243 High Street Room 026
Morgantown, WV 26505
(304) 291-9571
www.plantogether.org

Agenda

Transportation Technical Advisory Committee
243 High Street Room 026 and by WEBEX
Morgantown WV
June 8, 2021

1:30 PM

1. Call To Order
2. Approval of Minutes
3. WV 7-Mineral Avenue Preliminary Report
4. Metropolitan Transportation Plan Update
5. Mountain Line Transit Study Update
6. Other Business
7. Meeting Adjournment

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Memorandum

Date: June 3, 2021

To: TTAC Members

From: Bill Austin, AICP

Subject: June 8 Meeting Agenda Items

This memorandum is to inform you of the items under consideration in the June 8, 2021 Agenda.

-WV 7/Mineral Avenue Intersection Preliminary Report-Please find enclosed with the Agenda Packet a preliminary report on the data collection for the subject intersection. This report presents the results of staff's recent data effort on the subject intersection. The initial data collection does not identify the need for a traffic signal at the intersection, however it does identify that there are significant pedestrian volumes at the location. Staff is recommending that this data collection be repeated this fall when it is anticipated that traffic will be returning to patterns more resembling pre-pandemic levels.

-Metropolitan Transportation Plan Update-Stantec has begun work on the Update of the Metropolitan Transportation Plan (MTP) to date thy have reported the following progress:

- Facilitated initial kickoff meeting for Advisory Committee Monday 5/3
- Data assembly from City, MPO, State DOH sources
- Crash analysis (2015-2019) and summary infographic
- Demographic review and summary infographics
- Review of previous MTP projects and current TIP project list of committed projects
- Review of transportation funding trends in preparation for projecting revenues
- Review of State DOH LRTP update
- Draft versions of project website, online survey, interactive map

Staff is in the process of arranging meetings with various stakeholders and compiling data needed for the Plan Update.

In order to make the MTP update process as efficient as possible the MPO's Committee's and the Policy Board should begin reviewing the currently adopted Goals and Objectives of the MTP in order to be prepared to discuss them as part of the MTP Update. The Goals and Objectives for the current MTP are below:

GOAL #1: a multimodal transportation system that efficiently moves people and goods

 Objective 1 A: Eliminate/reduce current congestion and multimodal traffic flow restrictions on arterial and collector roadways
 Objective 1 B: Ensure that future development and related transportation improvements address capacity and connectivity needs proactively rather than reactively
 Objective 1 C: Improve ingress/egress to the most densely developed/highest activity areas of region

 Objective 1 D: Provide adequate transportation capacity and access to support current businesses
 Objective 1 E: Focus capacity improvements for all modes in areas of desired future growth and development that support the public's vision for the region

GOAL #2: a transportation system in which all modes are highly integrated and connected

 Objective 2 A: Allow for convenient transfer from one mode to another in the region (i.e. biking to bus, vanpooling to bus, etc.) to maximize travel efficiency
 Objective 2 B: Encourage the use of the most efficient mode based on the distance and characteristics of a particular trip
 Objective 2 C: Increase the geographic area in which people have convenient access to non-automobile modes
 Objective 2 D: Reduce reliance on automobile for travel
 Objective 2 E: Better serve those who do not/cannot own and drive a personal automobile
 Objective 2 F: Allow for efficient transfers of goods between modes (air, pipeline, river, and rail)
 Objective 2 G: Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities
 Objective 2 H: Increase use of existing rail-trails for transportation purposes

GOAL #3: a multimodal transportation system that safely moves people and goods

 Objective 3 A: To minimize crashes, especially injury/fatality crashes, by 50% through improvements to high crash locations, improvements to local enforcement of traffic laws, and education of transportation system users
 Objective 3 B: To ensure that future growth and related transportation improvements address transportation safety needs in planning and design

Goal #4: a transportation system that maximizes the efficiency of freight movement through and within the

 Objective 4 A: Reduce truck traffic in residential neighborhoods and on other streets where significant numbers of bicycles and pedestrians are present
 Objective 4 B: Improve truck access to key industrial areas
 Objective 4 C: Increase options for freight movement that minimizes truck traffic on non-interstate roadways

Goal #5: greater collaboration between local agencies, state officials, and private interests in the pursuit and funding of transportation improvements

 Objective 5 A: More effective and less costly transportation improvements by capitalizing on common goals and needs between communities and agencies in the region
 Objective 5 B: Higher quality transportation system improvements due to cost sharing and collaboration
 Objective 5 C: Transportation improvements that support the public's long-term vision for the region

Goal #6: A transportation system that is attractive, sustainable, and livable

 Objective 6 A: Integrate the local context of the area into the planning, design, and construction of transportation improvements
 Objective 6 B: Include sustainability features in design of transportation improvements that minimize environmental impacts
 Objective 6 C: Address multimodal system needs in all planning, design, and construction of transportation improvements
 *Objective 6 D: Reduces or mitigate the storm water impacts of surface transportation
 *Objective 6 E: Enhance travel and tourism in the Morgantown Monongalia urban area

Goal #7: Reduce automobile trip demand, especially during peak travel hours

 Objective 7 A: Reduce the need to construct costly transportation and parking infrastructure improvements
 Objective 7 B: Invest in transportation improvements that encourage and support development/land use patterns that decrease need to travel
 Objective 7 C: Reduce automobile emissions and improve air quality
 Objective 7 D: 50% increase in trips made by walking
 Objective 7 E: 5% of all trips made by bicycle by 2025
 Objective 7 F: Increase number of trips made by public transit by 200%
 Objective 7 G: Increase work telecommuting and virtual lectures (WVU)
 Objective 7 H: Increase average vehicle occupancy by 50%

Goal #8: A multimodal transportation system that enhances the homeland security of the region

 Objective 8 A: Heighten awareness of homeland security needs related to transportation
 *Objective 8 B: Improve understanding of critical transportation system-related homeland security issues in the region, improves transportation system resiliency and reliability
 Objective 8 C: Incorporate homeland security needs in transportation project planning, design, and construction

The Goals and Objectives above are consistent with the Federally required planning factors for Metropolitan Transportation Plans. The required Federal planning factors are identified below:

Federal Planning Factors

a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
b. Increase the safety of the transportation system for motorized and nonmotorized users;
c. Increase the security of the transportation system for motorized and nonmotorized users
d. Increase the accessibility and mobility of people and for freight
e. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
f. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
g. Promote efficient system management and operation
h. Emphasize the preservation of the existing transportation system
i. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
j. Enhance travel and tourism

It is anticipated that these goals and objectives will be reviewed in depth with the MTP Steering Committee and the public during the first stages of the MTP Update process.

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING

March 9, 2021

This meeting was held virtually on
https://morgantownmonongaliampo.my.webex.com/meet/baustin

Members Present:

Bill Austin (Chair), Andrew Gast-Bray, David Bruffy, Latina Mayle, Michael Dougherty, Clement Solomon, Brain Carr, Damien Davis, Maria Smith,

Others Present: Perry Su, Tom Spencer, Drew Gatlin, Jamie Summerlin, Sam Morrone, John Boyle, Braxton Lewis, Mark Staud, Dan Estep, Jing Zhang,

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1. Call to Order

Mr. Austin noted that due to the COVID 19 pandemic, the CAC meeting is being held as a teleconference. The phone number and web address to access the teleconference were publicized.

With a quorum present, Mr. Austin called the meeting of the TTAC to order at 2:46 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda packet. Mr. Davis moved to approve the minutes as presented; seconded by Mr. Gast-Bray. With no discussion, the motion was passed unanimously.

3. TIP Amendments

Mr. Austin noted that the DOH has proposed amendments to the MPO's Transportation Improvement Program. The amendments will remove some bridge projects to a bridge bundle program developed by the DOH and now included in a BUILD grant from the FHWA. Those bridge projects include the Westover Bridge project, Uffington I/C +1 project, the I-68 SB Ramp Bridge project, and USAC Daniel Mehringer Memorial Bridge NB & SB project. In addition, the DOH requested deletion of Beechurst Ave at 6TH (GO BOND 4). The project is to be merged with the University Ave- Campus Dr project. The DOH also requested adjustment on the funding for the Van Voorhis Rd project and University Ave-Campus Dr project.

Mr. Carr noted that DOH is finalizing the bridge bundle program and will share the information with the MMMPO very soon. He noted that the Beechurst Ave project has been on the book for quite some time. The project has been modified over the years. Mr. Carr noted that the bridge-bundle is a big

program undertaken by the DOH, covering the whole state. It will help the DOH address performance measurement.

Mr. Dougherty noted that the Westover Bridge project is listed under the deletion section, but it is proposed for a funding adjustment. Mr. Austin noted that it is an error. The Westover Bridge project is for an adjustment. Mr. Austin noted that the MPO will correct the error before presenting it to the Policy Board.

Mr. Dougherty moved to recommend approval of the proposed TIP amendment to the Policy Board with correction as noted; seconded by Mr. Gast-Bray. With no discussion, the motion was passed unanimously.

4. FY 2021-2022 UPWP

Mr. Austin noted that the draft FY 2021-2022 UPWP is included in the agenda package. Mr. Austin noted that the UPWP includes a request for $200,000 (80% Federal, 10% State, 10% Local) in additional funding for the Metropolitan Transportation Plan Update, a 2.75% cost of living increase for MPO staff, and two work items for Mountain Line Transit. The work items for Mountain Line are a review of selected intersections where Mountain Line vehicles have to make left turns to identify any operational improvements that could facilitate the movement and improve safety, and a review of Mountain Line data to identifying heavily utilized locations heavily used by Mountain Line passengers that could use the sidewalk and or bus shelter improvement.

Mr. Gast-Bray moved to recommend approval of the proposed TIP amendment to the Policy Board; seconded by Mr. Dougherty. With no discussion, the motion was passed unanimously.

Mr. Gatlin asked when the traffic is expected to back to normal and the timeframe for the next traffic count in the region. Mr. Morrone noted that the statewide policies on social distancing might have an impact on traffic volume. Mr. Austin noted that the traffic might not get back to normal until next year, while the journey to work trips might never be the same as pre-pandemic level. He noted that the DOH has been counting traffic during the pandemic period. The MPO will continue its annual traffic program in the 2022 UPWP.

5. Scope of work for Metropolitan Transportation Plan Update

Mr. Austin noted that MPO staff is finalizing the contract with the consulting firm for the Metropolitan Transportation Plan Update. The draft scope of work for the update is included in the agenda package. The scope includes an extensive public involvement process, an update of the regional travel demand model, and the creation of a fiscally constrained transportation plan. The work for the MTP update is to be performed in conjunction with the preparation of comprehensive plans for Monongalia County, the City of Morgantown, Star City, and Westover. The proposed cost of this work is $250,000, of which 80% will be provided by Federal funds, 10% from State funds, and 5% each from Monongalia County and the City of Morgantown. This project is funded partially in the current fiscal year and it is included in the FY 2021-2022 UPWP.

Mr. Austin noted that MPO staff requests a TTAC recommendation to the Policy Board to adopt this scope of work. The MPO also requests a TTAC recommendation to the Policy Board to authorize the Executive Director and the Policy Board Chairman to enter into the contract for this work upon successful completion of the negotiations.

Mr. Austin noted that the scope of work is only for the transportation plan update. The county and municipalities will negotiate with the consulting firm under separate contracts. Mr. Austin noted that Mon County, Westover, and Granville came close to finalizing their contract. Star City currently has concerns about the cost.

Mr. Whitmore noted that the City will negotiate the price with the consultant, as the price is not affordable to the city at this time. Mr. Whitmore noted that the City's new Planning Director will evaluate the scope of work and make a decision soon.

Mr. Gast-Bray moved to recommend approval of the proposed scope of work to the MPO's Policy Board, seconded by Mr. Whitmore. With no discussion, the motion was passed unanimously.

6. Performance Measures

a. Pavement Management/Bridge Maintenance

Mr. Austin noted that the FAST Act requires that the State Departments of Transportation adopt performance measures for a variety of transportation purposes. The MPO recently adopted the state's Highway Safety performance measures. In addition to safety, Congress expressed an interest in ensuring that roadway surfaces and bridges are well maintained. To accomplish this, the states are to set goals for the condition of their pavement and bridges.

b. Congestion Management

Mr. Austin noted that besides the performance measures on maintenance, the State has also developed goals for the measures on congestion management, including travel time reliability and emission reduction. Mr. Austin noted that the table showing the State's goals are included in the agenda package.

In the State Transportation Improvement Program, the DOH uses the PM1 for safety-related measures; the PM2 for maintenance-related measures, including bridges; and the PM3 for travel time liability-related measures.

Mr. Carr noted that only bridges on the national highway network are included in the performance measures. Smaller bridges on country routes are not included. Mr. Gast-Gray suggests adding way-finding features, such as arrows and signs, in the table to make it easier for the public to understand. Mr. Carr agreed and noted that he will pass along the comment to the DOH.

Mr. Carr moved to recommend the adoption of the proposed goals for the performance measures to the MPO's Policy Board; seconded by Mr. Dougherty. With no further discussion, the motion was passed. Mr. Sneckenberger abstained.

7. Mountain Line Transit Study

Mr. Austin noted that the Mountain Line Transit Authority has recently completed a short to medium-range transit plan. The Plan reviews Mountain Lines' current operations and makes recommendations for improvements. The executive summary of the study is included in the agenda package. The full plan is available at the MPO's website.

Mrs. Smith noted the Mountain Line has already been working on some projects recommended by the study, including mobile app, websites, and signages.

Mr. Davis moved to recommend the adoption of the study to the MPO's Policy Board; seconded by Mr. Dougherty. With no further discussion, the motion was passed unanimously.

Mr. Austin noted that the Mountain Line is doing a related study to identify the potential of an integrated fare collection system among the City of Morgantown, WVU, and the Mountain Line. The study is funded separately by a federal AIM grant.

8. Don Knotts Boulevard Crash Report

Mr. Austin noted that the crash report on Don Knotts Blvd is included in the agenda package. He noted that the report identifies several high crash locations particularly at Pleasant Street, Greenbag Road, Smithtown Road (SR 43), and Foundry Street. Mr. Austin noted that the MPO has gotten better access to the DOH's crash database. The Committee members can request the MPO staff to prepare similar crash reports at other locations of interest.

Mr. Boyle noted that the DOH should reach out to a variety of stakeholders to improve highway safety including emergency medical service, sheriff department, and fire department. Mr. Austin noted he will pass along the comment to the DOH.

Mr. Carr noted that at the intersection level, traffic engineers will use different methods to analyze and compare crashes with the state averages. The high crash rate shown in the corridor might be reviewed differently when it comes to specific intersection analysis.

Mr. Gast-Bray asked if corridor improvements will be eligible for HSIP funds. Mr. Carr noted that the HSIP fund is applicable to diverse conditions, including projects to improve corridor safety.

Mr. Gast-Bray moved to recommend approval of the study to the MPO's Policy Board with noting Mr. Carr's comments; seconded by Mr. Davis.

Mr. Gatlin suggested changing the phrase "non-motorized crashes" to "crashes involving non-motorists" on the first page of the report. He also noted that the number of crashes involving non-motorists is low, comparing with other areas in the downtown area, which is partly because the corridor is hostile to pedestrians. Mr. Gatlin noted that both corridor analysis and intersection analysis are necessary. Assuming that the state average crash rate is appropriately used, the method in this crash report is legit.

Mr. Carr noted that fixing a corridor is very different from fixing a specific intersection. The traffic engineers will use different methods to review and analyze the corridor.

Mr. Austin noted that the purpose of the report is to identify the potential need for improvement at planning level study. The methodology used in the report is appropriate for that purpose.

With no further discussion, the motion was passed unanimously.

9. Other Business

No other business.

8. Meeting Adjournment

Meeting adjourned at 3:11 pm.

WV 7 and Deckers Creek Blvd Intersection Area

Data Collection Report

May 27, 2020

Draft

Background

The data collection is a response to the recommendation of intersection improvement on WV 7 at Deckers Creek Blvd/Mineral Ave, as identified in the Morgantown Regional Bike and Pedestrian Transportation Plan. The recommendation includes a realignment of the Deckers Creek Trail crossing on Decker Creek Blvd and a pedestrian crossing island on WV 7 between Mineral Ave and Decker Creek Blvd.

In addition, the data collection is to help evaluating the potential of installing a traffic signal on WV 7 at Deckers Creek Blvd. During the construction of Greenbag Rd & WV 7 intersection improvement project, the DOH installed a temporary signal on the intersection, which led to community's interest in installing a permanent signal at that location.

About the Data Collection

The MMMPO collected traffic data at WV 7 & Hartman Run Rd intersection and WV 7 & Deckers Creek Blvd/Mineral Ave intersection. The data collection included pedestrian traffic, bicycle traffic, and vehicle turning movements.

WV7 & Hartman Run Rd Intersection:

- Tuesday, April 27. 7:30 AM – 9:30 AM, 11:00 AM – 1:00 PM, 4:00 PM – 6:00 PM
- Saturday, May 1. 10:00 AM – 1:00 PM, 3:00 PM – 6:00 PM

WV7/Deckers Creek Blvd/Mineral Ave:

- Wednesday, April 28. 7:30 AM – 9:30 AM, 11:00 AM – 1:00 PM, 4:00 PM – 6:00 PM
- Sunday, May 2. 10:00 AM – 1:00 PM, 3:00 PM – 6:00 PM

Vehicle turning movements were counted only in weekdays. During the data collection period, the weather was sunny with temperate around 70 ^{O}F.

Major Findings

Motor Vehicles

- **No major delays at the signalized intersection near ALDI**
  At the signalized intersection of WV7-Harman Run Rd, nearly all traffic queues were cleared in every traffic signal circle. When a signal failed to clear a traffic queue, about 1 to 3 vehicles failed to pass the intersection.

- **No major delays at the unsignalized intersection near Deckers Creek Blvd**
  It was observed that the traffic gap on WV 7 was wide enough to allow SB traffic from Mineral Ave to merge without significant delay (more than 30 seconds). Due to the blocked sightline by topography, it is difficult identify the queue length on Mineral Ave.

  There were occasionally 4-to-7-vehicle queues for NB traffic on Deckers Creek Blvd during the PM peak. All queues were cleared within 1 minute.

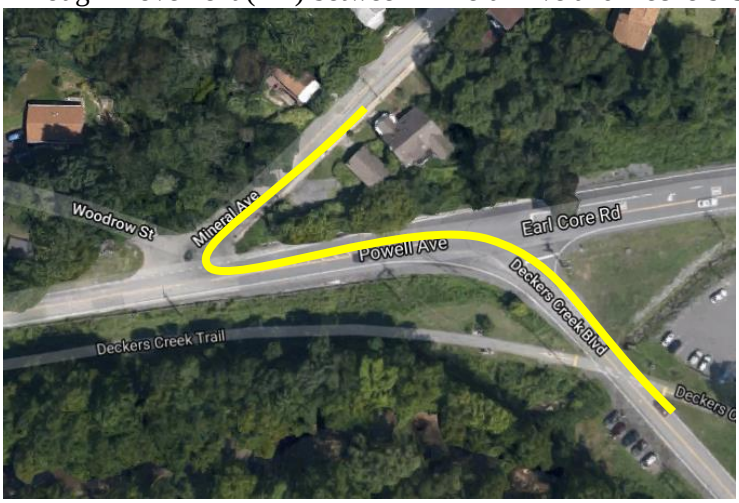
- **Traffic split at the two intersections**
  While through traffic on WV 7 is the dominant movement, significant (more than 30%) traffic split at both intersections.

  Turning Movement on WV 7 at Harman Run Rd and at Deckers Creek Blvd by Percentage

Intersecting Street	Direction	South-East Bound			North-West Bound		
		AM	Noon	PM	AM	Noon	PM
Hartman Run Rd	LT	37%	29%	24%	1%	2%	2%
	TH	62%	67%	74%	61%	62%	71%
	RT	1%	4%	2%	38%	35%	38%
Deckers Creek Blvd	LT	15%	12%	12%	20%	14%	19%
	TH	62%	62%	64%	54%	54%	47%
	RT	24%	26%	24%	25%	32%	34%

- **Short cut from the Greenbag Rd area to the Mileground/WV 705 area**
  Nearly one-third of the NB traffic from Deckers Creek Blvd was to Mineral Ave. While the movement is considered through movement, it consists of turning left to left turn to WV 7 and turning right to Mineral Ave, as shown in the graphic bellow. It appears that Deckers Creek Blvd and Mineral Ave are used as a short cut connection between the Greenbag Rd area and Mileground/WV705 area.

  Through Movement (TH) between Mineral Ave and Deckers Creek Blvd



  Turning Movement on from Deckers Creek Blvd by Percentage

	LT	TH	RT
AM Peak	26%	42%	32%
Noon	29%	31%	40%
PM Peak	26%	34%	41%

- **High percentage of truck traffic**
  Truck traffic consisted of approximately 15 percent of traffic on WV 7 during the 6-hour count on Tuesday and Wednesday.

Non-Motor Vehicles

- **Pedestrians crossing WV 7**
  17 pedestrians were observed crossing WV 7 on Sunday. They used a make-shift path connecting the shoulder of WV 7 and the trail. The path is shown below.

- **Pedestrians crossing Deckers Creek Rd**
  53 pedestrians and bicyclists were observed crossing Deckers Creek Rd on Sunday. 17 pedestrians and bicyclists were observed crossing Deckers Creek Rd on Wednesday. The crossing point is shown below.

- Other Observations
  - About 20 people used the parking area for Deckers Creek rail trail along Deckers Creek Blvd on Sunday.
  - Most bicyclists on the trail did not stop at the Deckers Creek Blvd intersection unless there was vehicle traffic present.

Crash

There were 12 reported crashes in the study area from 2017 to 2019 (three years), based on data from the City of Morgantown and the WV Division of Highways. The location and types of collision are shown in the table below.

Location		Reported Crash				
Street	Intersecting Street	Single Vehicle Crash	Rear End	Right Angle	Angled Crash (other direction)	Total
WV 7	Deckers Creek Blvd	1			4	5
WV 7	Mineral Ave				1	1
WV 7	Hartman Run Rd		3	1	2	6

There was one reported crash involving bicyclists at the WV 7 and Deckers Creek intersection in 2018. The database shows that the crash occurred at late night with no street light.

Daily Traffic Volume*

Road	Count Station	Annual Average Daily Traffic			Percent of Truck Traffic	Average Volume
		2017	2018	2019		
Hartman Run Rd	Hartman Run Rd @ Southeast of Mileground Rd	8,500	7,800	7,700	n/a	7,800
WV 7 (Brockway Ave)	Brockway Ave @ East of Pennsylvania Ave	8,300	8,300	9,300	19%	8,600
Deckers Creek Blvd	Estimated volume. Calculated by dividing the 2021 PM peak hour volume by the PM peak hour ratio of count station 52 on Greenbag Rd southwest of WV 7 in 2019. The 2021 volume could be impacted by the pandemic in 2021.					3,221

* Based on MMMPO 2019 Annual Traffic Report.

Next Step

The report will be shared with the community for comments. It will also be shared with the WV DOH to provide them with information for the intersection improvements.

The MPO will gather input from the community and evaluate the proposed intersection improvement from the DOH based on the data collected and community input.

Appendix: Vehicle Turning Movement

Tuesday, April 27					Hartman Run Rd								
					196								
7:30 - 8:30 AM					50%	1%	49%						
					98	**2**	**96**						
					RT	TH	LT						
WV 7	211	32%	**68**	LT				RT	**169**	41%	408	WV 7
		67%	**141**	TH				TH	**233**	57%		
		1%	**2**	RT				LT	**6**	1%		
					LT	TH	RT						
					3	**5**	**2**						
					30%	50%	20%						
					10								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					208								
8:30 - 9:30 AM					40%	2%	57%						
					84	**5**	**119**						
					RT	TH	LT						
WV 7	213	43%	**91**	LT				RT	**140**	35%	405	WV 7
		56%	**120**	TH				TH	**263**	65%		
		1%	**2**	RT				LT	**2**	0%		
					LT	TH	RT						
					2	**3**	**4**						
					22%	33%	44%						
					9								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					61								
7:30 - 7:45 AM					51%	2%	48%						
					31	**1**	**29**						
					RT	TH	LT						
WV 7	55	38%	**21**	LT				RT	**44**	41%	108	WV 7
		62%	**34**	TH				TH	**64**	59%		
		0%	**0**	RT				LT	**0**	0%		
					LT	TH	RT						
					1	**1**	**0**						
					50%	50%	0%						
					2								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					44								
7:30 - 7:45 AM					41%	9%	50%						
					18	**4**	**22**						
					RT	TH	LT						
WV 7	55	35%	**19**	LT				RT	**30**	32%	95	WV 7
		64%	**35**	TH				TH	**63**	66%		
		2%	**1**	RT				LT	**2**	2%		
					LT	TH	RT						
					1	**1**	**2**						
					25%	25%	50%						
					4								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					50								
7:45 - 8:00 AM					46%	0%	54%						
					23	**0**	**27**						
					RT	TH	LT						
WV 7	49	29%	**14**	LT				RT	**32**	34%	95	WV 7
		71%	**35**	TH				TH	**61**	64%		
		0%	**0**	RT				LT	**2**	2%		
					LT	TH	RT						
					1	**0**	**0**						
					100%	0%	0%						
					1								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					51								
7:45 - 8:00 AM					39%	2%	59%						
					20	**1**	**30**						
					RT	TH	LT						
WV 7	52	40%	**21**	LT				RT	**35**	33%	105	WV 7
		58%	**30**	TH				TH	**70**	67%		
		2%	**1**	RT				LT	**0**	0%		
					LT	TH	RT						
					0	**2**	**1**						
					0%	67%	33%						
					3								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					41								
8:00 - 8:15 AM					63%	2%	34%						
					26	**1**	**14**						
					RT	TH	LT						
WV 7	54	33%	**18**	LT				RT	**46**	43%	106	WV 7
		67%	**36**	TH				TH	**59**	56%		
		0%	**0**	RT				LT	**1**	1%		
					LT	TH	RT						
					1	**2**	**0**						
					33%	67%	0%						
					3								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					55								
8:00 - 8:15 AM					38%	0%	62%						
					21	**0**	**34**						
					RT	TH	LT						
WV 7	56	45%	**25**	LT				RT	**37**	37%	101	WV 7
		55%	**31**	TH				TH	**64**	63%		
		0%	**0**	RT				LT	**0**	0%		
					LT	TH	RT						
					0	**0**	**1**						
					0%	0%	100%						
					1								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					44								
8:15 - 8:30 AM					41%	0%	59%						
					18	**0**	**26**						
					RT	TH	LT						
WV 7	53	28%	**15**	LT				RT	**47**	47%	99	WV 7
		68%	**36**	TH				TH	**49**	49%		
		4%	**2**	RT				LT	**3**	3%		
					LT	TH	RT						
					0	**2**	**2**						
					0%	50%	50%						
					4								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					58								
8:15 - 8:30 AM					43%	0%	57%						
					25	**0**	**33**						
					RT	TH	LT						
WV 7	50	52%	**26**	LT				RT	**38**	37%	104	WV 7
		48%	**24**	TH				TH	**66**	63%		
		0%	**0**	RT				LT	**0**	0%		
					LT	TH	RT						
					1	**0**	**0**						
					100%	0%	0%						
					1								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					229								
11:00 - 12:00 PM					28%	2%	70%						
					63	**5**	**161**						
					RT	TH	LT						
WV 7	221	21%	**47**	LT				RT	**103**	33%	314	WV 7
		76%	**167**	TH				TH	**198**	63%		
		3%	**7**	RT				LT	**13**	4%		
					LT	TH	RT						
					2	**4**	**14**						
					10%	20%	70%						
					20								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					214								
12:00 - 1:00 PM					31%	7%	62%						
					66	**15**	**133**						
					RT	TH	LT						
WV 7	229	36%	**83**	LT				RT	**137**	38%	360	WV 7
		59%	**136**	TH				TH	**221**	61%		
		4%	**10**	RT				LT	**2**	1%		
					LT	TH	RT						
					5	**13**	**1**						
					26%	68%	5%						
					19								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					62								
11:00 - 11:15 AM					35%	0%	65%						
					22	**0**	**40**						
					RT	TH	LT						
WV 7	50	26%	**13**	LT				RT	**35**	41%	85	WV 7
		72%	**36**	TH				TH	**46**	54%		
		2%	**1**	RT				LT	**4**	5%		
					LT	TH	RT						
					2	**0**	**2**						
					50%	0%	50%						
					4								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					45								
12:00 - 12:15 PM					22%	11%	67%						
					10	**5**	**30**						
					RT	TH	LT						
WV 7	49	31%	**15**	LT				RT	**28**	34%	83	WV 7
		67%	**33**	TH				TH	**55**	66%		
		2%	**1**	RT				LT	**0**	0%		
					LT	TH	RT						
					1	**2**	**0**						
					33%	67%	0%						
					3								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					60								
11:15 - 11:30 AM					28%	0%	72%						
					17	**0**	**43**						
					RT	TH	LT						
WV 7	57	19%	**11**	LT				RT	**16**	28%	58	WV 7
		79%	**45**	TH				TH	**39**	67%		
		2%	**1**	RT				LT	**3**	5%		
					LT	TH	RT						
					0	**0**	**1**						
					0%	0%	100%						
					1								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					54								
12:15 - 12:30 PM					28%	6%	67%						
					15	**3**	**36**						
					RT	TH	LT						
WV 7	57	35%	**20**	LT				RT	**33**	41%	81	WV 7
		61%	**35**	TH				TH	**48**	59%		
		4%	**2**	RT				LT	**0**	0%		
					LT	TH	RT						
					1	**5**	**0**						
					17%	83%	0%						
					6								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					62								
11:30 - 11:45 AM					21%	3%	76%						
					13	**2**	**47**						
					RT	TH	LT						
WV 7	70	17%	**12**	LT				RT	**28**	30%	93	WV 7
		80%	**56**	TH				TH	**60**	65%		
		3%	**2**	RT				LT	**5**	5%		
					LT	TH	RT						
					0	**3**	**8**						
					0%	27%	73%						
					11								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					56								
12:30 - 12:45 PM					36%	4%	61%						
					20	**2**	**34**						
					RT	TH	LT						
WV 7	66	38%	**25**	LT				RT	**35**	37%	95	WV 7
		58%	**38**	TH				TH	**58**	61%		
		5%	**3**	RT				LT	**2**	2%		
					LT	TH	RT						
					1	**4**	**0**						
					20%	80%	0%						
					5								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					45								
11:45 AM - 12:00 PM					24%	7%	69%						
					11	**3**	**31**						
					RT	TH	LT						
WV 7	44	25%	**11**	LT				RT	**24**	31%	78	WV 7
		68%	**30**	TH				TH	**53**	68%		
		7%	**3**	RT				LT	**1**	1%		
					LT	TH	RT						
					0	**1**	**3**						
					0%	25%	75%						
					4								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					59								
12:45 - 1:00 PM					36%	8%	56%						
					21	**5**	**33**						
					RT	TH	LT						
WV 7	57	40%	**23**	LT				RT	**41**	41%	101	WV 7
		53%	**30**	TH				TH	**60**	59%		
		7%	**4**	RT				LT	**0**	0%		
					LT	TH	RT						
					2	**2**	**1**						
					40%	40%	20%						
					5								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					344								
4:00 - 5:00 PM					23%	6%	72%						
					78	**20**	**246**						
					RT	TH	LT						
WV 7	351	24%	**83**	LT				RT	**105**	31%	341	WV 7	
		74%	**259**	TH				TH	**232**	68%			
		3%	**9**	RT				LT	**4**	1%			
					LT	TH	RT						
					14	**14**	**21**						
					29%	29%	43%						
					49								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					391								
5:00 - 6:00 PM					25%	6%	70%						
					96	**23**	**272**						
					RT	TH	LT						
WV 7	376	24%	**89**	LT				RT	**76**	25%	310	WV 7	
		74%	**280**	TH				TH	**228**	74%			
		2%	**7**	RT				LT	**6**	2%			
					LT	TH	RT						
					14	**21**	**19**						
					26%	39%	35%						
					54								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					105								
4:00 - 4:15 PM					24%	8%	69%						
					25	**8**	**72**						
					RT	TH	LT						
WV 7	104	28%	**29**	LT				RT	**42**	42%	100	WV 7	
		70%	**73**	TH				TH	**58**	58%			
		2%	**2**	RT				LT	**0**	0%			
					LT	TH	RT						
					4	**5**	**8**						
					24%	29%	47%						
					17								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					88								
5:00 - 5:15 PM					20%	6%	74%						
					18	**5**	**65**						
					RT	TH	LT						
WV 7	92	23%	**21**	LT				RT	**15**	20%	76	WV 7	
		76%	**70**	TH				TH	**60**	79%			
		1%	**1**	RT				LT	**1**	1%			
					LT	TH	RT						
					5	**5**	**9**						
					26%	26%	47%						
					19								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					60								
4:15 - 4:30 PM					17%	8%	75%						
					10	**5**	**45**						
					RT	TH	LT						
WV 7	63	25%	**16**	LT				RT	**22**	36%	61	WV 7	
		73%	**46**	TH				TH	**37**	61%			
		2%	**1**	RT				LT	**2**	3%			
					LT	TH	RT						
					3	**0**	**2**						
					60%	0%	40%						
					5								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					98								
5:15 - 5:30 PM					22%	6%	71%						
					22	**6**	**70**						
					RT	TH	LT						
WV 7	86	22%	**19**	LT				RT	**20**	26%	77	WV 7	
		76%	**65**	TH				TH	**56**	73%			
		2%	**2**	RT				LT	**1**	1%			
					LT	TH	RT						
					2	**5**	**5**						
					17%	42%	42%						
					12								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					91								
4:30 - 4:45 AM					26%	4%	69%						
					24	**4**	**63**						
					RT	TH	LT						
WV 7	100	19%	**19**	LT				RT	**28**	27%	102	WV 7	
		76%	**76**	TH				TH	**72**	71%			
		5%	**5**	RT				LT	**2**	2%			
					LT	TH	RT						
					3	**3**	**4**						
					30%	30%	40%						
					10								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					103								
5:30 - 5:45 PM					24%	7%	69%						
					25	**7**	**71**						
					RT	TH	LT						
WV 7	92	22%	**20**	LT				RT	**22**	27%	83	WV 7	
		77%	**71**	TH				TH	**59**	71%			
		1%	**1**	RT				LT	**2**	2%			
					LT	TH	RT						
					2	**5**	**1**						
					25%	63%	13%						
					8								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					88								
4:45 - 5:00 PM					22%	3%	75%						
					19	**3**	**66**						
					RT	TH	LT						
WV 7	84	23%	**19**	LT				RT	**13**	17%	78	WV 7	
		76%	**64**	TH				TH	**65**	83%			
		1%	**1**	RT				LT	**0**	0%			
					LT	TH	RT						
					4	**6**	**7**						
					24%	35%	41%						
					17								
					ALDI Driveway								

Tuesday, April 27					Hartman Run Rd								
					102								
5:45 - 6:00 PM					30%	5%	65%						
					31	**5**	**66**						
					RT	TH	LT						
WV 7	106	27%	**29**	LT				RT	**19**	26%	74	WV 7	
		70%	**74**	TH				TH	**53**	72%			
		3%	**3**	RT				LT	**2**	3%			
					LT	TH	RT						
					5	**6**	**4**						
					33%	40%	27%						
					15								
					ALDI Driveway								

Wednesday, April 28					Mineral Ave								
					104								
					16%	41%	42%						
7:30 - 8:30 AM					**17**	**43**	**44**						
					RT	TH	LT						
WV 7	203	11%	**23**	LT				RT	**55**	17%	320	WV 7
		64%	**130**	TH				TH	**183**	57%		
		25%	**50**	RT				LT	**82**	26%		
					LT	TH	RT						
					32	**41**	**49**						
					26%	34%	40%						
					122								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					157								
					22%	45%	33%						
8:30 - 9:30 AM					**35**	**70**	**52**						
					RT	TH	LT						
WV 7	260	18%	**47**	LT				RT	**77**	24%	326	WV 7
		59%	**154**	TH				TH	**168**	52%		
		23%	**59**	RT				LT	**81**	25%		
					LT	TH	RT						
					40	**76**	**35**						
					26%	50%	23%						
					151								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					26								
					19%	31%	50%						
7:30 - 7:45 AM					**5**	**8**	**13**						
					RT	TH	LT						
WV 7	51	14%	**7**	LT				RT	**15**	18%	83	WV 7
		63%	**32**	TH				TH	**47**	57%		
		24%	**12**	RT				LT	**21**	25%		
					LT	TH	RT						
					10	**4**	**19**						
					30%	12%	58%						
					33								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					35								
					14%	49%	37%						
7:30 - 7:45 AM					**5**	**17**	**13**						
					RT	TH	LT						
WV 7	65	18%	**12**	LT				RT	**17**	22%	78	WV 7
		62%	**40**	TH				TH	**41**	53%		
		20%	**13**	RT				LT	**20**	26%		
					LT	TH	RT						
					9	**15**	**11**						
					26%	43%	31%						
					35								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					24								
					21%	42%	38%						
7:45 - 8:00 AM					**5**	**10**	**9**						
					RT	TH	LT						
WV 7	36	8%	**3**	LT				RT	**13**	18%	73	WV 7
		58%	**21**	TH				TH	**41**	56%		
		33%	**12**	RT				LT	**19**	26%		
					LT	TH	RT						
					10	**9**	**11**						
					33%	30%	37%						
					30								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					41								
					22%	46%	32%						
7:45 - 8:00 AM					**9**	**19**	**13**						
					RT	TH	LT						
WV 7	67	16%	**11**	LT				RT	**22**	26%	86	WV 7
		60%	**40**	TH				TH	**45**	52%		
		24%	**16**	RT				LT	**19**	22%		
					LT	TH	RT						
					10	**16**	**7**						
					30%	48%	21%						
					33								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					22								
					18%	45%	36%						
8:00 - 8:15 AM					**4**	**10**	**8**						
					RT	TH	LT						
WV 7	60	5%	**3**	LT				RT	**15**	18%	84	WV 7
		70%	**42**	TH				TH	**46**	55%		
		25%	**15**	RT				LT	**23**	27%		
					LT	TH	RT						
					7	**15**	**8**						
					23%	50%	27%						
					30								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					42								
					26%	38%	36%						
8:00 - 8:15 AM					**11**	**16**	**15**						
					RT	TH	LT						
WV 7	63	21%	**13**	LT				RT	**20**	25%	80	WV 7
		57%	**36**	TH				TH	**40**	50%		
		22%	**14**	RT				LT	**20**	25%		
					LT	TH	RT						
					11	**20**	**8**						
					28%	51%	21%						
					39								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					32								
					9%	47%	44%						
8:15 - 8:30 AM					**3**	**15**	**14**						
					RT	TH	LT						
WV 7	56	18%	**10**	LT				RT	**12**	15%	80	WV 7
		63%	**35**	TH				TH	**49**	61%		
		20%	**11**	RT				LT	**19**	24%		
					LT	TH	RT						
					5	**13**	**11**						
					17%	45%	38%						
					29								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					39								
					26%	46%	28%						
8:15 - 8:30 AM					**10**	**18**	**11**						
					RT	TH	LT						
WV 7	65	17%	**11**	LT				RT	**18**	22%	82	WV 7
		58%	**38**	TH				TH	**42**	51%		
		25%	**16**	RT				LT	**22**	27%		
					LT	TH	RT						
					10	**25**	**9**						
					23%	57%	20%						
					44								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					78								
11:00 - 12:00 PM					22%	38%	40%						
					17	**30**	**31**						
					RT	TH	LT						
WV 7	223	5%	**11**	LT				RT	**27**	10%	263	WV 7	
		67%	**149**	TH				TH	**155**	59%			
		28%	**63**	RT				LT	**81**	31%			
					LT	TH	RT						
					44	**36**	**63**						
					31%	25%	44%						
					143								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					89								
12:00 - 1:00 PM					22%	43%	35%						
					20	**38**	**31**						
					RT	TH	LT						
WV 7	259	19%	**50**	LT				RT	**59**	18%	325	WV 7	
		57%	**148**	TH				TH	**159**	49%			
		24%	**61**	RT				LT	**107**	33%			
					LT	TH	RT						
					46	**59**	**59**						
					28%	36%	36%						
					164								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					25								
11:00 - 11:15 AM					24%	44%	32%						
					6	**11**	**8**						
					RT	TH	LT						
WV 7	41	2%	**1**	LT				RT	**6**	9%	65	WV 7	
		80%	**33**	TH				TH	**42**	65%			
		17%	**7**	RT				LT	**17**	26%			
					LT	TH	RT						
					12	**11**	**16**						
					31%	28%	41%						
					39								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					16								
12:00 - 12:15 PM					38%	31%	31%						
					6	**5**	**5**						
					RT	TH	LT						
WV 7	58	14%	**8**	LT				RT	**12**	17%	70	WV 7	
		59%	**34**	TH				TH	**37**	53%			
		28%	**16**	RT				LT	**21**	30%			
					LT	TH	RT						
					11	**14**	**12**						
					30%	38%	32%						
					37								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					22								
11:15 - 11:30 AM					14%	32%	55%						
					3	**7**	**12**						
					RT	TH	LT						
WV 7	54	4%	**2**	LT				RT	**2**	3%	58	WV 7	
		63%	**34**	TH				TH	**35**	60%			
		33%	**18**	RT				LT	**21**	36%			
					LT	TH	RT						
					12	**5**	**15**						
					38%	16%	47%						
					32								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					20								
12:15 - 12:30 PM					25%	45%	30%						
					5	**9**	**6**						
					RT	TH	LT						
WV 7	60	17%	**10**	LT				RT	**14**	18%	79	WV 7	
		60%	**36**	TH				TH	**40**	51%			
		23%	**14**	RT				LT	**25**	32%			
					LT	TH	RT						
					12	**15**	**13**						
					30%	38%	33%						
					40								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					19								
11:30 - 11:45 AM					16%	53%	32%						
					3	**10**	**6**						
					RT	TH	LT						
WV 7	71	6%	**4**	LT				RT	**10**	13%	76	WV 7	
		69%	**49**	TH				TH	**45**	59%			
		25%	**18**	RT				LT	**21**	28%			
					LT	TH	RT						
					10	**9**	**21**						
					25%	23%	53%						
					40								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					24								
12:30 - 12:45 PM					21%	46%	33%						
					5	**11**	**8**						
					RT	TH	LT						
WV 7	69	22%	**15**	LT				RT	**16**	18%	87	WV 7	
		55%	**38**	TH				TH	**41**	47%			
		23%	**16**	RT				LT	**30**	34%			
					LT	TH	RT						
					11	**16**	**19**						
					24%	35%	41%						
					46								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					12								
11:45 AM - 12:00 PM					42%	17%	42%						
					5	**2**	**5**						
					RT	TH	LT						
WV 7	57	7%	**4**	LT				RT	**9**	14%	64	WV 7	
		58%	**33**	TH				TH	**33**	52%			
		35%	**20**	RT				LT	**22**	34%			
					LT	TH	RT						
					10	**11**	**11**						
					31%	34%	34%						
					32								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					29								
12:45 - 1:00 PM					14%	45%	41%						
					4	**13**	**12**						
					RT	TH	LT						
WV 7	72	24%	**17**	LT				RT	**17**	19%	89	WV 7	
		56%	**40**	TH				TH	**41**	46%			
		21%	**15**	RT				LT	**31**	35%			
					LT	TH	RT						
					12	**14**	**15**						
					29%	34%	37%						
					41								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					131								
4:00 - 5:00 PM					18%	47%	35%						
					24	**61**	**46**						
					RT	TH	LT						
WV 7	406	9%	**37**	LT				RT	**40**	12%	328	WV 7	
		67%	**270**	TH				TH	**175**	53%			
		24%	**99**	RT				LT	**113**	34%			
					LT	TH	RT						
					36	**61**	**71**						
					21%	36%	42%						
					168								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					132								
5:00 - 6:00 PM					24%	46%	30%						
					32	**61**	**39**						
					RT	TH	LT						
WV 7	399	15%	**59**	LT				RT	**92**	26%	350	WV 7	
		61%	**245**	TH				TH	**139**	40%			
		24%	**95**	RT				LT	**119**	34%			
					LT	TH	RT						
					74	**77**	**97**						
					30%	31%	39%						
					248								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					19								
4:00 - 4:15 PM					11%	58%	32%						
					2	**11**	**6**						
					RT	TH	LT						
WV 7	102	13%	**13**	LT				RT	**16**	20%	80	WV 7	
		61%	**62**	TH				TH	**35**	44%			
		26%	**27**	RT				LT	**29**	36%			
					LT	TH	RT						
					14	**19**	**23**						
					25%	34%	41%						
					56								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					29								
5:00 - 5:15 PM					17%	52%	31%						
					5	**15**	**9**						
					RT	TH	LT						
WV 7	102	15%	**15**	LT				RT	**20**	22%	89	WV 7	
		65%	**66**	TH				TH	**39**	44%			
		21%	**21**	RT				LT	**30**	34%			
					LT	TH	RT						
					15	**20**	**25**						
					25%	33%	42%						
					60								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					34								
4:15 - 4:30 PM					12%	53%	35%						
					4	**18**	**12**						
					RT	TH	LT						
WV 7	98	7%	**7**	LT				RT	**13**	15%	89	WV 7	
		67%	**66**	TH				TH	**46**	52%			
		26%	**25**	RT				LT	**30**	34%			
					LT	TH	RT						
					7	**15**	**13**						
					20%	43%	37%						
					35								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					27								
5:15 - 5:30 PM					26%	48%	26%						
					7	**13**	**7**						
					RT	TH	LT						
WV 7	99	13%	**13**	LT				RT	**23**	26%	88	WV 7	
		65%	**64**	TH				TH	**37**	42%			
		22%	**22**	RT				LT	**28**	32%			
					LT	TH	RT						
					17	**19**	**23**						
					29%	32%	39%						
					59								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					40								
4:30 - 4:45 AM					20%	48%	33%						
					8	**19**	**13**						
					RT	TH	LT						
WV 7	106	7%	**7**	LT				RT	**5**	7%	74	WV 7	
		73%	**77**	TH				TH	**45**	61%			
		21%	**22**	RT				LT	**24**	32%			
					LT	TH	RT						
					7	**12**	**17**						
					19%	33%	47%						
					36								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					32								
5:30 - 5:45 PM					28%	47%	25%						
					9	**15**	**8**						
					RT	TH	LT						
WV 7	99	15%	**15**	LT				RT	**24**	28%	87	WV 7	
		62%	**61**	TH				TH	**33**	38%			
		23%	**23**	RT				LT	**30**	34%			
					LT	TH	RT						
					20	**18**	**22**						
					33%	30%	37%						
					60								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					38								
4:45 - 5:00 PM					26%	34%	39%						
					10	**13**	**15**						
					RT	TH	LT						
WV 7	100	10%	**10**	LT				RT	**6**	7%	85	WV 7	
		65%	**65**	TH				TH	**49**	58%			
		25%	**25**	RT				LT	**30**	35%			
					LT	TH	RT						
					8	**15**	**18**						
					20%	37%	44%						
					41								
					Deckers Creek Blvd								

Wednesday, April 28					Mineral Ave								
					44								
5:45 - 6:00 PM					25%	41%	34%						
					11	**18**	**15**						
					RT	TH	LT						
WV 7	99	16%	**16**	LT				RT	**25**	29%	86	WV 7	
		55%	**54**	TH				TH	**30**	35%			
		29%	**29**	RT				LT	**31**	36%			
					LT	TH	RT						
					22	**20**	**27**						
					32%	29%	39%						
					69								
					Deckers Creek Blvd								