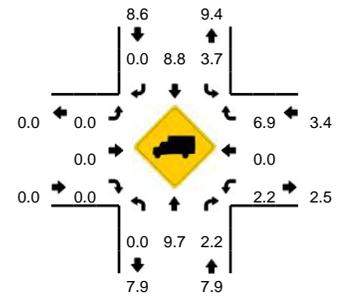
Comments:

LOCATION: N Main St (US 127) -- Staples Dwy/Walmart Dwy
CITY/STATE: Cumberland, TN

QC JOB #: 13577133
DATE: Tue, Apr 19 2016



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



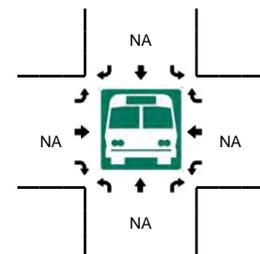
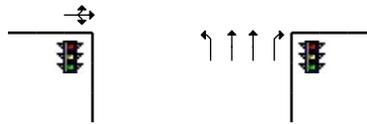
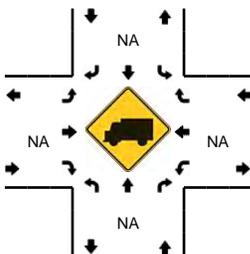
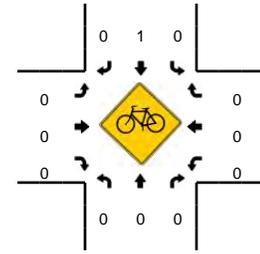
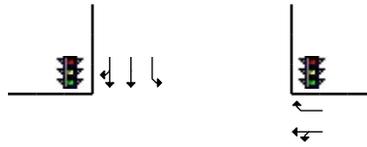
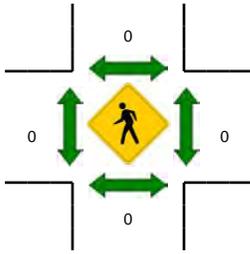
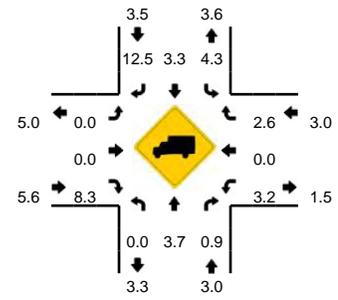
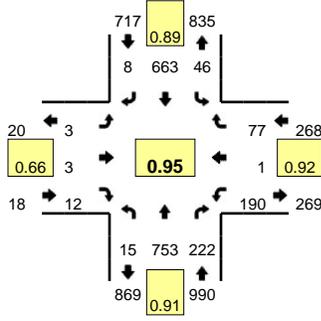
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Staples Dwy/Walmart Dwy (Eastbound)				Staples Dwy/Walmart Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	82	24	0	9	138	0	0	0	0	0	0	18	0	4	0	275	
7:15 AM	0	95	23	1	1	152	0	0	0	0	0	0	19	0	7	0	298	
7:30 AM	0	113	32	0	7	173	0	1	0	0	0	0	16	0	6	0	348	
7:45 AM	0	129	33	3	6	174	1	0	0	0	0	0	23	0	8	0	377	1298
8:00 AM	2	117	37	2	6	118	0	0	1	0	1	0	19	1	12	1	317	1340
8:15 AM	2	117	33	1	6	124	0	1	1	0	1	0	30	0	3	0	319	1361
8:30 AM	1	118	46	2	7	138	2	1	0	0	0	0	21	0	4	0	340	1353
8:45 AM	1	99	46	3	7	163	4	1	1	0	2	0	32	3	10	0	372	1348
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	516	132	12	24	696	4	0	0	0	0	0	92	0	32	0	1508	
Heavy Trucks	0	72	4		0	44	0		0	0	0		0	0	0		120	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: N Main St (US 127) -- Staples Dwy/Walmart Dwy
CITY/STATE: Cumberland, TN

QC JOB #: 13577170
DATE: Tue, Apr 19 2016

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



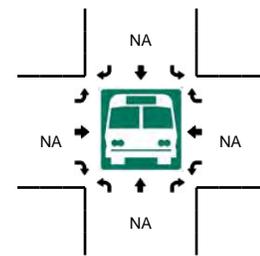
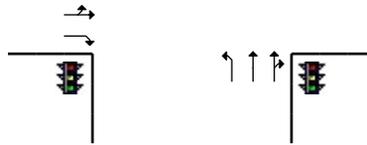
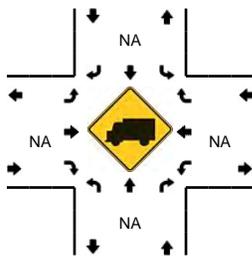
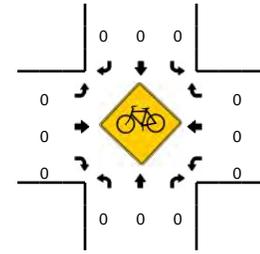
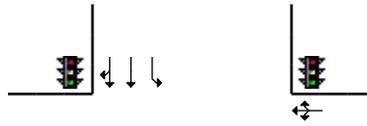
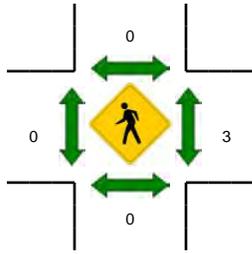
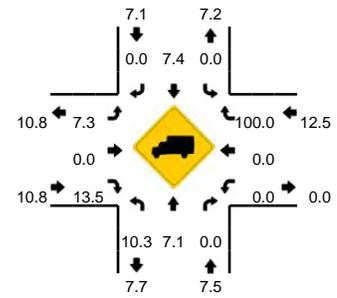
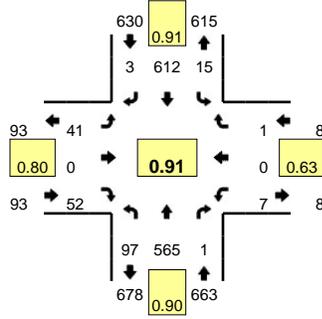
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Staples Dwy/Walmart Dwy (Eastbound)				Staples Dwy/Walmart Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	197	58	1	16	165	1	0	0	1	3	0	46	0	21	0	512	
4:15 PM	0	176	52	1	9	144	5	2	3	0	4	0	59	0	13	0	468	
4:30 PM	2	177	53	1	5	152	0	0	0	1	1	0	57	1	17	0	467	
4:45 PM	3	179	63	1	16	176	4	2	1	1	6	0	43	0	20	0	515	1962
5:00 PM	1	213	56	2	12	187	2	0	1	1	1	0	32	0	16	0	524	1974
5:15 PM	5	184	50	0	11	148	2	0	1	0	4	0	58	0	24	0	487	1993
5:30 PM	2	139	35	0	11	142	1	0	2	0	1	0	47	0	15	0	395	1921
5:45 PM	2	119	38	0	13	118	1	1	2	0	4	0	34	0	14	0	346	1752
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	852	224	8	48	748	8	0	4	4	4	0	128	0	64	0	2096	
Heavy Trucks	0	16	0		4	28	0		0	0	0		4	0	0		52	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

Comments:

LOCATION: N Main St (US 127) -- Lowes Dwy/Ruby Tuesdays Dwy
CITY/STATE: Cumberland, TN

QC JOB #: 13577132
DATE: Tue, Apr 19 2016

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



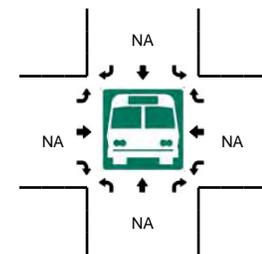
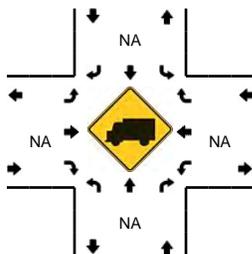
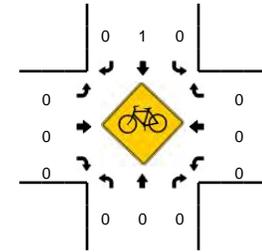
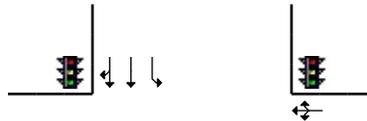
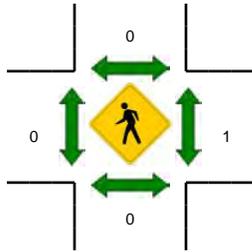
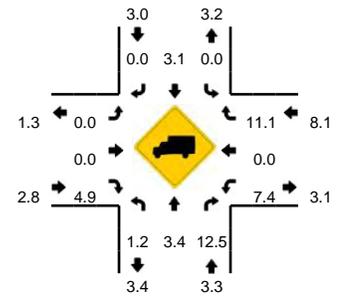
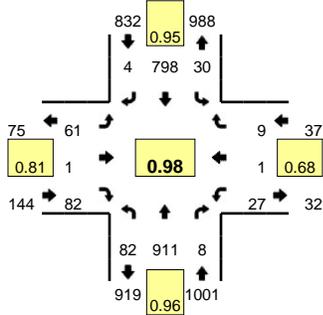
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Lowes Dwy/Ruby Tuesdays Dwy (Eastbound)				Lowes Dwy/Ruby Tuesdays Dwy (Westbound)				Dwy Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	109	2	1	0	140	1	1	2	0	6	0	2	0	0	0	272	
7:15 AM	13	123	0	1	1	152	4	2	2	0	6	0	0	1	0	0	305	
7:30 AM	24	143	0	1	0	172	2	4	4	0	14	0	1	0	0	0	365	
7:45 AM	27	158	0	3	2	167	1	1	10	0	10	0	2	0	0	0	381	1323
8:00 AM	17	134	1	2	3	131	0	1	11	0	20	0	3	0	1	0	324	1375
8:15 AM	22	130	0	1	2	142	0	2	16	0	8	0	1	0	0	0	324	1394
8:30 AM	26	156	2	1	2	134	1	1	14	0	17	0	1	0	2	0	357	1386
8:45 AM	24	143	2	0	3	171	0	2	16	0	23	0	2	0	0	0	386	1391
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	108	632	0	12	8	668	4	4	40	0	40	0	8	0	0	0	1524	
Heavy Trucks	12	60	0		0	24	0		4	0	0		0	0	0		100	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: N Main St (US 127) -- Lowes Dwy/Ruby Tuesdays Dwy
CITY/STATE: Cumberland, TN

QC JOB #: 13577169
DATE: Tue, Apr 19 2016

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



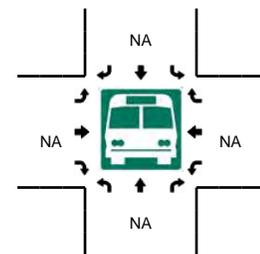
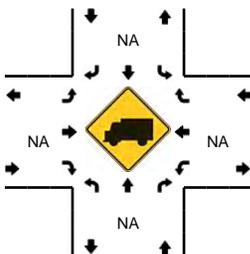
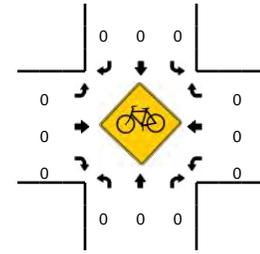
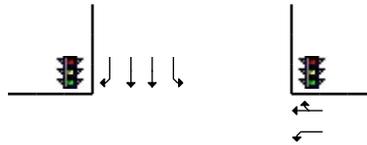
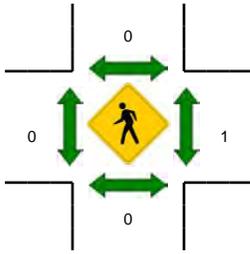
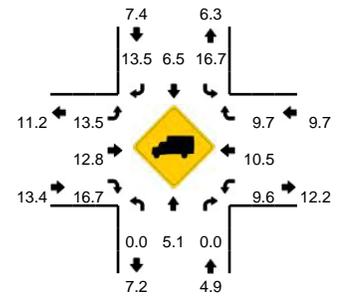
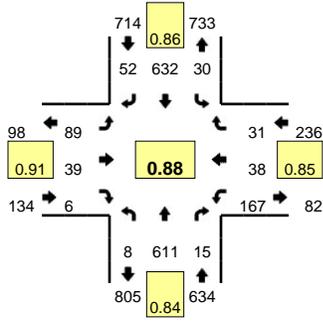
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Lowes Dwy/Ruby Tuesdays Dwy (Eastbound)				Lowes Dwy/Ruby Tuesdays Dwy (Westbound)				Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	24	218	3	4	4	203	0	1	21	0	24	0	4	0	2	0	508	
4:15 PM	21	219	4	2	7	184	1	1	13	0	24	0	7	0	1	0	484	
4:30 PM	23	221	4	5	5	193	1	4	13	0	18	0	7	0	1	0	495	
4:45 PM	19	222	1	4	5	213	1	1	11	1	21	0	9	1	4	0	513	2000
5:00 PM	13	245	2	2	5	204	0	2	17	0	18	0	6	0	2	0	516	2008
5:15 PM	15	223	1	1	8	188	2	0	20	0	25	0	5	0	2	0	490	2014
5:30 PM	8	146	3	2	7	171	0	5	12	0	17	0	4	0	2	0	377	1896
5:45 PM	8	148	0	1	1	150	0	0	12	0	14	0	8	0	3	0	345	1728
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	980	8	8	20	816	0	8	68	0	72	0	24	0	8	0	2064	
Heavy Trucks	0	20	0		0	32	0		0	0	4		4	0	0		60	
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: N Main St (US 127) -- Industrial Blvd
CITY/STATE: Cumberland, TN

QC JOB #: 13577130
DATE: Tue, Apr 19 2016

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

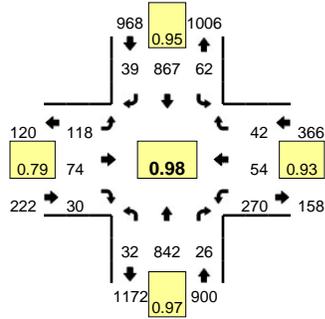


15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Industrial Blvd (Eastbound)				Industrial Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	101	1	0	6	123	2	1	8	8	1	0	22	6	5	0	289	
7:15 AM	1	132	4	1	3	174	9	0	6	11	2	0	42	5	5	0	395	
7:30 AM	3	155	4	0	8	159	11	0	20	10	1	0	42	8	7	0	428	
7:45 AM	3	182	5	0	6	186	16	1	22	9	0	0	43	7	6	0	486	1598
8:00 AM	1	139	5	0	7	130	11	0	23	10	4	0	40	9	9	0	388	1697
8:15 AM	1	135	1	0	7	157	14	1	24	10	1	0	42	14	9	0	416	1718
8:30 AM	0	161	2	1	10	123	7	0	13	5	1	0	58	8	10	0	399	1689
8:45 AM	2	159	6	1	6	162	15	0	14	13	2	0	42	8	9	0	439	1642
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	728	20	0	24	744	64	4	88	36	0	0	172	28	24	0	1944	
Heavy Trucks	0	52	0		8	24	8		20	4	0		12	4	0		132	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

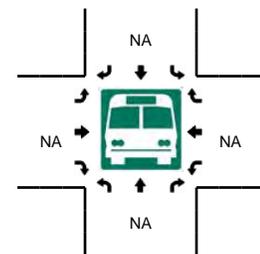
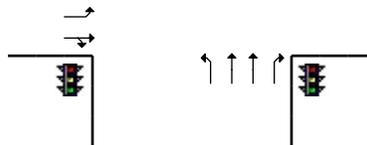
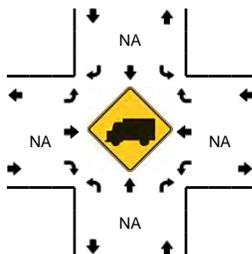
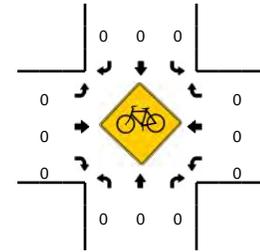
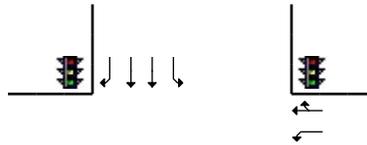
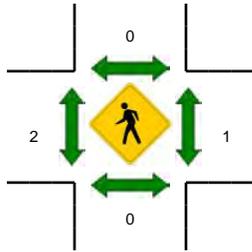
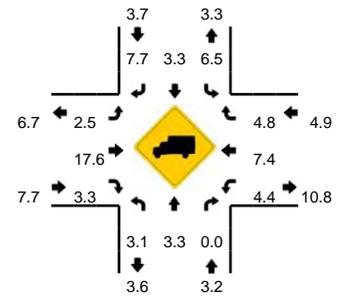
Comments:

LOCATION: N Main St (US 127) -- Industrial Blvd
CITY/STATE: Cumberland, TN

QC JOB #: 13577167
DATE: Tue, Apr 19 2016



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



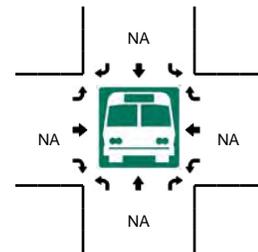
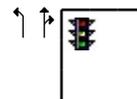
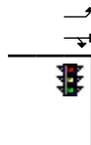
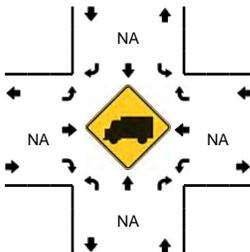
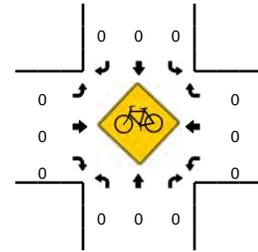
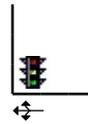
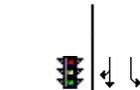
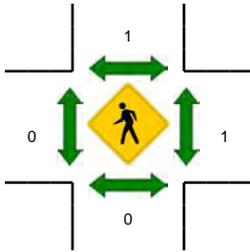
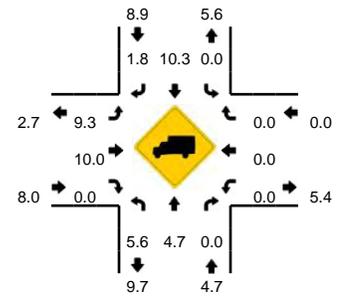
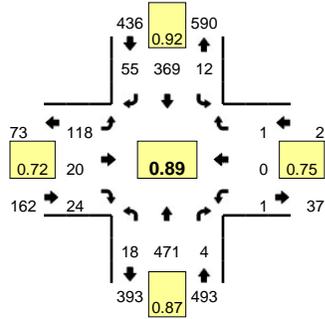
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Industrial Blvd (Eastbound)				Industrial Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	220	10	1	12	221	14	1	21	7	4	0	72	19	11	0	620	
4:15 PM	8	213	5	0	10	211	11	1	17	13	4	0	66	17	9	0	585	
4:30 PM	8	216	5	2	20	198	8	2	35	24	12	0	72	10	7	0	619	
4:45 PM	6	207	11	1	12	231	10	1	28	16	8	0	73	15	10	0	629	2453
5:00 PM	5	206	5	2	16	227	10	0	38	21	6	0	59	12	16	0	623	2456
5:15 PM	7	185	8	1	13	195	11	2	22	8	6	0	47	5	12	0	522	2393
5:30 PM	2	154	7	0	10	171	15	3	15	7	3	0	43	12	9	0	451	2225
5:45 PM	7	147	3	1	6	184	11	1	10	8	0	0	22	7	6	0	413	2009
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	828	44	4	48	924	40	4	112	64	32	0	292	60	40	0	2516	
Heavy Trucks	4	28	0		8	28	4		0	20	0		20	4	0		116	
Pedestrians		0				0				0				0			0	
Bicycles		0				0				0				0			0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: Main St (US 127) -- 4th St
CITY/STATE: Cumberland, TN

QC JOB #: 13577125
DATE: Tue, Apr 19 2016

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



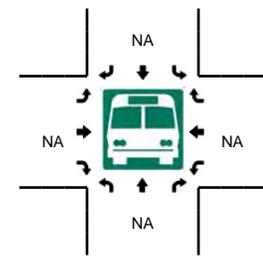
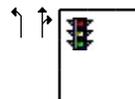
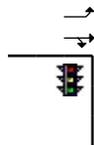
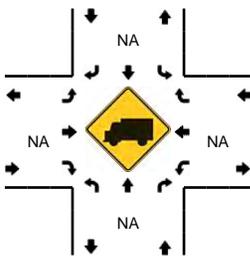
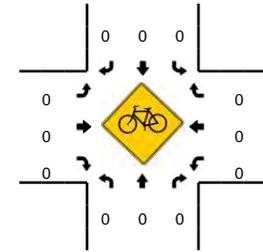
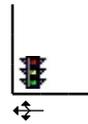
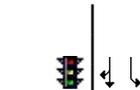
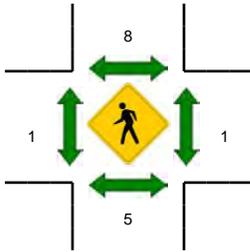
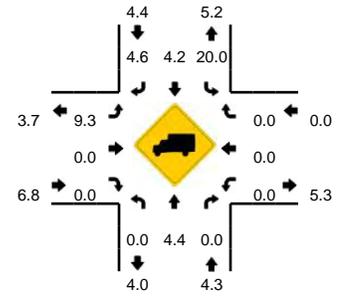
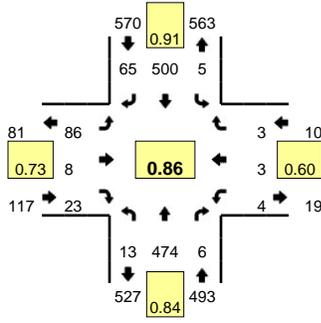
15-Min Count Period Beginning At	Main St (US 127) (Northbound)				Main St (US 127) (Southbound)				4th St (Eastbound)				4th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	87	1	0	0	62	17	0	12	1	3	0	0	0	0	0	185	
7:15 AM	5	102	1	0	2	96	12	0	34	6	5	0	0	0	1	0	264	
7:30 AM	3	137	1	0	3	87	16	0	29	2	2	0	0	0	0	0	280	
7:45 AM	6	125	1	0	3	101	15	0	38	8	10	0	0	0	0	1	308	1037
8:00 AM	4	107	1	0	4	85	12	0	17	4	7	0	0	0	0	0	241	1093
8:15 AM	3	100	3	0	0	80	13	0	16	6	7	0	1	0	0	0	229	1058
8:30 AM	4	97	2	0	1	89	7	0	18	6	3	0	0	0	1	0	228	1006
8:45 AM	5	111	1	0	4	86	11	0	18	5	5	0	0	0	1	0	247	945
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	24	500	4	0	12	404	60	0	152	32	40	0	0	0	0	4		1232
Heavy Trucks	4	24	0		0	28	4		0	0	0		0	0	0		60	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: Main St (US 127) -- 4th St
CITY/STATE: Cumberland, TN

QC JOB #: 13577162
DATE: Tue, Apr 19 2016

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



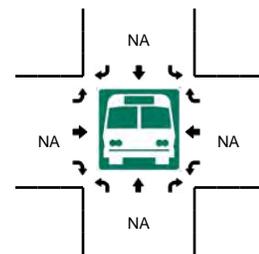
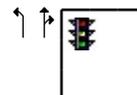
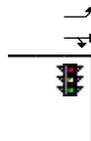
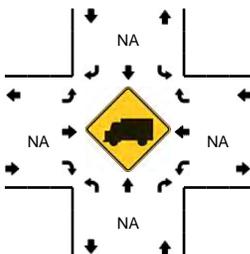
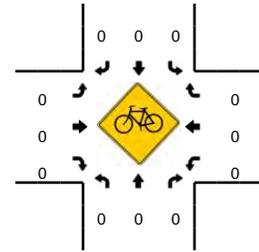
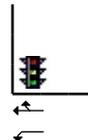
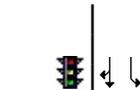
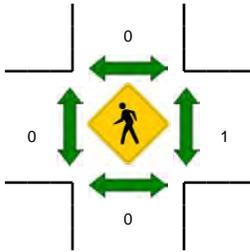
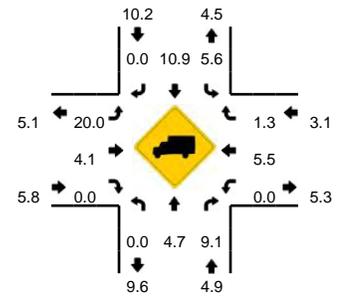
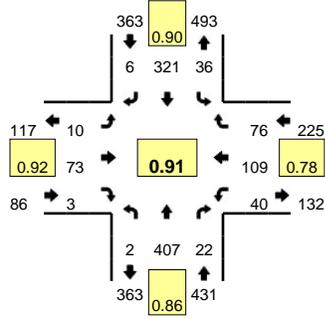
15-Min Count Period Beginning At	Main St (US 127) (Northbound)				Main St (US 127) (Southbound)				4th St (Eastbound)				4th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	143	2	0	2	132	22	0	30	1	9	0	1	1	1	0	346	
4:15 PM	6	120	2	0	2	127	15	0	15	5	7	0	2	0	1	0	302	
4:30 PM	1	103	2	0	0	116	18	0	22	1	4	0	0	2	0	0	269	
4:45 PM	4	108	0	0	1	125	10	0	19	1	3	0	1	0	1	0	273	1190
5:00 PM	3	120	1	0	0	128	19	0	22	0	1	0	0	4	1	0	299	1143
5:15 PM	2	110	1	0	0	116	15	0	24	0	5	0	1	0	0	0	274	1115
5:30 PM	2	75	0	0	0	83	14	0	21	1	4	0	0	0	0	0	200	1046
5:45 PM	1	93	0	0	1	97	15	0	8	0	6	0	0	0	1	0	222	995
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	572	8	0	8	528	88	0	120	4	36	0	4	4	4	0	1384	
Heavy Trucks	0	24	0		0	12	4		12	0	0		0	0	0		52	
Pedestrians		4				0				0				4			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: S Main St (US 127) -- W 1st St
CITY/STATE: Cumberland, TN

QC JOB #: 13577124
DATE: Tue, Apr 19 2016

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

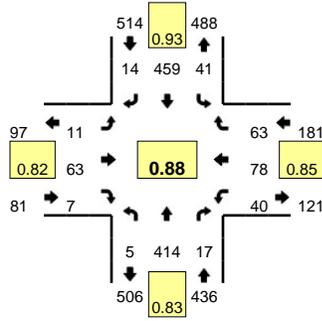


15-Min Count Period Beginning At	S Main St (US 127) (Northbound)				S Main St (US 127) (Southbound)				W 1st St (Eastbound)				W 1st St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	91	9	0	7	59	1	0	2	20	0	0	10	18	3	0	220	
7:15 AM	0	89	7	0	12	86	1	0	1	23	0	0	11	23	15	0	268	
7:30 AM	0	119	7	0	10	73	3	0	1	22	1	0	11	34	23	0	304	
7:45 AM	2	109	2	0	7	92	2	0	5	13	0	0	13	33	26	0	304	1096
8:00 AM	0	90	6	0	7	70	0	0	3	15	2	0	4	19	12	1	229	1105
8:15 AM	0	89	10	0	4	70	7	0	3	13	0	0	7	25	12	0	240	1077
8:30 AM	1	96	5	0	10	78	0	0	0	10	2	0	1	22	12	0	237	1010
8:45 AM	1	96	6	0	11	73	2	0	3	13	0	0	4	19	19	0	247	953
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	476	28	0	40	292	12	0	4	88	4	0	44	136	92	0	1216	
Heavy Trucks	0	12	0		4	48	0		0	0	0		0	12	4		80	
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

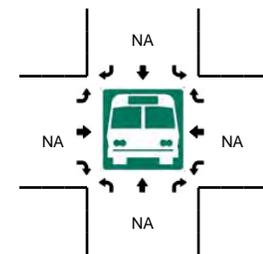
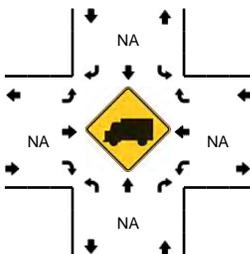
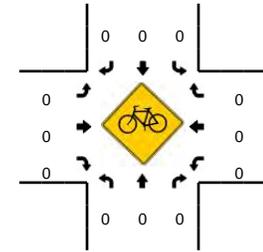
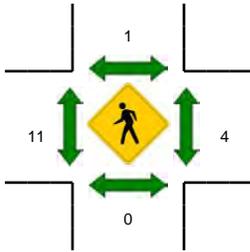
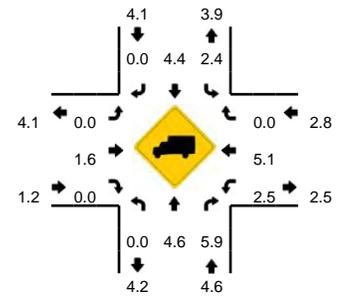
Comments:

LOCATION: S Main St (US 127) -- W 1st St
CITY/STATE: Cumberland, TN

QC JOB #: 13577161
DATE: Tue, Apr 19 2016



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

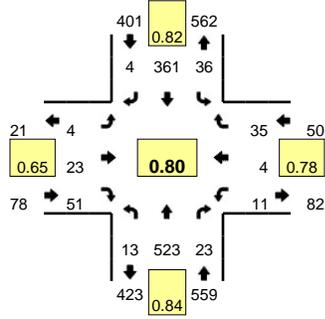


15-Min Count Period Beginning At	S Main St (US 127) (Northbound)				S Main St (US 127) (Southbound)				W 1st St (Eastbound)				W 1st St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	127	3	0	9	126	3	0	4	14	3	0	15	21	17	0	344	
4:15 PM	1	94	6	0	13	112	7	0	3	21	2	0	6	23	20	0	308	
4:30 PM	2	95	4	0	7	104	2	0	3	17	2	0	12	18	13	0	279	
4:45 PM	0	98	4	0	12	117	2	0	1	11	0	0	7	16	13	0	281	1212
5:00 PM	0	100	8	0	7	112	1	0	5	18	2	0	8	15	15	0	291	1159
5:15 PM	1	87	7	0	9	113	3	0	3	18	0	0	10	10	18	0	279	1130
5:30 PM	1	67	4	0	5	75	2	0	0	11	7	0	6	17	14	0	209	1060
5:45 PM	0	77	3	0	8	94	5	0	1	14	1	0	5	10	14	0	232	1011
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	508	12	0	36	504	12	0	16	56	12	0	60	84	68	0	1376	
Heavy Trucks	0	20	0		0	12	0		0	0	0		0	16	0		48	
Pedestrians		0				0				20				8			28	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

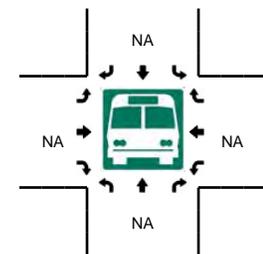
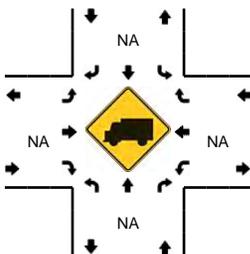
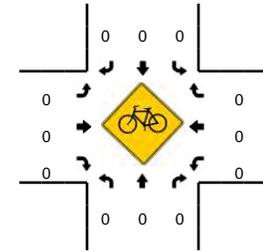
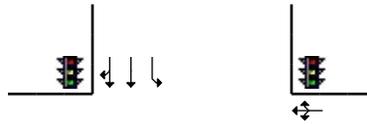
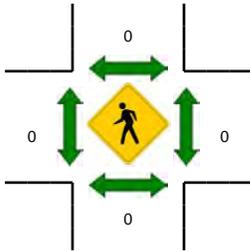
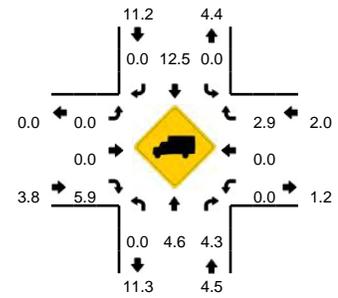
Comments:

LOCATION: S Main St (US 127) -- Elmo Dr/Cleveland St
CITY/STATE: Crossville, TN

QC JOB #: 13577122
DATE: Tue, Apr 19 2016



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

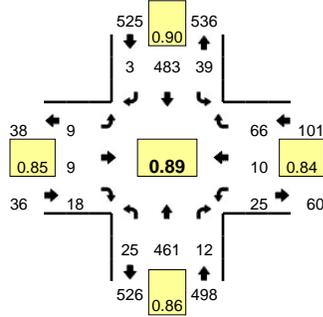


15-Min Count Period Beginning At	S Main St (US 127) (Northbound)				S Main St (US 127) (Southbound)				Elmo Dr/Cleveland St (Eastbound)				Elmo Dr/Cleveland St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	101	4	0	2	58	0	0	0	5	11	0	2	4	4	0	196	
7:15 AM	3	122	3	0	4	92	0	0	1	4	9	0	1	2	5	0	246	
7:30 AM	5	146	6	0	11	74	1	0	2	4	15	0	4	0	11	0	279	
7:45 AM	2	158	8	0	10	111	1	0	0	13	19	0	5	0	13	0	340	1061
8:00 AM	3	97	6	0	11	84	2	0	1	2	8	0	1	2	6	0	223	1088
8:15 AM	7	102	2	0	11	78	1	0	1	2	3	0	10	2	2	0	221	1063
8:30 AM	6	116	8	0	11	73	0	0	0	5	8	0	8	0	7	0	242	1026
8:45 AM	1	106	2	0	11	79	2	0	2	2	6	0	3	3	5	0	222	908
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	632	32	0	40	444	4	0	0	52	76	0	20	0	52	0	1360	
Heavy Trucks	0	32	0	0	0	52	0	0	0	0	8	0	0	0	0	0	92	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

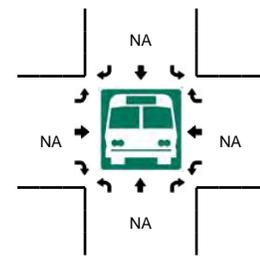
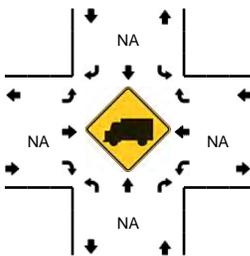
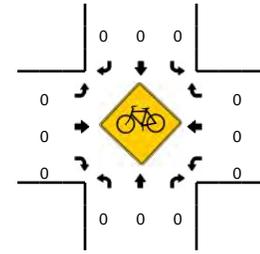
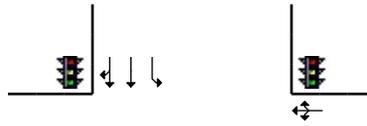
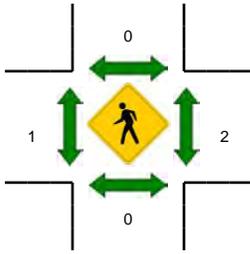
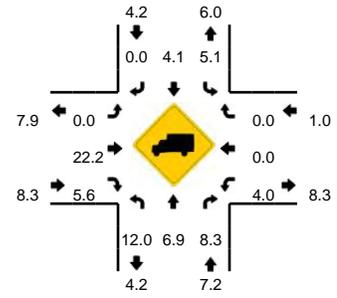
Comments:

LOCATION: S Main St (US 127) -- Elmo Dr/Cleveland St
CITY/STATE: Crossville, TN

QC JOB #: 13577159
DATE: Tue, Apr 19 2016



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

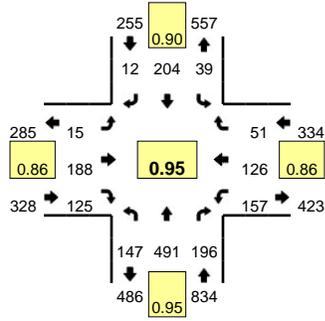


15-Min Count Period Beginning At	S Main St (US 127) (Northbound)				S Main St (US 127) (Southbound)				Elmo Dr/Cleveland St (Eastbound)				Elmo Dr/Cleveland St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	135	1	0	12	133	1	0	4	0	3	0	5	4	21	0	327	
4:15 PM	5	104	3	0	10	120	1	0	1	2	3	0	6	3	20	0	278	
4:30 PM	8	105	3	0	9	116	1	0	1	3	7	0	6	2	12	0	273	
4:45 PM	4	117	5	0	8	114	0	0	3	4	5	0	8	1	13	0	282	1160
5:00 PM	4	121	1	0	8	126	0	0	0	4	6	0	8	5	7	0	290	1123
5:15 PM	3	93	3	0	9	103	0	0	0	3	5	0	7	3	5	0	234	1079
5:30 PM	2	73	2	0	4	77	1	0	0	1	6	0	2	2	14	0	184	990
5:45 PM	3	80	5	0	2	91	1	0	1	2	1	0	2	1	6	0	195	903
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	540	4	0	48	532	4	0	16	0	12	0	20	16	84	0	1308	
Heavy Trucks	4	32	0		0	16	0		0	0	0		4	0	0		56	
Pedestrians		0				0				4				8				12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

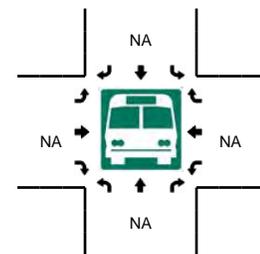
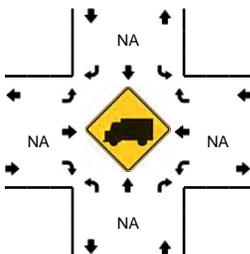
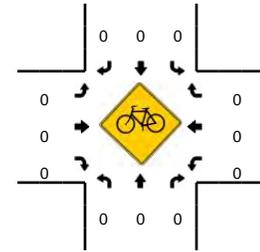
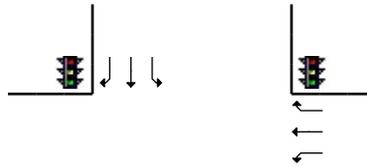
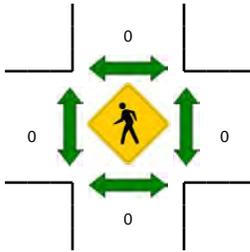
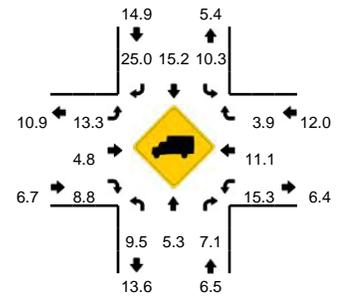
Comments:

LOCATION: S Main St (US 127) -- Miller Ave
CITY/STATE: Cumberland, TN

QC JOB #: 13577121
DATE: Tue, Apr 19 2016



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

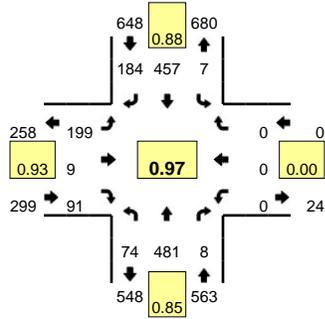


15-Min Count Period Beginning At	S Main St (US 127) (Northbound)				S Main St (US 127) (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	27	102	53	0	10	40	1	0	2	38	22	0	36	28	10	0	369	
7:15 AM	40	117	62	0	5	61	2	0	3	43	33	0	46	37	14	0	463	
7:30 AM	45	130	43	0	14	44	5	0	3	62	30	0	44	30	10	0	460	
7:45 AM	35	142	38	0	10	59	4	0	7	45	40	0	31	31	17	0	459	1751
8:00 AM	11	78	16	0	5	52	3	0	2	32	27	0	27	21	9	0	283	1665
8:15 AM	16	75	19	0	12	48	4	0	1	34	23	0	21	22	10	0	285	1487
8:30 AM	14	98	38	0	9	46	5	0	5	25	35	0	21	17	17	0	330	1357
8:45 AM	22	74	23	0	7	41	5	0	3	35	21	0	22	22	17	0	292	1190
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	160	468	248	0	20	244	8	0	12	172	132	0	184	148	56	0	1852	
Heavy Trucks	12	16	4		0	28	4		4	4	12		16	0	8		108	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

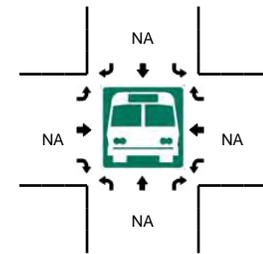
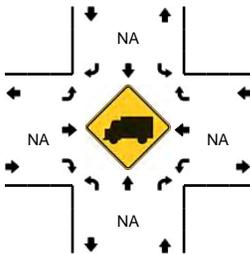
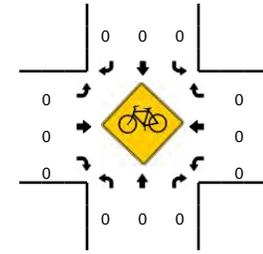
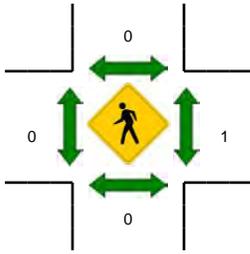
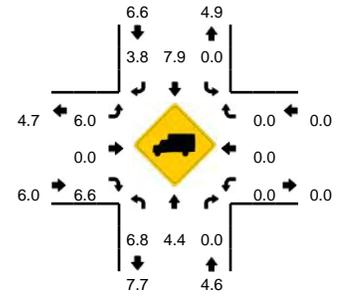
Comments:

LOCATION: N Main St (US 127) -- Miller Ave
CITY/STATE: Cumberland, TN

QC JOB #: 13577128
DATE: Tue, Apr 19 2016



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



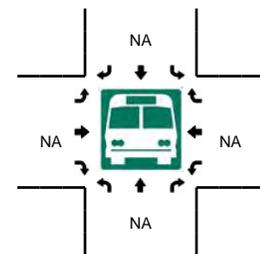
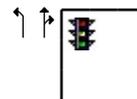
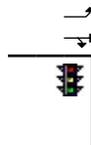
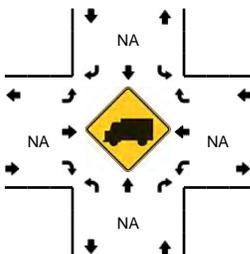
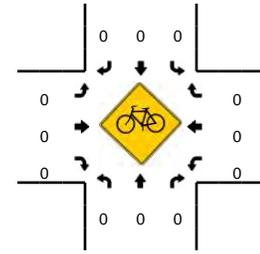
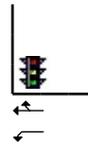
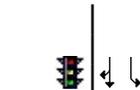
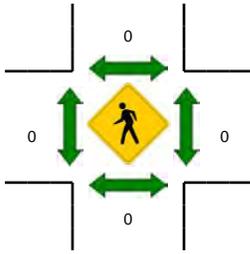
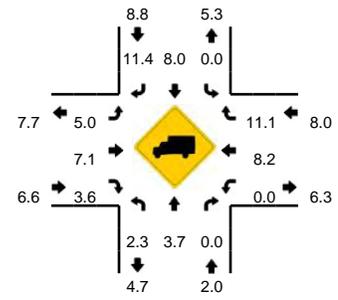
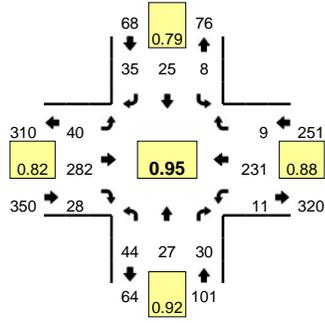
15-Min Count Period Beginning At	N Main St (US 127) (Northbound)				N Main St (US 127) (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	96	1	0	4	73	36	0	35	4	9	0	0	0	0	0	265	
7:15 AM	23	108	3	0	2	122	60	0	40	2	24	0	0	0	0	0	384	
7:30 AM	13	131	2	0	1	109	44	0	57	0	21	0	0	0	0	0	378	
7:45 AM	17	131	1	0	2	115	39	0	57	3	23	0	0	0	0	0	388	1415
8:00 AM	21	111	2	0	2	111	41	0	45	4	23	0	0	0	0	0	360	1510
8:15 AM	20	104	2	0	2	97	53	0	53	2	22	0	0	0	0	0	355	1481
8:30 AM	19	124	1	0	0	112	45	1	56	1	28	0	0	0	0	0	387	1490
8:45 AM	25	144	0	0	0	122	42	0	48	2	19	0	0	0	0	0	402	1504
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	524	4	0	8	460	156	0	228	12	92	0	0	0	0	0	1552	
Heavy Trucks	0	12	0		0	12	16		16	0	12		0	0	0		68	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: Livingston Rd -- Miller Ave
CITY/STATE: Crossville, TN

QC JOB #: 13577106
DATE: Tue, Apr 19 2016

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



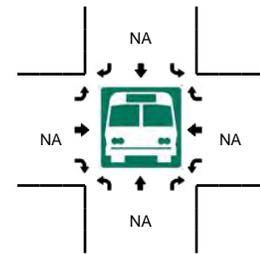
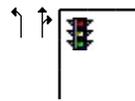
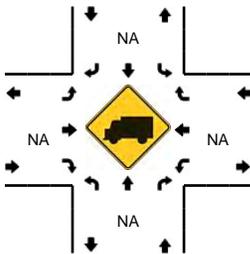
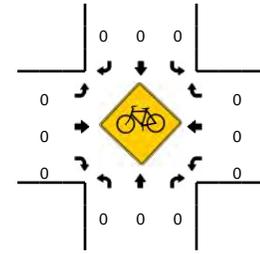
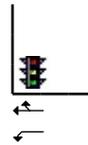
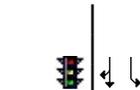
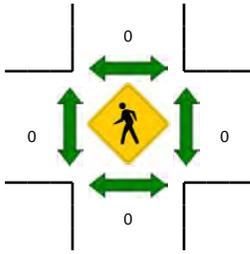
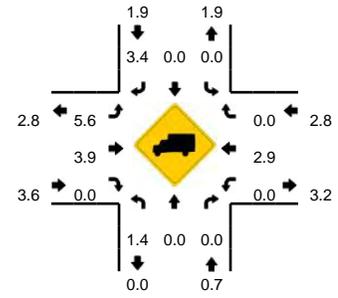
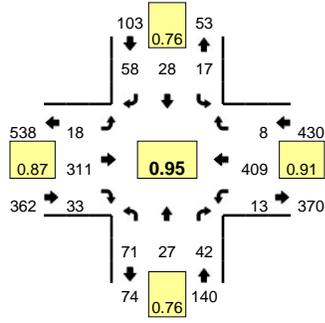
15-Min Count Period Beginning At	Livingston Rd (Northbound)				Livingston Rd (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	1	1	0	1	1	4	0	4	46	6	0	3	37	2	0	110	
7:15 AM	6	8	2	0	2	3	5	0	10	73	2	0	1	66	6	0	184	
7:30 AM	10	11	4	0	2	4	6	0	19	74	3	0	5	48	2	0	188	
7:45 AM	9	6	3	0	1	2	6	0	18	84	8	0	3	48	4	0	192	674
8:00 AM	15	4	9	0	4	9	11	0	4	59	7	0	1	54	1	0	178	742
8:15 AM	12	4	9	0	0	7	10	0	8	71	7	0	4	69	2	0	203	761
8:30 AM	8	13	9	0	3	7	8	0	10	68	6	0	3	60	2	0	197	770
8:45 AM	12	6	9	0	4	5	8	0	9	60	3	0	3	58	6	0	183	761
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	16	36	0	0	28	40	0	32	284	28	0	16	276	8	0	812	
Heavy Trucks	4	0	0		0	0	8		8	24	4		0	16	4		68	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: Livingston Rd -- Miller Ave
CITY/STATE: Crossville, TN

QC JOB #: 13577143
DATE: Tue, Apr 19 2016

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



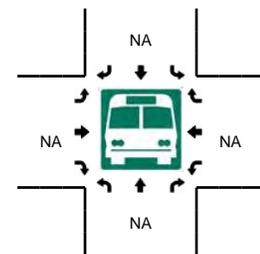
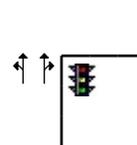
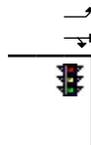
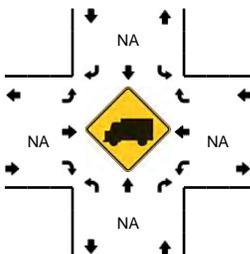
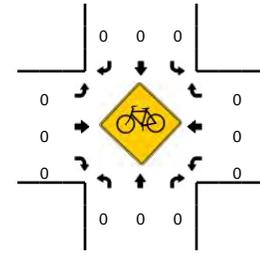
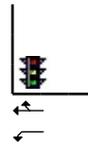
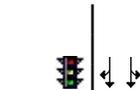
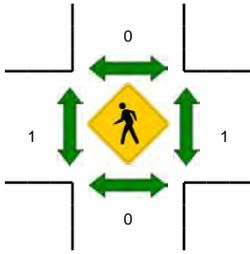
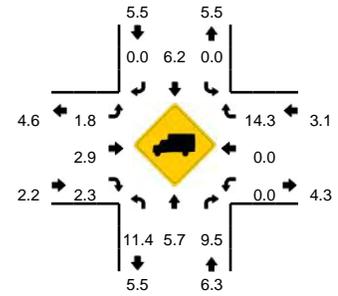
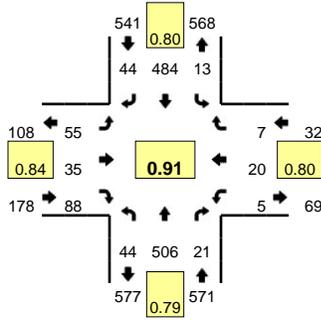
15-Min Count Period Beginning At	Livingston Rd (Northbound)				Livingston Rd (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	20	12	14	0	4	4	19	0	6	75	7	0	6	102	2	0	271	
4:15 PM	13	3	11	0	6	6	15	0	7	79	8	0	3	111	4	0	266	
4:30 PM	19	6	7	0	5	11	18	0	0	80	11	0	1	98	1	0	257	
4:45 PM	19	6	10	0	2	7	6	0	5	77	7	0	3	98	1	0	241	1035
5:00 PM	23	6	6	0	3	5	20	0	1	101	8	0	0	96	1	0	270	1034
5:15 PM	15	7	6	0	2	5	8	0	3	73	6	0	2	75	0	0	202	970
5:30 PM	15	4	6	0	1	8	10	0	7	77	12	0	1	79	2	0	222	935
5:45 PM	19	0	3	0	1	0	7	0	1	67	6	0	0	70	3	0	177	871
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	80	48	56	0	16	16	76	0	24	300	28	0	24	408	8	0	1084	
Heavy Trucks	0	0	0		0	0	8		4	8	0		0	20	0		40	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

Comments:

LOCATION: Miller Ave -- 10th St
CITY/STATE: Cumberland, TN

QC JOB #: 13577108
DATE: Tue, Apr 19 2016

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

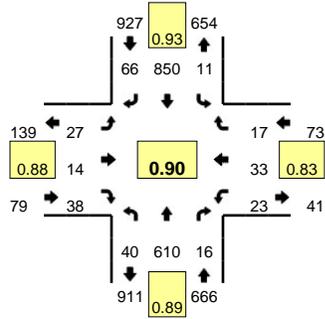


15-Min Count Period Beginning At	Miller Ave (Northbound)				Miller Ave (Southbound)				10th St (Eastbound)				10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	91	0	0	2	121	8	0	11	4	24	0	0	4	4	0	276	
7:15 AM	11	114	5	0	5	153	11	0	12	13	28	0	0	8	0	0	360	
7:30 AM	14	136	9	0	3	130	17	0	13	8	24	0	4	4	2	0	364	
7:45 AM	12	165	7	0	3	80	8	0	19	10	12	0	1	4	1	0	322	1322
8:00 AM	4	97	4	0	5	74	3	0	11	7	7	0	1	1	3	0	217	1263
8:15 AM	3	100	6	0	2	99	1	0	7	3	9	0	3	2	1	0	236	1139
8:30 AM	4	114	1	0	3	87	7	0	8	3	6	0	0	2	4	0	239	1014
8:45 AM	3	113	4	0	4	76	8	0	6	4	10	0	1	1	2	0	232	924
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	56	544	36	0	12	520	68	0	52	32	96	0	16	16	8	0	1456	
Heavy Trucks	8	32	4		0	12	0		0	4	0		0	0	4		64	
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

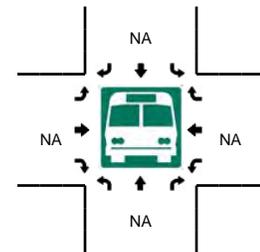
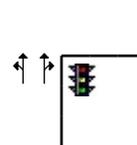
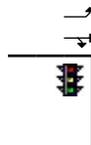
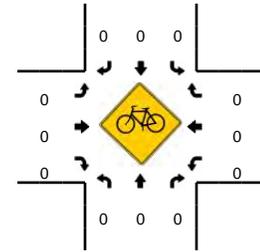
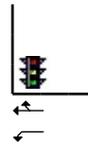
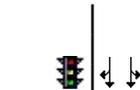
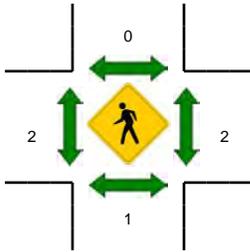
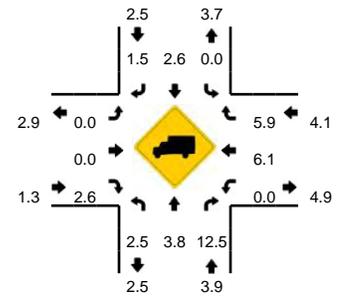
Comments:

LOCATION: Miller Ave -- 10th St
CITY/STATE: Cumberland, TN

QC JOB #: 13577145
DATE: Tue, Apr 19 2016



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



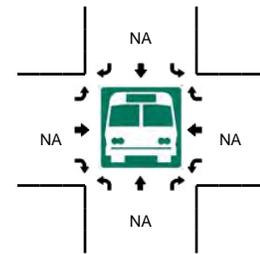
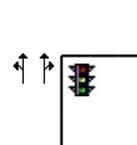
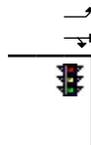
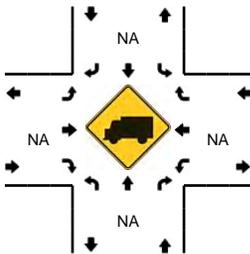
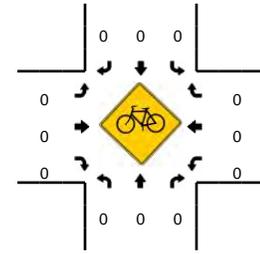
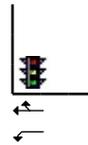
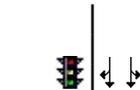
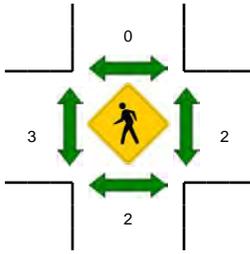
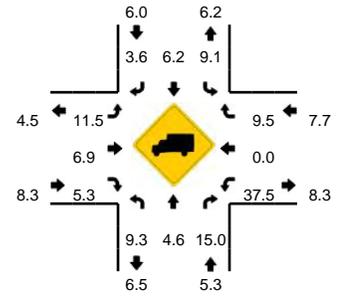
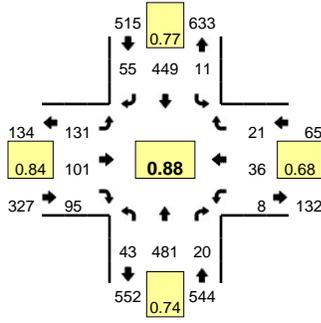
15-Min Count Period Beginning At	Miller Ave (Northbound)				Miller Ave (Southbound)				10th St (Eastbound)				10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	136	1	0	1	202	17	0	11	5	8	0	4	2	2	0	406	
4:15 PM	7	153	4	0	4	195	17	0	4	5	6	0	5	4	5	0	409	
4:30 PM	11	149	6	0	0	223	16	0	5	3	12	0	4	14	3	0	446	
4:45 PM	14	171	3	0	3	231	20	0	12	4	9	0	7	6	3	0	483	1744
5:00 PM	8	137	3	0	4	201	13	0	6	2	11	0	7	9	6	0	407	1745
5:15 PM	9	104	3	0	2	215	14	0	15	4	5	0	1	2	5	0	379	1715
5:30 PM	5	126	1	0	0	186	9	0	9	2	6	0	2	6	0	0	352	1621
5:45 PM	4	92	1	0	1	165	15	0	2	2	4	0	1	5	5	0	297	1435
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	684	12	0	12	924	80	0	48	16	36	0	28	24	12	0	1932	
Heavy Trucks	0	20	0		0	24	0		0	0	0		0	0	0		44	
Pedestrians		0				0				4				4			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Miller Ave -- 4th St
CITY/STATE: Cumberland, TN

QC JOB #: 13577109
DATE: Tue, Apr 19 2016

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



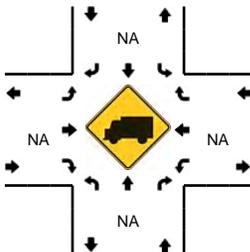
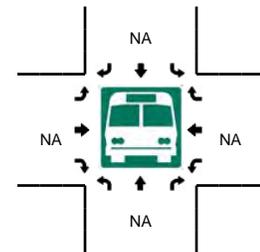
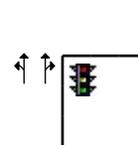
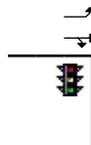
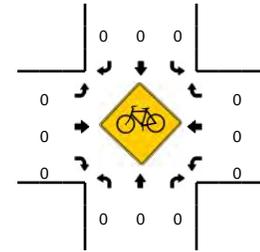
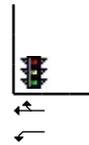
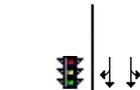
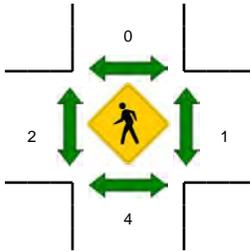
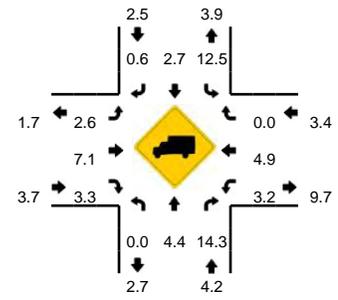
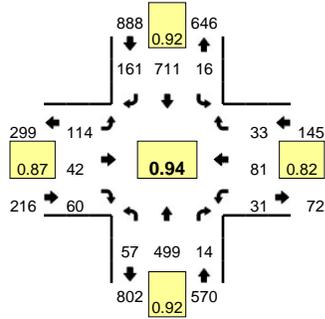
15-Min Count Period Beginning At	Miller Ave (Northbound)				Miller Ave (Southbound)				4th St (Eastbound)				4th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	79	3	0	4	108	12	0	29	26	17	0	2	10	4	0	303	
7:15 AM	9	106	7	0	3	150	14	0	36	27	34	0	3	11	10	0	410	
7:30 AM	5	136	3	0	3	123	14	0	37	25	26	0	2	6	5	0	385	
7:45 AM	20	160	7	0	1	68	15	0	29	23	18	0	1	9	2	0	353	1451
8:00 AM	8	90	2	0	5	58	16	0	19	11	14	0	1	7	4	0	235	1383
8:15 AM	7	87	2	0	2	93	13	0	13	10	5	0	2	6	2	0	242	1215
8:30 AM	5	93	3	0	4	74	10	0	20	15	9	0	3	7	4	0	247	1077
8:45 AM	4	111	2	0	3	77	12	0	15	8	10	0	1	3	1	0	247	971
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	424	28	0	12	600	56	0	144	108	136	0	12	44	40	0	1640	
Heavy Trucks	4	8	12		0	40	4		24	12	4		12	0	0		120	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Miller Ave -- 4th St
CITY/STATE: Cumberland, TN

QC JOB #: 13577146
DATE: Tue, Apr 19 2016

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



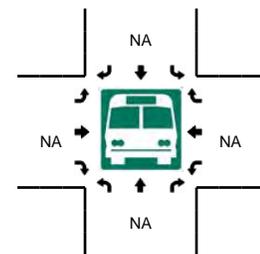
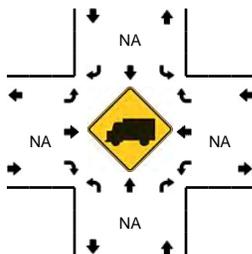
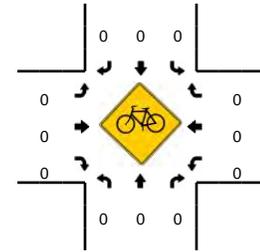
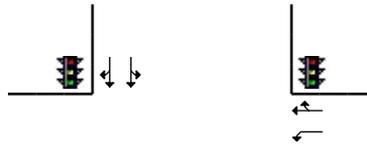
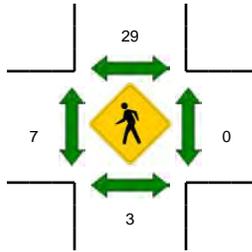
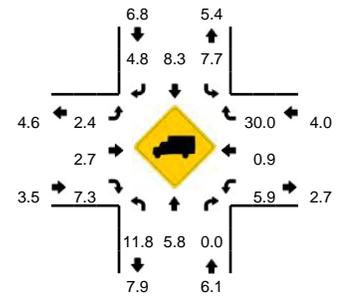
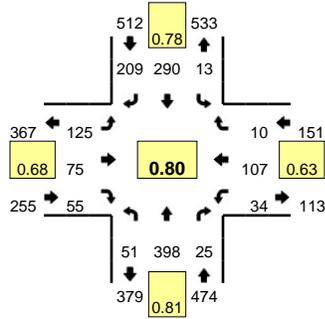
15-Min Count Period Beginning At	Miller Ave (Northbound)				Miller Ave (Southbound)				4th St (Eastbound)				4th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	16	122	2	0	0	154	41	0	21	9	11	0	15	19	7	0	417	
4:15 PM	15	115	4	0	3	163	39	0	28	15	19	0	9	24	11	0	445	
4:30 PM	15	123	6	0	3	198	44	0	32	8	17	0	8	18	12	0	484	
4:45 PM	9	147	1	0	4	188	39	0	31	8	16	0	7	11	2	0	463	1809
5:00 PM	18	114	3	0	6	162	39	0	23	11	8	0	7	28	8	0	427	1819
5:15 PM	22	98	2	0	4	183	28	0	19	14	12	0	5	16	4	0	407	1781
5:30 PM	11	89	8	0	5	143	30	0	27	13	9	0	5	10	6	0	356	1653
5:45 PM	8	82	4	0	1	141	24	0	28	12	9	0	2	9	2	0	322	1512
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	492	24	0	12	792	176	0	128	32	68	0	32	72	48	0	1936	
Heavy Trucks	0	36	8		0	24	0		8	4	4		4	4	0		92	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Miller Ave -- Stanley St
CITY/STATE: Cumberland, TN

QC JOB #: 13577110
DATE: Tue, Apr 19 2016

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



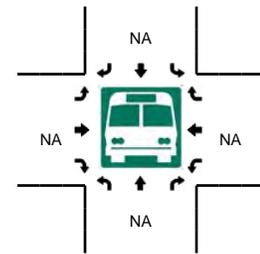
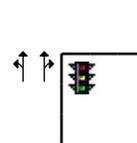
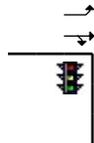
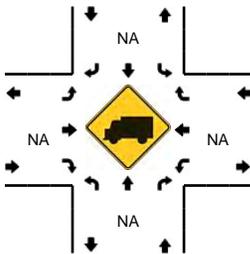
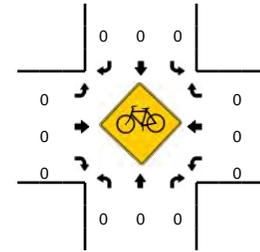
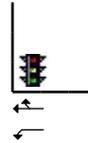
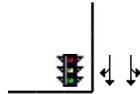
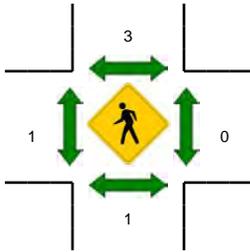
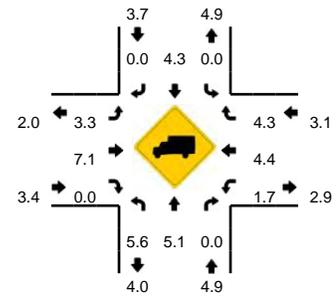
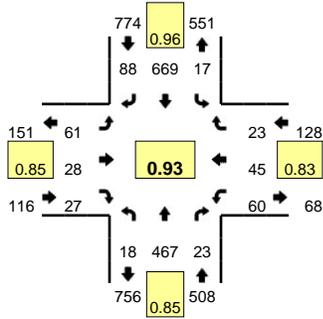
15-Min Count Period Beginning At	Miller Ave (Northbound)				Miller Ave (Southbound)				Stanley St (Eastbound)				Stanley St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	15	72	7	0	2	64	38	0	16	14	14	0	13	18	2	0	275	
7:15 AM	24	86	4	0	3	87	74	0	33	14	17	0	6	36	0	0	384	
7:30 AM	10	100	10	0	2	79	82	0	46	30	18	0	9	49	2	0	437	
7:45 AM	2	140	4	0	6	60	15	0	30	17	6	0	6	4	6	0	296	1392
8:00 AM	3	80	9	0	5	60	6	0	10	6	4	0	6	2	6	0	197	1314
8:15 AM	1	81	6	0	1	79	13	0	10	4	3	0	6	3	2	0	209	1139
8:30 AM	3	82	2	0	7	73	6	0	11	5	0	0	5	1	6	0	201	903
8:45 AM	3	102	6	0	4	67	7	0	10	6	4	0	9	8	3	0	229	836
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	400	40	0	8	316	328	0	184	120	72	0	36	196	8	0	1748	
Heavy Trucks	0	28	0		0	12	8		4	4	12		0	0	0		68	
Pedestrians		12				40				0				0			52	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Miller Ave -- Stanley St
CITY/STATE: Cumberland, TN

QC JOB #: 13577147
DATE: Tue, Apr 19 2016

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

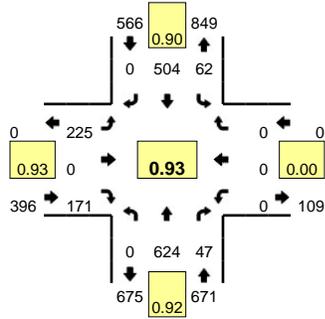


15-Min Count Period Beginning At	Miller Ave (Northbound)				Miller Ave (Southbound)				Stanley St (Eastbound)				Stanley St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	110	4	0	5	161	13	0	20	5	4	0	16	13	6	0	362	
4:15 PM	5	107	2	0	6	166	23	0	11	8	8	0	12	11	8	0	367	
4:30 PM	4	115	7	0	4	173	22	0	17	8	7	0	17	8	4	0	386	
4:45 PM	4	135	10	0	2	169	30	0	13	7	8	0	15	13	5	0	411	1526
5:00 PM	5	96	9	0	2	149	15	0	23	8	5	0	14	15	11	0	352	1516
5:15 PM	5	98	5	0	6	151	26	0	6	9	3	0	11	10	7	0	337	1486
5:30 PM	4	83	6	0	2	131	17	0	12	6	2	0	10	4	4	0	281	1381
5:45 PM	2	85	4	0	5	129	15	0	9	4	0	0	14	9	3	0	279	1249
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	16	540	40	0	8	676	120	0	52	28	32	0	60	52	20	0	1644	
Heavy Trucks	0	20	0	0	0	32	0	0	0	0	0	0	4	4	0	0	60	
Pedestrians		0				8				4				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		

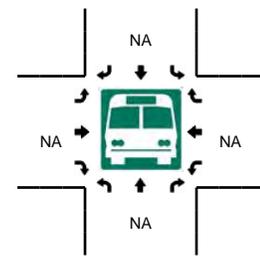
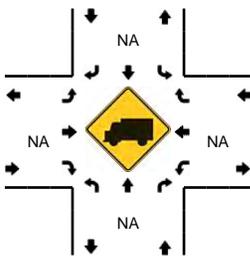
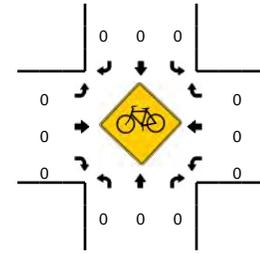
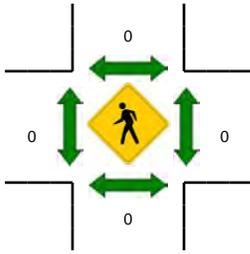
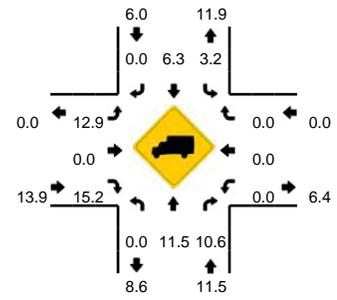
Comments:

LOCATION: Peavine Rd -- I 40 EB On/Off Ramp
CITY/STATE: Cumberland, TN

QC JOB #: 13577113
DATE: Tue, Apr 19 2016



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

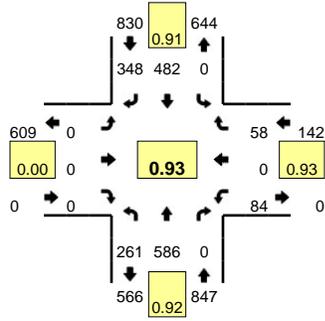


15-Min Count Period Beginning At	Peavine Rd (Northbound)				Peavine Rd (Southbound)				I 40 EB On/Off Ramp (Eastbound)				I 40 EB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	121	14	0	12	110	0	0	47	0	34	0	0	0	0	0	338	
7:15 AM	0	172	11	0	14	129	0	0	51	0	57	0	0	0	0	0	434	
7:30 AM	0	162	11	0	15	129	0	0	65	0	41	0	0	0	0	0	423	
7:45 AM	0	169	11	0	21	136	0	0	62	0	39	0	0	0	0	0	438	1633
8:00 AM	0	100	11	0	17	97	0	0	49	0	37	0	0	0	0	0	311	1606
8:15 AM	0	106	9	0	13	111	0	0	46	0	25	0	0	0	0	0	310	1482
8:30 AM	0	98	18	0	11	86	0	0	46	0	32	0	0	0	0	0	291	1350
8:45 AM	0	110	11	0	14	100	0	0	61	0	31	0	0	0	0	0	327	1239
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	676	44	0	84	544	0	0	248	0	156	0	0	0	0	0	1752	
Heavy Trucks	0	56	4		0	32	0		24	0	24		0	0	0		140	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

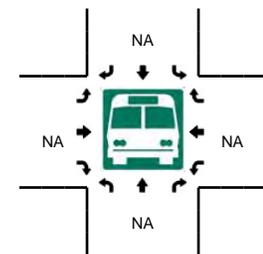
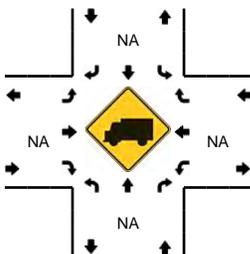
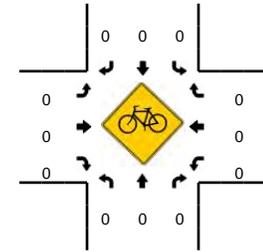
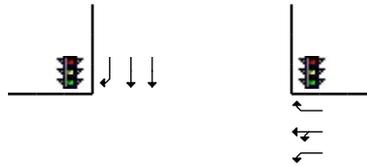
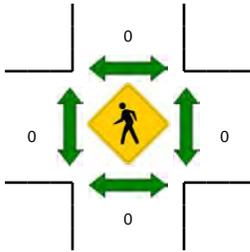
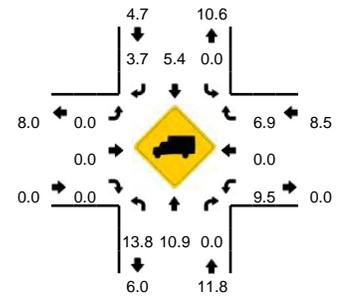
Comments:

LOCATION: Peavine Rd -- I 40 WB On/Off Ramp
CITY/STATE: Cumberland, TN

QC JOB #: 13577114
DATE: Tue, Apr 19 2016



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

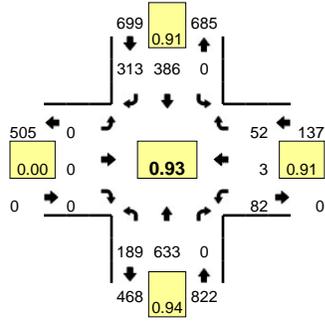


15-Min Count Period Beginning At	Peavine Rd (Northbound)				Peavine Rd (Southbound)				I 40 WB On/Off Ramp (Eastbound)				I 40 WB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	64	100	0	0	0	100	71	0	0	0	0	0	21	0	12	0	368	
7:15 AM	82	141	0	0	0	126	102	0	0	0	0	0	24	0	13	0	488	
7:30 AM	63	167	0	0	0	124	86	0	0	0	0	0	17	0	17	0	474	
7:45 AM	52	178	0	0	0	132	89	0	0	0	0	0	22	0	16	0	489	1819
8:00 AM	28	127	0	0	0	103	54	0	0	0	0	0	12	1	14	0	339	1790
8:15 AM	30	119	0	0	0	109	78	0	0	0	0	0	13	0	11	0	360	1662
8:30 AM	23	125	0	0	0	83	73	0	0	0	0	0	12	0	8	0	324	1512
8:45 AM	44	127	0	0	0	107	74	0	0	0	0	0	11	0	10	0	373	1396
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	208	712	0	0	0	528	356	0	0	0	0	0	88	0	64	0	1956	
Heavy Trucks	20	64	0	0	0	16	24	0	0	0	0	0	12	0	4	0	140	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

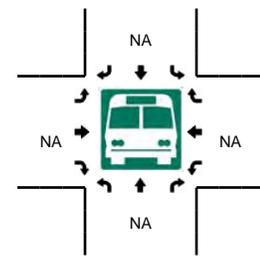
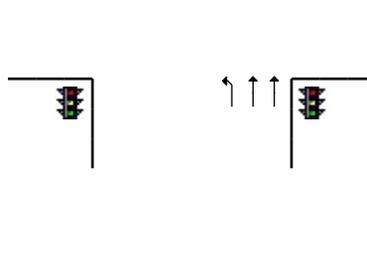
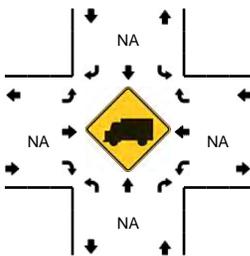
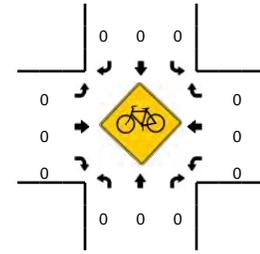
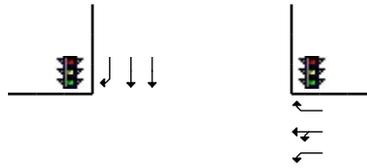
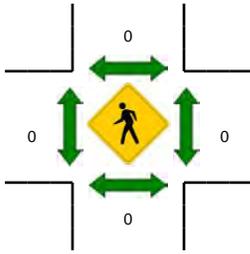
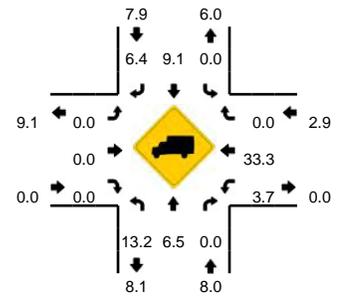
Comments:

LOCATION: Peavine Rd -- I 40 WB On/Off Ramp
CITY/STATE: Cumberland, TN

QC JOB #: 13577151
DATE: Tue, Apr 19 2016



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



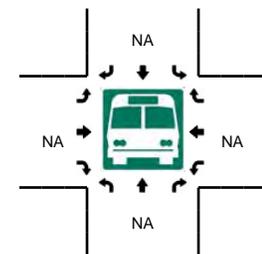
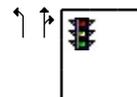
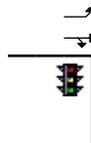
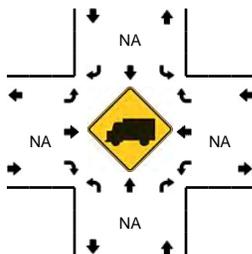
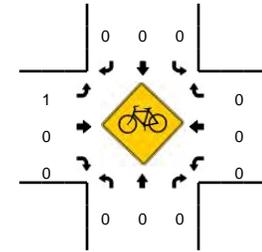
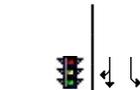
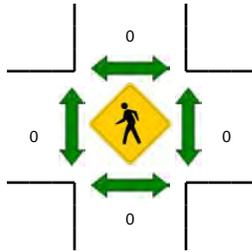
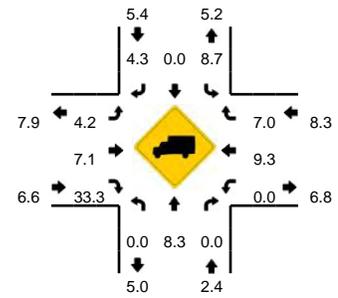
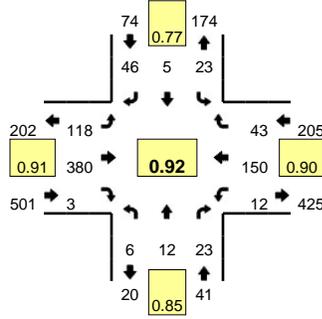
15-Min Count Period Beginning At	Peavine Rd (Northbound)				Peavine Rd (Southbound)				I 40 WB On/Off Ramp (Eastbound)				I 40 WB On/Off Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	44	175	0	0	0	111	82	0	0	0	0	0	21	1	14	0	448	
4:15 PM	65	143	0	0	0	81	72	0	0	0	0	0	10	1	6	0	378	
4:30 PM	34	179	0	0	0	95	87	0	0	0	0	0	23	0	18	0	436	
4:45 PM	46	136	0	0	0	99	72	0	0	0	0	0	28	1	14	0	396	1658
5:00 PM	41	160	0	1	0	106	63	0	0	0	0	0	23	0	16	0	410	1620
5:15 PM	46	136	0	0	0	82	61	0	0	0	0	0	21	0	12	0	358	1600
5:30 PM	27	106	0	0	0	64	80	0	0	0	0	0	15	0	13	0	305	1469
5:45 PM	32	139	0	0	0	81	56	0	0	0	0	0	14	1	9	0	332	1405
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	176	700	0	0	0	444	328	0	0	0	0	0	84	4	56	0	1792	
Heavy Trucks	24	52	0	0	0	36	28	0	0	0	0	0	8	0	0	0	148	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: Northside Dr/Tennessee Ave -- US 70 (Sparta Hwy)
CITY/STATE: Crossville, TN

QC JOB #: 13577102
DATE: Tue, Apr 19 2016

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

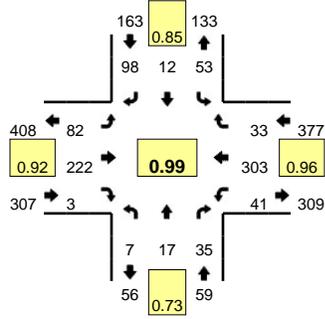


15-Min Count Period Beginning At	Northside Dr/Tennessee Ave (Northbound)				Northside Dr/Tennessee Ave (Southbound)				US 70 (Sparta Hwy) (Eastbound)				US 70 (Sparta Hwy) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	5	0	3	1	10	0	30	88	0	0	1	31	8	0	179	
7:15 AM	3	2	8	0	8	0	16	0	29	95	0	0	1	43	9	0	214	
7:30 AM	0	4	5	0	6	1	10	0	25	95	2	0	3	37	16	0	204	
7:45 AM	1	6	5	0	5	3	10	1	34	102	1	0	7	39	10	0	224	821
8:00 AM	2	2	4	0	5	2	7	0	18	47	1	0	7	40	8	0	143	785
8:15 AM	0	0	10	0	5	0	16	0	6	57	3	0	9	42	4	0	152	723
8:30 AM	0	5	8	0	4	0	13	0	12	68	1	0	6	44	14	0	175	694
8:45 AM	2	0	11	0	8	2	7	0	10	53	0	0	7	37	6	0	143	613
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	24	20	0	20	12	40	4	136	408	4	0	28	156	40	0	896	
Heavy Trucks	0	4	0		4	0	0		4	36	0		0	16	4		68	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

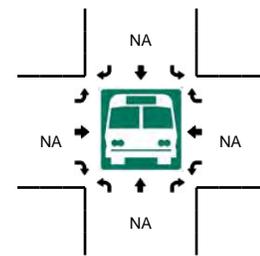
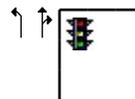
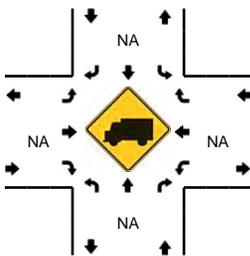
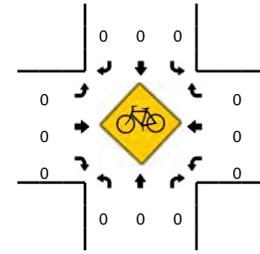
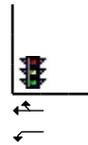
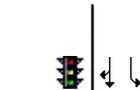
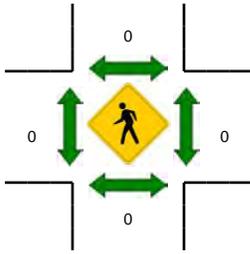
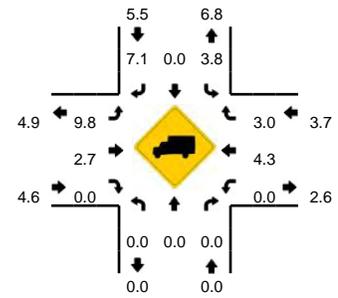
Comments:

LOCATION: Northside Dr/Tennessee Ave -- US 70 (Sparta Hwy)
CITY/STATE: Crossville, TN

QC JOB #: 13577139
DATE: Tue, Apr 19 2016



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

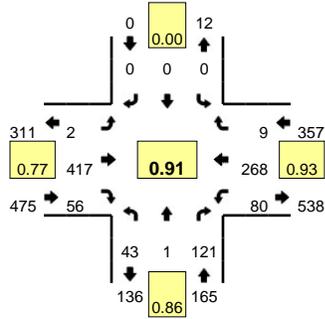


15-Min Count Period Beginning At	Northside Dr/Tennessee Ave (Northbound)				Northside Dr/Tennessee Ave (Southbound)				US 70 (Sparta Hwy) (Eastbound)				US 70 (Sparta Hwy) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	1	7	0	9	2	22	0	5	51	3	0	9	77	9	0	197	
4:15 PM	4	2	2	0	12	2	25	0	18	60	2	0	13	79	7	0	226	
4:30 PM	1	4	11	0	12	3	22	1	22	61	0	0	8	76	8	0	229	
4:45 PM	2	4	8	0	11	3	24	0	26	54	1	0	12	71	12	0	228	880
5:00 PM	0	7	14	0	17	4	27	0	16	47	0	0	8	77	6	0	223	906
5:15 PM	2	1	6	0	10	4	25	0	16	43	0	0	5	85	12	0	209	889
5:30 PM	0	6	11	0	8	4	20	0	16	48	0	0	7	60	11	0	191	851
5:45 PM	1	1	7	0	6	2	10	0	10	43	1	0	7	44	13	0	145	768
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	16	44	0	48	12	88	4	88	244	0	0	32	304	32	0	916	
Heavy Trucks	0	0	0		4	0	8		8	8	0		0	12	0		40	
Pedestrians																	0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

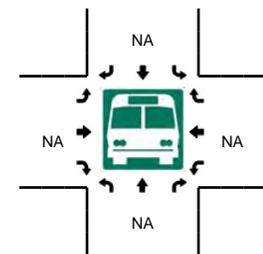
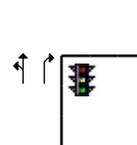
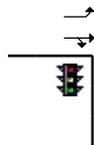
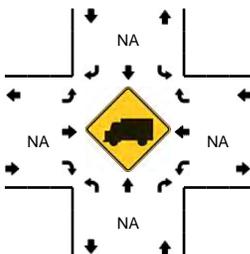
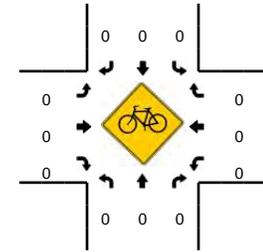
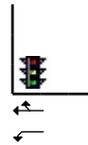
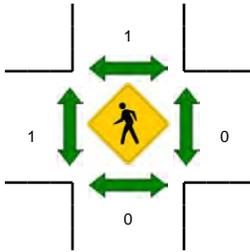
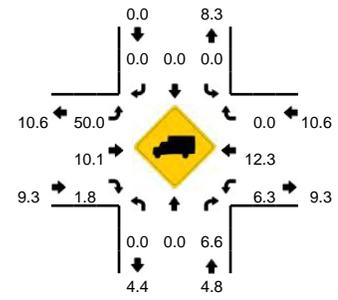
Comments:

LOCATION: Highland Square Dwy -- US 70 (Sparta Hwy)
CITY/STATE: Crossville, TN

QC JOB #: 13577103
DATE: Tue, Apr 19 2016



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



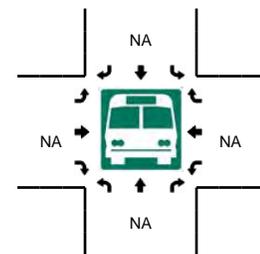
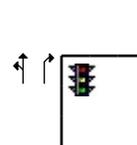
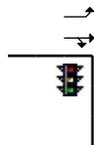
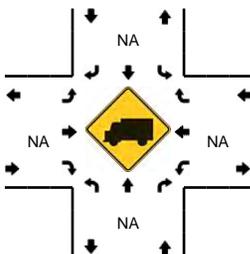
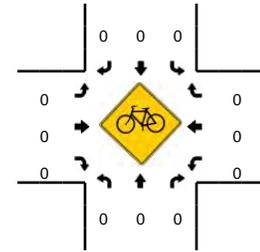
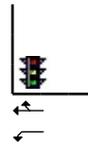
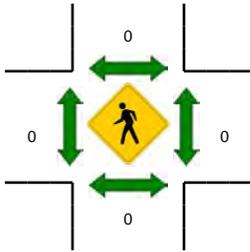
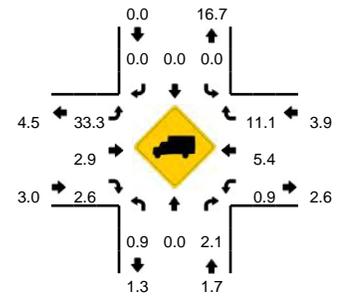
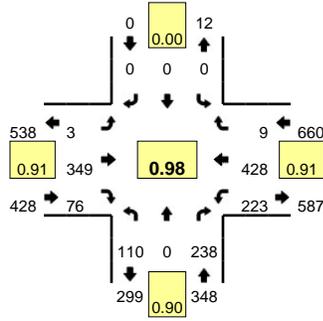
15-Min Count Period Beginning At	Highland Square Dwy (Northbound)				Highland Square Dwy (Southbound)				US 70 (Sparta Hwy) (Eastbound)				US 70 (Sparta Hwy) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	11	0	0	0	0	0	0	96	12	0	9	38	5	0	172	
7:15 AM	6	0	7	0	0	0	0	0	3	105	7	0	13	52	4	0	197	
7:30 AM	6	0	15	0	0	0	0	0	1	96	9	0	14	58	1	0	200	
7:45 AM	10	0	19	0	0	0	0	0	0	137	20	0	22	64	2	0	274	843
8:00 AM	14	1	31	0	0	0	0	0	0	83	9	0	18	76	2	0	234	905
8:15 AM	10	0	30	0	0	0	0	0	0	102	13	0	21	64	3	0	243	951
8:30 AM	9	0	41	0	0	0	0	0	2	95	14	0	19	64	2	0	246	997
8:45 AM	11	1	24	0	0	0	0	0	0	100	15	0	19	67	2	0	239	962
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	40	0	76	0	0	0	0	0	0	548	80	0	88	256	8	0	1096	
Heavy Trucks	0	0	0	0	0	0	0	0	0	60	0	0	0	32	0	0	92	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Highland Square Dwy -- US 70 (Sparta Hwy)
CITY/STATE: Crossville, TN

QC JOB #: 13577140
DATE: Tue, Apr 19 2016

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



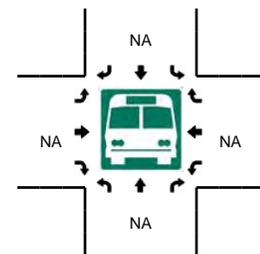
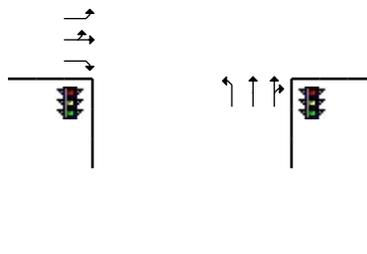
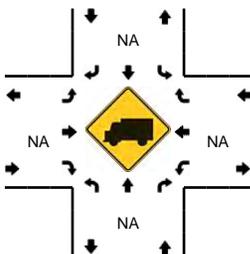
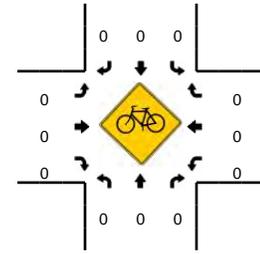
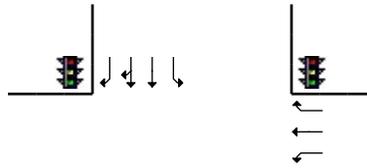
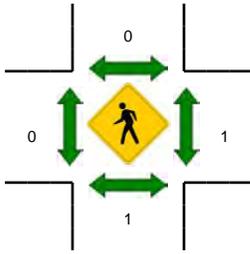
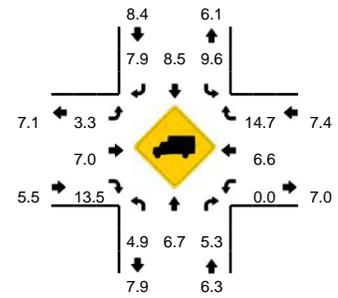
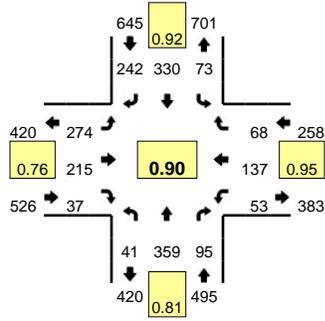
15-Min Count Period Beginning At	Highland Square Dwy (Northbound)				Highland Square Dwy (Southbound)				US 70 (Sparta Hwy) (Eastbound)				US 70 (Sparta Hwy) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	0	49	0	0	0	0	0	2	83	12	0	54	120	7	0	346	
4:15 PM	22	0	58	0	0	0	0	0	2	84	13	0	57	122	6	0	364	
4:30 PM	30	0	58	0	0	0	0	0	0	99	19	0	53	98	0	0	357	
4:45 PM	30	0	67	0	0	0	0	0	1	85	23	0	53	105	2	0	366	1433
5:00 PM	28	0	55	0	0	0	0	0	0	81	21	0	60	103	1	0	349	1436
5:15 PM	27	0	49	0	0	0	0	0	0	76	17	0	50	94	1	0	314	1386
5:30 PM	22	0	53	0	0	0	0	0	0	65	9	0	41	75	2	0	267	1296
5:45 PM	25	0	68	0	0	0	0	0	0	60	19	0	37	53	1	0	263	1193
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	120	0	268	0	0	0	0	0	4	340	92	0	212	420	8	0	1464	
Heavy Trucks	0	0	8	0	0	0	0	0	0	8	4	0	4	12	0	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: West Ave(US 70) -- Miller Ave
CITY/STATE: Crossville, TN

QC JOB #: 13577107
DATE: Tue, Apr 19 2016

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

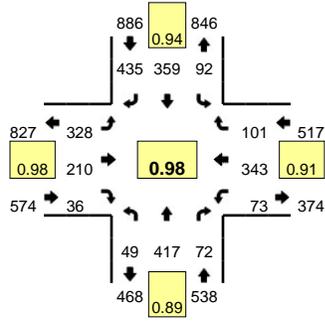


15-Min Count Period Beginning At	West Ave(US 70) (Northbound)				West Ave(US 70) (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	7	51	16	0	13	73	61	0	57	32	11	0	4	26	6	0	357		
7:15 AM	13	58	26	0	19	90	74	0	64	43	10	0	13	51	17	0	478		
7:30 AM	12	110	33	0	15	91	75	0	65	57	6	0	13	32	7	0	516		
7:45 AM	5	116	19	0	22	87	51	0	89	69	15	0	16	29	14	0	532	1883	
8:00 AM	11	75	17	0	17	62	42	0	56	46	6	0	11	25	30	0	398	1924	
8:15 AM	9	85	12	0	23	79	57	0	52	36	7	0	14	38	14	0	426	1872	
8:30 AM	12	86	16	0	20	70	48	0	58	58	5	0	21	33	17	0	444	1800	
8:45 AM	8	75	22	0	19	82	44	0	59	41	7	0	15	35	22	0	429	1697	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	20	464	76	0	88	348	204	0	356	276	60	0	64	116	56	0	2128		
Heavy Trucks	0	28	4		12	20	20		16	24	4		0	20	0		148		
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																		0	
Stopped Buses																		0	

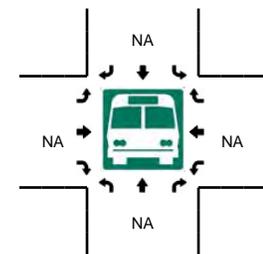
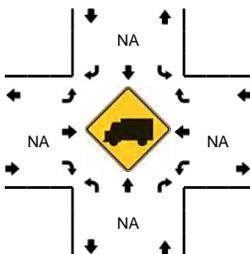
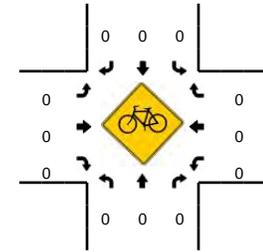
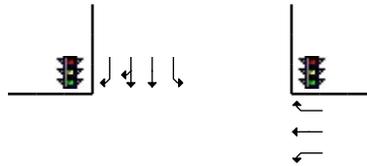
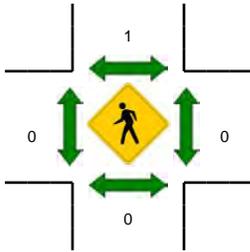
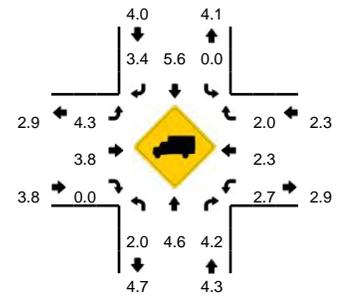
Comments:

LOCATION: West Ave(US 70) -- Miller Ave
CITY/STATE: Crossville, TN

QC JOB #: 13577144
DATE: Tue, Apr 19 2016



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

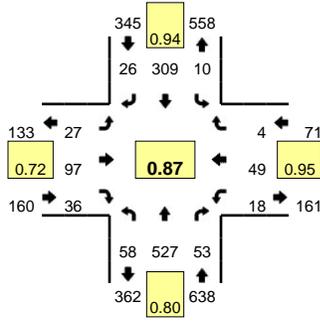


15-Min Count Period Beginning At	West Ave(US 70) (Northbound)				West Ave(US 70) (Southbound)				Miller Ave (Eastbound)				Miller Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	116	30	0	19	68	85	0	89	45	13	0	19	97	27	0	619	
4:15 PM	15	105	20	0	23	99	93	0	88	48	10	0	23	75	26	0	625	
4:30 PM	13	107	18	0	19	82	134	0	85	47	6	0	14	97	17	0	639	
4:45 PM	7	102	13	0	21	82	108	0	82	58	8	0	16	87	25	0	609	2492
5:00 PM	14	103	21	0	29	96	100	0	73	57	12	0	20	84	33	0	642	2515
5:15 PM	14	77	16	0	29	58	111	0	61	35	7	0	21	71	17	0	517	2407
5:30 PM	11	70	12	0	29	66	86	0	67	41	7	0	11	71	15	0	486	2254
5:45 PM	11	50	12	0	21	70	79	0	45	48	6	0	7	75	25	0	449	2094
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	412	84	0	116	384	400	0	292	228	48	0	80	336	132	0	2568	
Heavy Trucks	4	20	4		0	32	8		12	8	0		4	12	4		108	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

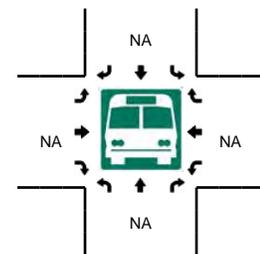
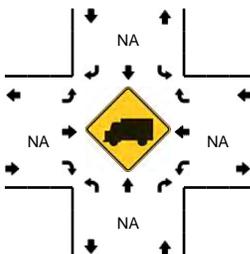
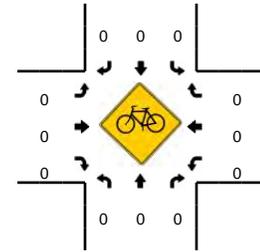
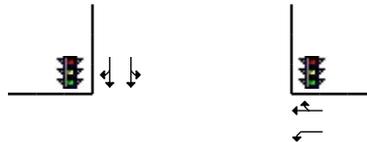
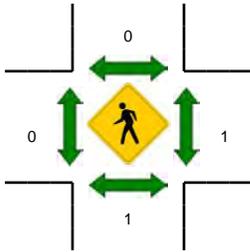
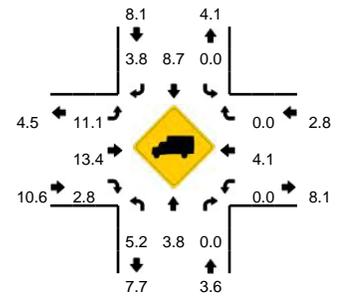
Comments:

LOCATION: West Ave (US 70) -- 4th St
CITY/STATE: Crossville, TN

QC JOB #: 13577115
DATE: Tue, Apr 19 2016



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



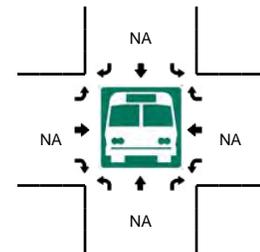
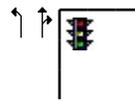
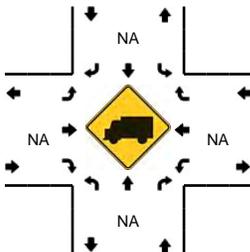
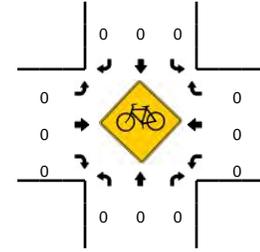
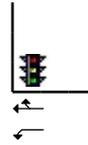
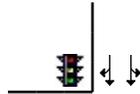
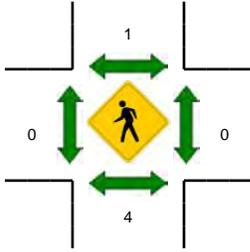
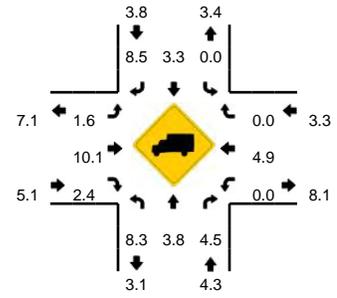
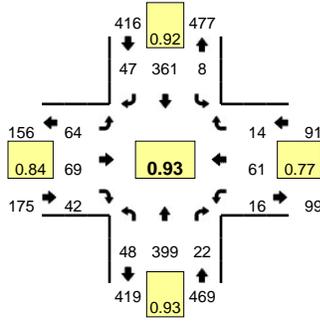
15-Min Count Period Beginning At	West Ave (US 70) (Northbound)				West Ave (US 70) (Southbound)				4th St (Eastbound)				4th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	85	4	0	1	73	3	0	10	12	6	0	2	16	0	0	222	
7:15 AM	19	103	14	0	2	86	6	0	5	28	7	0	5	9	3	0	287	
7:30 AM	16	172	12	0	0	88	6	0	7	21	9	0	4	14	1	0	350	
7:45 AM	13	146	21	0	4	78	8	0	11	33	12	0	6	12	0	0	344	1203
8:00 AM	10	106	6	0	4	57	6	0	4	15	8	0	2	14	0	1	233	1214
8:15 AM	6	98	5	0	4	67	6	0	5	20	2	0	3	11	0	0	227	1154
8:30 AM	4	99	8	0	1	56	8	0	10	16	6	0	2	8	1	0	219	1023
8:45 AM	5	93	10	0	1	79	8	0	8	13	5	0	3	11	3	0	239	918
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	64	688	48	0	0	352	24	0	28	84	36	0	16	56	4	0	1400	
Heavy Trucks	4	28	0		0	40	0		4	16	0		0	0	0		92	
Pedestrians		0				0				0				0			0	
Bicycles		0				0				0				0			0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: West Ave (US 70) -- 4th St
CITY/STATE: Crossville, TN

QC JOB #: 13577152
DATE: Tue, Apr 19 2016

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

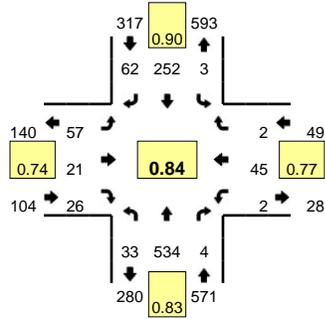


15-Min Count Period Beginning At	West Ave (US 70) (Northbound)				West Ave (US 70) (Southbound)				4th St (Eastbound)				4th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	109	6	0	1	81	12	0	17	23	12	0	5	16	5	0	298	
4:15 PM	15	98	5	0	5	105	9	0	19	14	16	0	1	21	3	0	311	
4:30 PM	11	104	4	0	2	98	16	0	24	20	8	0	7	13	3	0	310	
4:45 PM	11	88	7	0	0	77	10	0	4	12	6	0	3	11	3	0	232	1151
5:00 PM	13	101	7	0	2	95	17	0	7	15	9	0	8	21	2	0	297	1150
5:15 PM	7	83	5	0	2	80	2	0	6	12	8	0	5	18	0	0	228	1067
5:30 PM	11	65	4	0	4	51	8	0	4	15	5	0	0	14	0	0	181	938
5:45 PM	7	53	1	0	3	71	11	0	3	7	3	0	3	16	0	0	178	884
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	392	20	0	20	420	36	0	76	56	64	0	4	84	12	0	1244	
Heavy Trucks	0	32	0	0	0	16	0	0	4	8	0	0	0	4	0	0	64	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

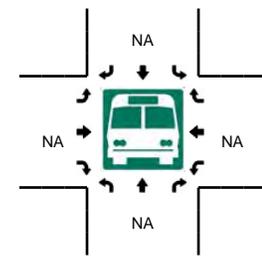
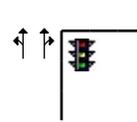
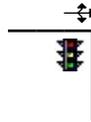
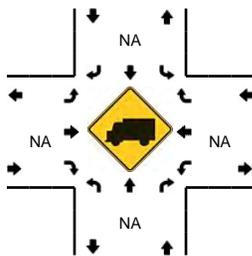
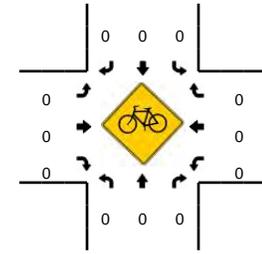
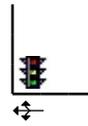
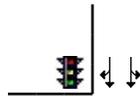
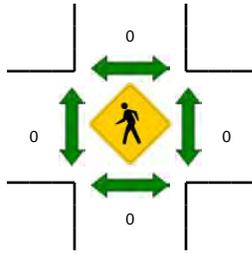
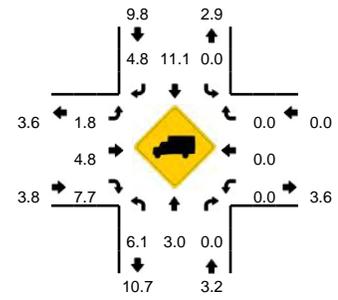
Comments:

LOCATION: West Ave (US 70) -- Stanley St
CITY/STATE: Crossville, TN

QC JOB #: 13577131
DATE: Tue, Apr 19 2016



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

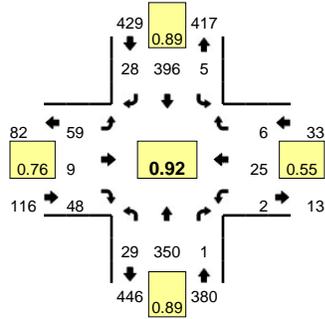


15-Min Count Period Beginning At	West Ave (US 70) (Northbound)				West Ave (US 70) (Southbound)				Stanley St (Eastbound)				Stanley St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	91	0	0	1	54	13	0	13	2	1	0	0	11	1	0	196	
7:15 AM	14	115	0	0	0	59	18	0	11	5	13	0	0	16	0	0	251	
7:30 AM	5	164	0	0	1	65	22	0	20	9	7	0	1	14	0	0	308	
7:45 AM	5	164	4	0	1	74	9	0	13	5	5	0	1	4	1	0	286	1041
8:00 AM	5	93	1	0	1	51	5	0	9	4	5	0	0	5	0	0	179	1024
8:15 AM	2	98	2	0	0	50	5	0	7	4	7	0	0	4	1	0	180	953
8:30 AM	5	80	0	0	0	56	6	0	6	2	8	0	0	1	2	0	166	811
8:45 AM	6	85	0	0	2	65	9	0	18	8	5	0	1	2	2	0	203	728
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	656	0	0	4	260	88	0	80	36	28	0	4	56	0	0	1232	
Heavy Trucks	0	20	0	0	0	36	4	0	0	0	4	0	0	0	0	0	64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

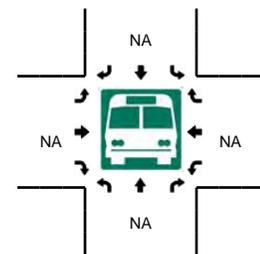
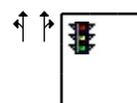
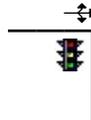
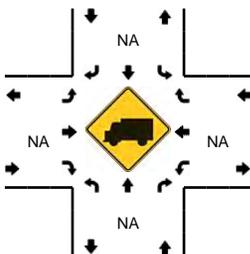
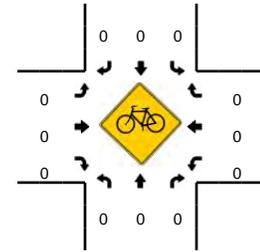
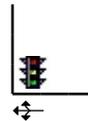
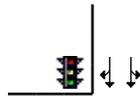
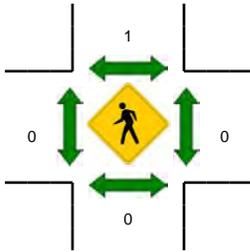
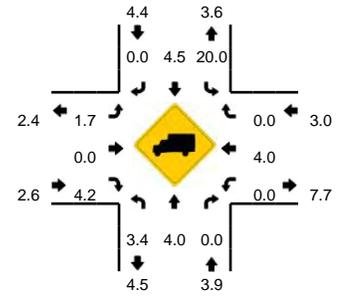
Comments:

LOCATION: West Ave (US 70) -- Stanley St
CITY/STATE: Crossville, TN

QC JOB #: 13577168
DATE: Tue, Apr 19 2016



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



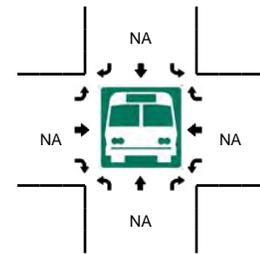
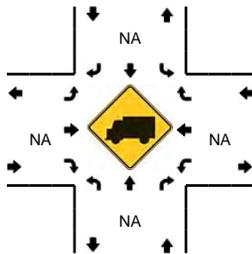
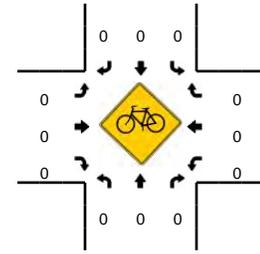
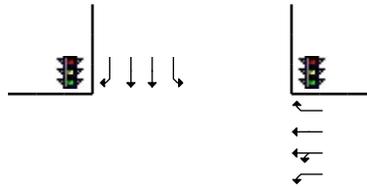
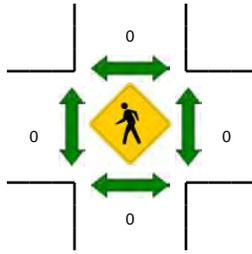
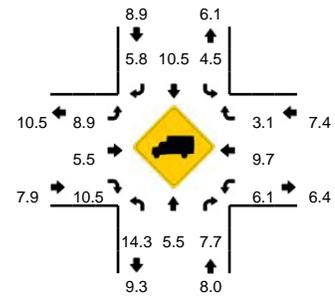
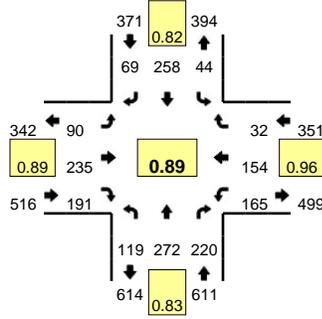
15-Min Count Period Beginning At	West Ave (US 70) (Northbound)				West Ave (US 70) (Southbound)				Stanley St (Eastbound)				Stanley St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	91	0	0	2	90	5	0	9	2	7	0	3	14	5	0	233	
4:15 PM	6	100	1	0	1	105	8	0	16	2	12	0	1	4	2	0	258	
4:30 PM	6	88	0	0	0	100	7	2	9	5	13	0	0	5	4	0	239	
4:45 PM	7	77	0	0	0	78	7	0	14	0	7	0	1	9	0	0	200	930
5:00 PM	10	85	0	0	2	113	6	0	20	2	16	0	0	7	0	0	261	958
5:15 PM	3	79	0	0	0	76	3	0	15	2	12	0	3	5	2	0	200	900
5:30 PM	9	60	0	0	0	48	4	0	8	2	5	0	0	4	1	0	141	802
5:45 PM	9	55	0	0	1	63	2	0	9	2	3	0	0	4	2	0	150	752
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	40	340	0	0	8	452	24	0	80	8	64	0	0	28	0	0		1044
Heavy Trucks	0	24	0	0	4	28	0	0	0	0	0	0	0	0	0	0	56	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: West Ave -- US 70 (Sparta Hwy)/Elmore Rd
CITY/STATE: Crossville, TN

QC JOB #: 13577104
DATE: Tue, Apr 19 2016

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



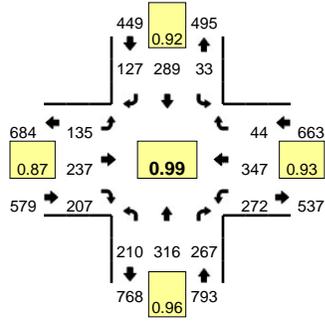
15-Min Count Period Beginning At	West Ave (Northbound)				West Ave (Southbound)				US 70 (Sparta Hwy)/Elmore Rd (Eastbound)				US 70 (Sparta Hwy)/Elmore Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	19	45	32	0	3	60	5	0	8	43	52	0	30	28	8	0	333	
7:15 AM	23	59	50	0	7	108	12	0	19	43	50	0	28	34	8	0	441	
7:30 AM	27	71	52	0	7	80	19	0	22	45	44	0	41	27	6	0	441	
7:45 AM	29	89	65	0	11	68	16	0	30	73	47	0	40	42	8	0	518	1733
8:00 AM	37	55	44	0	18	52	17	0	23	55	47	0	37	40	11	0	436	1836
8:15 AM	26	57	59	0	8	58	17	0	15	62	53	0	47	45	7	0	454	1849
8:30 AM	24	47	60	0	10	39	15	0	19	58	53	0	46	44	9	0	424	1832
8:45 AM	26	53	44	0	10	43	15	0	23	54	50	0	39	46	10	0	413	1727

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	116	356	260	0	44	272	64	0	120	292	188	0	160	168	32	0	2072	
Heavy Trucks	16	20	16		0	28	4		4	32	24		4	12	0		160	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

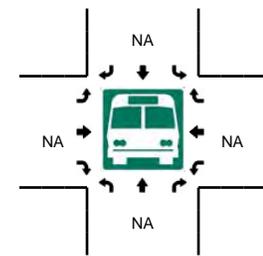
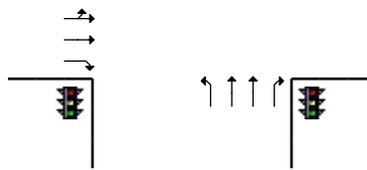
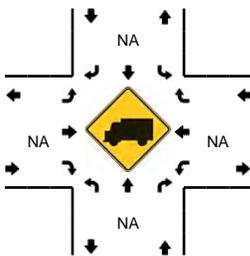
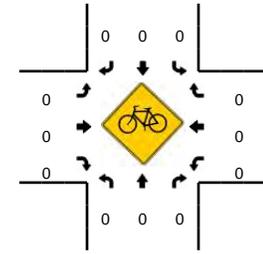
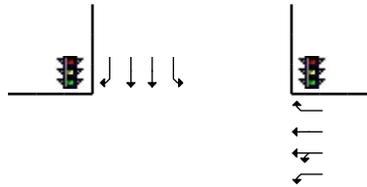
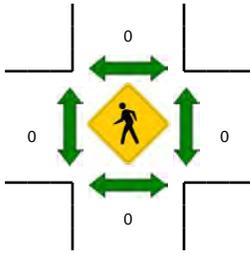
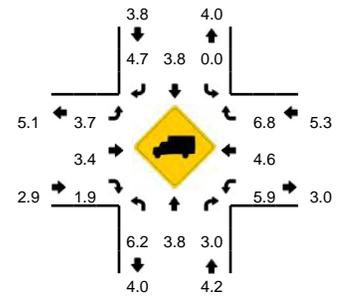
Comments:

LOCATION: West Ave -- US 70 (Sparta Hwy)/Elmore Rd
CITY/STATE: Crossville, TN

QC JOB #: 13577141
DATE: Tue, Apr 19 2016



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



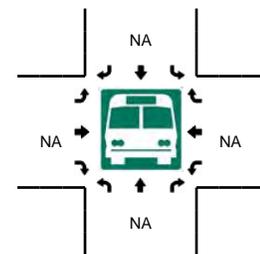
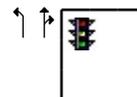
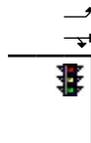
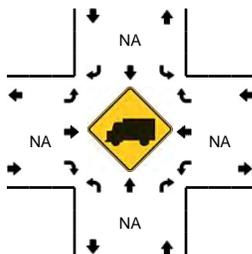
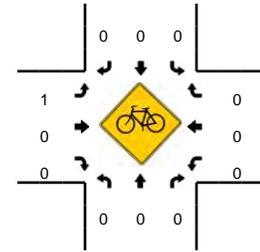
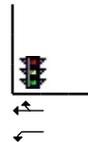
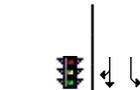
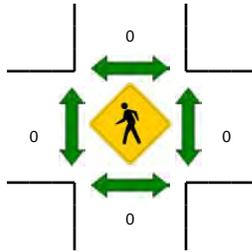
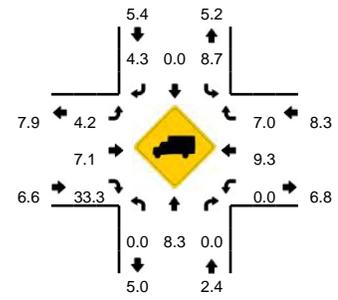
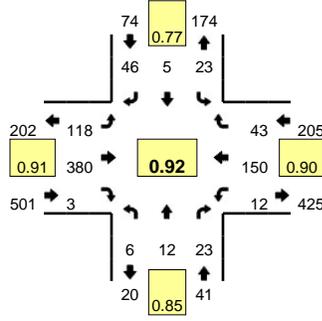
15-Min Count Period Beginning At	West Ave (Northbound)				West Ave (Southbound)				US 70 (Sparta Hwy)/Elmore Rd (Eastbound)				US 70 (Sparta Hwy)/Elmore Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	51	89	67	0	11	71	32	0	22	60	51	0	62	101	12	0	629	
4:15 PM	59	78	69	0	7	77	38	0	30	45	54	0	61	84	12	0	614	
4:30 PM	52	69	62	0	10	76	30	0	44	74	51	0	77	69	7	0	621	
4:45 PM	48	80	69	0	5	65	27	0	39	58	51	0	72	93	13	0	620	2484
5:00 PM	46	74	57	0	10	76	39	0	31	62	46	0	62	68	9	0	580	2435
5:15 PM	40	63	52	0	8	60	26	0	27	60	43	0	60	77	6	0	522	2343
5:30 PM	30	59	53	0	9	55	23	0	26	47	45	0	52	61	11	0	471	2193
5:45 PM	28	49	32	0	6	59	18	0	26	49	48	0	44	44	4	0	407	1980
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	204	356	268	0	44	284	128	0	88	240	204	0	248	404	48	0	2516	
Heavy Trucks	16	20	8		0	8	8		8	12	8		16	36	4		144	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: Northside Dr/Tennessee Ave -- US 70 (Sparta Hwy)
CITY/STATE: Crossville, TN

QC JOB #: 13577102
DATE: Tue, Apr 19 2016

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



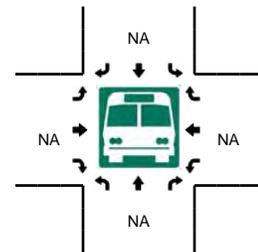
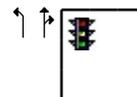
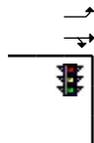
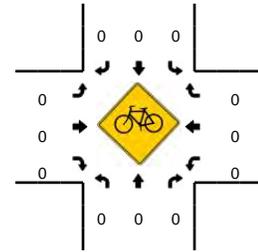
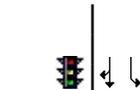
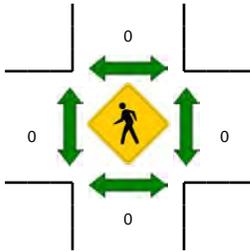
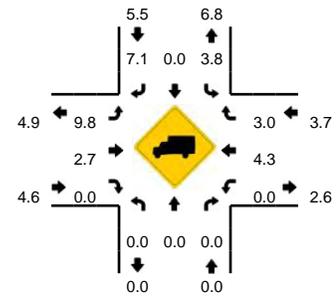
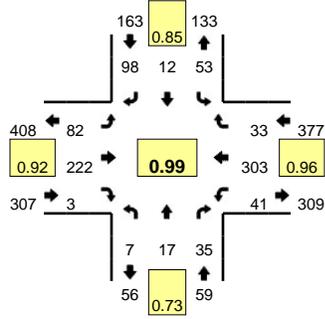
15-Min Count Period Beginning At	Northside Dr/Tennessee Ave (Northbound)				Northside Dr/Tennessee Ave (Southbound)				US 70 (Sparta Hwy) (Eastbound)				US 70 (Sparta Hwy) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	5	0	3	1	10	0	30	88	0	0	1	31	8	0	179	
7:15 AM	3	2	8	0	8	0	16	0	29	95	0	0	1	43	9	0	214	
7:30 AM	0	4	5	0	6	1	10	0	25	95	2	0	3	37	16	0	204	
7:45 AM	1	6	5	0	5	3	10	1	34	102	1	0	7	39	10	0	224	821
8:00 AM	2	2	4	0	5	2	7	0	18	47	1	0	7	40	8	0	143	785
8:15 AM	0	0	10	0	5	0	16	0	6	57	3	0	9	42	4	0	152	723
8:30 AM	0	5	8	0	4	0	13	0	12	68	1	0	6	44	14	0	175	694
8:45 AM	2	0	11	0	8	2	7	0	10	53	0	0	7	37	6	0	143	613
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	24	20	0	20	12	40	4	136	408	4	0	28	156	40	0	896	
Heavy Trucks	0	4	0		4	0	0		4	36	0		0	16	4		68	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: Northside Dr/Tennessee Ave -- US 70 (Sparta Hwy)
CITY/STATE: Crossville, TN

QC JOB #: 13577139
DATE: Tue, Apr 19 2016

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



15-Min Count Period Beginning At	Northside Dr/Tennessee Ave (Northbound)				Northside Dr/Tennessee Ave (Southbound)				US 70 (Sparta Hwy) (Eastbound)				US 70 (Sparta Hwy) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	1	7	0	9	2	22	0	5	51	3	0	9	77	9	0	197	
4:15 PM	4	2	2	0	12	2	25	0	18	60	2	0	13	79	7	0	226	
4:30 PM	1	4	11	0	12	3	22	1	22	61	0	0	8	76	8	0	229	
4:45 PM	2	4	8	0	11	3	24	0	26	54	1	0	12	71	12	0	228	880
5:00 PM	0	7	14	0	17	4	27	0	16	47	0	0	8	77	6	0	223	906
5:15 PM	2	1	6	0	10	4	25	0	16	43	0	0	5	85	12	0	209	889
5:30 PM	0	6	11	0	8	4	20	0	16	48	0	0	7	60	11	0	191	851
5:45 PM	1	1	7	0	6	2	10	0	10	43	1	0	7	44	13	0	145	768
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	16	44	0	48	12	88	4	88	244	0	0	32	304	32	0	916	
Heavy Trucks	0	0	0		4	0	8		8	8	0		0	12	0		40	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

Appendix B: Daily Traffic Volumes

Route	Intersecting Route
Adams Street	S of Old Mail Road
Cook Road	N of I-40
Cook Road	N of Wayne Avenue
Holiday Drive	S of SR 1
Industrial Boulevard	W of SR 298
Old Jamestown Highway	N of Hillcrest Drive
Sparta Drive	W of Sunset Drive
Spruce Loop	S of Myrtle Avenue
SR 1 (US 70)	W of Dayton Spur Road
Tulip Drive	N of Spruce Loop

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		1				1			1	█
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		1				1			1	█
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		1				1			1	█
4:00 AM		2				2			2	█
4:15 AM		3				3			3	█
4:30 AM		0				0			0	
4:45 AM		1				1			1	█
5:00 AM		3				3			3	█
5:15 AM		1				1			1	█
5:30 AM		0				0			0	
5:45 AM		1				1			1	█
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		2				2			2	
6:15 AM		1				1			1	
6:30 AM		4				4			4	
6:45 AM		7				7			7	
7:00 AM		4				4			4	
7:15 AM		10				10			10	
7:30 AM		9				9			9	
7:45 AM		9				9			9	
8:00 AM		8				8			8	
8:15 AM		4				4			4	
8:30 AM		1				1			1	
8:45 AM		2				2			2	
9:00 AM		4				4			4	
9:15 AM		1				1			1	
9:30 AM		2				2			2	
9:45 AM		5				5			5	
10:00 AM		6				6			6	
10:15 AM		4				4			4	
10:30 AM		5				5			5	
10:45 AM		2				2			2	
11:00 AM		2				2			2	
11:15 AM		3				3			3	
11:30 AM		2				2			2	
11:45 AM		2				2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		1				1			1	
12:15 PM		4				4			4	
12:30 PM		4				4			4	
12:45 PM		3				3			3	
1:00 PM		2				2			2	
1:15 PM		4				4			4	
1:30 PM		2				2			2	
1:45 PM		7				7			7	
2:00 PM		5				5			5	
2:15 PM		2				2			2	
2:30 PM		4				4			4	
2:45 PM		2				2			2	
3:00 PM		4				4			4	
3:15 PM		8				8			8	
3:30 PM		7				7			7	
3:45 PM		5				5			5	
4:00 PM		6				6			6	
4:15 PM		5				5			5	
4:30 PM		8				8			8	
4:45 PM		6				6			6	
5:00 PM		6				6			6	
5:15 PM		7				7			7	
5:30 PM		2				2			2	
5:45 PM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		4				4			4	
6:15 PM		6				6			6	
6:30 PM		4				4			4	
6:45 PM		1				1			1	
7:00 PM		2				2			2	
7:15 PM		1				1			1	
7:30 PM		0				0			0	
7:45 PM		3				3			3	
8:00 PM		2				2			2	
8:15 PM		4				4			4	
8:30 PM		5				5			5	
8:45 PM		1				1			1	
9:00 PM		1				1			1	
9:15 PM		0				0			0	
9:30 PM		4				4			4	
9:45 PM		1				1			1	
10:00 PM		0				0			0	
10:15 PM		1				1			1	
10:30 PM		0				0			0	
10:45 PM		4				4			4	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		0				0			0	
11:45 PM		1				1			1	
Day Total		270				270			270	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		10				10			10	
PM Peak		3:15 PM				3:15 PM			3:15 PM	
Volume		8				8			8	
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	
12:30 AM		1				1			1	
12:45 AM		1				1			1	
1:00 AM		0				0			0	
1:15 AM		1				1			1	
1:30 AM		1				1			1	
1:45 AM		2				2			2	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		1				1			1	
4:00 AM		3				3			3	
4:15 AM		4				4			4	
4:30 AM		1				1			1	
4:45 AM		2				2			2	
5:00 AM		4				4			4	
5:15 AM		1				1			1	
5:30 AM		1				1			1	
5:45 AM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		5				5			5	
6:15 AM		1				1			1	
6:30 AM		7				7			7	
6:45 AM		8				8			8	
7:00 AM		8				8			8	
7:15 AM		13				13			13	
7:30 AM		15				15			15	
7:45 AM		11				11			11	
8:00 AM		12				12			12	
8:15 AM		6				6			6	
8:30 AM		3				3			3	
8:45 AM		4				4			4	
9:00 AM		6				6			6	
9:15 AM		2				2			2	
9:30 AM		5				5			5	
9:45 AM		7				7			7	
10:00 AM		9				9			9	
10:15 AM		7				7			7	
10:30 AM		7				7			7	
10:45 AM		2				2			2	
11:00 AM		10				10			10	
11:15 AM		6				6			6	
11:30 AM		4				4			4	
11:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		3				3			3	
12:15 PM		6				6			6	
12:30 PM		7				7			7	
12:45 PM		10				10			10	
1:00 PM		10				10			10	
1:15 PM		10				10			10	
1:30 PM		8				8			8	
1:45 PM		14				14			14	
2:00 PM		10				10			10	
2:15 PM		10				10			10	
2:30 PM		14				14			14	
2:45 PM		7				7			7	
3:00 PM		16				16			16	
3:15 PM		26				26			26	
3:30 PM		15				15			15	
3:45 PM		11				11			11	
4:00 PM		11				11			11	
4:15 PM		15				15			15	
4:30 PM		20				20			20	
4:45 PM		11				11			11	
5:00 PM		11				11			11	
5:15 PM		19				19			19	
5:30 PM		8				8			8	
5:45 PM		18				18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		9				9			9	
6:15 PM		13				13			13	
6:30 PM		9				9			9	
6:45 PM		6				6			6	
7:00 PM		10				10			10	
7:15 PM		4				4			4	
7:30 PM		2				2			2	
7:45 PM		7				7			7	
8:00 PM		6				6			6	
8:15 PM		10				10			10	
8:30 PM		10				10			10	
8:45 PM		5				5			5	
9:00 PM		2				2			2	
9:15 PM		3				3			3	
9:30 PM		8				8			8	
9:45 PM		1				1			1	
10:00 PM		0				0			0	
10:15 PM		2				2			2	
10:30 PM		1				1			1	
10:45 PM		4				4			4	
11:00 PM		3				3			3	
11:15 PM		0				0			0	
11:30 PM		2				2			2	
11:45 PM		1				1			1	
Day Total		596				596			596	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:30 AM				7:30 AM			7:30 AM	
Volume		15				15			15	
PM Peak		3:15 PM				3:15 PM			3:15 PM	
Volume		26				26			26	
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	■
12:30 AM		1				1			1	■
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		1				1			1	■
1:30 AM		0				0			0	
1:45 AM		2				2			2	■
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		0				0			0	
4:00 AM		1				1			1	■
4:15 AM		1				1			1	■
4:30 AM		1				1			1	■
4:45 AM		1				1			1	■
5:00 AM		1				1			1	■
5:15 AM		0				0			0	
5:30 AM		1				1			1	■
5:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		3				3			3	
6:15 AM		0				0			0	
6:30 AM		3				3			3	
6:45 AM		1				1			1	
7:00 AM		4				4			4	
7:15 AM		3				3			3	
7:30 AM		6				6			6	
7:45 AM		2				2			2	
8:00 AM		4				4			4	
8:15 AM		2				2			2	
8:30 AM		2				2			2	
8:45 AM		2				2			2	
9:00 AM		2				2			2	
9:15 AM		1				1			1	
9:30 AM		3				3			3	
9:45 AM		2				2			2	
10:00 AM		3				3			3	
10:15 AM		3				3			3	
10:30 AM		2				2			2	
10:45 AM		0				0			0	
11:00 AM		8				8			8	
11:15 AM		3				3			3	
11:30 AM		2				2			2	
11:45 AM		3				3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		2				2			2	
12:15 PM		2				2			2	
12:30 PM		3				3			3	
12:45 PM		7				7			7	
1:00 PM		8				8			8	
1:15 PM		6				6			6	
1:30 PM		6				6			6	
1:45 PM		7				7			7	
2:00 PM		5				5			5	
2:15 PM		8				8			8	
2:30 PM		10				10			10	
2:45 PM		5				5			5	
3:00 PM		12				12			12	
3:15 PM		18				18			18	
3:30 PM		8				8			8	
3:45 PM		6				6			6	
4:00 PM		5				5			5	
4:15 PM		10				10			10	
4:30 PM		12				12			12	
4:45 PM		5				5			5	
5:00 PM		5				5			5	
5:15 PM		12				12			12	
5:30 PM		6				6			6	
5:45 PM		10				10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Tulip Dr N of Spruce Loop SPECIFIC LOCATION: Tulip Dr N of Spruce Loop CITY/STATE: Cumberland, TN						QC JOB #: 13577190 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		5				5			5	
6:15 PM		7				7			7	
6:30 PM		5				5			5	
6:45 PM		5				5			5	
7:00 PM		8				8			8	
7:15 PM		3				3			3	
7:30 PM		2				2			2	
7:45 PM		4				4			4	
8:00 PM		4				4			4	
8:15 PM		6				6			6	
8:30 PM		5				5			5	
8:45 PM		4				4			4	
9:00 PM		1				1			1	
9:15 PM		3				3			3	
9:30 PM		4				4			4	
9:45 PM		0				0			0	
10:00 PM		0				0			0	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		0				0			0	
11:00 PM		3				3			3	
11:15 PM		0				0			0	
11:30 PM		2				2			2	
11:45 PM		0				0			0	
Day Total		326				326			326	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		8				8			8	
PM Peak		3:15 PM				3:15 PM			3:15 PM	
Volume		18				18			18	
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: EB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
12:15 AM		4				4			4	
12:30 AM		4				4			4	
12:45 AM		4				4			4	
1:00 AM		0				0			0	
1:15 AM		4				4			4	
1:30 AM		3				3			3	
1:45 AM		3				3			3	
2:00 AM		4				4			4	
2:15 AM		1				1			1	
2:30 AM		1				1			1	
2:45 AM		1				1			1	
3:00 AM		2				2			2	
3:15 AM		3				3			3	
3:30 AM		2				2			2	
3:45 AM		5				5			5	
4:00 AM		8				8			8	
4:15 AM		1				1			1	
4:30 AM		4				4			4	
4:45 AM		7				7			7	
5:00 AM		6				6			6	
5:15 AM		10				10			10	
5:30 AM		14				14			14	
5:45 AM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: EB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		14				14			14	
6:15 AM		23				23			23	
6:30 AM		30				30			30	
6:45 AM		41				41			41	
7:00 AM		28				28			28	
7:15 AM		38				38			38	
7:30 AM		57				57			57	
7:45 AM		56				56			56	
8:00 AM		39				39			39	
8:15 AM		44				44			44	
8:30 AM		48				48			48	
8:45 AM		56				56			56	
9:00 AM		44				44			44	
9:15 AM		44				44			44	
9:30 AM		40				40			40	
9:45 AM		44				44			44	
10:00 AM		56				56			56	
10:15 AM		46				46			46	
10:30 AM		50				50			50	
10:45 AM		59				59			59	
11:00 AM		58				58			58	
11:15 AM		58				58			58	
11:30 AM		52				52			52	
11:45 AM		55				55			55	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: EB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		65				65			65	
12:15 PM		70				70			70	
12:30 PM		58				58			58	
12:45 PM		53				53			53	
1:00 PM		60				60			60	
1:15 PM		51				51			51	
1:30 PM		53				53			53	
1:45 PM		58				58			58	
2:00 PM		46				46			46	
2:15 PM		58				58			58	
2:30 PM		63				63			63	
2:45 PM		69				69			69	
3:00 PM		86				86			86	
3:15 PM		74				74			74	
3:30 PM		74				74			74	
3:45 PM		72				72			72	
4:00 PM		74				74			74	
4:15 PM		63				63			63	
4:30 PM		76				76			76	
4:45 PM		74				74			74	
5:00 PM		76				76			76	
5:15 PM		53				53			53	
5:30 PM		52				52			52	
5:45 PM		55				55			55	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: EB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		48				48			48	
6:15 PM		34				34			34	
6:30 PM		30				30			30	
6:45 PM		34				34			34	
7:00 PM		40				40			40	
7:15 PM		29				29			29	
7:30 PM		32				32			32	
7:45 PM		38				38			38	
8:00 PM		30				30			30	
8:15 PM		19				19			19	
8:30 PM		26				26			26	
8:45 PM		21				21			21	
9:00 PM		32				32			32	
9:15 PM		13				13			13	
9:30 PM		14				14			14	
9:45 PM		15				15			15	
10:00 PM		8				8			8	
10:15 PM		10				10			10	
10:30 PM		12				12			12	
10:45 PM		8				8			8	
11:00 PM		3				3			3	
11:15 PM		4				4			4	
11:30 PM		5				5			5	
11:45 PM		6				6			6	
Day Total		3230				3230			3230	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		10:45 AM				10:45 AM			10:45 AM	
Volume		59				59			59	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		86				86			86	
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: EB/WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7				7			7	
12:15 AM		6				6			6	
12:30 AM		6				6			6	
12:45 AM		5				5			5	
1:00 AM		2				2			2	
1:15 AM		5				5			5	
1:30 AM		4				4			4	
1:45 AM		3				3			3	
2:00 AM		6				6			6	
2:15 AM		1				1			1	
2:30 AM		1				1			1	
2:45 AM		3				3			3	
3:00 AM		2				2			2	
3:15 AM		7				7			7	
3:30 AM		4				4			4	
3:45 AM		6				6			6	
4:00 AM		11				11			11	
4:15 AM		6				6			6	
4:30 AM		13				13			13	
4:45 AM		10				10			10	
5:00 AM		10				10			10	
5:15 AM		15				15			15	
5:30 AM		27				27			27	
5:45 AM		31				31			31	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: EB/WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		28				28			28	
6:15 AM		45				45			45	
6:30 AM		68				68			68	
6:45 AM		92				92			92	
7:00 AM		86				86			86	
7:15 AM		97				97			97	
7:30 AM		147				147			147	
7:45 AM		142				142			142	
8:00 AM		116				116			116	
8:15 AM		111				111			111	
8:30 AM		100				100			100	
8:45 AM		116				116			116	
9:00 AM		112				112			112	
9:15 AM		92				92			92	
9:30 AM		94				94			94	
9:45 AM		99				99			99	
10:00 AM		114				114			114	
10:15 AM		118				118			118	
10:30 AM		112				112			112	
10:45 AM		117				117			117	
11:00 AM		118				118			118	
11:15 AM		117				117			117	
11:30 AM		99				99			99	
11:45 AM		117				117			117	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: EB/WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		127				127			127	
12:15 PM		134				134			134	
12:30 PM		117				117			117	
12:45 PM		121				121			121	
1:00 PM		118				118			118	
1:15 PM		107				107			107	
1:30 PM		105				105			105	
1:45 PM		106				106			106	
2:00 PM		104				104			104	
2:15 PM		104				104			104	
2:30 PM		131				131			131	
2:45 PM		117				117			117	
3:00 PM		158				158			158	
3:15 PM		143				143			143	
3:30 PM		148				148			148	
3:45 PM		128				128			128	
4:00 PM		148				148			148	
4:15 PM		131				131			131	
4:30 PM		138				138			138	
4:45 PM		124				124			124	
5:00 PM		143				143			143	
5:15 PM		107				107			107	
5:30 PM		94				94			94	
5:45 PM		97				97			97	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: EB/WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		86				86			86	
6:15 PM		60				60			60	
6:30 PM		54				54			54	
6:45 PM		66				66			66	
7:00 PM		64				64			64	
7:15 PM		45				45			45	
7:30 PM		52				52			52	
7:45 PM		50				50			50	
8:00 PM		50				50			50	
8:15 PM		31				31			31	
8:30 PM		40				40			40	
8:45 PM		41				41			41	
9:00 PM		40				40			40	
9:15 PM		25				25			25	
9:30 PM		22				22			22	
9:45 PM		24				24			24	
10:00 PM		15				15			15	
10:15 PM		16				16			16	
10:30 PM		18				18			18	
10:45 PM		16				16			16	
11:00 PM		9				9			9	
11:15 PM		8				8			8	
11:30 PM		13				13			13	
11:45 PM		7				7			7	
Day Total		6450				6450			6450	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:30 AM				7:30 AM			7:30 AM	
Volume		147				147			147	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		158				158			158	
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		2				2			2	
12:30 AM		2				2			2	
12:45 AM		1				1			1	
1:00 AM		2				2			2	
1:15 AM		1				1			1	
1:30 AM		1				1			1	
1:45 AM		0				0			0	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		2				2			2	
3:00 AM		0				0			0	
3:15 AM		4				4			4	
3:30 AM		2				2			2	
3:45 AM		1				1			1	
4:00 AM		3				3			3	
4:15 AM		5				5			5	
4:30 AM		9				9			9	
4:45 AM		3				3			3	
5:00 AM		4				4			4	
5:15 AM		5				5			5	
5:30 AM		13				13			13	
5:45 AM		22				22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		14				14			14	
6:15 AM		22				22			22	
6:30 AM		38				38			38	
6:45 AM		51				51			51	
7:00 AM		58				58			58	
7:15 AM		59				59			59	
7:30 AM		90				90			90	
7:45 AM		86				86			86	
8:00 AM		77				77			77	
8:15 AM		67				67			67	
8:30 AM		52				52			52	
8:45 AM		60				60			60	
9:00 AM		68				68			68	
9:15 AM		48				48			48	
9:30 AM		54				54			54	
9:45 AM		55				55			55	
10:00 AM		58				58			58	
10:15 AM		72				72			72	
10:30 AM		62				62			62	
10:45 AM		58				58			58	
11:00 AM		60				60			60	
11:15 AM		59				59			59	
11:30 AM		47				47			47	
11:45 AM		62				62			62	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		62				62			62	
12:15 PM		64				64			64	
12:30 PM		59				59			59	
12:45 PM		68				68			68	
1:00 PM		58				58			58	
1:15 PM		56				56			56	
1:30 PM		52				52			52	
1:45 PM		48				48			48	
2:00 PM		58				58			58	
2:15 PM		46				46			46	
2:30 PM		68				68			68	
2:45 PM		48				48			48	
3:00 PM		72				72			72	
3:15 PM		69				69			69	
3:30 PM		74				74			74	
3:45 PM		56				56			56	
4:00 PM		74				74			74	
4:15 PM		68				68			68	
4:30 PM		62				62			62	
4:45 PM		50				50			50	
5:00 PM		67				67			67	
5:15 PM		54				54			54	
5:30 PM		42				42			42	
5:45 PM		42				42			42	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 1 (US 70) W of Dayton Spur Rd SPECIFIC LOCATION: SR 1 (US 70) W of Dayton Spur Rd CITY/STATE: Cumberland, TN						QC JOB #: 13577189 DIRECTION: WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		38				38			38	
6:15 PM		26				26			26	
6:30 PM		24				24			24	
6:45 PM		32				32			32	
7:00 PM		24				24			24	
7:15 PM		16				16			16	
7:30 PM		20				20			20	
7:45 PM		12				12			12	
8:00 PM		20				20			20	
8:15 PM		12				12			12	
8:30 PM		14				14			14	
8:45 PM		20				20			20	
9:00 PM		8				8			8	
9:15 PM		12				12			12	
9:30 PM		8				8			8	
9:45 PM		9				9			9	
10:00 PM		7				7			7	
10:15 PM		6				6			6	
10:30 PM		6				6			6	
10:45 PM		8				8			8	
11:00 PM		6				6			6	
11:15 PM		4				4			4	
11:30 PM		8				8			8	
11:45 PM		1				1			1	
Day Total		3220				3220			3220	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:30 AM				7:30 AM			7:30 AM	
Volume		90				90			90	
PM Peak		3:30 PM				3:30 PM			3:30 PM	
Volume		74				74			74	
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		2				2			2	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		1				1			1	
1:30 AM		2				2			2	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		1				1			1	
3:00 AM		1				1			1	
3:15 AM		2				2			2	
3:30 AM		4				4			4	
3:45 AM		1				1			1	
4:00 AM		4				4			4	
4:15 AM		5				5			5	
4:30 AM		6				6			6	
4:45 AM		5				5			5	
5:00 AM		8				8			8	
5:15 AM		4				4			4	
5:30 AM		5				5			5	
5:45 AM		7				7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		8				8			8	
6:15 AM		12				12			12	
6:30 AM		27				27			27	
6:45 AM		36				36			36	
7:00 AM		28				28			28	
7:15 AM		41				41			41	
7:30 AM		40				40			40	
7:45 AM		39				39			39	
8:00 AM		20				20			20	
8:15 AM		28				28			28	
8:30 AM		20				20			20	
8:45 AM		28				28			28	
9:00 AM		21				21			21	
9:15 AM		22				22			22	
9:30 AM		21				21			21	
9:45 AM		31				31			31	
10:00 AM		20				20			20	
10:15 AM		24				24			24	
10:30 AM		19				19			19	
10:45 AM		22				22			22	
11:00 AM		19				19			19	
11:15 AM		22				22			22	
11:30 AM		20				20			20	
11:45 AM		14				14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		22				22			22	
12:15 PM		27				27			27	
12:30 PM		26				26			26	
12:45 PM		20				20			20	
1:00 PM		19				19			19	
1:15 PM		22				22			22	
1:30 PM		18				18			18	
1:45 PM		36				36			36	
2:00 PM		20				20			20	
2:15 PM		19				19			19	
2:30 PM		28				28			28	
2:45 PM		28				28			28	
3:00 PM		24				24			24	
3:15 PM		27				27			27	
3:30 PM		24				24			24	
3:45 PM		28				28			28	
4:00 PM		24				24			24	
4:15 PM		26				26			26	
4:30 PM		26				26			26	
4:45 PM		18				18			18	
5:00 PM		26				26			26	
5:15 PM		26				26			26	
5:30 PM		25				25			25	
5:45 PM		21				21			21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		15				15			15	
6:15 PM		13				13			13	
6:30 PM		14				14			14	
6:45 PM		10				10			10	
7:00 PM		12				12			12	
7:15 PM		14				14			14	
7:30 PM		12				12			12	
7:45 PM		8				8			8	
8:00 PM		7				7			7	
8:15 PM		10				10			10	
8:30 PM		5				5			5	
8:45 PM		8				8			8	
9:00 PM		2				2			2	
9:15 PM		4				4			4	
9:30 PM		9				9			9	
9:45 PM		4				4			4	
10:00 PM		2				2			2	
10:15 PM		2				2			2	
10:30 PM		6				6			6	
10:45 PM		4				4			4	
11:00 PM		4				4			4	
11:15 PM		0				0			0	
11:30 PM		4				4			4	
11:45 PM		2				2			2	
Day Total		1392				1392			1392	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		41				41			41	
PM Peak		1:45 PM				1:45 PM			1:45 PM	
Volume		36				36			36	
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		7				7			7	
12:30 AM		3				3			3	
12:45 AM		0				0			0	
1:00 AM		2				2			2	
1:15 AM		3				3			3	
1:30 AM		2				2			2	
1:45 AM		4				4			4	
2:00 AM		1				1			1	
2:15 AM		0				0			0	
2:30 AM		2				2			2	
2:45 AM		1				1			1	
3:00 AM		2				2			2	
3:15 AM		4				4			4	
3:30 AM		4				4			4	
3:45 AM		2				2			2	
4:00 AM		6				6			6	
4:15 AM		7				7			7	
4:30 AM		8				8			8	
4:45 AM		7				7			7	
5:00 AM		11				11			11	
5:15 AM		6				6			6	
5:30 AM		6				6			6	
5:45 AM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		12				12			12	
6:15 AM		18				18			18	
6:30 AM		37				37			37	
6:45 AM		46				46			46	
7:00 AM		37				37			37	
7:15 AM		59				59			59	
7:30 AM		55				55			55	
7:45 AM		55				55			55	
8:00 AM		38				38			38	
8:15 AM		40				40			40	
8:30 AM		36				36			36	
8:45 AM		40				40			40	
9:00 AM		31				31			31	
9:15 AM		32				32			32	
9:30 AM		30				30			30	
9:45 AM		43				43			43	
10:00 AM		28				28			28	
10:15 AM		49				49			49	
10:30 AM		32				32			32	
10:45 AM		36				36			36	
11:00 AM		35				35			35	
11:15 AM		30				30			30	
11:30 AM		38				38			38	
11:45 AM		37				37			37	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave **QC JOB #:** 13577188
SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave **DIRECTION:** NB/SB
CITY/STATE: Crossville, TN **DATE:** Apr 19 2016 - Apr 19 2016

Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		39				39			39	
12:15 PM		43				43			43	
12:30 PM		42				42			42	
12:45 PM		50				50			50	
1:00 PM		45				45			45	
1:15 PM		48				48			48	
1:30 PM		44				44			44	
1:45 PM		72				72			72	
2:00 PM		46				46			46	
2:15 PM		47				47			47	
2:30 PM		76				76			76	
2:45 PM		57				57			57	
3:00 PM		57				57			57	
3:15 PM		63				63			63	
3:30 PM		49				49			49	
3:45 PM		54				54			54	
4:00 PM		66				66			66	
4:15 PM		64				64			64	
4:30 PM		67				67			67	
4:45 PM		51				51			51	
5:00 PM		82				82			82	
5:15 PM		61				61			61	
5:30 PM		57				57			57	
5:45 PM		54				54			54	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		42				42			42	
6:15 PM		30				30			30	
6:30 PM		42				42			42	
6:45 PM		37				37			37	
7:00 PM		28				28			28	
7:15 PM		42				42			42	
7:30 PM		41				41			41	
7:45 PM		28				28			28	
8:00 PM		28				28			28	
8:15 PM		33				33			33	
8:30 PM		11				11			11	
8:45 PM		19				19			19	
9:00 PM		20				20			20	
9:15 PM		13				13			13	
9:30 PM		22				22			22	
9:45 PM		16				16			16	
10:00 PM		5				5			5	
10:15 PM		6				6			6	
10:30 PM		7				7			7	
10:45 PM		10				10			10	
11:00 PM		12				12			12	
11:15 PM		2				2			2	
11:30 PM		6				6			6	
11:45 PM		3				3			3	
Day Total		2828				2828			2828	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		59				59			59	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		82				82			82	
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		5				5			5	
12:30 AM		3				3			3	
12:45 AM		0				0			0	
1:00 AM		2				2			2	
1:15 AM		2				2			2	
1:30 AM		0				0			0	
1:45 AM		4				4			4	
2:00 AM		1				1			1	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		1				1			1	
3:15 AM		2				2			2	
3:30 AM		0				0			0	
3:45 AM		1				1			1	
4:00 AM		2				2			2	
4:15 AM		2				2			2	
4:30 AM		2				2			2	
4:45 AM		2				2			2	
5:00 AM		3				3			3	
5:15 AM		2				2			2	
5:30 AM		1				1			1	
5:45 AM		2				2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		4				4			4	
6:15 AM		6				6			6	
6:30 AM		10				10			10	
6:45 AM		10				10			10	
7:00 AM		9				9			9	
7:15 AM		18				18			18	
7:30 AM		15				15			15	
7:45 AM		16				16			16	
8:00 AM		18				18			18	
8:15 AM		12				12			12	
8:30 AM		16				16			16	
8:45 AM		12				12			12	
9:00 AM		10				10			10	
9:15 AM		10				10			10	
9:30 AM		9				9			9	
9:45 AM		12				12			12	
10:00 AM		8				8			8	
10:15 AM		25				25			25	
10:30 AM		13				13			13	
10:45 AM		14				14			14	
11:00 AM		16				16			16	
11:15 AM		8				8			8	
11:30 AM		18				18			18	
11:45 AM		23				23			23	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		17				17			17	
12:15 PM		16				16			16	
12:30 PM		16				16			16	
12:45 PM		30				30			30	
1:00 PM		26				26			26	
1:15 PM		26				26			26	
1:30 PM		26				26			26	
1:45 PM		36				36			36	
2:00 PM		26				26			26	
2:15 PM		28				28			28	
2:30 PM		48				48			48	
2:45 PM		29				29			29	
3:00 PM		33				33			33	
3:15 PM		36				36			36	
3:30 PM		25				25			25	
3:45 PM		26				26			26	
4:00 PM		42				42			42	
4:15 PM		38				38			38	
4:30 PM		41				41			41	
4:45 PM		33				33			33	
5:00 PM		56				56			56	
5:15 PM		35				35			35	
5:30 PM		32				32			32	
5:45 PM		33				33			33	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Spruce Loop S of Myrtle Ave SPECIFIC LOCATION: Spruce Loop S of Myrtle Ave CITY/STATE: Crossville, TN						QC JOB #: 13577188 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		27				27			27	
6:15 PM		17				17			17	
6:30 PM		28				28			28	
6:45 PM		27				27			27	
7:00 PM		16				16			16	
7:15 PM		28				28			28	
7:30 PM		29				29			29	
7:45 PM		20				20			20	
8:00 PM		21				21			21	
8:15 PM		23				23			23	
8:30 PM		6				6			6	
8:45 PM		11				11			11	
9:00 PM		18				18			18	
9:15 PM		9				9			9	
9:30 PM		13				13			13	
9:45 PM		12				12			12	
10:00 PM		3				3			3	
10:15 PM		4				4			4	
10:30 PM		1				1			1	
10:45 PM		6				6			6	
11:00 PM		8				8			8	
11:15 PM		2				2			2	
11:30 PM		2				2			2	
11:45 PM		1				1			1	
Day Total		1436				1436			1436	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		10:15 AM 25				10:15 AM 25			10:15 AM 25	
PM Peak Volume		5:00 PM 56				5:00 PM 56			5:00 PM 56	
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		2				2			2	
12:30 AM		0				0			0	
12:45 AM		2				2			2	
1:00 AM		1				1			1	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		1				1			1	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		2				2			2	
3:45 AM		0				0			0	
4:00 AM		0				0			0	
4:15 AM		1				1			1	
4:30 AM		1				1			1	
4:45 AM		1				1			1	
5:00 AM		4				4			4	
5:15 AM		1				1			1	
5:30 AM		1				1			1	
5:45 AM		2				2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		3				3			3	
6:15 AM		6				6			6	
6:30 AM		12				12			12	
6:45 AM		17				17			17	
7:00 AM		38				38			38	
7:15 AM		50				50			50	
7:30 AM		38				38			38	
7:45 AM		24				24			24	
8:00 AM		12				12			12	
8:15 AM		8				8			8	
8:30 AM		13				13			13	
8:45 AM		9				9			9	
9:00 AM		15				15			15	
9:15 AM		9				9			9	
9:30 AM		10				10			10	
9:45 AM		15				15			15	
10:00 AM		14				14			14	
10:15 AM		28				28			28	
10:30 AM		6				6			6	
10:45 AM		14				14			14	
11:00 AM		12				12			12	
11:15 AM		15				15			15	
11:30 AM		10				10			10	
11:45 AM		15				15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		10				10			10	
12:15 PM		18				18			18	
12:30 PM		21				21			21	
12:45 PM		11				11			11	
1:00 PM		10				10			10	
1:15 PM		9				9			9	
1:30 PM		15				15			15	
1:45 PM		12				12			12	
2:00 PM		10				10			10	
2:15 PM		13				13			13	
2:30 PM		14				14			14	
2:45 PM		12				12			12	
3:00 PM		22				22			22	
3:15 PM		20				20			20	
3:30 PM		18				18			18	
3:45 PM		24				24			24	
4:00 PM		12				12			12	
4:15 PM		14				14			14	
4:30 PM		22				22			22	
4:45 PM		13				13			13	
5:00 PM		11				11			11	
5:15 PM		20				20			20	
5:30 PM		10				10			10	
5:45 PM		12				12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		8				8			8	
6:15 PM		10				10			10	
6:30 PM		11				11			11	
6:45 PM		16				16			16	
7:00 PM		14				14			14	
7:15 PM		10				10			10	
7:30 PM		7				7			7	
7:45 PM		6				6			6	
8:00 PM		6				6			6	
8:15 PM		5				5			5	
8:30 PM		4				4			4	
8:45 PM		8				8			8	
9:00 PM		3				3			3	
9:15 PM		4				4			4	
9:30 PM		6				6			6	
9:45 PM		5				5			5	
10:00 PM		1				1			1	
10:15 PM		3				3			3	
10:30 PM		1				1			1	
10:45 PM		4				4			4	
11:00 PM		1				1			1	
11:15 PM		1				1			1	
11:30 PM		3				3			3	
11:45 PM		1				1			1	
Day Total		903				903			903	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		50				50			50	
PM Peak		3:45 PM				3:45 PM			3:45 PM	
Volume		24				24			24	
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		3				3			3	
12:30 AM		0				0			0	
12:45 AM		4				4			4	
1:00 AM		1				1			1	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		1				1			1	
2:15 AM		2				2			2	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		2				2			2	
3:45 AM		0				0			0	
4:00 AM		2				2			2	
4:15 AM		1				1			1	
4:30 AM		2				2			2	
4:45 AM		3				3			3	
5:00 AM		5				5			5	
5:15 AM		3				3			3	
5:30 AM		3				3			3	
5:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		8				8			8	
6:15 AM		9				9			9	
6:30 AM		18				18			18	
6:45 AM		27				27			27	
7:00 AM		51				51			51	
7:15 AM		62				62			62	
7:30 AM		51				51			51	
7:45 AM		43				43			43	
8:00 AM		24				24			24	
8:15 AM		10				10			10	
8:30 AM		22				22			22	
8:45 AM		21				21			21	
9:00 AM		21				21			21	
9:15 AM		19				19			19	
9:30 AM		22				22			22	
9:45 AM		22				22			22	
10:00 AM		28				28			28	
10:15 AM		36				36			36	
10:30 AM		19				19			19	
10:45 AM		26				26			26	
11:00 AM		27				27			27	
11:15 AM		30				30			30	
11:30 AM		23				23			23	
11:45 AM		29				29			29	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		22				22			22	
12:15 PM		34				34			34	
12:30 PM		43				43			43	
12:45 PM		29				29			29	
1:00 PM		32				32			32	
1:15 PM		19				19			19	
1:30 PM		31				31			31	
1:45 PM		30				30			30	
2:00 PM		19				19			19	
2:15 PM		32				32			32	
2:30 PM		26				26			26	
2:45 PM		28				28			28	
3:00 PM		34				34			34	
3:15 PM		38				38			38	
3:30 PM		36				36			36	
3:45 PM		41				41			41	
4:00 PM		34				34			34	
4:15 PM		31				31			31	
4:30 PM		37				37			37	
4:45 PM		33				33			33	
5:00 PM		30				30			30	
5:15 PM		44				44			44	
5:30 PM		23				23			23	
5:45 PM		22				22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		19				19			19	
6:15 PM		24				24			24	
6:30 PM		25				25			25	
6:45 PM		34				34			34	
7:00 PM		24				24			24	
7:15 PM		20				20			20	
7:30 PM		17				17			17	
7:45 PM		16				16			16	
8:00 PM		18				18			18	
8:15 PM		11				11			11	
8:30 PM		10				10			10	
8:45 PM		15				15			15	
9:00 PM		11				11			11	
9:15 PM		14				14			14	
9:30 PM		10				10			10	
9:45 PM		9				9			9	
10:00 PM		1				1			1	
10:15 PM		7				7			7	
10:30 PM		5				5			5	
10:45 PM		10				10			10	
11:00 PM		4				4			4	
11:15 PM		3				3			3	
11:30 PM		7				7			7	
11:45 PM		3				3			3	
Day Total		1753				1753			1753	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		62				62			62	
PM Peak		5:15 PM				5:15 PM			5:15 PM	
Volume		44				44			44	
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr **QC JOB #:** 13577187
SPECIFIC LOCATION: Sparta Dr W of Sunset Dr **DIRECTION:** SB
CITY/STATE: Cumberland, TN **DATE:** Apr 19 2016 - Apr 19 2016

Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		1				1			1	
12:30 AM		0				0			0	
12:45 AM		2				2			2	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		1				1			1	
2:15 AM		1				1			1	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		0				0			0	
4:00 AM		2				2			2	
4:15 AM		0				0			0	
4:30 AM		1				1			1	
4:45 AM		2				2			2	
5:00 AM		1				1			1	
5:15 AM		2				2			2	
5:30 AM		2				2			2	
5:45 AM		3				3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		5				5			5	
6:15 AM		3				3			3	
6:30 AM		6				6			6	
6:45 AM		10				10			10	
7:00 AM		13				13			13	
7:15 AM		12				12			12	
7:30 AM		13				13			13	
7:45 AM		19				19			19	
8:00 AM		12				12			12	
8:15 AM		2				2			2	
8:30 AM		9				9			9	
8:45 AM		12				12			12	
9:00 AM		6				6			6	
9:15 AM		10				10			10	
9:30 AM		12				12			12	
9:45 AM		7				7			7	
10:00 AM		14				14			14	
10:15 AM		8				8			8	
10:30 AM		13				13			13	
10:45 AM		12				12			12	
11:00 AM		15				15			15	
11:15 AM		15				15			15	
11:30 AM		13				13			13	
11:45 AM		14				14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		12				12			12	
12:15 PM		16				16			16	
12:30 PM		22				22			22	
12:45 PM		18				18			18	
1:00 PM		22				22			22	
1:15 PM		10				10			10	
1:30 PM		16				16			16	
1:45 PM		18				18			18	
2:00 PM		9				9			9	
2:15 PM		19				19			19	
2:30 PM		12				12			12	
2:45 PM		16				16			16	
3:00 PM		12				12			12	
3:15 PM		18				18			18	
3:30 PM		18				18			18	
3:45 PM		17				17			17	
4:00 PM		22				22			22	
4:15 PM		17				17			17	
4:30 PM		15				15			15	
4:45 PM		20				20			20	
5:00 PM		19				19			19	
5:15 PM		24				24			24	
5:30 PM		13				13			13	
5:45 PM		10				10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Sparta Dr W of Sunset Dr SPECIFIC LOCATION: Sparta Dr W of Sunset Dr CITY/STATE: Cumberland, TN						QC JOB #: 13577187 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		11				11			11	
6:15 PM		14				14			14	
6:30 PM		14				14			14	
6:45 PM		18				18			18	
7:00 PM		10				10			10	
7:15 PM		10				10			10	
7:30 PM		10				10			10	
7:45 PM		10				10			10	
8:00 PM		12				12			12	
8:15 PM		6				6			6	
8:30 PM		6				6			6	
8:45 PM		7				7			7	
9:00 PM		8				8			8	
9:15 PM		10				10			10	
9:30 PM		4				4			4	
9:45 PM		4				4			4	
10:00 PM		0				0			0	
10:15 PM		4				4			4	
10:30 PM		4				4			4	
10:45 PM		6				6			6	
11:00 PM		3				3			3	
11:15 PM		2				2			2	
11:30 PM		4				4			4	
11:45 PM		2				2			2	
Day Total		850				850			850	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:45 AM				7:45 AM			7:45 AM	
Volume		19				19			19	
PM Peak		5:15 PM				5:15 PM			5:15 PM	
Volume		24				24			24	
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		6				6			6	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		4				4			4	
1:45 AM		1				1			1	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		1				1			1	
3:15 AM		0				0			0	
3:30 AM		1				1			1	
3:45 AM		1				1			1	
4:00 AM		1				1			1	
4:15 AM		4				4			4	
4:30 AM		3				3			3	
4:45 AM		2				2			2	
5:00 AM		2				2			2	
5:15 AM		2				2			2	
5:30 AM		3				3			3	
5:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		7				7			7	
6:15 AM		9				9			9	
6:30 AM		14				14			14	
6:45 AM		17				17			17	
7:00 AM		17				17			17	
7:15 AM		26				26			26	
7:30 AM		32				32			32	
7:45 AM		28				28			28	
8:00 AM		29				29			29	
8:15 AM		8				8			8	
8:30 AM		21				21			21	
8:45 AM		28				28			28	
9:00 AM		20				20			20	
9:15 AM		24				24			24	
9:30 AM		40				40			40	
9:45 AM		38				38			38	
10:00 AM		36				36			36	
10:15 AM		20				20			20	
10:30 AM		19				19			19	
10:45 AM		42				42			42	
11:00 AM		43				43			43	
11:15 AM		36				36			36	
11:30 AM		38				38			38	
11:45 AM		46				46			46	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		35				35			35	
12:15 PM		35				35			35	
12:30 PM		26				26			26	
12:45 PM		60				60			60	
1:00 PM		38				38			38	
1:15 PM		46				46			46	
1:30 PM		44				44			44	
1:45 PM		41				41			41	
2:00 PM		40				40			40	
2:15 PM		45				45			45	
2:30 PM		44				44			44	
2:45 PM		40				40			40	
3:00 PM		50				50			50	
3:15 PM		39				39			39	
3:30 PM		36				36			36	
3:45 PM		44				44			44	
4:00 PM		46				46			46	
4:15 PM		30				30			30	
4:30 PM		24				24			24	
4:45 PM		42				42			42	
5:00 PM		35				35			35	
5:15 PM		38				38			38	
5:30 PM		22				22			22	
5:45 PM		23				23			23	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		19-Apr-16								
6:00 PM		20				20			20	
6:15 PM		11				11			11	
6:30 PM		18				18			18	
6:45 PM		18				18			18	
7:00 PM		22				22			22	
7:15 PM		14				14			14	
7:30 PM		13				13			13	
7:45 PM		10				10			10	
8:00 PM		16				16			16	
8:15 PM		18				18			18	
8:30 PM		6				6			6	
8:45 PM		4				4			4	
9:00 PM		5				5			5	
9:15 PM		4				4			4	
9:30 PM		0				0			0	
9:45 PM		6				6			6	
10:00 PM		8				8			8	
10:15 PM		3				3			3	
10:30 PM		1				1			1	
10:45 PM		3				3			3	
11:00 PM		3				3			3	
11:15 PM		2				2			2	
11:30 PM		2				2			2	
11:45 PM		2				2			2	
Day Total		1809				1809			1809	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:45 AM				11:45 AM			11:45 AM	
Volume		46				46			46	
PM Peak		12:45 PM				12:45 PM			12:45 PM	
Volume		60				60			60	
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		0				0			0	
12:30 AM		10				10			10	
12:45 AM		1				1			1	
1:00 AM		4				4			4	
1:15 AM		0				0			0	
1:30 AM		5				5			5	
1:45 AM		2				2			2	
2:00 AM		4				4			4	
2:15 AM		0				0			0	
2:30 AM		2				2			2	
2:45 AM		0				0			0	
3:00 AM		2				2			2	
3:15 AM		0				0			0	
3:30 AM		1				1			1	
3:45 AM		2				2			2	
4:00 AM		1				1			1	
4:15 AM		5				5			5	
4:30 AM		5				5			5	
4:45 AM		5				5			5	
5:00 AM		4				4			4	
5:15 AM		3				3			3	
5:30 AM		5				5			5	
5:45 AM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		10				10			10	
6:15 AM		14				14			14	
6:30 AM		22				22			22	
6:45 AM		29				29			29	
7:00 AM		28				28			28	
7:15 AM		46				46			46	
7:30 AM		54				54			54	
7:45 AM		42				42			42	
8:00 AM		49				49			49	
8:15 AM		32				32			32	
8:30 AM		47				47			47	
8:45 AM		49				49			49	
9:00 AM		43				43			43	
9:15 AM		40				40			40	
9:30 AM		60				60			60	
9:45 AM		62				62			62	
10:00 AM		60				60			60	
10:15 AM		37				37			37	
10:30 AM		37				37			37	
10:45 AM		71				71			71	
11:00 AM		83				83			83	
11:15 AM		66				66			66	
11:30 AM		75				75			75	
11:45 AM		84				84			84	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		75				75			75	
12:15 PM		69				69			69	
12:30 PM		70				70			70	
12:45 PM		117				117			117	
1:00 PM		86				86			86	
1:15 PM		98				98			98	
1:30 PM		71				71			71	
1:45 PM		69				69			69	
2:00 PM		70				70			70	
2:15 PM		83				83			83	
2:30 PM		86				86			86	
2:45 PM		78				78			78	
3:00 PM		100				100			100	
3:15 PM		81				81			81	
3:30 PM		76				76			76	
3:45 PM		76				76			76	
4:00 PM		88				88			88	
4:15 PM		70				70			70	
4:30 PM		60				60			60	
4:45 PM		77				77			77	
5:00 PM		81				81			81	
5:15 PM		65				65			65	
5:30 PM		49				49			49	
5:45 PM		49				49			49	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		19-Apr-16								
6:00 PM		30				30			30	
6:15 PM		25				25			25	
6:30 PM		32				32			32	
6:45 PM		38				38			38	
7:00 PM		29				29			29	
7:15 PM		28				28			28	
7:30 PM		18				18			18	
7:45 PM		28				28			28	
8:00 PM		28				28			28	
8:15 PM		27				27			27	
8:30 PM		13				13			13	
8:45 PM		9				9			9	
9:00 PM		17				17			17	
9:15 PM		8				8			8	
9:30 PM		3				3			3	
9:45 PM		12				12			12	
10:00 PM		14				14			14	
10:15 PM		5				5			5	
10:30 PM		1				1			1	
10:45 PM		7				7			7	
11:00 PM		5				5			5	
11:15 PM		4				4			4	
11:30 PM		5				5			5	
11:45 PM		5				5			5	
Day Total		3446				3446			3446	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:45 AM				11:45 AM			11:45 AM	
Volume		84				84			84	
PM Peak		12:45 PM				12:45 PM			12:45 PM	
Volume		117				117			117	
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		0				0			0	
12:30 AM		4				4			4	
12:45 AM		1				1			1	
1:00 AM		4				4			4	
1:15 AM		0				0			0	
1:30 AM		1				1			1	
1:45 AM		1				1			1	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		1				1			1	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		1				1			1	
4:00 AM		0				0			0	
4:15 AM		1				1			1	
4:30 AM		2				2			2	
4:45 AM		3				3			3	
5:00 AM		2				2			2	
5:15 AM		1				1			1	
5:30 AM		2				2			2	
5:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		3				3			3	
6:15 AM		5				5			5	
6:30 AM		8				8			8	
6:45 AM		12				12			12	
7:00 AM		11				11			11	
7:15 AM		20				20			20	
7:30 AM		22				22			22	
7:45 AM		14				14			14	
8:00 AM		20				20			20	
8:15 AM		24				24			24	
8:30 AM		26				26			26	
8:45 AM		21				21			21	
9:00 AM		23				23			23	
9:15 AM		16				16			16	
9:30 AM		20				20			20	
9:45 AM		24				24			24	
10:00 AM		24				24			24	
10:15 AM		17				17			17	
10:30 AM		18				18			18	
10:45 AM		29				29			29	
11:00 AM		40				40			40	
11:15 AM		30				30			30	
11:30 AM		37				37			37	
11:45 AM		38				38			38	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		40				40			40	
12:15 PM		34				34			34	
12:30 PM		44				44			44	
12:45 PM		57				57			57	
1:00 PM		48				48			48	
1:15 PM		52				52			52	
1:30 PM		27				27			27	
1:45 PM		28				28			28	
2:00 PM		30				30			30	
2:15 PM		38				38			38	
2:30 PM		42				42			42	
2:45 PM		38				38			38	
3:00 PM		50				50			50	
3:15 PM		42				42			42	
3:30 PM		40				40			40	
3:45 PM		32				32			32	
4:00 PM		42				42			42	
4:15 PM		40				40			40	
4:30 PM		36				36			36	
4:45 PM		35				35			35	
5:00 PM		46				46			46	
5:15 PM		27				27			27	
5:30 PM		27				27			27	
5:45 PM		26				26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Old Jamestown Hwy N of Hillcrest Dr SPECIFIC LOCATION: Old Jamestown Hwy N of Hillcrest Dr CITY/STATE: Crossville, TN						QC JOB #: 13577186 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		10				10			10	
6:15 PM		14				14			14	
6:30 PM		14				14			14	
6:45 PM		20				20			20	
7:00 PM		7				7			7	
7:15 PM		14				14			14	
7:30 PM		5				5			5	
7:45 PM		18				18			18	
8:00 PM		12				12			12	
8:15 PM		9				9			9	
8:30 PM		7				7			7	
8:45 PM		5				5			5	
9:00 PM		12				12			12	
9:15 PM		4				4			4	
9:30 PM		3				3			3	
9:45 PM		6				6			6	
10:00 PM		6				6			6	
10:15 PM		2				2			2	
10:30 PM		0				0			0	
10:45 PM		4				4			4	
11:00 PM		2				2			2	
11:15 PM		2				2			2	
11:30 PM		3				3			3	
11:45 PM		3				3			3	
Day Total		1637				1637			1637	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		40				40			40	
PM Peak		12:45 PM				12:45 PM			12:45 PM	
Volume		57				57			57	
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: EB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		2				2			2	
12:30 AM		2				2			2	
12:45 AM		1				1			1	
1:00 AM		2				2			2	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		3				3			3	
2:00 AM		1				1			1	
2:15 AM		2				2			2	
2:30 AM		3				3			3	
2:45 AM		2				2			2	
3:00 AM		3				3			3	
3:15 AM		2				2			2	
3:30 AM		3				3			3	
3:45 AM		3				3			3	
4:00 AM		4				4			4	
4:15 AM		4				4			4	
4:30 AM		7				7			7	
4:45 AM		10				10			10	
5:00 AM		5				5			5	
5:15 AM		6				6			6	
5:30 AM		6				6			6	
5:45 AM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: EB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		11				11			11	
6:15 AM		24				24			24	
6:30 AM		22				22			22	
6:45 AM		17				17			17	
7:00 AM		25				25			25	
7:15 AM		29				29			29	
7:30 AM		27				27			27	
7:45 AM		29				29			29	
8:00 AM		22				22			22	
8:15 AM		27				27			27	
8:30 AM		26				26			26	
8:45 AM		21				21			21	
9:00 AM		35				35			35	
9:15 AM		19				19			19	
9:30 AM		33				33			33	
9:45 AM		33				33			33	
10:00 AM		30				30			30	
10:15 AM		25				25			25	
10:30 AM		23				23			23	
10:45 AM		27				27			27	
11:00 AM		41				41			41	
11:15 AM		27				27			27	
11:30 AM		40				40			40	
11:45 AM		33				33			33	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: EB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		27				27			27	
12:15 PM		42				42			42	
12:30 PM		35				35			35	
12:45 PM		45				45			45	
1:00 PM		36				36			36	
1:15 PM		41				41			41	
1:30 PM		40				40			40	
1:45 PM		34				34			34	
2:00 PM		41				41			41	
2:15 PM		36				36			36	
2:30 PM		51				51			51	
2:45 PM		38				38			38	
3:00 PM		46				46			46	
3:15 PM		44				44			44	
3:30 PM		51				51			51	
3:45 PM		48				48			48	
4:00 PM		57				57			57	
4:15 PM		43				43			43	
4:30 PM		45				45			45	
4:45 PM		36				36			36	
5:00 PM		52				52			52	
5:15 PM		29				29			29	
5:30 PM		30				30			30	
5:45 PM		22				22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: EB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		32				32			32	
6:15 PM		23				23			23	
6:30 PM		31				31			31	
6:45 PM		38				38			38	
7:00 PM		40				40			40	
7:15 PM		23				23			23	
7:30 PM		22				22			22	
7:45 PM		18				18			18	
8:00 PM		29				29			29	
8:15 PM		21				21			21	
8:30 PM		11				11			11	
8:45 PM		3				3			3	
9:00 PM		6				6			6	
9:15 PM		13				13			13	
9:30 PM		11				11			11	
9:45 PM		7				7			7	
10:00 PM		6				6			6	
10:15 PM		5				5			5	
10:30 PM		9				9			9	
10:45 PM		4				4			4	
11:00 PM		4				4			4	
11:15 PM		4				4			4	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		2059				2059			2059	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		41				41			41	
PM Peak		4:00 PM				4:00 PM			4:00 PM	
Volume		57				57			57	
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: EB/WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
12:15 AM		2				2			2	
12:30 AM		5				5			5	
12:45 AM		2				2			2	
1:00 AM		4				4			4	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		4				4			4	
2:00 AM		4				4			4	
2:15 AM		4				4			4	
2:30 AM		3				3			3	
2:45 AM		2				2			2	
3:00 AM		5				5			5	
3:15 AM		2				2			2	
3:30 AM		4				4			4	
3:45 AM		9				9			9	
4:00 AM		10				10			10	
4:15 AM		12				12			12	
4:30 AM		23				23			23	
4:45 AM		20				20			20	
5:00 AM		12				12			12	
5:15 AM		13				13			13	
5:30 AM		20				20			20	
5:45 AM		24				24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: EB/WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		18				18			18	
6:15 AM		41				41			41	
6:30 AM		44				44			44	
6:45 AM		45				45			45	
7:00 AM		54				54			54	
7:15 AM		69				69			69	
7:30 AM		71				71			71	
7:45 AM		72				72			72	
8:00 AM		54				54			54	
8:15 AM		63				63			63	
8:30 AM		55				55			55	
8:45 AM		44				44			44	
9:00 AM		58				58			58	
9:15 AM		46				46			46	
9:30 AM		62				62			62	
9:45 AM		60				60			60	
10:00 AM		61				61			61	
10:15 AM		52				52			52	
10:30 AM		48				48			48	
10:45 AM		50				50			50	
11:00 AM		73				73			73	
11:15 AM		57				57			57	
11:30 AM		70				70			70	
11:45 AM		66				66			66	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: EB/WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		58				58			58	
12:15 PM		71				71			71	
12:30 PM		67				67			67	
12:45 PM		74				74			74	
1:00 PM		70				70			70	
1:15 PM		70				70			70	
1:30 PM		80				80			80	
1:45 PM		60				60			60	
2:00 PM		86				86			86	
2:15 PM		74				74			74	
2:30 PM		87				87			87	
2:45 PM		89				89			89	
3:00 PM		106				106			106	
3:15 PM		82				82			82	
3:30 PM		89				89			89	
3:45 PM		82				82			82	
4:00 PM		102				102			102	
4:15 PM		80				80			80	
4:30 PM		97				97			97	
4:45 PM		79				79			79	
5:00 PM		112				112			112	
5:15 PM		67				67			67	
5:30 PM		63				63			63	
5:45 PM		46				46			46	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: EB/WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		48				48			48	
6:15 PM		46				46			46	
6:30 PM		50				50			50	
6:45 PM		64				64			64	
7:00 PM		56				56			56	
7:15 PM		35				35			35	
7:30 PM		38				38			38	
7:45 PM		30				30			30	
8:00 PM		44				44			44	
8:15 PM		32				32			32	
8:30 PM		15				15			15	
8:45 PM		6				6			6	
9:00 PM		9				9			9	
9:15 PM		17				17			17	
9:30 PM		16				16			16	
9:45 PM		12				12			12	
10:00 PM		10				10			10	
10:15 PM		8				8			8	
10:30 PM		11				11			11	
10:45 PM		4				4			4	
11:00 PM		9				9			9	
11:15 PM		8				8			8	
11:30 PM		2				2			2	
11:45 PM		2				2			2	
Day Total		3986				3986			3986	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		73				73			73	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		112				112			112	
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
12:15 AM		0				0			0	
12:30 AM		3				3			3	
12:45 AM		1				1			1	
1:00 AM		2				2			2	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		1				1			1	
2:00 AM		3				3			3	
2:15 AM		2				2			2	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		2				2			2	
3:15 AM		0				0			0	
3:30 AM		1				1			1	
3:45 AM		6				6			6	
4:00 AM		6				6			6	
4:15 AM		8				8			8	
4:30 AM		16				16			16	
4:45 AM		10				10			10	
5:00 AM		7				7			7	
5:15 AM		7				7			7	
5:30 AM		14				14			14	
5:45 AM		15				15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		7				7			7	
6:15 AM		17				17			17	
6:30 AM		22				22			22	
6:45 AM		28				28			28	
7:00 AM		29				29			29	
7:15 AM		40				40			40	
7:30 AM		44				44			44	
7:45 AM		43				43			43	
8:00 AM		32				32			32	
8:15 AM		36				36			36	
8:30 AM		29				29			29	
8:45 AM		23				23			23	
9:00 AM		23				23			23	
9:15 AM		27				27			27	
9:30 AM		29				29			29	
9:45 AM		27				27			27	
10:00 AM		31				31			31	
10:15 AM		27				27			27	
10:30 AM		25				25			25	
10:45 AM		23				23			23	
11:00 AM		32				32			32	
11:15 AM		30				30			30	
11:30 AM		30				30			30	
11:45 AM		33				33			33	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		31				31			31	
12:15 PM		29				29			29	
12:30 PM		32				32			32	
12:45 PM		29				29			29	
1:00 PM		34				34			34	
1:15 PM		29				29			29	
1:30 PM		40				40			40	
1:45 PM		26				26			26	
2:00 PM		45				45			45	
2:15 PM		38				38			38	
2:30 PM		36				36			36	
2:45 PM		51				51			51	
3:00 PM		60				60			60	
3:15 PM		38				38			38	
3:30 PM		38				38			38	
3:45 PM		34				34			34	
4:00 PM		45				45			45	
4:15 PM		37				37			37	
4:30 PM		52				52			52	
4:45 PM		43				43			43	
5:00 PM		60				60			60	
5:15 PM		38				38			38	
5:30 PM		33				33			33	
5:45 PM		24				24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Industrial Blvd W of SR 298 SPECIFIC LOCATION: Industrial Blvd W of SR 298 CITY/STATE: Crossville, TN						QC JOB #: 13577185 DIRECTION: WB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		16				16			16	
6:15 PM		23				23			23	
6:30 PM		19				19			19	
6:45 PM		26				26			26	
7:00 PM		16				16			16	
7:15 PM		12				12			12	
7:30 PM		16				16			16	
7:45 PM		12				12			12	
8:00 PM		15				15			15	
8:15 PM		11				11			11	
8:30 PM		4				4			4	
8:45 PM		3				3			3	
9:00 PM		3				3			3	
9:15 PM		4				4			4	
9:30 PM		5				5			5	
9:45 PM		5				5			5	
10:00 PM		4				4			4	
10:15 PM		3				3			3	
10:30 PM		2				2			2	
10:45 PM		0				0			0	
11:00 PM		5				5			5	
11:15 PM		4				4			4	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		1927				1927			1927	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:30 AM				7:30 AM			7:30 AM	
Volume		44				44			44	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		60				60			60	
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		1				1			1	
12:30 AM		1				1			1	
12:45 AM		0				0			0	
1:00 AM		1				1			1	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		1				1			1	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		1				1			1	
3:15 AM		1				1			1	
3:30 AM		3				3			3	
3:45 AM		3				3			3	
4:00 AM		3				3			3	
4:15 AM		3				3			3	
4:30 AM		5				5			5	
4:45 AM		8				8			8	
5:00 AM		7				7			7	
5:15 AM		5				5			5	
5:30 AM		9				9			9	
5:45 AM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		12				12			12	
6:15 AM		10				10			10	
6:30 AM		33				33			33	
6:45 AM		36				36			36	
7:00 AM		36				36			36	
7:15 AM		39				39			39	
7:30 AM		49				49			49	
7:45 AM		52				52			52	
8:00 AM		32				32			32	
8:15 AM		38				38			38	
8:30 AM		26				26			26	
8:45 AM		28				28			28	
9:00 AM		33				33			33	
9:15 AM		20				20			20	
9:30 AM		35				35			35	
9:45 AM		30				30			30	
10:00 AM		22				22			22	
10:15 AM		33				33			33	
10:30 AM		36				36			36	
10:45 AM		38				38			38	
11:00 AM		34				34			34	
11:15 AM		20				20			20	
11:30 AM		28				28			28	
11:45 AM		26				26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		30				30			30	
12:15 PM		34				34			34	
12:30 PM		32				32			32	
12:45 PM		38				38			38	
1:00 PM		21				21			21	
1:15 PM		27				27			27	
1:30 PM		25				25			25	
1:45 PM		32				32			32	
2:00 PM		23				23			23	
2:15 PM		34				34			34	
2:30 PM		36				36			36	
2:45 PM		32				32			32	
3:00 PM		44				44			44	
3:15 PM		24				24			24	
3:30 PM		26				26			26	
3:45 PM		48				48			48	
4:00 PM		24				24			24	
4:15 PM		32				32			32	
4:30 PM		38				38			38	
4:45 PM		40				40			40	
5:00 PM		42				42			42	
5:15 PM		39				39			39	
5:30 PM		32				32			32	
5:45 PM		33				33			33	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		14				14			14	
6:15 PM		26				26			26	
6:30 PM		28				28			28	
6:45 PM		17				17			17	
7:00 PM		8				8			8	
7:15 PM		17				17			17	
7:30 PM		20				20			20	
7:45 PM		12				12			12	
8:00 PM		12				12			12	
8:15 PM		11				11			11	
8:30 PM		17				17			17	
8:45 PM		8				8			8	
9:00 PM		8				8			8	
9:15 PM		9				9			9	
9:30 PM		6				6			6	
9:45 PM		11				11			11	
10:00 PM		4				4			4	
10:15 PM		2				2			2	
10:30 PM		3				3			3	
10:45 PM		4				4			4	
11:00 PM		0				0			0	
11:15 PM		1				1			1	
11:30 PM		2				2			2	
11:45 PM		5				5			5	
Day Total		1846				1846			1846	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:45 AM				7:45 AM			7:45 AM	
Volume		52				52			52	
PM Peak		3:45 PM				3:45 PM			3:45 PM	
Volume		48				48			48	
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
12:15 AM		7				7			7	
12:30 AM		8				8			8	
12:45 AM		1				1			1	
1:00 AM		2				2			2	
1:15 AM		1				1			1	
1:30 AM		1				1			1	
1:45 AM		3				3			3	
2:00 AM		1				1			1	
2:15 AM		3				3			3	
2:30 AM		2				2			2	
2:45 AM		0				0			0	
3:00 AM		2				2			2	
3:15 AM		1				1			1	
3:30 AM		3				3			3	
3:45 AM		4				4			4	
4:00 AM		5				5			5	
4:15 AM		3				3			3	
4:30 AM		7				7			7	
4:45 AM		11				11			11	
5:00 AM		9				9			9	
5:15 AM		9				9			9	
5:30 AM		11				11			11	
5:45 AM		15				15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		16				16			16	
6:15 AM		14				14			14	
6:30 AM		43				43			43	
6:45 AM		52				52			52	
7:00 AM		46				46			46	
7:15 AM		53				53			53	
7:30 AM		71				71			71	
7:45 AM		72				72			72	
8:00 AM		54				54			54	
8:15 AM		52				52			52	
8:30 AM		42				42			42	
8:45 AM		49				49			49	
9:00 AM		53				53			53	
9:15 AM		40				40			40	
9:30 AM		53				53			53	
9:45 AM		43				43			43	
10:00 AM		43				43			43	
10:15 AM		61				61			61	
10:30 AM		58				58			58	
10:45 AM		69				69			69	
11:00 AM		58				58			58	
11:15 AM		46				46			46	
11:30 AM		53				53			53	
11:45 AM		58				58			58	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		54				54			54	
12:15 PM		68				68			68	
12:30 PM		58				58			58	
12:45 PM		80				80			80	
1:00 PM		53				53			53	
1:15 PM		61				61			61	
1:30 PM		59				59			59	
1:45 PM		64				64			64	
2:00 PM		51				51			51	
2:15 PM		64				64			64	
2:30 PM		84				84			84	
2:45 PM		60				60			60	
3:00 PM		71				71			71	
3:15 PM		61				61			61	
3:30 PM		64				64			64	
3:45 PM		92				92			92	
4:00 PM		62				62			62	
4:15 PM		74				74			74	
4:30 PM		96				96			96	
4:45 PM		88				88			88	
5:00 PM		112				112			112	
5:15 PM		77				77			77	
5:30 PM		78				78			78	
5:45 PM		67				67			67	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		49				49			49	
6:15 PM		51				51			51	
6:30 PM		60				60			60	
6:45 PM		47				47			47	
7:00 PM		42				42			42	
7:15 PM		51				51			51	
7:30 PM		52				52			52	
7:45 PM		35				35			35	
8:00 PM		42				42			42	
8:15 PM		36				36			36	
8:30 PM		34				34			34	
8:45 PM		18				18			18	
9:00 PM		24				24			24	
9:15 PM		22				22			22	
9:30 PM		15				15			15	
9:45 PM		22				22			22	
10:00 PM		12				12			12	
10:15 PM		10				10			10	
10:30 PM		11				11			11	
10:45 PM		11				11			11	
11:00 PM		9				9			9	
11:15 PM		5				5			5	
11:30 PM		3				3			3	
11:45 PM		7				7			7	
Day Total		3677				3677			3677	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:45 AM				7:45 AM			7:45 AM	
Volume		72				72			72	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		112				112			112	
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		6				6			6	
12:30 AM		7				7			7	
12:45 AM		1				1			1	
1:00 AM		1				1			1	
1:15 AM		0				0			0	
1:30 AM		1				1			1	
1:45 AM		2				2			2	
2:00 AM		1				1			1	
2:15 AM		3				3			3	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		1				1			1	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		1				1			1	
4:00 AM		2				2			2	
4:15 AM		0				0			0	
4:30 AM		2				2			2	
4:45 AM		3				3			3	
5:00 AM		2				2			2	
5:15 AM		4				4			4	
5:30 AM		2				2			2	
5:45 AM		2				2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		4				4			4	
6:15 AM		4				4			4	
6:30 AM		10				10			10	
6:45 AM		16				16			16	
7:00 AM		10				10			10	
7:15 AM		14				14			14	
7:30 AM		22				22			22	
7:45 AM		20				20			20	
8:00 AM		22				22			22	
8:15 AM		14				14			14	
8:30 AM		16				16			16	
8:45 AM		21				21			21	
9:00 AM		20				20			20	
9:15 AM		20				20			20	
9:30 AM		18				18			18	
9:45 AM		13				13			13	
10:00 AM		21				21			21	
10:15 AM		28				28			28	
10:30 AM		22				22			22	
10:45 AM		31				31			31	
11:00 AM		24				24			24	
11:15 AM		26				26			26	
11:30 AM		25				25			25	
11:45 AM		32				32			32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		24				24			24	
12:15 PM		34				34			34	
12:30 PM		26				26			26	
12:45 PM		42				42			42	
1:00 PM		32				32			32	
1:15 PM		34				34			34	
1:30 PM		34				34			34	
1:45 PM		32				32			32	
2:00 PM		28				28			28	
2:15 PM		30				30			30	
2:30 PM		48				48			48	
2:45 PM		28				28			28	
3:00 PM		27				27			27	
3:15 PM		37				37			37	
3:30 PM		38				38			38	
3:45 PM		44				44			44	
4:00 PM		38				38			38	
4:15 PM		42				42			42	
4:30 PM		58				58			58	
4:45 PM		48				48			48	
5:00 PM		70				70			70	
5:15 PM		38				38			38	
5:30 PM		46				46			46	
5:45 PM		34				34			34	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Holiday Dr S of SR 1 SPECIFIC LOCATION: Holiday Dr S of SR CITY/STATE: Crossville, TN						QC JOB #: 13577184 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		35				35			35	
6:15 PM		25				25			25	
6:30 PM		32				32			32	
6:45 PM		30				30			30	
7:00 PM		34				34			34	
7:15 PM		34				34			34	
7:30 PM		32				32			32	
7:45 PM		23				23			23	
8:00 PM		30				30			30	
8:15 PM		25				25			25	
8:30 PM		17				17			17	
8:45 PM		10				10			10	
9:00 PM		16				16			16	
9:15 PM		13				13			13	
9:30 PM		9				9			9	
9:45 PM		11				11			11	
10:00 PM		8				8			8	
10:15 PM		8				8			8	
10:30 PM		8				8			8	
10:45 PM		7				7			7	
11:00 PM		9				9			9	
11:15 PM		4				4			4	
11:30 PM		1				1			1	
11:45 PM		2				2			2	
Day Total		1831				1831			1831	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:45 AM				11:45 AM			11:45 AM	
Volume		32				32			32	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		70				70			70	
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		1				1			1	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		2				2			2	
3:45 AM		2				2			2	
4:00 AM		0				0			0	
4:15 AM		1				1			1	
4:30 AM		3				3			3	
4:45 AM		2				2			2	
5:00 AM		0				0			0	
5:15 AM		3				3			3	
5:30 AM		1				1			1	
5:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		8				8			8	
6:15 AM		4				4			4	
6:30 AM		9				9			9	
6:45 AM		14				14			14	
7:00 AM		42				42			42	
7:15 AM		80				80			80	
7:30 AM		73				73			73	
7:45 AM		20				20			20	
8:00 AM		6				6			6	
8:15 AM		14				14			14	
8:30 AM		10				10			10	
8:45 AM		6				6			6	
9:00 AM		4				4			4	
9:15 AM		6				6			6	
9:30 AM		8				8			8	
9:45 AM		11				11			11	
10:00 AM		4				4			4	
10:15 AM		11				11			11	
10:30 AM		9				9			9	
10:45 AM		6				6			6	
11:00 AM		9				9			9	
11:15 AM		5				5			5	
11:30 AM		8				8			8	
11:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		5				5			5	
12:15 PM		8				8			8	
12:30 PM		6				6			6	
12:45 PM		8				8			8	
1:00 PM		4				4			4	
1:15 PM		14				14			14	
1:30 PM		18				18			18	
1:45 PM		8				8			8	
2:00 PM		10				10			10	
2:15 PM		16				16			16	
2:30 PM		16				16			16	
2:45 PM		38				38			38	
3:00 PM		30				30			30	
3:15 PM		16				16			16	
3:30 PM		12				12			12	
3:45 PM		12				12			12	
4:00 PM		13				13			13	
4:15 PM		8				8			8	
4:30 PM		13				13			13	
4:45 PM		10				10			10	
5:00 PM		14				14			14	
5:15 PM		11				11			11	
5:30 PM		22				22			22	
5:45 PM		15				15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		6				6			6	
6:15 PM		6				6			6	
6:30 PM		5				5			5	
6:45 PM		8				8			8	
7:00 PM		2				2			2	
7:15 PM		6				6			6	
7:30 PM		3				3			3	
7:45 PM		4				4			4	
8:00 PM		8				8			8	
8:15 PM		2				2			2	
8:30 PM		4				4			4	
8:45 PM		1				1			1	
9:00 PM		3				3			3	
9:15 PM		1				1			1	
9:30 PM		1				1			1	
9:45 PM		2				2			2	
10:00 PM		0				0			0	
10:15 PM		2				2			2	
10:30 PM		2				2			2	
10:45 PM		4				4			4	
11:00 PM		1				1			1	
11:15 PM		1				1			1	
11:30 PM		0				0			0	
11:45 PM		1				1			1	
Day Total		791				791			791	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		80				80			80	
PM Peak		2:45 PM				2:45 PM			2:45 PM	
Volume		38				38			38	
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
12:15 AM		2				2			2	
12:30 AM		4				4			4	
12:45 AM		4				4			4	
1:00 AM		4				4			4	
1:15 AM		1				1			1	
1:30 AM		2				2			2	
1:45 AM		5				5			5	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		2				2			2	
3:45 AM		2				2			2	
4:00 AM		1				1			1	
4:15 AM		1				1			1	
4:30 AM		3				3			3	
4:45 AM		3				3			3	
5:00 AM		0				0			0	
5:15 AM		3				3			3	
5:30 AM		2				2			2	
5:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		9				9			9	
6:15 AM		6				6			6	
6:30 AM		12				12			12	
6:45 AM		24				24			24	
7:00 AM		72				72			72	
7:15 AM		133				133			133	
7:30 AM		129				129			129	
7:45 AM		30				30			30	
8:00 AM		16				16			16	
8:15 AM		20				20			20	
8:30 AM		14				14			14	
8:45 AM		12				12			12	
9:00 AM		6				6			6	
9:15 AM		10				10			10	
9:30 AM		14				14			14	
9:45 AM		21				21			21	
10:00 AM		8				8			8	
10:15 AM		14				14			14	
10:30 AM		17				17			17	
10:45 AM		9				9			9	
11:00 AM		19				19			19	
11:15 AM		17				17			17	
11:30 AM		14				14			14	
11:45 AM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		10				10			10	
12:15 PM		22				22			22	
12:30 PM		10				10			10	
12:45 PM		15				15			15	
1:00 PM		15				15			15	
1:15 PM		21				21			21	
1:30 PM		31				31			31	
1:45 PM		18				18			18	
2:00 PM		32				32			32	
2:15 PM		38				38			38	
2:30 PM		36				36			36	
2:45 PM		122				122			122	
3:00 PM		72				72			72	
3:15 PM		34				34			34	
3:30 PM		30				30			30	
3:45 PM		31				31			31	
4:00 PM		32				32			32	
4:15 PM		20				20			20	
4:30 PM		27				27			27	
4:45 PM		24				24			24	
5:00 PM		30				30			30	
5:15 PM		31				31			31	
5:30 PM		30				30			30	
5:45 PM		31				31			31	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		19				19			19	
6:15 PM		14				14			14	
6:30 PM		20				20			20	
6:45 PM		13				13			13	
7:00 PM		6				6			6	
7:15 PM		12				12			12	
7:30 PM		9				9			9	
7:45 PM		8				8			8	
8:00 PM		19				19			19	
8:15 PM		22				22			22	
8:30 PM		22				22			22	
8:45 PM		11				11			11	
9:00 PM		15				15			15	
9:15 PM		10				10			10	
9:30 PM		5				5			5	
9:45 PM		2				2			2	
10:00 PM		1				1			1	
10:15 PM		5				5			5	
10:30 PM		5				5			5	
10:45 PM		5				5			5	
11:00 PM		3				3			3	
11:15 PM		3				3			3	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		1679				1679			1679	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		133				133			133	
PM Peak		2:45 PM				2:45 PM			2:45 PM	
Volume		122				122			122	
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
12:15 AM		2				2			2	
12:30 AM		3				3			3	
12:45 AM		4				4			4	
1:00 AM		4				4			4	
1:15 AM		1				1			1	
1:30 AM		2				2			2	
1:45 AM		5				5			5	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		0				0			0	
4:00 AM		1				1			1	
4:15 AM		0				0			0	
4:30 AM		0				0			0	
4:45 AM		1				1			1	
5:00 AM		0				0			0	
5:15 AM		0				0			0	
5:30 AM		1				1			1	
5:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		1				1			1	
6:15 AM		2				2			2	
6:30 AM		3				3			3	
6:45 AM		10				10			10	
7:00 AM		30				30			30	
7:15 AM		53				53			53	
7:30 AM		56				56			56	
7:45 AM		10				10			10	
8:00 AM		10				10			10	
8:15 AM		6				6			6	
8:30 AM		4				4			4	
8:45 AM		6				6			6	
9:00 AM		2				2			2	
9:15 AM		4				4			4	
9:30 AM		6				6			6	
9:45 AM		10				10			10	
10:00 AM		4				4			4	
10:15 AM		3				3			3	
10:30 AM		8				8			8	
10:45 AM		3				3			3	
11:00 AM		10				10			10	
11:15 AM		12				12			12	
11:30 AM		6				6			6	
11:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		5				5			5	
12:15 PM		14				14			14	
12:30 PM		4				4			4	
12:45 PM		7				7			7	
1:00 PM		11				11			11	
1:15 PM		7				7			7	
1:30 PM		13				13			13	
1:45 PM		10				10			10	
2:00 PM		22				22			22	
2:15 PM		22				22			22	
2:30 PM		20				20			20	
2:45 PM		84				84			84	
3:00 PM		42				42			42	
3:15 PM		18				18			18	
3:30 PM		18				18			18	
3:45 PM		19				19			19	
4:00 PM		19				19			19	
4:15 PM		12				12			12	
4:30 PM		14				14			14	
4:45 PM		14				14			14	
5:00 PM		16				16			16	
5:15 PM		20				20			20	
5:30 PM		8				8			8	
5:45 PM		16				16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of I-40 SPECIFIC LOCATION: Cook Rd N of I- CITY/STATE: Crossville, TN						QC JOB #: 13577182 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		13				13			13	
6:15 PM		8				8			8	
6:30 PM		15				15			15	
6:45 PM		5				5			5	
7:00 PM		4				4			4	
7:15 PM		6				6			6	
7:30 PM		6				6			6	
7:45 PM		4				4			4	
8:00 PM		11				11			11	
8:15 PM		20				20			20	
8:30 PM		18				18			18	
8:45 PM		10				10			10	
9:00 PM		12				12			12	
9:15 PM		9				9			9	
9:30 PM		4				4			4	
9:45 PM		0				0			0	
10:00 PM		1				1			1	
10:15 PM		3				3			3	
10:30 PM		3				3			3	
10:45 PM		1				1			1	
11:00 PM		2				2			2	
11:15 PM		2				2			2	
11:30 PM		1				1			1	
11:45 PM		0				0			0	
Day Total		888				888			888	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:30 AM				7:30 AM			7:30 AM	
Volume		56				56			56	
PM Peak		2:45 PM				2:45 PM			2:45 PM	
Volume		84				84			84	
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		1				1			1	
12:30 AM		1				1			1	
12:45 AM		3				3			3	
1:00 AM		2				2			2	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		1				1			1	
2:00 AM		3				3			3	
2:15 AM		1				1			1	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		1				1			1	
4:00 AM		0				0			0	
4:15 AM		0				0			0	
4:30 AM		1				1			1	
4:45 AM		0				0			0	
5:00 AM		1				1			1	
5:15 AM		2				2			2	
5:30 AM		1				1			1	
5:45 AM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		3				3			3	
6:15 AM		3				3			3	
6:30 AM		8				8			8	
6:45 AM		33				33			33	
7:00 AM		46				46			46	
7:15 AM		84				84			84	
7:30 AM		58				58			58	
7:45 AM		12				12			12	
8:00 AM		17				17			17	
8:15 AM		22				22			22	
8:30 AM		12				12			12	
8:45 AM		8				8			8	
9:00 AM		14				14			14	
9:15 AM		12				12			12	
9:30 AM		10				10			10	
9:45 AM		8				8			8	
10:00 AM		16				16			16	
10:15 AM		14				14			14	
10:30 AM		23				23			23	
10:45 AM		10				10			10	
11:00 AM		10				10			10	
11:15 AM		8				8			8	
11:30 AM		13				13			13	
11:45 AM		10				10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		14				14			14	
12:15 PM		20				20			20	
12:30 PM		10				10			10	
12:45 PM		12				12			12	
1:00 PM		10				10			10	
1:15 PM		16				16			16	
1:30 PM		24				24			24	
1:45 PM		20				20			20	
2:00 PM		27				27			27	
2:15 PM		31				31			31	
2:30 PM		41				41			41	
2:45 PM		52				52			52	
3:00 PM		28				28			28	
3:15 PM		28				28			28	
3:30 PM		20				20			20	
3:45 PM		11				11			11	
4:00 PM		16				16			16	
4:15 PM		30				30			30	
4:30 PM		28				28			28	
4:45 PM		21				21			21	
5:00 PM		18				18			18	
5:15 PM		25				25			25	
5:30 PM		14				14			14	
5:45 PM		14				14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		9				9			9	
6:15 PM		9				9			9	
6:30 PM		15				15			15	
6:45 PM		15				15			15	
7:00 PM		15				15			15	
7:15 PM		9				9			9	
7:30 PM		10				10			10	
7:45 PM		9				9			9	
8:00 PM		12				12			12	
8:15 PM		10				10			10	
8:30 PM		8				8			8	
8:45 PM		5				5			5	
9:00 PM		7				7			7	
9:15 PM		6				6			6	
9:30 PM		3				3			3	
9:45 PM		4				4			4	
10:00 PM		4				4			4	
10:15 PM		2				2			2	
10:30 PM		1				1			1	
10:45 PM		5				5			5	
11:00 PM		2				2			2	
11:15 PM		6				6			6	
11:30 PM		3				3			3	
11:45 PM		2				2			2	
Day Total		1176				1176			1176	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		84				84			84	
PM Peak		2:45 PM				2:45 PM			2:45 PM	
Volume		52				52			52	
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		1				1			1	
12:30 AM		2				2			2	
12:45 AM		3				3			3	
1:00 AM		5				5			5	
1:15 AM		2				2			2	
1:30 AM		0				0			0	
1:45 AM		2				2			2	
2:00 AM		5				5			5	
2:15 AM		3				3			3	
2:30 AM		0				0			0	
2:45 AM		1				1			1	
3:00 AM		0				0			0	
3:15 AM		1				1			1	
3:30 AM		0				0			0	
3:45 AM		3				3			3	
4:00 AM		2				2			2	
4:15 AM		3				3			3	
4:30 AM		2				2			2	
4:45 AM		5				5			5	
5:00 AM		4				4			4	
5:15 AM		2				2			2	
5:30 AM		5				5			5	
5:45 AM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		6				6			6	
6:15 AM		10				10			10	
6:30 AM		13				13			13	
6:45 AM		47				47			47	
7:00 AM		84				84			84	
7:15 AM		145				145			145	
7:30 AM		140				140			140	
7:45 AM		54				54			54	
8:00 AM		29				29			29	
8:15 AM		40				40			40	
8:30 AM		27				27			27	
8:45 AM		26				26			26	
9:00 AM		18				18			18	
9:15 AM		22				22			22	
9:30 AM		23				23			23	
9:45 AM		18				18			18	
10:00 AM		28				28			28	
10:15 AM		22				22			22	
10:30 AM		37				37			37	
10:45 AM		20				20			20	
11:00 AM		30				30			30	
11:15 AM		20				20			20	
11:30 AM		25				25			25	
11:45 AM		20				20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		29				29			29	
12:15 PM		32				32			32	
12:30 PM		26				26			26	
12:45 PM		34				34			34	
1:00 PM		27				27			27	
1:15 PM		24				24			24	
1:30 PM		46				46			46	
1:45 PM		32				32			32	
2:00 PM		34				34			34	
2:15 PM		58				58			58	
2:30 PM		76				76			76	
2:45 PM		130				130			130	
3:00 PM		110				110			110	
3:15 PM		63				63			63	
3:30 PM		48				48			48	
3:45 PM		36				36			36	
4:00 PM		36				36			36	
4:15 PM		42				42			42	
4:30 PM		52				52			52	
4:45 PM		38				38			38	
5:00 PM		32				32			32	
5:15 PM		42				42			42	
5:30 PM		36				36			36	
5:45 PM		30				30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		20				20			20	
6:15 PM		18				18			18	
6:30 PM		28				28			28	
6:45 PM		29				29			29	
7:00 PM		23				23			23	
7:15 PM		17				17			17	
7:30 PM		18				18			18	
7:45 PM		15				15			15	
8:00 PM		20				20			20	
8:15 PM		19				19			19	
8:30 PM		16				16			16	
8:45 PM		10				10			10	
9:00 PM		12				12			12	
9:15 PM		11				11			11	
9:30 PM		4				4			4	
9:45 PM		6				6			6	
10:00 PM		7				7			7	
10:15 PM		2				2			2	
10:30 PM		2				2			2	
10:45 PM		7				7			7	
11:00 PM		6				6			6	
11:15 PM		8				8			8	
11:30 PM		5				5			5	
11:45 PM		2				2			2	
Day Total		2383				2383			2383	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		145				145			145	
PM Peak		2:45 PM				2:45 PM			2:45 PM	
Volume		130				130			130	
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		0				0			0	
12:30 AM		1				1			1	
12:45 AM		0				0			0	
1:00 AM		3				3			3	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		1				1			1	
2:00 AM		2				2			2	
2:15 AM		2				2			2	
2:30 AM		0				0			0	
2:45 AM		1				1			1	
3:00 AM		0				0			0	
3:15 AM		1				1			1	
3:30 AM		0				0			0	
3:45 AM		2				2			2	
4:00 AM		2				2			2	
4:15 AM		3				3			3	
4:30 AM		1				1			1	
4:45 AM		5				5			5	
5:00 AM		3				3			3	
5:15 AM		0				0			0	
5:30 AM		4				4			4	
5:45 AM		7				7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		3				3			3	
6:15 AM		7				7			7	
6:30 AM		5				5			5	
6:45 AM		14				14			14	
7:00 AM		38				38			38	
7:15 AM		61				61			61	
7:30 AM		82				82			82	
7:45 AM		42				42			42	
8:00 AM		12				12			12	
8:15 AM		18				18			18	
8:30 AM		15				15			15	
8:45 AM		18				18			18	
9:00 AM		4				4			4	
9:15 AM		10				10			10	
9:30 AM		13				13			13	
9:45 AM		10				10			10	
10:00 AM		12				12			12	
10:15 AM		8				8			8	
10:30 AM		14				14			14	
10:45 AM		10				10			10	
11:00 AM		20				20			20	
11:15 AM		12				12			12	
11:30 AM		12				12			12	
11:45 AM		10				10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		15				15			15	
12:15 PM		12				12			12	
12:30 PM		16				16			16	
12:45 PM		22				22			22	
1:00 PM		17				17			17	
1:15 PM		8				8			8	
1:30 PM		22				22			22	
1:45 PM		12				12			12	
2:00 PM		7				7			7	
2:15 PM		27				27			27	
2:30 PM		35				35			35	
2:45 PM		78				78			78	
3:00 PM		82				82			82	
3:15 PM		35				35			35	
3:30 PM		28				28			28	
3:45 PM		25				25			25	
4:00 PM		20				20			20	
4:15 PM		12				12			12	
4:30 PM		24				24			24	
4:45 PM		17				17			17	
5:00 PM		14				14			14	
5:15 PM		17				17			17	
5:30 PM		22				22			22	
5:45 PM		16				16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cook Rd N of Wayne Ave SPECIFIC LOCATION: Cook Rd N of Wayne Ave CITY/STATE: Crossville, TN						QC JOB #: 13577183 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		19-Apr-16								
6:00 PM		11				11			11	
6:15 PM		9				9			9	
6:30 PM		13				13			13	
6:45 PM		14				14			14	
7:00 PM		8				8			8	
7:15 PM		8				8			8	
7:30 PM		8				8			8	
7:45 PM		6				6			6	
8:00 PM		8				8			8	
8:15 PM		9				9			9	
8:30 PM		8				8			8	
8:45 PM		5				5			5	
9:00 PM		5				5			5	
9:15 PM		5				5			5	
9:30 PM		1				1			1	
9:45 PM		2				2			2	
10:00 PM		3				3			3	
10:15 PM		0				0			0	
10:30 PM		1				1			1	
10:45 PM		2				2			2	
11:00 PM		4				4			4	
11:15 PM		2				2			2	
11:30 PM		2				2			2	
11:45 PM		0				0			0	
Day Total		1207				1207			1207	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:30 AM				7:30 AM			7:30 AM	
Volume		82				82			82	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		82				82			82	
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
12:15 AM		1				1			1	
12:30 AM		2				2			2	
12:45 AM		2				2			2	
1:00 AM		0				0			0	
1:15 AM		3				3			3	
1:30 AM		1				1			1	
1:45 AM		0				0			0	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		3				3			3	
2:45 AM		1				1			1	
3:00 AM		3				3			3	
3:15 AM		4				4			4	
3:30 AM		2				2			2	
3:45 AM		10				10			10	
4:00 AM		9				9			9	
4:15 AM		7				7			7	
4:30 AM		20				20			20	
4:45 AM		15				15			15	
5:00 AM		10				10			10	
5:15 AM		20				20			20	
5:30 AM		29				29			29	
5:45 AM		42				42			42	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		34				34			34	
6:15 AM		54				54			54	
6:30 AM		78				78			78	
6:45 AM		91				91			91	
7:00 AM		84				84			84	
7:15 AM		122				122			122	
7:30 AM		118				118			118	
7:45 AM		132				132			132	
8:00 AM		70				70			70	
8:15 AM		54				54			54	
8:30 AM		51				51			51	
8:45 AM		60				60			60	
9:00 AM		40				40			40	
9:15 AM		37				37			37	
9:30 AM		50				50			50	
9:45 AM		38				38			38	
10:00 AM		53				53			53	
10:15 AM		42				42			42	
10:30 AM		40				40			40	
10:45 AM		35				35			35	
11:00 AM		41				41			41	
11:15 AM		37				37			37	
11:30 AM		34				34			34	
11:45 AM		43				43			43	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		34				34			34	
12:15 PM		36				36			36	
12:30 PM		46				46			46	
12:45 PM		42				42			42	
1:00 PM		42				42			42	
1:15 PM		37				37			37	
1:30 PM		42				42			42	
1:45 PM		33				33			33	
2:00 PM		35				35			35	
2:15 PM		45				45			45	
2:30 PM		61				61			61	
2:45 PM		51				51			51	
3:00 PM		48				48			48	
3:15 PM		48				48			48	
3:30 PM		60				60			60	
3:45 PM		42				42			42	
4:00 PM		34				34			34	
4:15 PM		32				32			32	
4:30 PM		43				43			43	
4:45 PM		44				44			44	
5:00 PM		37				37			37	
5:15 PM		36				36			36	
5:30 PM		28				28			28	
5:45 PM		30				30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: NB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		36				36			36	
6:15 PM		24				24			24	
6:30 PM		20				20			20	
6:45 PM		22				22			22	
7:00 PM		17				17			17	
7:15 PM		15				15			15	
7:30 PM		18				18			18	
7:45 PM		10				10			10	
8:00 PM		16				16			16	
8:15 PM		16				16			16	
8:30 PM		10				10			10	
8:45 PM		2				2			2	
9:00 PM		10				10			10	
9:15 PM		6				6			6	
9:30 PM		8				8			8	
9:45 PM		7				7			7	
10:00 PM		6				6			6	
10:15 PM		11				11			11	
10:30 PM		10				10			10	
10:45 PM		4				4			4	
11:00 PM		5				5			5	
11:15 PM		3				3			3	
11:30 PM		4				4			4	
11:45 PM		2				2			2	
Day Total		2896				2896			2896	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:45 AM				7:45 AM			7:45 AM	
Volume		132				132			132	
PM Peak		2:30 PM				2:30 PM			2:30 PM	
Volume		61				61			61	
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7				7			7	
12:15 AM		5				5			5	
12:30 AM		3				3			3	
12:45 AM		4				4			4	
1:00 AM		1				1			1	
1:15 AM		5				5			5	
1:30 AM		2				2			2	
1:45 AM		3				3			3	
2:00 AM		3				3			3	
2:15 AM		1				1			1	
2:30 AM		3				3			3	
2:45 AM		2				2			2	
3:00 AM		4				4			4	
3:15 AM		6				6			6	
3:30 AM		4				4			4	
3:45 AM		10				10			10	
4:00 AM		10				10			10	
4:15 AM		8				8			8	
4:30 AM		20				20			20	
4:45 AM		17				17			17	
5:00 AM		13				13			13	
5:15 AM		22				22			22	
5:30 AM		34				34			34	
5:45 AM		46				46			46	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		42				42			42	
6:15 AM		62				62			62	
6:30 AM		97				97			97	
6:45 AM		101				101			101	
7:00 AM		117				117			117	
7:15 AM		148				148			148	
7:30 AM		142				142			142	
7:45 AM		160				160			160	
8:00 AM		91				91			91	
8:15 AM		80				80			80	
8:30 AM		75				75			75	
8:45 AM		80				80			80	
9:00 AM		64				64			64	
9:15 AM		61				61			61	
9:30 AM		66				66			66	
9:45 AM		61				61			61	
10:00 AM		73				73			73	
10:15 AM		68				68			68	
10:30 AM		68				68			68	
10:45 AM		69				69			69	
11:00 AM		75				75			75	
11:15 AM		62				62			62	
11:30 AM		74				74			74	
11:45 AM		70				70			70	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		59				59			59	
12:15 PM		64				64			64	
12:30 PM		80				80			80	
12:45 PM		68				68			68	
1:00 PM		79				79			79	
1:15 PM		79				79			79	
1:30 PM		88				88			88	
1:45 PM		59				59			59	
2:00 PM		83				83			83	
2:15 PM		95				95			95	
2:30 PM		131				131			131	
2:45 PM		131				131			131	
3:00 PM		132				132			132	
3:15 PM		124				124			124	
3:30 PM		138				138			138	
3:45 PM		97				97			97	
4:00 PM		98				98			98	
4:15 PM		100				100			100	
4:30 PM		115				115			115	
4:45 PM		80				80			80	
5:00 PM		135				135			135	
5:15 PM		110				110			110	
5:30 PM		73				73			73	
5:45 PM		63				63			63	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: NB/SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		68				68			68	
6:15 PM		59				59			59	
6:30 PM		55				55			55	
6:45 PM		54				54			54	
7:00 PM		39				39			39	
7:15 PM		41				41			41	
7:30 PM		39				39			39	
7:45 PM		28				28			28	
8:00 PM		46				46			46	
8:15 PM		37				37			37	
8:30 PM		32				32			32	
8:45 PM		34				34			34	
9:00 PM		33				33			33	
9:15 PM		16				16			16	
9:30 PM		15				15			15	
9:45 PM		20				20			20	
10:00 PM		13				13			13	
10:15 PM		15				15			15	
10:30 PM		14				14			14	
10:45 PM		13				13			13	
11:00 PM		20				20			20	
11:15 PM		9				9			9	
11:30 PM		5				5			5	
11:45 PM		5				5			5	
Day Total		5230				5230			5230	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:45 AM				7:45 AM			7:45 AM	
Volume		160				160			160	
PM Peak		3:30 PM				3:30 PM			3:30 PM	
Volume		138				138			138	
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
12:15 AM		4				4			4	
12:30 AM		1				1			1	
12:45 AM		2				2			2	
1:00 AM		1				1			1	
1:15 AM		2				2			2	
1:30 AM		1				1			1	
1:45 AM		3				3			3	
2:00 AM		1				1			1	
2:15 AM		1				1			1	
2:30 AM		0				0			0	
2:45 AM		1				1			1	
3:00 AM		1				1			1	
3:15 AM		2				2			2	
3:30 AM		2				2			2	
3:45 AM		0				0			0	
4:00 AM		1				1			1	
4:15 AM		1				1			1	
4:30 AM		0				0			0	
4:45 AM		2				2			2	
5:00 AM		3				3			3	
5:15 AM		2				2			2	
5:30 AM		5				5			5	
5:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		8				8			8	
6:15 AM		8				8			8	
6:30 AM		19				19			19	
6:45 AM		10				10			10	
7:00 AM		33				33			33	
7:15 AM		26				26			26	
7:30 AM		24				24			24	
7:45 AM		28				28			28	
8:00 AM		21				21			21	
8:15 AM		26				26			26	
8:30 AM		24				24			24	
8:45 AM		20				20			20	
9:00 AM		24				24			24	
9:15 AM		24				24			24	
9:30 AM		16				16			16	
9:45 AM		23				23			23	
10:00 AM		20				20			20	
10:15 AM		26				26			26	
10:30 AM		28				28			28	
10:45 AM		34				34			34	
11:00 AM		34				34			34	
11:15 AM		25				25			25	
11:30 AM		40				40			40	
11:45 AM		27				27			27	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		25				25			25	
12:15 PM		28				28			28	
12:30 PM		34				34			34	
12:45 PM		26				26			26	
1:00 PM		37				37			37	
1:15 PM		42				42			42	
1:30 PM		46				46			46	
1:45 PM		26				26			26	
2:00 PM		48				48			48	
2:15 PM		50				50			50	
2:30 PM		70				70			70	
2:45 PM		80				80			80	
3:00 PM		84				84			84	
3:15 PM		76				76			76	
3:30 PM		78				78			78	
3:45 PM		55				55			55	
4:00 PM		64				64			64	
4:15 PM		68				68			68	
4:30 PM		72				72			72	
4:45 PM		36				36			36	
5:00 PM		98				98			98	
5:15 PM		74				74			74	
5:30 PM		45				45			45	
5:45 PM		33				33			33	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Adams St S of Old Mail Rd SPECIFIC LOCATION: Adams St S of Old Mail Rd CITY/STATE: Crossville, TN						QC JOB #: 13577181 DIRECTION: SB DATE: Apr 19 2016 - Apr 19 2016				
Start Time	Mon	Tue 19-Apr-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		32				32			32	
6:15 PM		35				35			35	
6:30 PM		35				35			35	
6:45 PM		32				32			32	
7:00 PM		22				22			22	
7:15 PM		26				26			26	
7:30 PM		21				21			21	
7:45 PM		18				18			18	
8:00 PM		30				30			30	
8:15 PM		21				21			21	
8:30 PM		22				22			22	
8:45 PM		32				32			32	
9:00 PM		23				23			23	
9:15 PM		10				10			10	
9:30 PM		7				7			7	
9:45 PM		13				13			13	
10:00 PM		7				7			7	
10:15 PM		4				4			4	
10:30 PM		4				4			4	
10:45 PM		9				9			9	
11:00 PM		15				15			15	
11:15 PM		6				6			6	
11:30 PM		1				1			1	
11:45 PM		3				3			3	
Day Total		2334				2334			2334	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:30 AM				11:30 AM			11:30 AM	
Volume		40				40			40	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		98				98			98	
<i>Comments:</i>										

Appendix C:

Intersection Evaluation, Bicycle & Pedestrian Safety Assessment



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections



List the Intersections Observed along the Corridor

431 - Main #7

1. Can bicycles and pedestrians cross safely?

Circle One: Yes

Kind Of

Not Really

No

Crosswalks, but walk signals, E-W crosswalks faded

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes / direction
- Other _____

Red X-ing
maybe 100 ft
North

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

- Lack of curb cuts (E heading W)

- SW-SE curb cuts otherwise



Spartan
Livingston
poorly marked

Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

_____ Hwy 70 (Spartan Hwy) / Livingston _____

1. Can bicycles and pedestrians cross safely?

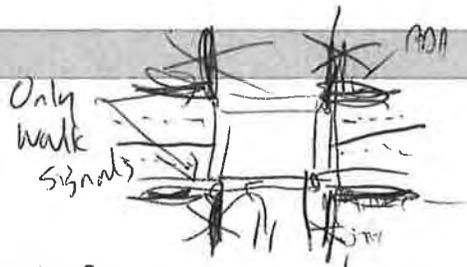
Circle One: Yes Kind Of Not Really No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked (N-S) none on North side (esuv)
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

_____ - only strips of sidewalk around ped signals
 _____ - No ADA-compliance
 _____ - Slight dropoff on curb cuts
 _____ - Walk signal is pretty short



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

Miller & 10th

1. Can bicycles and pedestrians cross safely?

Circle One: Yes Kind Of Not Really No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

No sidewalks down 10th



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

1st Webb

1. Can bicycles and pedestrians cross safely?

Circle One: Yes Kind Of Not Really No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes *N/A*
- Other None

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

- No curb cuts (except kind of on E → W)

- Wall separating road & non-sidewalks



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

West/Lantana

1. Can bicycles and pedestrians cross safely?

Circle One: Yes

Kind Of

Not Really

No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other 1/2 sidewalks

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

*1/2 sidewalks
Bad curb cut*



U.S. Department of Transportation

Federal Highway Administration

Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections



List the Intersections Observed along the Corridor

127/Woodmere Mall (#7)

1. Can bicycles and pedestrians cross safely?

Circle One: Yes Kind Of Not Really

No

Check any of the problems you observe:

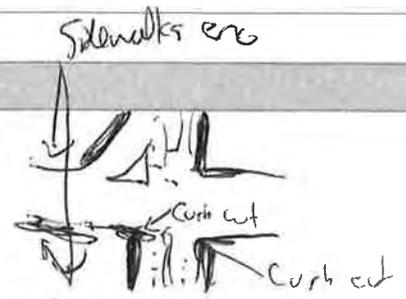
- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

- Sidewalks but no hand crossing, need of a buffer (grass)

high ped's & traffic

- We see little need for E-W crosswalks



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

127 / Spartan Hwy

1. Can bicycles and pedestrians cross safely?

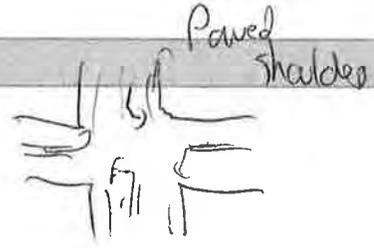
Circle One: Yes Kind Of Not Really

No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not ~~available~~ operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

Miller / ~~Livingston~~ Livingston

1. Can bicycles and pedestrians cross safely?

Circle One: Yes Kind Of Not Really

No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street Main / Miller
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

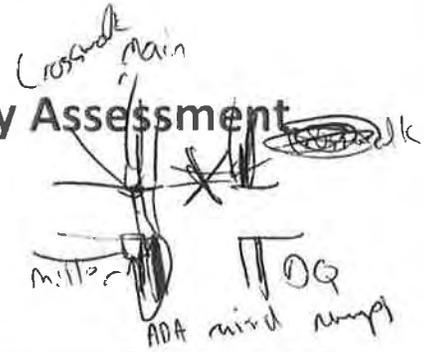
2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

- No sidewalks
- ~~Step~~ Rather steep walk from parking to street



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections



List the Intersections Observed along the Corridor

Miller/Main (#6)

1. Can bicycles and pedestrians cross safely?

Circle One: Yes Kind Of Not Really **No**

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked (N→S has crosswalk)
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

Handwritten notes:
 West
 Stanley
 work out
 Paved shoulder

List the Intersections Observed along the Corridor

Stanley/West

1. Can bicycles and pedestrians cross safely?
 Circle One: Yes Kind Of Not Really No

Check any of the problems you observe:

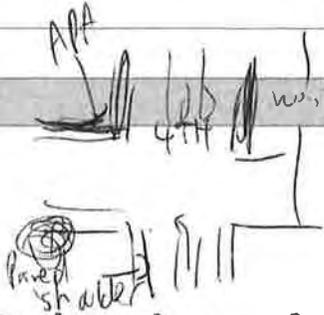
- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.



U.S. Department of Transportation

Federal Highway Administration



No crosswalks

Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

4TH/WEST

1. Can bicycles and pedestrians cross safely?

Circle One: Yes Kind Of Not Really

No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

N. Main, Genesys, signal #6

1. Can bicycles and pedestrians cross safely?

Circle One: Yes Kind Of Not Really

No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing N/A
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely Yes on 127, no on Genesys
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

- No curb cuts, ramp
- Good sidewalks on each corner, but no connections b/w segments
- Sidewalk ends on side street

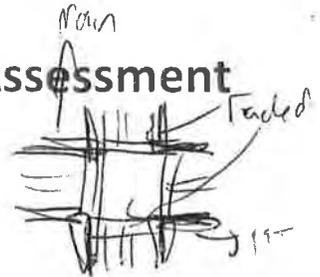


US Department of Transportation

Federal Highway Administration

Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections



List the Intersections Observed along the Corridor

Signed 4; First/Main, on W-side there is a design of crosswalk

1. Can bicycles and pedestrians cross safely? *(crosswalks faded E-W)*

Circle One: Yes Kind Of Not Really No

Check any of the problems you observe: *Old signals*

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked *(E-W)*
- Have to walk too far (>300 feet) for a safe place to cross the street *(but it's very faded)*
- Road is too wide to cross safely
- No median on streets with 2 or more lanes *N/A*
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

As usual, curb cuts, don't align too well w/crosswalks



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

710/27

1. Can bicycles and pedestrians cross safely?

Circle One: Yes Kind Of Not Really

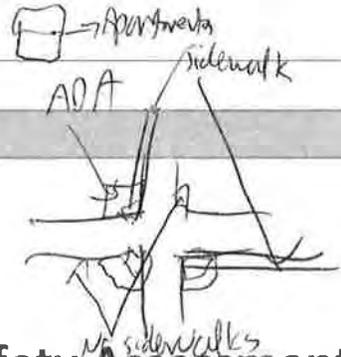
No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

Pole in middle of sidewalk, no curb, disrepair, no sidewalks on
side streets (70) in West side there is a step to E-W crosswalk
(N-S in disrepair)



Tennessee Bicycle and Pedestrian Safety Assessment

Part D: Intersections

List the Intersections Observed along the Corridor

Webb / Genesis

1. Can bicycles and pedestrians cross safely?

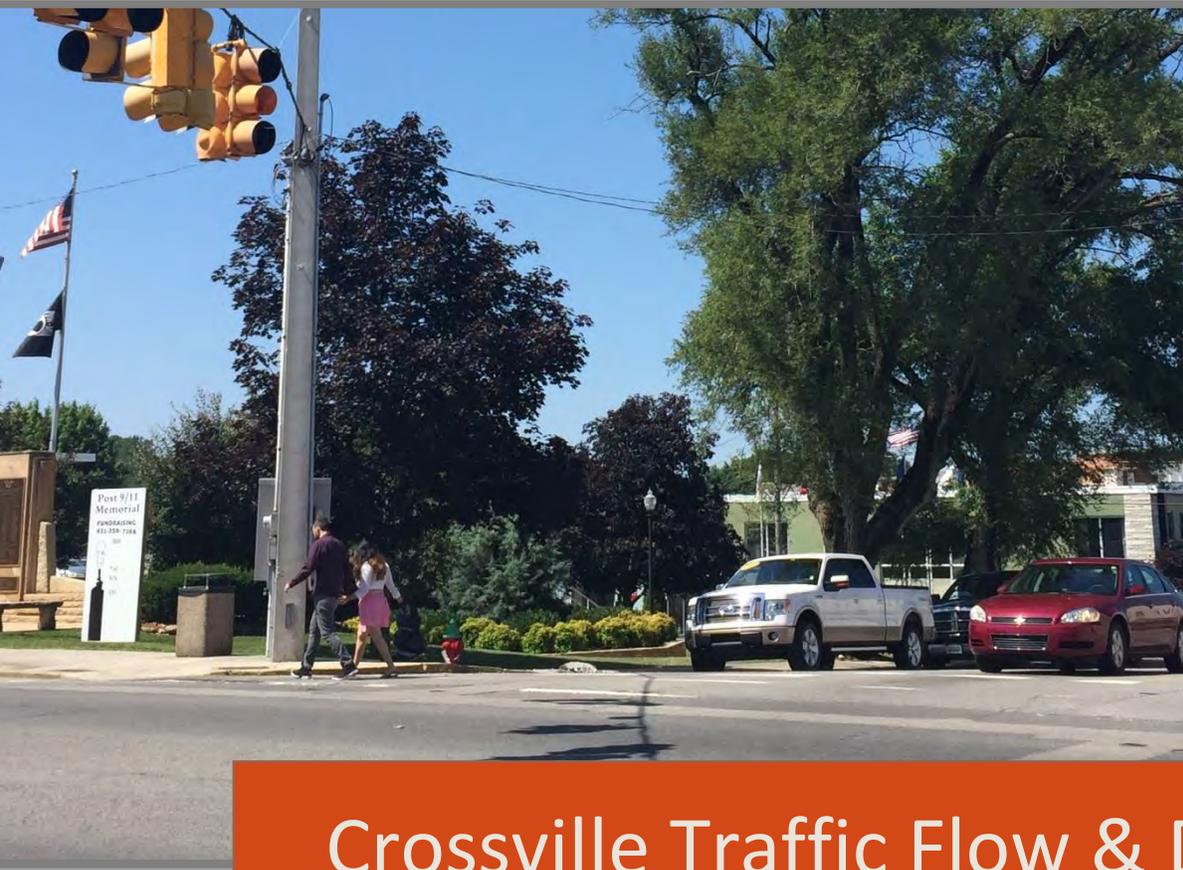
Circle One: Yes Kind Of Not Really No

Check any of the problems you observe:

- Crossing doesn't have a pedestrian signal or audible signal
- Pedestrian signal doesn't give people walking at average speed enough time to cross (Observe time allowed at the signal)
- Pedestrian signal doesn't give people who walk more slowly enough time to cross
- Traffic signal makes pedestrians wait too long before crossing N/A
- Need a traffic signal or cross walk
- Push-to-walk signal is not available/operating
- Crosswalk is not marked or is poorly marked
- Have to walk too far (>300 feet) for a safe place to cross the street
- Road is too wide to cross safely
- No median on streets with 2 or more lanes
- Other _____

2. What might especially be a problem for a child senior or person with disabilities? Please note locations and landmarks.

- Attempts to be ADA-friendly on 3 corners
- Curb ramps



Crossville Traffic Flow & Downtown Pedestrian Mobility Study

FUTURE CONDITIONS AND TRAFFIC SCENARIO ANALYSIS

November 2016

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Appendix A: Historic Traffic Count Data/Projected Annual Average Daily Traffic

TRAFFIC FORECAST METHODOLOGY

The purpose of this section is to document the steps taken to develop future traffic volumes and assess the impact of the projected traffic on the transportation network. This includes evaluating the impact on the existing system and identified alternatives.

TRAFFIC VOLUMES

Traffic volumes for 2016 were presented in the Existing Conditions Report. The turning movement counts collected for that analysis are used as the base volumes for this study and are forecasted to a future year of 2045.

GROWTH RATES

Projected growth rates were developed for each of the corridors studied. They are based on historical traffic growth analysis, population growth, and the City of Crossville’s draft future land use map.

Annual Average Daily Traffic (AADT) count information is typically collected on a yearly basis by TDOT at its count station locations. This information is available to evaluate the trends in traffic volumes over the course of a specified time period. Count information was reviewed from 1985 to 2015. The percentage change in traffic volumes ranges from -4.1% (at SR 101/Lantana Road, south of SR 392/Miller Avenue) to 24.5% (at Northside Drive, north of US 70). **Appendix A** shows the trendline growth rate analysis along with projected AADT at each count location.

Population in the Crossville area is expected to grow by about 45 percent in the next 30 years, according to projections by the University of Tennessee’s Center for Business & Economic Research (CBER), which is the state’s official liaison for the U.S. Census Bureau. **Tables 1** and **2** show the historical population growth for the county compared to the state as well as the population forecasts for the same demographic areas.

Table 1: Historical Population Growth

Area	2000	2010	% Growth (2000 – 2010)
Tennessee	5,689,283	6,346,105	11.5%
Cumberland County	46,802	56,053	19.8%

Source: University of Tennessee’s Center for Business & Economic Research (CBER)

Table 2: Population Forecasts

Area	2010	2020	2030	2040	% Growth (2010 – 2040)
Tennessee	6,346,105	6,894,708	7,451,677	7,936,430	25.1%
Cumberland County	56,053	60,395	69,955	82,579	47.3%

Source: University of Tennessee’s Center for Business & Economic Research (CBER)

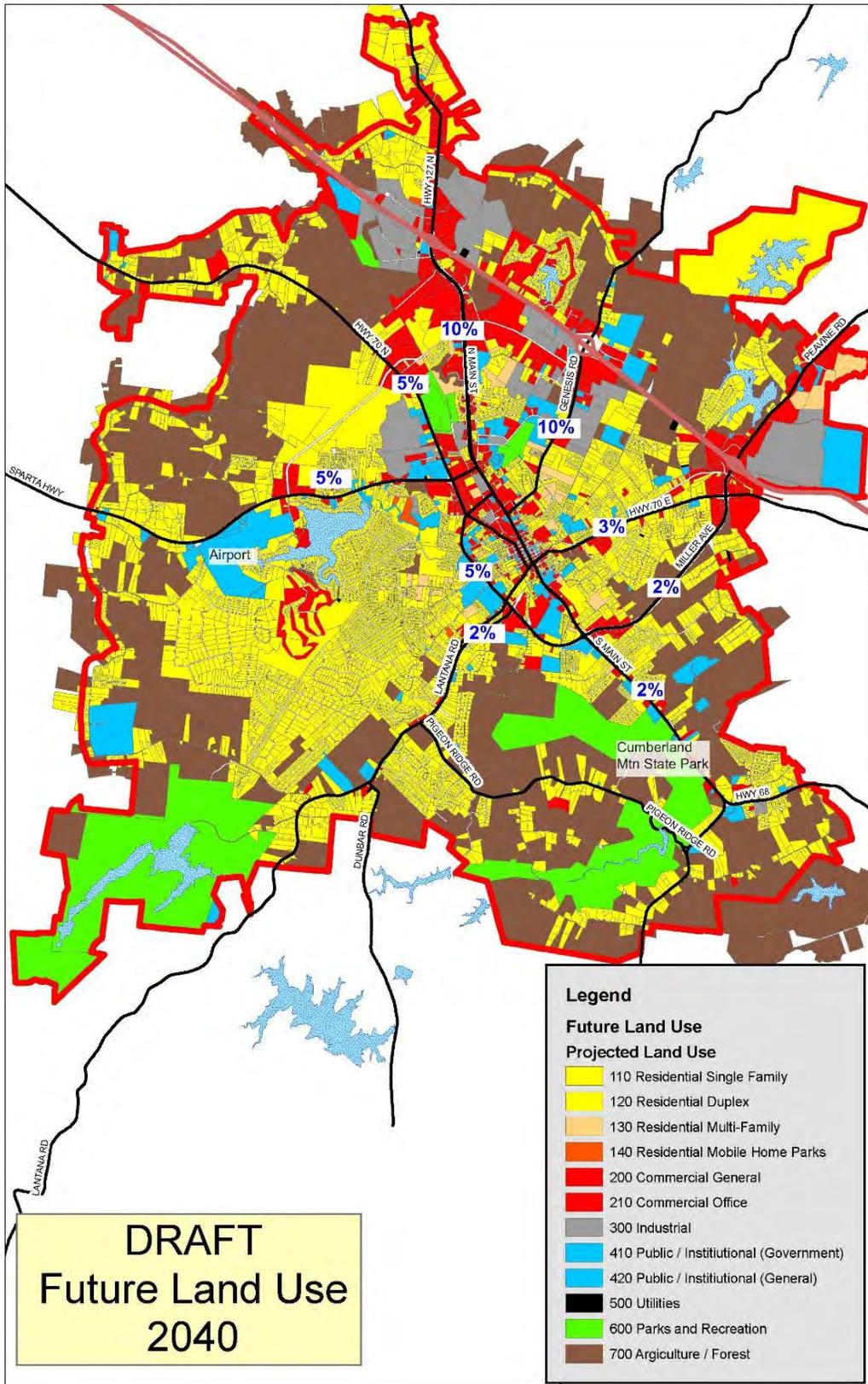
The demographic analysis performed for TDOT’s new Statewide Transportation Policy Plan (completed in 2016) indicates moderate growth for the region compared with other parts of the state. It was therefore assumed for modeling purposes that traffic in the area would increase generally in proportion with population growth. This results in a growth rate of about 2 percent annually, which is consistent with observed traffic trends. This future growth was then distributed geographically based on a review of the City’s draft future land use map (**Figure 1**).

The resulting future traffic growth rates applied to each corridor are presented in **Table 3**.

Table 3: Future Traffic Growth Rates

Route	From	To	Projected Growth Rate
US 127 / SR 28 (Main Street)	I-40 Ramps	Miller Avenue (north)	1.0%
US 127 / SR 28 (Main Street)	Miller Avenue (north)	Miller Avenue (south)	0.5%
SR 298 (Genesis Road)	I-40 Ramps	Interstate Drive	2.5%
SR 101 (Peavine Road)	I-40 WB Ramp	I-40 EB Ramp	2.5%
SR 392 (Miller Avenue)	Livingston Road	10 th Street	0.5%
SR 392 (Miller Avenue)	10 th Street	Old Lantana Road	2.5%
SR 392 (Miller Avenue)	Old Lantana Road	Through Intersection	0.5%
SR 1 / SR 24 (West Avenue)	Northside Drive	Miller Avenue	1.5%
SR 1 / SR 24 (West Avenue)	Miller Avenue	Lantana Road	0.5%

Figure 1: Draft Future Land Use Map (City of Crossville and UGB)



NO-BUILD SCENARIO

The Synchro traffic model built to evaluate existing traffic conditions was used to evaluate future “no-build” traffic operations (a scenario for the year 2040 in which no additional transportation improvements are made) under anticipated growth conditions. As previously noted, the model encompasses all of the signalized intersections within the city limits; however, for reporting purposes the data is presented in terms of these major corridors:

- US 127 / SR 28 (Main Street)
- SR 298 (Genesis Road)
- SR 101 (Peavine Road)
- SR 392 (Miller Avenue)
- SR 1 / SR 24 (West Avenue)

Future Intersection Level of Service and Delay

The projected intersection LOS and delay for these major corridors is shown in **Tables 4** through **8**.

There are four additional signalized intersections not included in these major corridors. They include:

- 1st Street / Webb Avenue
- Elmore Road / Livingston Road
- Sparta Highway (SR 1 / US 70) / Northside Drive
- Sparta Highway (SR 1 / US 70) / Highland Square

Each of the above four intersections operate at LOS C or better, with less than 22 seconds of delay, with the exception of Sparta Highway (SR 1 / US 70) / Northside Drive. At this intersection, the AM peak period operations result in a LOS C with 23.6 seconds of delay. The PM peak period operations result in a LOS D with 38.3 seconds of delay.

Table 4: Main Street (US 127) Intersection 2040 Delay and LOS (No-Build)

Route	Intersecting Route	AM Delay seconds/LOS	PM Delay seconds/LOS
Main Street (SR 28 / US 127)	I-40 Westbound Ramps	15.1 / B	20.9 / B
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps	17.7 / B	9.4 / A
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive	9.5 / A	18.8 / B
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive	342.5 / F	425.2 / F
Main Street (SR 28 / US 127)	Obed Plaza	11.5 / B	19.8 / B
Main Street (SR 28 / US 127)	Lowe's	12.9 / B	23.1 / C
Main Street (SR 28 / US 127)	Industrial Boulevard	21.2 / C	43.3 / D
Main Street (SR 28 / US 127)	Elmore Road	46.3 / D	38.8 / D
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North	14.1 / B	17.1 / B
Main Street (SR 28 / US 127)	Woodmere Mall	4.2 / A	5.8 / A
Main Street (SR 28 / US 127)	Genesis Road (SR 298) / Penfield Street	18.8 / B	18.5 / B
Main Street (SR 28 / US 127)	4 th Street	11.4 / B	9.4 / A
Main Street (SR 28 / US 127)	1 st Street	24.4 / C	19.1 / B
Main Street (SR 28 / US 127)	Lantana Road	17.9 / B	19.7 / B
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive	11.6 / B	10.9 / B
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) South	51.3 / D	36.6 / D

Table 5: Genesis Road (SR 298) 2040 Intersection Delay and LOS (No-Build)

Route	Intersecting Route	AM Delay seconds/LOS	PM Delay seconds/LOS
Genesis Road (SR 298)	Cook Road / Crabtree Road	17.1 / B	12.9 / B
Genesis Road (SR 298)	I-40 Westbound Ramps	25.7 / C	15.5 / B
Genesis Road (SR 298)	I-40 Eastbound Ramps	15.0 / B	8.9 / A
Genesis Road (SR 298)	Interstate Drive	22.3 / C	28.3 / C
Genesis Road (SR 298)	Webb Avenue	8.9 / A	10.8 / B

Table 6: Peavine Road (SR 101) 2040 Intersection Delay and LOS (No-Build)

Route	Intersecting Route	AM Delay seconds/LOS	PM Delay seconds/LOS
Peavine Road (SR 101)	I-40 Westbound Ramps	26.8 / C	11.9 / B
Peavine Road (SR 101)	I-40 Eastbound Ramps	19.0 / B	18.2 / B

Table 7: Miller Avenue (SR 392) 2040 Intersection Delay and LOS (No-Build)

Route	Intersecting Route	AM Delay seconds/LOS	PM Delay seconds/LOS
Miller Avenue (SR 392)	Livingston Road	16.4 / B	19.8 / B
Miller Avenue (SR 392)	10 th Street	11.1 / B	27.3 / C
Miller Avenue (SR 392)	4 th Street	17.9 / B	61.8 / E
Miller Avenue (SR 392)	Stanley Street	15.1 / B	13.7 / B
Miller Avenue (SR 392)	Lantana Road (SR 101) / Old Lantana Road	44.4 / D	33.3 / C
Miller Avenue (SR 392)	Lantana Road (SR 101) / Adams Street	21.6 / C	28.4 / C

Table 8: West Avenue (US 70N) 2040 Intersection Delay and LOS (No-Build)

Route	Intersecting Route	AM Delay seconds/LOS	PM Delay seconds/LOS
West Avenue (SR 24 / US 70N)	Northside Drive	23.6 / C	38.3 / D
West Avenue (SR 1 / US 70 / SR 24 / US 70N)	Sparta Highway (SR 1 / US 70) / Elmore Road	24.6 / C	32.1 / C
West Avenue (SR 1 / US 70)	Miller Avenue (SR 392)	56.3 / E	93.8 / F
West Avenue (SR 1 / US 70)	4 th Street	10.2 / B	8.3 / A
West Avenue (SR 1 / US 70)	Stanley Street	6.9 / A	6.9 / A
West Avenue (SR 1 / US 70) / Azalia Avenue	Lantana Road	19.9 / B	11.9 / B

Based on this analysis, the intersection of Main Street (SR 28 / US 127) / Interstate Drive / Northside Drive operates at a failing LOS. This intersection operates at LOS F with 342.5 seconds of delay during the AM peak hour and at a LOS F with 425.2 seconds of delay during the PM peak hour. The intersections of Miller Avenue and 4th Street, as well as West Avenue and Miller Avenue, also have failing LOS operations (either LOS E or F) during one of the peak periods. All other intersections evaluated operate at an acceptable LOS of D or better.

Figures 2 and 3 show the projected future intersection LOS graphically for the AM and PM peak hour, respectively.

Figure 2: 2040 Intersection LOS, No-Build Scenario (AM Peak Hour)

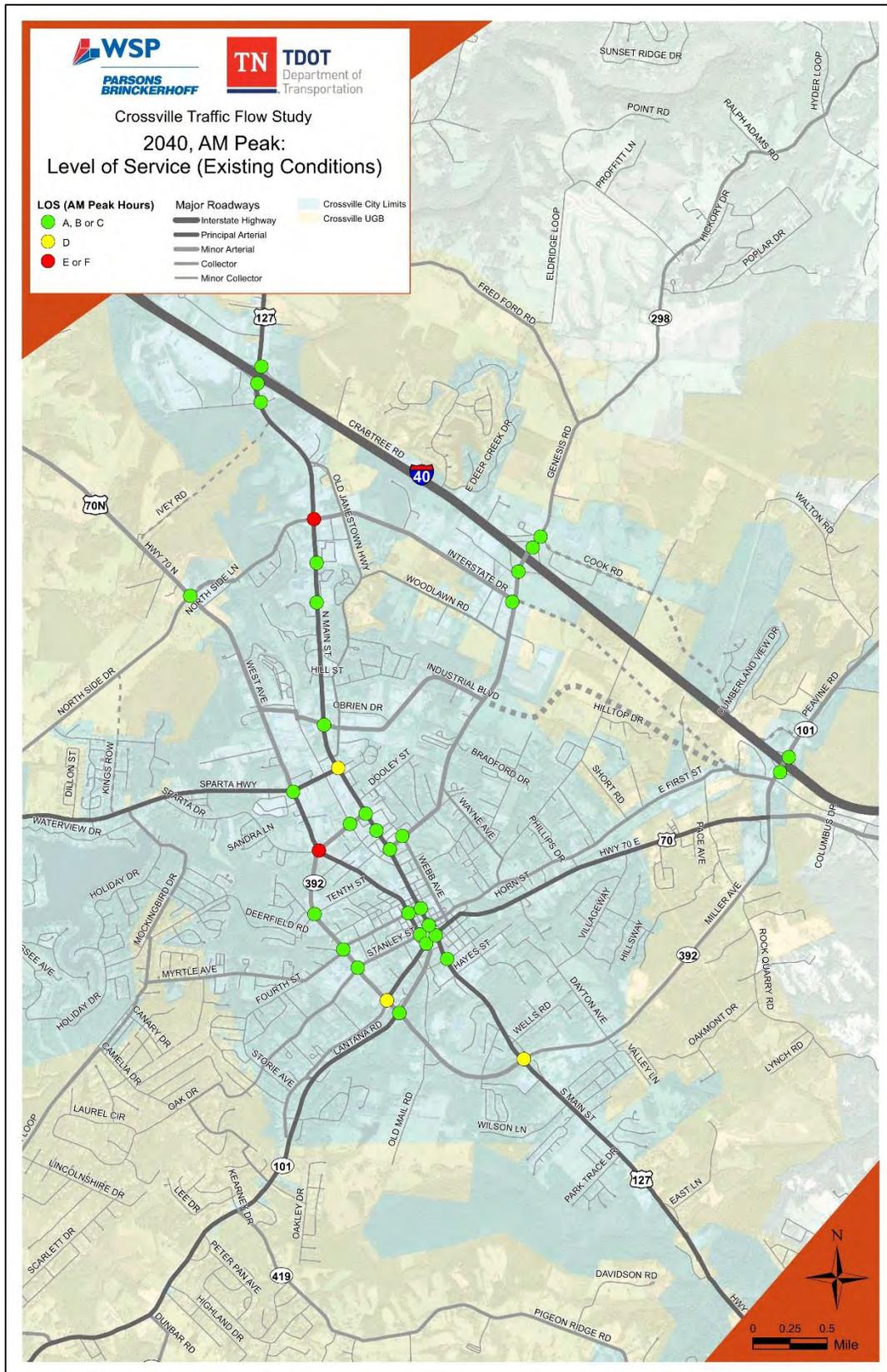
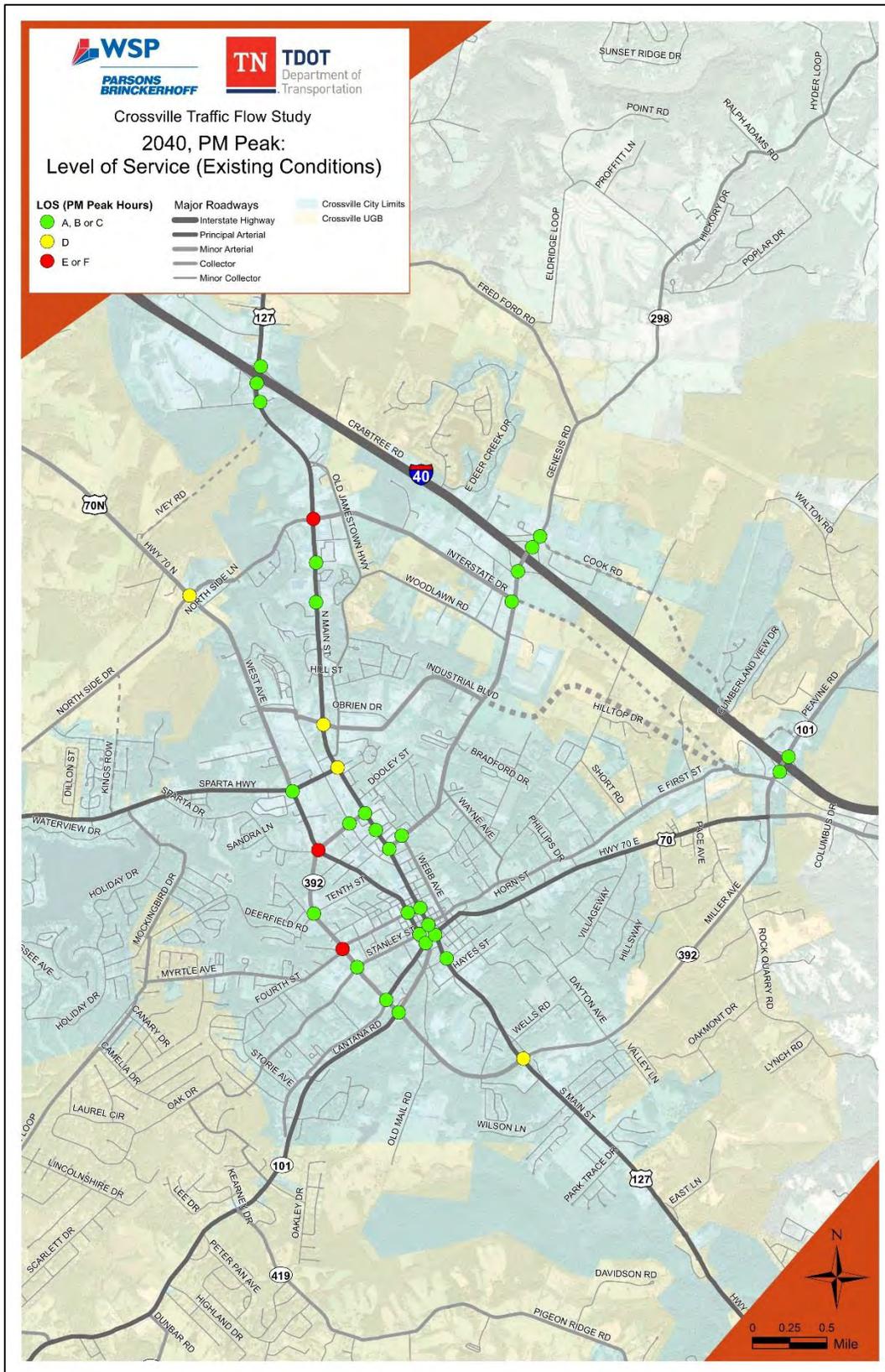


Figure 3: 2040 Intersection LOS, No-Build Scenario (PM Peak Hour)



TRUCK DIVERSION SCENARIO

Based on the City's expressed goal of encouraging a more pedestrian-friendly downtown area, an alternative future traffic scenario was developed to test the operational impacts of requiring thru-trucks to use Miller Avenue instead of downtown Main Street.

The truck diversion scenario was modeled using these assumptions:

- No thru-trucks permitted to use downtown Main Street, defined as the segment between Genesis Road (SR 298) and Miller Avenue South (SR 392).
- Extended pedestrian crossing time (7 seconds WALK and 12-24 seconds FLASHING DON'T WALK, depending on the length of the crosswalk) to be provided at all signalized intersections in the downtown segment.
- All school zones on Miller Avenue in operation during normally designated hours. The school zone from Lantana Road (SR 101) to Fourth Street is 15 mph from 7:00 to 8:00 AM and from 2:15 to 3:15 PM.

Current speed limits and roadway/intersection geometry was assumed to remain unchanged for the initial analysis. **Figure 4** depicts the limits of the diversion route and prohibited use on Main Street.

Future Intersection Level of Service and Delay

The diversion analysis shows that almost all of the intersections maintained similar levels of operation. The intersections that experienced changes in LOS are as follows:

- AM Peak Period: Miller Avenue (SR 392) / 4th Street – LOS B to LOS C
- PM Peak Period: Miller Avenue (SR 392) / Livingston Road – LOS B to LOS C
- PM Peak Period: Miller Avenue (SR 392) / Lantana Road (SR 101) / Old Lantana Road – LOS C to LOS D

The complete results are shown in **Tables 9** and **10**.

Figure 4: Truck Diversion Route

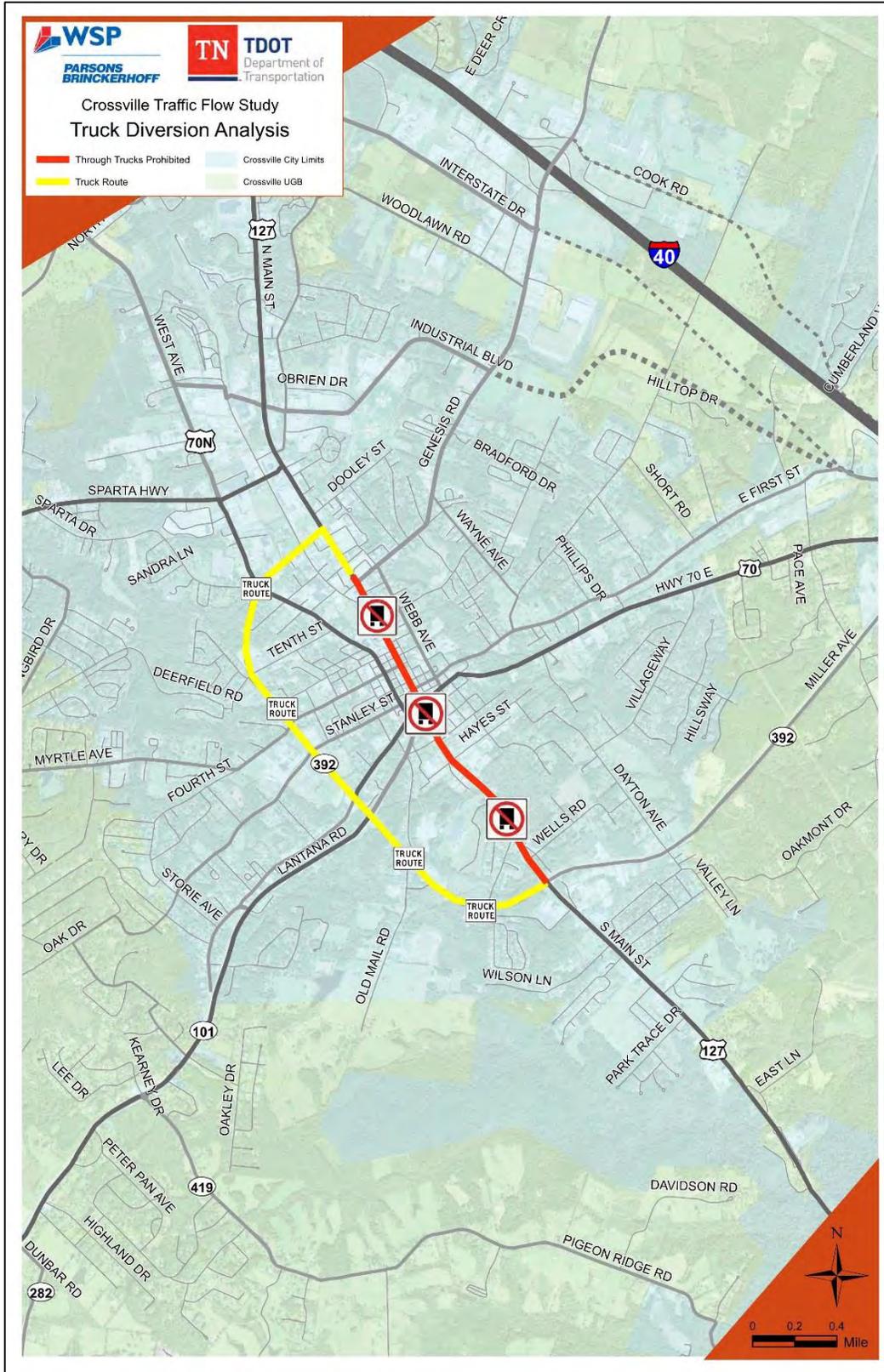


Table 9: Main Street: 2040 Intersection LOS and Delay, Truck Diversion Scenario

Route	Intersecting Route	No-Build AM Delay seconds/LOS	AM Delay seconds/LOS	No-Build PM Delay seconds/LOS	PM Delay seconds/LOS
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North	14.1 / B	14.3 / B	17.1 / B	17.8 / B
Main Street (SR 28 / US 127)	Woodmere Mall	4.2 / A	4.2 / A	5.8 / A	5.7 / A
Main Street (SR 28 / US 127)	Genesis Road (SR 298) / Penfield Street	18.8 / B	19.1 / B	18.5 / B	18.2 / B
Main Street (SR 28 / US 127)	4 th Street	11.4 / B	11.4 / B	9.4 / A	9.2 / A
Main Street (SR 28 / US 127)	1 st Street	24.4 / C	24.8 / C	19.1 / B	18.7 / B
Main Street (SR 28 / US 127)	Lantana Road	17.9 / B	17.5 / B	19.7 / B	19.1 / B
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive	11.6 / B	11.7 / B	10.9 / B	10.9 / B
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) South	51.3 / D	47.3 / D	36.6 / D	35.3 / D

Table 10: Miller Avenue: 2040 Intersection LOS and Delay, Truck Diversion Scenario

Route	Intersecting Route	No-Build AM Delay seconds/LOS	AM Delay seconds/LOS	No-Build PM Delay seconds/LOS	PM Delay seconds/LOS
Miller Avenue (SR 392)	Livingston Road	16.4 / B	16.8 / B	19.8 / B	20.4 / C
Miller Avenue (SR 392)	10 th Street	11.1 / B	11.7 / B	27.3 / C	30.9 / C
Miller Avenue (SR 392)	4 th Street	17.9 / B	20.1 / C	61.8 / E	70.7 / E
Miller Avenue (SR 392)	Stanley Street	15.1 / B	16.1 / B	13.7 / B	14.3 / B
Miller Avenue (SR 392)	Lantana Road (SR 101) / Old Lantana Road	44.4 / D	49.2 / D	33.3 / C	37.6 / D
Miller Avenue (SR 392)	Lantana Road (SR 101) / Adams Street	21.6 / C	22.0 / C	28.4 / C	29.4 / C

Figures 5 and 6 provide a graphical depiction of the projected intersection LOS under the truck diversion scenario for the AM and PM peak periods, respectively.

Figure 5: 2040 Intersection LOS, Truck Diversion Scenario (AM Peak Hour)

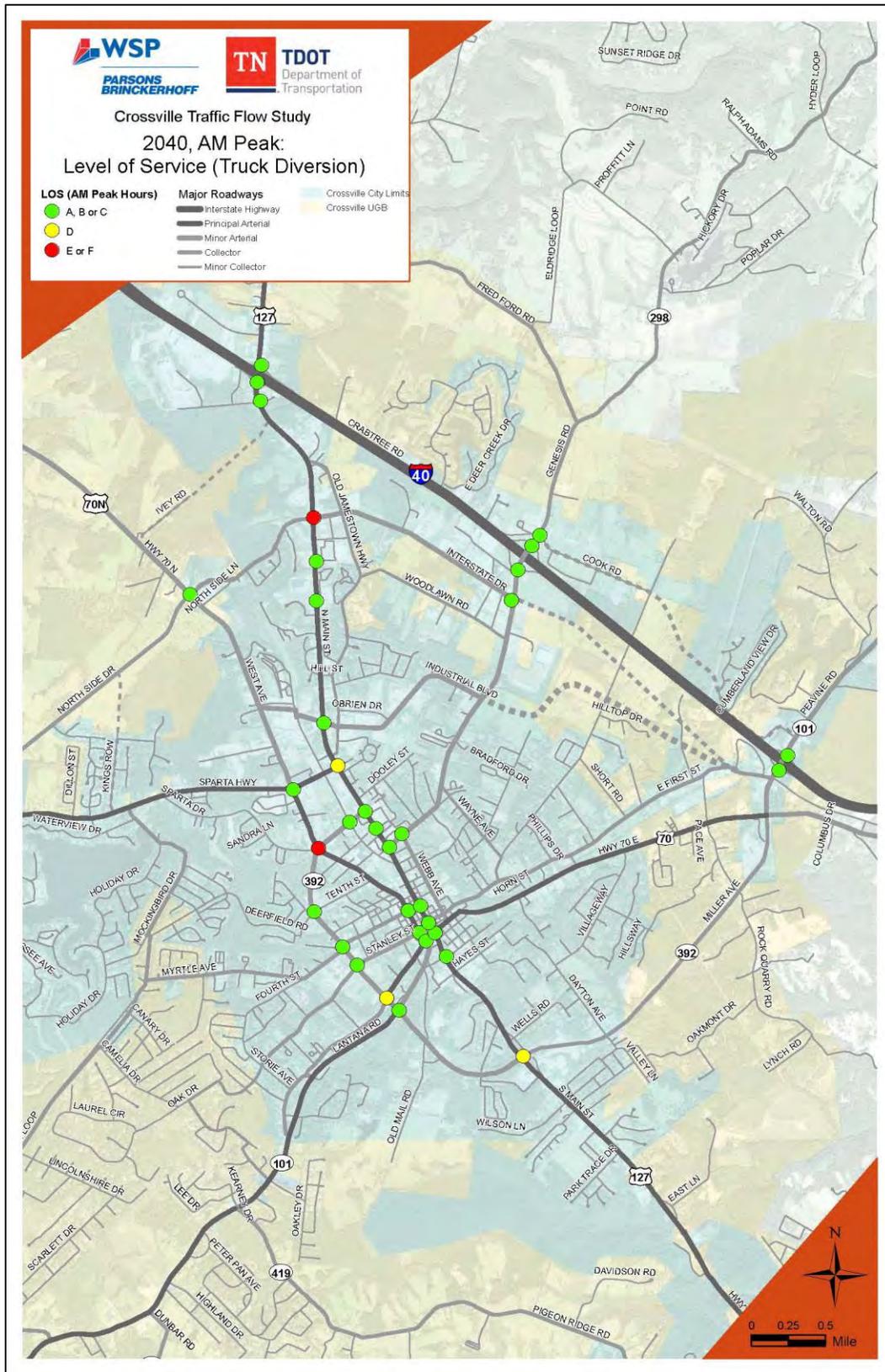
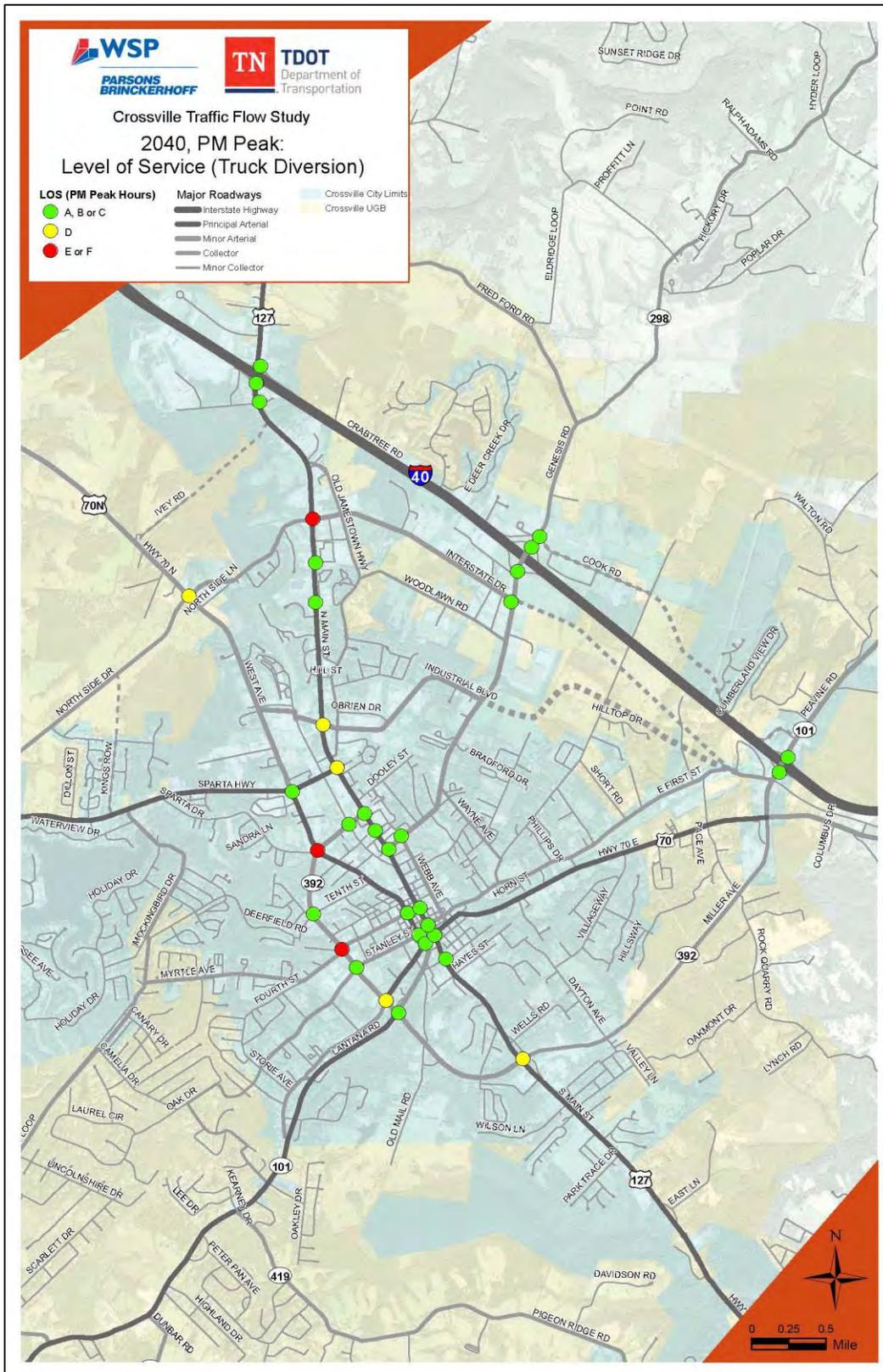


Figure 6: 2040 Intersection LOS, Truck Diversion Scenario (PM Peak Hour)



SIGNAL COORDINATION SCENARIO

Recommendations to improve traffic flow through better coordination of the city's signal system have been evaluated using the future year traffic volumes described earlier in this report, along with the Synchro model and signal equipment inventory compiled for the Existing Conditions Report. The following section describes the specific recommended improvements and the resulting operational impacts.

Vehicle Detection

Upgrading vehicle detection at all signalized locations is recommended. As noted in the Existing Conditions Report, detection allows the signal to react to actual traffic demand instead of operating in a fixed pattern. This generally means the users will experience less delay at a given intersection. Multiple types of vehicle detection were discussed in the Existing Conditions Report. The primary type of detection for signals in the Crossville area is currently loop detection. Installing video or radar detection at all locations is recommended in order to reduce maintenance efforts and avoid the need for construction / lane closures at the intersections where it is installed.

Signal Coordination

Certain groups of signals should be coordinated to improve traffic flow along major routes in Crossville. Typically signals should be coordinated when they are closely spaced, i.e. within three-quarters of a mile. The goal is to allow vehicles traveling at the optimal speed to pass through the corridor without stopping, or to experience minimal stopping.

The Synchro model was used to evaluate the benefit of coordinating particular intersections based on factors such as travel time, volume, distance, vehicle platoons, vehicle queuing, and natural cycle lengths. Based on an evaluation of these factors and observed operations and traffic flow, seven zones have been identified for signal coordination (**Figure 7**).

It should be noted that Zones 1 and 2 may be combined if a new signal is installed at Old Jamestown Highway. Upon installation, the timing plans and coordination of the signals in these zones should be re-evaluated.

Future Intersection Level of Service and Delay

The recommended signal coordination is projected to significantly improve traffic flow and travel time along various corridors, as shown in **Tables 11** through **15**. Delay is reduced substantially for the Interstate Drive / Northside Drive intersection (from 342.5 seconds to 127.2 seconds in the AM peak period, and from 425.2 seconds to 250.0 seconds in the PM peak period). Coordination also raises the level of service by at least one letter in the AM period at 14 out of 35 (40%) evaluated intersections, and at 11 out of 35 (31%) intersections in the PM peak period.

Figure 7: Recommended Zones for Signal Coordination

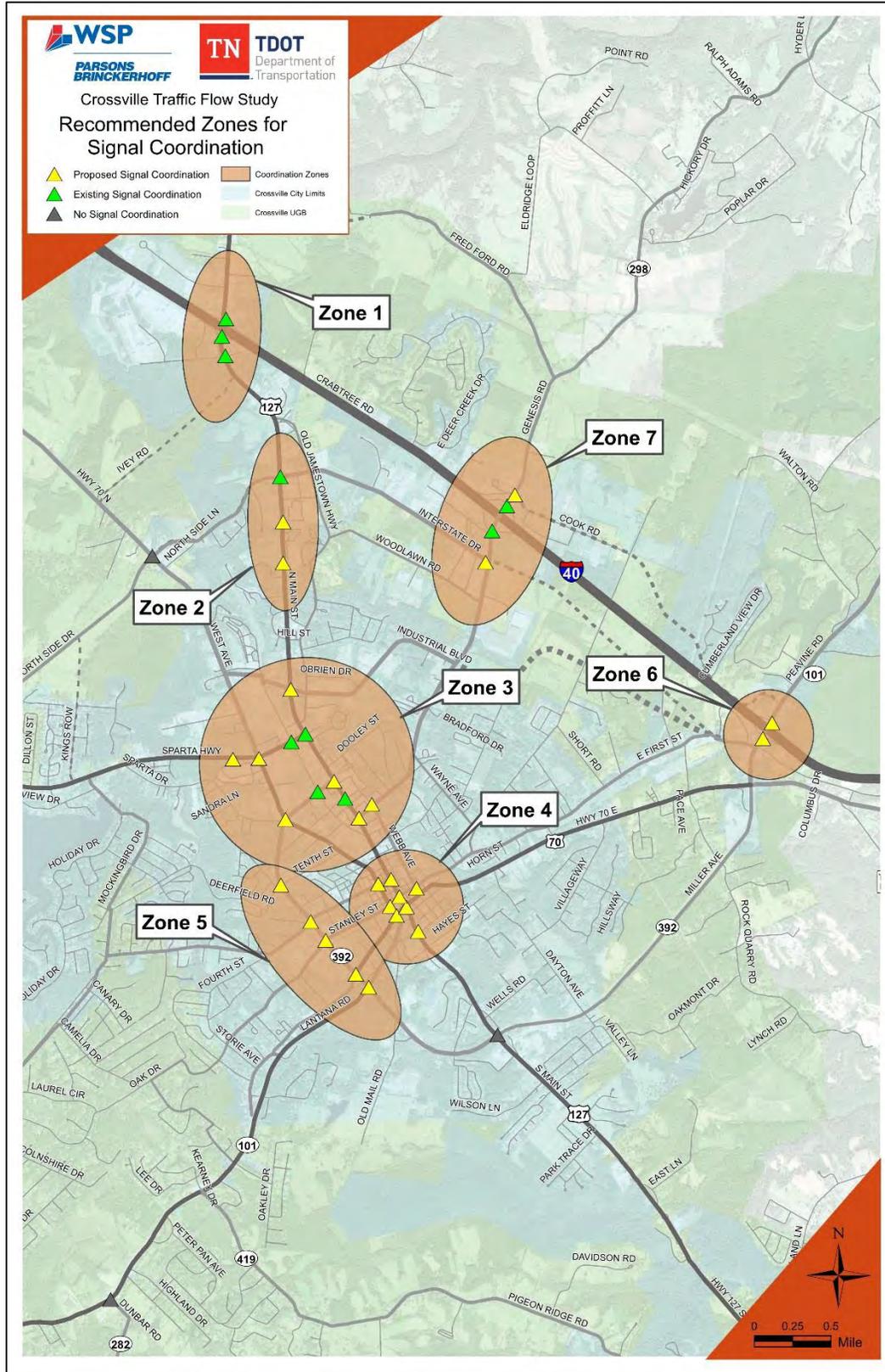


Table 11: Main Street: 2040 Intersection LOS and Delay with Recommended Signal Coordination

Route	Intersecting Route	AM Peak Delay (seconds) / LOS		PM Peak Delay (seconds) / LOS	
		No-Build	Signal Coord.	No-Build	Signal Coord.
Main Street (SR 28 / US 127)	I-40 Westbound Ramps	15.1 / B	14.4 / B	20.9 / B	14.7 / B
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps	17.7 / B	9.6 / A	9.4 / A	9.7 / A
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive	9.5 / A	15.0 / B	18.8 / B	17.8 / B
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive	342.5 / F	127.2 / F	425.2 / F	250.0 / F
Main Street (SR 28 / US 127)	Obed Plaza	11.5 / B	10.0 / A	19.8 / B	11.3 / B
Main Street (SR 28 / US 127)	Lowe's	12.9 / B	6.5 / A	23.1 / C	19.0 / B
Main Street (SR 28 / US 127)	Industrial Boulevard	21.2 / C	18.5 / B	43.3 / D	33.6 / C
Main Street (SR 28 / US 127)	Elmore Road	46.3 / D	14.5 / B	38.8 / D	26.2 / C
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North	14.1 / B	10.3 / B	17.1 / B	15.7 / B
Main Street (SR 28 / US 127)	Woodmere Mall	4.2 / A	2.3 / A	5.8 / A	5.7 / A
Main Street (SR 28 / US 127)	Genesis Road (SR 298) / Penfield Street	18.8 / B	12.1 / B	18.5 / B	15.1 / B
Main Street (SR 28 / US 127)	4 th Street	11.4 / B	10.0 / A	9.4 / A	9.2 / A
Main Street (SR 28 / US 127)	1 st Street	24.4 / C	17.0 / B	19.1 / B	17.0 / B
Main Street (SR 28 / US 127)	Lantana Road	17.9 / B	12.5 / B	19.7 / B	17.6 / B
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive	11.6 / B	10.0 / A	10.9 / B	9.2 / A
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) South	51.3 / D	51.3 / D	36.6 / D	36.6 / D

Table 12: Genesis Road (SR 298): 2040 Intersection LOS and Delay with Recommended Signal Coordination

Route	Intersecting Route	AM Peak Delay (seconds) / LOS		PM Peak Delay (seconds) / LOS	
		No-Build	Signal Coord.	No-Build	Signal Coord.
Genesis Road (SR 298)	Cook Road / Crabtree Road	17.1 / B	10.8 / B	12.9 / B	7.2 / A
Genesis Road (SR 298)	I-40 Westbound Ramps	25.7 / C	20.0 / C	15.5 / B	11.4 / B
Genesis Road (SR 298)	I-40 Eastbound Ramps	15.0 / B	13.9 / B	8.9 / A	8.6 / A
Genesis Road (SR 298)	Interstate Drive	22.3 / C	16.3 / B	28.3 / C	23.3 / C
Genesis Road (SR 298)	Webb Avenue	8.9 / A	6.5 / A	10.8 / B	11.4 / B

Table 13: Peavine Road (SR 101): 2040 Intersection LOS and Delay with Recommended Signal Coordination

Route	Intersecting Route	AM Peak Delay (seconds) / LOS		PM Peak Delay (seconds) / LOS	
		No-Build	Signal Coord.	No-Build	Signal Coord.
Peavine Road (SR 101)	I-40 Westbound Ramps	26.8 / C	21.1 / C	11.9 / B	9.8 / A
Peavine Road (SR 101)	I-40 Eastbound Ramps	19.0 / B	17.4 / B	18.2 / B	18.9 / B

Table 14: Miller Avenue (SR 392): 2040 Intersection LOS and Delay with Recommended Signal Coordination

Route	Intersecting Route	AM Peak Delay (seconds) / LOS		PM Peak Delay (seconds) / LOS	
		No-Build	Signal Coord.	No-Build	Signal Coord.
Miller Avenue (SR 392)	Livingston Road	16.4 / B	8.8 / A	19.8 / B	15.1 / B
Miller Avenue (SR 392)	10 th Street	11.1 / B	10.5 / B	27.3 / C	13.0 / B
Miller Avenue (SR 392)	4 th Street	17.9 / B	15.4 / B	61.8 / E	20.0 / B
Miller Avenue (SR 392)	Stanley Street	15.1 / B	13.9 / B	13.7 / B	10.8 / B
Miller Avenue (SR 392)	Lantana Road (SR 101) / Old Lantana Road	44.4 / D	18.4 / B	33.3 / C	17.5 / B
Miller Avenue (SR 392)	Lantana Road (SR 101) / Adams Street	21.6 / C	28.1 / C	28.4 / C	17.8 / B

Table 15: West Avenue (US 70N): 2040 Intersection LOS and Delay with Recommended Signal Coordination

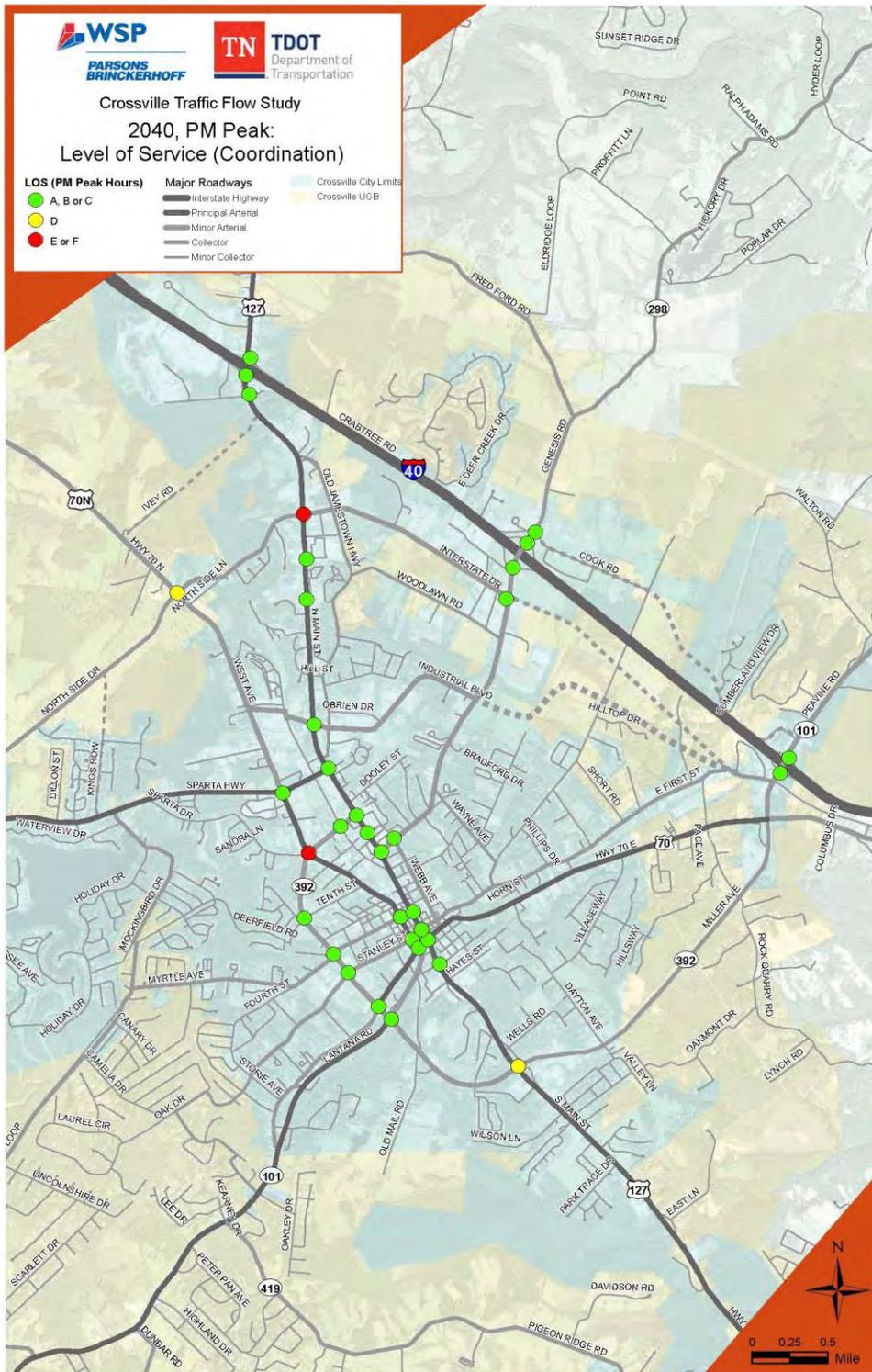
Route	Intersecting Route	AM Peak Delay (seconds) / LOS		PM Peak Delay (seconds) / LOS	
		No-Build	Signal Coord.	No-Build	Signal Coord.
West Avenue (SR 24 / US 70N)	Northside Drive	23.6 / C	23.6 / C	38.3 / D	38.3 / D
West Avenue (SR 1 / US 70 / SR 24 / US 70N)	Sparta Highway (SR 1 / US 70) / Elmore Road	24.6 / C	17.0 / B	32.1 / C	24.3 / C
West Avenue (SR 1 / US 70)	Miller Avenue (SR 392)	56.3 / E	37.6 / D	93.8 / F	63.3 / E
West Avenue (SR 1 / US 70)	4 th Street	10.2 / B	9.8 / A	8.3 / A	9.0 / A
West Avenue (SR 1 / US 70)	Stanley Street	6.9 / A	5.8 / A	6.9 / A	7.6 / A
West Avenue (SR 1 / US 70) / Azalia Avenue	Lantana Road	19.9 / B	17.7 / B	11.9 / B	10.5 / B

Figures 8 and 9 provide a graphical depiction of the projected intersection LOS in 2040 after implementing the recommended signal coordination.

Network Connections

In order to implement the signal coordination as proposed, aerial fiber optic interconnect is recommended where there is no existing form of communication between signals. Zones 1, 3, 6, and 7 currently have some form of communication installed; however, the other zones will require installation of communication equipment.

Figure 9: 2040 Intersection LOS with Recommended Signal Coordination (PM Peak Hour)



PEDESTRIAN-FRIENDLY SCENARIO

Based on the bicycle/pedestrian safety review presented in the Existing Conditions Report, 13 locations have been identified that could benefit from the installation of a pedestrian signal. Most of these locations are along Main Street and on other streets in the downtown core. This will help accomplish the goal of making the downtown area more pedestrian friendly.

Utilizing the Synchro model, a more pedestrian-friendly scenario was evaluated and compared to 2040 No-Build operations. The pedestrian-friendly scenario assumes that pedestrian signals are installed at the 13 recommended locations, WALK times are set to seven seconds, and FLASHING DON'T WALK times are determined based on measured crossing distances.

Future Intersection Level of Service and Delay

Tables 16 through 18 show the resulting intersection delay and LOS for this scenario. Compared to No-Build operations, the pedestrian-friendly changes only affect the level of service at one intersection. At Main Street and 1st Street, the additional two seconds of delay cause that location to be reclassified from LOS B to C, which is still considered to be acceptable traffic conditions.

Table 16: Main Street: 2040 Intersection Delay and LOS, Pedestrian-Friendly Scenario

Route	Intersecting Route	AM Peak Delay (seconds) / LOS		PM Peak Delay (seconds) / LOS	
		No-Build	Ped-Friendly	No-Build	Ped-Friendly
Main Street (SR 28 / US 127)	Elmore Road	46.3 / D	46.2 / D	38.8 / D	46.0 / D
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North	14.1 / B	15.8 / B	17.1 / B	18.0 / B
Main Street (SR 28 / US 127)	Woodmere Mall	4.2 / A	3.7 / A	5.8 / A	5.6 / A
Main Street (SR 28 / US 127)	Genesis Road (SR 298) / Penfield Street	18.8 / B	18.5 / B	18.5 / B	20.0 / B
Main Street (SR 28 / US 127)	4 th Street	11.4 / B	10.5 / B	9.4 / A	9.9 / A
Main Street (SR 28 / US 127)	1 st Street	24.4 / C	23.9 / C	19.1 / B	21.0 / C
Main Street (SR 28 / US 127)	Lantana Road	17.9 / B	19.9 / B	19.7 / B	20.9 / C
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive	11.6 / B	11.8 / B	10.9 / B	10.9 / B

Table 17: Genesis Road (SR 298): 2040 Intersection Delay and LOS, Pedestrian-Friendly Scenario

Route	Intersecting Route	AM Peak Delay (seconds) / LOS		PM Peak Delay (seconds) / LOS	
		No-Build	Ped-Friendly	No-Build	Ped-Friendly
Genesis Road (SR 298)	Webb Avenue	8.9 / A	8.9 / A	10.8 / B	12.0 / B

Table 18: West Avenue (US 70N): 2040 Intersection Delay and LOS, Pedestrian-Friendly Scenario

Route	Intersecting Route	AM Peak Delay (seconds) / LOS		PM Peak Delay (seconds) / LOS	
		No-Build	Ped-Friendly	No-Build	Ped-Friendly
West Avenue (SR 1 / US 70)	Miller Avenue (SR 392)	56.3 / E	57.7 / E	93.8 / F	90.6 / F
West Avenue (SR 1 / US 70)	4 th Street	10.2 / B	11.5 / B	8.3 / A	8.9 / A
West Avenue (SR 1 / US 70)	Stanley Street	6.9 / A	6.9 / A	6.9 / A	6.8 / A
West Avenue (SR 1 / US 70) / Azalia Avenue	Lantana Road	19.9 / B	19.9 / B	11.9 / B	11.9 / B

Figures 10 and 11 provide a graphical depiction of the projected intersection LOS for the pedestrian-friendly scenario.

Figure 10: 2040 Intersection LOS, Pedestrian-Friendly Scenario (AM Peak Hour)

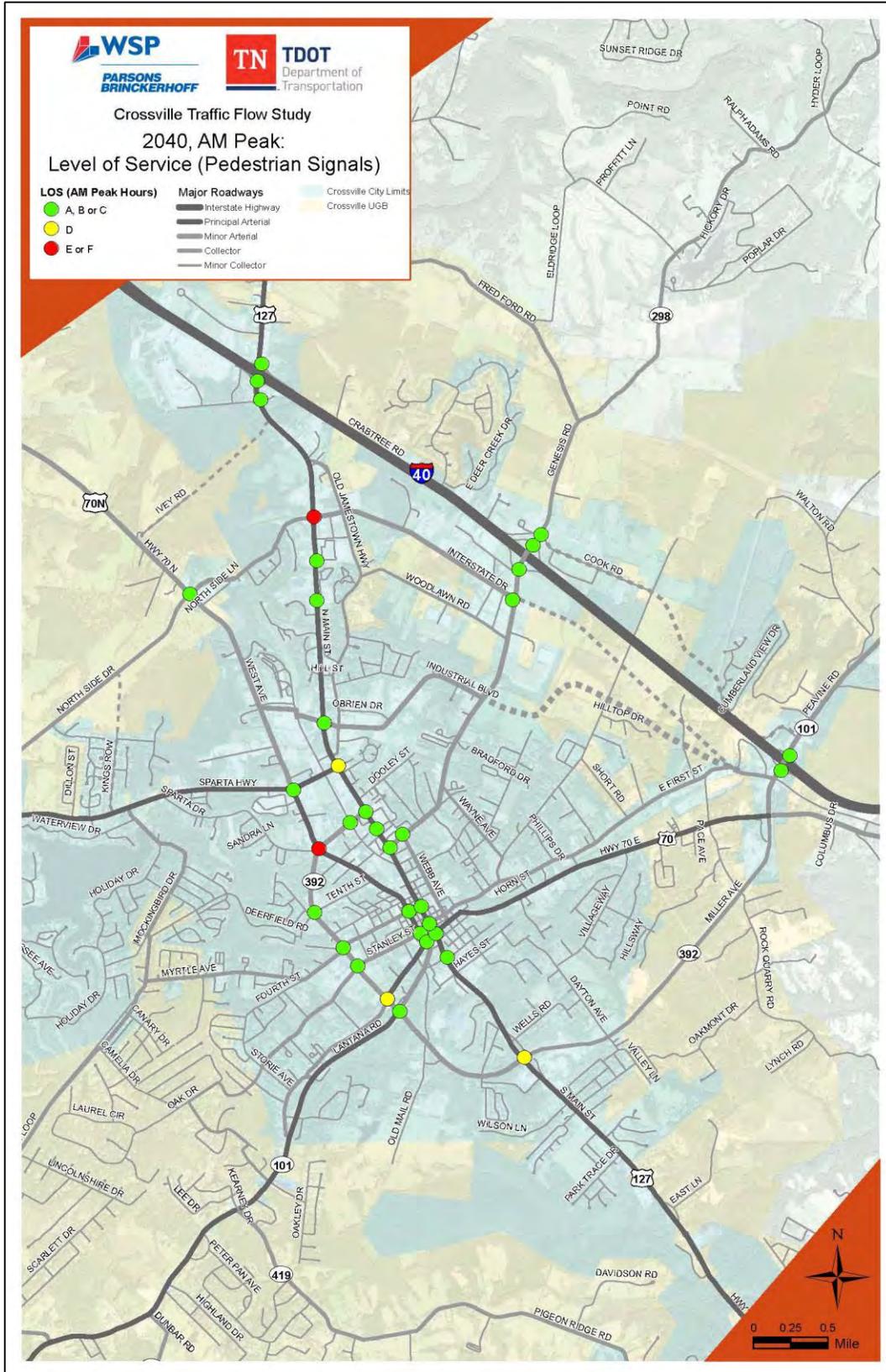
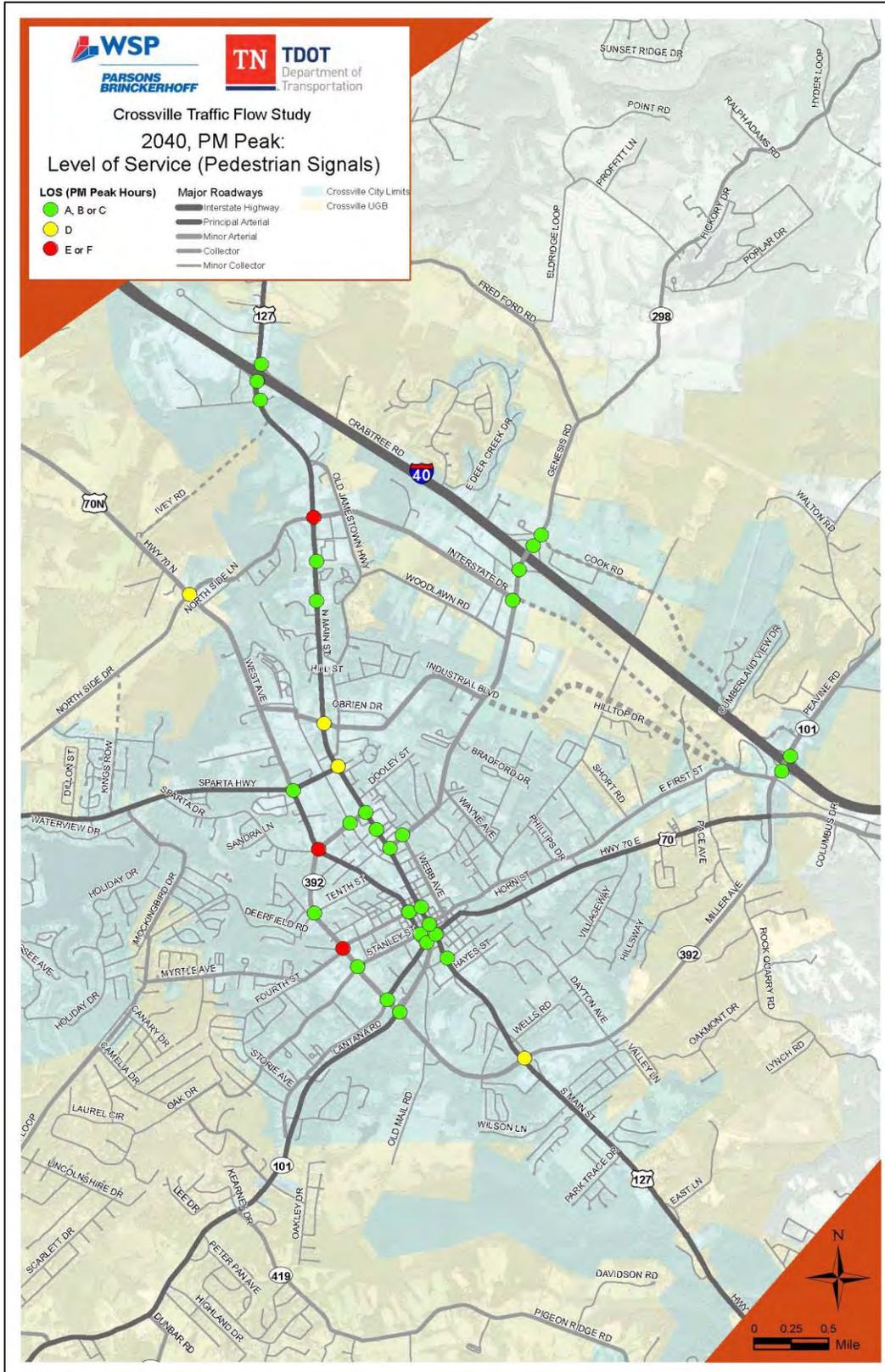


Figure 11: 2040 Intersection LOS, Pedestrian-Friendly Scenario (PM Peak Hour)



BICYCLE/PEDESTRIAN LINKAGES (DOWNTOWN TO CENTENNIAL PARK)

As noted in the Existing Conditions Report, the City requested that the downtown pedestrian mobility element include an assessment of options to link downtown with the Centennial Park recreational complex. The City's Parks & Recreation Master Plan includes proposed sidewalk connections to the park. However, because of the distance and the relative lack of walkable stops between downtown and Centennial Park, there may be a more promising opportunity to develop bicycle facilities to connect these areas.

General Requirements

A bicyclist requires a minimum of 4 feet of operating space, although 5 feet is the preferred width. Per the *AASHTO Guide for the Development of Bicycle Facilities*, the minimum path to accommodate two-way traffic is 10 feet in width. In addition, a minimum of 2 foot clearance on either side should be provided between the actual pavement and any fixed objects such as signs, utility poles, trees, etc. It is assumed that the City's needs will be met by a 10-foot path. However, a wider path of 11 to 14 feet should be considered when one of the following conditions are met:

- User volume exceeds 300 users within the peak hour
- Curves where more operating space should be provided
- Vehicles to be used for maintenance are large in size
- If it is desired to provide areas for bicyclists to pass pedestrians when another user is approaching from the opposite direction

Factors to Consider in Locating a Path

To maximize community benefits from a multi-use path, it must be planned for and designed with several considerations in mind:

- Connectivity to points of interest
- Shortest path
- Along roadways or within an abandoned railway to maximize use of existing right-of-way
- Aesthetically pleasing
- Safe
- Accessible to populations who walk or ride a bicycle for recreation
- Accessible to areas with zero-vehicle households, who walk or use bicycles as a primary mode of transportation

The proposed path meets the first factor, given that it would connect downtown Crossville with Centennial Park, both of which are destination centers within the community. Locating the path to the east of US 127 would help serve areas identified in the Existing Conditions Report as having a high

percentage of zero-vehicle households. Consideration should be also given to accessibility for multi-family housing and neighborhoods.

With these factors in mind, several preliminary options were developed. The next section provides more detail on them along with a qualitative assessment of operations.

Preliminary Options

Three options have been identified for a potential location of a multi-use path pending further engineering analysis and survey:

- Option A – US 127: Direct Path from Centennial Park to downtown utilizing US 127.
- Option B – Genesis Road / Webb Avenue: Path utilizing existing roads to limit right-of-way needs and separate pedestrians / bicyclists from the busier route of US 127 (Main Street).
- Option C – Blueline Stream: Path that utilizes open land to provide a more recreational feel to the path while connecting small neighborhood streets to the path.

Figure 12 illustrates the general location / path for each of these options.

All three have tradeoffs, as shown in the assessment of design considerations (Table 19).

Table 19: Preliminary Multi-Use Path Options

Design Factors	Option A	Option B	Option C
Connectivity	X	X	X
Shortest Path	X		
Utilizes Existing Roadways	X	X	
Aesthetics / Scenic			X
Safety			X
Serves Zero Vehicle Households		X	X

Pending further engineering and cost estimation, Option C meets a greater number of the design factors (4 out of 6) compared to the other design options. Option C would provide a scenic path from the park to downtown, while providing accessibility to neighborhoods and housing units along the way in this area.

Refined Alternatives

Building upon the preferred scenario of a connection from downtown Crossville to Centennial Park on the eastern side of US 127, two alternatives were developed in further detail (**Figure 13**). The proposed path for each begins at the edge of the park at Dooley Street. Each alternative also utilizes a portion of Webb Avenue to connect to downtown as well as the other trail connections proposed in the 2014 Parks and Recreation Master Plan. Alternative 1 consists entirely of on-street bicycle/pedestrian facilities, whereas part of Alternative 2 incorporates an off-street section, as further described below.

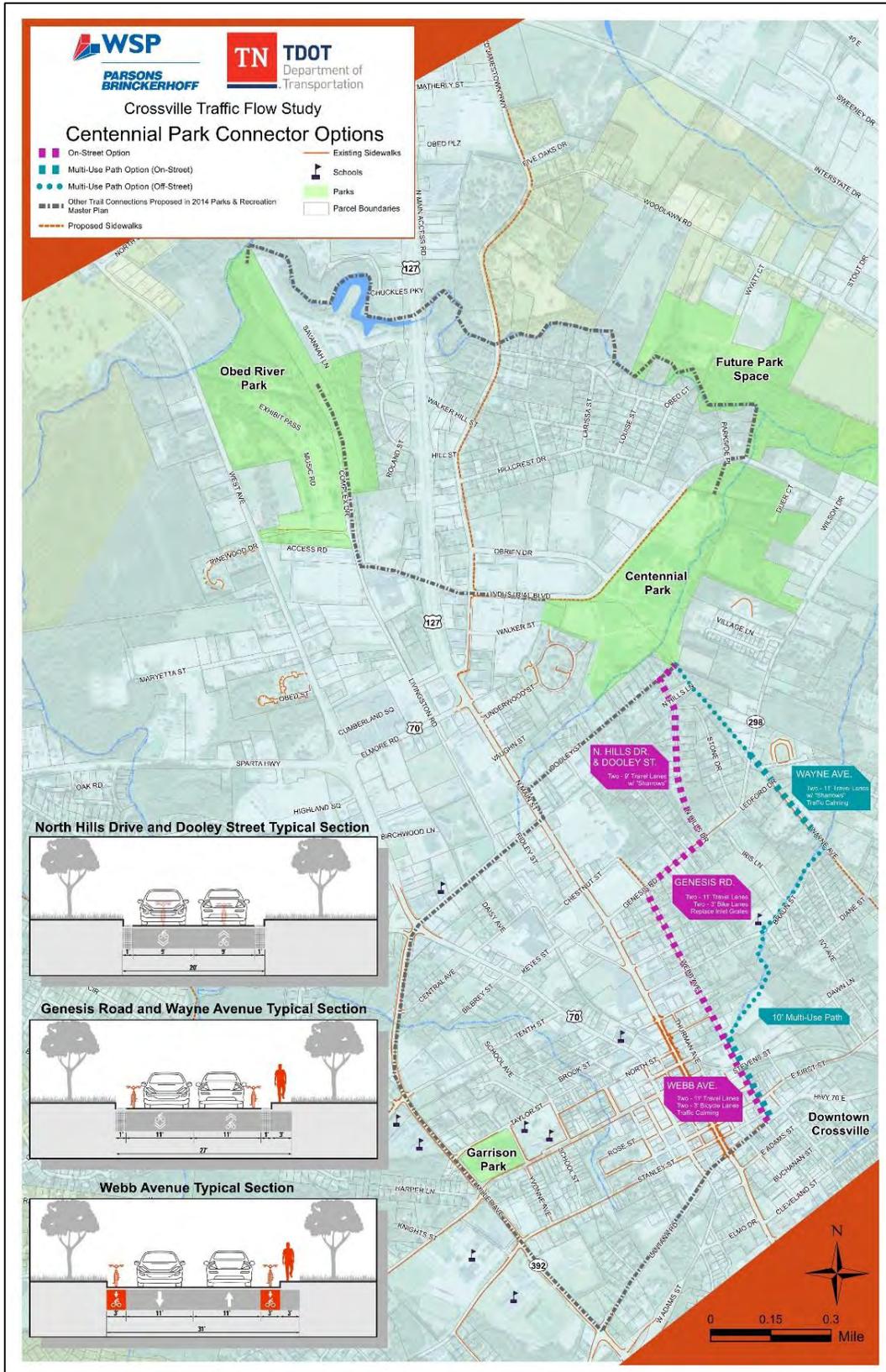
On-Street Bicycle/Pedestrian Facilities

Alternative 1: North Hills / Genesis / Webb

This alternative is composed entirely of on-street bicycle facilities. Beginning at Centennial Park at the terminus of Dooley Street, it then follows North Hills Drive to Genesis Road (SR 298), then turns south at Webb Avenue and follows Webb into downtown all the way to the intersection with Lantana Road (SR 101). Existing roadway geometry was obtained from aerial photography and TDOT's TRIMS database and verified through a field review. The field review also served to further evaluate the proposed route and identify any potential concerns with intersection crossings and connection points. Based on this information, the following types of treatments would be needed to facilitate bicycle travel along these streets. These are also depicted on **Figure 13**.

- *Dooley Street / North Hills Drive:* The existing typical section is very narrow along these streets. The lane widths are measured at nine feet with a one-foot curb and gutter. These are residential streets and any changes in the existing typical section would result in impacts to the front yards. Therefore, to minimize impacts it is recommended to paint sharrows to indicate that these streets are a shared lane environment for both bicyclists and automobiles.
- *Genesis Road:* Genesis Road, designated as State Route 298, is a primary route into Crossville from I-40 and carries relatively high traffic counts. The most recent ADT count was 7,200 vehicles per day. The traffic forecasts performed as part of this study project that the ADT will increase to 17,300 by the year 2040. The existing lane widths are eleven feet with a one-foot curb and gutter. There is also a three-foot sidewalk along the north side of the route. With limited right-of-way available, a similar typical section is recommended for Genesis Road as Dooley Street / North Hills Drive. Sharrows should be painted in the existing lanes to indicate that automobiles and bicyclists should share the roadway.
- *Webb Avenue:* Webb Avenue has a mix of uses located along the route including some residences and some commercial space. The existing lane widths are eleven feet with a one-foot curb and gutter. There is also a three-foot sidewalk along the western side of the route for a portion on Webb Avenue. There is opportunity here to add in a marked bicycle lane on either side of the route. This would include a three-foot marked lane with an additional foot for the curb and gutter.

Figure 13: Refined Multi-Use Path Alternatives



Benefits

The primary benefit of an on-street option is the lower cost. Little to no new right-of-way is needed, saving the cost of purchasing property or relocating utilities. Construction costs are also significantly lower since the primary construction element is re-striping the roadway.

Concerns

One significant concern is the interaction of vehicles and bicyclists on Genesis Road. With higher traffic volumes utilizing 11-foot travel lanes, including heavy trucks, this section is not ideal for shared use by motorized and non-motorized traffic. Additional work may also be needed at the intersections of Genesis Road/North Hills Drive and Genesis Road / Webb Avenue to ensure that the design and markings are adequate to permit safe crossing of Genesis Road.

Multi-Use Path (On- and Off-Street)

Alternative 2: Wayne / Braun / Webb

This alternative is composed of a mix of on-street and off-street bicycle facilities. It begins at Centennial Park at the terminus of Dooley Street as a new off-street path running southeast to the intersection of Genesis Road (SR 298) and Wayne Avenue. It becomes an on-street facility along Wayne Avenue, then turns southwest and leaves the roadway at Braun Street. It then follows a creek that generally parallels the north side of Braun Street before turning southward near Braun Cove Road and heading generally southwest to join Webb Avenue near 5th Street. The route then becomes on-street along Webb Avenue as it heads south to Lantana Road (SR 101).

As with Alternative 1, existing roadway geometry was obtained from aerial photography and TDOT's TRIMS database and verified through field review. Based on this information, the following types of treatments would be needed to facilitate bicycle travel via Alternative 2:

- Off-street portions of the multi-use path would consist of a ten-foot paved path.
- *Wayne Avenue*: This is a transitioning rural roadway on the outer edge of the Crossville city area. There are some residences and an apartment complex located off of this route. To avoid impact to existing residences, improvements should stay within the existing right-of-way limits. Sharrows painted in each lane would indicate to motorists and bicyclists that the roadway is designated for shared use.
- *Webb Avenue*: Same typical section identified for Alternative 1.

Benefits

Including off-street sections as part of a bicycle path tends to increase the level of comfort for all riders. By avoiding higher volume arterial routes (such as Genesis Road), Alternative 2 would also reduce cyclists' exposure to motorized vehicles, improving safety for all users. There may also be opportunities to incorporate natural/ aesthetically pleasing elements into the path, particularly where it would follow the stream.

Concerns

Alternative 2 would likely have a higher cost since the off-street portions would require right-of-way acquisition as well as construction of a 10-foot wide path. Consideration will need to be given to the path's crossing of Genesis Road to reach Wayne Avenue. Visual cues such as bike boxes may be useful along the side streets, to provide a defined space for bicyclists to pause to look before crossing the roadway.



Next Steps

Further discussion should be held with citizens and holders of potential right-of-way before determining the best option for the city to move forward. If TDOT makes future improvements to Genesis Road (SR 298), that may result in a better opportunity to locate a separate on-street facility for that portion of the path.

Appendix A

Historic Traffic Count Data/
Projected Annual Average Daily Traffic

TDOT Recorded AADT by Station (vehicles/day), 1985 through 1995

TDOT Count Sta. No.	Route	Location	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
035000109	10th Street	N. of SR 392 (Miller Ave.)	#N/A	#N/A	1,204	593	523	516	570	567	576	663	533
035000106	4th Street	S. of SR 392 (Miller Ave.)	#N/A	1,743	1,800	2,377	2,073	2,394	2,677	2,792	2,949	3,789	3,542
035000127	4th Street	South of SR 1 (US 70)	#N/A										
035000099	Cleveland Street	East of SR 28 (US 127)	1,931	1,819	1,594	1,780	1,790	1,810	1,879	1,840	1,889	1,886	1,994
035000084	East 1st Street	North of Webb Avenue	5,288	4,882	5,825	5,995	5,900	3,762	4,690	5,681	4,851	6,044	5,900
035000024	East 1st Street	W. of SR 101 (Peavine Rd.)	2,669	2,936	3,466	4,238	2,758	2,820	2,498	2,829	2,906	3,126	3,121
035000071	Elmore Road	West of SR 28 (US 127)	10,079	10,694	11,590	13,396	13,326	13,362	15,257	15,015	10,619	15,828	17,782
035000121	Industrial Boulevard	East of SR 28 (US 127)	#N/A										
035000057	Interstate 40	West of SR 28 (US 127)	16,208	16,339	19,426	21,365	23,005	20,367	22,451	23,198	24,054	21,247	23,000
035000058	Interstate 40	W. of SR 298 (Genesis Rd.)	12,371	17,056	18,000	18,178	22,398	19,941	19,851	22,674	19,280	23,485	24,570
035000059	Interstate 40	W. of SR 101 (Peavine Rd.)	15,063	16,000	17,500	18,278	20,826	19,500	23,034	23,371	21,434	24,387	26,000
035000104	Livingston Road	S. of SR 392 (Miller Ave.)	#N/A	1,921	2,048	2,542	2,378	3,245	3,200	3,404	6,181	3,416	3,400
035000122	Old Jamestown Highway	North of Industrial Boulevard	#N/A										
035000019	SR 1 (US 70, Sparta Hwy.)	West of SR 24 (US 70N)	7,293	8,371	7,933	8,761	7,589	8,936	8,378	7,967	5,815	8,969	9,735
035000107	SR 1 (US 70, Sparta Hwy.)	E. of SR 462 (Northside Dr.)	#N/A	5,249	5,527	5,876	5,835	6,666	6,329	6,005	6,972	7,004	7,600
035000091	SR 1 (US 70, Sparta Hwy.)	W. of SR 462 (Northside Dr.)	2,890	3,340	2,628	3,887	3,829	4,831	4,504	4,329	4,540	4,945	4,931
035000105	SR 1 (US 70, West Avenue)	East of SR 24 (US 70N)	#N/A	12,700	13,719	17,501	16,474	15,492	17,568	18,248	19,652	21,165	21,500
035000066	SR 1 (US 70, West Avenue)	West of 10th Street	14,000	16,417	16,831	13,728	15,886	11,924	10,904	10,753	11,066	11,355	10,607
035000111	SR 1/101 (US 70)	East of SR 28 (US 127)	#N/A	#N/A	7,778	8,360	7,941	9,096	10,053	11,573	9,848	9,737	9,600
035000126	SR 1/101 (US 70)	E. of SR 101 (Lantana Rd.)	#N/A										
035000082	SR 1/101 (US 70)	East of Webb Avenue	6,245	7,487	6,542	7,191	7,233	6,658	7,061	7,958	8,100	8,531	8,500
035000079	SR 101 (Lantana Road)	N. of SR 282 (Dunbar Rd.)	6,505	7,548	7,823	8,301	8,258	8,613	9,387	9,525	9,652	9,884	9,700
035000133	SR 101 (Lantana Road)	S. of SR 392 (Miller Ave.)	#N/A										
035000081	SR 101 (Lantana Road)	N. of SR 392 (Miller Ave.)	8,263	9,039	9,870	7,337	6,086	6,001	7,616	6,772	5,386	6,752	6,315
035000067	SR 101 (Peavine Road)	North of Interstate 40	5,932	4,860	6,950	7,125	7,728	7,795	7,147	7,042	8,678	9,659	11,389
035000123	SR 101 (Peavine Road)	South of Interstate 40	#N/A										
035000020	SR 24 (US 70N, West Ave.)	West of SR 1 (US 70)	3,809	3,807	4,035	4,527	3,619	4,830	4,392	4,356	5,096	6,986	6,800
035000092	SR 24 (US 70N, West Ave.)	W. of SR 462 (Northside Dr.)	2,350	2,379	2,478	2,571	2,530	3,040	2,646	2,729	2,646	3,411	3,289
035000075	SR 28 (US 127, N. Main St.)	North of Industrial Boulevard	10,147	10,296	12,011	12,217	12,355	15,166	15,212	14,505	15,829	15,318	18,834
035000108	SR 28 (US 127, N. Main St.)	N. of SR 392 (Miller Ave.)	#N/A	#N/A	18,178	16,997	16,846	14,619	18,676	18,004	15,958	16,077	17,864
035000065	SR 28 (US 127, N. Main St.)	S. of SR 298 (Genesis Rd.)	17,967	19,225	18,553	15,352	14,925	18,411	12,178	12,200	16,695	16,438	17,019
035000129	SR 28 (US 127, N. Main St.)	N. of SR 298 (Genesis Rd.)	#N/A										
035000124	SR 28 (US 127, N. Main St.)	North of Interstate 40	#N/A										
035000089	SR 28 (US 127, S. Main St.)	North of SR 68	7,469	10,223	7,369	8,975	9,257	9,264	8,673	9,635	10,915	10,308	10,636
035000025	SR 28 (US 127, S. Main St.)	North of SR 392	11,406	10,187	10,152	10,985	9,087	11,483	11,123	8,239	9,154	9,464	8,208
035000022	SR 298 (Genesis Road)	North of Webb Avenue	3,188	3,697	3,755	3,425	4,077	4,962	5,925	4,947	5,285	4,871	5,254
035000010	SR 298 (Genesis Road)	North of Interstate 40	1,138	1,356	1,457	1,274	1,637	1,808	2,237	2,100	1,845	1,881	2,120
035000098	SR 392 (Miller Avenue)	West of 4th Street	1,040	1,043	1,050	5,825	5,533	7,716	7,250	9,547	11,014	11,200	12,076
035000128	SR 392 (Miller Avenue)	North of Stanley Street	#N/A										
035000125	SR 392 (Miller Avenue)	N. of SR 101 (Lantana Rd.)	#N/A										
035000116	SR 392 (Miller Avenue)	North of SR 1 (US 70)	#N/A										
035000130	SR 392 (Miller Avenue)	East of SR 28 (US 127)	#N/A										
035000113	SR 392 (Miller Avenue)	West of SR 28 (US 127)	#N/A	2,354	2,914	3,389							
035000131	SR 392 (Miller Avenue)	West of SR 1 (US 70)	#N/A										
035000134	SR 462 (Northside Drive)	North of SR 1 (US 70)	#N/A										
035000086	Stanley Street	S. of SR 392 (Miller Ave.)	3,000	2,160	2,920	2,801	2,840	2,345	1,823	2,800	1,957	2,026	2,100
035000103	Wayne Avenue	S. of SR 298 (Genesis Rd.)	#N/A	1,190	1,367	1,402	1,137	1,309	1,240	1,727	1,375	1,708	1,691
035000087	Webb Avenue	S. of SR 298 (Genesis Rd.)	4,046	4,135	4,331	3,852	3,312	2,506	3,944	4,321	5,080	4,383	4,400
035000112	West Adams Street	North of Azalia Avenue	#N/A	#N/A	2,986	3,199	1,737	2,344	3,097	2,544	1,903	1,918	2,078

TDOT Recorded AADT by Station (vehicles/day), 1994 through 2007

TDOT Count Sta. No.	Route	Location	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
035000109	10th Street	N. of SR 392 (Miller Ave.)	656	558	578	581	568	666	685	970	995	1,066	1,008	984
035000106	4th Street	S. of SR 392 (Miller Ave.)	4,348	4,163	4,264	4,797	4,665	4,271	4,399	5,220	5,167	5,101	4,760	4,851
035000127	4th Street	South of SR 1 (US 70)	#N/A	#N/A	#N/A	#N/A	#N/A	2,864	2,939	3,392	3,593	3,132	3,225	2,979
035000099	Cleveland Street	East of SR 28 (US 127)	2,110	2,125	2,073	2,362	2,318	2,322	2,114	2,044	2,237	1,996	2,210	1,984
035000084	East 1st Street	North of Webb Avenue	5,564	5,663	5,687	5,547	6,250	6,099	6,391	6,390	6,216	6,328	5,768	5,856
035000024	East 1st Street	W. of SR 101 (Peavine Rd.)	3,516	3,520	3,729	3,723	4,158	4,027	3,850	3,912	4,150	3,710	4,074	4,190
035000071	Elmore Road	West of SR 28 (US 127)	19,740	20,397	19,884	19,596	18,273	18,830	17,790	17,782	17,528	18,811	17,337	18,030
035000121	Industrial Boulevard	East of SR 28 (US 127)	#N/A	#N/A	#N/A	#N/A	5,879	5,118	5,309	5,673	5,388	6,062	5,979	6,280
035000057	Interstate 40	West of SR 28 (US 127)	26,994	28,225	27,462	29,516	30,666	31,727	31,492	32,453	33,335	35,284	37,942	34,341
035000058	Interstate 40	W. of SR 298 (Genesis Rd.)	27,600	26,194	29,588	30,070	30,475	30,360	32,557	34,159	34,681	37,478	39,268	36,148
035000059	Interstate 40	W. of SR 101 (Peavine Rd.)	34,029	29,929	30,398	34,343	34,126	34,340	35,017	37,106	37,351	40,817	40,631	40,123
035000104	Livingston Road	S. of SR 392 (Miller Ave.)	2,777	3,328	2,955	2,627	2,779	2,488	2,563	2,137	2,201	1,996	2,055	2,118
035000122	Old Jamestown Highway	North of Industrial Boulevard	#N/A	#N/A	#N/A	#N/A	4,675	4,004	3,807	4,261	3,827	4,449	4,546	4,597
035000019	SR 1 (US 70, Sparta Hwy.)	West of SR 24 (US 70N)	10,835	11,841	10,525	11,907	12,540	12,792	12,416	12,363	12,225	13,205	12,395	12,651
035000107	SR 1 (US 70, Sparta Hwy.)	E. of SR 462 (Northside Dr.)	8,135	8,901	8,661	8,561	8,613	8,955	8,663	8,727	9,591	9,029	8,906	9,162
035000091	SR 1 (US 70, Sparta Hwy.)	W. of SR 462 (Northside Dr.)	5,218	5,194	5,686	5,619	5,692	6,002	5,995	5,738	6,444	5,712	6,094	6,295
035000105	SR 1 (US 70, West Avenue)	East of SR 24 (US 70N)	17,941	19,989	18,808	18,831	17,636	19,360	18,693	18,486	20,463	18,196	16,529	16,902
035000066	SR 1 (US 70, West Avenue)	West of 10th Street	10,967	11,567	12,091	11,249	11,763	11,871	12,387	11,619	11,968	10,840	10,807	10,801
035000111	SR 1/101 (US 70)	East of SR 28 (US 127)	10,548	9,921	9,919	9,938	10,307	10,400	10,437	10,177	10,900	10,982	11,106	8,665
035000126	SR 1/101 (US 70)	E. of SR 101 (Lantana Rd.)	#N/A	#N/A	#N/A	#N/A	#N/A	10,856	11,270	10,747	11,222	11,558	11,537	9,904
035000082	SR 1/101 (US 70)	East of Webb Avenue	9,579	8,810	8,503	8,539	8,922	9,350	9,805	8,598	9,531	9,836	9,996	9,817
035000079	SR 101 (Lantana Road)	N. of SR 282 (Dunbar Rd.)	10,203	11,871	11,308	12,370	11,631	12,214	12,822	12,907	13,373	12,665	12,192	13,541
035000133	SR 101 (Lantana Road)	S. of SR 392 (Miller Ave.)	#N/A											
035000081	SR 101 (Lantana Road)	N. of SR 392 (Miller Ave.)	6,679	6,697	7,286	7,294	7,466	7,534	6,978	7,744	7,679	7,909	7,866	6,688
035000067	SR 101 (Peavine Road)	North of Interstate 40	12,674	13,614	14,528	15,585	15,486	15,481	15,171	15,569	15,944	16,000	16,788	17,755
035000123	SR 101 (Peavine Road)	South of Interstate 40	#N/A	#N/A	#N/A	#N/A	6,646	6,728	6,724	6,690	7,014	7,820	9,283	9,622
035000020	SR 24 (US 70N, West Ave.)	West of SR 1 (US 70)	5,331	6,339	6,168	6,241	7,125	6,488	6,754	6,438	7,322	6,485	6,679	6,291
035000092	SR 24 (US 70N, West Ave.)	W. of SR 462 (Northside Dr.)	3,079	3,195	3,207	3,545	3,914	3,792	3,906	3,826	3,683	3,882	3,765	3,745
035000075	SR 28 (US 127, N. Main St.)	North of Industrial Boulevard	21,263	25,305	22,369	25,612	26,169	28,232	25,878	27,942	29,613	30,710	25,512	26,122
035000108	SR 28 (US 127, N. Main St.)	N. of SR 392 (Miller Ave.)	18,068	19,762	19,549	22,269	22,352	23,641	23,093	23,576	23,217	22,341	22,315	23,585
035000065	SR 28 (US 127, N. Main St.)	S. of SR 298 (Genesis Rd.)	19,645	18,686	20,865	18,877	18,220	18,340	18,503	17,851	18,650	17,510	18,735	16,751
035000129	SR 28 (US 127, N. Main St.)	N. of SR 298 (Genesis Rd.)	#N/A	#N/A	#N/A	#N/A	#N/A	20,900	19,323	18,875	19,441	17,335	17,937	16,947
035000124	SR 28 (US 127, N. Main St.)	North of Interstate 40	#N/A	#N/A	#N/A	#N/A	12,395	12,615	12,285	10,577	13,497	13,723	13,281	13,377
035000089	SR 28 (US 127, S. Main St.)	North of SR 68	11,518	11,426	11,154	12,061	11,379	11,759	11,761	12,474	12,712	11,353	11,471	11,717
035000025	SR 28 (US 127, S. Main St.)	North of SR 392	10,447	10,368	10,256	10,506	10,614	10,299	10,782	12,285	11,039	9,872	9,808	10,224
035000022	SR 298 (Genesis Road)	North of Webb Avenue	5,950	6,420	5,982	6,610	6,551	5,797	5,969	6,965	7,093	7,115	7,266	7,350
035000010	SR 298 (Genesis Road)	North of Interstate 40	2,194	2,155	2,400	2,470	2,726	2,414	2,573	2,488	2,241	2,396	2,830	2,480
035000098	SR 392 (Miller Avenue)	West of 4th Street	12,736	13,543	12,229	13,597	13,510	14,043	14,946	15,420	15,167	15,524	14,986	15,352
035000128	SR 392 (Miller Avenue)	North of Stanley Street	#N/A	#N/A	#N/A	#N/A	#N/A	12,197	12,416	12,308	26,246	27,040	13,302	14,116
035000125	SR 392 (Miller Avenue)	N. of SR 101 (Lantana Rd.)	#N/A	#N/A	#N/A	#N/A	#N/A	11,069	11,266	12,246	12,704	12,066	11,860	12,176
035000116	SR 392 (Miller Avenue)	North of SR 1 (US 70)	#N/A	#N/A	#N/A	6,632	8,378	8,633	9,136	9,837	10,674	9,866	9,711	9,930
035000130	SR 392 (Miller Avenue)	East of SR 28 (US 127)	#N/A	4,719	5,172	5,985								
035000113	SR 392 (Miller Avenue)	West of SR 28 (US 127)	3,770	3,931	3,626	3,927	4,184	4,195	4,156	4,279	4,225	4,655	4,789	6,534
035000131	SR 392 (Miller Avenue)	West of SR 1 (US 70)	#N/A											
035000134	SR 462 (Northside Drive)	North of SR 1 (US 70)	#N/A											
035000086	Stanley Street	S. of SR 392 (Miller Ave.)	3,606	1,906	1,567	1,786	2,309	1,899	1,864	1,827	1,882	1,856	1,928	1,994
035000103	Wayne Avenue	S. of SR 298 (Genesis Rd.)	1,963	2,261	2,353	2,444	2,589	2,529	2,597	2,642	2,751	3,109	2,788	2,932
035000087	Webb Avenue	S. of SR 298 (Genesis Rd.)	3,825	3,699	4,275	4,352	4,571	4,087	4,097	4,284	4,189	4,450	3,909	3,878
035000112	West Adams Street	North of Azalia Avenue	2,109	1,902	1,881	1,823	1,769	1,694	1,826	1,872	1,855	1,838	1,893	1,600

TDOT Recorded AADT by Station (vehicles/day), 2008 through 2015

TDOT Count Sta. No.	Route	Location	2008	2009	2010	2011	2012	2013	2014	2015	Trendline Growth Rate	Trendline Coefficient of Determination (R ²)
035000109	10th Street	N. of SR 392 (Miller Ave.)	898	1,179	1,229	1,090	1,071	1,182	1,134	1,076	2.86%	0.5626
035000106	4th Street	S. of SR 392 (Miller Ave.)	4,620	4,794	4,808	4,448	4,710	4,589	4,072	4,207	3.00%	0.6384
035000127	4th Street	South of SR 1 (US 70)	2,705	2,749	2,938	2,496	2,725	3,028	2,491	2,613	-1.51%	0.4076
035000099	Cleveland Street	East of SR 28 (US 127)	1,944	1,899	2,083	1,756	1,862	2,036	1,466	1,753	0.10%	0.0068
035000084	East 1st Street	North of Webb Avenue	5,066	5,417	5,400	4,872	5,105	5,630	4,813	5,820	0.13%	0.0110
035000024	East 1st Street	W. of SR 101 (Peavine Rd.)	4,166	3,796	3,989	3,792	3,770	3,528	3,721	3,530	1.07%	0.3988
035000071	Elmore Road	West of SR 28 (US 127)	15,789	16,539	16,371	16,230	15,902	15,708	14,490	14,537	0.99%	0.2215
035000121	Industrial Boulevard	East of SR 28 (US 127)	6,198	5,766	6,327	6,165	5,748	5,034	4,934	5,809	-0.01%	0.0001
035000057	Interstate 40	West of SR 28 (US 127)	31,517	28,462	29,630	30,194	30,490	30,923	31,445	30,124	2.03%	0.6902
035000058	Interstate 40	W. of SR 298 (Genesis Rd.)	33,557	30,522	31,759	32,894	32,339	32,897	34,296	32,532	2.71%	0.7535
035000059	Interstate 40	W. of SR 101 (Peavine Rd.)	37,567	34,270	35,946	37,370	36,396	37,416	38,860	37,335	3.07%	0.8048
035000104	Livingston Road	S. of SR 392 (Miller Ave.)	1,434	1,850	2,257	2,095	2,046	2,297	2,312	2,401	-1.41%	0.2119
035000122	Old Jamestown Highway	North of Industrial Boulevard	3,834	4,187	4,269	3,767	3,832	3,692	3,651	4,017	-0.81%	0.2180
035000019	SR 1 (US 70, Sparta Hwy.)	West of SR 24 (US 70N)	12,220	12,278	12,313	12,009	12,053	12,557	10,701	9,764	1.73%	0.5340
035000107	SR 1 (US 70, Sparta Hwy.)	E. of SR 462 (Northside Dr.)	9,138	9,222	8,550	8,420	8,458	8,680	7,732	7,393	1.48%	0.5464
035000091	SR 1 (US 70, Sparta Hwy.)	W. of SR 462 (Northside Dr.)	5,804	5,988	5,764	5,706	5,891	5,931	6,052	5,508	2.05%	0.6558
035000105	SR 1 (US 70, West Avenue)	East of SR 24 (US 70N)	15,441	17,179	17,171	15,937	16,303	15,879	15,363	15,806	-0.07%	0.0029
035000066	SR 1 (US 70, West Avenue)	West of 10th Street	9,922	11,084	11,584	9,974	10,299	10,603	9,433	10,061	-1.12%	0.5225
035000111	SR 1/101 (US 70)	East of SR 28 (US 127)	8,775	8,144	8,095	7,576	7,675	8,225	7,093	8,434	-0.51%	0.1038
035000126	SR 1/101 (US 70)	E. of SR 101 (Lantana Rd.)	9,300	9,929	10,361	9,375	8,690	8,452	7,550	8,419	-2.56%	0.7638
035000082	SR 1/101 (US 70)	East of Webb Avenue	7,264	7,482	6,647	5,930	5,991	6,255	5,831	6,125	-0.23%	0.0142
035000079	SR 101 (Lantana Road)	N. of SR 282 (Dunbar Rd.)	11,578	12,463	12,940	12,969	12,797	13,444	12,755	14,523	2.09%	0.8297
035000133	SR 101 (Lantana Road)	S. of SR 392 (Miller Ave.)	#N/A	#N/A	#N/A	#N/A	14,800	13,710	13,394	12,990	-4.06%	0.9238
035000081	SR 101 (Lantana Road)	N. of SR 392 (Miller Ave.)	5,546	6,614	7,222	6,820	6,284	3,466	2,640	3,081	-1.71%	0.3017
035000067	SR 101 (Peavine Road)	North of Interstate 40	16,424	17,386	15,690	17,914	16,807	16,759	16,927	14,840	3.92%	0.7928
035000123	SR 101 (Peavine Road)	South of Interstate 40	9,189	9,531	9,409	9,977	9,322	9,870	10,683	9,977	3.40%	0.8297
035000020	SR 24 (US 70N, West Ave.)	West of SR 1 (US 70)	5,482	7,031	6,806	6,412	6,324	7,002	6,101	6,500	1.79%	0.5697
035000092	SR 24 (US 70N, West Ave.)	W. of SR 462 (Northside Dr.)	3,968	4,124	4,218	4,044	3,913	4,080	4,250	4,296	2.02%	0.8747
035000075	SR 28 (US 127, N. Main St.)	North of Industrial Boulevard	23,963	24,644	24,614	23,031	22,328	22,634	21,347	22,426	2.81%	0.5986
035000108	SR 28 (US 127, N. Main St.)	N. of SR 392 (Miller Ave.)	20,601	21,538	18,140	20,701	23,274	23,532	19,543	20,487	1.08%	0.4286
035000065	SR 28 (US 127, N. Main St.)	S. of SR 298 (Genesis Rd.)	16,012	16,488	17,021	16,141	16,765	17,902	15,831	15,045	0.02%	0.0003
035000129	SR 28 (US 127, N. Main St.)	N. of SR 298 (Genesis Rd.)	16,313	16,406	17,576	15,540	16,416	17,435	15,005	14,493	-1.96%	0.7694
035000124	SR 28 (US 127, N. Main St.)	North of Interstate 40	13,240	13,202	12,941	12,620	13,462	14,363	13,183	13,660	0.76%	0.2770
035000089	SR 28 (US 127, S. Main St.)	North of SR 68	11,631	11,680	11,489	10,889	10,880	11,648	10,445	11,680	1.04%	0.4778
035000025	SR 28 (US 127, S. Main St.)	North of SR 392	10,496	9,362	9,896	9,472	9,816	10,253	9,402	9,837	-0.10%	0.0107
035000022	SR 298 (Genesis Road)	North of Webb Avenue	7,104	7,480	8,550	8,427	7,608	7,159	7,930	7,137	2.71%	0.8189
035000010	SR 298 (Genesis Road)	North of Interstate 40	2,619	2,620	2,689	3,002	2,647	2,840	2,786	2,798	2.47%	0.7662
035000098	SR 392 (Miller Avenue)	West of 4th Street	14,915	15,429	13,040	15,268	14,745	15,058	14,206	12,700	6.38%	0.5052
035000128	SR 392 (Miller Avenue)	North of Stanley Street	13,165	14,217	14,227	12,967	12,335	13,534	12,786	14,028	-1.23%	0.0473
035000125	SR 392 (Miller Avenue)	N. of SR 101 (Lantana Rd.)	11,622	12,479	12,824	11,837	11,695	12,088	12,060	12,379	0.33%	0.1290
035000116	SR 392 (Miller Avenue)	North of SR 1 (US 70)	9,321	10,046	10,701	9,700	10,120	10,524	9,563	9,990	1.44%	0.4006
035000130	SR 392 (Miller Avenue)	East of SR 28 (US 127)	4,610	5,259	5,304	5,670	6,485	7,124	6,625	7,503	4.26%	0.7194
035000113	SR 392 (Miller Avenue)	West of SR 28 (US 127)	5,213	5,571	6,056	5,881	5,870	6,434	6,306	6,563	3.76%	0.9060
035000131	SR 392 (Miller Avenue)	West of SR 1 (US 70)	#N/A	6,249	0.00%	1.0000						
035000134	SR 462 (Northside Drive)	North of SR 1 (US 70)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	2,009	2,502	24.54%	1.0000
035000086	Stanley Street	S. of SR 392 (Miller Ave.)	1,956	2,088	2,112	2,130	2,049	2,135	1,541	1,462	-1.29%	0.3315
035000103	Wayne Avenue	S. of SR 298 (Genesis Rd.)	3,124	3,003	3,044	2,980	2,859	3,329	2,697	3,228	3.74%	0.8540
035000087	Webb Avenue	S. of SR 298 (Genesis Rd.)	3,618	3,354	3,268	3,265	3,410	3,574	3,053	3,587	-0.49%	0.0988
035000112	West Adams Street	North of Azalia Avenue	1,557	1,479	1,727	1,508	1,725	1,717	1,591	1,799	-1.76%	0.5621

Projected AADT (vehicles/day), 2016-2025

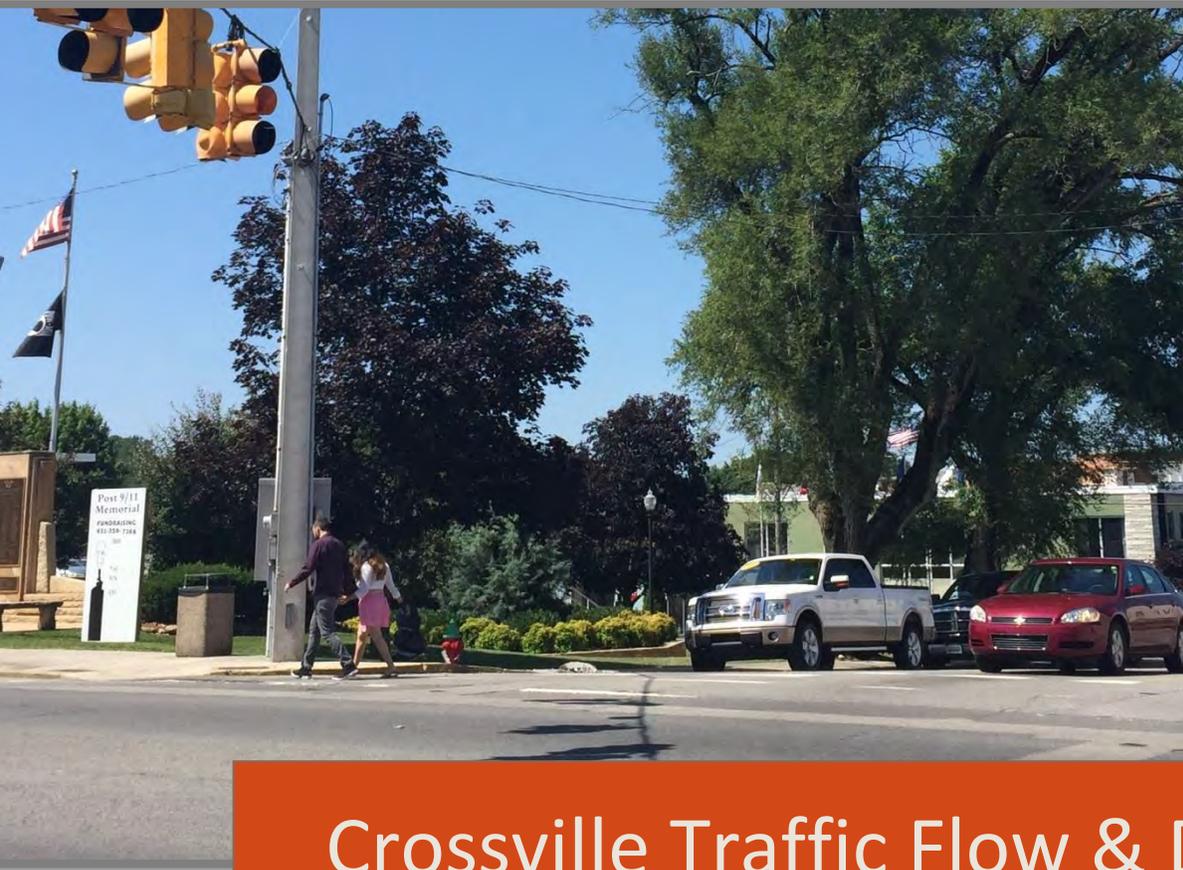
TDOT Count Sta. No.	Route	Location	Adjusted Growth Rate	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
035000109	10th Street	N. of SR 392 (Miller Ave.)	2.00%	1,122	1,144	1,167	1,191	1,214	1,239	1,264	1,289	1,315	1,341
035000106	4th Street	S. of SR 392 (Miller Ave.)	2.00%	4,590	4,682	4,775	4,871	4,968	5,068	5,169	5,272	5,378	5,485
035000127	4th Street	South of SR 1 (US 70)	0.25%	2,607	2,613	2,620	2,626	2,633	2,639	2,646	2,652	2,659	2,666
035000099	Cleveland Street	East of SR 28 (US 127)	0.25%	1,704	1,709	1,713	1,717	1,721	1,726	1,730	1,734	1,739	1,743
035000084	East 1st Street	North of Webb Avenue	0.75%	5,340	5,380	5,420	5,461	5,502	5,543	5,585	5,626	5,669	5,711
035000024	East 1st Street	W. of SR 101 (Peavine Rd.)	0.75%	3,627	3,654	3,682	3,709	3,737	3,765	3,793	3,822	3,850	3,879
035000071	Elmore Road	West of SR 28 (US 127)	0.25%	14,637	14,673	14,710	14,747	14,783	14,820	14,857	14,895	14,932	14,969
035000121	Industrial Boulevard	East of SR 28 (US 127)	0.25%	5,614	5,628	5,642	5,656	5,670	5,685	5,699	5,713	5,727	5,742
035000057	Interstate 40	West of SR 28 (US 127)	2.50%	32,800	33,620	34,461	35,322	36,205	37,110	38,038	38,989	39,964	40,963
035000058	Interstate 40	W. of SR 298 (Genesis Rd.)	2.50%	34,850	35,721	36,614	37,530	38,468	39,430	40,415	41,426	42,461	43,523
035000059	Interstate 40	W. of SR 101 (Peavine Rd.)	2.50%	41,000	42,025	43,076	44,153	45,256	46,388	47,547	48,736	49,955	51,203
035000104	Livingston Road	S. of SR 392 (Miller Ave.)	0.25%	2,206	2,211	2,217	2,222	2,228	2,233	2,239	2,244	2,250	2,256
035000122	Old Jamestown Highway	North of Industrial Boulevard	0.25%	3,810	3,819	3,829	3,838	3,848	3,857	3,867	3,877	3,886	3,896
035000019	SR 1 (US 70, Sparta Hwy.)	West of SR 24 (US 70N)	1.75%	11,193	11,388	11,588	11,790	11,997	12,207	12,420	12,638	12,859	13,084
035000107	SR 1 (US 70, Sparta Hwy.)	E. of SR 462 (Northside Dr.)	1.75%	8,140	8,282	8,427	8,575	8,725	8,878	9,033	9,191	9,352	9,516
035000091	SR 1 (US 70, Sparta Hwy.)	W. of SR 462 (Northside Dr.)	1.75%	5,902	6,005	6,110	6,217	6,326	6,436	6,549	6,664	6,780	6,899
035000105	SR 1 (US 70, West Avenue)	East of SR 24 (US 70N)	0.25%	15,840	15,879	15,919	15,959	15,998	16,038	16,079	16,119	16,159	16,199
035000066	SR 1 (US 70, West Avenue)	West of 10th Street	0.25%	9,925	9,950	9,974	9,999	10,024	10,049	10,075	10,100	10,125	10,150
035000111	SR 1/101 (US 70)	East of SR 28 (US 127)	0.25%	8,321	8,342	8,362	8,383	8,404	8,425	8,446	8,467	8,489	8,510
035000126	SR 1/101 (US 70)	E. of SR 101 (Lantana Rd.)	0.25%	8,321	8,342	8,362	8,383	8,404	8,425	8,446	8,467	8,489	8,510
035000082	SR 1/101 (US 70)	East of Webb Avenue	0.25%	6,115	6,131	6,146	6,161	6,177	6,192	6,208	6,223	6,239	6,254
035000079	SR 101 (Lantana Road)	N. of SR 282 (Dunbar Rd.)	0.50%	13,668	13,736	13,805	13,874	13,943	14,013	14,083	14,154	14,224	14,296
035000133	SR 101 (Lantana Road)	S. of SR 392 (Miller Ave.)	0.50%	12,965	13,029	13,094	13,160	13,226	13,292	13,358	13,425	13,492	13,560
035000081	SR 101 (Lantana Road)	N. of SR 392 (Miller Ave.)	0.50%	3,417	3,434	3,451	3,469	3,486	3,503	3,521	3,538	3,556	3,574
035000067	SR 101 (Peavine Road)	North of Interstate 40	2.25%	16,974	17,355	17,746	18,145	18,553	18,971	19,398	19,834	20,280	20,737
035000123	SR 101 (Peavine Road)	South of Interstate 40	2.25%	10,225	10,455	10,690	10,931	11,177	11,428	11,685	11,948	12,217	12,492
035000020	SR 24 (US 70N, West Ave.)	West of SR 1 (US 70)	1.50%	6,598	6,696	6,797	6,899	7,002	7,107	7,214	7,322	7,432	7,544
035000092	SR 24 (US 70N, West Ave.)	W. of SR 462 (Northside Dr.)	1.50%	4,162	4,224	4,287	4,352	4,417	4,483	4,550	4,619	4,688	4,758
035000075	SR 28 (US 127, N. Main St.)	North of Industrial Boulevard	1.00%	22,523	22,748	22,976	23,205	23,438	23,672	23,909	24,148	24,389	24,633
035000108	SR 28 (US 127, N. Main St.)	N. of SR 392 (Miller Ave.)	1.00%	21,715	21,932	22,151	22,373	22,597	22,823	23,051	23,281	23,514	23,749
035000065	SR 28 (US 127, N. Main St.)	S. of SR 298 (Genesis Rd.)	0.50%	16,181	16,261	16,343	16,424	16,507	16,589	16,672	16,755	16,839	16,923
035000129	SR 28 (US 127, N. Main St.)	N. of SR 298 (Genesis Rd.)	0.25%	15,038	15,075	15,113	15,151	15,188	15,226	15,264	15,303	15,341	15,379
035000124	SR 28 (US 127, N. Main St.)	North of Interstate 40	1.25%	13,669	13,840	14,013	14,188	14,365	14,545	14,726	14,911	15,097	15,286
035000089	SR 28 (US 127, S. Main St.)	North of SR 68	0.25%	11,429	11,457	11,486	11,514	11,543	11,572	11,601	11,630	11,659	11,688
035000025	SR 28 (US 127, S. Main St.)	North of SR 392	0.25%	9,825	9,849	9,874	9,898	9,923	9,948	9,973	9,998	10,023	10,048
035000022	SR 298 (Genesis Road)	North of Webb Avenue	2.25%	7,771	7,946	8,125	8,307	8,494	8,685	8,881	9,081	9,285	9,494
035000010	SR 298 (Genesis Road)	North of Interstate 40	2.25%	2,761	2,823	2,886	2,951	3,018	3,086	3,155	3,226	3,299	3,373
035000098	SR 392 (Miller Avenue)	West of 4th Street	2.25%	14,724	15,055	15,394	15,740	16,095	16,457	16,827	17,206	17,593	17,989
035000128	SR 392 (Miller Avenue)	North of Stanley Street	2.25%	13,497	13,801	14,111	14,429	14,753	15,085	15,425	15,772	16,127	16,489
035000125	SR 392 (Miller Avenue)	N. of SR 101 (Lantana Rd.)	2.25%	12,270	12,546	12,828	13,117	13,412	13,714	14,022	14,338	14,661	14,990
035000116	SR 392 (Miller Avenue)	North of SR 1 (US 70)	2.25%	10,225	10,455	10,690	10,931	11,177	11,428	11,685	11,948	12,217	12,492
035000130	SR 392 (Miller Avenue)	East of SR 28 (US 127)	2.25%	7,260	7,423	7,590	7,761	7,936	8,114	8,297	8,483	8,674	8,869
035000113	SR 392 (Miller Avenue)	West of SR 28 (US 127)	2.25%	6,646	6,796	6,949	7,105	7,265	7,428	7,596	7,766	7,941	8,120
035000131	SR 392 (Miller Avenue)	West of SR 1 (US 70)	2.25%	6,340	6,482	6,628	6,777	6,930	7,086	7,245	7,408	7,575	7,745
035000134	SR 462 (Northside Drive)	North of SR 1 (US 70)	2.75%	2,569	2,639	2,712	2,787	2,863	2,942	3,023	3,106	3,191	3,279
035000086	Stanley Street	S. of SR 392 (Miller Ave.)	0.25%	1,504	1,508	1,511	1,515	1,519	1,523	1,526	1,530	1,534	1,538
035000103	Wayne Avenue	S. of SR 298 (Genesis Rd.)	0.25%	3,509	3,518	3,526	3,535	3,544	3,553	3,562	3,571	3,580	3,588
035000087	Webb Avenue	S. of SR 298 (Genesis Rd.)	0.25%	3,308	3,317	3,325	3,333	3,341	3,350	3,358	3,367	3,375	3,383
035000112	West Adams Street	North of Azalia Avenue	0.25%	1,604	1,608	1,612	1,616	1,620	1,624	1,628	1,632	1,636	1,640

Projected AADT (vehicles/day), 2026-2036

TDOT Count Sta. No.	Route	Location	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
035000109	10th Street	N. of SR 392 (Miller Ave.)	1,368	1,395	1,423	1,451	1,480	1,510	1,540	1,571	1,602	1,635	1,667
035000106	4th Street	S. of SR 392 (Miller Ave.)	5,595	5,707	5,821	5,938	6,056	6,178	6,301	6,427	6,556	6,687	6,820
035000127	4th Street	South of SR 1 (US 70)	2,672	2,679	2,686	2,692	2,699	2,706	2,713	2,720	2,726	2,733	2,740
035000099	Cleveland Street	East of SR 28 (US 127)	1,747	1,752	1,756	1,760	1,765	1,769	1,774	1,778	1,783	1,787	1,792
035000084	East 1st Street	North of Webb Avenue	5,754	5,797	5,841	5,884	5,929	5,973	6,018	6,063	6,108	6,154	6,200
035000024	East 1st Street	W. of SR 101 (Peavine Rd.)	3,908	3,938	3,967	3,997	4,027	4,057	4,088	4,118	4,149	4,180	4,212
035000071	Elmore Road	West of SR 28 (US 127)	15,007	15,044	15,082	15,119	15,157	15,195	15,233	15,271	15,309	15,348	15,386
035000121	Industrial Boulevard	East of SR 28 (US 127)	5,756	5,770	5,785	5,799	5,814	5,828	5,843	5,857	5,872	5,887	5,901
035000057	Interstate 40	West of SR 28 (US 127)	41,987	43,036	44,112	45,215	46,346	47,504	48,692	49,909	51,157	52,436	53,747
035000058	Interstate 40	W. of SR 298 (Genesis Rd.)	44,611	45,726	46,869	48,041	49,242	50,473	51,735	53,028	54,354	55,713	57,106
035000059	Interstate 40	W. of SR 101 (Peavine Rd.)	52,483	53,796	55,140	56,519	57,932	59,380	60,865	62,386	63,946	65,545	67,183
035000104	Livingston Road	S. of SR 392 (Miller Ave.)	2,261	2,267	2,273	2,278	2,284	2,290	2,295	2,301	2,307	2,313	2,318
035000122	Old Jamestown Highway	North of Industrial Boulevard	3,906	3,916	3,925	3,935	3,945	3,955	3,965	3,975	3,985	3,995	4,005
035000019	SR 1 (US 70, Sparta Hwy.)	West of SR 24 (US 70N)	13,313	13,546	13,783	14,024	14,270	14,519	14,773	15,032	15,295	15,563	15,835
035000107	SR 1 (US 70, Sparta Hwy.)	E. of SR 462 (Northside Dr.)	9,682	9,852	10,024	10,199	10,378	10,559	10,744	10,932	11,124	11,318	11,516
035000091	SR 1 (US 70, Sparta Hwy.)	W. of SR 462 (Northside Dr.)	7,020	7,142	7,267	7,395	7,524	7,656	7,790	7,926	8,065	8,206	8,349
035000105	SR 1 (US 70, West Avenue)	East of SR 24 (US 70N)	16,240	16,281	16,321	16,362	16,403	16,444	16,485	16,526	16,568	16,609	16,651
035000066	SR 1 (US 70, West Avenue)	West of 10th Street	10,176	10,201	10,227	10,252	10,278	10,304	10,329	10,355	10,381	10,407	10,433
035000111	SR 1/101 (US 70)	East of SR 28 (US 127)	8,531	8,552	8,574	8,595	8,617	8,638	8,660	8,682	8,703	8,725	8,747
035000126	SR 1/101 (US 70)	E. of SR 101 (Lantana Rd.)	8,531	8,552	8,574	8,595	8,617	8,638	8,660	8,682	8,703	8,725	8,747
035000082	SR 1/101 (US 70)	East of Webb Avenue	6,270	6,286	6,301	6,317	6,333	6,349	6,365	6,380	6,396	6,412	6,428
035000079	SR 101 (Lantana Road)	N. of SR 282 (Dunbar Rd.)	14,367	14,439	14,511	14,584	14,656	14,730	14,803	14,877	14,952	15,027	15,102
035000133	SR 101 (Lantana Road)	S. of SR 392 (Miller Ave.)	13,628	13,696	13,764	13,833	13,902	13,972	14,041	14,112	14,182	14,253	14,324
035000081	SR 101 (Lantana Road)	N. of SR 392 (Miller Ave.)	3,592	3,610	3,628	3,646	3,664	3,682	3,701	3,719	3,738	3,757	3,775
035000067	SR 101 (Peavine Road)	North of Interstate 40	21,203	21,680	22,168	22,667	23,177	23,699	24,232	24,777	25,334	25,904	26,487
035000123	SR 101 (Peavine Road)	South of Interstate 40	12,773	13,060	13,354	13,655	13,962	14,276	14,597	14,926	15,262	15,605	15,956
035000020	SR 24 (US 70N, West Ave.)	West of SR 1 (US 70)	7,657	7,772	7,888	8,006	8,127	8,248	8,372	8,498	8,625	8,755	8,886
035000092	SR 24 (US 70N, West Ave.)	W. of SR 462 (Northside Dr.)	4,830	4,902	4,976	5,050	5,126	5,203	5,281	5,360	5,440	5,522	5,605
035000075	SR 28 (US 127, N. Main St.)	North of Industrial Boulevard	24,879	25,128	25,379	25,633	25,890	26,149	26,410	26,674	26,941	27,210	27,482
035000108	SR 28 (US 127, N. Main St.)	N. of SR 392 (Miller Ave.)	23,987	24,227	24,469	24,714	24,961	25,210	25,463	25,717	25,974	26,234	26,496
035000065	SR 28 (US 127, N. Main St.)	S. of SR 298 (Genesis Rd.)	17,008	17,093	17,178	17,264	17,351	17,437	17,525	17,612	17,700	17,789	17,878
035000129	SR 28 (US 127, N. Main St.)	N. of SR 298 (Genesis Rd.)	15,418	15,456	15,495	15,534	15,572	15,611	15,650	15,690	15,729	15,768	15,808
035000124	SR 28 (US 127, N. Main St.)	North of Interstate 40	15,477	15,670	15,866	16,064	16,265	16,469	16,674	16,883	17,094	17,308	17,524
035000089	SR 28 (US 127, S. Main St.)	North of SR 68	11,717	11,747	11,776	11,806	11,835	11,865	11,894	11,924	11,954	11,984	12,014
035000025	SR 28 (US 127, S. Main St.)	North of SR 392	10,073	10,098	10,123	10,149	10,174	10,199	10,225	10,250	10,276	10,302	10,328
035000022	SR 298 (Genesis Road)	North of Webb Avenue	9,708	9,926	10,149	10,378	10,611	10,850	11,094	11,344	11,599	11,860	12,127
035000010	SR 298 (Genesis Road)	North of Interstate 40	3,449	3,526	3,606	3,687	3,770	3,855	3,941	4,030	4,121	4,213	4,308
035000098	SR 392 (Miller Avenue)	West of 4th Street	18,393	18,807	19,230	19,663	20,105	20,558	21,020	21,493	21,977	22,471	22,977
035000128	SR 392 (Miller Avenue)	North of Stanley Street	16,860	17,240	17,628	18,024	18,430	18,845	19,269	19,702	20,145	20,599	21,062
035000125	SR 392 (Miller Avenue)	N. of SR 101 (Lantana Rd.)	15,328	15,673	16,025	16,386	16,754	17,131	17,517	17,911	18,314	18,726	19,147
035000116	SR 392 (Miller Avenue)	North of SR 1 (US 70)	12,773	13,060	13,354	13,655	13,962	14,276	14,597	14,926	15,262	15,605	15,956
035000130	SR 392 (Miller Avenue)	East of SR 28 (US 127)	9,069	9,273	9,482	9,695	9,913	10,136	10,364	10,597	10,836	11,080	11,329
035000113	SR 392 (Miller Avenue)	West of SR 28 (US 127)	8,303	8,489	8,680	8,876	9,075	9,280	9,488	9,702	9,920	10,143	10,372
035000131	SR 392 (Miller Avenue)	West of SR 1 (US 70)	7,919	8,098	8,280	8,466	8,656	8,851	9,050	9,254	9,462	9,675	9,893
035000134	SR 462 (Northside Drive)	North of SR 1 (US 70)	3,369	3,462	3,557	3,655	3,755	3,859	3,965	4,074	4,186	4,301	4,419
035000086	Stanley Street	S. of SR 392 (Miller Ave.)	1,542	1,546	1,549	1,553	1,557	1,561	1,565	1,569	1,573	1,577	1,581
035000103	Wayne Avenue	S. of SR 298 (Genesis Rd.)	3,597	3,606	3,615	3,625	3,634	3,643	3,652	3,661	3,670	3,679	3,688
035000087	Webb Avenue	S. of SR 298 (Genesis Rd.)	3,392	3,400	3,409	3,417	3,426	3,435	3,443	3,452	3,460	3,469	3,478
035000112	West Adams Street	North of Azalia Avenue	1,645	1,649	1,653	1,657	1,661	1,665	1,669	1,674	1,678	1,682	1,686

Projected AADT (vehicles/day), 2037-2045

TDOT Count Sta. No.	Route	Location	2037	2038	2039	2040	2041	2042	2043	2044	2045
035000109	10th Street	N. of SR 392 (Miller Ave.)	1,701	1,735	1,769	1,805	1,841	1,878	1,915	1,953	1,992
035000106	4th Street	S. of SR 392 (Miller Ave.)	6,957	7,096	7,238	7,383	7,530	7,681	7,835	7,991	8,151
035000127	4th Street	South of SR 1 (US 70)	2,747	2,754	2,761	2,767	2,774	2,781	2,788	2,795	2,802
035000099	Cleveland Street	East of SR 28 (US 127)	1,796	1,800	1,805	1,809	1,814	1,819	1,823	1,828	1,832
035000084	East 1st Street	North of Webb Avenue	6,247	6,294	6,341	6,389	6,436	6,485	6,533	6,582	6,632
035000024	East 1st Street	W. of SR 101 (Peavine Rd.)	4,243	4,275	4,307	4,339	4,372	4,405	4,438	4,471	4,505
035000071	Elmore Road	West of SR 28 (US 127)	15,424	15,463	15,502	15,540	15,579	15,618	15,657	15,696	15,736
035000121	Industrial Boulevard	East of SR 28 (US 127)	5,916	5,931	5,946	5,961	5,976	5,991	6,006	6,021	6,036
035000057	Interstate 40	West of SR 28 (US 127)	55,090	56,468	57,879	59,326	60,809	62,330	63,888	65,485	67,122
035000058	Interstate 40	W. of SR 298 (Genesis Rd.)	58,533	59,997	61,497	63,034	64,610	66,225	67,881	69,578	71,317
035000059	Interstate 40	W. of SR 101 (Peavine Rd.)	68,863	70,584	72,349	74,158	76,012	77,912	79,860	81,856	83,903
035000104	Livingston Road	S. of SR 392 (Miller Ave.)	2,324	2,330	2,336	2,342	2,348	2,353	2,359	2,365	2,371
035000122	Old Jamestown Highway	North of Industrial Boulevard	4,015	4,025	4,035	4,045	4,055	4,065	4,075	4,085	4,096
035000019	SR 1 (US 70, Sparta Hwy.)	West of SR 24 (US 70N)	16,112	16,394	16,681	16,973	17,270	17,572	17,880	18,192	18,511
035000107	SR 1 (US 70, Sparta Hwy.)	E. of SR 462 (Northside Dr.)	11,718	11,923	12,132	12,344	12,560	12,780	13,003	13,231	13,462
035000091	SR 1 (US 70, Sparta Hwy.)	W. of SR 462 (Northside Dr.)	8,495	8,644	8,795	8,949	9,106	9,265	9,427	9,592	9,760
035000105	SR 1 (US 70, West Avenue)	East of SR 24 (US 70N)	16,692	16,734	16,776	16,818	16,860	16,902	16,944	16,987	17,029
035000066	SR 1 (US 70, West Avenue)	West of 10th Street	10,459	10,485	10,511	10,538	10,564	10,590	10,617	10,643	10,670
035000111	SR 1/101 (US 70)	East of SR 28 (US 127)	8,769	8,791	8,813	8,835	8,857	8,879	8,901	8,923	8,946
035000126	SR 1/101 (US 70)	E. of SR 101 (Lantana Rd.)	8,769	8,791	8,813	8,835	8,857	8,879	8,901	8,923	8,946
035000082	SR 1/101 (US 70)	East of Webb Avenue	6,444	6,461	6,477	6,493	6,509	6,525	6,542	6,558	6,574
035000079	SR 101 (Lantana Road)	N. of SR 282 (Dunbar Rd.)	15,177	15,253	15,329	15,406	15,483	15,560	15,638	15,716	15,795
035000133	SR 101 (Lantana Road)	S. of SR 392 (Miller Ave.)	14,396	14,468	14,540	14,613	14,686	14,760	14,833	14,908	14,982
035000081	SR 101 (Lantana Road)	N. of SR 392 (Miller Ave.)	3,794	3,813	3,832	3,852	3,871	3,890	3,910	3,929	3,949
035000067	SR 101 (Peavine Road)	North of Interstate 40	27,083	27,693	28,316	28,953	29,604	30,270	30,951	31,648	32,360
035000123	SR 101 (Peavine Road)	South of Interstate 40	16,315	16,682	17,058	17,441	17,834	18,235	18,645	19,065	19,494
035000020	SR 24 (US 70N, West Ave.)	West of SR 1 (US 70)	9,019	9,154	9,292	9,431	9,573	9,716	9,862	10,010	10,160
035000092	SR 24 (US 70N, West Ave.)	W. of SR 462 (Northside Dr.)	5,689	5,774	5,861	5,949	6,038	6,129	6,221	6,314	6,409
035000075	SR 28 (US 127, N. Main St.)	North of Industrial Boulevard	27,757	28,035	28,315	28,598	28,884	29,173	29,465	29,759	30,057
035000108	SR 28 (US 127, N. Main St.)	N. of SR 392 (Miller Ave.)	26,761	27,029	27,299	27,572	27,848	28,126	28,408	28,692	28,979
035000065	SR 28 (US 127, N. Main St.)	S. of SR 298 (Genesis Rd.)	17,967	18,057	18,147	18,238	18,329	18,421	18,513	18,606	18,699
035000129	SR 28 (US 127, N. Main St.)	N. of SR 298 (Genesis Rd.)	15,847	15,887	15,926	15,966	16,006	16,046	16,086	16,126	16,167
035000124	SR 28 (US 127, N. Main St.)	North of Interstate 40	17,743	17,965	18,189	18,417	18,647	18,880	19,116	19,355	19,597
035000089	SR 28 (US 127, S. Main St.)	North of SR 68	12,044	12,074	12,104	12,134	12,165	12,195	12,226	12,256	12,287
035000025	SR 28 (US 127, S. Main St.)	North of SR 392	10,353	10,379	10,405	10,431	10,457	10,483	10,510	10,536	10,562
035000022	SR 298 (Genesis Road)	North of Webb Avenue	12,400	12,679	12,964	13,256	13,554	13,859	14,171	14,489	14,815
035000010	SR 298 (Genesis Road)	North of Interstate 40	4,405	4,504	4,606	4,709	4,815	4,923	5,034	5,148	5,263
035000098	SR 392 (Miller Avenue)	West of 4th Street	23,494	24,023	24,563	25,116	25,681	26,259	26,849	27,454	28,071
035000128	SR 392 (Miller Avenue)	North of Stanley Street	21,536	22,021	22,516	23,023	23,541	24,070	24,612	25,166	25,732
035000125	SR 392 (Miller Avenue)	N. of SR 101 (Lantana Rd.)	19,578	20,019	20,469	20,930	21,401	21,882	22,375	22,878	23,393
035000116	SR 392 (Miller Avenue)	North of SR 1 (US 70)	16,315	16,682	17,058	17,441	17,834	18,235	18,645	19,065	19,494
035000130	SR 392 (Miller Avenue)	East of SR 28 (US 127)	11,584	11,844	12,111	12,383	12,662	12,947	13,238	13,536	13,841
035000113	SR 392 (Miller Avenue)	West of SR 28 (US 127)	10,605	10,844	11,087	11,337	11,592	11,853	12,120	12,392	12,671
035000131	SR 392 (Miller Avenue)	West of SR 1 (US 70)	10,115	10,343	10,576	10,814	11,057	11,306	11,560	11,820	12,086
035000134	SR 462 (Northside Drive)	North of SR 1 (US 70)	4,541	4,666	4,794	4,926	5,061	5,201	5,344	5,491	5,642
035000086	Stanley Street	S. of SR 392 (Miller Ave.)	1,585	1,589	1,593	1,597	1,601	1,605	1,609	1,613	1,617
035000103	Wayne Avenue	S. of SR 298 (Genesis Rd.)	3,698	3,707	3,716	3,725	3,735	3,744	3,753	3,763	3,772
035000087	Webb Avenue	S. of SR 298 (Genesis Rd.)	3,486	3,495	3,504	3,513	3,521	3,530	3,539	3,548	3,557
035000112	West Adams Street	North of Azalia Avenue	1,690	1,695	1,699	1,703	1,707	1,712	1,716	1,720	1,724



Crossville Traffic Flow & Downtown Pedestrian Mobility Study

CAPITAL IMPROVEMENTS, RECOMMENDED PRIORITIES, AND COSTS

November 2016

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Appendix A: Recommended Improvements by Intersection

CAPITAL IMPROVEMENTS AND COSTS

This report provides the City with a list of specific components and estimated cost of equipment, infrastructure and installation needed to improve the transportation system as identified in the study recommendations. The list is organized according to the three primary traffic scenarios that were analyzed. Also included in this report are cost estimates for the bicycle/multi-use path options, as well as for various recommended signal system upgrades not linked to a particular traffic scenario.

Tables 1 through 4 list the specific equipment and/or infrastructure components needed to implement each recommended scenario, as well as the total cost estimate for implementation.

Implementation of the truck diversion scenario will involve costs other than the recommended signal timing adjustments. The City will need to install new signage that indicates the type of restriction and the physical locations where it applies. A signage plan must be submitted to TDOT for prior approval. Note that trucks will not be subject to the restriction if they have a purpose for being in the downtown area (for example, delivering goods to a downtown business). There may be additional local enforcement costs to determine which trucks are legitimately using downtown Main Street.

Table 1: Truck Diversion, Capital Improvements

Component	Quantity	Unit Cost	Cost Estimate
Signal Timing Adjustments	14	\$4,000	\$56,000
TOTAL			\$56,000 *

* Does not include additional required signage or enforcement (see explanation above).

Table 2: Signal System Coordination, Capital Improvements

Component	Quantity	Unit Cost	Cost Estimate
Video / Radar Detection	35	\$35,000	\$1,715,000
Aerial Fiber Optic Interconnect	LS	\$226,000	\$316,400
Underground Fiber Optic Interconnect	2	\$8,000	\$22,400
Radio Detection	7	\$5,000	\$49,000
CCTV	3	\$12,000	\$50,400
TOTAL			\$2,153,200

Note: Cost Estimate includes equipment, mobilization, contingency, and engineering. It does not include right-of-way or utilities. LS stands for lump sum.

The cost estimates for implementing pedestrian signals range according to the number of approaches at each intersection and how much equipment is needed. Therefore, cost estimates for this scenario are presented for the four main components as well as the total. (For individual intersection costs related to pedestrian signal installations, refer to **Appendix A.**)

Table 3: Pedestrian Signals, Capital Improvements

Component	Cost Estimate
Pedestrian Pole	\$105,000
Countdown Pedestrian Signal	\$123,200
Audible Pedestrian Pushbutton	\$61,600
Misc. (Wiring, Conduit, Pull Boxes)	\$144,900
TOTAL	\$434,700

Note: Cost Estimate includes equipment, mobilization, contingency, and engineering. It does not include right-of-way or utilities.

Table 4: Miscellaneous Signal Upgrades, Capital Improvements

Component	Quantity	Unit Cost	Estimated Cost
Signal Head Assembly	3	\$1,200	\$35,280
	3	\$2,400	
	1	\$4,800	
	1	\$9,600	
Eight Phase Base Mounted Cabinet	1	\$18,000	\$25,200
Eight Phase Actuated Controller	36	\$5,000	\$252,000
TOTAL			\$312,480

Note: Cost Estimate includes equipment, mobilization, contingency, and engineering. It does not include right-of-way or utilities. For specific improvements at each intersection, see Appendix A.

Table 5: Bicycle / Multi-Use Path, Capital Improvement Options

Route	Type	Description	Estimated Cost
Alternative 1	All on-street facilities	North Hills Drive, Genesis Road (SR 298), Webb Avenue	\$168,000
Alternative 2	Mix of on- and off-street facilities	On-street facilities along Wayne Avenue and Webb Avenue; approx. 3,000' of new 10-foot off-street path	\$546,000 *

** Planning-level estimate based on existing TDOT data and preliminary field review. Further review of right-of-way availability and possible utility relocation may affect final estimates.*

RECOMMENDED PRIORITIES

To assist with budgeting, the proposed work for signal coordination and pedestrian signal installation has been further broken down to identify priorities in the event that the recommendations are implemented in phases. The priorities are a result of technical evaluation and project team meeting discussions.

The total cost of implementation is presented in **Table 6** according to recommended timeframe:

- Near-term (0-5 years)
- Mid-term (5-10 years)
- Long-term (10-25 years)

Table 6: Total Cost of Implementation, by Recommended Timeframe

Priority	Signal System	Ped Signals	Total Est. Cost
Near Term (0-5 years)	\$1,468,600	\$160,650	\$1,629,250
Mid-Term (5-10 years)	\$168,000	\$170,100	\$338,100
Long-Term (10-25 years)	\$516,600	\$103,950	\$620,550
TOTAL	\$2,153,200	\$434,700	\$2,587,900

Tables 7 and 8 on the following pages, present the locations that are recommended for improvement in each timeframe. Table 7 shows recommended priorities for signal coordination and upgrades, including what is needed to implement the proposed downtown truck diversion. Table 8 presents the same information for installation of pedestrian signals and related improvements. The other miscellaneous signal equipment upgrades were not prioritized and could be made as funds permit or in conjunction with other projects.

Table 7: Prioritized Capital Improvements for Signal System Coordination

Route	Intersecting Route	Coordination Timing	Zone	Priority	Notes
Lantana Road (SR 101) / Adams Street	Miller Avenue (SR 392)	Create	5	Near-Term	This is the top priority section to be coordinated prior to implementation of the truck route.
Lantana Road (SR 101) / Old Lantana Road	Miller Avenue (SR 392)	Create			
Miller Avenue (SR 392)	10th Street	Create			
Miller Avenue (SR 392)	4th Street	Create			
Miller Avenue (SR 392)	Stanley Street	Create			
West Avenue (SR 1 / US 70 / SR 24 / US 70N)	Sparta Highway (SR 1 / US 70) / Elmore Road	Create	3	Near-Term	Several of these intersections are located along the Miller Avenue (SR 392) corridor. This zone needs to be coordinated in conjunction with Zone 5 prior to implementation of the truck route.
West Avenue (SR 1 / US 70)	Miller Avenue North (SR 392)	Create			
Sparta Highway (SR 1 / US 70)	Highland Square	Create			
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North	Create			
Main Street (SR 28 / US 127)	Genesis Road (SR 298) / Penfield Street	Create			
Miller Avenue (SR 392)	Livingston Road	Create			
Genesis Road (SR 298)	Webb Avenue	Create			
Main Street (SR 28 / US 127)	Industrial Boulevard	Update			
Main Street (SR 28 / US 127)	Elmore Road	Update			
Main Street (SR 28 / US 127)	Woodmere Mall	Update			
Elmore Road	Livingston Road	Update			
West Avenue (SR 1 / US 70)	4th Street	Create	4	Near-Term	This zone should be coordinated following conversion of Miller Avenue (SR 392) to the designated truck route.
West Avenue (SR 1 / US 70)	Stanley Street	Create			
Main Street (SR 28 / US 127)	4th Street	Create			
Main Street (SR 28 / US 127)	1st Street	Create			
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive	Create			
Lantana Road (SR 1 / SR 101 / US 70)	West Avenue (SR 1 / US 70) / Azalia Avenue	Create			
Lantana Road (SR 1 / SR 101 / US 70)	Main Street (SR 28 / US 127)	Create			
1st Street	Webb Avenue	Create			
Main Street (SR 28 / US 127)	Obed Plaza	Create	2	Mid-Term	Interstate Drive / Northside Drive operates at a failing LOS in 2016 & 2040. Coordination would reduce delay by approximately 50%.
Main Street (SR 28 / US 127)	Lowe's	Create			
Main Street (SR 28 / US 127)	Interstate Drive / Northside Drive	Create			
Main Street (SR 28 / US 127)	I-40 Westbound Ramps	Update	1	Long-Term	Projected LOS in 2040 is still A/B
Main Street (SR 28 / US 127)	I-40 Eastbound Ramps	Update			
Main Street (SR 28 / US 127)	Crossroads Drive / Executive Drive	Update			
Peavine Road (SR 101)	I-40 Eastbound Ramps	Create	6	Long-Term	Projected LOS in 2040 is still B
Peavine Road (SR 101)	I-40 Westbound Ramps	Create			
Genesis Road (SR 298)	Interstate Drive	Create	7	Long-Term	Projected LOS in 2040 is A/B/C
Genesis Road (SR 298)	I-40 Eastbound Ramps	Create			
Genesis Road (SR 298)	I-40 Westbound Ramps	Create			
Genesis Road (SR 298)	Cook Road / Crabtree Road	Create			

Table 8: Prioritized Capital Improvements for Pedestrian Signal Work

Intersection		Priority	Notes
West Avenue (SR 1 / US 70)	4th Street	Near-Term	Helps to provide connectivity between downtown and school campuses
West Avenue (SR 1 / US 70)	Stanley Street	Near-Term	Helps to provide connectivity between downtown and school campuses
Main Street (SR 28 / US 127)	4th Street	Near-Term	Recommended as part of the Bicycle & Pedestrian Safety Assessment
Main Street (SR 28 / US 127)	1st Street	Near-Term	Recommended as part of the Bicycle & Pedestrian Safety Assessment
Main Street (SR 28 / US 127)	Cleveland Street / Elmo Drive	Near-Term	Recommended as part of the Bicycle & Pedestrian Safety Assessment
Main Street (SR 28 / US 127)	Elmore Road	Mid-Term	
Main Street (SR 28 / US 127)	Miller Avenue (SR 392) North	Mid-Term	
Main Street (SR 28 / US 127)	Woodmere Mall	Mid-Term	
Main Street (SR 28 / US 127)	Genesis Road (SR 398) / Penfield Street	Mid-Term	
Lantana Road (SR 1 / SR 101 / US 70)	West Avenue (SR 1 / US 70) / Azalia Avenue	Mid-Term	
Lantana Road (SR 1 / SR 101 / US 70)	Main Street (SR 28 / US 127)	Mid-Term	Would be completed as part of intersection re-design. Currently requires additional improvements including removal of high curb. Visibility important, given the high traffic volumes through this intersection.
West Avenue (SR 1 / US 70)	Miller Avenue North (SR 392)	Long-Term	
Main Street (SR 28 / US 127)	Miller Avenue South (SR 392)	Long-Term	Add a pedestrian signal at this location once sidewalks are constructed north and south of the intersection along US 127.
Genesis Road (SR 398)	Webb Avenue	Long-Term	
1st Street	Webb Avenue	Long-Term	

Appendix A

Recommended Improvements by Intersection

Route	West Avenue (SR 1 / US 70 / SR 24 / US 70N)	West Avenue (SR 1 / US 70)	West Avenue (SR 1 / US 70)	West Avenue (SR 1 / US 70)	Sparta Highway (SR 1 / US 70)	Main Street (SR 28 / US 127)
Intersecting Route	Sparta Highway (SR 1 / US 70) / Elmore Road	Miller Avenue North (SR 392)	4th Street	Stanley Street	Highland Square	Obed Plaza
Signal Display						
Signal Head Assembly	\$1,200	\$1,200				
Pedestrian Signals						
Pedestrian Pole		\$4,500	\$4,500	\$3,000		
Countdown Pedestrian Signal		\$8,000	\$4,000	\$4,000		
Audible Pedestrian Pushbutton		\$4,000	\$2,000	\$2,000		
Misc (Wiring, Conduit, Pull Boxes)		\$8,250	\$5,250	\$4,500		
Cabinet						
Eight Phase Base Mounted Cabinet						
Controller						
Eight Phase Actuated Controller	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Communication						
Aerial Fiber Optic Interconnect	\$15,000	\$23,000	\$38,000	\$9,000	\$9,000	
Underground Fiber Optic Interconnect						
Radio Interconnect						\$5,000
Detection						
Video/Radar Detection	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
CCTV						
CCTV Pole and Camera						
Miscellaneous Costs						
Mobilization	\$2,810	\$4,448	\$4,688	\$3,125	\$2,450	\$2,250
Contingency	\$5,620	\$8,895	\$9,375	\$6,250	\$4,900	\$4,500
Engineering	\$6,463	\$10,229	\$10,781	\$7,188	\$5,635	\$5,175
CEI	\$9,695	\$15,344	\$16,172	\$10,781	\$8,453	\$7,763
Total Per Intersection	\$80,788	\$127,866	\$134,766	\$89,844	\$70,438	\$64,688

Route	Main Street (SR 28 / US 127)	Main Street (SR 28 / US 127)	Main Street (SR 28 / US 127)			
Intersecting Route	Lowe's	Industrial Boulevard	Miller Avenue (SR 392) North	Genesis Road (SR 298) / Penfield Street	4th Street	1st Street
Signal Display						
Signal Head Assembly	\$2,400					\$4,800
Pedestrian Signals						
Pedestrian Pole			\$4,500	\$6,000	\$6,000	\$6,000
Countdown Pedestrian Signal			\$8,000	\$8,000	\$8,000	\$8,000
Audible Pedestrian Pushbutton			\$4,000	\$4,000	\$4,000	\$4,000
Misc (Wiring, Conduit, Pull Boxes)			\$8,250	\$9,000	\$9,000	\$9,000
Cabinet						
Eight Phase Base Mounted Cabinet						
Controller						
Eight Phase Actuated Controller	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Communication						
Aerial Fiber Optic Interconnect					\$5,000	\$5,000
Underground Fiber Optic Interconnect						\$8,000
Radio Interconnect	\$5,000	\$5,000				
Detection						
Video/Radar Detection	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
CCTV						
CCTV Pole and Camera						
Miscellaneous Costs						
Mobilization	\$2,370	\$2,250	\$3,238	\$3,350	\$3,600	\$4,240
Contingency	\$4,740	\$4,500	\$6,475	\$6,700	\$7,200	\$8,480
Engineering	\$5,451	\$5,175	\$7,446	\$7,705	\$8,280	\$9,752
CEI	\$8,177	\$7,763	\$11,169	\$11,558	\$12,420	\$14,628
Total Per Intersection	\$68,138	\$64,688	\$93,078	\$96,313	\$103,500	\$121,900

Route	Main Street (SR 28 / US 127)	Lantana Road (SR 101) / Adams Street	Lantana Road (SR 101) / Old Lantana Road	Lantana Road (SR 1 / SR 101 / US 70)
Intersecting Route	Cleveland Street / Elmo Drive	Miller Avenue (SR 392)	Miller Avenue (SR 392)	West Avenue (SR 1 / US 70) / Azalia Avenue
Signal Display				
Signal Head Assembly				
Pedestrian Signals				
Pedestrian Pole	\$9,000			\$1,500
Countdown Pedestrian Signal	\$8,000			\$2,000
Audible Pedestrian Pushbutton	\$4,000			\$1,000
Misc (Wiring, Conduit, Pull Boxes)	\$10,500			\$2,250
Cabinet				
Eight Phase Base Mounted Cabinet				
Controller				
Eight Phase Actuated Controller	\$5,000	\$5,000	\$5,000	\$5,000
Communication				
Aerial Fiber Optic Interconnect	\$13,000	\$8,000	\$16,000	\$5,000
Underground Fiber Optic Interconnect				
Radio Interconnect				
Detection				
Video/Radar Detection	\$35,000	\$35,000	\$35,000	\$35,000
CCTV				
CCTV Pole and Camera				
Miscellaneous Costs				
Mobilization	\$4,225	\$2,400	\$2,800	\$2,588
Contingency	\$8,450	\$4,800	\$5,600	\$5,175
Engineering	\$9,718	\$5,520	\$6,440	\$5,951
CEI	\$14,576	\$8,280	\$9,660	\$8,927
Total Per Intersection	\$121,469	\$69,000	\$80,500	\$74,391

Route	Lantana Road (SR 1 / SR 101 / US 70)	Miller Avenue (SR 392)	Genesis Road (SR 298)	Genesis Road (SR 298)			
Intersecting Route	Main Street (SR 28 / US 127)	Livingston Road	10th Street	4th Street	Stanley Street	Webb Avenue	Interstate Drive
Signal Display							
Signal Head Assembly							
Pedestrian Signals							
Pedestrian Pole	\$6,000					\$3,000	
Countdown Pedestrian Signal	\$8,000					\$2,000	
Audible Pedestrian Pushbutton	\$4,000					\$1,000	
Misc (Wiring, Conduit, Pull Boxes)	\$9,000					\$3,000	
Cabinet							
Eight Phase Base Mounted Cabinet							
Controller							
Eight Phase Actuated Controller	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Communication							
Aerial Fiber Optic Interconnect	\$5,000		\$17,000	\$27,000	\$10,000	\$8,000	
Underground Fiber Optic Interconnect							
Radio Interconnect							\$5,000
Detection							
Video/Radar Detection		\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
CCTV							
CCTV Pole and Camera							
Miscellaneous Costs							
Mobilization	\$1,850	\$2,000	\$2,850	\$3,350	\$2,500	\$2,850	\$2,250
Contingency	\$3,700	\$4,000	\$5,700	\$6,700	\$5,000	\$5,700	\$4,500
Engineering	\$4,255	\$4,600	\$6,555	\$7,705	\$5,750	\$6,555	\$5,175
CEI	\$6,383	\$6,900	\$9,833	\$11,558	\$8,625	\$9,833	\$7,763
Total Per Intersection	\$53,188	\$57,500	\$81,938	\$96,313	\$71,875	\$81,938	\$64,688

Route	Genesis Road (SR 298)	Genesis Road (SR 298)	Genesis Road (SR 298)	Peavine Road (SR 101)	Peavine Road (SR 101)	1st Street	Main Street (SR 28 / US 127)
Intersecting Route	I-40 Eastbound Ramps	I-40 Westbound Ramps	Cook Road / Crabtree Road	I-40 Eastbound Ramps	I-40 Westbound Ramps	Webb Avenue	I-40 Westbound Ramps
Signal Display							
Signal Head Assembly						\$9,600	
Pedestrian Signals							
Pedestrian Pole						\$3,000	
Countdown Pedestrian Signal						\$2,000	
Audible Pedestrian Pushbutton						\$1,000	
Misc (Wiring, Conduit, Pull Boxes)						\$3,000	
Cabinet							
Eight Phase Base Mounted Cabinet						\$18,000	
Controller							
Eight Phase Actuated Controller	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Communication							
Aerial Fiber Optic Interconnect				\$8,000		\$5,000	
Underground Fiber Optic Interconnect						\$8,000	
Radio Interconnect							
Detection							
Video/Radar Detection	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
CCTV							
CCTV Pole and Camera		\$12,000		\$12,000			\$12,000
Miscellaneous Costs							
Mobilization	\$2,000	\$2,600	\$2,000	\$3,000	\$2,000	\$4,480	\$2,600
Contingency	\$4,000	\$5,200	\$4,000	\$6,000	\$4,000	\$8,960	\$5,200
Engineering	\$4,600	\$5,980	\$4,600	\$6,900	\$4,600	\$10,304	\$5,980
CEI	\$6,900	\$8,970	\$6,900	\$10,350	\$6,900	\$15,456	\$8,970
Total Per Intersection	\$57,500	\$74,750	\$57,500	\$86,250	\$57,500	\$128,800	\$74,750

Route	Main Street (SR 28 / US 127)	Main Street (SR 28 / US 127)	Main Street (SR 28 / US 127)	Main Street (SR 28 / US 127)	Main Street (SR 28 / US 127)	Elmore Road
Intersecting Route	I-40 Eastbound Ramps	Crossroads Drive / Executive Drive	Interstate Drive / Northside Drive	Elmore Road	Woodmere Mall	Livingston Road
Signal Display						
Signal Head Assembly			\$2,400	\$1,200		\$2,400
Pedestrian Signals						
Pedestrian Pole				\$6,000	\$3,000	
Countdown Pedestrian Signal				\$8,000	\$2,000	
Audible Pedestrian Pushbutton				\$4,000	\$1,000	
Misc (Wiring, Conduit, Pull Boxes)				\$9,000	\$3,000	
Cabinet						
Eight Phase Base Mounted Cabinet						
Controller						
Eight Phase Actuated Controller	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Communication						
Aerial Fiber Optic Interconnect						
Underground Fiber Optic Interconnect						
Radio Interconnect		\$5,000	\$5,000	\$5,000		
Detection						
Video/Radar Detection	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
CCTV						
CCTV Pole and Camera						
Miscellaneous Costs						
Mobilization	\$2,000	\$2,250	\$2,370	\$3,660	\$2,450	\$2,120
Contingency	\$4,000	\$4,500	\$4,740	\$7,320	\$4,900	\$4,240
Engineering	\$4,600	\$5,175	\$5,451	\$8,418	\$5,635	\$4,876
CEI	\$6,900	\$7,763	\$8,177	\$12,627	\$8,453	\$7,314
Total Per Intersection	\$57,500	\$64,688	\$68,138	\$105,225	\$70,438	\$60,950

MEMORANDUM

To: Tim Begley, City of Crossville Director of Engineering
From: Jeanne Stevens, Senior Supervising Planner
Date: February 24, 2017
Project Name: City of Crossville Traffic Flow Study (PB Project 185725B)
Subject: Submittal of Signal Timing Plans
CC: Stacy Morrison, TDOT Region 2 Planning Supervisor
Anne Marie Warnick, PE, Traffic Engineer, WSP | PB

Attached please find signal timing plans reflecting the recommendations developed through the Crossville Traffic Flow Study.

The following assumptions were made when developing the timing tables:

1. New timing data from the Synchro models was included only. Any timing information from signals already part of a coordinated system with other time of day (i.e. mid-day) or day of week (i.e. Saturday/Sunday) timing was not included. Additional time of day or day of week timing information can be added by the City of Crossville.
2. New phasing at the US 127 / First Street intersection was received from the City of Crossville, and the Synchro models were updated using this new phasing, which is included in the timing tables.
3. Phasing was changed at two intersections in the study area:
 - a. Main Street at Elmore – in the AM peak, the Phase 3 and 4 split phasing was changed to allow Phase 4 to go before Phase 3.
 - b. Peavine Road at I-40 WB – in the PM, the Phase 5 left turn becomes a lagging left turn.

There is no way to indicate lagging phases in the timing table. Therefore if it is not possible to change the phasing by time of day in the controllers, the city may use these timings with the original phasing; however, offsets will likely need to be adjusted in the field to better accommodate traffic flow.

If you have questions or would like to further discuss the plans, please feel free to contact traffic engineer Anne Marie Warnick, PE at either (859) 246-3877 or warnick@pbworld.com. Ms. Warnick is available any time next week (Feb. 27 through March 3). Please note she will be out of the office on travel from March 6 through March 22. After that date she will return to the office and will once again be available for questions.