

Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place Roundabout Feasibility Study

September 16, 2019

Prepared for:

City of Hapeville

Prepared by:

Stantec Consulting Services Inc.

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–	(signature)	

WITH A MAN

Mitchell Greenway, PE

Reviewed by _____

(signature)

Keith Strickland, PE

Approved by _______(signature)

Mike Holt, PE, PTOE

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INTRODUCTION

1.0 INTRODUCTION

1.1 PURPOSE AND NEED STATEMENT

The City of Hapeville Comprehensive Plan/LCI Study Update (LCI Study Update) of 2017 identified Virginia Avenue as a gateway corridor into downtown. This study suggested growth and redevelopment would continue along the corridor. The intersection of Virginia Avenue, Little Virginia Avenue, Doug Davis Drive, and Clay Place is a major intersection and currently serves as a central hub for dining establishments. Pedestrian, bicycle, and vehicular traffic will increase as the area grows with denser residential and mixed-use commercial developments. The proposed project will enhance safety and improve operational efficiency at the intersection of Virginia Avenue, Little Virginia Avenue, Doug Davis Drive, and Clay Place.

1.2 BACKGROUND

The LCI Study Update identified several gateway corridors into downtown Hapeville. Virginia Avenue was one such corridor, providing access from I-85 into downtown Hapeville. The LCI Study Update recommended denser commercial and residential development along Virginia Avenue by eliminating surface parking adjacent to the street and building taller, multi-floor structures. It also suggested improving bicycle and pedestrian facilities to encourage a more walkable city. There are currently several hotels and businesses at the I-85 interchange, which is just 0.5 miles or a 10-15 minute walk from the study area. There are also parking issues associated with lunch and dinner traffic at several of the restaurants at the intersection. The LCI Study Update suggests that making the corridor more walkable (and redeveloping the corridor) could transform Virginia Avenue into a "vibrant, mixed use...gateway node that serve[s] the residents, visitors, business, and employees, while celebrating the city's small-town charm and character." To help create this welcoming gateway and improve functionality, the LCI Study Update proposed a roundabout at the Virginia Avenue, Little Virginia Avenue, Doug Davis Drive, Clay Place intersection. It also proposed streetscape improvements along the corridor. This feasibility study will consider various intersection improvement options to promote the desired outcome of the LCI Study Update.

It should be noted that Aerotropolis Atlanta Community Improvement Districts (CIDs) is currently working on a Virginia Avenue project that is anticipated to introduce a road diet to the corridor. At the time of this study, that project had not developed to a stage where information could be utilized for this study. Additionally, the City of Hapeville has a future road diet project along Doug Davis Drive. As such, this feasibility study proposed ideas that could easily function within the context of existing conditions or be easily modified to accommodate proposed improvements as part of the two road diet projects.



CONCEPTUAL DESIGN ALTERNATIVE

2.0 CONCEPTUAL DESIGN ALTERNATIVE

The study area for this project included detailed traffic analysis for the intersections of Virginia Avenue at Hamilton Avenue and Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place. Additionally, geometric improvements were analyzed in the east-west direction from Oakridge Avenue to South Whitney Avenue (Delta Airlines driveway) and in the south-north direction from 856 Virginia Avenue to Hamilton Park. See Appendix A for a map of the study area.

2.1 EXISTING ROADWAY

Virginia Avenue is listed as a major collector on the Georgia Department of Transportation's (GDOT) functional classification map. The posted speed limit is 35 miles per hour (mph). Doug Davis Drive and Clay Place are both local roads. Doug Davis Drive is posted at 35 mph. Clay Place does not have a posting, but it is a short segment with maximum speeds of about 25 mph. The existing intersection is signalized. All legs of the intersection have curb-and-gutter and sidewalks. The sidewalks were constructed as part of a streetscape project. Overall, the sidewalks are in good condition, but trees in the middle of the sidewalk restrict pedestrian movement by narrowing up the usable sidewalk width. Virginia Avenue makes up the western and northern legs of the intersection; Clay Place is the southern leg; and Doug Davis Drive is the eastern leg. The following is a list of characteristics of each leg of the intersection.

- The western leg of Virginia Avenue is an urban five-lane section with two thru-lanes in each direction and an eastbound left-turn lane.
- The northern leg of Virginia Avenue is a two-lane urban section. It has one wide (15-16 feet) thru lane in each direction. As it approaches the intersection the thru lanes are reduced to approximately 10 feet, and a short left-turn lane is added.
- Doug Davis Drive is an urban five-lane section with two eastbound thru lanes and one westbound thru lane. It also has a westbound left-turn lane and a westbound right-turn lane.
- Clay Place functions like a large commercial driveway. It is an urban section with a single thru-lane in each direction and a northbound left-turn lane. It also has a right-turn lane separated by a large landscaped island.
- The east-west corridor of Virginia Avenue/Little Virginia Avenue/Doug Davis Drive has a large deflection of about 30-degrees at the intersection.

Approximately 125 feet west of the Virginia Avenue, Little Virginia Avenue, Doug Davis Drive, and Clay Place intersection is the Virginia Avenue/Hamilton Avenue intersection. Hamilton Avenue is a low-volume neighborhood street that serves as an access point to the Virginia Park neighborhood. It is an urban section with one travel lane in each direction. It is currently stop controlled with Virginia Avenue being the primary road.



CONCEPTUAL DESIGN ALTERNATIVE

About 180 feet west of Hamilton Avenue is the intersection of Virginia Avenue and Harding Avenue. Harding Avenue also provides access to the Virginia Park neighborhood. It is also an urban two-lane section with one travel lane in each direction. It is currently stop controlled with Virginia Avenue being the primary road.

In addition to the public road intersections, there are several commercial driveways within the study area. Most of the driveways provide access to restaurants. Some provide access to local businesses or vacant commercial buildings.

2.2 PROPOSED DESIGN CRITERIA

For this study, the GDOT <u>Design Policy Manual</u> (DPM) was the guiding document. This document provides "design guidelines and standards adopted by the Georgia Department of Transportation (GDOT) for the design of roadways and related infrastructure" for Federal-Aid and State-Aid projects in Georgia. For the roundabout analysis, the DPM references the National Cooperative Highway Research Program (NCHRP) Report 672, Roundabouts: An Informational Guide, 2nd Edition, also known as NCHRP 672.

2.2.1 Design Vehicle

The design vehicle for an urban collector should be at least a BUS-40 or SU, which is an intercity bus or single-unit truck. Based on conversations with local officials and stakeholders, WB-40 trucks (a semi-trailer) frequently travel through the intersection to make deliveries at local businesses. For the purposes of this study, a WB-40 was the selected design vehicle. Also, because the City of Hapeville Fire Department operates a fire engine with a 95' ladder, turning templates were used to verify this vehicle could be accommodated.

Based on the GDOT DPM Table 6.5, the design speed for an urban collector should be 35 mph. For a roundabout, NCHRP 672 states the entry

Roadway Type	Design	Vehicle	Typical Design Speed (mph) ₍₃₎
tural			(
nterstate / Freeway	WB-67		70
lamp			
Free-Flow	WB-67		35 (1)
Entrance / Exit	WB-67		35 (1)
Loop	WB-67		35 (1)
rincipal Arterial	≥WB-40	2)	(See Table 6.6)
linor Arterial	≥SU ₍₂₎		(See Table 6.6)
ollector	≥SU ₍₂₎		(See Table 6.5)
ocal Road			
Paved	≥S-BUS	36 ₍₂₎	(See Table 6.4)
Gravel	≥S-BUS		35
rban		(-)	
iterstate / Freeway	WB-67		65
amp			
Free-Flow	WB-67		35 (1)
Entrance / Exit	WB-67		35 (1)
Loop	≥WB-40	2)	35 (1)
rincipal Arterial	≥WB-40	2)	(See Table 6.6)
linor Arterial	≥W B-40	or ≥BUS-40 ₍₂₎	(See Table 6.6)
collector -	(≥BUS-40	0 or ≥SU ₍₂₎	(See Table 6.5)
esidential/Local Road	≥SU or ≥	<u>•</u> P ₍₂₎	(See Table 6.4)
Refer to Section 3.3.3 Fr	eeway Exit	t and Entrance I	Ramps.
Refer to Section 3.2.2 Lo			
Refer to Section 3.3 Des		_	•
esign Vehicle Type Syn			
=Passenger Car, S-BUS=	School Bu	s, SU=Single-U	nit Truck, WB=Semi
railer			

Table 1. Design Vehicles and Typical Design Speeds (Source: GDOT Design Policy Manual)



CONCEPTUAL DESIGN ALTERNATIVE

design speed is 20-25 mph. Typically, circulating speeds are slightly lower, and departure speeds are in a similar range. Curvature is introduced on the approaches to forcibly reduce speeds from 35 mph to the 20-25 mph range.

2.2.2 Bicycle and Pedestrian Accommodations

All proposed alternatives will include improved sidewalks for pedestrians with a minimum width of five feet and a desirable width of 10 feet. Bicycle facilities will be considered both on-street and off-street. The minimum width sidewalks are possible if on-street bike lanes are utilized. If dedicated bike lanes are not feasible, then wider 8-10 foot shared-use paths may be proposed. Within the footprint of roundabout options, sidewalk will be a minimum width of 10 feet. Any bicyclist uncomfortable with navigating through the roundabout with vehicular traffic can mix with pedestrians along the wide sidewalks to pass through the intersection.

2.3 PROPOSED ALTERNATIVES

Two alternatives were analyzed. One is an improved signalized intersection, and one is converting the intersection to a roundabout. Sketches of both alternatives are attached in the Appendices.

2.3.1 Alternative 1

Alternative 1 is very similar to existing conditions with a few modifications. A raised, landscaped median will replace the flush median in front of 3435 Hamilton Avenue (Schlotzky's Deli) and in front of 832/834 Virginia Avenue (Johnny's New York Style Pizza, Touch Nails, and Jimmy John's). The left-turn lanes on Virginia Avenue and Doug Davis Drive will be shortened. Turn lanes on Clay Place will be removed. The traffic signal timing will be optimized. Other improvements will include unobstructed sidewalks and new landscaping.

2.3.2 Alternative 2

Alternative 2 converts the existing signalized intersection to a single lane modern roundabout. The roundabout will have a 110' inscribed diameter (outside diameter of circulating roadway). The circulating roadway will be 18' wide with a 10' truck apron to accommodate larger vehicles. The central island will have a 54' diameter, and it will be landscaped. It could potentially have a sculpture or some form of wayfinding and signage as part of a gateway improvement. Five parallel parking spots are proposed along Doug Davis Drive to offset two lost spaces at Johnny's New York Style Pizza (Johnny's). Eight parallel parking spaces are proposed along Hamilton Avenue to offset lost spaces at 855 Virginia Avenue (Grecian Gyro). A cul-de-sac is proposed along Hamilton Avenue to allow traffic to u-turn to access the parallel parking. The driveway off Virginia Avenue for the Grecian Gyro restaurant will be closed, and an interparcel driveway connection is recommended between the Grecian Gyro and 839 Virginia Avenue (Waffle House). Hamilton Avenue will be converted to a right-in/right-out intersection with no left-turns allowed. Johnny's driveway on Doug Davis Drive will be converted to a right-in/right-out driveway for passenger cars. A median cut will be provided with a reduced median height (similar to the truck apron)



CONCEPTUAL DESIGN ALTERNATIVE

or other treatment to allow passage of delivery trucks but deter usage by passenger cars. All approaches to the roundabout will be tapered down to a single lane. Other improvements will include new unobstructed sidewalks and new landscaping.



TRAFFIC AND SAFETY

3.0 TRAFFIC AND SAFETY

A traffic study was performed for two intersections:

- 1. Virginia Avenue at Hamilton Avenue
- 2. Virginia Avenue/Doug Davis Drive at Little Virginia Avenue/Clay Place.

The full traffic data report can be found in the Appendices.

3.1 TRAFFIC VOLUME FORECASTING

Existing peak hour volumes and future peak hour volumes – based on a 0.9% annual growth rate – were calculated from traffic counts. For this study, the project opening year was estimated to be 2023 with a design year of 2043, or a 20-year design horizon. It was determined that the midday peak hour volumes were slightly higher than morning or afternoon peak hour volumes. The two-way Average Annual Daily Traffic volume is forecasted to be 13,625 vehicles/day in 2043.

3.2 CAPACITY ANALYSIS

Two alternatives were analyzed for capacity. The first alternative was an improved intersection that optimizes signal timing while maintaining existing lane configurations. This alternative does add a section of extended median along Virginia Avenue and Doug Davis Drive, but the median does not adversely impact the two study intersections. The second alternative is a single lane roundabout.

Levels of service (LOS) for the both alternatives are within acceptable ranges for the type of facility. Alternative 1 will experience LOS ranging from A to D, depending on time of day and intersecting street. Alternative 2 will experience LOS ranging from A to B, again depending on time of day and intersecting street. Alternative 2 is a slight improvement over Alternative 1, which has very similar results to the No Build scenario. This is to be expected because the intersection configuration is very similar between existing conditions and Alternative 1. The noon peak hour was selected for analysis instead of the morning peak hour since the noon peak hour volumes were significantly greater than the typical morning peak hour volumes.



TRAFFIC AND SAFETY

	2043: N	lo Build	2043: Alto	ernative 1	2043: Alternative 2			
Approach	Noon Peak LOS (Delay)	PM Peak LOS (Delay)	Noon Peak LOS (Delay)	PM Peak LOS (Delay)	Noon Peak LOS (Delay)	PM Peak LOS (Delay)		
Clay Place	D (40.7 s)	D (38.6 s)	D (39.6 s)	D (39.5 s)	A (8 s)	A (6 s)		
Clay Place (Right Turn Lane)	A (9.3 s)	A (9.2 s)	N/A	N/A	N/A	N/A		
Little Virginia Ave (North Leg)	C (34.3 s)	C (33.7 s)	C (34.3 s)	C (33.9 s)	A (10 s)	A (8 s)		
Virginia Ave (West Leg)	B (12.5)	A (9.6 s)	B (13.9 s)	B (10.9 s)	B (10 s)	A (7 s)		
Doug Davis Dr	B (16.2 s)	B (17.3 s)	C (23.7 s)	C (20.5 s)	A (8 s)	A (9 s)		

Table 2. Level of Service and Delay for Projected Traffic Volumes

3.3 SAFETY ANALYSIS

There were two total crashes at Virginia Avenue at Hamilton Avenue intersection from 2016 to 2018. One crash was an angle collision, and one crash was a sideswipe. There were no injuries or fatalities reported.

There were 13 total crashes at the Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place intersection from 2016 to 2018. 42% of the crashes were rear end collisions; 23% were angle crashes; and 42% were sideswipe collisions. There was one reported injury and no fatalities.

Crashes for Alternative 1 can be expected to increase as traffic volumes increase. Alternative 2 will reduce crashes by as much as 39%, and it will reduce serious (injury and fatality) crashes by as much as 78%. Alternative 2 will also reduce pedestrian exposure to vehicular traffic by providing refuge islands between opposing directions of travel. Pedestrians will cross single lane of one direction of traffic at a time.

		ia Avenue/D e Virginia Av					Avenue @ n Avenue	
Year	Total	Total Property Injury Fatal Total				Property Damage	Injury	Fatal
2016	4	4	0	0	1	1	0	0
2017	4	4	0	0	0	0	0	0
2018	5	4	1	0	1	1	0	0

Table 3. Crash Totals by Intersection

PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT

4.0 PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT

Understanding the concerns, needs, and desires of the users from the communities that travel through the Virginia Avenue at Hamilton Avenue and Virginia Avenue/Doug Davis Drive at Little Virginia Avenue/Clay Place intersections, as well as those who live and/or work within the project study area, are important components of this project's development. Our team worked with three levels of stakeholders throughout this process:

- 1. Project Management Team (PMT)
- 2. Advisory Group
- 3. General Public.

The PMT met bi-weekly to discuss project development and plan larger outreach efforts. The PMT members included staff from the City of Hapeville, Stantec, and Sizemore Group.

The Advisory Group consisted of business and property owners, community leaders, ARC, GDOT, MARTA, and Aerotropolis Atlanta CIDs. The members were selected through a collaborative effort of the Mayor, City Council, and City Management. The Advisory Group met on three occasions to brainstorm ideas and provide the planning team more local knowledge of the area.

Finally, the General Public was engaged at key junctures of the process. A Demonstration Project was held on site and a Community Meeting with a questions and answers session was held. The results of the process were shared with the City Council and Planning Commission prior to the Community Meeting.

4.1 MEETING PROCESS

At the first Advisory Group meeting, the planning team discussed the project background and traffic analysis performed at that time. The discussion focused on the process moving forward and included the following design themes and guiding principles for the project:

- Safety for ALL users
- Connectivity
- Gateway
- · Focus on intersection treatment/service
- Mitigate right-of-way takings where possible
- Consistent and unique signage/messaging

Examples of similar projects were presented to promote positive brainstorming activities. Following a brief presentation, the group discussed "problem areas" and identified issues related to turning movements, traffic queuing, walking, bicycling, parking, etc. The team then discussed possible solutions to consider during the planning process to resolve or mitigate some of these design challenges.



PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT

During the second Advisory Group meeting, the design presented further developed conceptual layouts for a design charette. The group separated into two smaller teams for a discussion of three alternatives. Based on the feedback from this meeting, the layouts were refined for the upcoming Demonstration Project and Community Meeting.

For the Demonstration Project, the design team set up a mock roundabout within the existing intersection. It was installed at a smaller scale than the proposed roundabout, and it functioned effectively for passenger cars. During the Advisory Group meetings, several people thought a roundabout may be confusing to some motorists, and the Demonstration Project showed how quickly people could adapt to a reconfigured intersection. However, several business owners expressed concern over the disruption to business both during construction and after implementation of a proposed roundabout. They're biggest concern was loss of parking and flow of delivery traffic. Their comments were noted, and the conceptual layouts were further refined to address some of those concerns.



Figure 1. Demonstration Project

After the Demonstration Project, the

Advisory Group reconvened to review the new layouts and to discuss the outcome of the Demonstration Project. Then presentations were made to the City Council and the Planning Commission to show the proposed conceptual layouts and address questions and concerns they may have. Finally, a Community Meeting was held where the final conceptual layouts were presented, and the public could ask questions and provide comments to the design team. The design team received four comment cards from this meeting. These comments are provided in Appendix A4.



IMPACT EVALUATION

5.0 IMPACT EVALUATION

5.1 HUMAN ENVIRONMENT

5.1.1 Relocations

Neither alternative is expected to require a business relocation. However, for Alternative 2, if interparcel connectivity between 839 Virginia Avenue and 855 Virginia Avenue is not provided, then 855 Virginia Avenue may be severely impacted and require relocating. Parallel parking is proposed along Hamilton Avenue to offset the lost parking on 855 Virginia Avenue.



Figure 2. Tax Map with Street Numbers (Source: Fulton County Tax Assessor)



IMPACT EVALUATION

5.1.2 Historic Resources

For the project area, there are no known historic resources except for the Hapeville Historic District (HHD), and the alternatives presented do not propose improvements that would impact the HHD. Figure 3 shows the HHD boundary relative to the project. The National Register of Historic Places Registration Form is attached in Appendix A.5. It extends to Virginia Avenue at Harding Avenue, across from

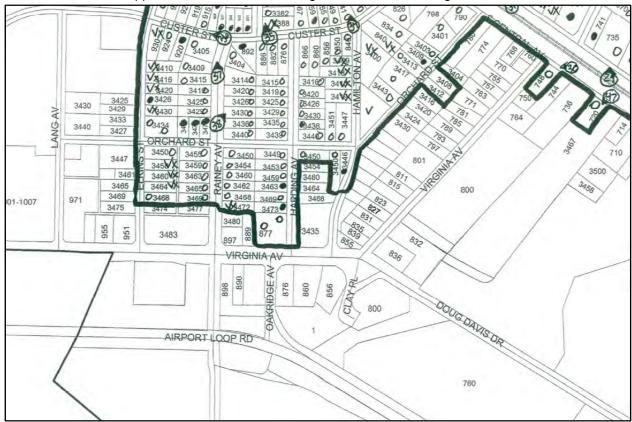


Figure 3. Hapeville Historic District Boundary Map (Source: National Register of Historic Places)

Oakridge Avenue and includes 877 Virginia Avenue (See Figure 3).

5.2 NATURAL ENVIRONMENT

5.2.1 Streams and Wetlands

There are no streams or wetlands within the study area.



IMPACT EVALUATION

5.2.2 Threatened and Endangered Species

The project area is mostly urban in nature with a large amount of maintained/disturbed land. Protected species are not anticipated to be found within the study area; however, future studies should include natural resource surveys to preclude the presence of protected species or their habitat.

5.3 IMPACT SUMMARY

IMPACT CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2
Residential Relocations	0	00
Business Relocations	0	\$100,000
National Register Properties	0	0
Cemeteries	0	0
Stream Impacts (ft)	0	0
Wetland Impacts (acres)	0	0
Permanent Right-of-Way Acquisition (acres)	0	0.47
Temporary Construction Easement (acres)	0.10	0.23
Construction Costs	\$250,000	\$1,500,000
Utility Costs	\$25,000	\$150,000
Right-of-Way Costs	\$70,000	\$1,165,000
Total Costs	\$345,000	\$2,915,000

Table 4. Impact and Cost Summary

CONCLUSIONS AND RECOMMENDATIONS

6.0 CONCLUSIONS AND RECOMMENDATIONS

The existing signalized intersection will continue to function at an acceptable level of service in 2043 without intersection improvements. However, if redevelopment occurs per the Comprehensive Plan/LCI Study Update suggests, improvements are recommended. Particularly, improvements for pedestrian and bicycle facilities should be considered. This could mean wider, unobstructed sidewalks; dedicated bicycle lanes; and pedestrian refuge islands. Both proposed alternatives provide functional improvements with Alternative 2 providing slight operational improvements.

Alternative 1 proposes wider, unobstructed sidewalks and more visible pavement markings, but it does little to slow traffic and provide pedestrian refuge locations. Alternative 2 includes wider sidewalks and refuge islands, as well as reducing traffic velocities. It provides more opportunities for gateway features per the LCI Study Update and greater access control for improved safety. The sidewalks for Alternative 2 also accommodate bicycles.

Neither Alternative 1 nor Alternative 2 includes dedicated bicycle lanes. As the Aerotropolis Atlanta CIDs' and City of Hapeville's road diet projects along the Virginia Avenue/Doug Davis Drive corridor progress, dedicated bicycle lanes should be considered. If bicycle lanes are incorporated along the corridor, Alternatives 1 and 2 should be revisited to accommodate the bicycle lanes.

Alternative 2 does have the potential to create a business relocation (Grecian Gyro) and disrupt deliveries at other businesses. Further investigation is required based on topographic surveys and property research to determine the exact limits of impacts to these properties. If a practical alternative is not available for the Grecian Gyro property, acquisition may be required.

Alternative 2 also causes relocation of existing parking spaces for Johnny's Pizza and Grecian Gyro. The plan has options to mitigate the parking, but further analysis should be performed to determine the feasibility of the proposed parking solution.

In conclusion, Alternative 1 does little to improve the intersection and satisfy the need and purpose of the project. Alternative 2 addresses the project need, but there are some unresolved issues that require further investigation based on more detailed information to determine the extent of the impacts.



Appendix A

Appendix A

A.1 EXISTING ROADWAY & STUDY AREA



Appendix A

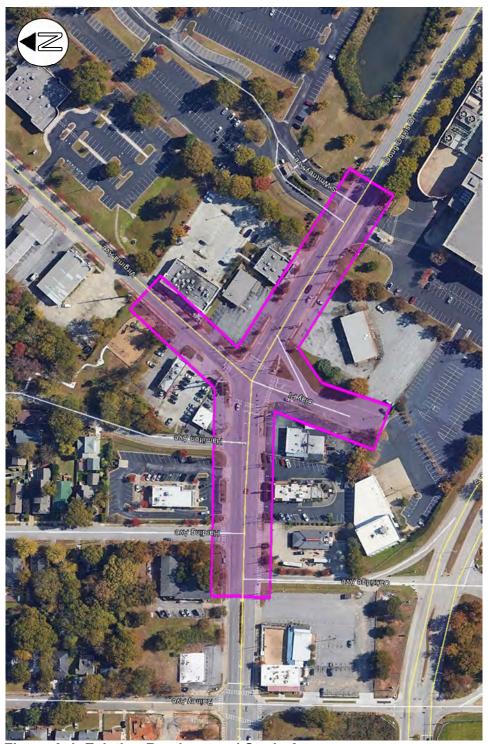


Figure A-1. Existing Roadway and Study Area (Source: Google Earth Pro)



Appendix A

A.2 PROPOSED ALTERNATIVES



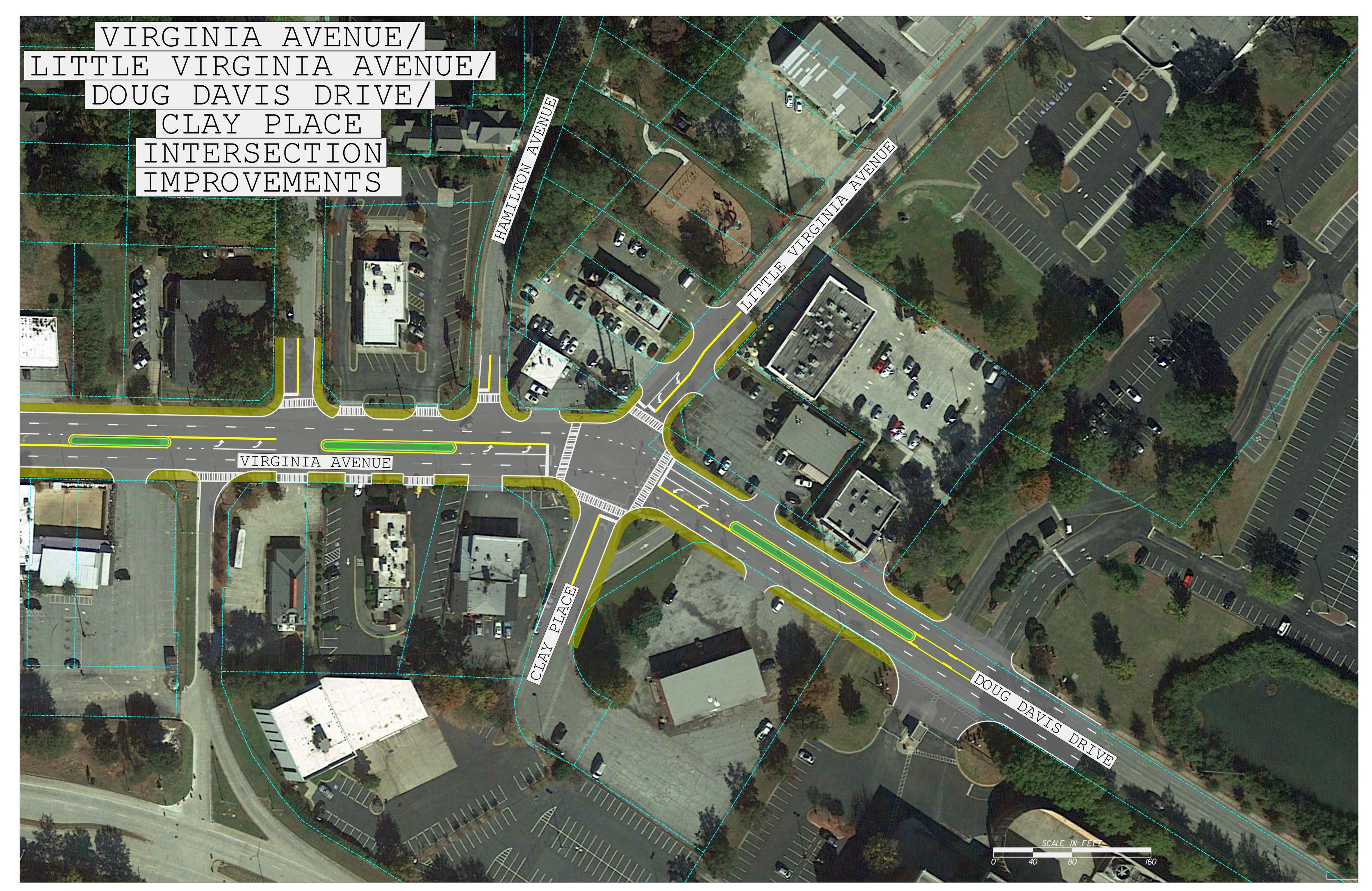


Figure B-1. Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place Intersection Improvements

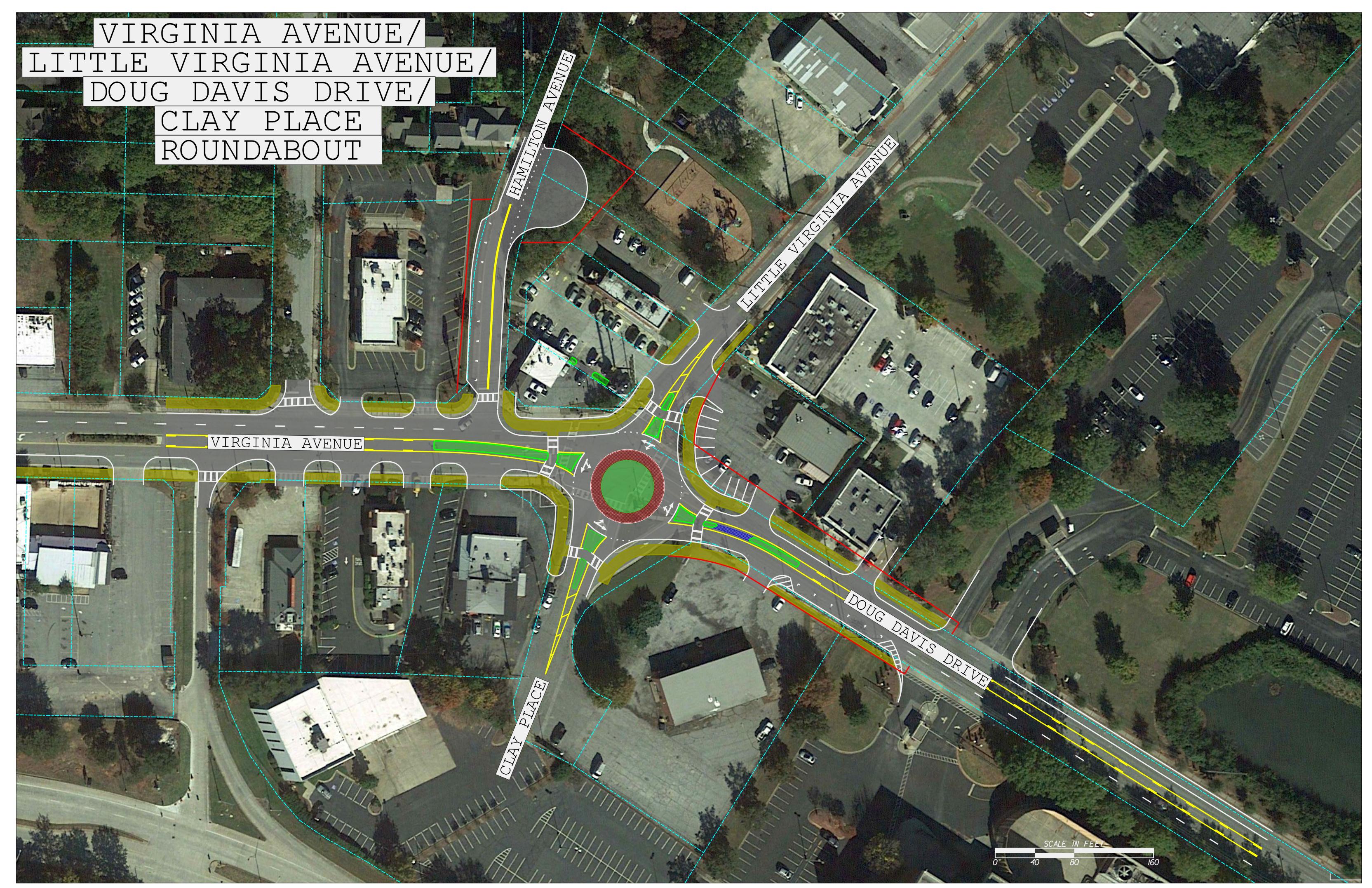


Figure B-2. Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place Roundabout

Appendix A

A.3 TRAFFIC DATA REPORT



Virginia Avenue/Doug Davis Drive at Clay Place/Virginia Avenue Traffic Data Report

Project Number: 171007021 - Virginia Avenue/Doug Davis Drive at Clay Place/Virginia Avenue Roundabout Feasibility Study City of Hapeville, Fulton County, GA



Prepared for: City of Hapeville

Prepared by: Stantec Consulting Services Inc.

Sign-off Sheet

This document entitled Virginia Avenue/Doug Davis Drive at Clay Place/Virginia Avenue Roundabout Feasibility Study was prepared by Stantec Consulting Services Inc. ("Stantec") for the City of Hapeville (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by

(signature)

Joshua Ekstedt, EIT

Reviewed by Muheul R. 2

(signature)

Mike Holf, PE, PTOE

Approved by _

(signature)

Mitchell Greenway, PE

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Introduction September 11, 2019

1.0 INTRODUCTION

The purpose of this report is to document the traffic data and analysis for the Virginia Avenue/Doug Davis Drive at Clay Place/Virginia Avenue Roundabout Feasibility Study. The analysis considers existing conditions and traffic volumes and projections of future traffic volumes and proposed improvements to the intersections in this study. These improvements were identified in the Comprehensive Plan/LCI Study Update of 2017.

For the purpose of this report, Virginia Avenue is referred to as an east-west route throughout the entire study area. As illustrated in **Figure 1** on the following page, the two study intersections are:

- 1. Virginia Avenue at Hamilton Avenue;
- 2. Virginia Avenue/Doug Davis Drive at Clay Place/Virginia Avenue;

This project is analyzing the feasibility of a roundabout that could include roadway streetscape and pedestrian/bicycle facility improvements at the Virginia Avenue/Doug Davis Drive and Clay Place/Virginia Avenue intersection. A roundabout may reduce vehicular crash severity and improve overall operations at the intersection. Vehicular conflict points are reduced from 32 to eight, and total crashes may be expected to decrease by approximately 26% per the Crash Modification Factors Clearinghouse for conversion of a signalized intersection into a single-lane roundabout. Pedestrian and bicyclist safety would also increase at the intersection by providing wider sidewalks and shorter crossing distances. By providing this increased safety, the addition of a roundabout could encourage increased pedestrian and bicycle traffic in the area, which could facilitate future growth.



Introduction September 11, 2019

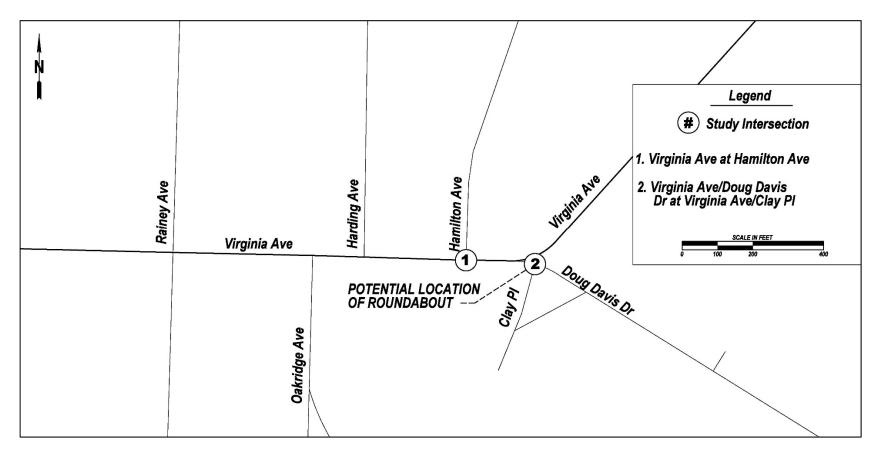


Figure 1: Site Location Map



Existing Conditions September 11, 2019

2.0 EXISTING CONDITIONS

2.1 CORRIDOR DESCRIPTION

The study area includes Virginia Avenue from Hamilton Avenue to the intersection of Virginia Avenue/Doug Davis Drive and Clay Pl/Virginia Avenue. Virginia Avenue is an urban major collector for its entire extent; bounded from the west by E Main Street in College Park and from the east by S Central Avenue. To the west of Clay Place, Virginia Avenue is a 5-lane east/west collector with auxiliary left turn lanes at signalized intersections and a two-way left turn lane running throughout for access to businesses and minor roads. Once Virginia Avenue intersects with Clay Place, it becomes a 2-lane street and bears north/south; this is illustrated above in **Figure 1**. As noted in **Figure 1** above, Hamilton Avenue has stop-controlled access to Virginia Avenue at intersection 1. The south leg of intersection 1 is a marked entry-only driveway for the Virginia Curve Package store. Intersection 2 in **Figure 1** is a signalized intersection and the location of the potential roundabout that is the subject of this study. The posted speed limit is 35 miles per hour on Virginia Ave.

Sidewalks line the street along both sides of the corridor and range from 4.5 feet to 9 feet in width. However, in several locations along the corridor there are trees and utility poles located on the sidewalk that reduce the available width. These obstacles severely limit wheelchair access along the sidewalk. There is street lighting and pedestrian lighting along the Virginia Avenue study area. On the south end of Intersection 2, there is a triangular pedestrian refuge island that shortens the crossing distance needed to navigate north or south along the 5-lane road. Intersection 2 has pedestrian signals on all corners, except between the pedestrian refuge island and the south sidewalk of Doug Davis Drive.

2.2 DATA COLLECTION

Weekday 48-hour directional volume and vehicle classification counts were collected in two different periods. Counts were collected on Tuesday-Wednesday 5/14-5/15/2019. Additionally, peak-period turning movement counts (TMCs) were conducted at the study intersections on Tuesday, 5/14/2019. The counts were conducted during a typical commuter AM peak period (7:00 AM – 10:00 AM) and a typical commuter PM peak period (3:30 PM – 6:30 PM). Based on the peak hour of the daily counts, the identified peak hours stray from typical times dictated predominantly by commuter traffic. As a result, there is no AM peak hour, instead there is a noon peak of 12:00 PM – 1:00 PM and a PM Peak hour of 4:45 PM – 5:45 PM. The approved map indicating the count location numbers and corresponding vendor labels, Noon and PM peak hour turning movement counts, and bi-directional 48-hour classification counts, are included in **Appendix A**.



Existing Conditions September 11, 2019

2.3 PEAK HOUR DETERMINIATION

As previously discussed, the early peak hour of the study area was 12:00 PM to 1:00 PM and the late peak hour is 4:45 PM to 5:45 PM. In order to further support the use of a noon peak hour instead of a traditional AM peak, a table of diurnal distribution data for the intersection was computed and compared to a control from Report 765 by the National Cooperative Highway Research Program (NCHRP). NCHRP Report 765 contains a table showing diurnal distribution factors by functional class for an urban area with population over 1,000,000, which is similar to the Atlanta metro area. By comparing the NCHRP table of diurnal distributions to the one computed for the project site, it becomes clear how much smaller the AM distributions are at the project site and how much larger the noon peak distribution is as compared to a typical noon peak. PM distribution amongst the two were approximately the same. Both the NCHRP table and the Project site table are shown in Appendix B. An excerpt of both are shown below in **Table 1** for the hours of 7 AM to 4 PM, for both Virginia Avenue west of Hamilton Street and a typical large-urban collector on a weekday.

Table 1: Diurnal Distribution Comparison

Hour Begins	Virginia Ave, W of Hamilton Ave (Day 1/Day 2 Average)	Typical Large-Urban Collector (Weekday)
7:00 AM	4.20%	5.92%
8:00 AM	5.02%	6.05%
9:00 AM	3.97%	5.82%
10:00 AM	4.14%	5.78%
11:00 AM	6.66%	6.55%
12:00 PM	8.88%	7.08%
1:00 PM	7.69%	6.95%
2:00 PM	6.60%	7.20%
3:00 PM	6.69%	7.97%

In addition to the traffic volume data supporting the choice of using a noon peak hour, it is also supported by the kinds of businesses that line the study area. From the center of Intersection 2, there are 9 restaurants within a 300 ft radius. The many employees at nearby Delta, Wells Fargo, and Porsche facilities likely contribute to the meal-time traffic in the study area, particularly during lunch, which is when the busiest hour of the day (12:00 PM – 1:00 PM) occurs.



Existing Conditions September 11, 2019

2.4 PEAK HOUR DATA COMPUTATION

As mentioned, TMC data was collected during the hours of 7:00 AM – 10:00 AM and 3:30 PM – 6:30 PM, based on typical commuter traffic patterns. Therefore, no TMC data was collected during the noon peak hour. Since the pattern of traffic favors lunch and dinner rush times, emphasis on traffic behavior must be placed on these times in the determination of design hour volumes to be tested for roundabout feasibility. In order to do so, traffic projections for turning movement ADTs for both early and late peak hours were made based on the turning movement percentages during the 3 PM hours of the TMC field data (3:30-6:30 PM). This decision was made under the assumption that relative turning movement volumes during the noon peak hour is likely similar to turning movement volumes during the PM peak.

In order to visualize existing noon turning movement volumes, steps were taken to generate this data. However, the data was not directly utilized for any traffic projections, instead they act as a baseline for comparison. Using the reasoning described in the previous paragraph, the turning movement percentages of the PM peak (4:45-5:45 PM) were mirrored in the AM peak (12:00-1:00 PM). Then, using ADT data collected from the 12:00-1:00 PM ADT field counts, the volume entering the intersection from a particular leg was multiplied by each turning movement percentage to find a volume for each turning movement in the hour of 12:00-1:00 PM. An example calculation is shown below for the north bound approach of Intersection 2.

Table 2: Noon Baseline Volume Calculations

	NB Left	NB Through	NB Right	NB U-Turn
Turning Movement Distribution ¹	36.7%	15.2%	48.1%	0.0%
Vehicle Volume per movement	62 * .0367 = 23 vehicles	62 * .0152 = 9 vehicles	62 * .0481 = 30 vehicles	62 * 0 = 0 vehicles

^{1.} Pulled from corresponding PM peak turning movement percentages

As previously mentioned, the volumes produced using this method are not used for making any peak hour turning movement projections but are only used for a baseline of comparison. However, the turning movement percentages (those which were mirrored from the PM peak turning movement percentages) are used when projecting the peak hour turning movement volumes for the noon peak hour. Volumes computation tables are included in **Appendix B**.



^{2.} There are 62 NB Vehicles during Noon Peak Hour (From 48 Hour ADT Data).

Existing Baseline Volumes September 11, 2019

3.0 EXISTING BASELINE VOLUMES

3.1 APPLIED FACTORS

Seasonal, daily, and axle factors provided by the Georgia Department of Transportation (GDOT) were applied to the 48-hour daily counts to develop baseline Annual Average Daily Traffic (AADT). Additionally, the K and D factors were calculated. The K factor is the proportion of traffic occurring during the 30th highest hourly volume of the year. The D factor is the directional distribution of traffic moving the peak travel direction. **Table 3** on the following page shows the K and D factors used in this project. A summary of the K and D factor calculations is shown in **Appendix C.**



Existing Baseline Volumes September 11, 2019

Table 3. K & D Factor Calculations

				Ų.							-		Volume						_										
Location	Functional Class (Factor	Count #	Count # (Class in	Enter		Day 1	. 1		Day 2	aw Data		ige of Do	y1&2	K & D Factors		GDOT Traffic Factors			Calc.		Balanced & Rounded Volumes								
boganer	Group)	yellow)	Line	NE - VOL	SW - VOL	Total	NE - VOL	SW -	Total	NE - VOL	SW - VOL	Total	к	D	SF (Monthly)	DF1 (Daily1)	DF2 (Daily2)	AXF (Axle)	AADT	AADT	NE - VOL	SW - VOL	Hourly Total	T NE - VOL	T SW - VOL	к	D Margin of Error		
17-2-1- a - 11-61-11-11-11-11-11-11-11-11-11-11-11-1			12:00 PM	519	467	986	518	506	1,024	519	487	1,005	8,9%	0,52							15	10	25	3.00F	1 00F	0.3%).60		
Virginia Ave W of Hamilton Ave	Urban Major Collector (4)	1 - 1	4:45 PM	350	546	896	401	536	937	376	541	917	8.1%	0.59	0.96	0.93	0.92	0.96	9,630	9,850	10	10	20	4,925	4,925	0.2%).50 2%		
Ave					Daily	5,550	5,604	11,154	5,646	5,794	11,440	5,598	5,699	11,297				1			-								
Hamilton Ave N of Virginia	Urban Local Road (4)	CAST	12:00 PM	15	15	30	9	10	19	12	13	25		0.51			- CA 25	111	1005	100	15	40	55	100	100	27.5%			
Åve		2	4:45 PM	10	9	19	. 7	10	17	9	10	18	7.4%	0,53	0.96	0.93	0.92	0,96	207	200	15	40	55	100	1,00	27.5%	0.73 3%		
737-7						Dally	109	142	251	97	137	234	103	140	243														-
Virginia Ave N of Doug Davis		ovis	35 7	12:00 PM	237	313	550	275	289	564	256	301	557	10.0%		14.40	2.20		444			500	450	950	2,400	2,400	19.8%		
Dr	Urban Major Collector (4)	3	4:45 PM	212	178	390	246	198	444	229	188	417	7.5%	0,55	0.96	0.93	0.92	0.96	4,/40	4,800	360	435	795	1.35	253033	16.6%	1.55 1%		
+			Daily	2,694	2,816	5,510	2,743	2,869	5,612	2,719	2,843	5,561	0.707	1 0.50							(0)	1 40	100			1 1 FOT 1 (1.70		
Doug Davis Dr E of Virginia	Urban Local Road (4)	4	12:00 PM 4:45 PM	380	333 462	713	277	304	724	388 263	344 455	732 718		0,53	0.96	0.93	0.92	0.96	7 190	6,800	60	40	100	3,400	3,400	1.5% (0.60 5%		
Ave/Clay Pl	orban recai reaer(4)	4	Daily	4.202	4.209	8,411	4,263	4.193	8,456	4.233	4,201	8,434	0.0%	0.00	.0.20	0.75	0.72	0.70	7,107	0,000	- 00	40	100			1.5/6	.00		
		*	12:00 PM	53	34	87	70	42170	112	62	38	100	10.6%	0.62			0.93 0.92	*		1	60	35	95	1		10.6%	1.63		
Clay PIS of Doug Davis Dr	Urban Local Road (4)	(4) 5	4:45 PM	65	37	102	60	40	100	63	39	101		0.62	0.96 0.9	0.93		0.92 0.96	797	900	60	35	95	450	450	10.6%			
Cidy 115 of boog bavis D		Urban Local Road (4)	urban Local Koad (4)	Local Koda (4) 5	Daily	500	372	872	539	459	998	520	416	935	1.5.000		0.96 0.93		0.92	0,70	1.71	,,,,,			الشتا			1.2.0001	1000



Future Build Conditions September 11, 2019

3.2 TRUCK PERCENTAGES

The 2019 vehicle classification counts were used to determine the Truck Percentages in the study area. **Table 4** shows the Truck Percentages used in this project. A summary of the truck percentage calculations is shown in **Appendix D**.

Count	Count Location		24 Hour T%	,	Peak Hour T%					
Number	Coon Location	S.U.	Comb.	Total	Period	S.U.	Comb.	Total		
1	Virginia Ave W of Hamilton Ave	4.0%	0.0%	4.0%	AM	3.5%	0.0%	3.5%		
l	virginia Ave W Oi Hamilton Ave	4.070	0.076	4.076	PM	3.0%	0.0%	3.0%		
2	Llamilton Ava N of Virginia Ava	4.5%	0.0%	4.5%	AM	10.0%	0.0%	10.0%		
2	Hamilton Ave N of Virginia Ave	4.570	0.076	4.5%	PM	3.0%	0.0%	3.0%		
3	Virginia Ava N of Doug Dovis Dr	2.5%	0.0%	2.5%	AM	4.0%	0.5%	4.5%		
3	Virginia Ave N of Doug Davis Dr	2.5%	0.0%	2.5%	PM	1.5%	0.0%	1.5%		
4	Doug Davis Dr E of Virginia	3.0%	0.0%	3.0%	AM	3.0%	0.0%	3.0%		
4	Ave/Clay Pl	3.0%	0.0%	3.0%	PM	2.5%	0.0%	2.5%		
5	Clay DIS of Days Dayis Dr	4.00/	0.0%	4.00/	AM	3.5%	0.0%	3.5%		
5	Clay PI S of Doug Davis Dr	4.0%	0.0%	4.0%	PM	2.5%	0.0%	2.5%		

Table 4. Truck Percentages

3.3 EXISTING 2019 VOLUMES

Traffic diagrams are provided in **Appendix E**. Diagrams were created for the 2019 existing Annual Average Daily Traffic (AADT) volumes, the Design Hourly Volumes (DHV). To allow for easy comparison, the projections of the AADT and DHV for 2023, 2025, 2043, and 2045 are also provided in traffic diagrams in **Appendix E**. Section 4.2 will cover how these traffic volume projections were calculated in greater detail.

4.0 FUTURE BUILD CONDITIONS

4.1 DESCRIPTION OF PROPOSED ROUNDABOUT

While the selection of a final design is beyond the scope of this analysis, there are common aspects of roundabouts that would be present if it is ultimately constructed. As will be discussed later in the report, the traffic volumes are low enough at this location that they can be handled by a single lane roundabout. A roundabout this size could fit at this location, although not without impacts to the adjacent properties. The roundabout would have splitter islands on each approach that would act as pedestrian refuges. This would dramatically reduce the crossing distance for pedestrians, which would also reduce their exposure to automobiles. Additionally, the layout of a roundabout allows a pedestrian to cross while checking for traffic in one direction at a time. The perimeter of the roundabout would include wider sidewalks to allow both cyclists and pedestrians to safely travel around the roundabout. Lower circulating speeds in the roundabout would also improve the safety of cyclists who choose to travel in the roundabout roadway instead of on the wider sidewalks.



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4.2 GROWTH RATE AND FUTURE VOLUMES

Several measures were taken in order to determine a growth rate that best fits the study area in question between existing conditions and the design year (2043). One factor considered for arriving at a growth rate for the project was using historical AADT data provided by GDOT at counting stations in the vicinity of the site. From this, annual growth trends were calculated for the project. The Historical GDOT Traffic Count data and growth rate calculations are shown in **Appendix F.1.** The GDOT count stations identified as being of good use for this project are as follows:

- 1. #121-5586 Virginia Avenue North of Doug Davis Drive
- 2. #121-5598 Virginia Avenue West of Hamilton Avenue

Calculated growth rates are summarized below in **Table 5**.

Table 5: Historical Annual Growth Rates – GDOT Counts

	5-Year Growth Rate	10-Year Growth Rate
Station #121-5586	7.0%	3.8%
Station #121-5598	-2.9%	0.2%

The growth rates found using this method, however, were determined as being less accurate than desired, as the count stations found near the study area only have one year of actual AADT counts between both stations. All other years of AADT data reported were either estimates or the collection methods were not indicated. As a result, this method did not make its way into being factored into the final growth rate used.

The 2010-2018 US Census population estimates were another factor considered to calculate a growth rate for the study area. Population estimates were pulled for Census tracts 108 and 403.08. Tract 108 in Fulton County is the location of the project site, and tract 403.08 in Clayton County is adjacent to the project site. Tract 403.08 had a negative historical growth, which is not feasible to use, so only tract 108's growth was considered, which was 0.9%. The Historical US census population data and growth rate calculations are shown in **Appendix F.2**.

The last method for finding growth in the area used was to analyze the growth trends from the Atlanta Regional Commission's (ARC) Regional Transportation Plan (RTP), last updated May 2019. The RTP projects an average annual growth rate of 1.5% for the Atlanta Region from 2015 to 2040.



Capacity analysis September 11, 2019

After using several methods to create a clear picture of the study area's growth, the census growth rate of 0.9% was chosen for the study area. The 0.9% annual growth rate will be applied to the existing turning movement and AADT volumes to forecast volumes for the 2023, 2025, 2043, and 2045 future years under the No Build and Build conditions. Due to the nature of this project, all No Build volumes are the same as the Build out volumes for each respective year, so no distinction between the two is made in the traffic diagrams. The 2019, 2023, 2025, 2043, and 2045 traffic diagrams are presented in **Appendix E**.

5.0 CAPACITY ANALYSIS

5.1 SIGNALIZED INTERSECTION ANALYSIS

Synchro was used to model the existing and 2043 projected capacity of both intersections under the assumption that no roundabout is constructed, and the existing layout is maintained. In addition to these two scenarios, a third scenario that included a road diet on Virginia Avenue, Doug Davis Drive, and Clay Place was also analyzed (See **Figures 2** and **3** for a comparison). It should also be noted that for both future scenarios a new signal timing was used in the Synchro model. This was done to reflect the possibility that even if the layout of the intersection remains unchanged, the signal timings could be updated to better handle projected traffic volumes.

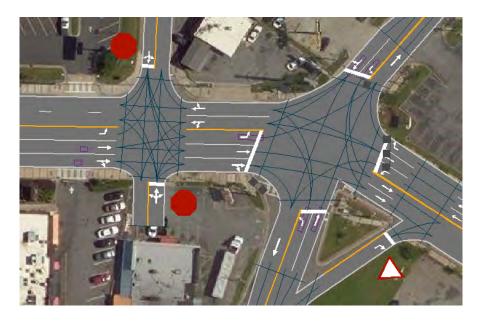


Figure 2: Synchro Model with Existing Layout



VIRGINIA AVENUE/DOUG DAVIS DRIVE AT CLAY PLACE/VIRGINIA AVENUE ROUNDABOUT FEASIBILITY STUDY

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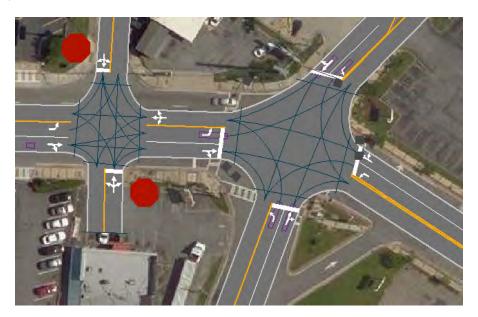


Figure 3: Synchro Model with Road Diet

Table 6 contains the results of the Synchro capacity analysis for intersection 1. Intersection 1 is currently operating well under existing conditions with the level of service (LOS) on each approach being at a C or above. As expected, the increased 2043 volumes decrease the LOS for the Hamilton Avenue and Driveway approaches while having little effect on Virginia Avenue since it is free flowing. The outputs from the Synchro analyses are provided in **Appendix G**.

Table 6. Intersection 1 Level of Service for Existing and Projected Traffic Volumes

	2019 Existin	g Volumes	2043 Volum	es: No Build	2043 Volumes: Road Diet			
Approach	Noon Peak LOS (Delay)	PM Peak LOS (Delay)	Noon Peak LOS (Delay)	PM Peak LOS (Delay)	Noon Peak LOS (Delay)	PM Peak LOS (Delay)		
Driveway	C (18.3 s)	B (14.9 s)	C (24.4 s)	C (18.4 s)	E (36.3 s)	D (26.3 s)		
Hamilton Ave	C (15.8 s)	B (14.3 s)	C (19.7 s)	C (17.5 s)	D (28.2 s)	C (22.4 s)		
Virginia Ave (West Leg)	A (0.1 s)	A (0 s)	A (0.1 s)	A (0 s)	A (0.1 s)	A (0 s)		
Virginia Ave (East Leg)	A (0.1 s)	A (0.1 s)	A (0.2 s)	A (0.1 s)	A (0.1 s)	A (0.1 s)		



VIRGINIA AVENUE/DOUG DAVIS DRIVE AT CLAY PLACE/VIRGINIA AVENUE ROUNDABOUT FEASIBILITY STUDY

Capacity analysis September 11, 2019

Table 7 contains the results of the Synchro capacity analysis for intersection 2. The eastbound and westbound legs of this intersection are currently operating well at a LOS of A or B. The northbound and southbound legs are both operating at a LOS of D. The intersection operates at a similar level of perform in the 2043 scenarios due to signal timings being optimized for the increased volumes. Delay for the northbound and south bound approaches is lower in both 2043 scenarios than in the existing 2019 scenario. In the road diet scenario, the delay on Virginia Avenue and Doug Davis Drive does increase to the point that both of these approaches drop to a lower LOS. The outputs from the Synchro analyses are provided in **Appendix G**.

Table 7. Intersection 2 Level of Service for Existing and Projected Traffic Volumes

	2019 Existin	g Volumes	2043 Volum	es: No Build	2043 Volume	es: Road Diet
Approach	Noon Peak LOS (Delay)	PM Peak LOS (Delay)	Noon Peak LOS (Delay)	PM Peak LOS (Delay)	Noon Peak LOS (Delay)	PM Peak LOS (Delay)
Clay Place	D (50.7 s)	D (53.9 s)	D (40.7 s)	D (38.6 s)	D (39.6 s)	D (39.5 s)
Clay Place (Right Turn Lane)	A (9.3 s)	A (9.1 s)	A (9.3 s)	A (9.2 s)	N/A	N/A
Virginia Ave (North Leg)	D (44.9 s)	D (48.8 s)	C (34.3 s)	C (33.7 s)	C (34.3 s)	C (33.9 s)
Virginia Ave (West Leg)	A (9.0 s)	A (7.1 s)	В (12.5)	A (9.6 s)	B (13.9 s)	B (10.9 s)
Doug Davis Dr	B (15.2 s)	B (12.3 s)	B (16.2 s)	B (17.3 s)	C (23.7 s)	C (20.5 s)

5.2 ROUNDABOUT ANALYSIS

The existing and projected traffic volumes were also modeled in the GDOT Roundabout Analysis Tool version 4.1. This tool aids in preliminary analysis of the capacity, delay, and other operational factors of a proposed roundabout. The roundabout was modeled as a single lane roundabout with 4 approaches. Models were created for the Noon and PM Peaks for the 2019, 2023, 2025, 2043, and 2045 traffic volumes. In each of these scenarios, the LOS was at an A for all approaches except for the occasional LOS of B on the westbound approach. Results for the 2019 existing volumes and 2043 projected volumes are provided in **Table 8** below. According to this analysis this intersection could function better as a roundabout than as a signalized intersection. The output from each of the roundabout models and roundabout traffic diagrams are provided in **Appendix H**.



VIRGINIA AVENUE/DOUG DAVIS DRIVE AT CLAY PLACE/VIRGINIA AVENUE ROUNDABOUT FEASIBILITY STUDY

Conclusion September 11, 2019

Table 8. Roundabout Level of Service for Existing and Projected Traffic Volumes

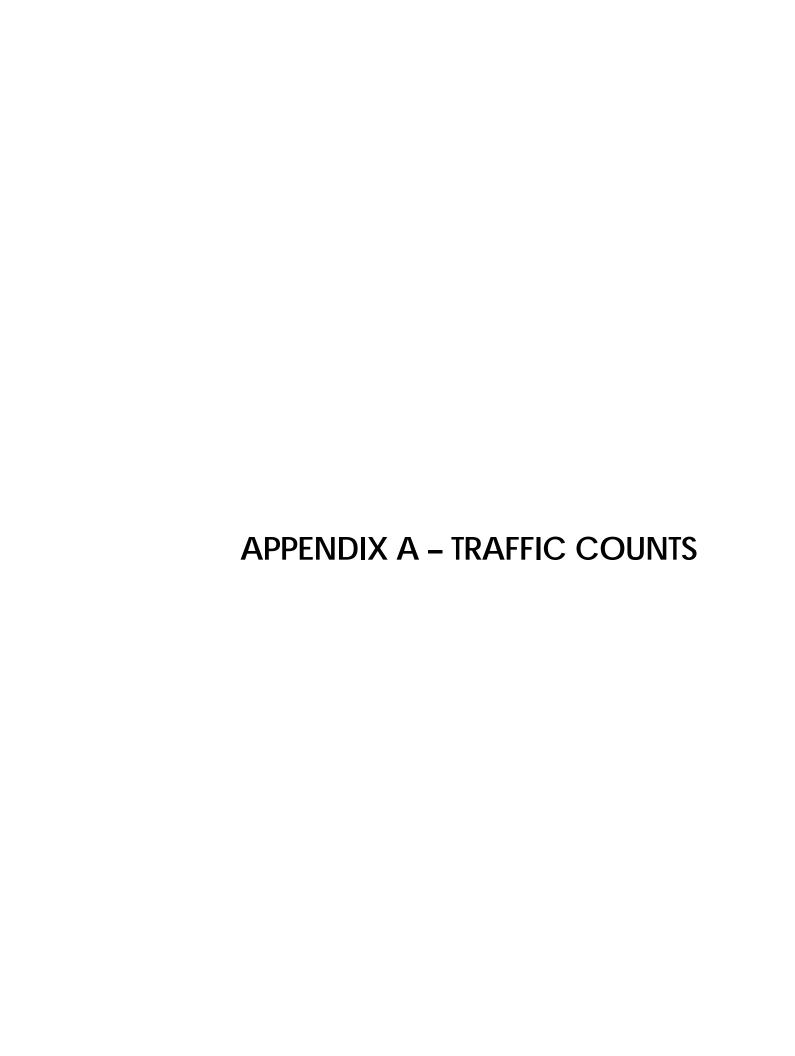
	2019 Existin	g Volumes	2043 Volu	mes: Build
Approach	Noon Peak LOS (Delay)	PM Peak LOS (Delay)	Noon Peak LOS (Delay)	PM Peak LOS (Delay)
Clay Place	A (7 s)	A (5 s)	A (8 s)	A (6 s)
Virginia Ave (North Leg)	A (7 s)	A (6 s)	A (10 s)	A (8 s)
Virginia Ave (West Leg)	A (8 s)	A (6 s)	B (10 s)	A (7 s)
Doug Davis Dr	A (7 s)	A (7 s)	A (8 s)	A (9 s)

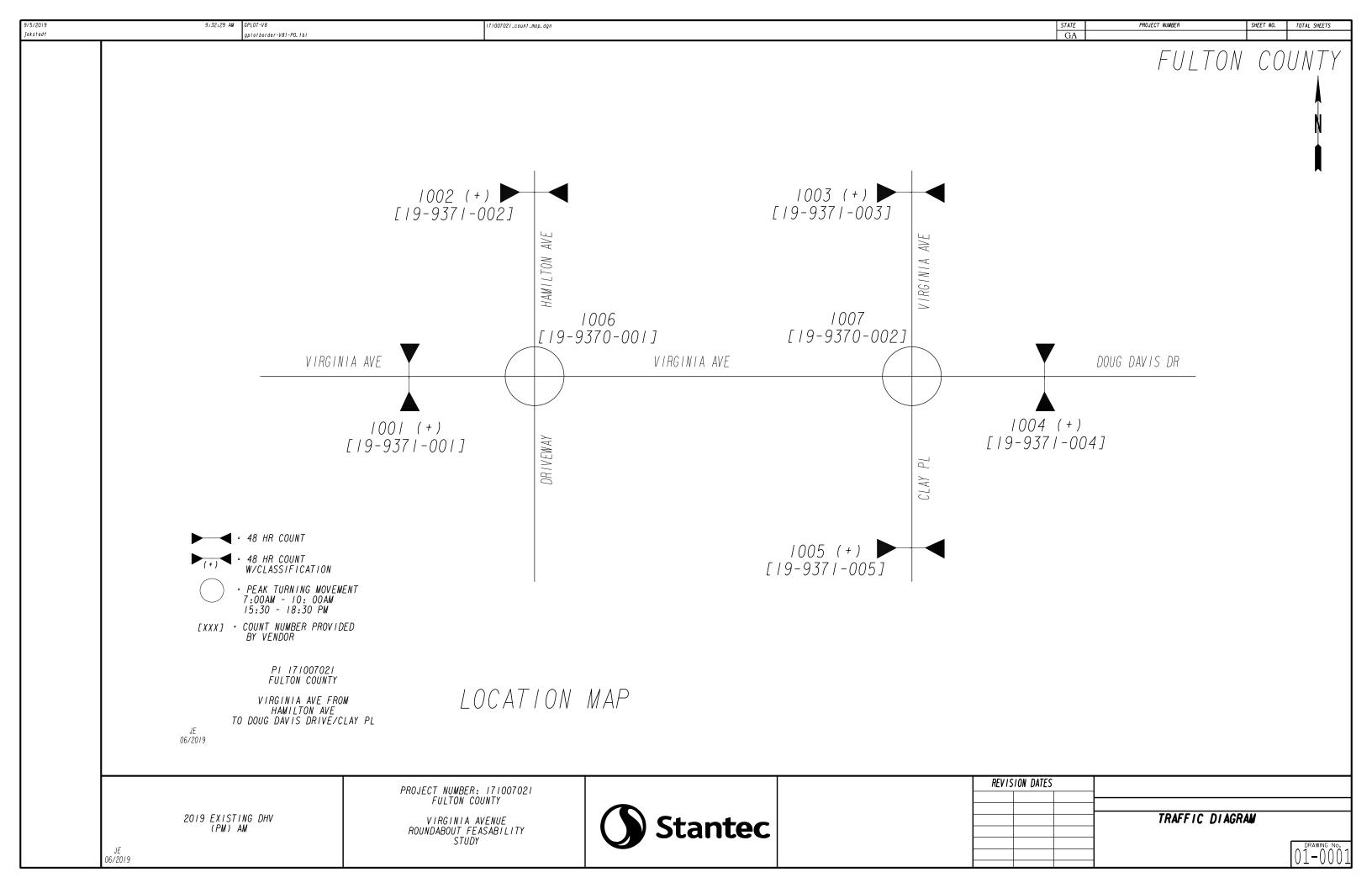
6.0 CONCLUSION

The key conclusions to be drawn from this report are as follows:

- 1. The Virginia Avenue and Clay Place intersection is currently operating at an acceptable level of service. Looking to the future, if the existing layout of the intersection is maintained it may still operate at an acceptable level if it is possible to update the signal timings.
- 2. This analysis found that this intersection could operate more efficiently as a single lane roundabout than as a signalized intersection. In analyzed years and in both the Noon and PM Peaks, the roundabout would operate at a LOS of A overall, with only one approach dropping to a B in select scenarios. It is therefore the conclusion of this report that a roundabout is feasible in terms of traffic operations.







ADT

Count #	Vendor Count #	Class*	Description**
1001	19-9371-001	+	Virginia Ave, West of Hamilton Ave
1002	19-9371-002	+	Hamilton Ave, North of Virginia Ave
1003	19-9371-003	+	Virginia Ave, North of Doug Davis Dr
1004	19-9371-004	+	Doug Davis Dr, East of Virginia Ave/Clay Pl
1005	19-9371-005	+	Clay Pl, South of Doug Davis Dr

TMCs

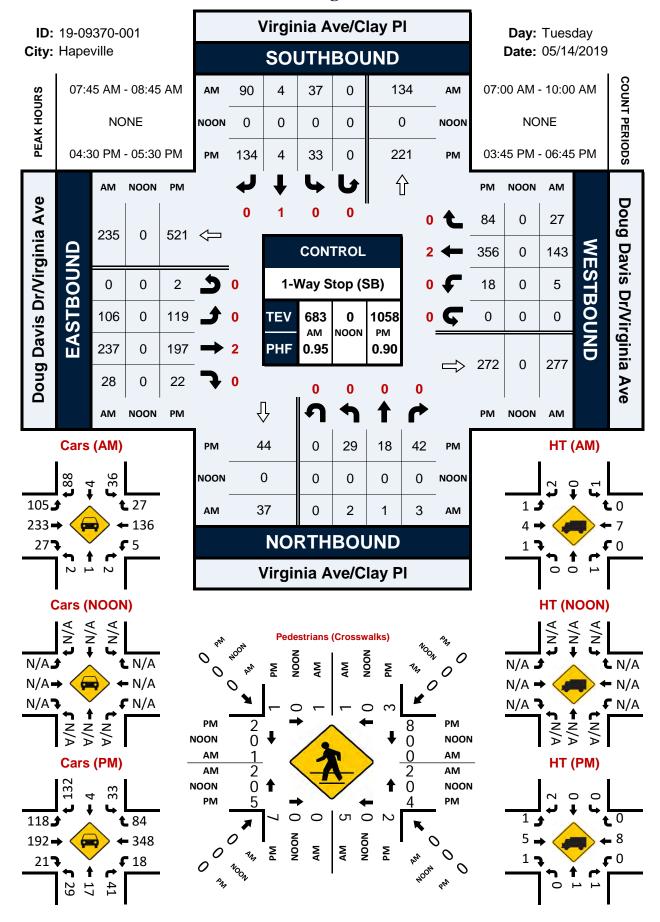
Count #	Vendor Count #	Class*	Description**
1006	19-9370-001	+	Virginia Ave/Clay PI & Doug Davis Dr/Virginia Ave
1007	19-9370-002	+	Hamilton Ave & Virginia Ave

^{* &}quot;+" indicates ADT classification counts or TMCs with bicycle and pedestrian counts.

 $^{^{\}star\star}$ All two way or bi-directional unless otherwise stated.

Virginia Ave/Clay Pl & Doug Davis Dr/Virginia Ave

Peak Hour Turning Movement Count



Intersection Turning Movement Count
City: Hapeville
Control: 1-Way Stop (SB) Project ID: 19-09370-001 Date: 5/14/2019

Control:	1-Way Sto	b (SR)						_						Date:	5/14/2019		
Г								То	tal								
NS/EW Streets:		Virginia Av	e/Clay Pl			Virginia Av	e/Clay PI		Doi	ug Davis Dr	/Virginia Av	/e	Dou	ug Davis Dr	/Virginia A	ve	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	TOTAL
7:00 AM	1	0	0	0	7	1	13	0	14	54	0	0	1	29	10	0	130
7:15 AM	Ō	0	Ö	Ö	12	Ō	20	Ö	12	60	1	0	Ō	29	3	Ö	137
7:30 AM	Ô	Ô	Ö	ő	8	Ö	26	ő	13	60	î	Ô	1	29	5	ŏ	143
7:45 AM	ō	ō	Ö	ō	19	2	20	ō	20	56	2	ō	1	44	7	ō	171
8:00 AM	1	0	1	0	2	2	24	0	33	54	4	0	1	30	4	0	156
8:15 AM	0	0	2	Ó	6	0	17	Ó	38	58	12	0	1	32	11	0	177
8:30 AM	1	1	0	0	10	0	29	0	15	69	10	0	2	37	5	0	179
8:45 AM	0	1	1	0	22	2	28	1	16	58	4	0	4	26	8	0	171
9:00 AM	0	1	2	0	16	3	22	0	19	43	2	0	1	24	5	0	138
9:15 AM	0	0	2	0	10	0	17	0	21	35	1	0	2	30	9	0	127
9:30 AM	3	1	2	0	18	0	20	0	14	44	3	0	0	26	2	0	133
9:45 AM	0	0	0	0	10	2	18	0	23	45	1	0	0	30	4	0	133
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	6	4	10	0	140	12	254	1	238	636	41	0	14	366	73	0	1795
APPROACH %'s:	30.00%		50.00%	0.00%	34.40%	2.95%	62.41%	0.25%	26.01%	69.51%	4.48%	0.00%	3.09%	80.79%	16.11%	0.00%	TOTAL
PEAK HR :		07:45 AM -						_				_	_			_	TOTAL
PEAK HR VOL :	2	1	3	0	37	4	90	0	106	237	28	0	5	143	27	0	683
PEAK HR FACTOR :	0.500	0.250 0.7	0.375	0.000	0.487	0.500	0.776	0.000	0.697	0.859	0.583	0.000	0.625	0.813	0.614	0.000	0.954
		0.7	30			0.7	77			0.0.	פנ			0.0	†1		
		NORTH	BOUND			SOUTH	BOLIND			EASTB	OLIND		1	WESTE	OUND		
PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ĒΤ	ER	EU	WL	WT	WR	WU	TOTAL
3:45 PM	3	0	3	0	5	2	39	0	29	42	0	0	4	65	15	0	207
4:00 PM	6	3	4	0	5	2	30	0	21	51	8	0	4	63	19	0	216
4:15 PM	2	2	5	0	8	3	32	0	30	44	4	0	1	77	18	0	226
4:30 PM	6	8	8	0	5	1	27	0	33	64	8	0	4	79	18	0	261
4:45 PM	3	3	6	0	4	0	31	0	27	37	4	1	0	87	13	0	216
5:00 PM	8	2	12	0	17	1	39	0	26	45	4	0	6	98	29	0	287
5:15 PM	12	5	16	0	7	2	37	0	33	51	6	1	8	92	24	0	294
5:30 PM	6	2	4	0	3	1	48	0	35	50	2	0	4	85	20	0	260
5:45 PM	6	2	2	0	6	3	32	0	35	49	7	0	2	51	15	0	210
6:00 PM	2	4	4	0	6	1	32	0	30	42	5	0	2	57	10	0	195
6:15 PM	7	2 4	3 9	0	6 2	4	33 39	0	30 26	43	4	0	3 2	65 48	12	0	212 197
6:30 PM	4	4	9	U	2	3	39	0	26	44	4	U	2	48	12	U	197
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	65	37	76	0	74	23	419	0	355	562	56	2	40	867	205	0	2781
APPROACH %'s:	36.52%		42.70%	0.00%	14.34%	4.46%	81.20%	0.00%	36.41%	57.64%	5.74%	0.21%	3.60%	77.97%	18.44%	0.00%	
PEAK HR:		04:30 PM -															TOTAL
PEAK HR VOL :	29	18	42	0	33	4	134	0	119	197	22	2	18	356	84	0	1058
PEAK HR FACTOR :	0.604	0.563	0.656	0.000	0.485	0.500	0.859	0.000	0.902	0.770	0.688	0.500	0.563	0.908	0.724	0.000	0.900
		0.6	74			0.71	50			0.8	10			0.86	51		0.505

Intersection Turning Movement Count

Location: Virginia Ave/Clay Pl & Doug Davis Dr/Virginia Ave City: Hapeville Control: 1-Way Stop (SB)

Project ID: 19-09370-001 Date: 5/14/2019

-									ITS								
NS/EW Streets:		Virginia Av	ve/Clay Pl			Virginia Av	e/Clay Pl		Dou	ug Davis Dr	/Virginia A	/e	Dou	ıg Davis Dr	/Virginia A	ve	
		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
7	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	7	1	12	0	14	54	0	0	1	28	10	0	128
7:15 AM	0	0	0	0	12	0	20	0	12	57	1	0	0	28	3	0	133
7:30 AM	0	0	0	0	8	0	26	0	13	56	1	0	1	27	5	0	137
7:45 AM	0	0	0	0	18	2	20	0	19	56	2	0	1	43	7	0	168
8:00 AM	1	0	0	0	2	2	23	0	33	54	4	0	1	29	4	0	153
8:15 AM	0	0	2	0	6	0	16	0	38	56	12	0	1	28	11	0	170
8:30 AM	1	1	0	0	10	0	29	0	15	67	9	0	2	36	5	0	175
8:45 AM	0	1	1	0	22	2	26	1	16	58	4	0	4	24	6	0	165
9:00 AM	0	1	2	0	16	3	22	0	17	42	2	0	1	20	4	0	130
9:15 AM	0	0	2	0	10	0	17	0	20	35	1	0	2	28	9	0	124
9:30 AM	2	1	2	0	18	0	19	0	13	43	3	0	0	25	2	0	128
9:45 AM	0	0	0	0	10	1	17	0	22	41	1	0	0	27	3	0	122
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	5	4	9	0	139	11	247	1	232	619	40	0	14	343	69	0	1733
APPROACH %'s:	27.78%	22.22%	50.00%	0.00%	34.92%	2.76%	62.06%	0.25%	26.04%	69.47%	4.49%	0.00%	3.29%	80.52%	16.20%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	2	1	2	0	36	4	88	0	105	233	27	0	5	136	27	0	666
PEAK HR FACTOR:	0.50	0.250	0.250	0.000	0.500	0.500	0.759	0.000	0.691	0.869	0.563	0.000	0.625	0.791	0.614	0.000	0.051
		0.6	25			0.80			*****	0.86				0.82			0.951
						0.80	00			0.86	51				24		0.951
		0.6					00				51			0.82 WESTE	24		0.951
PM	0	NORTH 0	IBOUND 0	0	0	SOUTH 1	BOUND 0	0	0	0.86 EASTB	51	0	0		24	0	
	NL	NORTH 0 NT	IBOUND 0 NR	NU	SL	SOUTH 1 ST	BOUND 0 SR	0 SU	0 EL	0.86 EASTB 2 ET	OUND 0 ER	0 EU	WL	WESTE 2 WT	BOUND 0 WR	0 WU	TOTAL
3:45 PM	NL 3	NORTH 0 NT 0	BOUND 0 NR 3	NU 0	SL 5	0.80 SOUTH 1 ST 2	BOUND 0 SR 39	0 SU 0	0 EL 27	0.86 EASTB 2 ET 37	OUND 0 ER 0	0 EU 0	WL 4	WESTE 2 WT 63	80UND 0 WR 15	0 WU 0	TOTAL
3:45 PM 4:00 PM	NL 3 6	NORTH 0 NT 0 3	BOUND 0 NR 3	NU 0 0	SL 5 5	0.80 SOUTH 1 ST 2 2	BOUND 0 SR 39 30	0 SU 0	0 EL 27 21	0.86 EASTB 2 ET 37 48	OUND 0 ER 0 7	0 EU 0	WL	WESTE 2 WT 63 62	80UND 0 WR 15 19	0 WU 0	TOTAL 198 211
3:45 PM 4:00 PM 4:15 PM	NL 3 6 2	NORTH 0 NT 0 3	IBOUND 0 NR 3 4	NU 0 0 0	SL 5 5 8	0.80 SOUTH 1 ST 2 2 3	BOUND 0 SR 39 30 32	0 SU 0 0	0 EL 27 21 30	0.86 EASTB 2 ET 37 48 42	OUND 0 ER 0 7 4	0 EU 0 0	WL 4 4 1	WESTE 2 WT 63 62 75	80UND 0 WR 15 19 18	0 WU 0 0	TOTAL 198 211 222
3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 3 6 2 6	NORTH 0 NT 0 3 2 7	BOUND 0 NR 3 4 5 7	NU 0 0 0 0	SL 5 5 8 5	0.80 SOUTH 1 ST 2 2 3 1	BOUND 0 SR 39 30 32 25	0 SU 0 0	0 EL 27 21 30 33	0.86 EASTB 2 ET 37 48 42 63	OUND 0 ER 0 7 4 7	0 EU 0 0 0	WL 4 4 1 4	WESTE 2 WT 63 62 75 79	BOUND 0 WR 15 19 18 18	0 WU 0 0	TOTAL 198 211 222 255
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 3 6 2 6 3	NORTH 0 NT 0 3 2 7	BOUND 0 NR 3 4 5 7 6	NU 0 0 0 0 0	SL 5 5 8 5 4	0.80 SOUTH 1 ST 2 2 3 1	BOUND 0 SR 39 30 32 25 31	0 SU 0 0 0	0 EL 27 21 30 33 27	0.86 EASTB 2 ET 37 48 42 63 37	OUND 0 ER 0 7 4 7	0 EU 0 0 0 0	WL 4 4 1 4 0	WESTE 2 WT 63 62 75 79 85	80UND 0 WR 15 19 18 18 13	0 WU 0 0 0	TOTAL 198 211 222 255 214
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 3 6 2 6 3 8	NORTH 0 NT 0 3 2 7 3 2	BOUND 0 NR 3 4 5 7 6	NU 0 0 0 0 0 0	SL 5 5 8 5 4 17	0.80 SOUTH 1 ST 2 2 3 1 0	BOUND 0 SR 39 30 32 25 31	0 SU 0 0 0 0	0 EL 27 21 30 33 27 26	0.86 EASTB 2 ET 37 48 42 63 37 42	OUND 0 ER 0 7 4 7 4	0 EU 0 0 0 0 0	WL 4 4 1 4 0 6	WESTE 2 WT 63 62 75 79 85 96	80UND 0 WR 15 19 18 18 13 29	0 WU 0 0 0 0 0	TOTAL 198 211 222 255 214 282
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 3 6 2 6 3 8 12	NORTH 0 NT 0 3 2 7 3 2 5	BOUND 0 NR 3 4 5 7 6 6 12 16	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 17 7	0.80 SOUTH 1 ST 2 2 3 1 0	BOUND 0 SR 39 30 32 25 31 39 37	0 SU 0 0 0 0 0	0 EL 27 21 30 33 27 26 32	0.86 EASTB 2 ET 37 48 42 63 37 42 50	OUND 0 ER 0 7 4 7 4 4 6	0 EU 0 0 0 0 0 1	WL 4 4 1 4 0 6 8	WESTE 2 WT 63 62 75 79 85 96 88	30UND 0 WR 15 19 18 18 13 29 24	0 WU 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 3 6 2 6 3 8 12 6	NORTH 0 NT 0 3 2 7 3 2 5 2	BOUND 0 NR 3 4 5 7 6 12 16 4	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 17 7 3	0.86 SOUTH 1 ST 2 2 3 1 0 1 2	BOUND 0 SR 39 30 32 25 31 39 37 48	0 SU 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48	OUND 0 ER 0 7 4 7 4 4 6 2	0 EU 0 0 0 0 0 1 0	WL 4 4 1 4 0 6 8 4	WESTE 2 WT 63 62 75 79 85 96 88 81	30UND 0 WR 15 19 18 18 13 29 24 20	0 WU 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 3 6 2 6 3 8 12 6 6	NORTH 0 NT 0 3 2 7 3 2 5 2 2	BOUND 0 NR 3 4 5 7 6 12 16 4 2	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 17 7 3 6 6	0.86 SOUTH 1 ST 2 2 3 1 0 1 2 1 3	BOUND 0 SR 39 30 32 25 31 39 37 48 32	0 SU 0 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35 33	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48 48	OUND 0 ER 0 7 4 7 4 4 6 2 6	0 EU 0 0 0 0 1 0 1 0	WL 4 4 1 4 0 6 8 4 2	WESTE 2 WT 63 62 75 79 85 96 88 81 50	30UND 0 WR 15 19 18 18 18 13 29 24 20 15	0 WU 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 5:45 PM 6:00 PM	NL 3 6 2 6 3 8 12 6 6 2	NORTH 0 NT 0 3 2 7 3 2 5 2 4	BOUND 0 NR 3 4 5 7 6 12 16 4 2 4	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 17 7 3 6 6 6	0.86 SOUTH 1 ST 2 2 3 1 0 1 2 1 3 1	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 32	0 SU 0 0 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35 33 29	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48 48 39	OUND 0 ER 0 7 4 4 4 6 6 2 6 5 5	0 EU 0 0 0 0 1 0 1 0 0	WL 4 4 1 4 0 6 8 8 4 2 2 2	WESTE 2 WT 63 62 75 79 85 96 88 81 50 55	80UND 0 WR 15 19 18 18 13 29 24 20 15 10	0 WU 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 189
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM	NL 3 6 2 6 3 8 12 6 6 6	NORTH 0 NT 0 3 2 7 3 2 5 2 5 2 2 4 2	BOUND 0 NR 3 4 5 7 6 6 12 16 4 2 4 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 17 7 7 3 6 6 6 6 6	0.88 SOUTH 1 ST 2 2 3 1 0 1 2 1 3 1 4	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 31	0 SU 0 0 0 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35 33 29 30	0.86 EASTB 2 ET 37 48 42 63 37 42 63 47 42 48 48 39 41	OUND 0 ER 0 7 4 4 7 7 4 4 6 6 2 6 5 4	0 EU 0 0 0 0 0 1 1 0 1 0 0	WL 4 4 1 4 0 0 6 8 8 4 2 2 2 3	WESTE 2 WT 63 62 75 79 85 96 88 81 50 55 63	OUND 0 WR 15 19 18 18 13 29 24 20 15 10 12	0 WU 0 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 189 205
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 5:45 PM 6:00 PM	NL 3 6 2 6 3 8 12 6 6 2	NORTH 0 NT 0 3 2 7 3 2 5 2 4	BOUND 0 NR 3 4 5 7 6 12 16 4 2 4	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 17 7 3 6 6 6	0.86 SOUTH 1 ST 2 2 3 1 0 1 2 1 3 1	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 32	0 SU 0 0 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35 33 29	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48 48 39	OUND 0 ER 0 7 4 4 4 6 6 2 6 5 5	0 EU 0 0 0 0 1 0 1 0 0	WL 4 4 1 4 0 6 8 8 4 2 2 2	WESTE 2 WT 63 62 75 79 85 96 88 81 50 55	80UND 0 WR 15 19 18 18 13 29 24 20 15 10	0 WU 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 189
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM	NL 3 6 2 6 3 8 12 6 6 6 2 6 4	NORTH 0 NT 0 3 2 7 7 3 2 5 5 2 2 4 4 2 4	BOUND 0 NR 3 4 5 7 7 6 12 16 4 2 4 3 9 9	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 8 5 4 17 7 3 6 6 6 6 2	0.80 SOUTH 1 ST 2 2 3 1 0 0 1 2 1 3 1 4 3	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 31 38	0 SU 0 0 0 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35 32 35 32 36 32 36 32 36 36 36 36 36 37 38 38 38 38 38 38 38 38 38 38 38 38 38	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48 48 39 41 42	OUND 0 ER 0 7 4 7 4 6 2 6 5 4 4	0 EU 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0	WL 4 4 4 1 1 4 0 0 6 8 8 4 4 2 2 2 3 3 2 2	WESTE 2 WT 63 62 75 96 85 96 88 81 50 55 63 47	OUND 0 WR 15 19 18 18 13 29 24 20 15 10 12 12 12	0 WU 0 0 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 189 205 193
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:30 PM 6:30 PM	NL 3 6 2 6 3 8 12 6 6 6 2 6 4 NL	NORTH 0 NT 0 3 2 2 7 3 2 2 5 5 2 2 4 4 2 4 NT	BOUND 0 NR 3 4 5 7 6 6 12 16 4 2 2 4 3 9 NR	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 8 5 4 17 7 3 6 6 6 6 2 SL	0.80 SOUTH 1 ST 2 2 3 1 0 1 2 1 3 1 4 3	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 31 38 SR	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 27 21 30 33 32 27 26 32 26 32 29 30 26 EL	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48 48 39 41 42	OUND 0 ER 0 7 4 7 4 4 6 2 6 5 4 4	0 EU 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0	WL 4 4 4 1 4 0 6 8 4 2 2 3 2	WESTE 2 WT 63 62 75 79 85 96 88 81 50 63 47	OUND 0 WR 15 19 18 18 13 29 24 20 15 10 12 12 WR	0 WU 0 0 0 0 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 189 205 193 TOTAL
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	NL 3 6 2 6 3 3 8 12 6 6 6 2 6 4 4 NL 64	NORTH 0 NT 0 3 2 7 7 3 3 2 2 5 2 2 4 4 2 4 NT 36	BOUND 0 NR 3 4 5 7 6 12 16 4 2 4 3 9	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 17 7 3 6 6 6 6 2 SL 74	0.80 SOUTH 1 ST 2 2 3 1 0 0 1 1 2 1 3 3 1 4 3	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 33 35 37 48 32 35 36 37 38 38	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 27 21 30 33 37 27 26 32 32 33 33 33 29 29 26	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48 48 39 41 42 ET 537	OUND 0 ER 0 7 4 4 4 6 6 5 5 4 4 4 ER 53	0 EU 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	WL 4 4 4 1 1 4 0 6 6 8 8 4 4 2 2 3 3 2 WL 40	WESTE 2 WT 63 62 75 96 88 81 50 55 63 47 WT 844	24 DOUND 0 WR 15 19 18 18 18 29 24 20 15 10 12 12 WR 205	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 189 205 193
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:00 PM 6:30 PM 6:30 PM	NL 3 6 2 6 6 3 8 12 6 6 6 4 NL 64 36.57%	NORTH 0 NT 0 3 2 7 3 2 5 2 2 4 2 4 NT 36 20.57%	BOUND 0 NR 3 4 5 5 7 7 6 6 12 16 4 4 2 2 4 3 9 9 NR 75 42.86%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 8 5 4 17 7 3 6 6 6 6 2 SL	0.80 SOUTH 1 ST 2 2 3 1 0 1 2 1 3 1 4 3	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 31 38 SR	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 27 21 30 33 32 27 26 32 26 32 29 30 26 EL	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48 48 39 41 42	OUND 0 ER 0 7 4 7 4 4 6 2 6 5 4 4	0 EU 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0	WL 4 4 4 1 4 0 6 8 4 2 2 3 2	WESTE 2 WT 63 62 75 79 85 96 88 81 50 63 47	OUND 0 WR 15 19 18 18 13 29 24 20 15 10 12 12 WR	0 WU 0 0 0 0 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 189 205 193 TOTAL 2716
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM TOTAL VOLUMES: APPROACH %'s:	NL 3 6 2 6 3 8 12 6 6 6 2 6 4 NL 64 36.57%	NORTH 0 NT 0 3 2 7 3 2 5 2 2 4 4 NT 36 20.57% 04:30 PM -	BOUND 0 NR 3 4 5 7 6 12 16 4 2 4 3 9 NR 75 42.86% 05:30 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 4 177 7 3 3 6 6 6 6 2 2 SL 74 14.48%	0.80 SOUTH 1 ST 2 2 2 3 1 0 1 2 1 3 1 4 3 3 ST 23 4.50%	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 31 38 SR 414 81.02%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35 33 29 29 26 EL 349 37.09%	0.86 EASTB 2 ET 37 48 48 42 50 48 39 48 49 41 41 42 ET 537 57.07%	51 OUND 0 ER 0 7 4 7 7 4 6 6 2 6 5 4 4 4 ER 53 5.63%	0 EU 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 0 0	WL 4 4 4 1 1 4 0 0 6 8 4 4 2 2 3 3 2 2 WL 40 3.67%	WESTE 2 WT 63 62 75 79 85 96 88 81 50 63 47 WT 844 77.50%	24 OOUND 0 WR 15 19 18 18 13 29 24 20 15 10 12 12 WR 205 18.82%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 193 TOTAL 2716
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR:	NL 3 6 2 6 6 3 8 12 6 6 6 4 4 NL 64 36.57%	NORTH 0 NT 0 3 2 7 7 3 2 5 2 2 4 2 4 2 4 NT 36 20.57% 004:30 PM -	BOUND 0 NR 3 4 5 7 6 12 16 4 2 4 3 9 NR 75 42.86% 05:30 PM 41	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 8 5 4 4 17 7 7 3 6 6 6 6 2 SL 74 14.48% 33	0.80 SOUTH 1 ST 2 2 3 1 0 1 2 1 3 1 4 3 ST 2 2 4.50%	BOUND 0 SR 39 30 32 25 31 39 37 48 32 32 31 38 88 414 81.02%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35 32 35 32 36 32 37 29 30 26 37 29 30 26 31 29 31 31 29 31 31 29 31 31 20 40 40 40 40 40 40 40 40 40 40 40 40 40	0.86 EASTB 2 ET 37 48 42 63 37 42 50 48 39 41 42 ET 537 57.07%	51 OUND 0 ER 0 7 4 7 4 4 6 2 6 5 4 4 ER 53 5.63%	0 EU 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0 0 0 0 0	WL 4 4 1 1 4 0 0 6 8 8 4 4 2 2 2 3 3 2 WL 40 3.67%	WESTE 2 WT 63 62 75 79 85 96 88 81 50 55 63 47 WT 844 77.50% 348	24 SOUND 0 WR 15 19 18 18 13 29 24 20 15 10 12 WR 205 18.82%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 189 205 193 TOTAL 2716
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM TOTAL VOLUMES: APPROACH %'s:	NL 3 6 2 6 3 8 12 6 6 6 2 6 4 NL 64 36.57%	NORTH 0 NT 0 3 2 7 3 2 5 2 2 4 4 NT 36 20.57% 04:30 PM -	IBOUND 0 NR 3 4 5 7 6 12 16 4 2 4 3 9 NR 75 42.86% 05:30 PM 41 0.641	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 5 5 8 5 4 4 177 7 3 3 6 6 6 6 2 2 SL 74 14.48%	0.80 SOUTH 1 ST 2 2 2 3 1 0 1 2 1 3 1 4 3 3 ST 23 4.50%	BOUND 0 SR 39 30 32 25 31 39 37 48 32 31 38 SR 414 81.02%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 27 21 30 33 27 26 32 35 33 29 29 26 EL 349 37.09%	0.86 EASTB 2 ET 37 48 48 42 50 48 39 48 49 41 41 42 ET 537 57.07%	OUND O ER O 7 4 7 4 4 6 6 2 6 5 4 4 ER 53 5.63%	0 EU 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 0 0	WL 4 4 4 1 1 4 0 0 6 8 4 4 2 2 3 3 2 2 WL 40 3.67%	WESTE 2 WT 63 62 75 79 85 96 88 81 50 63 47 WT 844 77.50%	24 SOUND 0 WR 15 19 18 18 13 29 24 20 15 10 12 12 12 WR 205 18.82% 84 0.724	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 198 211 222 255 214 282 288 254 205 193 TOTAL 2716

Intersection Turning Movement Count

Location: Virginia Ave/Clay Pl & Doug Davis Dr/Virginia Ave City: Hapeville Control: 1-Way Stop (SB)

Project ID: 19-09370-001 Date: 5/14/2019

Control:	1-way Sto	b (2R)						н	т					Date:	5/14/2019		
NS/EW Streets:	Virginia Ave/Clay Pl Virginia Ave/Clay Pl								_	ug Davis Dı	r/Virginia A	ve	Do	ug Davis Dr	/Virginia Av	/e	
		NORTH	BOUND			SOLITH	IBOUND			FASTE	BOUND			WESTE	SOLIND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	<mark>0</mark> SU	0 EL	2 ET	0 ER	<mark>0</mark> EU	0 WL	2 WT	0 WR	0 WU	TOTA
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3
8:00 AM 8:15 AM	0	0	1 0	0	0 0	0	1	0	0	0 2	0	0	0	1 4	0	0	3 7
8:30 AM	0	0	0	0	0	0	0	0	0	2	1	Ö	0	1	0	Ö	4
8:45 AM	Ö	Õ	Ö	ō	0	Ö	2	Ö	0	0	ō	Ö	0	2	2	Ö	6
9:00 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	4	1	0	8
9:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
9:30 AM	1	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	5
9:45 AM	0	0	0	0	0	1	1	0	1	4	0	0	0	3	1	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
TOTAL VOLUMES:	1	0	1	0	1	1	7	0	6	17	1	0	0	23	4	0	62
APPROACH %'s:	50.00%	0.00%	50.00%	0.00%	11.11%	11.11%	77.78%	0.00%	25.00%	70.83%	4.17%	0.00%	0.00%	85.19%	14.81%	0.00%	
PEAK HR:		07:45 AM -					_		_					_			TOT
PEAK HR VOL : PEAK HR FACTOR :	0.000	0.000	1 0.250	0 0.000	1 0.250	0.000	2 0.500	0.000	1 0.250	4 0.500	1 0.250	0.000	0.000	7 0.438	0 0.000	0 0.000	17
PEAK HK FACTOR :	0.000	0.000		0.000	0.230	0.000		0.000	0.230	0.500		0.000	0.000	0.436		0.000	0.60
		NORTH	BOUND			SOUTH	IBOUND			EASTE	BOUND			WESTE	BOUND		
PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
3:45 PM	0	0	0	0	0	0	0	0	2	5	0 1	0	0	2	0	0	9
4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	3 2	0	0	0	1 2	0	0	5 4
4:30 PM	0	1	1	0	0	0	2	0	0	1	1	0	0	0	0	0	6
4:45 PM	Ô	Ō	ō	ő	Ö	Õ	ō	Ô	0	ō	ō	Õ	Ö	2	Ô	Ö	2
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	5
6:00 PM 6:15 PM	0 1	0	0	0	0 0	0	0 2	0	1 0	3 2	0	0	0	2	0	0	6 7
6:30 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
TOTAL VOLUMES:	1	1	1	0	0	0	5	0	6	25	3	0	0	23	0	0	6!
APPROACH %'s:	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	17.65%	73.53%	8.82%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		04:30 PM -	05:30 PM														TO
PEAK HR VOL :	0	1	1	0	0	0	2	0	1	5	1	0	0	8	0	0	19
PEAK HR FACTOR :	0.00	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.417	0.250	0.000	0.000	0.500	0.000	0.000	0.79
		0.2	50			0.2	50			0.5	83			0.50	00		0.7.

Intersection Turning Movement Count

Location: Virginia Ave/Clay Pl & Doug Davis Dr/Virginia Ave City: Hapeville Control: 1-Way Stop (SB)

Project ID: 19-09370-001 Date: 5/14/2019

									es								
NS/EW Streets:		Virginia A	ve/Clay Pl			Virginia A	ve/Clay Pl		Dou	ug Davis Dr	/Virginia Av	/e	Do	ug Davis Dr	/Virginia A	ve	
		NORTI	HBOUND			SOUTH	IBOUND			EASTB	OUND			WESTE	BOUND		
AM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
7	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	1	1	0	0	0	1	0	0	5
APPROACH %'s:					0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :			- 08:45 AM														TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
																	0.250
														0.2	50		0.250
		NO.				001177				54070	O. IND						0.250
DN4			HBOUND		0		BOUND	0		EASTB				WESTE	BOUND	0	0.250
PM	0	0	HBOUND 0	0	0	1	IBOUND 0	0	0	2	0	0	0	WESTE 2	BOUND 0	0	
	NL	0 NT	HBOUND 0 NR	NU	SL	1 ST	IBOUND 0 SR	SU	EL	2 ET	0 ER	0 EU	WL	WESTE 2 WT	BOUND 0 WR	WU	TOTAL
3:45 PM	NL 0	0 NT 0	HBOUND 0 NR 0	NU 0	SL 0	1 ST 0	IBOUND 0 SR 0	SU 0	EL 0	ET 0	0 ER 0	0 EU 0	WL 0	WESTE 2 WT 0	BOUND 0 WR 0	WU 0	TOTAL 0
3:45 PM 4:00 PM	NL 0 0	0 NT 0	HBOUND 0 NR 0	NU 0 0	SL 0 0	1 ST 0	BOUND 0 SR 0	SU 0 0	0 0	2 ET 0	0 ER 0	0 EU 0	WL 0 0	WESTE 2 WT 0	BOUND 0 WR 0	0 0	TOTAL 0
3:45 PM 4:00 PM 4:15 PM	NL 0 0 0	0 NT 0 0	HBOUND 0 NR 0 0	NU 0 0 0	SL 0 0 0	1 ST 0 0 0	IBOUND 0 SR 0 0	SU 0 0 0	EL 0 0 0	2 ET 0 0	0 ER 0 0	0 EU 0 0	WL 0 0 0	WESTE 2 WT 0 0 0	80UND 0 WR 0 0	0 0 0	TOTAL 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0 0	0 NT 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0	NU 0 0 0 0	SL 0 0 0 0	1 ST 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0	SU 0 0 0 0	0 0 0 0	2 ET 0 0 0 0	0 ER 0 0 0	0 EU 0 0 0	WL 0 0	WESTE 2 WT 0 0 0 0 0 0 0	80UND 0 WR 0 0 0	0 0 0 0	TOTAL 0 0 0
3:45 PM 4:00 PM 4:15 PM	NL 0 0 0	0 NT 0 0	HBOUND 0 NR 0 0	NU 0 0 0	SL 0 0 0	1 ST 0 0 0	IBOUND 0 SR 0 0	SU 0 0 0	EL 0 0 0	2 ET 0 0	0 ER 0 0	0 EU 0 0	WL 0 0 0 0	WESTE 2 WT 0 0 0	80UND 0 WR 0 0	0 0 0	TOTAL 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0 0	0 NT 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0	1 ST 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0	0 ER 0 0 0 0	0 EU 0 0 0 0	WL 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 WR 0 0 0	WU 0 0 0 0	TOTAL 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0 0 0	0 NT 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0	0 ER 0 0 0 0 0 0	0 EU 0 0 0 0 0	WL 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 WR 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0	0 ER 0 0 0 0 0 0	0 EU 0 0 0 0 0	WL 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0	BOUND 0 WR 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0	80UND 0 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 1 1	80UND 0 WR 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0 1
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0	80UND 0 WR 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:35 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:30 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUND 0 WR O O O O O O O O O O O O O O O O O O	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:45 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 0 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:45 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 6:00 PM 6:30 PM 6:30 PM TOTAL VOLUMES:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUND 0 WR O O O O O O O O O O O O O O O O O O	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:45 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:30 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NTT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:45 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST O O O O O O O O O O O O O O O O O O	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
3:45 PM 4:00 PM 4:15 PM 4:45 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:30 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NTT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 2 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Intersection Turning Movement Count Location: Virginia Ave/Clay PI & Doug Davis Dr/Virginia Ave City: Hapeville City: Hapeville City: Hapeville Date: 5/14/2019

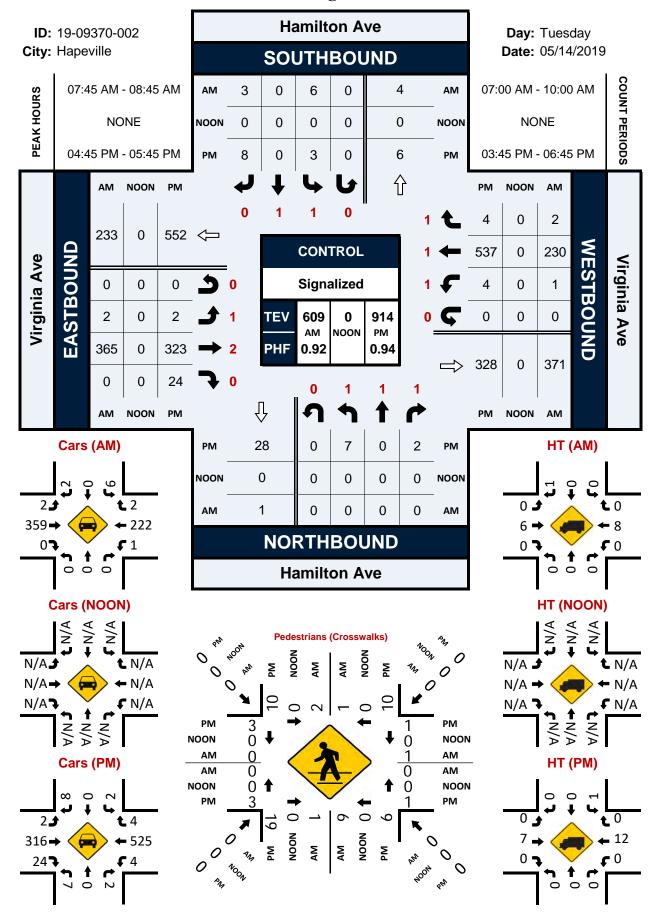
Pedestrians (Crosswalks)

NS/EW Streets:	Virginia Ave/Clay Pl		Virginia A	ve/Clay Pl	_	Dr/Virginia		Dr/Virginia			Ī
-,						ve		ve			<u> </u>
AM		H LEG		H LEG		Γ LEG	_	Γ LEG		2 CUT OUT	
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	1	1	2	0	0	0	0	1	2	0	7
7:15 AM		0	1	1	0	1	0	0	0	0	3
7:30 AM	0	0	1	1	1	0	0	0	1	1	5
7:45 AM	0	1	0	0	0	0	1	0	0	0	2
8:00 AM	1	0	0	3	1	0	1	1	0	4	11
8:15 AM	0	0	0	1	0	0	0	0	0	1	2
8:30 AM	0	0	0	1	1	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	1	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	1	1	1	1	2	2	0	1	9
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES:	2	2	6	8	5	2	4	4	3	8	44
APPROACH %'s:	50.00%	50.00%	42.86%	57.14%	71.43%	28.57%	50.00%	50.00%	27.27%	72.73%	
PEAK HR:	07:45 AM	- 08:45 AM									TOTAL
PEAK HR VOL:	1	1	0	5	2	0	2	1	0	6	18
PEAK HR FACTOR:	0.250	0.250		0.417	0.500		0.500	0.250		0.375	0.400
		500	0.4	117		500		375	0.3	375	0.409

PM	NORT	H LEG	SOUT	H LEG	EAST	Γ LEG	WES	Γ LEG	SOUTH LEG	2 CUT OUT	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
3:45 PM	0	0	4	3	1	0	3	2	3	3	19
4:00 PM	0	1	0	2	0	2	0	1	0	1	7
4:15 PM	0	2	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	1	1	6	0	0	6	1	16
4:45 PM	0	0	4	0	0	1	0	2	4	0	11
5:00 PM	0	1	2	1	2	0	4	0	1	3	14
5:15 PM	1	1	1	0	1	1	1	0	1	0	7
5:30 PM	1	1	5	2	2	0	4	6	2	2	25
5:45 PM	3	8	0	3	1	2	6	2	1	2	28
6:00 PM	1	4	6	3	2	0	0	2	4	4	26
6:15 PM	1	7	1	0	0	0	0	0	1	0	10
6:30 PM	0	3	3	0	2	0	0	1	1	0	10
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES:	7	29	26	15	12	12	18	16	24	16	175
APPROACH %'s:	19.44%	80.56%	63.41%	36.59%	50.00%	50.00%	52.94%	47.06%	60.00%	40.00%	
PEAK HR :	04:30 PM	- 05:30 PM									TOTAL
PEAK HR VOL :	1	3	7	2	4	8	5	2	12	4	48
PEAK HR FACTOR:	0.250	0.750	0.438	0.500	0.500	0.333	0.313	0.250	0.500	0.333	0.750
	0.5	500	0.5	563	0.4	129	0.4	138	0.5	571	0.750

Hamilton Ave & Virginia Ave

Peak Hour Turning Movement Count



Intersection Turning Movement Count
City: Hapeville
Control: Signalized Project ID: 19-09370-002 Date: 5/14/2019

								To	tal								_
NS/EW Streets:		Hamilto	n Ave			Hamilto	n Ave			Virginia	a Ave			Virginia	a Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	1	1	1	0	1	1	0	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1	67	0	0	0	46	0	0	115
7:15 AM	0	0	0	0	3	0	0	0	0	70	0	0	1	45	0	0	119
7:30 AM	0	0	0	0	0	0	1	0	0	74	0	0	0	57	0	0	132
7:45 AM	0	0	0	0	1	0	0	0	1	81	0	0	0	60	2	0	145
8:00 AM	0	0	0	0	2	0	0	0	0	85	0	0	0	51	0	0	138
8:15 AM	0	0	0	0	2	0	2	0	1	103	0	0	1	52	0	0	161
8:30 AM	0	0	0	0	1	0	1	0	0	96	0	0	0	67	0	0	165
8:45 AM	0	0	0	0	1	0	0	0	1	77	0	0	0	52	1	0	132
9:00 AM	0	0	0	0	0	1	0	0	0	59	0	0	1	46	0	0	107
9:15 AM	1	0	0	0	0	0	0	0	0	62	2	0	0	46	1	0	112
9:30 AM	1	0	0	0	2	0	2	0	1	61	0	1	0	49	1	0	118
9:45 AM	0	0	0	0	0	0	0	0	1	65	1	0	1	46	0	0	114
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	13	1	6	0	6	900	3	1	4	617	5	0	1558
APPROACH %'s:	100.00%	0.00%	0.00%	0.00%	65.00%	5.00%	30.00%	0.00%	0.66%	98.90%	0.33%	0.11%	0.64%	98.56%	0.80%	0.00%	
PEAK HR :			08:45 AM		_	_	_	_	_		_	_			_	_	TOTAL
PEAK HR VOL :	0	0	0	0	6	0	3	0	2	365	0	0	1	230	2 0.250	0	609
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.375	0.000	0.500	0.886	0.000	0.000	0.250	0.858		0.000	0.923
						0.5	03			0.00	32			0.00	09		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
PM	1	1	1	0	1	1	0	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:45 PM	1	0	0	0	1	0	2	0	0	71	3	0	1	108	1	0	188
4:00 PM	4	0	0	0	0	0	0	0	1	78	7	0	1	95	0	0	186
4:15 PM	5	0	2	0	1	0	1	0	1	83	3	0	1	108	2	0	207
4:30 PM	3	0	1	0	0	0	0	0	2	91	6	0	2	110	0	0	215
4:45 PM	0	0	0	0	0	0	5	0	0	74	4	0	1	120	1	0	205
5:00 PM	2	0	0	0	1	0	3	0	0	70	8	0	0	145	1	0	230
5:15 PM	2	0	0	0	1	0	0	0	1	95	4	0	0	139	2	0	244
5:30 PM	3	0	2	0	1	0	0	0	1	84	8	0	3	133	0	0	235
5:45 PM	4	0	0	0	1	0	1	0	0	89	3	0	1	90	1	0	190
6:00 PM	1	0	1	0	2	0	0	0	1	76	4	0	1	90	4	0	180
6:15 PM	4	1	1	0	0	0	3	0	1	77	5	0	0	100	1	0	193
6:30 PM	0	0	1	0	2	0	2	0	4	67	7	0	1	85	3	0	172
TOTAL WOLLD	NL 20	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	1	8	0	10	0	17	0	12	955	62	0	12	1323	16	0	2445
APPROACH %'s:	76.32%	2.63%	21.05%	0.00%	37.04%	0.00%	62.96%	0.00%	1.17%	92.81%	6.03%	0.00%	0.89%	97.93%	1.18%	0.00%	TOT4:
PEAK HR :)4:45 PM -															TOTAL
PEAK HR VOL:	7	0	2	0	3	0	8							537			
PEAK HR FACTOR:	0.583	0.000	0.250	0.000	0.750	0.000	0.400	0 0.000	2 0.500	323 0.850	24 0.750	0 0.000	4 0.333	0.926	4 0.500	0.000	914

Intersection Turning Movement Count

Location: Hamilton Ave & Virginia Ave City: Hapeville Control: Signalized

Project ID: 19-09370-002 Date: 5/14/2019

								Ca	irs								
NS/EW Streets:		Hamilto	n Ave			Hamilto	n Ave			Virginia	Ave			Virginia	Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	1 WT	1 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1	67	0	0	0	43	0	0	112
7:15 AM	0	0	0	0	2	0	0	0	0	68	0	0	1	45	0	0	116
7:30 AM	0	0	0	0	0	0	1	0	0	70	0	0	0	54	0	0	125
7:45 AM	0	0	0	0	1	0	0	0	1	80	0	0	0	60	2	0	144
8:00 AM	0	0	0	0	2	0	0	0	0	85	0	0	0	49	0	0	136
8:15 AM	0	0	0	0	2 1	0	1	0	1 0	101	0	0	1	47	0	0	153
8:30 AM	0	0	0	0	1	0	0	0	U	93	0	0	0	66	0	0	161
8:45 AM 9:00 AM	0	0	0	0	0	0	U	0	0	77 56	0	0	1	48 42	0	0	128 100
9:15 AM	1	0	0	0	0	0	0	0	0	61	2	0	0	42 44	1	0	100
9:30 AM	1	0	0	0	2	0	2	0	1	59	0	1	0	46	1	0	113
9:45 AM	0	0	0	0	0	0	0	0	1	60	1	0	1	42	0	0	105
3. 13 ATT	٠	•	•	•	•	•	•	·	•	00	-	·	•	12	·	٠	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	12	1	5	0	6	877	3	1	4	586	5	0	1502
APPROACH %'s:	100.00%	0.00%	0.00%	0.00%	66.67%	5.56%	27.78%	0.00%	0.68%	98.87%	0.34%	0.11%	0.67%	98.49%	0.84%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL:	0	0	0	0	6	0	2	0	2	359	0	0	1	222	2	0	594
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.500	0.889	0.000	0.000	0.250	0.841	0.250	0.000	0.922
						0.66	57			0.88	15			0.85			0.922
															52		0.922
211		NORTH				SOUTH	BOUND			EASTB	OUND			WESTB	OUND		0.922
PM	1	1	1	0	1	SOUTHI 1	BOUND 0	0	1	EASTB 2	OUND 0	0	1	WESTB 1	OUND 1	0	
	NL	1 NT	1 NR	NU	SL	SOUTHI 1 ST	BOUND 0 SR	SU	EL	EASTB 2 ET	OUND 0 ER	EU	WL	WESTB 1 WT	OUND 1 WR	WU	TOTAL
3:45 PM	NL 1	1 NT 0	1 NR 0	NU 0	SL 0	SOUTHI 1 ST 0	BOUND 0 SR 2	SU 0	EL 0	EASTB 2 ET 64	OUND 0 ER 3	EU 0	WL 1	WESTB 1 WT 106	00UND 1 WR 1	WU 0	TOTAL
3:45 PM 4:00 PM	NL 1 4	1 NT 0	1 NR 0	NU 0 0	SL 0 0	SOUTHI 1 ST 0	BOUND 0 SR 2	SU 0 0	EL 0 1	EASTB 2 ET 64 76	OUND 0 ER 3 7	EU 0 0	WL 1 1	WESTB 1 WT 106 94	60UND 1 WR 1 0	0 0	TOTAL 178 183
3:45 PM 4:00 PM 4:15 PM	NL 1 4 5	1 NT 0 0 0	1 NR 0 0 2	NU 0 0 0	SL 0 0 1	SOUTHI 1 ST 0 0	BOUND 0 SR 2 0 1	SU 0 0 0	EL 0 1 1	EASTB 2 ET 64 76 80	OUND 0 ER 3 7	0 0 0 0	WL 1 1 1	WESTB 1 WT 106 94 106	60UND 1 WR 1 0 2	WU 0 0 0	TOTAL 178 183 202
3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 1 4 5 3	1 NT 0 0 0 0	1 NR 0 0 2 1	NU 0 0 0 0	SL 0 0 1	SOUTHI 1 ST 0 0 0	BOUND 0 SR 2 0 1	SU 0 0 0 0	EL 0 1 1 2	EASTB 2 ET 64 76 80 90	OUND 0 ER 3 7 3 6	0 0 0 0 0	WL 1 1 1 2	WESTB 1 WT 106 94 106 108	OUND 1 WR 1 0 2	WU 0 0 0 0	TOTAL 178 183 202 212
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 1 4 5 3 0	1 NT 0 0 0 0 0	1 NR 0 0 2 1	NU 0 0 0 0 0	SL 0 0 1 0 0	SOUTHI 1 ST 0 0 0 0	BOUND 0 SR 2 0 1 0 5	SU 0 0 0 0 0	EL 0 1 1 2 0	EASTB 2 ET 64 76 80 90 74	OUND 0 ER 3 7 3 6 4	EU 0 0 0 0 0	WL 1 1 1 2 1	WESTB 1 WT 106 94 106 108 118	OUND 1 WR 1 0 2 0	WU 0 0 0 0 0	TOTAL 178 183 202 212 203
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 1 4 5 3 0 2	1 NT 0 0 0 0	1 NR 0 0 2 1	NU 0 0 0 0 0 0	SL 0 0 1 0 0 0	SOUTHI 1 ST 0 0 0	BOUND 0 SR 2 0 1	SU 0 0 0 0 0 0	EL 0 1 1 2	EASTB 2 ET 64 76 80 90 74 68	OUND 0 ER 3 7 3 6	0 0 0 0 0	WL 1 1 1 2 1 0	WESTB 1 WT 106 94 106 108 118 143	OUND 1 WR 1 0 2 0 1 1	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 1 4 5 3 0	1 NT 0 0 0 0 0 0	1 NR 0 0 2 1 0	NU 0 0 0 0 0	SL 0 0 1 0 0	SOUTHI 1 ST 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5	SU 0 0 0 0 0	EL 0 1 1 2 0 0 0	EASTB 2 ET 64 76 80 90 74	OUND 0 ER 3 7 3 6 4	EU 0 0 0 0 0 0	WL 1 1 1 2 1	WESTB 1 WT 106 94 106 108 118	OUND 1 WR 1 0 2 0	WU 0 0 0 0 0	TOTAL 178 183 202 212 203
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 1 4 5 3 0 2 2	1 NT 0 0 0 0 0 0 0	1 NR 0 0 2 1 0 0	NU 0 0 0 0 0 0	SL 0 0 1 0 0 0	SOUTHI 1 ST 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5 3	SU 0 0 0 0 0 0	EL 0 1 1 2 0 0 0 1	EASTB 2 ET 64 76 80 90 74 68 92	OUND 0 ER 3 7 3 6 4	EU 0 0 0 0 0 0	WL 1 1 1 2 1 0 0	WESTB 1 WT 106 94 106 108 118 143 135	OUND 1 WR 1 0 2 0 1 1 2	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 1 4 5 3 0 2 2 2 3	1 NT 0 0 0 0 0 0 0 0	1 NR 0 0 2 1 0 0 0 2	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 1 0 0 0 1 1	SOUTHI 1 ST 0 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5 3 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 2 0 0 0 1 1 1 1	EASTB 2 ET 64 76 80 90 74 68 92 82	OUND 0 ER 3 7 3 6 4 8 4	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 2 1 0 0 3	WESTB 1 WT 106 94 106 108 118 143 135 129	OUND 1 WR 1 0 2 0 1 1 1 2 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229
3:45 PM 4:00 PM 4:15 PM 4:35 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 1 4 5 3 0 2 2 3 4 1 4	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 2 1 0 0 0 0 2 2 1 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 1 1 1 1 1 2 0 0 0 0 0 0	SOUTHI 1 ST 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5 3 0 0 0 1 0 3 3	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 2 0 0 0 1 1 1 0 0 1 1 1 1	EASTB 2 2 ET 64 76 80 90 74 68 92 82 82 83 73 76	OUND 0 ER 3 7 3 6 4 4 8 4 4 8 3 3 4 5 5	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 2 1 0 0 3 1 1 0	WESTB 1 WT 106 94 106 108 118 143 135 129 89 88 95	OUND 1 WR 1 0 2 0 1 1 1 2 0 1 1 1 2	WU 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175 187
3:45 PM 4:00 PM 4:15 PM 4:13 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 1 4 5 3 0 2 2 2 3 4	1 NT 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 2 1 0 0 0 2 2 1 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 1 0 0 0 0 1 1 1 1 1 2 2	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5 3 0 0 1	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 2 0 0 1 1 1 0 1 1 0 1 1	EASTB 2 ET 64 76 80 90 74 68 92 82 83 73	OUND 0 ER 3 7 3 6 4 8 4 8 3	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 2 1 0 0 3 1 1 1	WESTB 1 WT 106 94 106 108 118 143 135 129 89 88	OUND 1 WR 1 0 2 0 1 1 2 0 0 1 4 4	WU 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175
3:45 PM 4:00 PM 4:15 PM 4:35 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 1 4 5 3 0 2 2 2 3 4 1 4 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 2 1 0 0 0 0 2 0 1 1 1 1 1 1 1 1 1 1	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 1 1 1 1 2 0 0 2 2	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 1 0 0 5 5 3 0 0 1 1 0 0 3 2 2	SU 0 0 0 0 0 0 0 0 0	EL 0 1 1 2 0 0 0 1 1 1 0 0 1 1 1 4	EASTB 2 ET 64 76 80 90 74 68 92 82 83 73 76 65	OUND 0 ER 3 7 3 6 4 4 8 4 4 8 3 4 5 7 7	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 2 1 0 0 0 3 1 1 1 0 1 1	WESTB 1 106 94 106 108 118 143 135 129 89 88 95 83	OUND 1 WR 1 0 2 0 1 1 1 2 0 1 4 1 3	WU 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175 187 168
3:45 PM 4:00 PM 4:15 PM 4:35 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:30 PM	NL 1 4 5 3 0 2 2 2 3 4 1 4 4 0 0 NL	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 2 1 1 0 0 0 2 2 1 1 0 0 0 1 1 1 1 1	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 1 1 1 1 2 0 0 2 2 SL	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5 5 3 0 0 0 1 1 0 3 2 2 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 2 0 0 0 1 1 1 0 0 1 1 4 4 EL	EASTB 2 ETT 64 76 80 90 74 892 82 83 73 76 65 ETT	OUND 0 ER 3 7 3 6 4 4 8 4 4 5 7 7	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 2 1 0 0 0 3 1 1 1 0 1 1 WL	WESTB 1 WT 106 94 106 108 118 143 143 129 89 88 88 95 83 WT	OUND 1 WR 1 0 0 1 1 2 0 0 1 1 4 1 3 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175 187 168
3:45 PM 4:00 PM 4:15 PM 4:45 PM 4:45 PM 5:00 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM	NL 1 4 5 5 3 0 0 2 2 2 3 3 4 4 1 4 0 0 NL 29	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 2 1 0 0 0 0 2 2 1 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 1 1 1 1 1 2 0 2 SL 8	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5 5 3 0 0 0 1 1 0 3 2 2 SR 17	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 2 0 0 1 1 1 0 1 1 1 4 EL 12	EASTB 2 ET 64 76 80 90 74 68 82 83 76 65 ET 923	OUND 0 ER 3 7 3 6 4 4 8 4 4 8 3 4 5 7 ER 62	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 2 1 0 0 3 1 1 0 1 1 WL 12	WESTB 1 WT 106 94 106 108 118 143 135 129 89 88 88 WT 1294	OUND 1 WR 1 0 2 0 1 1 2 2 0 1 1 4 1 3 3 WR 16	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175 187 168
3:45 PM 4:00 PM 4:15 PM 4:35 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:30 PM 6:30 PM	NL 1 4 5 3 0 0 2 2 2 3 4 4 0 0 NL 29 76.32%	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 2 1 0 0 0 0 2 0 1 1 1 1 NR 8 2 2.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 1 1 1 1 2 0 0 2 2 SL	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5 5 3 0 0 0 1 1 0 3 2 2 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 2 0 0 0 1 1 1 0 0 1 1 4 4 EL	EASTB 2 ETT 64 76 80 90 74 892 82 83 73 76 65 ETT	OUND 0 ER 3 7 3 6 4 4 8 4 4 5 7 7	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 2 1 0 0 0 3 1 1 1 0 1 1 WL	WESTB 1 WT 106 94 106 108 118 143 143 129 89 88 88 95 83 WT	OUND 1 WR 1 0 0 1 1 2 0 0 1 1 4 1 3 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175 187 168 TOTAL 2382
3:45 PM 4:00 PM 4:15 PM 4:35 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES: APPROACH %s:	NL 1 4 5 3 0 0 2 2 2 3 4 4 1 4 4 0 0 NL 29 76.32%	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 2 1 0 0 0 2 0 1 1 1 1 NR 8 21.05%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 1 1 1 1 2 0 0 2 2 SL 8 32.00%	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 0 1 0 5 5 3 0 0 1 1 0 0 3 2 2 SR 17 68.00%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 1 2 0 0 1 1 1 1 4 4 EL 12 1.20%	EASTB 2 ET 64 76 80 90 74 68 92 82 83 76 65 ET 923 92.58%	OUND 0 ER 3 7 7 3 6 4 4 8 8 3 4 4 5 5 7 ER 62 6.22%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 1 2 2 1 1 0 0 0 3 1 1 1 0 1 1 WL 12 0.91%	WESTB 1 WT 106 94 106 108 118 143 135 129 89 88 87 WT 1294 97.88%	OUND 1 WR 1 0 2 0 1 1 1 2 0 1 1 3 WR 16 1.21%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175 187 168 TOTAL 2382
3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:45 PM 5:00 PM 5:00 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR:	NL 1 4 5 3 3 0 2 2 2 3 4 4 1 4 0 0 NL 29 76.32%	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 2 1 0 0 0 2 0 1 1 1 1 1 NR 8 21.05% 0 05:45 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 1 1 1 1 2 2 0 2 SL 8 32.00%	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 1 0 5 3 0 0 1 0 3 2 2 SR 17 68.00%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 1 2 0 0 0 1 1 1 0 1 1 4 4 EL 12 1.20%	EASTB 2 ET 64 76 80 90 74 68 92 82 83 73 76 65 ET 923 92.58%	OUND 0 ER 3 7 7 3 6 4 4 8 4 8 8 3 4 5 7 ER 62 6.22%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 1 2 1 1 0 0 0 3 1 1 1 0 0 1 1 WL 12 0.91%	WESTB 1 WT 106 94 106 108 118 143 135 129 89 88 95 83 WT 1294 97.88%	OUND 1 WR 1 0 0 2 0 1 1 2 0 0 1 1 3 3 WR 16 1.21%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175 187 168 TOTAL 2382
3:45 PM 4:00 PM 4:15 PM 4:35 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES: APPROACH %s:	NL 1 4 5 3 0 0 2 2 2 3 4 4 1 4 4 0 0 NL 29 76.32%	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 2 1 1 0 0 0 2 2 0 1 1 1 1 1 1 NR 8 21.05% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 1 1 1 1 2 0 0 2 2 SL 8 32.00%	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 0 1 1 0 5 5 3 0 0 1 1 0 3 2 2 SR 17 68.00% 8 0.400	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 1 1 2 0 0 1 1 1 1 4 4 EL 12 1.20%	EASTB 2 ET 64 76 80 90 74 68 92 82 83 76 65 ET 923 92.58%	DUND 0 ER 3 7 7 3 6 4 4 8 8 4 4 5 7 7 ER 62 6.22%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 1 1 1 1 2 2 1 1 0 0 0 3 1 1 1 0 1 1 WL 12 0.91%	WESTB 1 WT 106 94 106 108 118 143 135 129 89 88 87 WT 1294 97.88%	OUND 1 WR 1 0 2 0 1 1 1 2 0 1 1 4 1 3 WR 16 1.21%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 178 183 202 212 203 225 237 229 183 175 187 168 TOTAL 2382

Intersection Turning Movement Count

Location: Hamilton Ave & Virginia Ave
City: Hapeville

Project ID: 19-09370-002

Control: S	Signalize	d							_					Date: 5	5/14/2019		
-								Н	T								
NS/EW Streets:		Hamilt	on Ave			Hamilto	n Ave			Virginia	Ave			Virginia	Ave		
		NORTI	HBOUND			SOUTH				EASTB				WESTB	OUND		
AM	1 NL	1	1 NR	0	1	1 ST	0 SR	0 SU	1	2	0	0 EU	1 WL	1	1 WR	0	тота
7:00 AM	NL 0	NT 0	0 0	NU 0	SL 0	0	SK	0	EL	ET 0	ER 0	0 0	O NVL	WT 3	0 0	WU 0	TOTA 3
7:15 AM	Ö	Ö	Ö	Ö	1	0	0	0	0	2	0	Ö	0	0	Ö	Ö	3
7:30 AM	ō	ō	Ō	ō	Ō	ō	ō	Ō	Ō	4	Ō	Ō	ō	3	ō	ō	7
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	5	0	0	8
8:30 AM 8:45 AM	0	0	0	0 0	0	0	0	0	0	3 0	0	0	0	1	0	0	4
9:00 AM	0	0	U	0	0	0	0	0	0	3	0	0	U	4	0	0	7
9:15 AM	Ö	Ö	0	0	0	0	0	0	0	1	0	0	0	2	Ö	Ö	3
9:30 AM	ō	ō	Ō	Ō	0	Ō	Ō	0	0	2	0	0	Ō	3	Ō	Ō	5
9:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	1 50.00%	0 0.00%	1 50.00%	0 0.00%	0 0.00%	23 100.00%	0 0.00%	0 0.00%	0 0.00%	31 100.00%	0 0.00%	0 0.00%	56
PEAK HR:		07:45 AM	- 08:45 AM														TOT
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	6	0	0	0	8	0	0	15
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.400	0.000	0.000	0.469
						0.23	00			0.50	10			0.40	JU		
		NORTI	HBOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	1	1	1	0	1	1	0	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
3:45 PM	0	0	0	0	1	0	0	0	0	<u> </u>	0	0	0	2	0	0	10
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:15 PM 4:30 PM	0	0	0	0 0	0	0	0	0	0	3	0	0	0	2	0	0	5 3
4:45 PM	Ö	Ö	0	Ö	0	0	0	0	0	0	0	0	0	2	0	Ö	2
5:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7
5:45 PM					† <u>-</u>				0		0	0	0			0	5
6:00 PM	0	0	0	0	0	0	0	0		3				2	0		
6:00 PM 6:15 PM	0	0	Ō	0	0	Ö	Ö	0	Ö	1	0	0	ŏ	5	0	0	6
6:00 PM	0 0 0	0	0	0 0 0	0	0	0	0	0	1 2	0	0	0	5 2	0	0	6 4
6:00 PM 6:15 PM 6:30 PM	0 0 0 0	0 0 NT	0 0 NR	0 0 0 0	0 0 SL	0 0 ST	0 0 SR	0 0 SU	0 0	1 2 ET	0 0	0 0	0 0 WL	5 2 WT	0 0 WR	0 0 WU	6 4 TOT
6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES:	0 0 0	0	0	0 0 0	0 0 SL 2	0 0 ST 0	0 0 SR 0	0 0 SU 0	0 0 EL 0	1 2 ET 32	0 0 ER 0	0 0 EU 0	0 0 WL 0	5 2 WT 29	0 0 WR 0	0 0 WU 0	6 4 TOT
6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0	0 0 NT 0	0 0 0 NR 0	0 0 0 0 NU 0	0 0 SL	0 0 ST	0 0 SR	0 0 SU	0 0	1 2 ET	0 0	0 0	0 0 WL	5 2 WT	0 0 WR	0 0 WU	6 4 TOT. 63
6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES:	0 0 0 0	0 0 NT 0	0 0 NR	0 0 0 0 NU 0	0 0 SL 2	0 0 ST 0	0 0 SR 0	0 0 SU 0	0 0 EL 0	1 2 ET 32	0 0 ER 0	0 0 EU 0	0 0 WL 0	5 2 WT 29	0 0 WR 0	0 0 WU 0	6 4 TOT/ 63
6:00 PM 6:15 PM 6:30 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	0 0 0 0 NL 0	0 0 NT 0	0 0 NR 0	0 0 0 NU 0	0 0 SL 2 100.00%	0 0 ST 0 0.00%	0 0 0 SR 0 0.000%	0 0 SU 0 0.00%	0 0 EL 0 0.00%	ET 32 100.00%	0 0 ER 0 0.00%	0 0 EU 0 0.00%	0 0 WL 0 0.00%	5 2 WT 29 100.00%	0 0 WR 0 0.00%	0 0 WU 0 0.00%	6 4 TOTA 63

Intersection Turning Movement Count

Location: Hamilton Ave & Virginia Ave City: Hapeville Control: Signalized

Project ID: 19-09370-002 Date: 5/14/2019

Di	koc
DI	VG2

								BII	(es								
NS/EW Streets:		Hamilt	ton Ave			Hamil	ton Ave			Virginia	a Ave			Virginia	a Ave		
		NORT	HBOUND			SOUT	HBOUND			EASTE	OUND			WESTE	OUND		
AM	1	1	1	0	1	1	0	0	1	2	0	0	1	1	1	0	ı
,	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	0	0	0
9:00 AM 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM 9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:30 AM 9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
J.43 AITI	U	U	U	U	U	U	U	U	U	U	U	U	U	1	U	U	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
APPROACH %'s:	·	ŭ	·	•		•	·	·	0.00%		0.00%	0.00%		100.00%	0.00%	0.00%	ı
PEAK HR:		07:45 AM	- 08:45 AM	1													TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.25	50		0.230
D0.4			HBOUND	_			HBOUND			EASTE		_		WESTE		_	ı
PM	1	1	1	0	1	1	0	0	1	2	0	0	1	1	1	0	l
2.4E PM	NL	NT	NR	NU	SL	ST	SR 0	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:45 PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM 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	Ö	0	0	Ö	0	Ö	0	0	0	1	0	Ö	0	n	0	Ö	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	ō	Ō	Ō	Ō	0	ō	Ō	ō	0	Ō	ō	ō	0	Ō	Ō	ō	ō
5:30 PM	ō	Ō	ō	ō	Ō	ō	ō	Ō	0	Ō	ō	ō	Ō	Ō	ō	ō	Ō
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s:									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL
PEAK HR:			- 05:45 PM					0			0		0	0			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250

Intersection Turning Movement Count City: Hapeville Date: 5/14/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Hamilt	on Ave	Hamilt	on Ave	Virgir	nia Ave	Virgini	a Ave	
ARA	NORT	H LEG	SOUT	H LEG	EAS	T LEG	WEST	LEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	0	1	1	0	0	1	0	5
7:15 AM	0	0	1	2	0	1	0	0	4
7:30 AM	1	0	1	1	0	0	0	0	3
7:45 AM	0	1	1	1	0	0	0	0	3
8:00 AM	1	0	0	3	0	1	0	0	5
8:15 AM	1	0	0	1	0	0	0	0	2
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	3	0	0	0	0	0	0	3
9:00 AM	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	1	0	0	0	0	0	1
9:30 AM	3	0	1	2	0	1	0	0	7
9:45 AM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	8	5	6	12	0	3	2	0	36
APPROACH %'s:	61.54%	38.46%	33.33%	66.67%	0.00%	100.00%	100.00%	0.00%	
PEAK HR:	07:45 AM	- 08:45 AM							TOTAL
PEAK HR VOL:	2	1	1	6	0	1	0	0	11
PEAK HR FACTOR:	0.500	0.250	0.250	0.500		0.250			0.550
	0.7	750	0.5	83	0.	250			0.550

PM	NORT	'H LEG	SOUT	H LEG	EAST	LEG	WES	Γ LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:45 PM	2	4	3	1	0	0	0	1	11
4:00 PM	8	4	0	4	5	3	0	0	24
4:15 PM	1	2	0	3	1	0	0	0	7
4:30 PM	0	2	0	2	0	1	1	0	6
4:45 PM	0	0	5	1	0	0	0	3	9
5:00 PM	6	3	4	1	0	1	3	0	18
5:15 PM	2	4	3	6	1	0	0	0	16
5:30 PM	2	3	7	1	0	0	0	0	13
5:45 PM	5	9	7	5	0	0	1	0	27
6:00 PM	4	7	5	3	1	0	0	0	20
6:15 PM	1	10	2	1	0	0	0	0	14
6:30 PM	2	4	2	1	2	2	0	0	13
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	33	52	38	29	10	7	5	4	178
APPROACH %'s:	38.82%	61.18%	56.72%	43.28%	58.82%	41.18%	55.56%	44.44%	
PEAK HR :	04:45 PM	- 05:45 PM							TOTAL
PEAK HR VOL :	10	10	19	9	1	1	3	3	56
PEAK HR FACTOR :	0.417	0.625	0.679	0.375	0.250	0.250	0.250	0.250	0.770
	0.5	556	0.7	778	0.5	500	0.5	500	0.778

CLASSIFICATION

Virginia Ave W/O Hamilton Ave

Day: Tuesday **Date:** 5/14/2019

City: Hapeville
Project #: GA19_9371_001

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	114	11	1	6	0	0	0	0	0	0	0	0	132
01:00	0	76	8	0	0	0	0	0	0	0	0	0	0	84
02:00	0	58	7	0	0	0	0	0	0	0	0	0	0	65
03:00	0	36	6	0	3	0	0	0	1	0	0	0	0	46
04:00	1	95	16	2	3	0	0	0	1	0	0	0	0	118
05:00	0	216	35	1	7	0	0	0		0	0	0	0	260
06:00	0	273	47	2	11	0	0	0		0	0	0	0	334
07:00	0	417	50	2	11	0	0	0			0	0	0	480
08:00	1	486	59	3	13	1	0	1	0	0	0	0	0	564
09:00	1	354	51	3	19	1	0	1	0	_	0	0	0	430
10:00	0	330	57	3	22	0	0	0		_	0	0	0	412
11:00	1	629	98	6	29	4	0	1	1	0	0		0	769
12:00 PM	3	816	128	2	36	0	0	1	0	_	0	0	0	986
13:00	0	697	120	6	31	0	0	1	0	_	0	0	0	855
14:00	1	604	94	8	20	1	0	0	0	_	0	0	0	728
15:00	0	625	91	5	23	1	0	0			0		0	745
16:00	0	667	105	2	11	1	0	0	0		0	0	0	786
17:00	0	751	105	5	18	0	0	1	0		0	0	0 0	881
18:00	0	543 473	83 63	5 2	15	0	0	0		0	_	0	0	646 554
19:00 20:00	0	362	50	1	15 12	0	0	0			0	0	0	425
21:00	0	290	39	1	8	1	0	0			0	0	0	339
22:00	0	235	28	0	4	0	0	0	0	0	0	0	0	267
23:00	0	208	29	0	10	1	0	0	Ū	_	•		J	
Totals	9	9355	1380	60	327	11	U	6	6	O	0	U	J	11154
% of Totals	0%	84%	12%	1%	3%	0%		0%	0%					100%
AM Volumes	4	3084	445	23	124	6	0	3		0	0	0	0	3694
% AM	0%	28%	4%	0%	1%	0%		0%	0%					33%
AM Peak Hour	04:00	11:00	11:00	11:00	11:00	11:00		08:00	03:00					11:00
Volume	1	629	98	6	29	4		1	1					769
PM Volumes	5	6271	935	37	203	5	0	3		0	0	0	0	,
% PM	0%	56%	8%	0%	2%	0%		0%	0%					67%
PM Peak Hour	12:00	12:00	12:00	14:00	12:00	14:00		12:00						12:00
Volume	3	816	128	8	36	1		1	1					986
Dire	ectional Pea			AM 7-9			NOON 12-2			PM 4-6			Peak Volun	
	A	All Classes	Volume	←→	% 0%	Volume	\longleftrightarrow	% 1 7 %	Volume	←→	% 15%	Volume	←→	% 50%
			1044		9%	1841		17%	1667		15%	6602		59%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
- 6 3-Axle Single Units
- 7 > =4-Axle Single Units
- 8 <=4-Axle Single Trailers
- 9 5-Axle Single Trailers
- **10** >=6-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers
- **12** 6-Axle Multi-Trailers
- **13** >=7-Axle Multi-Trailers

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Virginia Ave W/O Hamilton Ave

Day: Tuesday **Date:** 5/14/2019

City: Hapeville
Project #: GA19_9371_001

AN Period NB SB EB WB TOTAL PM Period NB SB EB WB Period NB SB SB EB WB Period NB SB EB WB Period NB SB		DAI	LY TOTALS			NB		SB		EB	1	WB_					То	otal
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Dilico										_								
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O7:00																		
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O7:45			-					_			-						_	
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09:15					348		216		564					202		223		425
09:45			-															
10:00		-	-		242		407		420		-			455		404		220
10:15					243		187		430					155		184		339
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11:15 0 0 89 90 179 23:15 0 0 34 36 70 70 11:30 0 0 102 88 190 23:30 0 0 33 34 67 67 67 11:45 0 0 16 112 17 136 33 248 TOTALS 2012 1682 3694 TOTALS 3538 3922 7460 SPLIT % 47.4% 52.6% 66.95 DAILY TOTALS NB SB EB WB TOtal 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 19:45 PM Peak Hour 12:00 16:45 12:15 AM Peak Hour 12:00 16:45 12:15 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <td></td> <td></td> <td></td> <td></td> <td>221</td> <td></td> <td>185</td> <td></td> <td>412</td> <td></td> <td></td> <td></td> <td></td> <td>120</td> <td></td> <td>14/</td> <td></td> <td>26/</td>					221		185		412					120		14/		26/
11:45 0 0 127 403 105 366 232 769 23:45 0 0 16 112 17 136 33 248 TOTALS 2012 1682 3694 TOTALS 3538 3922 7460 SPLIT % 47.4% 52.6% 66.99 NB SB EB WB Total 11,154 AM Peak Hour 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45	11:15	0	0	89		90		179		23:15	0	0	34		36		70	
TOTALS 2012 1682 3694 TOTALS 3538 3922 7460 SPLIT % 47.4% 52.6% 66.99 DAILY TOTALS NB SB EB WB WB Total AM Peak Hour 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 1		-	-		402		200		760					112		126		240
SPLIT % 47.4% 52.6% 66.99 DAILY TOTALS NB SB EB WB Total AM Peak Hour 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 <td< th=""><th></th><th>U</th><th>U</th><th>127</th><th></th><th>105</th><th></th><th>232</th><th></th><th></th><th>0</th><th>U</th><th>16</th><th></th><th>1/</th><th></th><th>33</th><th></th></td<>		U	U	127		105		232			0	U	16		1/		33	
NB SB EB WB Total 11,154 0 0 5,550 5,604 12:00 16:45 11,154 AM Peak Hour AM Pk Volume Pk Hr Factor 503 435 938 PM Pk Volume Pk Volume 519 546 993 Pk Hr Factor 0.925 0.856 0.892 Pk Hr Factor 0.907 0.892 0.882 7 - 9 Volume 0 629 415 1044 4 - 6 Volume 0 0 722 945 1667																		
DAILY IOTALS 0 5,550 5,604 11,154 AM Peak Hour 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:45 11:	JFLII //				34.370		45.5%		33.1%	JFLII /6				47.470		32.0%	<u> </u>	00.5%
AM Peak Hour 11:45 11:45 11:45 11:45 PM Peak Hour 12:00 16:45 12:15 AM Pk Volume 503 435 938 Pk Hr Factor 0.925 0.856 0.892 Pk Hr Factor 0.907 0.892 0.885 7 - 9 Volume 0 629 415 1044 4 - 6 Volume 0 722 945 1667		DAI	LY TOTALS															
AM Pk Volume 503 435 938 PM Pk Volume 519 546 993 Pk Hr Factor 0.925 0.856 0.892 Pk Hr Factor 0.907 0.892 0.882 7 - 9 Volume 629 415 1044 4 - 6 Volume 722 945 1667						0		0		5,550	5,	604					11,	154
Pk Hr Factor 0.925 0.856 0.892 Pk Hr Factor 0.907 0.892 0.882 7 - 9 Volume 0 629 415 1044 4 - 6 Volume 0 722 945 1667					11:45		11:45		11:45					12:00		16:45		12:15
7 - 9 Volume 0 0 629 415 1044 4 - 6 Volume 0 0 722 945 1667																		993
			0 0)								0 0)					
																		16:45
7 - 9 Pk Volume 0 352 224 576 4 - 6 Pk Volume 0 368 546 896																		896
Pk Hr Factor 0.000 0.000 0.846 0.875 0.911 Pk Hr Factor 0.000 0.000 0.868 0.892 0.937	Pk Hr Factor	0	.000 0.0	000	0.846		0.875		0.911	Pk Hr Factor	0	.000 0.0	000	0.868		0.892		0.937

CLASSIFICATION

Virginia Ave W/O Hamilton Ave

 Day: Tuesday
 City: Hapeville

 Date: 5/14/2019
 Project #: GA19_9371_001

Summary														
Time	#1	# 2	# 3	# 4	#5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0		4	0	2	0	0	0	0	0	0	0	0	39
00:15	0		2	0	0	0	0	0	0	0	0	0	0	29
00:30	0	0_	3	0	2	0	0	0	0	0	0	0	0	37
00:45	0		2	1	2	0	0	0	0	0	0	0	0	27
01:00	0	_	3	0	0	0	0	0	0	0	0	0	0	22
01:15	0		2	0	0	0	0	0	0	0	0	0	0	17
01:30	0		1	0	0	0	0	0	0	0	0	0	0	26
01:45	0		2	0	0	_	0	•	_	_	_			_
02:00	0	_	2	0	0	0	0	0	0	0	0	0	0	
02:15	0		3	0	0	0	0	0	0	0	0	0	0	22
02:30	0		1	0	0	0	0	0	0	0	0	0	0	13
02:45	0		1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	•	2	0	1	0	0	0	1	0	_	0	0	11
03:15	0	9	1	0	1	0	0	0	0	0	_	0	0	11
03:30	0	•	1	0	0	0	0	0	0	0	~	0	0	10
03:45	0		2	0	1	0	0	_		_				
04:00	0	-	3	0	0	0	0	0	0	0	0	0	0	16
04:15	0		5	0	1	0	0	0	1	0	0	0	0	32
04:30	1	20	2	1	1	0	0	0	0	0	0	0	0	25
04:45	0		6	1	1	0	0	0	0	0	0	0	0	45
05:00	0		5	0	1	0	0	0	0	0	0	0	0	46
05:15	0		11 9	0	2	0	0	0	1	0	0	0	0	70
05:30	0		_	0	2	0	0	0	0	0	0	0	0	65 70
05:45	0		10	1	2	0	0	_	_	-	_	0		
06:00 06:15	0		13 12	2	2	0	0	0	0	0	0	0	0	75 76
06:15	0		12	0	3	0	0	0	1	0	0	0	0	76 86
06:45	0		11	0	3 3	0	0	0	0	0	0	0	0	97
07:00	0		10	1	2	0	0	0	0	0	0	0	0	
07:00	0		10	0	2	0	0	0	0	0	0	0	0	110
07:30	0		13	1	2	0	0	0	0	0	0	0	0	122
07:45	0		17	0	1	0	0	0	0	0	0	0	Ŭ	
08:00	0			0	2	0	0			-	_			
00.00	U	103	14	U		U	U	U	U	U	U	U	ı	123

CLASSIFICATIONVirginia Ave W/O Hamilton Ave

Day: Tuesday City: Hapeville Date: 5/14/2019 Project #: GA19_9371_001

Jannary														
Time	#1	# 2	#3	# 4	# 5	#6	#7	# 8	# 9	# 10	# 11	# 12	# 13	Total
08:15	1	132	15	0	7	1	0	0	0	0	0	0	0	156
08:30	0	138	16	1	2	0	0	1	0	0	0	0	0	158
08:45	0	107	14	2	2	0	0	0	0	0	0	0	0	125
09:00	0	89	12	1	6	0	0	0	0	0	0	0	0	108
09:15	1	85	13	0	3	0	0	0	0	0	0	0	0	102
09:30	0	90	14	0	4	0	0	1	0	0	0	0	0	109
09:45	0		12	2	6	1	0	0	0	0	0	0	0	111
10:00	0	89	14	2	8	0	0	0	0	0	0	0	0	113
10:15	0	89	16	1	2	0	0	0	0	0	0	0	0	108
10:30	0	62	10	0	4	0	0	0	0	0	0	0	0	76
10:45	0	90	17	0	8	0	0	0	0	0	0	0	0	115
11:00	0	134	25	1	7	0	0	0	1	0	0	0	0	168
11:15	0	149	21	0	9	0	0	0	0	0	0	0	0	179
11:30	0	157	21	3	7	2	0	0	0	0	0	0	0	190
11:45	1	189	31	2	6	2	0	1	0	0	0	0	0	232
12:00 PM	1	200	26	0	8	0	0	0	0	0	0	0	0	235
12:15	0	216	36	2	9	0	0	0	0	0	0	0	0	263
12:30	1	168	30	0	8	0	0	1	0	0	0	0	0	208
12:45	1	232	36	0	11	0	0	0	0	0	0	0	0	280
13:00	0	191	39	1	11	0	0	0	0	0	0	0	0	242
13:15	0	198	32	2	9	0	0	0	0	0	0	0	0	241
13:30	0	155	24	2	7	0	0	0	0	0	0	0	0	188
13:45	0	153	25	1	4	0	0	1	0	0	0	0	0	184
14:00	0	144	22	1	4	0	0	0	0	0	0	0	0	171
14:15	0	154	29	4	6	0	0	0	0	0	0	0	0	193
14:30	1	149	23	0	6	1	0	0	0	0	0	0	0	180
14:45	0	157	20	3	4	0	0	0	0	0	0	0	0	184
15:00	0	153	23	1	7	1	0	0	0	0	0	0	0	185
15:15	0	160	25	0	4	0	0	0	0	0	0	0	0	189
15:30	0	153	21	1	6	0	0	0	0	0	0	0	0	181
15:45	0	159	22	3	6	0	0	0	0	0	0	0	0	190
16:00	0	151	23	0	3	1	0	0	0	0	0	0	0	178
16:15	0	158	30	1	4	0	0	0	0	0	0	0	0	193

CLASSIFICATIONVirginia Ave W/O Hamilton Ave

Day: Tuesday City: Hapeville Date: 5/14/2019 Project #: GA19_9371_001

Summary														
Time	# 1	# 2	#3	#4	# 5	# 6	#7	# 8	# 9	# 10	# 11	# 12	# 13	Total
16:30	0	188	25	0	3	0	0	0	0	0	0	0	0	216
16:45	0	170	27	1	1	0	0	0	0	0	0	0	0	199
17:00	0	208	27	3	1	0	0	0	0	0	0	0	0	239
17:15	0	196	28	1	6	0	0	0	0	0	0	0	0	231
17:30	0	194	27	1	5	0	0	0	0	0	0	0	0	227
17:45	1	153	23	0	6	0	0	1	0	0	0	0	0	184
18:00	0	140	21	1	4	0	0	0	0	0	0	0	0	166
18:15	0	143	24	1	5	0	0	0	0	0	0	0	0	173
18:30	0	136	19	2	2	0	0	0	0	0	0	0	0	159
18:45	0		19	1	4	0	0	0	0	0	0	0	0	148
19:00	0	147	16	1	6	0	0	0	0	0	0	0	0	170
19:15	0		16	0	4	0	0	0	1	0	0	0	0	144
19:30	0		16	1	5	0	0	0	0	0	0	0	0	127
19:45	0		15	0	0	0	0	0	0	0	0	0	0	113
20:00	0		13	0	1	0	0	0	0	0	0	0	0	118
20:15	0		8	0	5	0	0	0	0	0	0	0	0	82
20:30	0		17	1	4	0	0	0	0	0	0	0	0	127
20:45	0	84	12	0	2	0	0	0	0	0	0	0	0	98
21:00	0		11	0	1	0	0	0	0	0	0	0	0	98
21:15	0	71	8	1	3	0	0	0	0	0	0	0	0	83
21:30	0		11	0	0	1	0	0	0	0	0	0	0	90
21:45	0		9	0	4	0	0	0	0	0	0	0	0	68
22:00	0	~_	5	0	0	0	0	0	0	0	0	0	0	67
22:15	0	60	8	0	0	0	0	0	0	0	0	0	0	68
22:30	0		7	0	1	0	0	0	0	0	0	0	0	57
23:00	0	67	7	0	4	0	0	0	0	0	0	0	0	78
23:15	0		10	0	2	0	0	0	0	0	0	0	0	70
23:30	0	55	8	0	3	1	0	0	0	0	0	0	0	67
23:45	0	28	4	0	1	0	0	0	0	0	0	0	0	33

Totals	#1	# 2	#3	# 4	# 5	# 6	#7	# 8	# 9	# 10	# 11	# 12	# 13	Total
Totals	9	9355	1380	60	327	11		6	6					11154
% of Totals	0%	84%	12%	1%	3%	0%		0%	0%					100%
AM Volumes	4	3084	445	23	124	6	0	3	3	0	0	0	0	3694
% AM	0%	28%	4%	0%	1%	0%		0%	0%					33%
AM Peak Hour	11:45	11:45	11:45	11:30	10:45	11:00		11:45	02:15					11:45
Volume	3	773	123	7	31	4		2	1					938
PM Volumes	5	6271	935	37	203	5	0	3	1	0	0	0	0	7460
% PM	0%	56%	8%	0%	2%	0%		0%	0%					67%
PM Peak Hour	12:00	12:00	12:15	13:30	12:15	14:15		12:00	18:30					12:15
Volume	3	816	141	8	39	2		1	1					993

Directional Peak Periods	AM	7-9	NOON	N 12-2	PM	4-6	Off Peal	(Volumes
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	1044	9%	1841	17%	1667	15%	6602	59%

Classification Definitions

1 Motorcycles 2 Passenger Cars3 2-Axle, 4-Tire Single Units **4** Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units

8 <=4-Axle Single Trailers **9** 5-Axle Single Trailers

10 >=6-Axle Single Trailers

12 6-Axle Multi-Trailers

11 <=5-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Virginia Ave W/O Hamilton Ave

Day: Wednesday **Date:** 5/15/2019

City: Hapeville **Project #:** GA19_9371_001

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	107	14	0	7	0	0	0	0	0	0	0	0	128
01:00	0	53	8	0	1	0	0	0	0	0	0	0	0	62
02:00	0	39	5	0	1	0	0	0	1	0	0	0	0	46
03:00	0	39	6	0	0	1	0		0	0	0	0	0	46
04:00	0	78	9	3	3	0	0	0	0	0	0	0	0	93
05:00	1	205	32	1	13	0	0				0	0	0	252
06:00	0	263	46	6	13	2	0	0			0	0	0	330
07:00	0	384	68	4	13	1	0			0	0	0	0	471
08:00	0	464	79	3	20	3	0	0	0	0	0	0	0	569
09:00	1	362	79	6	16	0	0	0		0	0	0	0	466
10:00	0	419	80	2	22	1	0	1	0	0	0	0	0	525
11:00	2	588	114	2	31	0	0	1	0				0	
12:00 PM	2	830	156	5	29	0	0	1	1	0	0	0	0	1024
13:00	1	713	127	7	34	1	0		0	0	0	0	0	885
14:00	0	607	120	7	29	2	0	0	0	_	0	0	0	765
15:00	0	617	118	3	27	2	0		0		0		0	768
16:00	0	658	123	6	28	0	0	0	0		0	0	0	815
17:00	1	750 576	129	3	30	0	0	0	0	0 0	0	0	0	913
18:00	0	576 434	86 69	8	19	0	0		_	_	_	0	0	691 515
19:00 20:00	0	391	72	0	11 8	0	0	0			0	0	0	471
21:00	1	274	47	2	13	0	0	_			0	0	0	337
22:00	0	234	47	1	11	0	0	0	0	0	0	0	0	288
23:00	0	198	33	0	11	0	0		Ū		•		Ŭ	
Totals	11	9283	1662	70	390	13	U	6	5	J	U	J	U	11440
% of Totals	0%	81%	15%	1%	3%	0%		0%	0%					100%
							_							
AM Volumes	4	3001	540	27	140	8	0	2	4	0	0	0	0	3726
% AM	0%	26%	5%	0%	1%	0%		0%	0%					33%
AM Peak Hour	11:00	11:00	11:00	06:00	11:00	08:00		10:00	09:00					11:00
Volume	2	588	114	6	31	3		1	2					738
PM Volumes	7	6282	1122	43	250	5	0	4	1	0	0	0	0	,,_,
% PM	0%	55%	10%	0%	2%	0%		0%	0%					67%
PM Peak Hour	12:00	12:00	12:00	18:00	13:00	14:00		13:00						12:00
Volume	2	830	156	8	34	2		2	1				-	1024
Dire	ectional Pea			AM 7-9			NOON 12-2			PM 4-6			Peak Volun	
	All Classe		Volume	4	%	Volume	4	%	Volume	4	% 4.50/	Volume	4	%
			1040	<u></u>	9%	1909	<u></u>	17%	1728	→	15%	6763	←	59%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
- 6 3-Axle Single Units
- 7 > =4-Axle Single Units

9 5-Axle Single Trailers

- 10 >=6-Axle Single Trailers 8 <=4-Axle Single Trailers
- **11** <=5-Axle Multi-Trailers **12** 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Virginia Ave W/O Hamilton Ave

Day: Wednesday Date: 5/15/2019 City: Hapeville
Project #: GA19_9371_001

	DAII	Y TOTALS			NB		SB		EB		WB					To	tal
	DAIL	II IOIALS			0		0		5,646		5,794					11,	440
AM Period	NB	SB	EB		WB			TAL	PM Period	NB	SB	ЕВ		WB			TAL
00:00 00:15	0 0	0 0	17 9		21 26		38 35		12:00 12:15	0	0 0	105 142		124 138		229 280	
00:30	0	0	13		18		31		12:30	0	0	143		120		263	
00:45	0	0	12	51	12	77	24	128	12:45	0	0	128	518	124	506	252	1024
01:00 01:15	0 0	0 0	9 6		9 11		18 17		13:00 13:15	0	0 0	115 116		100 115		215 231	
01:30	0	0	1		6		7		13:30	0	0	123		95		218	
01:45 02:00	0	0	<u>6</u> 7	22	<u> 14</u> 5	40	20 12	62	13:45 14:00	0	0	117 96	471	104 117	414	221 213	885
02:15	0	Ö	3		6		9		14:15	0	Ő	84		99		183	
02:30	0	0 0	3	22	7	22	10	10	14:30	0	0 0	105	250	86	406	191	765
02:45 03:00	0	0	10 2	23	<u>5</u> 3	23	<u>15</u> 5	46	14:45 15:00	0	0	74 86	359	104 112	406	178 198	765
03:15	0	0	1		9		10		15:15	0	0	91		85		176	
03:30 03:45	0 0	0 0	7 6	16	8 10	30	15 16	46	15:30 15:45	0	0 0	85 105	367	96 108	401	181 213	768
04:00	0	0	6	10	5	30	11	40	16:00	0	0	88	307	101	401	189	700
04:15	0	0	7		11		18		16:15	0	0	86		110		196	
04:30 04:45	0 0	0 0	18 21	52	10 15	41	28 36	93	16:30 16:45	0	0 0	88 103	365	118 121	450	206 224	815
05:00	0	0	27		23		50	30	17:00	0	0	87		145	.50	232	010
05:15 05:30	0 0	0 0	35 26		30 35		65 61		17:15 17:30	0	0 0	120 91		134 136		254 227	
05:30	0	0	35	123	35 41	129	76	252	17:30 17:45	0	0	96	394	104	519	200	913
06:00	0	0	27		41		68		18:00	0	0	74		111		185	
06:15 06:30	0 0	0 0	30 60		36 32		66 92		18:15 18:30	0	0 0	79 73		97 101		176 174	
06:45	0	Ö	59	176	45	154	104	330	18:45	0	Ő	73 77	303	79	388	156	691
07:00	0	0	53		41		94		19:00	0	0	66		69		135	
07:15 07:30	0 0	0 0	74 72		41 50		115 122		19:15 19:30	0	0 0	58 50		94 60		152 110	
07:45	0	0	86	285	54	186	140	471	19:45	0	0	56	230	62	285	118	515
08:00 08:15	0 0	0 0	70 88		54 60		124 148		20:00 20:15	0	0 0	59 51		72 55		131 106	
08:30	0	0	97		54		151		20:30	0	0	65		68		133	
08:45	0	0	85	340	61	229	146	569	20:45	0	0	45	220	56	251	101	471
09:00 09:15	0 0	0 0	72 64		48 51		120 115		21:00 21:15	0	0 0	49 35		57 49		106 84	
09:30	0	0	66		50		116		21:30	0	0	33		48		81	
09:45 10:00	0	0	68 70	270	47 55	196	115 125	466	21:45 22:00	0	0	27 39	144	39 39	193	66 78	337
10:00	0	0	70 74		56		130		22:15	0	0	28		29		78 57	
10:30	0	0	62		65		127		22:30	0	0	37		51		88	
10:45 11:00	0	0	79 76	285	64 78	240	143 154	525	22:45 23:00	0	0	36 41	140	29 36	148	65 77	288
11:15	0	0	85		96		181		23:15	0	0	25		32		57	
11:30	0	0	94	276	111	262	205	720	23:30	0	0	28	116	26	120	54	242
11:45 TOTALS	0	0	121	376 2019	77	362 1707	198	738 3726	23:45 TOTALS	0	0	22	3627	32	126 4087	54	242 7714
SPLIT %				54.2%		45.8%		32.6%	SPLIT %				47.0%		53.0%		67.4%
	DAIL	Y TOTALS			NB		SB		EB		WB						tal
	- 9/ (IL	I TO TALS			0		0		5,646	!	5,794					11,	440
AM Peak Hour				11:45		11:45		11:45	PM Peak Hour				12:15		16:45		12:00
AM Pk Volume				511		459		970	PM Pk Volume				528		536		1024
Pk Hr Factor				0.893		0.832		0.866	Pk Hr Factor			0	0.923		0.924		0.914
7 - 9 Volume 7 - 9 Peak Hour				625 07:45		415 08:00		1040 08:00	4 - 6 Volume 4 - 6 Peak Hour				759 16:45		969 16:45		1728 16:45
7 - 9 Pk Volume				341		229		569	4 - 6 Pk Volume				401		536		937
Pk Hr Factor	0.0	0.000		0.879		0.939		0.942	Pk Hr Factor		0.000 0	.000	0.835		0.924		0.922

CLASSIFICATION

Virginia Ave W/O Hamilton Ave

Day: Wednesday

City: Hapeville

Project #: GA19_9371_001

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	28	6	0	4	0	0	0	0	0	0	0	0	38
00:15	0	30	4	0	1	0	0	0	0	0	0	0	0	35
00:30	0	30	1	0	0	0	0	0	0	0	0	0	0	31
00:45	0	19	3	0	2	0	0	0	0	0	0	0	0	24
01:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
01:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	18	1	0	1	0	0	0	0	0	0	0	0	20
02:00 02:15	0	11 7	1	0	0	0	0	0	0	0	0	0	0	12
02:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
02:30	0	12	2	0	0	0	0	0	1	0	0	0	0	15
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:30	0	11	3	0	0	1	0	0	0	0	0	0	0	15
03:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
04:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
04:15	0	14	3	1	0	0	0	0	0	0	0	0	0	18
04:30	0	24	1	0	3	0	0	0	0	0	0	0	0	28
04:45	0	32	2	2	0	0	0	0	0	0	0	0	0	36
05:00	0	40	6	0	4	0	0	0	0	0	0	0	0	50
05:15	0	55	8	0	2	0	0	0	0	0	0	0	0	65
05:30	1	48	8	0	4	0	0	0	0	0	0	0	0	61
05:45	0	62	10	1	3	0	0	0	0	0	0	0	0	76
06:00	0	50	12	1	5	0	0	0	_	0	0	0	0	68
06:15	0	54	11	0	1	0	0	0	0	0	0	0	0	66
06:30	0	78		1	1	1	0	0	0	0	0	0	0	92
06:45	0	81	12	4	6	1	0	0	0	0	0	0	0	104
07:00 07:15	0 0	79 97	14 14	0	1	0	0	0	0	0	0	0	0	94 115
07:15 07:30	0	97 95	14 19	2	3	0	0	0	0	0	0	0	0	115 122
07:45	0	113	21	1	3	1	0	0	1	0	0	0	0	140
08:00	0			2	3	0	· ·	Ŭ	0	~	J	-	0	124

CLASSIFICATIONVirginia Ave W/O Hamilton Ave

Day: Wednesday Date: 5/15/2019

City: Hapeville **Project #:** GA19_9371_001

Summary														
Time	#1	# 2	#3	#4	#5	# 6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
08:15	0		17	1	7	2	0	0	0	0	0	0	0	148
08:30	0	122	22	0	6	1	0	0	0	0	0	0	0	151
08:45	0	119	23	0	4	0	0	0	0	0	0	0	0	146
09:00	1	93	18	3	5	0	0	0	0	0	0	0	0	120
09:15	0	90	19	1	4	0	0	0	1	0	0	0	0	115
09:30	0	92	21	1	2	0	0	0	0	0	0	0	0	116
09:45	0	87	21	1	5	0	0	0	1	0	0	0	0	115
10:00	0	101	17	0	6	1	0	0	0	0	0	0	0	125
10:15	0	109	17	0	3	0	0	1	0	0	0	0	0	130
10:30	0	98	18	1	10	0	0	0	0	0	0	0	0	127
10:45	0	111	28	1	3	0	0	0	0	0	0	0	0	143
11:00	2	115	26	0	11	0	0	0	0	0	0	0	0	154
11:15	0	147	25	0	9	0	0	0	0	0	0	0	0	181
11:30	0	168	33	0	3	0	0	1	0	0	0	0	0	205
11:45	0		30	2	8	0	0	0	0	0	0	0	0	198
12:00 PM	0	188	35	1	5	0	0	0	0	0	0	0	0	229
12:15	1	219	47	3	9	0	0	1	0	0	0	0	0	280
12:30	0	215	40	1	7	0	0	0	0	0	0	0	0	263
12:45	1	208	34	0	8	0	0	0	1	0	0	0	0	252
13:00	0	173	32	4	6	0	0	0	0	0	0	0	0	215
13:15	0	186	34	2	9	0	0	0	0	0	0	0	0	231
13:30	1	175	28	1	11	0	0	2	0	0	0	0	0	218
13:45	0	= 1	33	0	8	1	0	0	0	0	0	0	0	221
14:00	0	167	36	1	8	1	0	0	0	0	0	0	0	213
14:15	0	147	28	0	8	0	0	0	0	0	0	0	0	183
14:30	0	155	25	3	7	1	0	0	0	0	0	0	0	191
14:45	0	138	31	3	6	0	0	0	0	0	0	0	0	178
15:00	0	161	28	1	8	0	0	0	0	0	0	0	0	198
15:15	0	_	29	1	5	0	0	1	0	0	0	0	0	176
15:30	0		26	1	4	2	0	0	0	0	0	0	0	181
15:45	0		35	0	10	0	0	0	0	0	0	0	0	213
16:00	0		31	0	5	0	0	0	0	0	0	0	0	189
16:15	0	162	27	1	6	0	0	0	0	0	0	0	0	196

CLASSIFICATIONVirginia Ave W/O Hamilton Ave

Day: Wednesday Date: 5/15/2019

City: Hapeville Project #: GA19_9371_001

Summary														
Time	#1	# 2	#3	#4	#5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
16:30	0	164	29	3	10	0	0	0	0	0	0	0	0	206
16:45	0	179	36	2	7	0	0	0	0	0	0	0	0	224
17:00	0	192	32	1	7	0	0	0	0	0	0	0	0	232
17:15	0	206	37	0	11	0	0	0	0	0	0	0	0	254
17:30	0	189	31	0	7	0	0	0	0	0	0	0	0	227
17:45	1	163	29	2	5	0	0	0	0	0	0	0	0	200
18:00	1	149	23	2	10	0	0	0	0	0	0	0	0	185
18:15	1	149	22	1	3	0	0	0	0	0	0	0	0	176
18:30	0	146	21	4	3	0	0	0	0	0	0	0	0	174
18:45	0	132	20	1	3	0	0	0	0	0	0	0	0	156
19:00	0	111	20	1	3	0	0	0	0	0	0	0	0	135
19:15	0	133	17	0	2	0	0	0	0	0	0	0	0	152
19:30	0	91	16	0	3	0	0	0	0	0	0	0	0	110
19:45	0		16	0	3	0	0	0	0	0	_	-	0	118
20:00	0		15	0	5	0	0	0	0	0	0	0	0	131
20:15	0	86	17	0	3	0	0	0	0	0	0	0	0	106
20:30	0	106	27	0	0	0	0	0	0	0	0	0	0	133
20:45	0	88	13	0	0	0	0	0	0	0	0	0	0	101
21:00	0	87	13	2	4	0	0	0	0	0	0	0	0	106
21:15	1	66	14	0	3	0	0	0	0	0	0	0	0	84
21:30	0	69	10	0	2	0	0	0	0	0	0	0	0	81
21:45	0		10	0	4	0	0	0	0	0	0	0	0	66
22:00	0	64	11	0	3	0	0	0	0	0	0	0	0	78
22:15	0	46	9	0	2	0	0	0	0	0	0	0	0	57
22:30	0	73	13	1	1	0	0	0	0	0	0	0	0	88
23:00	0		9	0	2	0	0	0	0	0	0	0	0	77
23:15	0	42	9	0	6	0	0	0	0	0	0	0	0	57
23:30	0	47	6	0	1	0	0	0	0	0	0	0	0	54
23:45	0	43	9	0	2	0	0	0	0	0	0	0	0	54

Totals	#1	# 2	#3	#4	# 5	# 6	#7	# 8	# 9	# 10	# 11	# 12	# 13	Total
Totals	11	9283	1662	70	390	13		6	5					11440
% of Totals	0%	81%	15%	1%	3%	0%		0%	0%					100%
AM Volumes	4	3001	540	27	140	8	0	2	4	0	0	0	0	3726
% AM	0%	26%	5%	0%	1%	0%		0%	0%					33%
AM Peak Hour	10:15	11:45	11:45	06:45	10:30	07:45		11:30	09:00					11:45
Volume	2	780	152	7	33	4		2	2					970
PM Volumes	7	6282	1122	43	250	5	0	4	1	0	0	0	0	7714
% PM	0%	55%	10%	0%	2%	0%		0%	0%					67%
PM Peak Hour	17:30	12:00	12:00	17:45	13:15	13:45		12:45	12:00					12:00
Volume	3	830	156	9	36	3		2	1					1024
Direction	Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6		Off	f Peak Volur	nes
Al	Directional Peak Periods All Classes		Volume		%	Volume		%	Volume		%	Volume		%

Classification Definitions

1909

1 Motorcycles2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

1040

5 2-Axle, 6-Tire Single Units

9%

6 3-Axle Single Units

7 > =4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

17%

1728

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

15%

6763

59%

13 >=7-Axle Multi-Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Hamilton Ave N/O Virginia Ave

Day: Tuesday **Date:** 5/14/2019

City: Hapeville **Project #:** GA19_9371_002

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0		0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0		0	0	0	0	0	0			0		0	0
05:00	0		0	0	0	0	0				0	0	0	0
06:00	0	2	0	0	0	0	0	0			0	0	0	2
07:00	0		0	1	0	0	0				0		0	10
08:00	0	_	0	0	1	0	0	0			0	0	0	11
09:00	0	_	0	0	0	0	0				0		0	10
10:00	0	12	1	0	0	0	0	0			0	0	0	13
11:00	0	5	3	0	0	0	0				0		0	8
12:00 PM	0		6	1	1	0	0	0		_	0	0	0	30
13:00	0		4	0	0	0	0				0		0	25
14:00	0		1	0	2	0	0	0			0		0	20
15:00 16:00	0	16 14	2	0	1 0	0	0	0			0	0 0	0	19 15
17:00	0		3	0	1	0	0	_			0	0	0	21
18:00	0		2	0	0	0	0	0			0	0	0	25
19:00	0		3	0	0	0	0	_			0		0	10
20:00	0	9	3	0	0	0	0	0			0	0	0	12
21:00	0		1	0	0	0	0	0			0	0	0	8
22:00	0		1	0	0	0	0	0			0	0	0	5
23:00	0	_	0	0	0	0	0	0	_	_	0	_	0	4
Totals		212	31	2	6									251
% of Totals		84%	12%	1%	2%									100%
			•	•	•								•	
AM Volumes	0	51	4	1	1	0	0	0	0	0	0	0	0	57
% AM		20%	2%	0%	0%									23%
AM Peak Hour		10:00	11:00	07:00	08:00									10:00
Volume		12	3	1	1									13
PM Volumes		v_	27	1	5	0	0	0	0	0	0	0	0	
% PM		64%	11%	0%	2%									77%
PM Peak Hour		18:00	12:00	12:00	14:00									12:00
	Volume 23		6	1	2							- 65		30
Dire	Directional Peak Perio			AM 7-9			NOON 12-2			PM 4-6			Peak Volun	
		All Classes		4	%	Volume	4	%	Volume		%	Volume	4	%
			21	←→	8%	55	→	22%	36		14%	139	<u></u>	55%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
- **6** 3-Axle Single Units
- 7 > =4-Axle Single Units

9 5-Axle Single Trailers

- 8 <=4-Axle Single Trailers
- 10 >=6-Axle Single Trailers
- **11** <=5-Axle Multi-Trailers
- **12** 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Hamilton Ave N/O Virginia Ave

Day: Tuesday **Date:** 5/14/2019

City: Hapeville
Project #: GA19_9371_002

DAILY TOTALS NB SB EB WB TOTAL PM Period NB SB EB VB	VB	251
AM Period NB SB EB WB TOTAL PM Period NB SB EB V	VR	
	VD	TOTAL
	0	7
	0	13
	0	7 3 30
	0	9
	0	3
	0	4
7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	9 25
	0	6 7
	0	3
	0	4 20
	0	5
	0	3
	0	8
	0	3 19 5
	0	2
	0	5
	0	3 15
	0	9
	0	4 3
	0	5 21
	0	10
06:15 0 0 0 0 18:15 2 1 0	0	3
	0	8
	0	4 25
07:00 1 0 0 0 1 19:00 0 1 0 07:15 0 2 0 0 2 19:15 0 4 0	0	1 4
	0	2
	0	3 10
	0	3
	0	3
	0	3 3 12
	0	4
	o l	2
	0	2
	0	8
	0	1
	0	2
	0	1 5
11:00 2 3 0 0 5 23:00 1 2 0	0	3
	0	
	0	1
11:45 0 2 1 6 0 0 1 8 23:45 0 1 0 3 0 TOTALS 19 38 57 TOTALS 90 104	0	4 194
SPLIT % 33.3% 66.7% 22.7% SPLIT % 46.4% 53.6%		77.3%
DAILY TOTALS NB SB EB WB		Total
109 142 0 0		251
AM Peak Hour 11:45 11:45 12:15 PM Peak Hour 17:45 12:15		12:15
AM Pk Volume 13 15 28 PM Pk Volume 17 16		32
Pk Hr Factor 0.542 0.536 0.538 Pk Hr Factor 0.607 0.571		0.615
7 - 9 Volume 6 15 0 0 21 4 - 6 Volume 16 20 0	0	36
7 - 9 Peak Hour 07:00 07:45 07:45 4 - 6 Peak Hour 16:30 17:00		16:30
7 - 9 Pk Volume 4 11 0 0 14 4 - 6 Pk Volume 12 12 0		21
Pk Hr Factor 0.500 0.550 0.000 0.000 Pk Hr Factor 0.750 0.600 0.000	0.000	0.583

CLASSIFICATION

Hamilton Ave N/O Virginia Ave

Day: Tuesday **Date:** 5/14/2019

City: Hapeville

Project #: GA19_9371_002

Jannina y														
Time	# 1	# 2	# 3	#4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3

CLASSIFICATION Hamilton Ave N/O Virginia Ave

Day: Tuesday **Date:** 5/14/2019

City: Hapeville **Project #:** GA19_9371_002

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
07:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5
08:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
09:30	0	2	0	•	0	0	0	0	0	0	0	0	0	2
09:45	0	3	0	_	0	0	0	0	0	0	0	0	0	3
10:00	0	3	0		0	0	0	0	0	0	0	0	0	3
10:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	3	1	0	0	0	0	0	0	U	0	0	0	4
11:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:15 11:30	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	2
11:45	0	0	J	Ŭ	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
12:15	0	13		0	0	0	0	0	0	0	0	0	0	13
12:30	0	2	3	1	1	0	0	0	0	0	0	0	0	7
12:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
13:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
13:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
14:00	0	3	1	0	2	0	0	0	0	0	0	0	0	6
14:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
14:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
15:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
15:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
15:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
15:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3

CLASSIFICATION Hamilton Ave N/O Virginia Ave

Day: Tuesday City: Hapeville **Date:** 5/14/2019 **Project #:** GA19_9371_002

Time #1 #2 #3 #4 #5 #6 #7 #8 #9 #10 #11 #12 #13 16:00 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <th>Summary</th> <th></th>	Summary														
16:15	Time	#1	# 2	# 3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
16:30	16:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
16:45 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <th>16:15</th> <th>0</th> <th>2</th> <th>0</th> <th>2</th>	16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:00 0 7 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <th>16:30</th> <th>0</th> <th>4</th> <th>1</th> <th>0</th> <th>5</th>	16:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:15		0	3	0	0	0	0	0	0	0	0	0	0	0	3
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Prepared by National Data & Surveying Services

CLASSIFICATION Hamilton Ave N/O Virginia Ave

Day: Tuesday **Date:** 5/14/2019

City: Hapeville Project #: GA19_9371_002

Summary

Julililary														
Totals	#1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
Totals		212	31	2	6									251
% of Totals		84%	12%	1%	2%									100%
AM Volumes	0	51	4	1	1	0	0	0	0	0	0	C	0	57
% AM		20%	2%	0%	0%									23%
AM Peak Hour		11:45	11:45	06:30	07:45									11:45
Volume		20	6	1	1									28
PM Volumes	0	161	27	1	5	0	0	0	0	0	0	C	0	194
% PM		64%	11%	0%	2%									77%
PM Peak Hour		12:15	12:00	12:00	13:15									12:15
Volume		25	6	1	2									32
Dire	Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volui	mes
		All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			21	\longleftrightarrow	8%	55	\longleftrightarrow	22%	36	\longleftrightarrow	14%	139	\longleftrightarrow	55%

Classification Definitions

1	Motorcycles
2	Passenger Cars

3 2-Axle, 4-Tire Single Units

- **4** Buses
- **5** 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

- 7 > =4-Axle Single Units **9** 5-Axle Single Trailers
- 8 <=4-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers
- **10** >=6-Axle Single Trailers
 - **12** 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

Hamilton Ave N/O Virginia Ave

Day: Wednesday **Date:** 5/15/2019

City: Hapeville

Project #: GA19_9371_002

13 >=7-Axle Multi-Trailers

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	#7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0			0	0	0	2
05:00	0	1	0	0	0	0	0	0	0		0	0	0	1
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	13	1	1	0	0	0	0	0		0	0	0	15
08:00	0	19	0	0	0	0	0	0		_	0	0	0	19
09:00	0	8	1	0	2	0	0	0			0	0	0	11
10:00	0	10	2	1	1	0	0	0	0	0	0	0	0	14
11:00	1	24	2	0	3	0	0	0		0	0	0	0	30
12:00 PM	0	15	1	2	0	0	1	0	0	0	0	0	0	19
13:00	0	12	1	1	0	0	0	0		0 0	0	0	0	14
14:00	0	6 14	4	0	0	0	0	0		0	0	0 0	0	11 15
15:00 16:00	0	13	2	0	0	0	0	0	0	0	0	0	0	16
17:00	1	12	2	0	0	0	0	0	_		0	0	0	15
18:00	0	9	5	0	0	0	0	0		0	0	0	0	14
19:00	0	10	0	0	1	0	0	0			0	0	0	11
20:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	2	190	28	5	8		1							234
% of Totals	1%	81%	12%	2%	3%		0%							100%
AM Volumes	1	81	7	2	6	0	n	0	0	0	0	0	n	97
% AM	0%	35%	3%	1%	3%					J				41%
AM Peak Hour	11:00	11:00	10:00	07:00	11:00									11:00
Volume	1	24	2	1	3									30
PM Volumes	1	109		3	2	0	1	0	0	0	0	0	0	137
% PM	0%	47%	9%	1%	1%		0%							59%
PM Peak Hour	17:00	12:00	18:00	12:00	14:00		12:00							12:00
Volume	1	15	5	2	1		1							19
Dire	ectional Pea	k Periods		AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volun	nes
	A	All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			34	←	15%	33	←	14%	31	←	13%	136	←	58%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
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- **12** 6-Axle Multi-Trailers

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Hamilton Ave N/O Virginia Ave

 Day:
 Wednesday
 City:
 Hapeville

 Date:
 5/15/2019
 Project #: GA19_9371_002

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02:30	0		0		0	0				14:30	3		1	0		0	4	
02:45	0		0		0	0				14:45	1	7	2 4			0	3	11
03:00	0		0		0	0				15:00	0		2	0		0	2	
03:15	0		0		0	0				15:15	2		3	0		0	5	
03:30 03:45	0		0		0 0	0 0				15:30 15:45	1 3	6	0 4 9	0		0	1 7	15
04:00	1		0		0	0		1		16:00	1	- 0	3	0		0	4	
04:15	0		0		0	0				16:15	1		2	0		0	3	
04:30	0		0		0	0				16:30	1		4	0		0	5	
04:45	0	1	1	1	0	0		1	2	16:45	1	4	3 12			0	4	16
05:00	0		0		0	0				17:00	3		3	0		0	6	
05:15	0		0		0	0		1		17:15	2		3	0		0	5	
05:30 05:45	1 0	1	0		0 0	0 0		1	1	17:30 17:45	1 1	7	1 1 8	0		0	2	15
06:00	0		0		0	0				18:00	0		0	0		0		13
06:15	0		Ö		Ö	Ő				18:15	6		1	0		0	7	
06:30	0		0		0	0				18:30	3		1	0		0	4	
06:45	1	1	3	3	0	0		4	4	18:45	1	10	2 4			0	3	14
07:00	1		1		0	0		2		19:00	0		1	0		0	1	
07:15 07:30	3 0		2		0 0	0 0		5 3		19:15 19:30	1 1		2	0		0	3 4	
07:30	0	4	5	11	0	0		5	15	19:45	1	3	2 8			0	3	11
08:00	1		2		0	0		3		20:00	1		4	0		0	5	-11
08:15	1		5		0	0		6		20:15	0		3	0		0	3	
08:30	1		3		0	0		4		20:30	1		1	0		0	2	
08:45	1	4	5	15	0	0		6	19	20:45	1	3	0 8			0	1	11
09:00 09:15	0		2		0 0	0 0		2 4		21:00 21:15	0		1	0		0	1 3	
09:15	1		1		0	0		2		21:15	0		3 1	0		0	1	
09:45	3	6	Ō	5	0	0		3	11	21:45	1	1	0 5			0	1	6
10:00	0		1		0	0		1		22:00	1		2	0		0	3	
10:15	1		7		0	0		8		22:15	1		0	0		0	1	
10:30	1		1		0	0		2		22:30	0		0	0		0		
10:45	0	2	3	12	0	0		3	14	22:45	0	2	0 2			0		4
11:00 11:15	1 4		5 2		0 0	0 0		6 6		23:00 23:15	0		0 0	0		0		
11:15	5		4		0	0		9		23:15	1		0	0		0	1	
11:45	7	17	2	13	Ö	0		9	30	23:45	0	1	0	0		0	_	1
TOTALS		36		61					97	TOTALS		61	76	j				137
SPLIT %		37.1%		62.9%					41.5%	SPLIT %		44.5%	55.	5%				58.5%
						NB		SB		EB		WB					To	otal
	D	AILY T	OT	ALS		97		137		0		0						34
AM Play Values		11:00		10:15					11:00	PM Peak Hour		12:15	15:					12:15
AM Pk Volume		17		16					30	PM Pk Volume Pk Hr Factor		13	13					22
Pk Hr Factor 7 - 9 Volume		0.607 8		0.571 26	(0		0.833	4 - 6 Volume		0.813	0.8		n	0		0.688
7 - 9 Peak Hour		07:00		07:30					08:00	4 - 6 Peak Hour		16:30	16:					16:30
7 - 9 Pk Volume		4		15					19	4 - 6 Pk Volume		7	13					20
Pk Hr Factor		0.333		0.750					0.792	Pk Hr Factor		0.583	0.8					0.833

Hamilton Ave N/O Virginia Ave

Day: WednesdayCity: HapevilleDate: 5/15/2019Project #: GA19_9371_002

Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 05:45	0	0	0 0	0 0	0	0	0	0	0 0	0 0	0 0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	9
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	9
06:30 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:15	0	7	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	2	0	1	0	0	0	0	0	0	0	0	0	2
07:45	0	5	J	0	0	0	0	0	0	0	0	0	0	5
07:45	0	3	_	0		0	~	0		-	-		0	3

CLASSIFICATION Hamilton Ave N/O Virginia Ave

Day: Wednesday Date: 5/15/2019

City: Hapeville Project #: GA19_9371_002

Summary														
Time	#1	# 2	#3	#4	#5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
08:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
08:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
08:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4
09:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	5	1	1	1	0	0	0	0	0	0	0	0	8
10:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
11:15	1	4	0	0	1	0	0	0	0	0	0	0	0	6
11:30	0	8	0	0	1	0	0	0	0	0	0	0	0	9
11:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:30	0	7	0	1	0	0	0	0	0	0	0	0	0	8
12:45	0	1	1	1	0	0	1	0	0	0	0	0	0	4
13:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
13:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
13:45	0	2	0	1	0	0	0	0	0	~	0	0	0	3
14:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
16:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
16:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3

CLASSIFICATION Hamilton Ave N/O Virginia Ave

Day: Wednesday Date: 5/15/2019

City: Hapeville Project #: GA19_9371_002

Julililary														
Time	#1	# 2	#3	# 4	#5	#6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
16:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
16:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
17:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
17:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
18:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
18:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
19:45	0	_	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
20:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15 21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	_	2	0	0	0	0	0	0	0	0	0	0	2
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	U	U	0	0	0	0	U	0	0	0	U	U

Totals	#1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
TOLAIS	2	190	28	5	8		1							234
% of Totals	1%	81%	12%	2%	3%		0%							100%
AM Volumes	1	81	7	2	6	0	0	0	0	0	0	0	0	97
% AM	0%	35%	3%	1%	3%									41%
AM Peak Hour	10:30	11:00	10:15	06:45	10:45									11:00
Volume	1	24	3	1	3									30
PM Volumes	1	109	21	3	2	0	1	0	0	0	0	0	0	137
% PM	0%	47%	9%	1%	1%		0%							59%
PM Peak Hour	16:15	12:15	18:00	12:00	13:15		12:00							12:15
Volume	1	18	5	2	1		1							22
Dire	ctional Pea	k Periods		AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volun	nes
	A	All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			34		15%	33		14%	31		13%	136		58%

Classification Definitions

1 Motorcycles 2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units 8 <=4-Axle Single Trailers 10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

11 <=5-Axle Multi-Trailers **9** 5-Axle Single Trailers

12 6-Axle Multi-Trailers

Virginia Ave N/O Doug Davis Dr

Day: Tuesday **Date:** 5/14/2019

City: Hapeville **Project #:** GA19_9371_003

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	48	6	0	1	0	0	0	0	0	0	0	0	55
01:00	1	38	4	0	1	0	0	1	0	0	0	0	0	45
02:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
03:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
04:00	0	34	4	0	1	1	0	0			0	0	0	40
05:00	0	71	6	1	1	0	0	0	1	0	0	0	0	80
06:00	0	118	19	1	2	0	0	0	0	0	0	0	0	140
07:00	0	174	26	0	3	0	0	0	0		0	0	0	203
08:00	0	253	33	4	2	0	0	0	0		0	0	0	292
09:00	0	191	26	5	5	0	0	0			0	0	0	227
10:00	0	181	41	0	10	0	1	0	0		0	0	0	233
11:00	0	317	55	2	10	1	0	3			0	0	0	388
12:00 PM	2	443	78	2	19	4	1	1	0	•	0	0	0	550
13:00	1	380	58	1	14	1	1	1	0		0	0	0	457
14:00	0	294	50	0	1	0	0	0	1	0	0	0	0	346
15:00	2	333	43	4	8	0	0	0			0	0	0	391
16:00	1 1	305	44 52	1 0	3	0	0	0	0	0	0	0	0	353
17:00 18:00	1	342 280	36	2	3 4	0	0	0			0	0	0	400 323
19:00	0	262	25	0	5	0	0	0			0	0	0	292
20:00	0	197	19	0	2	0	0	0	0	0	0	0	0	218
21:00	0	156	20	1	2	0	0	0	0		0	0	0	179
22:00	0	126	9	0	0	0	0	0	1	0	0	0	0	136
23:00	0	87	10	0	4	0	0	0	0		0	0	0	101
Totals	11	4685	670	24	100	8	3	6	3		J	J	Ü	5510
% of Totals	0%	85%	12%	0%	2%	0%	0%	0%	0%					100%
AM Volumes	1	1480	226	13	36	2	1	4	1	0	0	0	0	1764
% AM	0%	27%	4%	0%	1%	0%	0%	0%	0%					32%
AM Peak Hour	01:00	11:00	11:00	09:00	10:00	04:00	10:00	11:00	_					11:00
Volume	1	317	55	5	10	1	1	3	1					388
PM Volumes % PM	10	3205	444	11	64	6	2	2		0	0	0	0	0.10
% PIVI PM Peak Hour	0% 17:00	58%	12:00	0% 15:00	1%	12:00	12:00	0% 12:00	0% 14:00					68%
Volume	3	12:00 443	12:00 78	15:00 4	12:00 19	12:00 4	12:00 1	12:00 1	14:00 1					12:00 550
	ectional Pea		70	AM 7-9	19		<u> </u>	1	1	PM 4-6		Ott.	<u> </u>	
Dire		All Classes	Volume	AIVI /-9	0/		NOON 12-2	%	Volumo	FIVI 4-0	%		reak voiun	
	<i>F</i>	111 Classes	volume 495	\longleftrightarrow	% 9%	Volume 1007	\longleftrightarrow	% 18%	Volume 753	\longleftrightarrow	% 14%	Volume 3255	← →	% 59%
			490		3 70	1007		1070	/55		1470	3233		J J 70

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
- **6** 3-Axle Single Units
- 7 >=4-Axle Single Units

9 5-Axle Single Trailers

- 8 <=4-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers

10 >=6-Axle Single Trailers

- **12** 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Virginia Ave N/O Doug Davis Dr

Day: Tuesday **Date:** 5/14/2019

City: Hapeville
Project #: GA19_9371_003

	D	AILY 1	OTA	ALS		NB		SB		EB		WB							otal
						2,694		2,816		0		0							510
AM Period	NB		SB		EB	WB		_	TAL	PM Period	NB		SB		EB		NB .		TAL
00:00 00:15	6 6		4 16		0 0	0 0		10 22		12:00 12:15	67 50		66 96		0 0		0	133 146	
00:30	9		4		0	0		13		12:30	54		57		0		0	111	
00:45	4	25	6	30	0	0		10	55	12:45	66	237	94	313	0		0	160	550
01:00 01:15	3 7		3 8		0 0	0 0		6 15		13:00 13:15	69 56		67 65		0 0		0	136 121	
01:30	5		0 11		0	0		16		13:30	59		47		0		0	106	
01:45	4	19	4	26	0	0		8	45	13:45	42	226	52	231	0		0	94	457
02:00	5 7		2 9		0 0	0 0		7 16		14:00 14:15	47 46		34 51		0 0		0	81 97	
02:15 02:30	6		5		0	0		10		14:30	46 47		43		0		0	90	
02:45	5	23	2	18	0	0		7	41	14:45	36	176	42	170	0		0	78	346
03:00	3		3		0	0		6		15:00	51		54		0		0	105	
03:15 03:30	2		3 2		0 0	0 0		5 4		15:15 15:30	50 58		43 43		0		0	93 101	
03:45	5	12	0	8	0	0		5	20	15:45	43	202	49	189	0		0	92	391
04:00	3		5		0	0		8		16:00	45		38		0		0	83	
04:15 04:30	2 5		3		0 0	0 0		5 13		16:15 16:30	52 59		43		0 0		0	95 95	
04:30	4	14	8 10	26	0	0		14	40	16:45	43	199	36 37	154	0		0	80	353
05:00	6		7		0	0		13		17:00	55	233	50		0		0	105	333
05:15	4		11		0	0		15		17:15	61		49		0		0	110	
05:30 05:45	9 12	31	13 18	49	0 0	0 0		22 30	80	17:30 17:45	53 48	217	42 42	183	0 0		0	95 90	400
06:00	10	- 31	17	73	0	0		27	- 00	18:00	42	217	38	103	0		0	80	700
06:15	12		5		0	0		17		18:15	39		45		0		0	84	
06:30 06:45	24 18	64	29 25	76	0 0	0 0		53 43	140	18:30 18:45	44 33	158	38 44	165	0 0		0	82 77	323
07:00	22	04	25	70	0	0		47	140	19:00	49	136	47	103	0		0	96	323
07:15	11		26		0	0		37		19:15	55		27		0		0	82	
07:30	17	75	34	120	0	0		51	202	19:30	31	150	35	126	0		0	66	202
07:45 08:00	25 37	75	43 33	128	0	0		68 70	203	19:45 20:00	21 42	156	27 35	136	0		0	48 77	292
08:15	44		24		Ö	Ö		68		20:15	23		17		Ö		0	40	
08:30	22		46		0	0		68		20:30	27		26		0		0	53	
08:45 09:00	26 24	129	60 38	163	0	0		86 62	292	20:45 21:00	16 25	108	32 20	110	0		0	48 45	218
09:15	29		25		0	0		54		21:15	26		24		0		0	50	
09:30	20		37		0	0		57		21:30	28		22		0		0	50	
09:45	22	95	32 31	132	0	0		54 52	227	21:45 22:00	22 18	101	12 21	78	0		0	34 39	179
10:00 10:15	28		20		0	0		52 48		22:15	18		18		0		0	32	
10:30	21		44		Ö	Ö		65		22:30	17		7		Ö		0	24	
10:45	29	99	39	134	0	0		68	233	22:45	20	69	21	67	0		0	41	136
11:00 11:15	40 36		38 52		0 0	0 0		78 88		23:00 23:15	14 15		15 13		0		0	29 28	
11:30	63		54		0	0		117		23:30	16		8		0		0	24	
11:45	61	200	44	188	0	0		105	388	23:45	14	59	6	42	0		0	20	101
TOTALS		786		978					1764	TOTALS		1908		1838					3746
SPLIT %		44.6%		55.4%					32.0%	SPLIT %		50.9%		49.1%					68.0%
	_	A 11.24.5	· O.T.	11.0		NB		SB		EB		WB						To	otal
	D.	AILY 1	TOTA	ALS.		2,694		2,816		0		0							510
AM Peak Hour		11:30		11:45					11:30	PM Peak Hour		12:45		12:15					12:15
AM Pk Volume		241		263					501	PM Pk Volume		250		314					553
Pk Hr Factor		0.899		0.685					0.858	Pk Hr Factor		0.906		0.818					0.864
7 - 9 Volume		204		291		0	0		495	4 - 6 Volume		416		337		0	0		753
7 - 9 Peak Hour		08:00		08:00					08:00	4 - 6 Peak Hour		16:30		17:00					17:00
7 - 9 Pk Volume		129		163					292	4 - 6 Pk Volume		218		183					400
Pk Hr Factor		0.733		0.679		0.000	0.000		0.849	Pk Hr Factor		0.893		0.915		0.000	0.000		0.909

Virginia Ave N/O Doug Davis Dr

Day: Tuesday

City: Hapeville

Date: 5/14/2019 **Project #:** GA19_9371_003

Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0		1	0	0	0	0	0	0	0	0	0	0	10
00:15	0	19	3	0	0	0	0	0	0	0	0	0	0	22
00:30	0	_~	2	0	1	0	0	0	0	0	0	0	0	13
00:45	0			0	0	0	0	0	0	0	0	0	0	10
01:00	0	•	0	0	0	0	0	0	0	0	0	0	0	6
01:15	1	13	1	0	0	0	0	0	0	0	0	0	0	15
01:30	0		2	0	1	0	0	1	0	0	0	0	0	16
01:45 02:00	0		1	0	0	0	0	0	0	0	_	0	0	8
02:00	0		2	0	0	0	0	0	0	0	0	0	0	16
02:30	0		0	0	0	0	0	0	0	0	0	0	0	11
02:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	_	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	_	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	10	2	0	1	0	0	0	0	0	0	0	0	13
04:45	0		1	0	0	1	0	0	0	0	0	0	0	14
05:00	0	_		0	0	0	0	0	0	0	0	0	0	13
05:15	0	_		0	0	0	0	0	0	0	0	0	0	15
05:30	0			0	1	0	0	0	1	0	0	0	0	22
05:45	0		3	1	0	0	0	0	0	0	_	0	0	30
06:00 06:15	0		2	0	0	0	0	0	0	0	0	0	0	27 17
06:15	0		5 7	0	1	0	0	0	0	0	0	0	0	53
06:45	0		7	1	1	0	0	0	0	0	0	0	0	43
07:00	0		5	0	0	0	0	0	0	0	0	0	0	47
07:15	0		4	0	0	0	0	0	0	0	0	0	0	37
07:30	0		8	0	1	0	0	0	0	0	0	0	0	51
07:45	0		9	0	2	0	0	0	0	0	0	0	0	68
08:00	0		10	0	1	0		0	0	0	0	0	0	70

CLASSIFICATIONVirginia Ave N/O Doug Davis Dr

Day: Tuesday **Date:** 5/14/2019

City: Hapeville **Project #:** GA19_9371_003

Summary														
Time	#1	# 2	#3	# 4	#5	# 6	# 7	# 8	#9	# 10	# 11	# 12	# 13	Total
08:15	0		8	1	0	0	0	0	0	0	0	0	0	68
08:30	0	65	3	0	0	0	0	0	0	0	0	0	0	68
08:45	0	70	12	3	1	0	0	0	0	0	0	0	0	86
09:00	0	52	7	2	1	0	0	0	0	0	0	0	0	62
09:15	0	48	5	1	0	0	0	0	0	0	0	0	0	54
09:30	0	49	6	1	1	0	0	0	0	0	0	0	0	57
09:45	0	42	8	1	3	0	0	0	0	0	0	0	0	54
10:00	0	45	5	0	2	0	0	0	0	0	0	0	0	52
10:15	0	36	11	0	1	0	0	0	0	0	0	0	0	48
10:30	0	53	7	0	4	0	1	0	0	0	0	0	0	65
10:45	0	47	18	0	3	0	0	0	0	0	0	0	0	68
11:00	0	59	14	1	2	0	0	2	0	0	0	0	0	78
11:15	0	74	11	0	2	0	0	1	0	0	0	0	0	88
11:30	0	100	10	1	6	0	0	0	0	0	0	0	0	117
11:45	0	_	20	0	0	1	0	0	0	0	0	0	0	105
12:00 PM	0		17	1	5	0	0	0	0	0	0	0	0	133
12:15	0	124	19	0	3	0	0	0	0	0	0	0	0	146
12:30	0	91	13	0	6	1	0	0	0	0	0	0	0	111
12:45	2	118	29	1	5	3	1	1	0	0	0	0	0	160
13:00	0	114	21	0	1	0	0	0	0	0	0	0	0	136
13:15	0	99	13	1	6	0	1	1	0	0	0	0	0	121
13:30	0	87	14	0	4	1	0	0	0	0	0	0	0	106
13:45	1	80	10	0	3	0	0	0	0	0	0	0	0	94
14:00	0	68	13	0	0	0	0	0	0	0	0	0	0	81
14:15	0	79	18	0	0	0	0	0	0	0	0	0	0	97
14:30	0	77	12	0	0	0	0	0	1	0	0	0	0	90
14:45	0	70	7	0	1	0	0	0	0	0	0	0	0	78
15:00	0	90	10	1	3	1	0	0	0	0	0	0	0	105
15:15	1	77	11	2	2	0	0	0	0	0	0	0	0	93
15:30	1	86	12	0	2	0	0	0	0	0	0	0	0	101
15:45	0		10	1	1	0	0	0	0	0	0	0	0	92
16:00	0	. •	10	0	0	0	0	0	0	0	0	0	0	83
16:15	0	83	12	0	0	0	0	0	0	0	0	0	0	95

CLASSIFICATIONVirginia Ave N/O Doug Davis Dr

Day: Tuesday **Date:** 5/14/2019

City: Hapeville **Project #:** GA19_9371_003

Summary														
Time	# 1	# 2	#3	# 4	#5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
16:30	0	81	11	1	2	0	0	0	0	0	0	0	0	95
16:45	1	68	11	0	0	0	0	0	0	0	0	0	0	80
17:00	1	92	12	0	0	0	0	0	0	0	0	0	0	105
17:15	1	91	17	0	1	0	0	0	0	0	0	0	0	110
17:30	1	84	10	0	0	0	0	0	0	0	0	0	0	95
17:45	0	75	13	0	2	0	0	0	0	0	0	0	0	90
18:00	0	72	7	1	0	0	0	0	0	0	0	0	0	80
18:15	1	71	10	0	2	0	0	0	0	0	0	0	0	84
18:30	0	74	7	0	1	0	0	0	0	0	0	0	0	82
18:45	0	63	12	1	1	0	0	0	0	0	0	0	0	77
19:00	0	87	8	0	1	0	0	0	0	0	0	0	0	96
19:15	0	76	5	0	1	0	0	0	0	0	0	0	0	82
19:30	0	56	7	0	3	0	0	0	0	0	0	0	0	66
19:45	0	43	5	0	0	0	0	0	0	0	_	0	0	48
20:00	0	66	9	0	2	0	0	0	0	0	0	0	0	77
20:15	0	37	3	0	0	0	0	0	0	0	0	0	0	40
20:30	0	48	5	0	0	0	0	0	0	0	0	0	0	53
20:45	0	46	2	0	0	0	0	0	0	0	0	0	0	48
21:00	0	41	3	0	1	0	0	0	0	0	0	0	0	45
21:15	0	46	4	0	0	0	0	0	0	0	0	0	0	50
21:30	0	42	7	0	1	0	0	0	0	0	0	0	0	50
21:45	0	27	6	1	0	0	0	0	0	0	0	0	0	34
22:00	0	35	3	0	0	0	0	0	1	0	0	0	0	39
22:15	0	29	3	0	0	0	0	0	0	0	0	0	0	32
22:30	0	23	1	0	0	0	0	0	0	0	0	0	0	24
23:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
23:15	0	25	2	0	1	0	0	0	0	0	0	0	0	28
23:30	0	22	1	0	1	0	0	0	0	0	0	0	0	24
23:45	0	17	1	0	2	0	0	0	0	0	0	0	0	20

Totals	#1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
Totals	11	4685	670	24	100	8	3	6	3					5510
% of Totals	0%	85%	12%	0%	2%	0%	0%	0%	0%					100%
AM Volumes	1	1480	226	13	36	2	1	4	1	0	0	C	0	1764
% AM	0%	27%	4%	0%	1%	0%	0%	0%	0%					32%
AM Peak Hour	00:30	11:30	11:45	08:45	11:30	11:45	09:45	10:30	04:45					11:30
Volume	1	418	69	7	14	2	1	3	1					501
PM Volumes	10	3205	444	11	64	6	2	2	2	0	0	C	0	3746
% PM	0%	58%	8%	0%	1%	0%	0%	0%	0%					68%
PM Peak Hour	16:45	12:15	12:15	15:00	12:00	12:00	12:30	12:30	13:45					12:15
Volume	4	447	82	4	19	4	2	2	1					553
Dire	ectional Pea	k Periods		AM 7-9			NOON 12-2			PM 4-6		Of	f Peak Volu	mes
	P	All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			495		9%	1007		18%	753		14%	3255		59%

Classification Definitions

1 Motorcycles 2 Passenger Cars3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers 11 <=5-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

12 6-Axle Multi-Trailers

Virginia Ave N/O Doug Davis Dr

Day: Wednesday **Date:** 5/15/2019

City: Hapeville

Project #: GA19_9371_003

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	48	4	1	2	0	0	0	0	0	0	0	0	55
01:00	0	35	6	0	1	0	0	0	0	0	0	0	0	42
02:00	0	25	4	0	3	0	0	0	0	0	0	0	0	32
03:00	0	25	4	0	0	1	0	1	0	0	0	0	0	31
04:00	0	27	4	0	3	1	0	0	0		0	0	0	35
05:00	0	73	14	0	4	0	0	1	0		0	0	0	92
06:00	1	135	15	0	4	0	0	1	0	0	0	0	0	156
07:00	0	172	27	3	4	0	0	0	0		0	0	0	206
08:00	0	243	38	2	5	0	0	1	0		0	0	0	289
09:00	1	195	30	1	3	1	0	0	2	0	0	0	0	233
10:00	0	217	36	0	9	0	0	0	1	0	0	0	0	263
11:00	1	297	73	1	15	1	0		0		0	0	0	389
12:00 PM	1	443	102	1	12	3	0	2	0	•	0	0	0	564
13:00	0	350	60	0	9	1	0	0	0		0	0	0	420
14:00	0	319	46	1	12	1	0	0		0	0	0	0	380
15:00 16:00	4	277 309	49 53	1	3 6	0	0	0	0	0 0	0	0 0	0	334 374
17:00	1	362	57	5 0	8	0	0	0	_		0	0	0	428
18:00	5	302	43	0	0	0	0	0			0	0	0	353
19:00	0	214	27	0	7	0	0	_			0	0	0	248
20:00	0	223	33	0	1	0	0	0	0	0	0	0	0	260
21:00	1	137	12	0	3	0	0	0	0		0	0	0	153
22:00	0	134	14	0	1	0	0	0	0	0	0	0	0	149
23:00	0	115	8	0	2	0	0	0	1	0	0	0	0	126
Totals	16	4676	759	16	124	9	J	7	5					5612
% of Totals	0%	83%	14%	0%	2%	0%		0%	0%					100%
AM Volumes	3	1492	255	8	53	4	0	5	3	0	0	0	0	1823
% AM	0%	27%	5%	0%	1%	0%		0%	0%					32%
AM Peak Hour	06:00	11:00	11:00	07:00	11:00	03:00		03:00						11:00
Volume	1	297	73	3	15	1		1	2					389
PM Volumes % PM	13	3184	504	8	71	5	0	2		0	0	0	0	0.00
% PIVI PM Peak Hour	0% 18:00	57%	9%	0% 16:00	1%	12:00		12:00	0% 14:00					68%
Volume	18:00	12:00 443	12:00 102	16:00 5	12:00 12	12:00 3		12:00 2	14:00 1					12:00 564
			102	AM 7-9	12		<u> </u>		1	PM 4-6		Ott	<u> </u>	
	Directional Peak Perio		Volume	AIVI /-3	0/		NOON 12-2		Volumo	FIVI 4-0	%		reak voiun	
	P	All Classes	495	\longleftrightarrow	% 9%	Volume 984	← →	% 18%	Volume 802	\longleftrightarrow	% 14%	Volume 3331	\longleftrightarrow	% 59%
			490		3 70	J04	. •	1070	002		1470	2221		J J 70

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
- **6** 3-Axle Single Units
- 7 >=4-Axle Single Units
- 8 <=4-Axle Single Trailers
- **9** 5-Axle Single Trailers
- 10 >=6-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers
- **12** 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Virginia Ave N/O Doug Davis Dr

Day: Wednesday Date: 5/15/2019 City: Hapeville
Project #: GA19_9371_003

	ח	AILY 1	OT/	\IS		NB	SB		EB		WB						To	otal
		AIL!	017	1LJ		2,743	2,869	1	0		0						5,	612
AM Period	NB		SB		EB	WB	ТО	TAL	PM Period	NB		SB		EB	W	В	TO	TAL
00:00 00:15	9 12		3 11		0	0 0	12 23		12:00 12:15	76 73		68 71		0	(144 144	
00:30	4		7		0	0	11		12:30	61		80		0	(141	
00:45	4	29	5	26	0	0	9	55	12:45	65	275	70	289	0	(135	564
01:00 01:15	8 4		6 5		0 0	0 0	14 9		13:00 13:15	57 56		57 54		0	(114 110	
01:30	3		4		0	Ö	7		13:30	48		54		Ö	Č		102	
01:45	1	16	11	26	0	0	12	42	13:45	40	201	54	219	0			94	420
02:00 02:15	4 4		5 1		0 0	0 0	9 5		14:00 14:15	53 49		50 48		0	(103 97	
02:30	5		3		0	0	8		14:30	41		46		0	Ċ)	87	
02:45 03:00	9	22	1 5	10	0	0	10 8	32	14:45 15:00	49 35	192	44 38	188	0	(93 73	380
03:00	3		6		0	0	9		15:15	52		42		0	(94	
03:30	4		4		0	0	8		15:30	39		40		0	Ċ		79	
03:45 04:00	2	11	5 4	20	0	0	6	31	15:45 16:00	45 42	171	43 35	163	0	(88 77	334
04:00	3		2		0	0	5		16:15	57		42		0	(99	
04:30	3		7		0	0	10		16:30	63		37		0	Ċ)	100	
04:45 05:00	7	12	10 5	23	0	0	14 12	35	16:45 17:00	48 77	210	50 45	164	0	(98 122	374
05:00 05:15	9		11		0	0	20		17:15	63		43 48		0	(111	
05:30	8		23		0	0	31		17:30	58		55		0	Ċ		113	
05:45 06:00	7 18	31	22 11	61	0	<u> </u>	29 29	92	17:45 18:00	48 60	246	34 54	182	0	(82 114	428
06:00	15		18		0	0	33		18:15	40		54 44		0	(84	
06:30	21		24		0	0	45		18:30	42		43		0	Ċ)	85	
06:45	28 17	82	21	74	0	0	49 37	156	18:45 19:00	43 32	185	27 38	168	0	(70 70	353
07:00 07:15	20		29		0	0	49		19:15	32 28		38 32		0	(60	
07:30	13		40		0	0	53		19:30	35		32		0	Ċ)	67	
07:45 08:00	28 27	78	39 47	128	0	0	67 74	206	19:45 20:00	22 33	117	29 42	131	0	(51 75	248
08:00	36		29		0	0	65		20:15	33 40		27		0	(67	
08:30	22		46		0	0	68		20:30	33		27		0	Ċ		60	
08:45 09:00	25 21	110	57 36	179	0	0	82 57	289	20:45 21:00	26 24	132	32 22	128	0	(58 46	260
09:00	24		27		0	0	51		21:15	16		17		0	(33	
09:30	21		38		0	0	59		21:30	18		18		0	Ċ		36	
09:45 10:00	21 32	87	45 29	146	0	0	66 61	233	21:45 22:00	16 22	74	22 14	79	0	(38 36	153
10:00	26		32		0	0	58		22:15	22		17		0	(39	
10:30	34		41		0	0	75		22:30	16		22		0	Ċ)	38	
10:45	27	119	42 47	144	0	0	69 85	263	22:45 23:00	21 29	81	15 10	68	0	(36 39	149
11:00 11:15	38 32		47 45		0	0	85 77		23:15	29 18		10		0	(29	
11:30	52		65		0	0	117		23:30	19		12		0	Ċ)	31	
11:45	59	181	51	208	0	0	110	389	23:45	15	81	12	45	0	()	27	126
TOTALS		778		1045				1823	TOTALS		1965		1824					3789
SPLIT %		42.7%		57.3%				32.5%	SPLIT %		51.9%		48.1%					67.5%
	ח	AILY 1	OT/	\IS		NB	SB		EB		WB						To	otal
	- D	AILI	TO I F	TLJ		2,743	2,869		0		0						5,	612
AM Peak Hour		11:45		11:45				11:45	PM Peak Hour		12:00		12:00					12:00
AM Pk Volume		269		270				539	PM Pk Volume		275		289					564
Pk Hr Factor		0.885		0.844				0.936	Pk Hr Factor		0.905		0.903					0.979
7 - 9 Volume		188		307				495	4 - 6 Volume		456		346					802 16.45
7 - 9 Peak Hour 7 - 9 Pk Volume		07:45 113		08:00 179				08:00 289	4 - 6 Peak Hour 4 - 6 Pk Volume		16:30 251		16:45 198					16:45 444
Pk Hr Factor		0.785		0.785				0.881	Pk Hr Factor		0.815		0.900					0.910

Virginia Ave N/O Doug Davis Dr

City: Hapeville

Day: Wednesday Date: 5/15/2019 Project #: GA19_9371_003

Time	# 1	# 2	#3	# 4	#5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	_	3	0	0	0	0	0	0	0	0	0	0	12
00:15	0	22	0	0	1	0	0	0	0	0	0	0	0	23
00:30	0	9		0	1	0	0	0	0	0	0	0	0	11
00:45	0	_	_	1	0	0	0	0	0	0	0	0	0	9
01:00	0			0	0	0	0	0	0	0	Ŭ	0	0	14
01:15	0	=	_	0	0	0	0	0	ŭ	0	0	0	0	9
01:30	0	Ŭ		0	1	0	0	0	0	0	0	0	0	7
01:45	0	_		0	0	0	0	0	0	0	~	0	0	12
02:00	0	_	2	0	2	0	0	0	-	0	0	0	0	9
02:15 02:30	0	· ·	1	0	0	0	0	0	0	0	0	0	0	5
02:30 02:45	0		1	0	0	0	0	0	0	0	0	0	0	8 10
03:00	0	_	2	0	_	0	0	0	_	0	· ·	0	0	20
03:15	0		1	0		0	0	1	0	0	Ŭ	0	0	a
03:30	0	=	0	0	0	1	0	0	0	0	0	0	0	8
03:45	0	=	0	0	_	0	0	0	0	0	Ŭ	0	0	6
04:00	0			0		0	0	0	0	0		0	0	6
04:15	0		0	0	-	0	0	0	0	0	0	0	0	5
04:30	0	6	1	0	2	1	0	0	0	0	0	0	0	10
04:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
05:00	0			0	0	0	0	1	0	0	0	0	0	12
05:15	0			0	2	0	0	0	0	0	0	0	0	20
05:30	0	26	4	0	1	0	0	0	0	0	0	0	0	31
05:45	0	24	4	0	1	0	0	0	0	0	0	0	0	29
06:00	0	25	2	0	1	0	0	1	0	0	0	0	0	29
06:15	0			0	0	0	0	0	0	0	0	0	0	33
06:30	1	38		0	1	0	0	0	0	0	0	0	0	45
06:45	0	. —		0	2	0	0	0	0	0	0	0	0	49
07:00	0			0	2	0	0	0	0	0	0	0	0	37
07:15	0			0	0	0	0	0	0	0	0	0	0	49
07:30	0	. •		0	0	0	0	0	0	0	0	0	0	53
07:45	0					0	0	0	_	0	_	0	0	67
08:00	0	63	11	0	0	0	0	0	0	0	0	0	0	74

CLASSIFICATIONVirginia Ave N/O Doug Davis Dr

Day: Wednesday Date: 5/15/2019

City: Hapeville **Project #:** GA19_9371_003

Summary														
Time	# 1	# 2	#3	#4	#5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
08:15	0	57	7	0	1	0	0	0	0	0	0	0	0	65
08:30	0	56	9	2	1	0	0	0	0	0	0	0	0	68
08:45	0	67	11	0	3	0	0	1	0	0	0	0	0	82
09:00	1	45	9	0	1	1	0	0	0	0	0	0	0	57
09:15	0	41	7	1	0	0	0	0	2	0	0	0	0	51
09:30	0	52	6	0	1	0	0	0	0	0	0	0	0	59
09:45	0	57	8	0	1	0	0	0	0	0	0	0	0	66
10:00	0	52	7	0	1	0	0	0	1	0	0	0	0	61
10:15	0	50	6	0	2	0	0	0	0	0	0	0	0	58
10:30	0	63	9	0	3	0	0	0	0	0	0	0	0	75
10:45	0	52	14	0	3	0	0	0	0	0	0	0	0	69
11:00	0	64	13	0	7	1	0	0	0	0	0	0	0	85
11:15	0	62	15	0	0	0	0	0	0	0	0	0	0	77
11:30	1	90	20	0	6	0	0	0	0	0	0	0	0	117
11:45	0	81	25	1	2	0	0	1	0	0	0	0	0	110
12:00 PM	0	110	24	0	8	1	0	1	0	0	0	0	0	144
12:15	1	109	30	0	2	1	0	1	0	0	0	0	0	144
12:30	0	113	27	0	1	0	0	0	0	0	0	0	0	141
12:45	0	111	21	1	1	1	0	0	0	0	0	0	0	135
13:00	0	89	22	0	3	0	0	0	0	0	0	0	0	114
13:15	0	92	15	0	3	0	0	0	0	0	0	0	0	110
13:30	0	95 74	6 17	0	1	0	J	0	0	J	0	0	0	102 94
13:45 14:00	0	74 86		0	2	0	0	0	0	= 1	0	0	0	
14:00	0	80	13 13	0	4	1	0	0	0	0	0	0	0	103 97
14:15	0	72	13	0	1	0	0	0	1	0	0	0	0	87 87
14:45	0	72 81	7	1	1	0	0	0	0	0	0	0	0	93
15:00	1	59	12	0	1	0	0	0	0	0	0	0	0	73
15:15	2	76		0	1	0	0	0	0	0	0	0	0	94
15:30	0	70 70		0	1	0	0	0	0	0	0	0	0	79
15:45	1	70 72	14	1	0	0	0	0	0	0	0	0	0	88
16:00	0	65	10	0	2	0	0	0	0	0	0	0	0	77
16:15	0	80		1	2	0	0	0	0	Ŭ	0	0	0	99
1 -0.10	ı Yı	30	10	-1	4	٧	U	٧	٧	· ·	٠	٠	٠	25

CLASSIFICATIONVirginia Ave N/O Doug Davis Dr

Day: Wednesday Date: 5/15/2019

City: Hapeville Project #: GA19_9371_003

Summary														
Time	#1	# 2	#3	# 4	# 5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
16:30	0	82	15	3	0	0	0	0	0	0	0	0	0	100
16:45	1	82	12	1	2	0	0	0	0	0	0	0	0	98
17:00	0	103	16	0	3	0	0	0	0	0	0	0	0	122
17:15	0	92	16	0	3	0	0	0	0	0	0	0	0	111
17:30	1	97	14	0	1	0	0	0	0	0	0	0	0	113
17:45	0	70	11	0	1	0	0	0	0	0	0	0	0	82
18:00	2	91	19	0	2	0	0	0	0	0	0	0	0	114
18:15	1	73	10	0	0	0	0	0	0	0	0	0	0	84
18:30	0	76	8	0	1	0	0	0	0	0	0	0	0	85
18:45	2	61	6	0	1	0	0	0	0	0	0	0	0	70
19:00	0	55	11	0	4	0	0	0	0	0	0	0	0	70
19:15	0	55	4	0	1	0	0	0	0	0	0	0	0	60
19:30	0	60	/	0	0	0	0	0	0	0	0	0	0	67
19:45	0		5	0	2	0	0	0	0	0	-	0	0	51
20:00	0		12	0	0	0	0	0	0	0	0	0	0	75
20:15	0	59	8	0	0	0	0	0	0	0	0	0	0	67
20:30	0	51	8	0	1	0	0	0	0	0	0	0	0	60
20:45	0	50	5	0	3	0	0	0	0	0	0	0	0	58
21:00	0		4	0	2	0	0	0	0	0	0	0	0	46
21:15	0	32	1	0	0	0	0	0	0	0	0	0	0	33
21:30	1	30 35	5	0	0	0	0	0	0	0	0	0	0	36 38
21:45	0		2	0	1	· ·	-	0		0	~	0	0	
22:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
22:15	0	36	3	0	0	0	0	0	0	0	0	0	0	39
22:30	0	34	3	0	1	0	0	0	0	0	0	0	0	38
23:00	0	33	5	0	1	0	0	0	0	0	0	0	0	39
23:15	0	29	0	0	0	0	0	0	0	0	0	0	0	29
23:30	0	28	2	0	1	0	0	0	0	0	0	0	0	31
23:45	0	25	1	0	0	0	0	0	1	0	0	0	0	27

Totals	# 1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
Totals	16	4676	759	16	124	9		7	5					5612
% of Totals	0%	83%	14%	0%	2%	0%		0%	0%					100%
AM Volumes	3	1492	255	8	53	4	0	5	3	0	0	0	0	1823
% AM	0%	27%	5%	0%	1%	0%		0%	0%					32%
AM Peak Hour	11:30	11:45	11:45	07:45	11:30	11:30		11:30	09:15					11:45
Volume	2	413	106	5	18	2		3	3					539
PM Volumes	13	3184	504	8	71	5	0	2	2	0	0	0	0	3789
% PM	0%	57%	9%	0%	1%	0%		0%	0%					68%
PM Peak Hour	18:00	12:00	12:00	15:45	12:00	12:00		12:00	13:45					12:00
Volume	5	443	102	5	12	3		2	1					564
Dire	ectional Pea	k Periods		AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volu	nes
	Δ	All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			495		9%	984		18%	802		14%	3331		59%

Classification Definitions

1 Motorcycles

4 Buses

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units 8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

12 6-Axle Multi-Trailers

11 <=5-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

Doug Davis Dr E/O Virginia Ave /Clay Pl

Day: Tuesday

Date: 5/14/2019 **Project #:** GA19_9371_004

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	85	12	1	1	0	0	0	0	0	0	0	0	99
01:00	0	47	8	0	0	0	0	0	0	0	0	0	0	55
02:00	0	35	3	1	0	0	0	0	0	0	0	0	0	39
03:00	0	31	3	0	0	0	0	0	0	0	0	0	0	34
04:00	0	77	13	1	0	0	0	0	0	0	0	_		91
05:00	0	194	30	0	5	0	0	0	0	0	0		0	
06:00	1	255	38	3	10	0	0	0	0	0	0	0	0	307
07:00	1	370	50	4	9	0	0	0	0	0	0			434
08:00	0	354	62	1	13	0	1	0	0	0	0	0		431
09:00	0	303	50	1	17	0	0	0	0		0	_	_	
10:00	0	274	38	3	11	0	0	0	0	0	0	0	0	326
11:00	1	471	81	4	18	1	0	1	0	0	0			577
12:00 PM	0	606	87	5	15	0	0	0	0	0	0	0		713
13:00	0	528	83	4	17	2	0	0	0	0	0			634
14:00	0	450	57	7	13	2	0	0	0	0	0			529
15:00 16:00	0	446 535	66 68	8	12 8	0	0	0	0	0 0	0	0	0 0	532
17:00	0	610	64	4	14	0	0	0	0	0	0			616 692
18:00	0	381	51	5	14	0	0	0	0	0	0	0		451
19:00	0	312	37	4	6	0	0	0	0	0	0			
20:00	1	241	29	0	5	0	0	0	0	0	0	0	0	276
21:00	0	194	27	2	3	0	0	0	0	0	0		0	226
22:00	0	171	22	2	1	0	0	0	0	0	0	0		196
23:00	0	171	20	1	2	0	0	0	0		0			194
Totals	4	7141	999	65	194	6	1	1						8411
% of Totals	0%	85%	12%	1%	2%	0%	0%	0%						100%
		•		•	•		•							
AM Volumes	3	2496	388	19	84	1	1	1	0	0	0	0	0	2993
% AM	0%	30%	5%	0%	1%	0%	0%	0%						36%
AM Peak Hour	06:00	11:00	11:00	07:00	11:00	11:00	08:00	11:00						11:00
Volume	1	471	81	4	18	1	1	1						577
PM Volumes	1	4645	611	46	110	5	0	0	0	0	0	0	0	
% PM	0%	55%	7%	1%	1%	0%								64%
PM Peak Hour	20:00	17:00	12:00	15:00	13:00	13:00								12:00
Volume	1	610	87	8	17	2								713
Dire	Directional Peak Peri			AM 7-9			NOON 12-2			PM 4-6			Peak Volur	nes
	Į.	All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			865	←	10%	1347	←→	16%	1308	←→	16%	4891	←	58%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
- 6 3-Axle Single Units
- 7 >=4-Axle Single Units
- 8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

- 10 >=6-Axle Single Trailers
- **11** <=5-Axle Multi-Trailers
- **12** 6-Axle Multi-Trailers
- **13** >=7-Axle Multi-Trailers

City: Hapeville

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Doug Davis Dr E/O Virginia Ave /Clay Pl

City: Hapeville
Project #: GA19_9371_004

Day: Tuesday **Date:** 5/14/2019

	DAII	Y TOTALS		_	NB		SB		EB		WB					To	otal
	DAIL	.i ioials			0		0		4,202		4,209					8,4	411
AM Period	NB	SB	EB		WB		TO	TAL	PM Period	NB	SB	E	3	WB		ТО	TAL
00:00	0	0	6		22		28		12:00	0	0	81		92		173	
00:15	0	0	14		14		28		12:15	0	0	10:		72		173	
00:30	0	0	11	40	16		27	00	12:30 12:45	0	0	78		87	222	165	712
00:45 01:00	0	0	<u>9</u> 5	40	<u>7</u> 9	59	16 14	99	13:00	0	0	120 100		82 83	333	202 191	713
01:15	Ö	ő	4		2		6		13:15	0	Ö	97		83		180	
01:30	0	0	9		8		17		13:30	0	0	82		56		138	
01:45 02:00	0	0	<u>8</u> 7	26	10 8	29	18 15	55	13:45 14:00	0	0	71 64		54 68	276	125 132	634
02:00	0	0	10		6		16		14:00	0	0	66		61		127	
02:30	Ö	Ö	2		3		5		14:30	Ö	Ö	69		66		135	
02:45	0	0	2	21	1	18	3	39	14:45	0	0	62		73	268	135	529
03:00	0	0	3		6		9		15:00 15:15	0	0	57		73		130	
03:15 03:30	0 0	0 0	0 3		8 3		8 6		15:30	0 0	0 0	70 50		62 91		132 141	
03:45	Ö	ő	4	10	7	24	11	34	15:45	0	Ö	53		76	302	129	532
04:00	0	0	7		2		9		16:00	0	0	64		88		152	
04:15	0	0	13		12		25		16:15	0	0	53		99		152	
04:30 04:45	0 0	0 0	13 19	52	8 17	39	21 36	91	16:30 16:45	0 0	0	75 50		92 95	374	167 145	616
05:00	0	0	24	J.L	12	33	36	71	17:00	0	0	74		132	5/7	206	010
05:15	0	0	36		27		63		17:15	0	0	68		124		192	
05:30	0	0	42	420	24	0.4	66	220	17:30	0	0	57		111	420	168	602
05:45 06:00	0	0	36 32	138	28 35	91	64 67	229	17:45 18:00	0	0	55 50		71 61	438	126 111	692
06:15	0	0	32		44		76		18:15	0	Ö	53		77		130	
06:30	0	0	46		32		78		18:30	0	0	50		57		107	
06:45	0	0	49	159	37	148	86	307	18:45	0	0	38		65	260	103	451
07:00 07:15	0 0	0 0	59 71		41 26		100 97		19:00 19:15	0 0	0 0	47 42		71 61		118 103	
07:30	0	0	71		38		109		19:30	0	0	30		48		78	
07:45	0	0	75	276	53	158	128	434	19:45	0	0	23	142	37	217	60	359
08:00	0	0	58		29		87		20:00	0	0	44		44		88	
08:15 08:30	0 0	0 0	65 81		43 42		108 123		20:15 20:30	0 0	0 0	20 38		26 39		46 77	
08:45	0	0	78	282	35	149	113	431	20:45	0	0	39		26	135	65	276
09:00	0	0	64		36		100		21:00	0	0	35		25		60	
09:15	0	0	46		43		89		21:15	0	0	22		35		57	
09:30 09:45	0 0	0 0	64 54	228	28 36	143	92 90	371	21:30 21:45	0 0	0 0	23 33		35 18	113	58 51	226
10:00	0	0	48	220	32	143	80	3/1	22:00	0	0	25		25	113	50	220
10:15	0	0	46		32		78		22:15	0	0	17		24		41	
10:30	0	0	44		22		66		22:30	0	0	17		29		46	
10:45 11:00	0	0	66 46	204	36 74	122	102 120	326	22:45 23:00	0	0	31 20		28 38	106	59 58	196
11:00	0	0	46 77		74 59		136		23:15	0	0	28		35		63	
11:30	0	0	75		72		147		23:30	0	0	17	,	25		42	
11:45	0	0	86	284	88	293	174	577	23:45	0	0	15		16	114	31	194
TOTALS				1720		1273		2993	TOTALS				2482		2936		5418
SPLIT %				57.5%		42.5%		35.6%	SPLIT %				45.8%		54.2%		64.4%
					NB		SB		EB		WB					To	tal
	DAIL	Y TOTALS			0		0		4,202		4,209						411
				44		44			· · · · · · · · · · · · · · · · · · ·				42.15		10:-		
AM Peak Hour AM Pk Volume				11:45		11:45		11:45	PM Peak Hour PM Pk Volume				12:15		16:45		12:30
Pk Hr Factor				346 0.856		339 0.921		685 0.984	Pk Hr Factor				407 0.848		462 0.875		738 0.913
7 - 9 Volume		0 0		558		307		865	4 - 6 Volume		0	0	496		812		1308
7 - 9 Peak Hour				08:00		07:45		07:45	4 - 6 Peak Hour				16:30		16:45		16:45
7 - 9 Pk Volume				282		167		446	4 - 6 Pk Volume				267		462		711
Pk Hr Factor	0.0	0.00	10	0.870		0.788		0.871	Pk Hr Factor		0.000	0.000	0.890		0.875		0.863
		-							-								

Doug Davis Dr E/O Virginia Ave /Clay Pl

Day: Tuesday City: Hapeville

Date: 5/14/2019 **Project #:** GA19_9371_004

ounnary														
Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	22		0	1	0	0	0	0	0	0	0	0	28
00:15	0	23		1	0	0	0	0	0	0	0	0	0	28
00:30	0	25		0	0	0	0	0	0	0	0	0	0	27
00:45	0	15		0	0	0	0	0	0	0	0	0	0	16
01:00	0	12		0	0	0	0	0	0	Ŭ	0	0	0	14
01:15	0	6		0	0	0	0	0	0	Ŭ	0	0	0	6
01:30	0	14		0	0	0	0	0	0	0	0	0	0	17
01:45	0	15		0	0	0	0	0	0	_	0	0	0	18
02:00	0	13		0	0	0	0	0	ŭ	0	0	0	0	15
02:15	0	14		1	0	0	0	0	0	0	0	0	0	16
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	8	1	0	0	0	0	0	0	_	0	0	0	9
03:15	0	/	1	0	0	0	0	0	0	0	0	0	0	8
03:30	0	6		0	0	0	0	0	0	0	0	0	0	6
03:45 04:00	0	10		0	0	0	0	0	0	0	0	0	0	11
04:00	0	6 22	2	0	0	0	0	0	0	0	0	0	0	25
04:30	0	18	2	0	0	0	0	0	0	0	0	0	0	23
04:45	0	31		0	0	0	0	0	0	0	0	0	0	36
05:00	0	32		0	0	0	0	0	0	0	0	0	0	36
05:15	0	53		0	3	0	0	0	0	0	0	0	0	63
05:30	0	53		0	1	0	0	0	0	0	0	0	0	66
05:45	0	56		0	1	0	0	0	0	0	0	0	0	64
06:00	0	55		1	1	0	0	0	0	0	0	0	0	67
06:15	1	66		0	1	0	0	0	0	0	0	0	0	76
06:30	0	64		1	4	0	0	0	0	0	0	0	0	78
06:45	0	70	11	1	4	0	0	0	0	0	0	0	0	86
07:00	0	88	11	0	1	0	0	0	0	0	0	0	0	100
07:15	1	82	10	2	2	0	0	0	0	0	0	0	0	97
07:30	0	89	14	2	4	0	0	0	0	0	0	0	0	109
07:45	0	111	15	0	2	0	0	0	0	0	0	0	0	128
08:00	0	73	12	0	1	0	1	0	0	0	0	0	0	

CLASSIFICATIONDoug Davis Dr E/O Virginia Ave /Clay Pl

Day: Tuesday **Date:** 5/14/2019

City: Hapeville **Project #:** GA19_9371_004

Summary														
Time	#1	# 2	#3	# 4	#5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
08:15	0	87	15	1	5	0	0	0	0	0	0	0	0	108
08:30	0	101	19	0	3	0	0	0	0	0	0	0	0	123
08:45	0	93	16	0	4	0	0	0	0	0	0	0	0	113
09:00	0	78	15	1	6	0	0	0	0	0	0	0	0	100
09:15	0	75	12	0	2	0	0	0	0	0	0	0	0	89
09:30	0	78	12	0	2	0	0	0	0	0	0	0	0	92
09:45	0	72	11	0	7	0	0	0	0	0	0	0	0	90
10:00	0	70	8	1	1	0	0	0	0	0	0	0	0	80
10:15	0	68	7	1	2	0	0	0	0	0	0	0	0	78
10:30	0	51	10	1	4	0	0	0	0	0	0	0	0	66
10:45	0	85	13	0	4	0	0	0	0	0	0	0	0	102
11:00	1	93	19	1	5	0	0	1	0	0	0	0	0	120
11:15	0	111	20	0	4	1	0	0	0	0	0	0	0	136
11:30	0	117	22	2	6	0	0	0	0	0	0	0	0	147
11:45	0	150	20	1	3	0	0	0	0	0	0	0	0	174
12:00 PM	0	147	20	2	4	0	0	0	0	0	0	0	0	173
12:15	0	146	24	1	2	0	0	0	0	0	0	0	0	173
12:30	0	143	18	1	3	0	0	0	0	0	0	0	0	165
12:45	0	170	25	1	6	0	0	0	0	0	0	0	0	202
13:00	0	158	26	2	4	1	0	0	0	0	0	0	0	191
13:15	0	149	24	1	6	0	0	0	0	0	0	0	0	180
13:30	0	113	19	1	4	1	0	0	0	0	0	0	0	138
13:45	0	108	14	0	3	0	0	0	0	= 1	0	0	0	125
14:00	0	115	13	1	3	0	0	0	0	0	0	0	0	132
14:15	0	108	14	0	4	1	0	0	0	0	0	0	0	127
14:30	0	113	16	3	2	1	0	0	0	0	0	0	0	135
14:45	0	114	14	3	4	0	0	0	0	0	0	0	0	135
15:00	0	109	16	3	2	0	0	0	0	0	0	0	0	130
15:15	0	109	18	2	3	0	0	0	0	0	0	0	0	132
15:30	0	121	17	0	3	0	0	0	0	0	0	0	0	141
15:45	0	107	15	3	4	0	0	0	0	0	0	0	0	129
16:00	0	130	18	1	3	0	0	0	0	0	0	0	0	152
16:15	0	133	15	1	3	0	0	0	0	0	0	0	0	152

Prepared by National Data & Surveying Services

CLASSIFICATIONDoug Davis Dr E/O Virginia Ave /Clay Pl

Day: Tuesday **Date:** 5/14/2019

City: Hapeville Project #: GA19_9371_004

Summary														
Time	# 1	# 2	#3	#4	#5	#6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
16:30	0	143	21	1	1	1	0	0	0	0	0	0	0	167
16:45	0	129	14	1	1	0	0	0	0	0	0	0	0	145
17:00	0	183	18	2	3	0	0	0	0	0	0	0	0	206
17:15	0	168	19	2	3	0	0	0	0	0	0	0	0	192
17:30	0	147	15	0	6	0	0	0	0	0	0	0	0	168
17:45	0	112	12	0	2	0	0	0	0	0	0	0	0	126
18:00	0	٥.	13	2	2	0	0	0	0	0	0	0	0	111
18:15	0	111	15	1	3	0	0	0	0	0	0	0	0	130
18:30	0	91	13	0	3	0	0	0	0	0	0	0	0	107
18:45	0	85	10	2	6	0	0	0	0	0	0	0	0	103
19:00	0	101	12	2	3	0	0	0	0	0	0	0	0	118
19:15	0	91	10	0	2	0	0	0	0	0	0	0	0	103
19:30	0	U ,	9	2	0	0	0	0	0	0	0	0	0	78
19:45	0			0	1	0	0	0	0	0	-	0	0	60
20:00	0		9	0	2	0	0	0	0	0	0	0	0	88
20:15	0	39	6	0	1	0	0	0	0	0	0	0	0	46
20:30	0	66	9	0	2	0	0	0	0	0	0	0	0	77
20:45	1	59	5	0	0	0	0	0	0	0	0	0	0	65
21:00	0	49	9	1	1	0	0	0	0	0	0	0	0	60
21:15	0	51	5	1	0	0	0	0	0	0	0	0	0	57
21:30	0	51	6	0	1	0	0	0	0	0	0	0	0	58
21:45	0		/	0	1	0	0	0	0	0	~	0	0	51
22:00	0	42	8	0	0	0	0	0	0	0	0	0	0	50
22:15	0	38	3	0	0	0	0	0	0	0	0	0	0	41
22:30	0	40	4	2	0	0	0	0	0	0	0	0	0	46
23:00	0	. •		1	1	0	0	0	0	0	0	0	0	58
23:15	0	56		0	1	0	0	0	0	0	0	0	0	63
23:30	0	38		0	0	0	0	0	0	0	0	0	0	42
23:45	0	28	3	0	0	0	0	0	0	0	0	0	0	31

Totals	#1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
Totals	4	7141	999	65	194	6	1	1						8411
% of Totals	0%	85%	12%	1%	2%	0%	0%	0%						100%
AM Volumes	3	2496	388	19	84	1	1	1	0	0	0	0	0	2993
% AM	0%	30%	5%	0%	1%	0%	0%	0%						36%
AM Peak Hour	05:30	11:45	11:30	11:30	10:45	10:30	07:15	10:15						11:45
Volume	1	586	86	6	19	1	1	1						685
PM Volumes	1	4645	611	46	110	5	0	0	0	0	0	0	0	5418
% PM	0%	55%	7%	1%	1%	0%								64%
PM Peak Hour	20:00	16:45	12:45	14:30	12:45	12:45								12:30
Volume	1	627	94	11	20	2								738
Dire	ectional Pea	ak Periods		AM 7-9			NOON 12-2			PM 4-6		Off	f Peak Volu	mes
		All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			865		10%	1347		16%	1308		16%	4891		58%

Classification Definitions

1 Motorcycles

4 Buses

2 Passenger Cars3 2-Axle, 4-Tire Single Units

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

11 <=5-Axle Multi-Trailers12 6-Axle Multi-Trailers

Doug Davis Dr E/O Virginia Ave /Clay Pl

Day: Wednesday **Date:** 5/15/2019

City: Hapeville **Project #:** GA19_9371_004

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	87	16	2	2	0	0	0	0	0	0	0	0	108
01:00	0	43	3	0	0	0	0	0	0	0	0	0	0	46
02:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
03:00	0	21	2	1	1	0	0	0	0	0	0	0	0	_
04:00	0	68	11	0	1	0	0	0	0	0	0	0		80
05:00	0	189		2	7	0	0	0	0	0	0		0	_
06:00	2	270	36	4	8	1	0	0	0	0	0	0	0	321
07:00	1	355	48	8	12	0	0	0		0	0			424
08:00	0	392	65	3	13	0	0	0	0	_	0	_		473
09:00	0	320		4	9	0	0	0		0	0			382
10:00	0	312	49	4	12	0	0	0	0	0	0	0		377
11:00	1	481	85	0	14	1	0	0	0	0	0			582
12:00 PM	0	609	116	8	16	1	0	0	0	0	0	0		750
13:00	0	548	80	4	13	0	0	0		0		_	0	
14:00	0	470		4	15	1	0	0	0	0	0	0	0	553
15:00	1	460		7	15	0	0	0		0	0			549
16:00	1	468	61	3	13	0	0	0	0	0	0	0	0	546
17:00	0	606		3	16	0	0	0		0	0			707
18:00	1	414	57	4	10	0	0	0	0	0	0	0		486
19:00	0	293 227	44 33	1 0	9	0	0	0		0 0	0			347
20:00 21:00	0	168	21	0	6	0	0	0	0	0	0	0	0	269
22:00	0	160		0	3	0	0	0	0	0	0	0	0	195 184
23:00	0	131		0	2	0	0				0		0	
Totals	8	7121	1055	62	206	4	U	U	U	U	U	U	U	8456
% of Totals	0%	84%	12%	1%	2%	0%								100%
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	9791	0.75	/3	-/-[-/-	•/-								
AM Volumes	5	2567	397	28	79	2	0	0	0	0	0	0	0	3078
% AM	0%	30%	5%	0%	1%	0%								36%
AM Peak Hour	06:00	11:00	11:00	07:00	11:00	06:00								11:00
Volume	2	481	85	8	14	1								582
PM Volumes	3	4554	658	34	127	2	0	0	0	0	0	0	0	5378
% PM	0%	54%	8%	0%	2%	0%								64%
PM Peak Hour	15:00	12:00	12:00	12:00	12:00	12:00								12:00
Volume	1	609	116	8	16	1								750
Dire	ectional Pea	ak Periods		AM 7-9		<u></u>	NOON 12-2			PM 4-6		Off	Peak Volur	nes
	All Class		Volume		%	Volume		%	Volume		%	Volume		%
			897	← →	11%	1395	\longleftrightarrow	16%	1253	← →	15%	4911	← →	58%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- 4 Buses
- **5** 2-Axle, 6-Tire Single Units
- **6** 3-Axle Single Units
- 7 > =4-Axle Single Units
- 8 <=4-Axle Single Trailers
- **9** 5-Axle Single Trailers
- 10 >=6-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers
 - **12** 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Doug Davis Dr E/O Virginia Ave /Clay Pl

Day: Wednesday Date: 5/15/2019 City: Hapeville
Project #: GA19_9371_004

	DAII	Y TOTALS			NB		SB		EB		WB					То	tal
	DAIL	II IOIALS			0		0		4,263		4,193					8,4	456
AM Period	NB	SB	EB		WB		то	TAL	PM Period	NB	SB	ЕВ		WB		TO	TAL
00:00 00:15	0	0 0	12 10		20 23		32 33		12:00 12:15	0	0	83 103		113 97		196 200	
00:30	0	0	12		9		21		12:30	0	0	115		60		175	
00:45	0	0	13	47	9	61	22	108	12:45	0	0	95	396	84	354	179	750
01:00 01:15	0	0 0	6 4		6 5		12 9		13:00 13:15	0	0 0	84 89		71 71		155 160	
01:30	0	0	3		6		9		13:30	0	0	89		85		174	
01:45 02:00	0	0	<u>7</u> 3	20	<u>9</u> 5	26	16 8	46	13:45 14:00	0	0	90 73	352	66 81	293	156 154	645
02:15	0	Ö	2		3		5		14:15	0	0	57		75		132	
02:30	0	0 0	5	12	5	10	10	21	14:30	0	0 0	71	257	66	206	137	FF2
02:45 03:00	0	0	2	12	<u>6</u> 4	19	8 6	31	14:45 15:00	0	0	56 60	257	74 77	296	130 137	553
03:15	0	0	1		3		4		15:15	0	0	61		77		138	
03:30 03:45	0	0 0	3 5	11	3 4	14	6 9	25	15:30 15:45	0	0 0	60 71	252	74 69	297	134 140	549
04:00	0	0	7	- 11	2	14	9	23	16:00	0	0	52	232	72	231	124	343
04:15	0	0	6		9		15		16:15	0	0	41		91		132	
04:30 04:45	0	0 0	16 23	52	8 9	28	24 32	80	16:30 16:45	0	0 0	51 63	207	98 78	339	149 141	546
05:00	0	0	23	<u> </u>	13	_0	36	- 50	17:00	0	0	78	0,	134		212	0.0
05:15 05:30	0	0 0	37 30		33 21		70 51		17:15 17:30	0	0 0	78 58		108 127		186 185	
05:45	0	0	42	132	30	97	72	229	17:45	0	0	54	268	70	439	124	707
06:00	0	0	22		43		65		18:00	0	0	53		78		131	
06:15 06:30	0	0 0	30 60		33 33		63 93		18:15 18:30	0	0 0	56 47		72 69		128 116	
06:45	0	0	62	174	38	147	100	321	18:45	0	0	44	200	67	286	111	486
07:00	0	0	52		40		92		19:00	0	0	36		58		94	
07:15 07:30	0	0 0	75 79		26 27		101 106		19:15 19:30	0	0	45 33		57 41		102 74	
07:45	0	0	86	292	39	132	125	424	19:45	0	0	41	155	36	192	77	347
08:00 08:15	0	0 0	62 70		37 38		99 108		20:00 20:15	0	0 0	32 33		32 42		64 75	
08:30	0	0	89		46		135		20:30	0	0	42		30		72	
08:45	0	0	97	318	34	155	131	473	20:45	0	0	28	135	30	134	58	269
09:00 09:15	0	0 0	70 55		36 34		106 89		21:00 21:15	0	0	26 23		30 26		56 49	
09:30	0	0	62		33		95		21:30	0	0	17		32		49	
09:45 10:00	0	0	63 64	250	29 37	132	92 101	382	21:45 22:00	0	0	17 19	83	24 14	112	41 33	195
10:15	0	0	44		40		84		22:15	0	0	20		15		35	
10:30	0	0	37	0.5.5	43	4	80		22:30	0	0	23		40	0.7	63	40.
10:45 11:00	0	0	61 65	206	51 67	171	112 132	377	22:45 23:00	0	0	26 14	88	27 27	96	53 41	184
11:15	0	0	69		78		147		23:15	0	0	17		26		43	
11:30 11:45	0	0 0	74 96	304	76 57	278	150 153	582	23:30 23:45	0	0	9 12	52	17 25	95	26 37	147
TOTALS	U	U	90	1818	١٦/	1260	133	3078	TOTALS	U	U	12	2445	23	2933	37	5378
SPLIT %				59.1%		40.9%		36.4%	SPLIT %				45.5%		54.5%		63.6%
31 211 70				33.170		40.570		30.470					43.370		34.370		
	DAII	Y TOTALS			NB 0		SB 0		EB 4,263		WB 4,193						tal 456
					U		U				4,13 3					0,4	.30
AM Peak Hour				11:45		11:30		11:45	PM Peak Hour				12:15		16:45		12:00
AM Pk Volume Pk Hr Factor				397 0.863		343 0.759		724 0.905	PM Pk Volume Pk Hr Factor				397 0.863		447 0.834		750 0.938
7 - 9 Volume		0 0		610		287		897	4 - 6 Volume		0	0	475		778		1253
7 - 9 Peak Hour				08:00		07:45		08:00	4 - 6 Peak Hour				16:45		16:45		16:45
7 - 9 Pk Volume				318		160		473	4 - 6 Pk Volume				277		447		724
Pk Hr Factor	0.	0.000		0.820		0.870		0.876	Pk Hr Factor		0.000	0.000	0.888		0.834		0.854

Doug Davis Dr E/O Virginia Ave /Clay Pl

City: Hapeville

Day: Wednesday

Date: 5/15/2019 **Project #:** GA19_9371_004

Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0		5	1	0	0	0	0	0	0	0	0	0	32
00:15	1	27	4	1	0	0	0	0	0	0	0	0	0	33
00:30	0		4	0	0	0	0	0	0	0	0	0	0	21
00:45	0			0	2	0	0	0	0	0	0	0	0	22
01:00	0			0	0	0	0	~	0	0	Ŭ	0	0	12
01:15	0	•		0	0	0	0	0	0	0	0	0	0	9
01:30	0	•	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0		2	0	0	0	0	0	0	0	~	0	0	16
02:00	0	_	0	0	0	0	0	0	-	0	0	0	0	8
02:15 02:30	0		1	0	0	0	0	0	0	0	0	0	0	10
02:30 02:45	0	_	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	•	0	0	0	0	0	_	_	0	J	0	0	6
03:15	0		0	0	0	0	0	_	0	0	Ŭ	0	0	4
03:30		-	1	0	0	0	0	0	0	0	0	0	0	6
03:45	0			1	1	0	0	Ŭ	0	0	0	0	0	9
04:00	0			0	0	0	0	0	0	0		0	0	9
04:15	0			0	0	0	0	0	0	0	0	0	0	15
04:30	0		3	0	0	0	0	0	0	0	0	0	0	24
04:45	0		5	0	1	0	0	0	0	0	0	0	0	32
05:00	0			0	1	0	0	0	0	0	0	0	0	36
05:15	0	58	9	0	3	0	0	0	0	0	0	0	0	70
05:30	0	42	7	1	1	0	0	0	0	0	0	0	0	51
05:45	0	61	8	1	2	0	0	0	0	0	0	0	0	72
06:00	0			1	2	0	0	0	0	0	0	0	0	65
06:15	0			0	1	0	0	0	0	0	0	0	0	63
06:30	2	78		0	2	1	0	0	0	0	0	0	0	93
06:45	0	0_	13	3	3	0	0	0	0	0	_	0	0	100
07:00	1	77	10	1	3	0	0	0	0	0	0	0	0	92
07:15	0			4	2	0	0	0	0	0	0	0	0	101
07:30	0			3	3	0	0	0	0	0	0	0	0	106
07:45	0		14	0		0	0		_	0	_	0	0	125
08:00	0	82	15	0	2	0	0	0	0	0	0	0	0	99

CLASSIFICATIONDoug Davis Dr E/O Virginia Ave /Clay Pl

Day: Wednesday Date: 5/15/2019

City: Hapeville **Project #:** GA19_9371_004

Summary														
Time	#1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
08:15	0	87	15	3	3	0	0	0	0	0	0	0	0	108
08:30	0	112	18	0	5	0	0	0	0	0	0	0	0	135
08:45	0	111	17	0	3	0	0	0	0	0	0	0	0	131
09:00	0		16	0	2	0	0	0	0	0	0	0	0	106
09:15	0	76	9	2	2	0	0	0	0	0	0	0	0	89
09:30	0	77	15	1	2	0	0	0	0	0	0	0	0	95
09:45	0	79	9	1	3	0	0	0	0	0	0	0	0	92
10:00	0	85	12	1	3	0	0	0	0	0	0	0	0	101
10:15	0	71	11	1	1	0	0	0	0	0	0	0	0	84
10:30	0	65	10	1	4	0	0	0	0	0	0	0	0	80
10:45	0	91	16	1	4	0	0	0	0	0	0	0	0	112
11:00	0	107	20	0	5	0	0	0	0	0	0	0	0	132
11:15	0	122	23	0	2	0	0	0	0	0	0	0	0	147
11:30	0	124	23	0	2	1	0	0	0	0	0	0	0	150
11:45	1	128	19	0	5	0	0	0	0	0	0	0	0	153
12:00 PM	0	162	28	1	4	1	0	0	0	0	0	0	0	196
12:15	0	158	33	4	5	0	0	0	0	0	0	0	0	200
12:30	0	144	27	1	3	0	0	0	0	0	0	0	0	175
12:45	0	145	28	2	4	0	0	0	0	0	0	0	0	179
13:00	0	134	19	1	1	0	0	0	0	0	0	0	0	155
13:15	0	133	21	1	5	0	0	0	0	0	0	0	0	160
13:30	0	149	22	0	3	0	0	0	0	0	0	0	0	174
13:45	0	132	18	2	4	0	0	0	0	0	0	0	0	156
14:00	0	134	15	1	4	0	0	0	0	0	0	0	0	154
14:15	0	110	16	2	4	0	0	0	0	0	0	0	0	132
14:30	0	111	20	1	5	0	0	0	0	0	0	0	0	137
14:45	0	115	12	0	2	1	0	0	0	0	0	0	0	130
15:00	0	113	18	3	3	0	0	0	0	0	0	0	0	137
15:15	1	112	17	2	6	0	0	0	0	0	0	0	0	138
15:30	0		14	1	4	0	0	0	0	0	0	0	0	134
15:45	0		17	1	2	0	0	0	0	0	0	0	0	140
16:00	0		15	1	3	0	0	0	0	0	0	0	0	124
16:15	0			0	3	0	0	0	0	0	0	0	0	132
	ı "			U	9	Ŭ	U	· ·	ı "		Ŭ	v	Ŭ	

Prepared by National Data & Surveying Services

CLASSIFICATIONDoug Davis Dr E/O Virginia Ave /Clay Pl

Day: Wednesday Date: 5/15/2019

City: Hapeville Project #: GA19_9371_004

Summary														
Time	#1	# 2	#3	# 4	#5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
16:30	1	124	18	2	4	0	0	0	0	0	0	0	0	149
16:45	0	123	15	0	3	0	0	0	0	0	0	0	0	141
17:00	0	185	23	0	4	0	0	0	0	0	0	0	0	212
17:15	0	159	19	2	6	0	0	0	0	0	0	0	0	186
17:30	0	158	24	0	3	0	0	0	0	0	0	0	0	185
17:45	0	104	16	1	3	0	0	0	0	0	0	0	0	124
18:00	0	111	15	2	3	0	0	0	0	0	0	0	0	131
18:15	0	110	16	0	2	0	0	0	0	0	0	0	0	128
18:30	0	101	12	1	2	0	0	0	0	0	0	0	0	116
18:45	1	92	14	1	3	0	0	0	0	0	0	0	0	111
19:00	0	80	12	1	1	0	0	0	0	0	0	0	0	94
19:15	0	87	12	0	3	0	0	0	0	0	0	0	0	102
19:30	0	~ —	9	0	4	0	0	0	0	0	0	0	0	74
19:45	0		11	0	1	0	0	0	0	0	~	0	0	77
20:00	0		7	0	1	0	0	0	0	0	0	0	0	64
20:15	0	61	11	0	3	0	0	0	0	0	0	0	0	75
20:30	0	59	9	0	4	0	0	0	0	0	0	0	0	72
20:45	0	51	6	0	1	0	0	0	0	0	0	0	0	58
21:00	0		6	0	3	0	0	0	0	0	0	0	0	56
21:15	0	44	5	0	0	0	0	0	0	0	0	0	0	49
21:30	0	42	5	0	2	0	0	0	0	0	0	0	0	49
21:45	0		5	0	1	0	0	0	0	0	-	0	0	41
22:00	0		3	0	0	0	0	0	0	0	0	0	0	33
22:15	0	31	4	0	0	0	0	0	0	0	0	0	0	35
22:30	0	53	7	0	3	0	0	0	0	0	0	0	0	63
23:00	0	-	5	0	1	0	0	0	0	0	0	0	0	41
23:15	0		4	0	0	0	0	0	0	0	0	0	0	43
23:30	0	24	1	0	1	0	0	0	0	0	0	0	0	26
23:45	0	33	4	0	0	0	0	0	0	0	0	0	0	37

Totals	# 1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
Totals	8	7121	1055	62	206	4								8456
% of Totals	0%	84%	12%	1%	2%	0%								100%
AM Volumes	5	2567	397	28	79	2	0	0	0	0	0	0	0	3078
% AM	0%	30%	5%	0%	1%	0%								36%
AM Peak Hour	06:15	11:45	11:45	06:45	11:45	11:15								11:45
Volume	3	592	107	11	17	2								724
PM Volumes	3	4554	658	34	127	2	0	0	0	0	0	0	0	5378
% PM	0%	54%	8%	0%	2%	0%								64%
PM Peak Hour	14:30	16:45	12:00	12:00	13:45	12:00								12:00
Volume	1	625	116	8	17	1								750
Dire	Directional Peak Peri			AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volui	nes
	A	All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			897		11%	1395		16%	1253		15%	4911		58%

Classification Definitions

1 Motorcycles2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

11 <=5-Axle Multi-Trailers12 6-Axle Multi-Trailers

Clay PI S/O Doug Davis Dr

Day: Tuesday **Date:** 5/14/2019

City: Hapeville
Project #: GA19_9371_005

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0		1
05:00	0	0	0	0	0	0	0	0	2	0				2
06:00	0	1	1	0	0	0	0	0	0	0	0			2
07:00	0	9	3	0	0	0	0	0	0	0				
08:00	0	29	9	0	2	0	0	0	0	0	0	0		40
09:00	1	18	2	0	1	1	0	0	0	0	0			
10:00	1	16	5	0	0	0	0	0	0	0	0	_		22
11:00	0	50	15	0	1	2	0	0		0	0			
12:00 PM	1	70	11	0	5	0	0	0	0	0	0	0		87
13:00	3	74	27	0	5	0	0	0	0	0	0			109
14:00	0	22	4	1	0	0	0	0	0	0	0			27
15:00	0	21 87	5	1	2	0	0		0	0		0		
16:00	0	97	11 10	0	4	0	0	0	0	0	0			102
17:00 18:00	0	63	7	0	0	0	0	0	0	0	0	0		108 71
19:00	0	53	6	0	1	0	0	0	1	0	_			
20:00	0	39	7	0	3	0	0	0	1	0	0	0		50
21:00	0	29	8	0	1	0	0	0	0	0	0			
22:00	0	9	1	1	0	0	0	0	0	0	0	0		11
23:00	0	3	2	0	0	1	0		0		0		_	
Totals	6	693	135	3	26	5	J	J	4	J	J		J	872
% of Totals	1%	79%	15%	0%	3%	1%			0%					100%
AM Volumes	2	126	36	0	4	3	0	0	2	0	0	0	0	173
% AM	0%	14%	4%		0%	0%			0%					20%
AM Peak Hour	09:00	11:00	11:00		08:00	11:00			05:00					11:00
Volume	1	50	15		2	2			2					68
PM Volumes	4	567	99	3	22	2	0	0	2	0	0	0	0	699
% PM	0%	65%	11%	0%	3%	0%			0%					80%
PM Peak Hour	13:00	17:00	13:00	14:00	12:00	17:00			19:00					13:00
Volume	3	97	27	1	5	1			1					109
Dire	Directional Peak Perio			AM 7-9	Ţ	Ī	NOON 12-2			PM 4-6		Off	Peak Volur	nes
		All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			52	←	6%	196	←	22%	210	←	24%	414	←	47%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
- 6 3-Axle Single Units
- 7 > =4-Axle Single Units
- 8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

- 10 >=6-Axle Single Trailers
- **11** <=5-Axle Multi-Trailers
- 12 6-Axle Multi-Trailers
- **13** >=7-Axle Multi-Trailers

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Clay PI S/O Doug Davis Dr

Day: Tuesday **Date:** 5/14/2019 City: Hapeville
Project #: GA19_9371_005

AM Period NB		_	ли у т	OTA	VI C		NB		SB		EB		WB						1	otal
00000		<i>D</i> ,	AILT	UIF	1L3		500		372		0		0							872
00000	AM Period	NB		SB		EB	WB		TO	TAL	PM Period	NB		SB		EB	,	WB	T	OTAL
00:15 0 0 0 0 0 0 0 0 12:30 9 0 0 0 29 00:00:40 0 0 0 0 12:30 9 0 0 0 12:87 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																				
00.150 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																				
01:100	00:30	0		0			0					9		8		0		0	17	
01:15 0 0 0 0 0 0 0 134													53		34			_		87
01:35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 17 0 0 0 0	1																			
01:45 0																				
02:00													EO		E 1					100
02:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													36		31			_		109
02:30	1																			
03:05 0 0 1 0 0 0 0 1 15:05 8 5 0 0 0 0 27 03:05 0 0 0 1 0 0 0 0 1 15:05 8 5 0 0 0 13 03:05 0 0 0 1 0 0 0 1 15:05 8 5 0 0 0 13 03:05 0 0 0 1 0 0 0 1 15:05 8 5 0 0 0 13 03:05 0 0 0 1 0 0 0 1 15:05 8 5 0 0 0 13 03:05 0 0 0 1 0 0 0 1 15:05 8 5 0 0 0 13 03:05 0 0 0 1 0 0 0 0 1 15:05 8 5 0 0 0 13 03:05 0 0 0 1 0 0 0 0 1 15:05 8 1 15:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																				
03:15 0 0 0 0 0 0 0 0 1 15:15 8 5 0 0 0 13 3 03:30 0 0 0 0 0 0 1 15:30 9 1 1 0 0 0 0 1 0 2 5 03:45 0 0 0 1 0 0 0 0 1 1 16:45 2 19 4 10 0 0 0 6 25 0 04:15 0 0 0 0 0 0 0 0 1 16:15 14 11 0 0 0 25 0 04:15 0 0 0 0 0 0 0 0 1 16:15 14 11 0 0 0 25 0 04:15 0 0 0 0 0 0 0 0 1 16:15 14 11 0 0 0 25 0 04:15 0 0 0 0 0 0 0 0 1 16:30 19 11 0 0 0 0 25 0 04:45 0 0 0 1 0 0 0 0 1 1 16:30 19 11 1 0 0 0 25 0 04:45 0 0 0 1 0 0 0 0 1 1 16:30 19 11 1 0 0 0 3 17 102 0 05:00 10 0 1 0 0 0 1 1 17:30 19 11 1 0 0 0 3 16 0 0 0 1 1 17:30 19 11 1 0 0 0 0 17 102 0 0 1 1 17:30 19 11 1 0 0 0 0 1 1 17:30 19 11 1 0 0 0 0 1 1 17:30 19 11 1 0 0 0 0 1 1 17:30 19 11 1 0 0 0 0 1 1 17:30 19 11 1 0 0 0 0 1 1 1 17:30 19 11 1 0 0 0 0 1 1 1 17:30 19 11 1 0 0 0 0 1 1 1 17:30 19 11 1 0 0 0 0 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 1 17:30 19 11 1 1 0 0 0 0 1 1 1 18:15 15 1 1 1 1 0 0 0 0 26 06:45 0 1 0 1 1 0 0 0 0 0 1 1 1 18:15 15 11 1 1 0 0 0 0 26 06:45 0 1 0 1 1 0 0 0 0 1 1 1 18:15 15 11 1 0 0 0 0 26 06:45 0 1 0 1 1 0 0 0 0 1 2 18:45 15 11 1 0 0 0 2 26 06:45 0 1 0 1 1 0 0 0 0 2 2 18:45 4 42 2 29 0 0 0 6 6 71 07:30 0 2 2 0 0 0 0 2 1 19:15 14 7 0 0 0 0 11 1 07:30 19 19 19 19 19 19 19 19 19 19 19 19 19	1	2	2						2	2			18	0	9					27
03:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	03:00	0		1		0	0		1		15:00	0		0		0		0		
03:45 0 0 0 1 0 0 0 1 1 16:05 16 9 0 0 0 6 29 04:15 0 0 0 1 0 0 0 1 16:15 14 11 0 0 0 0 25 04:15 0 0 0 0 0 0 0 0 1 16:15 14 11 0 0 0 25 04:35 0 0 0 1 0 0 0 1 16:30 19 16 30 0 0 35 04:45 0 0 0 1 0 0 0 1 17 10:25 05:00 0 0 0 1 0 0 0 1 17 17:35 05:00 0 0 1 0 0 0 1 1 17:35 12 17 0 0 0 30 05:15 0 0 1 1 0 0 0 1 1 17:35 17 68 6 40 0 0 39 06:35 1 0 0 0 0 0 0 1 1 17:35 17 68 6 40 0 0 23 108 06:00 1 0 0 0 0 1 1 18:30 17 68 6 40 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 15 11 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 0 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 0 12 0 0 0 26 06:00 0 1 1 0 0 0 0 2 18:30 14 0 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 0 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 0 12 0 0 0 26 06:00 0 1 1 0 0 0 0 1 1 18:30 14 0 12 0 0 0 26 06:00 0 1 1 0 0 0 0 2 18:30 14 0 0 0 0 14 07:30 0 0 2 0 0 0 0 2 18:30 5 6 0 0 0 11 07:30 0 0 2 0 0 0 0 2 19:30 5 6 0 0 0 11 08:30 2 8 7 32 0 0 0 12 20:30 6 3 3 10 0 0 0 12 08:30 2 8 7 32 0 0 0 12 20:30 6 3 3 0 0 8 0 0 11 08:30 2 8 7 32 0 0 0 12 20:30 6 3 3 0 0 8 0 0 0 12 09:45 0 1 2 2 11 0 0 0 0 1 2 22:45 13 3 0 0 8 0 0 0 13 08:30 2 2 8 7 32 0 0 0 12 22:45 13 3 0 0 8 0 0 0 13 11:30 1 13 1 12 3 7 0 0 0 16 22:22 22:45 13 3 0 0 8 0 0 0 13 11:30 1 13 1 12 3 7 0 0 0 16 23:345 0 5 0 1 0 0 0 12 09:45 0 1 2 2 11 0 0 0 0 12 22:45 13 3 0 0 8 0 0 0 13 11:35 1 1 2 2 0 0 0 0 18 22:45 13 10 0 0 0 12 11:35 1 1 3 1 2 3 7 0 0 0 16 22:22 22:45 13 13 0 0 0 0 0 12 11:35 1 1 3 1 2 3 7 0 0 0 16 22:22 22:45 13 13 0 0 0 0 0 12 11:35 1 1 13 12 3 7 0 0 0 16 6 23:30 2 0 0 0 0 0 0 12 11:35 1 1 13 12 3 7 0 0 0 16 6 23:30 2 0 0 0 0 0 0 0 12 11:35 1 1 13 12 3 7 0 0 0 16 6 23:30 2 0 0 0 0 0 0 0 12 11:35 1 1 13 12 3 7 0 0 0 0 16 6 23:30 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0														5						
04:00 0 1 0 0 1 0 0 0 0 1 1 0 0 0 0 25 04:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																				
04:15 0 0 0 0 0 0 0 0 1 16:15 0 0 0 0 35 0 445 0 0 0 1 0 0 0 1 16:30 19 16 0 0 0 0 35 0 445 0 0 0 1 0 0 0 0 1 16:45 11 0 0 0 0 35 0 0 0 17 102 0 0 0 0 0 0 0 0 0 1 1 10 0 0 0 1 1 10 0 0 0 30 0 0 17 102 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					11					1			19		10					29
04:30	1								1											
04:45																				
05:00					1					1			62		20					102
05:15 0 1 0 0 0 0 1 1 0 0 0 0 1 1 17:15 22 17 0 0 0 39 6 05:30 1 0 0 0 0 0 1 2 17:30 10 6 0 0 0 16 0 0 0 16 0 0 0 16 0 0 0 0													03		33			_		102
05:30	1								1											
1																				
06:15 0 0 0 0 0 0 0 1 1 18:35 15 11 0 0 0 26 06:45 0 1 0 1 0 0 0 2 18:45 4 42 2 29 0 0 0 6 71 07:05 0 2 0 0 0 2 0 0 0 2 18:45 4 42 2 29 0 0 0 6 71 07:05 0 2 0 0 0 2 0 19:05 14 7 0 0 0 12 10 07:35 0 2 2 0 0 0 0 2 19:35 14 7 0 0 0 11 07:35 0 0 2 0 0 0 2 19:35 14 7 0 0 0 11 07:35 0 0 2 0 0 0 2 19:35 14 7 0 0 0 11 07:35 0 0 1 2 10 0 0 0 2 19:35 14 7 0 0 0 11 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 0 12 0 0 0 11 0 0 0 0	05:45	0	1	0	1	0	0			2	17:45	17	68	6	40	0		0	23	108
06:30	06:00	1		0		0	0		1		18:00	9		4		0		0	13	
Object																				
1	1								1											
07:15			1		1					2			42		29					71
O7:30	1																			
OFFICIAL OFFICIAL																				
08:00			1		11					12			21		30					61
08:15 2										12			31		30					01
08:30 2	1																			
O9:00 3																				
O9:15 3	1		8		32					40	20:45		36	4	14					50
09:30	09:00	3		6		0	0		9		21:00	8		4		0		0	12	
09:45																				
10:00																				
10:15			12		11					23			30		8					38
10:30	1																			
10:45																				
11:00 5 13 0 0 18 23:00 2 1 0 0 0 1 11:15 8 3 0 0 0 11 23:15 1 0 0 0 0 1 11:30 7 9 0 0 0 16 23:30 2 0 0 0 0 2 11:45 11 31 12 37 0 0 23 68 23:45 0 5 0 1 0 0 6 6 6 6 6 6 6 6	1		12		10					22			0		2					11
11:15			12		10								J							11
11:30																				
11:45	1																			
SPLIT % 39.3% 60.7% 19.8% SPLIT % 61.8% 38.2% 80.2%	1		31		37					68	23:45		5	0	1					6
NB SB EB WB Total 872	TOTALS		68		105					173	TOTALS		432		267					699
DAILY TOTALS 500 372 AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 16:30 13:00 16:30 AM Pk Volume 48 39 86 PM Pk Volume 74 51 121 Pk Hr Factor 0.600 0.813 0.741 Pk Hr Factor 0.841 0.797 0.776 7 - 9 Volume 9 43 52 4 - 6 Volume 131 79 0 210 7 - 9 Peak Hour 08:00 08:00 08:00 4 - 6 Peak Hour 16:30 16:30 16:30 7 - 9 Pk Volume 8 32 40 4 - 6 Pk Volume 74 47 0 121	SPLIT %		39.3%		60.7%					19.8%	SPLIT %		61.8%		38.2%					80.2%
DAILY TOTALS 500 372 AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 16:30 13:00 16:30 AM Pk Volume 48 39 86 PM Pk Volume 74 51 121 Pk Hr Factor 0.600 0.813 0.741 Pk Hr Factor 0.841 0.797 0.776 7 - 9 Volume 9 43 52 4 - 6 Volume 131 79 0 210 7 - 9 Peak Hour 08:00 08:00 08:00 4 - 6 Peak Hour 16:30 16:30 16:30 7 - 9 Pk Volume 8 32 40 4 - 6 Pk Volume 74 47 0 121							NB		SB		EB		WB						l_J	otal
AM Pk Volume Pk Hr Factor 48 39 86 0.741 PM Pk Volume Pk Hr Factor 74 0.841 51 0.797 121 0.797 7 - 9 Volume 9 43 0 52 0.810 4 - 6 Volume 4 - 6 Peak Hour 131 16:30 79 16:30 0 210 0 7 - 9 Pk Volume 8 32 0 40 0 40 0 4 - 6 Pk Volume 4 - 6 Pk Volume 74 0 47 0 0 121 0		D	AILY T	OTA	ALS															
AM Pk Volume Pk Hr Factor 48 39 86 0.741 PM Pk Volume Pk Hr Factor 74 0.841 51 0.797 121 0.797 7 - 9 Volume 9 43 0 52 0.810 4 - 6 Volume 4 - 6 Peak Hour 131 16:30 79 16:30 0 210 0 7 - 9 Pk Volume 8 32 0 40 0 40 0 4 - 6 Pk Volume 4 - 6 Pk Volume 74 0 47 0 0 121 0	AM Peak Hour		11:45		11:30					11:45	PM Peak Hour		16:30		13:00					16:30
Pk Hr Factor 0.600 0.813 0.741 Pk Hr Factor 0.841 0.797 0.776 7 - 9 Volume 9 43 0 52 4 - 6 Volume 131 79 0 210 7 - 9 Peak Hour 08:00 08:00 08:00 4 - 6 Peak Hour 16:30 16:30 16:30 7 - 9 Pk Volume 8 32 0 40 4 - 6 Pk Volume 74 47 0 0 121																				
7 - 9 Volume 9 43 0 52 4 - 6 Volume 131 79 210 7 - 9 Peak Hour 08:00 08:00 08:00 4 - 6 Peak Hour 16:30 16:30 16:30 7 - 9 Pk Volume 8 32 40 40 4 - 6 Pk Volume 74 47 0 121																				
7 - 9 Peak Hour 08:00 08:00 08:00 4 - 6 Peak Hour 16:30 16:30 16:30 7 - 9 Pk Volume 8 32 0 40 4 - 6 Pk Volume 74 47 0 0 121							0	0									0	0		
7 - 9 Pk Volume 8 32 0 0 40 4 - 6 Pk Volume 74 47 0 0 121																				
0.000 0.000 0.000 0.000																				
	ructor		2.000		0.000			0.000		0.000			0.041		0.001					0.770

Clay PI S/O Doug Davis Dr

Day: Tuesday

City: Hapeville

Date: 5/14/2019 **Project #:** GA19_9371_005

Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	#9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	ŭ	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	Ŭ	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	Ŭ	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	_	0	0	0	0
02:00 02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	٥
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	_	ŭ	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	~	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	~	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	~	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0		0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:15	0	1	1	0	0	0	0	0	0	-	0	0	0	2
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:45 08:00	0	4 5	1	0	0 1	0	0	0	_		0	0 0	0	5

CLASSIFICATIONClay PI S/O Doug Davis Dr

Day: Tuesday **Date:** 5/14/2019

City: Hapeville **Project #:** GA19_9371_005

Summary														
Time	#1	# 2	#3	# 4	#5	# 6	#7	# 8	# 9	# 10	# 11	# 12	# 13	Total
08:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
08:30	0	7	4	0	1	0	0	0	0	0	0	0	0	12
08:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
09:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
09:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:30	1	5	1	0	0	1	0	0	0	0	0	0	0	8
09:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:30	1	3	1	0	0	0	0	0	0	0	0	0	0	5
10:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
11:00	0	15	1	0	1	1	0	0	0	0	0	0	0	18
11:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11
11:30	0	11	4	0	0	1	0	0	0	0	0	0	0	16
11:45	0	16	7	0	0	0	0	0	0	0	0	0	0	23
12:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
12:15	0	26	1	0	2	0	0	0	0	0	0	0	0	29
12:30	1	13	2	0	1	0	0	0	0	0	0	0	0	17
12:45	0	16	6	0	2	0	0	0	0	0	0	0	0	24
13:00	1	20	7	0	3	0	0	0	0	0	0	0	0	31
13:15	1	24	8	0	1	0	0	0	0	0	0	0	0	34
13:30	0	13	4	0	0	0	0	0	0	0	0	0	0	17
13:45	1	17	8	0	1	0	0	0	0	0	0	0	0	27
14:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
14:15	0	9	1	1	0	0	0	0	0	0	0	0	0	11
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	8	3	0	2	0	0	0	0	0	0	0	0	13
15:30	0	9	0	1	0	0	0	0	0	0	0	0	0	10
15:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
16:00	0	22	2	0	1	0	0	0	0	0	0	0	0	25
16:15	0	24	1	0	0	0	0	0	0	0	0	0	0	25

CLASSIFICATIONClay PI S/O Doug Davis Dr

Day: Tuesday **Date:** 5/14/2019

City: Hapeville **Project #:** GA19_9371_005

Summary														
Time	#1	# 2	#3	# 4	# 5	#6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
16:30	0	27	5	0	3	0	0	0	0	0	0	0	0	35
16:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
17:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
17:15	0	35	4	0	0	0	0	0	0	0	0	0	0	39
17:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
17:45	0	20	2	0	0	1	0	0	0	0	0	0	0	23
18:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
18:15	0	22	3	0	1	0	0	0	0	0	0	0	0	26
18:30	0	25	1	0	0	0	0	0	0	0	0	0	0	26
18:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
19:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
19:15	0	19	1	0	0	0	0	0	1	0	0	0	0	21
19:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:45	0	12	2	0	1	0	0	0	0	0	0	0	0	15
20:00	0	15	2	0	1	0	0	0	1	0	0	0	0	19
20:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
20:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
20:45	0	6	0	0	2	0	0	0	0	0	0	0	0	8
21:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
21:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
21:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:45	0	12	1	0	0	0	0	0	0	0	-	0	0	13
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	0	3	0	1	0	0	0	0	0	0	0	0	0	4
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	1	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Totals	# 1	# 2	#3	#4	# 5	#6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
Totals	6	693	135	3	26	5			4					872
% of Totals	1%	79%	15%	0%	3%	1%			0%					100%
AM Volumes	2	126	36	0	4	3	0	0	2	0	0	0	0	173
% AM	0%	14%	4%		0%	0%			0%					20%
AM Peak Hour	08:45	11:45	11:15		11:45	10:45			04:45					11:45
Volume	1	70	16		3	2			2					86
PM Volumes	4	567	99	3	22	2	0	0	2	0	0	0	0	699
% PM	0%	65%	11%	0%	3%	0%			0%					80%
PM Peak Hour	12:30	16:30	13:00	13:30	12:15	17:00			19:15					16:30
Volume	3	104	27	1	8	1			2					121
Dire	Directional Peak Per			AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volui	mes
		All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			52		6%	196		22%	210		24%	414		47%

Classification Definitions

1 Motorcycles

4 Buses

2 Passenger Cars **3** 2-Axle, 4-Tire Single Units **5** 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers 12 6-Axle Multi-Trailers

11 <=5-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Clay PI S/O Doug Davis Dr

Day: Wednesday Date: 5/15/2019

City: Hapeville
Project #: GA19_9371_005

Summary														
Time	# 1	# 2	#3	# 4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0		1
05:00	0	0	0	0	0	0	0	0	0	0				0
06:00	0		0	0	2	0	0	0	0	0	0			3
07:00	0		1	0	1	0	0	0	0	0				
08:00	0	32	9	1	1	0	0	0	0	0	0	0		43
09:00	0	8	3	2	1	0	0	0	0	0	0			14
10:00	0	39	9	0	1	0	0	0	0	0	0	_		49
11:00	0		26	0	5	0	0	0		0	0			
12:00 PM	3	79	28	1	0	1	0	0	0	0	0	0		112
13:00	0	78	17	1	3	0	0	0	0	0	0			99
14:00	1	60	9	0	3	1	0	0	0	0	0			74
15:00	0	41	5	0	0	4	0	0	0	0		0		
16:00	0		12	0	3	0	0	0	0	0	0			100 93
17:00 18:00	0	78 62	17	0	3	0	0	0	0	0	0	0		82
19:00	0		7	0	2	0	0	0	0	0				
20:00	0	48	12	0	2	0	0	0	0	0	0	0		62
21:00	0		9	0	1	0	0	0	0	0	0			
22:00	0	13	5	0	0	1	0	0	0	0	0	0		19
23:00	0		2	0	1	0	0	0	J		0		_	
Totals	5	771	179	5	31	7	ű	ű	ű	ű	J	J	Ü	998
% of Totals	1%		18%	1%	3%	1%								100%
AM Volumes	0	151	49	3	11	0	0	0	0	0	0	0	0	214
% AM		15%	5%	0%	1%									21%
AM Peak Hour		11:00	11:00	09:00	11:00									11:00
Volume		66	26	2	5									97
PM Volumes	5	620	130	2	20	7	0	0	0	0	0	0	0	784
% PM	1%	62%	13%	0%	2%	1%								79%
PM Peak Hour	12:00	16:00	12:00	12:00	13:00	15:00								12:00
Volume	3	90	28	1	3	4								112
Dire	ectional Pea	ak Periods		AM 7-9		1	NOON 12-2			PM 4-6		Off	Peak Volur	nes
		All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			50	←	5%	211	←	21%	193	←	19%	544	←	55%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- **4** Buses
- **5** 2-Axle, 6-Tire Single Units
- **6** 3-Axle Single Units
- 7 >=4-Axle Single Units
- 8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

- 10 >=6-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers
- 12 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Clay PI S/O Doug Davis Dr

Day: Wednesday Date: 5/15/2019 City: Hapeville
Project #: GA19_9371_005

	ם	AILY 1	OT/	VI C		NB		SB		EB		WB						Т	otal
	D.	AILT	UIF	4L3		539		459		0		0						9	998
AM Period	NB		SB		ЕВ	WB		TO	TAL	PM Period	NB		SB		ЕВ	,	WB	T	OTAL
00:00	0		0		0	0				12:00	25		11		0		0	36	
00:15	0		0		0	0				12:15 12:30	16 12		8		0		0	24	
00:30 00:45	0		0		0 0	0 0				12:45	17	70	8 15	42	0 0		0	20 32	112
01:00	0		0		0	0				13:00	14	70	12	72	0		0	26	112
01:15	0		0		0	0				13:15	13		13		0		0	26	
01:30	0		0		0 0	0 0				13:30 13:45	11	F2	9	46	0		0	20 27	00
01:45 02:00	0		0		0	0				14:00	15 10	53	12 10	46	0		0	20	99
02:15	0		0		0	ő				14:15	12		9		0		Ö	21	
02:30	0		0		0	0				14:30	6		9		0		0	15	
02:45	0		0		0	0				14:45	10	38	8	36	0		0	18	74
03:00 03:15	0		0		0 0	0 0				15:00 15:15	6 4		3 10		0 0		0	9	
03:30	0		0		0	0				15:30	7		7		0		0	14	
03:45	0		0		0	0				15:45	11	28	2	22	0		0	13	50
04:00	0		1		0	0		1		16:00	18		9		0		0	27	
04:15	0		0		0	0				16:15 16:30	15		8		0		0	23	
04:30 04:45	0		0	1	0 0	0 0			1	16:45	13 15	61	12 10	39	0		0	25 25	100
05:00	0		0		0	0				17:00	19	- 01	6	33	0		0	25	100
05:15	0		0		0	0				17:15	17		12		0		0	29	
05:30	0		0		0	0				17:30	9	F-7	12	26	0		0	21	02
05:45 06:00	0 1		0 1		0	<u> </u>		2		17:45 18:00	12 12	57	<u>6</u> 4	36	0		0	18 16	93
06:15	0		0		0	0		2		18:15	7		10		0		0	17	
06:30	0		0		0	0				18:30	18		13		0		0	31	
06:45	0	1	1	2	0	0		1	3	18:45	10	47	8	35	0		0	18	82
07:00 07:15	0		1 0		0 0	0 0		1		19:00 19:15	2 8		6 7		0		0	8 15	
07:15 07:30	0		2		0	0		2		19:30	6		6		0		0	12	
07:45	Ö		4	7	0	Ö		4	7	19:45	6	22	7	26	Ö		0	13	48
08:00	2		8		0	0		10		20:00	14		6		0		0	20	
08:15	0		11		0	0		11		20:15	6		4		0		0	10	
08:30 08:45	1 4	7	13 4	36	0 0	0 0		14 8	43	20:30 20:45	15 8	43	5 4	19	0		0	20 12	62
09:00	2		3	30	0	0		5	73	21:00	8	73	7	13	0		0	15	02
09:15	1		2		0	0		3		21:15	13		3		0		0	16	
09:30	0		3		0	0		3		21:30	1		1	4.0	0		0	2	••
09:45 10:00	2	4	<u>2</u> 1	10	0	0		3	14	21:45 22:00	5 6	27	2	13	0		0	7	40
10:15	5		8		0	0		13		22:15	1		1		0		0	2	
10:30	1		8		Ö	Ö		9		22:30	2		4		Ö		0	6	
10:45	7	15	17	34	0	0		24	49	22:45	3	12	0	7	0		0	3	19
11:00	12		11		0	0 0		23		23:00	2		0		0		0	2	
11:15 11:30	9 13		7 15		0 0	0		16 28		23:15 23:30	1 0		0 0		0		0 0	1	
11:45	16	50	14	47	0	0		30	97	23:45	1	4	1	1	0		0	2	5
TOTALS		77		137					214	TOTALS		462		322					784
SPLIT %		36.0%		64.0%					21.4%	SPLIT %		58.9%		41.1%					78.6%
						NB		SB		EB		WB						т	otal
	D.	AILY 1	OT/	ALS		539		459		0		0							998
						339		433		_ 0		- U							-056
AM Peak Hour		11:30		10:45					11:30	PM Peak Hour		12:00		12:45					12:00
AM Pk Volume		70		50					118	PM Pk Volume		70		49					112
Pk Hr Factor		0.700		0.735					0.819	Pk Hr Factor		0.700		0.817					0.778
7 - 9 Volume		7		43					50	4 - 6 Volume		118		75					193
7 - 9 Peak Hour 7 - 9 Pk Volume		08:00		07:45					08:00	4 - 6 Peak Hour		16:30		16:30					16:30
Pk Hr Factor		7 0.438		36 0.692					43 0.768	4 - 6 Pk Volume Pk Hr Factor		64 0.842		40 0.833					104 0.897
PK HI FACTOR		0.438		0.692		0.000	0.000		0.708	CK THE FACILITY		0.842		0.833		0.000	0.00	10	0.897

CLASSIFICATION

Clay PI S/O Doug Davis Dr

City: Hapeville

Day: Wednesday

Date: 5/15/2019 **Project #:** GA19_9371_005

Summary

00:00 AM	0 0 0 0 0 0
00:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <th>0 0 0 0 0</th>	0 0 0 0 0
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06:00 0 0 0 2 0 0 0 0 0 0 0	2
06:15 0 0 0 0 0 0 0 0 0 0 0	0
06:30 0 0 0 0 0 0 0 0 0 0 0 0	0
06:45 0 1 0 0 0 0 0 0 0 0 0 0	1
07:00 0 0 0 0 1 0 0 0 0 0 0	1
07:15 0 0 0 0 0 0 0 0 0 0 0 0	0
07:30 0 1 1 0 0 0 0 0 0 0 0 0 0	2
07:45 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <th></th>	

CLASSIFICATIONClay PI S/O Doug Davis Dr

Day: Wednesday Date: 5/15/2019

City: Hapeville **Project #:** GA19_9371_005

Summary

Summary														
Time	#1	# 2	#3	# 4	#5	# 6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
08:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
08:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
08:45	0	5	2	1	0	0	0	0	0	0	0	0	0	8
09:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
09:15	0	1	0	2	0	0	0	0	0	0	0	0	0	3
09:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
09:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
10:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
10:45	0	19		0	0	0	0	0	0	0	0	0	0	24
11:00	0	18		0	2	0	0	0	0	0	0	0	0	23
11:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
11:30	0	16		0	1	0	0	0	0	0	0	0	0	28
11:45	0			0	2	0	0	0	0	0	0	0	0	30
12:00 PM	2	26		0	0	0	0	0	0	0	0	0	0	36
12:15	0	17		0	0	0	0	0	0	0	0	0	0	24
12:30	0	13		0	0	0	0	0	0	0	0	0	0	20
12:45	1	23		1	0	1	0	0	0	0	0	0	0	32
13:00	0	21		0	1	0	0	0	0	0	0	0	0	26
13:15	0	20		1	0	0	0	0	0	0	0	0	0	26
13:30	0	_~		0	0	0	0	0	0	0	0	0	0	20
13:45	0			0	2	0	0	0	0	0	0	0	0	27
14:00	0	16	3	0	0	1	0	0	0	0	0	0	0	20
14:15	1	17	2	0	1	0	0	0	0	0	0	0	0	21
14:30	0	12	2	0	1	0	0	0	0	0	0	0	0	15
14:45	0	15		0	1	0	0	0	0	0	0	0	0	18
15:00	0	6		0	0	1	0	0	0	0	0	0	0	9
15:15	0			0	0	0	0	0	0	0	0	0	0	14
15:30	0	_0		0	0	1	0	0	0	0	0	0	0	14
15:45	0			0	0	2	0	0	0	0	0	0	0	13
16:00	0	25		0	0	0	0	0	0	0	0	0	0	27
16:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23

CLASSIFICATIONClay PI S/O Doug Davis Dr

Day: Wednesday Date: 5/15/2019

City: Hapeville Project #: GA19_9371_005

Summary

Summary														
Time	#1	# 2	#3	#4	#5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
16:30	0	20	4	0	1	0	0	0	0	0	0	0	0	25
16:45	0	23	0	0	2	0	0	0	0	0	0	0	0	25
17:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
17:15	0	23	5	0	1	0	0	0	0	0	0	0	0	29
17:30	0	16	3	0	2	0	0	0	0	0	0	0	0	21
17:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
18:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
18:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17
18:30	1	22	7	0	1	0	0	0	0	0	0	0	0	31
18:45	0	14	3	0	1	0	0	0	0	0	0	0	0	18
19:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
19:15	0	11	3	0	1	0	0	0	0	0	0	0	0	15
19:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
19:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
20:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
20:15	0	8	1	0	1	0	0	0	0	0	0	0	0	10
20:30	0	16	4	0	0	0	0	0	0	0	0	0	0	20
20:45	0	7	5	0	0	0	0	0	0	0	0	0	0	12
21:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
21:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:45	0	5	1	0	1	0	0	0	0	0	0	0	0	7
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:30	0	4	1	0	0	1	0	0	0	0	0	0	0	6
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2

Totals	# 1	# 2	#3	#4	# 5	# 6	#7	#8	# 9	# 10	# 11	# 12	# 13	Total
Totals	5	771	179	5	31	7								998
% of Totals	1%	77%	18%	1%	3%	1%								100%
AM Volumes	0	151	49	3	11	0	0	0	0	0	0	C	0	214
% AM		15%	5%	0%	1%									21%
AM Peak Hour	11:15	11:30	11:30	08:30	11:00									11:30
Volume	2	77	36	3	5									118
PM Volumes	5	620	130	2	20	7	0	0	0	0	0	C	0	784
% PM	1%	62%	13%	0%	2%	1%								79%
PM Peak Hour	12:00	16:00	12:00	12:30	16:45	15:00								12:00
Volume	3	90	28	2	5	4								112
Dire	ectional Pea	ak Periods		AM 7-9			NOON 12-2			PM 4-6		Of	f Peak Volu	mes
		All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			50		5%	211		21%	193		19%	544		55%

Classification Definitions

1 Motorcycles

4 Buses

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

12 6-Axle Multi-Trailers

11 <=5-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

APPENDIX B – PEAK HOUR DETERMINATION & COMPUTATION

Table 8-10. Total traffic diurnal distribution factors by functional class: urban area, large: >1,000,000 population.

			Weekday				Saturday			24000	Sunday		W		Average Da	ıy.	
Hour Begins	Hour Ends	Interstate	Arterial CBD	Other	Collector	Interstate	Arterial CBD	Other	Collector	Interstate	Arterial CBD	Other	Collector	Interstate	Arterial CBD	Other	Collector
12:00 AM	12:59 AM	0.96	1.22	0.78	0.59	1.95	2.55	1.70	1.54	2.32	3.27	2.24	1.95	1.22	1.61	1.07	0.84
1:00 AM	1:59 AM	0.61	0.75	0.48	0.38	1.26	1.75	1.10	0.96	1.50	2.32	1.48	1.28	0.78	1.05	0.67	0.53
2:00 AM	2:59 AM	0.51	0.58	0.37	0.30	1.00	1.38	0.83	0.71	1.20	1.81	1.11	0.95	0.64	0.81	0.52	0.41
3:00 AM	3:59 AM	0.53	0.57	●.37	0.33	0.79	1.23	0.62	0.46	0.85	1.61	0.79	0.57	0.59	0.76	0.45	0.37
4:00 AM	4:59 AM	0.85	0.79	0.61	0,59	0.83	1.10	0.59	0.50	0.73	1.29	0.64	0.47	0.83	0.89	0.61	0.56
5:00 AM	5:59 AM	2.13	1,74	1.70	1.16	1.29	1.36	0.92	0.84	0.97	1.35	0.76	0.73	1.90	1.67	1.49	1.07
6:00 AM	6:59 AM	5.11	4.23	4.17	2.72	2.30	2.16	1.72	1.65	1.63	1.92	1.25	1.34	4.40	3.75	3.53	2.44
7:00 AM	7:59 AM	7.27	6.31	6.58	5.92	3.32	3.02	2.74	3.02	2.14	2,40	1.91	2.13	6.25	5.52	5.57	5.16
MA 00:8	8:59 AM	6.61	6.24	6.08	6.05	4.33	3.90	3.95	4.39	2.93	2.94	2,99	3.23	5.95	5.61	5.46	5.58
9:00 AM	9:59 AM	5.27	5.43	5.04	5.82	5.07	4.79	5.05	5.81	4.18	4.09	4.35	4.94	5.14	5.20	4.97	5.74
10:00 AM	10:59 AM	4.86	5.18	4.96	5.78	5.76	5.42	6.03	6.62	5.44	5.28	5.67	6.15	5.03	5.20	5.18	5.93
11:00 AM	11:59 AM	5.01	5.40	5.39	6.55	6.39	5.98	6.80	7.23	6.35	5.64	6.46	6.95	5.32	5.49	5.69	6.68
12:00 PM	12:59 PM	5.20	5.72	5.81	7.08	6.73	6.35	7.20	7.40	7.16	6.33	7.87	8.39	5.59	5.85	6.22	7.26
1:00 PM	1:59 PM	5.39	5.77	5.93	6.95	6.69	6.42	7.18	7.27	7.39	6.81	8.00	8.02	5.76	5.95	6.32	7. 1 1
2:00 PM	2:59 PM	6.02	6.07	6.31	7.20	6.75	6.43	7.11	7.07	7.47	6.91	7.87	7.80	6.26	6,19	6.58	7.25
3:00 PM	3:59 PM	7.05	6.66	7.05	7.97	6.80	6.40	7.05	7.19	7.50	6.64	7,67	7. 7 8	7.07	6.63	7.12	7.86
4:00 PM	4:59 PM	7.78	7.07	7.85	7.94	5.70	6.22	6.89	6.92	7.52	6.42	7.56	7.61	7.63	6.91	7.69	7.79
5:00 PM	5:59 PM	7.98	7.45	8.33	7.60	6.52	6.12	6.68	6.54	7.17	6.34	7.18	7.28	7.72	7.18	7.99	7.44
6:00 PM	6:59 PM	6.11	6.12	6.52	5.66	6.04	5.92	6.16	5,96	6.52	6.28	6.40	6.25	6.14	6.10	6.46	5.77
7:00 PM	7:59 PM	4.27	4.72	4.80	4.20	4.97	5.31	5.24	4.89	5.54	5.56	5.49	5.16	4.49	4.87	4.93	4.38
8:00 PM	8:59 PM	3.37	3.77	3.88	3.29	4.14	4.55	4.45	3.97	4.69	4.76	4.56	4.12	3,60	3.96	4.02	3.45
9:00 PM	9:59 PM	2.97	3.30	3.17	2.66	3.88	4.17	3. 9 9	3.48	3.77	3.98	3.54	3.18	3.16	3.47	3.32	2.81
10:00 PM	10:59 PM	2.41	2.77	2.28	1.97	3.61	3.94	3.37	3.12	2.96	3.44	2.54	2.30	2.61	2.97	2.45	2.14
11:00 PM	11:59 PM	1.73	2.14	1,53	1.28	2.88	3,51	2.61	2.43	2.07	2.60	1.67	1.44	1.91	2.35	1.69	1.43

Hour Begins	Virgini	a Ave, W of Hami	ton Ave	Ham	ilton Ave, N of Vir	ginia Ave	Virgin	ia Ave, N of Doug [Davis Dr	Doug Davis	Dr, E of Virginia	Ave/Clay PI	Clay P	l, South of Doug D	avis Dr
Hour Begins	Day 1 Dist	Day 2 Dist	Average Dist	Day 1 Dist	Day 2 Dist	Average Dist	Day 1 Dist	Day 2 Dist	Average Dist	Day 1 Dist	Day 2 Dist	Average Dist	Day 1 Dist	Day 2 Dist	Average Dist
0:00:00	1.18%	1.12%	1.16%	0.80%	0.43%	1.13%	1.00%	0.98%	1.00%	1.18%	1.28%	1.23%	0.00%	0.00%	0.00%
1:00:00	0.75%	0.54%	0.65%	0.40%	0.00%	0.38%	0.82%	0.75%	0.79%	0.65%	0.54%	0.60%	0.00%	0.00%	0.00%
2:00:00	0.58%	0.40%	0.50%	0.00%	0.00%	0.00%	0.74%	0.57%	0.68%	0.46%	0.37%	0.44%	0.23%	0.00%	0.10%
3:00:00	0.41%	0.40%	0.42%	0.00%	0.00%	0.00%	0.36%	0.55%	0.47%	0.40%	0.30%	0.35%	0.11%	0.00%	0.10%
4:00:00	1.06%	0.81%	0.94%	0.00%	0.85%	0.75%	0.73%	0.62%	0.68%	1.08%	0.95%	1.02%	0.11%	0.10%	0.10%
5:00:00	2.33%	2.20%	2.27%	0.00%	0.43%	0.38%	1.45%	1.64%	1.58%	2.72%	2.71%	2.72%	0.23%	0.00%	0.21%
6:00:00	2.99%	2.88%	2.94%	0.80%	1.71%	1.13%	2.54%	2.78%	2.65%	3.65%	3.80%	3.73%	0.23%	0.30%	0.42%
7:00:00	4.30%	4.12%	4.20%	3.98%	6.41%	5.28%	3.68%	3.67%	3.67%	5.16%	5.01%	5.09%	1.38%	0.70%	1.05%
8:00:00	5.06%	4.97%	5.02%	4.38%	8.12%	6.04%	5.30%	5.15%	5.21%	5.12%	5.59%	5.35%	4.59%	4.31%	4.50%
9:00:00	3.86%	4.07%	3.97%	3.98%	4.70%	4.15%	4.12%	4.15%	4.14%	4.41%	4.52%	4.46%	2.64%	1.40%	2.09%
10:00:00	3.69%	4.59%	4.14%	5.18%	5.98%	5.66%	4.23%	4.69%	4.46%	3.88%	4.46%	4.16%	2.52%	4.91%	3.77%
11:00:00	6.89%	6.45%	6.66%	3.19%	12.82%	7.55%	7.04%	6.93%	6.99%	6.86%	6.88%	6.87%	7.80%	9.72%	8.80%
12:00:00	8.84%	8.95%	8.88%	11.95%	8.12%	9.81%	9.98%	10.05%	9.99%	8.48%	8.87%	8.67%	9.98%	11.22%	10.58%
13:00:00	7.67%	7.74%	7.69%	9.96%	5.98%	7.55%	8.29%	7.48%	7.86%	7.54%	7.63%	7.57%	12.50%	9.92%	10.99%
14:00:00	6.53%	6.69%	6.60%	7.97%	4.70%	6.42%	6.28%	6.77%	6.52%	6.29%	6.54%	6.41%	3.10%	7.41%	5.34%
15:00:00	6.68%	6.71%	6.69%	7.57%	6.41%	6.79%	7.10%	5.95%	6.50%	6.33%	6.49%	6.41%	3.33%	5.01%	4.29%
16:00:00	7.05%	7.12%	7.08%	5.98%	6.84%	6.42%	6.41%	6.66%	6.52%	7.32%	6.46%	6.87%	11.70%	10.02%	10.58%
17:00:00	7.90%	7.98%	7.93%	8.37%	6.41%	7.55%	7.26%	7.63%	7.43%	8.23%	8.36%	8.28%	12.39%	9.32%	10.68%
18:00:00	5.79%	6.04%	5.92%	9.96%	5.98%	7.55%	5.86%	6.29%	6.07%	5.36%	5.75%	5.55%	8.14%	8.22%	8.17%
19:00:00	4.97%	4.50%	4.73%	3.98%	4.70%	4.15%	5.30%	4.42%	4.85%	4.27%	4.10%	4.19%	7.00%	4.81%	5.76%
20:00:00	3.81%	4.12%	3.97%	4.78%	4.70%	4.53%	3.96%	4.63%	4.30%	3.28%	3.18%	3.24%	5.73%	6.21%	5.97%
21:00:00	3.04%	2.95%	2.99%	3.19%	2.56%	3.40%	3.25%	2.73%	2.99%	2.69%	2.31%	2.50%	4.36%	4.01%	4.19%
22:00:00	2.39%	2.52%	2.46%	1.99%	1.71%	2.26%	2.47%	2.66%	2.58%	2.33%	2.18%	2.26%	1.26%	1.90%	1.68%
23:00:00	2.22%	2.12%	2.18%	1.59%	0.43%	1.13%	1.83%	2.25%	2.06%	2.31%	1.74%	2.02%	0.69%	0.50%	0.63%

						Intersect	ion 1: Virg	inia Ave & Ho	amilton A	ve						
					<u>2019</u>	Existing Pe	ak Hr TMC	(RAW DATA)							
		Drive	way			Hamil	ton Ave			Virgir	nia Ave			Virg	inia Ave	
BY MOVEMENT	NB LT	NB THRU	NB RT	NB U-TURN	SB LT	SB THRU	SB RT	SB U-TURN	EB LT	EB THRU	EB RT	EB U-TURN	WB LT	WB THRU	WB RT	WB U-TURN
12:00 PM					3	0	9	0	3	480	36	0	4	479	4	0
Percentage	77.8%	0.0%	22.2%	0.0%	27.3%	0.0%	72.7%	0.0%	0.6%	92.6%	6.9%	0.0%	0.7%	98.5%	0.7%	0.0%
4:45 PM	7	0	2	0	3	0	8	0	2	323	24	0	4	537	4	0
Percentage	77.8%	0.0%	22.2%	0.0%	27.3%	0.0%	72.7%	0.0%	0.6%	92.6%	6.9%	0.0%	0.7%	98.5%	0.7%	0.0%
BY APPROACH	IN			OUT	IN			OUT	IN			OUT	IN			OUT
AM:	0			39	13			7	519			488	487			483
PM:	9			28	11			6	349			552	545			328
3-HOUR TOTAL	29	1	8	0	10	0	17	0	12	955	62	0	12	1323	16	0
Percentage	76.3%	2.6%	21.1%	0.0%	37.0%	0.0%	63.0%	0.0%	1.2%	92.8%	6.0%	0.0%	0.9%	97.9%	1.2%	0.0%

^{*}Note: Driveway noon peak hour volumes could not be computed because no ADT data was collected from this location

					Intersecti	on 2: Virgi	nia Ave/C	Clay Pl & Doug	Davis Dı	r/Virginia /	\ve					
					<u>2019</u>	Existing P	eak Hr T <i>N</i>	IC (RAW DATA	<u>4)</u>							
		CI	ay Pl			Virgir	nia Ave			Virgi	nia Ave			Dou	g Davis D	r
BY MOVEMENT	NB LT	NB THRU	NB RT	NB U-TURN	SB LT	SB THRU	SB RT	SB U-TURN	EB LT	EB THRU	EB RT	EB U-TURN	WB LT	WB THRU	WB RT	WB U-TURN
12:00 PM	23	9	30	0	49	6	246	0	195	295	26	3	13	267	63	0
Percentage	36.7%	15.2%	48.1%	0.0%	16.3%	2.1%	81.6%	0.0%	37.6%	56.8%	5.0%	0.6%	3.9%	77.7%	18.5%	0.0%
4:45 PM	29	12	38	0	31	4	155	0	121	183	16	2	18	362	86	0
Percentage	36.7%	15.2%	48.1%	0.0%	16.3%	2.1%	81.6%	0.0%	37.6%	56.8%	5.0%	0.6%	3.9%	77.7%	18.5%	0.0%
BY APPROACH	IN			OUT	IN			OUT	IN			OUT	IN			OUT
AM:	61.5			45	301			268	519			538	344			373
PM:	79			38	190			219	322			548	466			252
3-HOUR TOTAL	65	37	76	0	74	23	419	0	355	562	56	2	40	867	205	0
Percentage	36.5%	20.8%	42.7%	0.0%	14.3%	4.5%	81.2%	0.0%	36.4%	57.6%	5.7%	0.2%	3.6%	78.0%	18.4%	0.0%

APPENDIX C - K FACTOR AND D FACTOR CALCULATIONS

K AND D FACTOR CALCULATIONS

(PI# 171007021 - Fulton County)

												Traffic V	olumos																					Truck	Percent	2000	
				-				D-	aw Data			ii dilic v	Olullies						1	1							_		_				Hour T%		reiceili	Peak	Цели
	Functional Class (Factor	Count #		-	D 1		1		aw Dala	A	f D	. 1 0 0	V 0 D 1			GDOT Traffic	Factors					Balanced	& Rounde	ed Volume	s				_				HOUI 1/6	•		reak	noui
Location	Group)	(Class in	Enter		Day 1			Day 2		Averag	e or Day	/ 1 & 2	K & D F	actors					Calc.	_						_	_		_			_	-				
	Gloop)	yellow)		NE -	SW -	Total	NE -	SW -	Total	NE -	SW -	Total	ĸ	D	SF (Monthly)	DE1 (Daily1)	DF2	AXF (Axle)	AADT	AADT	NE - VC	SW -	Hourly T	NE - TS			Margin					s.u.	сомв 1	TOTAL	PEAK HOUR	S.U.	COMB TOTAL
				VOL	VOL	loidi	VOL	VOL	iolai	VOL	VOL	Iolai	K		3F (MOHITIN)	Dri (Dally1)	(Daily2)	AAF (Axie)		AADI	145 - 40	VOL	Total \	OL V	DL "		of Error					/.u.	.CIVID	IOIAL	HOUR	3.0.	COMB
			12:00 PM	519	467	986	518	506	1,024	519	487	1,005	8.9%	0.52							15	10	25	005 4.6	0.39	% 0.60		8.69	% -8	.0%		1.00/	0.00/	4.00/	AM	3.5%	0.0% 3.5%
Virginia Ave W of Hamilton	Urban Major Collector (4)	1	4:45 PM	350	546	896	401	536	937	376	541	917	8.1%	0.59	0.96	0.93	0.92	0.96	9,630	9,850	10	10	20	,925 4,9	0.29	% 0.50	2%	7.99	% 9	.0%	-	4.0%	0.0%	4.0%	PM	3.0%	0.0% 3.0%
Ave			Daily	5,550	5,604	11,154	5,646	5,794	11,440	5,598	5,699	11,297																0.09	% 0	.0%							
			12:00 PM	15	15	30	9	10	19	12	13	25	10.1%	0.51							15	40	55	100 10	27.5	% 0.73		-17.4	4% -2	2.0%		1.5%	0.0%	4.5%	AM	10.0%	0.0% 10.0%
Hamilton Ave N of Virginia Ave	Urban Local Road (4)	2	4:45 PM	10	9	19	7	10	17	9	10	18	7.4%	0.53	0.96	0.93	0.92	0.96	207	200	15	40	55	100 10	27.5	% 0.73	3%	-20.1	1% -2	0.0%	4	.5%	0.0%	4.5%	PM	3.0%	0.0% 3.0%
Ave			Daily	109	142	251	97	137	234	103	140	243																0.09	% 0	.0%							
Virginia Avo N of Doug Davis			12:00 PM	237	313	550	275	289	564	256	301	557	10.0%	0.54							500	450	950	,400 2,4	19.8	% 0.53		-9.8	3% 1	.0%		2.5%	0.0%	2.5%	AM	4.0%	0.5% 4.5%
Virginia Ave N of Doug Davis Dr	Urban Major Collector (4)	3	4:45 PM	212	178	390	246	198	444	229	188	417	7.5%	0.55	0.96	0.93	0.92	0.96	4,740	4,800	360	435	795	,400 2,4	16.6	% 0.55	1%	-9.1	% 0	.0%		.570	0.070	2.570	PM	1.5%	0.0% 1.5%
ы			Daily	2,694	2,816	5,510	2,743	2,869	5,612	2,719	2,843	5,561																0.09	% 0	.0%							
Doug Davis Dr E of Virginia			12:00 PM	380	333	713	396	354	750	388	344	732	8.7%	0.53							60	40	100	,400 3,4	1.59	% 0.60	1	7.29	% -7	.0%		3.0%	0.0%	3.0%	AM	3.0%	0.0% 3.0%
Ave/Clay Pl	Urban Local Road (4)	4	4:45 PM	249	462	711	277	447	724	263	455	718	8.5%	0.63	0.96	0.93	0.92	0.96	7,189	6,800	60	40	100	,400 3,4	1.59	% 0.60	5%	7.09	% 3	.0%	`	.070	0.070	3.070	PM	2.5%	0.0% 2.5%
Averciayiii			Daily	4,202	4,209	8,411	4,263	4,193	8,456	4,233	4,201	8,434																0.09	% 0	.0%							
			12:00 PM	53	34	87	70	42	112	62	38	100	10.6%	0.62							60	35	95	150 45	10.6	% 0.63		0.19	% -1	.0%		0.0%	0.0%	0.0%	AM	2.5%	0.0% 2.5%
Clay PIS of Doug Davis Dr	Urban Local Road (4)	5	4:45 PM	65	37	102	60	40	100	63	39	101	10.8%	0.62	0.96	0.93	0.92	0.96	797	900	60	35	95	100 40	10.6	% 0.63	13%	0.29	% -1	.0%	,	.070	0.070	0.076	PM	0.0%	0.0% 0.0%
			Daily	500	372	872	539	459	998	520	416	935																0.09	% 0	.0%							

APPENDIX D – TRUCK PERCENTAGE CALCULATIONS

Truck Percentages

PI #0015005 - Fulton County, GA Virginia Avenue Roundabout Feasibility Study from Virginia Avenue to Doug Davis Dr

Count	Count Location	2	24 Hour T%	76		Peak F	lour T%	
Number	Count Location	S.U.	Comb.	Total	Period	S.U.	Comb.	Total
1	Virginia Ave W of Hamilton Ave	4.0%	0.0%	4.0%	AM	3.5%	0.0%	3.5%
ı	Vilginia Ave W of Hamilton Ave	4.070	0.070	4.070	PM	3.0%	0.0%	3.0%
2	Hamilton Ave N of Virginia Ave	4.5%	0.0%	4.5%	AM	10.0%	0.0%	10.0%
Z	Harrillorr Ave N or Virginia Ave	4.576	0.076	4.570	PM	3.0%	0.0%	3.0%
3	Virginia Ave N of Doug Davis Dr	2.5%	0.0%	2.5%	AM	4.0%	0.5%	4.5%
3	Vilgilia Ave N of Doug Davis Di	2.570	0.076	2.570	PM	1.5%	0.0%	1.5%
4	Doug Davis Dr E of Virginia	3.0%	0.0%	3.0%	AM	3.0%	0.0%	3.0%
4	Ave/Clay Pl	3.076	0.076	3.076	PM	2.5%	0.0%	2.5%
5	Clay PIS of Doug Davis Dr	4.0%	0.0%	4.0%	AM	3.5%	0.0%	3.5%
5	Clay F13 01 Doug Davis DI	4.0%	0.0%	4.0%	PM	2.5%	0.0%	2.5%

Truck Percentage Calculations
PI # 171007021 - Fulton County, GA
Virginia Ave/Doug Davis Ave @ Clay PI/Virginia Ave Roundabout Feasibility Study

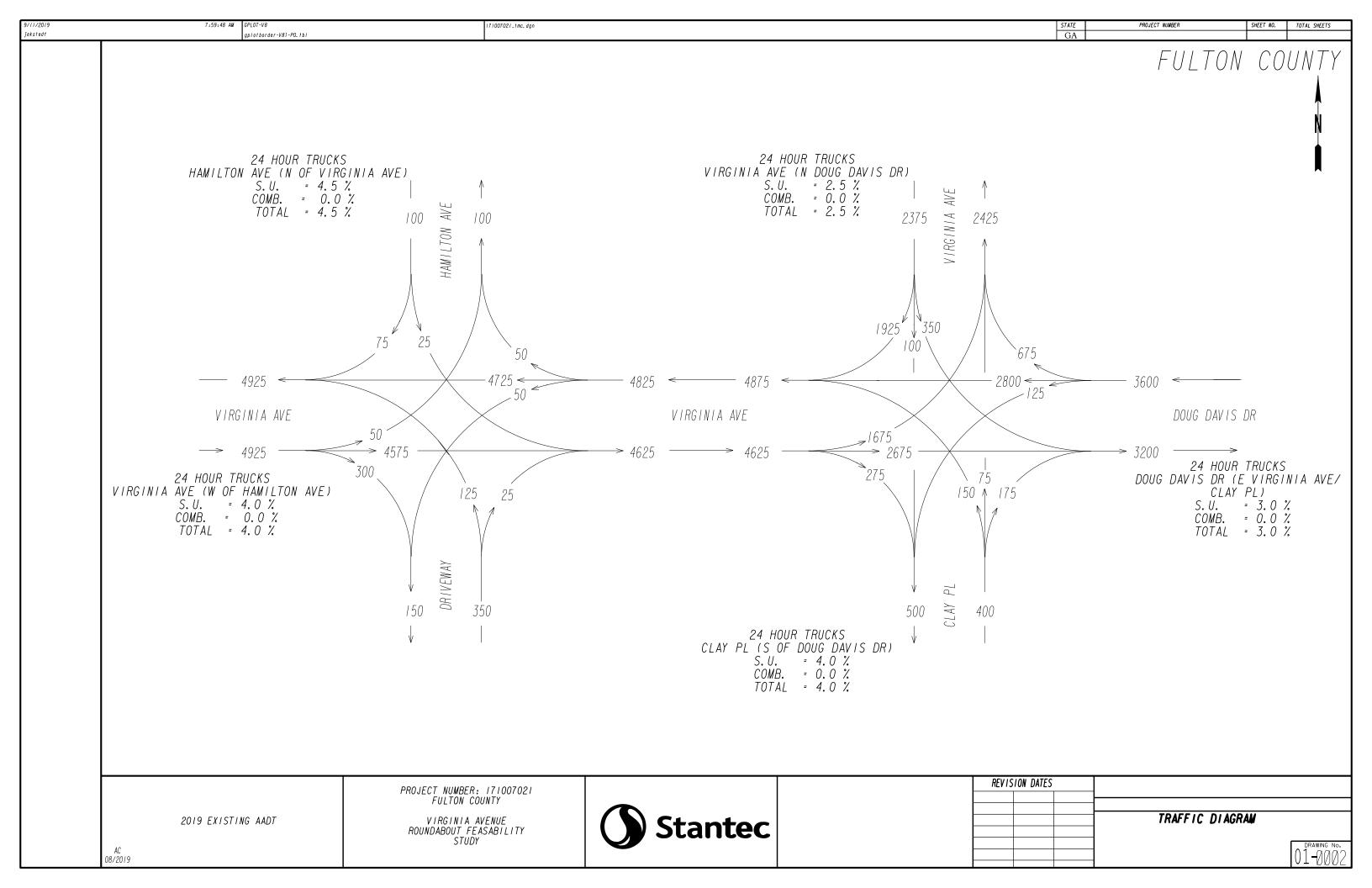
#1 Virgini	a Ave V	W of Hamilto																
		Direction		Class 1		Class 3	Class 4				Class 8	Class 9				2 Class 13	S.U. T%	Comb. T%
12:00 PM	Day 1		519	2	427	70	1	18		0	1	0	0	0		,	3.9%	0.1%
		WB	467	1	389	58	1	18	0	0	0	0	0	0	(0 0	3.970	0.176
	Day 2	EB EB	518	1	425	73	3	15	0	0	0	1	0	0	(0 0	0.40/	0.00/
		WB	42	1	29	11	0	0	1	0	0	0	0	0	(0 0	3.4%	0.2%
					1							1					3.7%	0.1%
															AM I	OHV T%	3.5%	0.0%
		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 1:	2 Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	350	0	296	47	1	6	0	0	0	0	0	0	(0 0	0.40/	0.00/
		WB	546	0	472	62	5	7	0	0	0	0	0	0	(0 0	2.1%	0.0%
	Day 2	EB	401	0	331	55	2	13	0	0	0	0	0	0	(0 0		
		WB	536	0	435	81	1	19	0	0	0	0	0	0	(0 0	3.7%	0.0%
						ı	1										2.9%	0.0%
															PM D	OHV T%	3.0%	0.0%
																	5.5,5	5.575
		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 1:	2 Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	5,550	7	4,614	723	35	158	6	0	4	3	0	0	(0 0		
		WB	5,604	2	4,741	657	25	169	5	0	2	3	0	0	(0	3.6%	0.1%
	Day 2	EB	5,646	6	4,612	782	33	198	8	0	4	3	0	0	(0 0		
	,	WB	5.794	5	4,671	000											4.1%	0.1%
					4,071	880	37	192	5	0	2	2	0	0	(0		
			0,774	J	4,071	880	3/	192	5	0	2	2	0	0		-1		
			3,774	J	4,071	880	37	192	5	0	2	2	0	0		ily T%	3.9% 4.0%	0.1%
			3,774		4,071	880	37	192	5	0	2	2	0	0		-1	3.9%	0.1%
#2 Hamilt	on Ave	N of Virgini		3	4,071	880	37	192	5	0	2	2	0	0		-1	3.9%	0.1%
#2 Hamilt	on Ave	1	a Ave	Class 1		Class 3	Class 4	192		Class 7	Class 8				Dai	-1	3.9%	0.1%
#2 Hamili		N of Virgini	a Ave	Class 1	Class 2	Class 3			Class 6		Class 8	Class 9			Dai	ily T%	3.9% 4.0% S.U. 1%	0.1% 0.0%
		N of Virgini	a Ave Total		Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Dai	ily T%	3.9% 4.0%	0.1%
	Day 1	N of Virgini Direction NB SB	a Ave Total 15	0	Class 2 10	Class 3 5	Class 4 0	Class 5	Class 6	Class 7	Class 8	Class 9 0	Class 10 0	Class 11	Class 1:	ily T% 2 Class 13 0 0	3.9% 4.0% S.U. T% 6.7%	0.1% 0.0% Comb. 1% 0.0%
		N of Virgini Direction NB SB NB	a Ave Total	0 0	Class 2 10 12 7	Class 3 5 1 1 1	Class 4 0 1	Class 5	Class 6 0 0	Class 7	Class 8	Class 9 0 0	Class 10 0	Class 11	Class 1:	ily T% 2 Class 13	3.9% 4.0% S.U. 1%	0.1% 0.0%
	Day 1	N of Virgini Direction NB SB	a Ave Total 15	0 0	Class 2 10 12	Class 3 5 1 1 1	Class 4 0 1	Class 5	Class 6 0 0	Class 7 0 0 1	Class 8	Class 9 0 0	Class 10 0 0	Class 11	Class 1:	2 Class 13	3.9% 4.0% S.U. T% 6.7%	0.1% 0.0% Comb. 1% 0.0%
	Day 1	N of Virgini Direction NB SB NB	a Ave Total 15	0 0	Class 2 10 12 7	Class 3 5 1 1 1	Class 4 0 1	Class 5	Class 6 0 0	Class 7 0 0 1	Class 8	Class 9 0 0	Class 10 0 0	Class 11	Class 1:	2 Class 13	3.9% 4.0% S.U. T% 6.7% 15.8% 10.2%	0.1% 0.0% Comb. T% 0.0% 0.0%
	Day 1	N of Virgini Direction NB SB NB	a Ave Total 15	0 0	Class 2 10 12 7	Class 3 5 1 1 1	Class 4 0 1	Class 5	Class 6 0 0	Class 7 0 0 1	Class 8	Class 9 0 0	Class 10 0 0	Class 11	Class 1:	2 Class 13	3.9% 4.0% S.U. T% 6.7%	0.1% 0.0% Comb. 1% 0.0%
	Day 1	N of Virgini Direction NB SB NB	a Ave Total 15	0 0 0	Class 2 10 12 7 8	Class 3 5 1 1 0	Class 4 0 1 0 2	Class 5 0 1 0 0 0 0	Class 6 0 0 0	Class 7 0 0 1	Class 8 00 00 00	Class 9 0 0 0	Class 10 0 0 0	Class 11	Class 12	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% 5.U. T% 6.7% 15.8% 10.2%	0.1% 0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0%
12:00 PM	Day 1	N of Virgini Direction NB SB NB SB Direction	a Ave Total 15 15 9 10	0 0 0 0	Class 2 10 12 7 8	Class 3 5 1 1 0	Class 4 0 1 0 2	Class 5 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 6 0 0 0 0 0 Class 6	Class 7 0 0 0 1 1 0 0 Class 7	Class 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 9 0 0 0 0 Class 9	Class 10 0 0 0 0	Class 11	Class 1:	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% S.U. T% 6.7% 15.8% 10.2% 10.0% S.U. T%	0.1% 0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1%
	Day 1	N of Virgini Direction NB SB NB SB Direction	a Ave Total 15 15 9 10 Total	0 0 0 0	Class 2 10 12 7 8	Class 3 5 1 1 0 0 Class 3 1	Class 4 0 0 1 1 0 2 2 Class 4 0 0	Class 5 0 1 0 0 0 0	Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 7 0 0 1 0 Class 7	Class 8	Class 9 0 0 0 0 0 Class 9	Class 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1:	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% 5.U. T% 6.7% 15.8% 10.2%	0.1% 0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0%
12:00 PM	Day 1 Day 2 Day 1	N of Virgini Direction NB SB NB SB NB SB NB SB NB SB	a Ave Total 15 9 10 Total 10 9	0 0 0 0	Class 2 10 12 7 8 8 Class 2 9 8	Class 3 1 0	Class 4 0 11 02 2	Class 5 0 1 0 0 0 Class 5	Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 7 0 0 1 0 Class 7	Class 8	Class 9 0 0 0 0 0 0 0 0 0 0 0 0	Class 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1:	2Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% S.U. T% 6.7% 15.8% 10.2% 10.0% S.U. T%	0.1% 0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1%
12:00 PM	Day 1	N of Virgini Direction NB SB NB SB Direction NB SB	a Ave Total 15 9 10 Total 10 9 7	0 0 0 0	Class 2 Class 2 Class 2 Class 2 Second S	Class 3 5 1 1 0 0 1 1	Class 4 0 1 0 2 Class 4 0 0 0 0 0 0 0 0 0 0 0	Class 5 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 6 Class 6 Class 6 Class 6	Class 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 8 Class 8 Class 8	Class 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 10 0 0 0 0 0	Class 11	Class 1:	2Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% S.U. T% 6.7% 15.8% 10.2% 10.0% S.U. T%	0.1% 0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1%
12:00 PM	Day 1 Day 2 Day 1	N of Virgini Direction NB SB NB SB NB SB NB SB NB SB	a Ave Total 15 9 10 Total 10 9	0 0 0 0	Class 2 Class 2 Representation of the content of	Class 3 5 1 1 0 0 1 1	Class 4 0 11 02 2	Class 5 0 1 0 0 0 Class 5	Class 6 Class 6 Class 6 Class 6	Class 7 0 0 1 0 Class 7	Class 8 Class 8 Class 8	Class 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1:	2Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% 5.U. 1% 6.7% 15.8% 10.2% 10.0% 5.U. 1% 5.3%	0.1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
12:00 PM	Day 1 Day 2 Day 1	N of Virgini Direction NB SB NB SB Direction NB SB	a Ave Total 15 9 10 Total 10 9 7	0 0 0 0	Class 2 Class 2 Class 2 Class 2 Second S	Class 3 5 1 1 0 0 1 1	Class 4 0 1 0 2 Class 4 0 0 0 0 0 0 0 0 0 0 0	Class 5 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 6 Class 6 Class 6 Class 6	Class 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 8 Class 8 Class 8	Class 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 10 0 0 0 0 0	Class 11	Class 1: (((((((((2Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% S.U. 1% 6.7% 15.8% 10.2% 10.0% S.U. 1% 5.3% 0.0% 2.8%	0.1% 0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
12:00 PM	Day 1 Day 2 Day 1	N of Virgini Direction NB SB NB SB Direction NB SB	a Ave Total 15 9 10 Total 10 9 7	0 0 0 0	Class 2 Class 2 Class 2 Class 2 Second S	Class 3 5 1 1 0 0 1 1	Class 4 0 1 0 2 Class 4 0 0 0 0 0 0 0 0 0 0 0	Class 5 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 6 Class 6 Class 6 Class 6	Class 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 8 Class 8 Class 8	Class 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 10 0 0 0 0 0	Class 11	Class 1: (((((((((2 Class 13	3.9% 4.0% 5.U. 1% 6.7% 15.8% 10.2% 10.0% 5.U. 1% 5.3%	0.1% 0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
12:00 PM	Day 1 Day 2 Day 1	N of Virgini Direction NB SB NB SB Direction NB SB SB SB SB SB	a Ave Total 15 15 15 9 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 0 0 0	Class 2 10 12 7 8 8 Class 2 9 8 8 5 8	Class 3 5 1 0 0 0 1 1 2	Class 4 0 2 Class 4 0 0 0 0 0 0 0	Class 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 8 Class 8 Class 8	Class 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 11 Class 11 Class 11 Class 11 Class 11	Class 1: (((((((((2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% S.U. T% 6.7% 15.8% 10.2% 10.0% S.U. T% 5.3% 0.0% 2.8% 3.0%	0.1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
12:00 PM 4:45 PM	Day 1 Day 2 Day 1 Day 2	N of Virgini Direction NB SB NB SB Direction NB SB SB Direction NB SB NB SB	a Ave Total 15 15 15 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 0 0	Class 2	Class 3 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 4 0 2 Class 4 0 0 0 0 0 0 0	Class 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 7 0 0 0 1 1 0 Class 7	Class 8 Class 8 Class 8	Class 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 10 0 0 0 0 0 0 0 0 0 0 0 0 Class 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 11 C C C C C C C C C C C C C C C C C	Class 1:	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% S.U. 1% 6.7% 15.8% 10.2% 10.0% S.U. 1% 5.3% 0.0% 2.8%	0.1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
12:00 PM 4:45 PM	Day 1 Day 2 Day 1	N of Virgini Direction NB SB NB SB Direction NB SB NB SB NB	a Ave Total 15 9 10 10 10 9 7 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 0 0 0 0 0 0 1 1 0 0	Class 2	Class 3 5 1 1 0 0 1 1 2 2 Class 3 15	Class 4 0 2 Class 4 0 0 0 0 0 0 0	Class 5 0 0 1 0 0 0 Class 5 0 1 0 0 0 Class 5	Class 6	Class 7 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 8 Class 8 Class 8 Class 8	Class 9	Class 10 Class 10 Class 10 Class 10 Class 10	Class 11 CC CC CC CC CC CC CC CC CC	Class 1:	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% S.U. T% 6.7% 15.8% 10.2% 10.0% S.U. T% 5.3% 0.0% 2.8% 3.0%	0.1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%
12:00 PM 4:45 PM	Day 1 Day 2 Day 1 Day 2	N of Virgini Direction NB SB NB SB Direction NB SB SB Direction NB SB SB SB SB	a Ave Total 15 15 15 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 0 0 0	Class 2	Class 3 1 0 0 Class 3 2 Class 3 1 1 1 2 2 Class 3 1 5 1 5 1 6	Class 4 0 2 Class 4 0 0 0 0 0 0 0	Class 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 6	Class 7 0 0 0 1 1 0 Class 7	Class 8 Class 8 Class 8	Class 9	Class 10 0 0 0 0 0 0 0 0 0 0 0 0 Class 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 11 C C C C C C C C C C C C C C C C C	Class 1:	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.9% 4.0% S.U. T% 6.7% 15.8% 10.2% 10.0% S.U. T% 0.0% 2.8% 3.0% S.U. T%	0.1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%

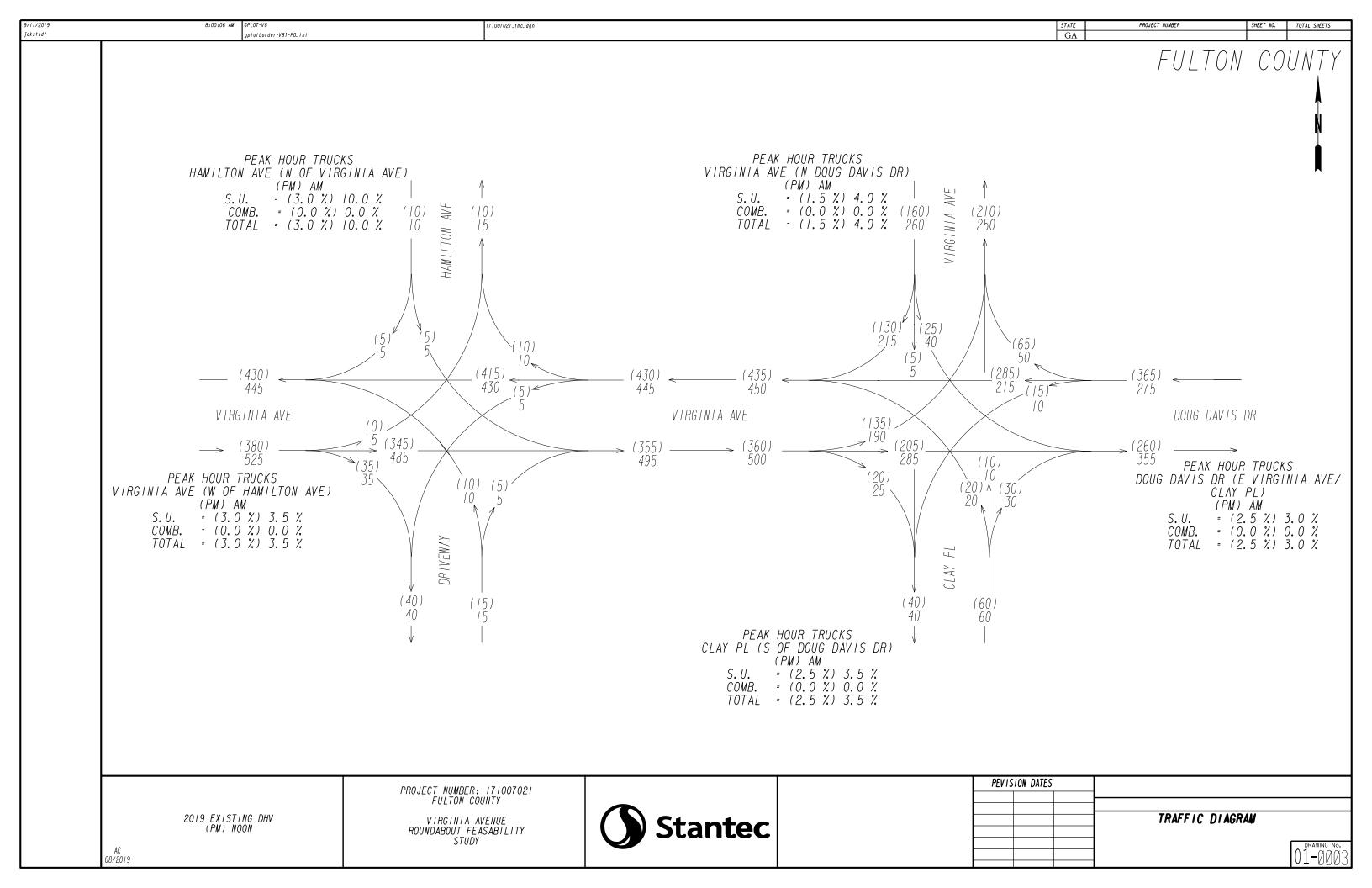
	Direction	Iotai	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. 1%
T Day 1	NB	109	0	93	15	0	1	0	0	0	0	0	0	0	0	3.2%	0.0%
	SB	142	0	119	16	2	5	0	0	0	0	0	0	0	0	3.2%	0.0%
Day 2	NB	97	2	76	14	0	4	0	1	0	0	0	0	0	0	. 00/	0.0%
	SB	137	0	114	14	5	4	0	0	0	0	0	0	0	0	6.0%	0.0%
														Dail	, T07	4.5%	0.0%
														Dali	y 1 70	A 5%	0.0%

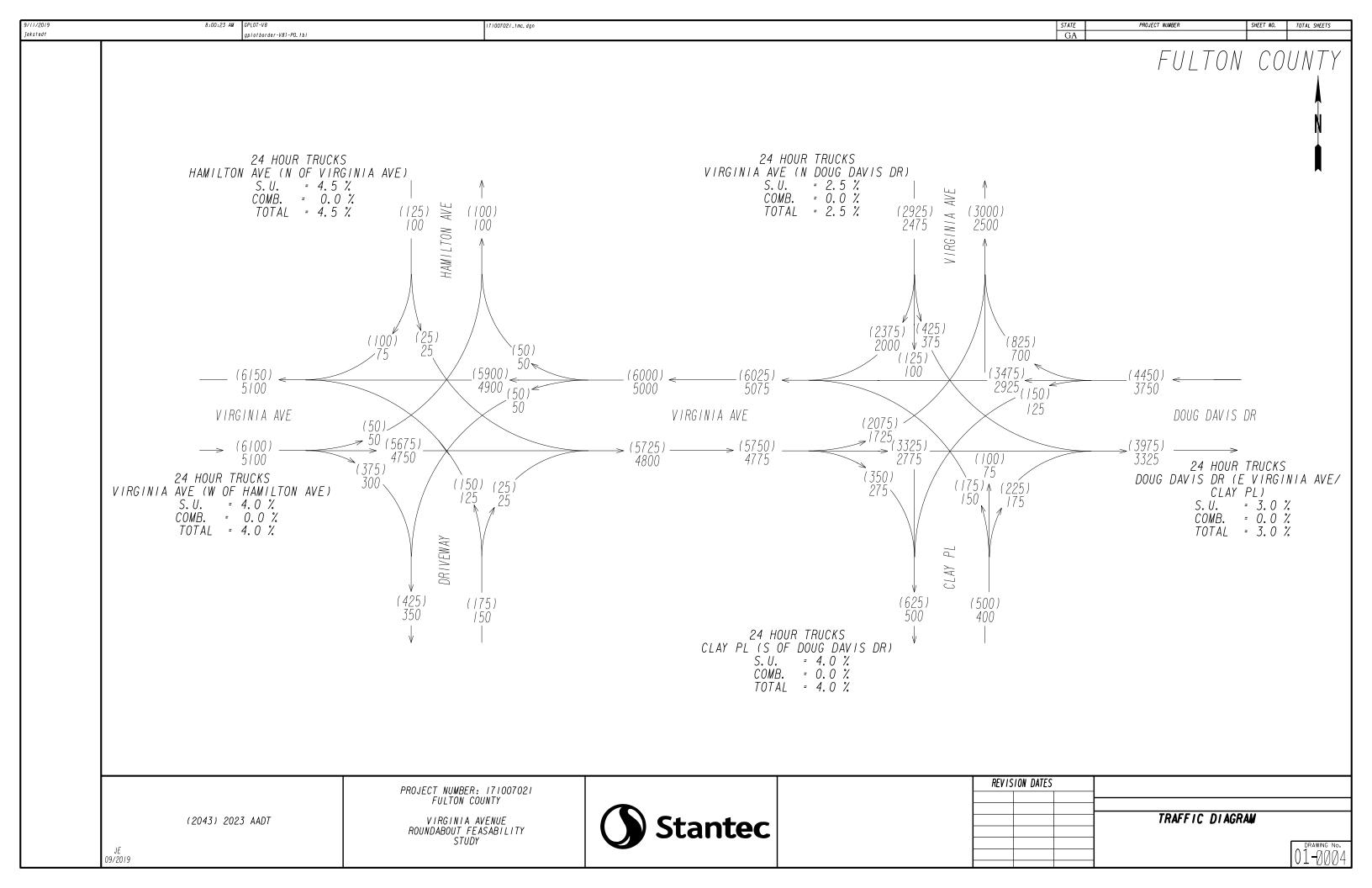
Truck Percentage Calculations PI # 171007021 - Fulton County, GA Virginia Ave/Doug Davis Ave @ Clay PI/Virginia Ave Roundabout Feasibility Study

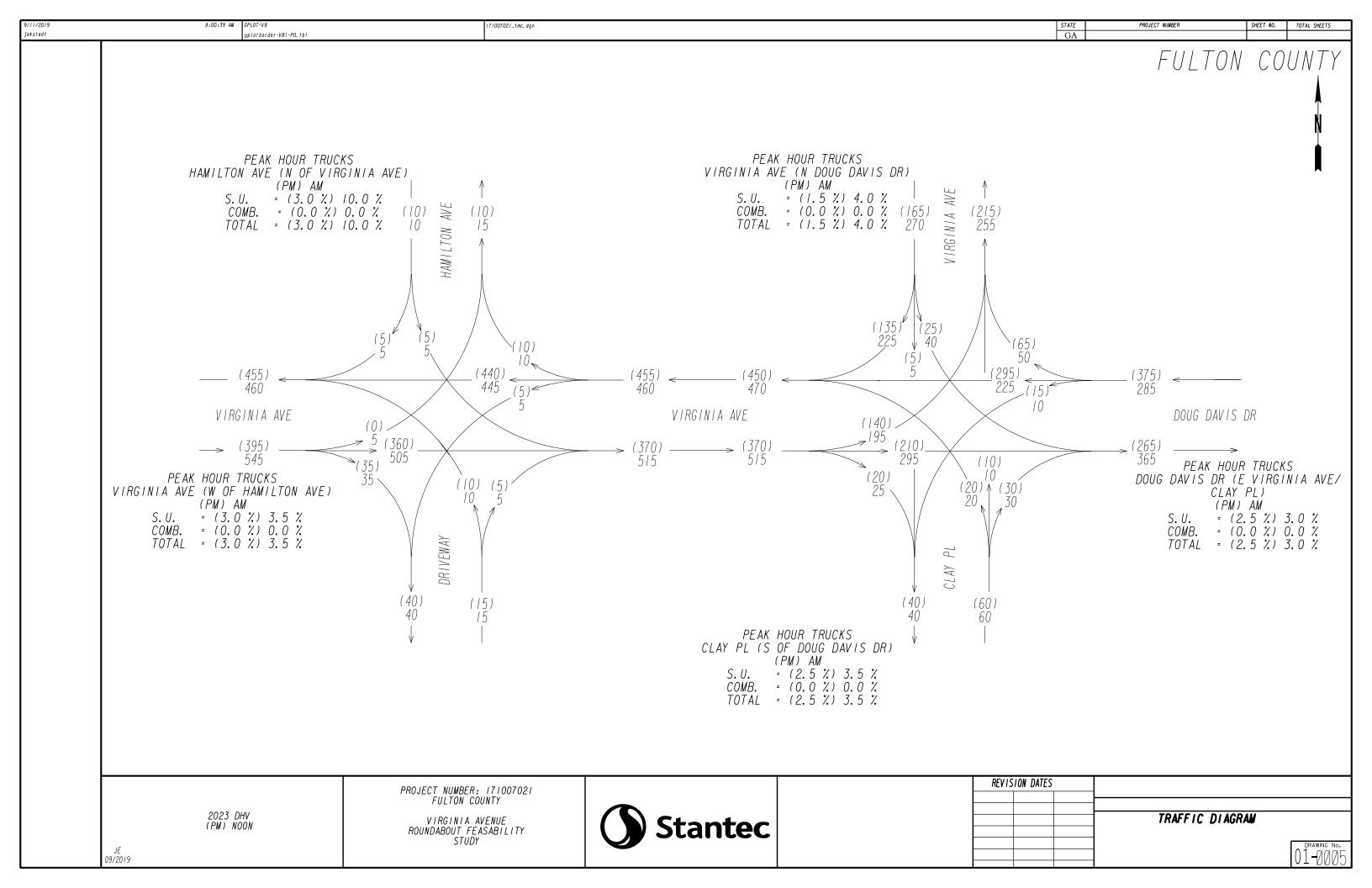
	of Doug D																
12:00 PM Day 1	NB	Total 237	Class 1	193	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10		Class 1	2 Class 13	S.U. T%	Comb. T%
12.00 FIVE Day I	SB	313	2	250	44	1		3	1	1	0	0			0 0	4.7%	0.2%
Day 2	NB	275	1	211	52	1	8	1	0		0	C		- (0 0	2.8%	0.4%
	SB	289	0	232	50	0	4	2	0	1	0	C	0	-	0 0		
														AMI	DHV T%	3.8% 4.0%	0.3%
														<u> </u>		4.0%	0.5%
	Direction		Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 1	2 Class 13	S.U. T%	Comb. T%
4:45 PM Day 1		212	1	189	21	0		0	0		0	0			-	0.3%	0.0%
Day 3	SB NB	178 246	3	146 210	29 29	0		0	0		0	0			0 0		
Day 2	SB	198	2	164	29	1	2	0	0		0	C			0 0	2.3%	0.0%
		<u> </u>												D44 F	NIIV T07	1.3%	0.0%
														PMI	OHV T%	1.5%	0.0%
	Direction	lotal	Class 1	Class 2	Class 3	Class 4	Class 5	Class A	Class 7	Class 8	Class 9	IClass 10	IClass 11	Class 1	2 Class 13	S.U. T%	Comb. T%
24-hr T Day 1		2.694	3	2,301	317	12		3	1	3	3	Cluss 10		Class			
	SB	2,816	8	2,384	353	12		5	2	3	0	C		1	0 0	2.5%	0.2%
Day 2		2,743	7	2,300	363	7	59	3	0		0	0				2.7%	0.2%
	SB	2,869	9	2,376	396	9	65	6	0	3	5	C	0	· '	0 0	2.6%	0.2%
														Da	ily T%	2.5%	0.2%
#4 Doug Davis D	r E of Virgini																
12:00 PM Day 1		Total 380	Class I	Class 2 318	Class 3	Class 4	Class 5	Class 6	Class /	Class 8	Class 9	Class IC		Class I	2 Class 13	S.U. T%	Comb. T%
12.00 TWI Day I	WB	333	0	288	34	3	8	0	-		0	0			0 0	2.8%	0.0%
Day 2	EB	396	0	314	70	5		0	0		0	C	0	-	0 0	3.3%	0.0%
	WB	354	0	295	46	3	9	1	0	0	0	0	0		0 0		
														AM	DHV T%	3.1%	0.0%
																3.0%	0.0%
	Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 1	2 Class 13	S.U. T%	Comb. T%
4:45 PM Day 1		249	0	213	30	2	4	0	0		0	C			-	2.5%	0.0%
D 2	WB	462 277	0	414	36	3		0	0		0	0				2.070	0.070
Day 2	WB	447	0	235 390	35 46	1	10	0	0		0	0			0 0	2.5%	0.0%
										_		-					
																2.5%	0.0%
														PM I	OHV T%	2.5% 2.5%	0.0% 0.0%
	Direction	I Total I	Class 1 I	Class 2	Class 2	Class 4	Class 5	Class (Class 7	Class 9	Class 0	Clean 10	Olean 11			2.5%	0.0%
24-hr T Day 1	Direction		Class 1	Class 2			Class 5				Class 9			Class 1	2 Class 13	2.5% S.U. T%	0.0% Comb. 1%
24-hrT Day 1		Total 4,202 4,209	Class 1 4 0	Class 2 3,446 3,695	Class 3 616 383	Class 4 36 29		Class 6 6 0	Class 7 0		Class 9	Class 10	0	Class 1	2 Class 13	2.5%	0.0%
24-hr T Day 1 Day 2	EB WB EB	4,202 4,209 4,263	4 0 6	3,446 3,695 3,522	616 383 593	36 29 36	94 100 103	6	0 1 0	0 1 0	0	0	0 0	Class 1	2 Class 13 0 0 0 0 0 0	2.5% S.U. T% 3.2%	0.0% Comb. T% 0.0%
	EB WB	4,202 4,209	4 0	3,446 3,695	616 383	36 29	94 100 103	6	0 1	0 1 0	0	C	0 0	Class 1	2 Class 13 0 0 0	2.5% S.U. T% 3.2% 3.2%	0.0% Comb. 1% 0.0% 0.0%
	EB WB EB	4,202 4,209 4,263	4 0 6	3,446 3,695 3,522	616 383 593	36 29 36	94 100 103	6	0 1 0	0 1 0	0	0	0 0	Class 1	2 Class 13 0 0 0 0 0 0	2.5% S.U. T% 3.2% 3.2% 3.2%	0.0% Comb. 1% 0.0% 0.0%
Day 2	EB WB EB WB	4,202 4,209 4,263 4,193	4 0 6	3,446 3,695 3,522	616 383 593	36 29 36	94 100 103	6	0 1 0	0 1 0	0	0	0 0	Class 1	2 Class 13 0 0 0 0 0 0	2.5% S.U. T% 3.2% 3.2%	0.0% Comb. 1% 0.0% 0.0%
Day 2	EB WB EB WB Oug Davis D Direction	4,202 4,209 4,263 4,193	4 0 6 2	3,446 3,695 3,522 3,599 Class 2	616 383 593 462	36 29 36 26	94 100 103 103	6 0 3 1	0 1 0 0	0 1 0 0	0 0 0 0	Class 10	0 0 0	Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0%
Day 2	EB WB EB WB Oug Davis D Direction NB	4,202 4,209 4,263 4,193	4 0 6 2	3,446 3,695 3,522 3,599 Class 2	616 383 593 462 Class 3	36 29 36 26 Class 4	94 100 103 103 103	6 0 3 1	0 1 0 0	0 1 0 0	0 0 0 0	Class 10	0 0 0 0	Class 1 Da Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0%
Day 2 #5 Clay PI S of Do 12:00 PM Day 1	EB WB EB WB OUG Davis D Direction NB SB	4,202 4,209 4,263 4,193 Total 53 34	4 0 6 2	3,446 3,695 3,522 3,599 Class 2 44 26	616 383 593 462 Class 3 7	36 29 36 26 Class 4 0	94 100 103 103 Class 5	6 0 3 1	0 1 0 0 Class 7	0 1 0 0 Class 8	0 0 0 0	Class 10	0 0 0 0 0 Class 11	Class 1 Da Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0% S.U. 1% 5.7%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1%
Day 2	EB WB EB WB OUG Davis D Direction NB SB	4,202 4,209 4,263 4,193	4 0 6 2 Class 1 0	3,446 3,695 3,522 3,599 Class 2	616 383 593 462 Class 3	36 29 36 26 Class 4	94 100 103 103 103 Class 5 2 3	6 0 3 1	0 1 0 0	0 1 0 0 0	0 0 0 0 0	Class 10	0 0 0 0 0 0 Class 11 0 0	Da Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. T% 3.2% 3.2% 3.2% 3.0% S.U. T%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1%
Day 2 #5 Clay PI S of Do 12:00 PM Day 1	EB WB EB WB OUG Davis D Direction NB SB NB	4,202 4,209 4,263 4,193 Total 53 34 70	4 0 6 2 Class 1 0	3,446 3,695 3,522 3,599 Class 2 44 26 50	616 383 593 462 Class 3 7 4	36 29 36 26 Class 4 0 0	94 100 103 103 103 Class 5 2 3	6 0 3 1	0 1 0 0 0 Class 7 0 0	0 1 0 0 Class 8 0	Class 9	Class 10	0 0 0 0 0 0 Class 11 0 0	Da	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. T% 3.2% 3.2% 3.0% S.U. T% 5.7% 1.8% 3.5%	0.0% Comb. 1% 0.0% 0.0% 0.0% Comb. 1% 0.0% 0.0% 0.0%
Day 2 #5 Clay PI S of Do 12:00 PM Day 1	EB WB EB WB OUG Davis D Direction NB SB NB	4,202 4,209 4,263 4,193 Total 53 34 70	4 0 6 2 Class 1 0	3,446 3,695 3,522 3,599 Class 2 44 26 50	616 383 593 462 Class 3 7 4	36 29 36 26 Class 4 0 0	94 100 103 103 103 Class 5 2 3	6 0 3 1	0 1 0 0 0 Class 7 0 0	0 1 0 0 Class 8 0	Class 9	Class 10	0 0 0 0 0 0 Class 11 0	Da	2 Class 13 0 0 0 0 0 0 0 0 0 ily T% 2 Class 13 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0% S.U. T% 5.7%	0.0% Comb. 1% 0.0% 0.0% 0.0% Comb. 1% 0.0%
Day 2 #5 Clay PI S of Do 12:00 PM Day 1	EB WB EB WB OUG Davis D Direction NB SB NB	4,202 4,209 4,263 4,193 4,193 7 Total 53 34 70 42	4 0 6 2 Class 1 0	3,446 3,695 3,522 3,599 Class 2 44 26 50	616 383 593 462 Class 3 7 4 17	36 29 36 26 Class 4 0 0	94 100 103 103 103 Class 5 2 3	6 0 3 1	0 11 0 0 0	0 11 0 0 0	Class 9	Class 10 C C C C C C C C C	0 0 0 0 0 Class 11 0 0	Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. T% 3.2% 3.2% 3.0% S.U. T% 5.7% 1.8% 3.5%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1% 0.0% 0.0% 0.0%
Day 2 #5 Clay PI S of Do 12:00 PM Day 1	EB WB EB WB OUG Davis D Direction NB SB NB SB Direction NB	4,202 4,209 4,263 4,193 Total 53 34 70 42	Class 1 2 1 Class 1 0 0	3,446 3,695 3,522 3,599 Class 2 44 266 50 29	616 383 593 462 Class 3 7 4 17 11	36 29 36 26 Class 4 0 0 1 1	94 100 103 103 103 Class 5 2 3 0 0	6 0 3 1 1 Class 6 0 0 0 1 1	0 11 0 0 0 Class 7 0 0 0	0 11 0 0 0 Class 8 0 0 0	Class 9 Class 9 Class 9	Class 10 Class 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1 Class 1 Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% S.U. 1%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1% 0.0% Comb. 1% 0.0% Comb. 1%
#5 Clay PI S of Do 12:00 PM Day 1 Day 2	EB WB EB WB DUG Davis D Direction NB SB Direction NB SB	4,202 4,209 4,263 4,193 Total 53 34 70 42	Class 1 0 0 0 0	3,446 3,695 3,522 3,599 Class 2 44 266 50 29 Class 2 58	616 383 593 462 Class 3 7 11 Class 3 7 4	36 29 36 26 Class 4 0 0 0 1 1 0	94 100 103 103 103 Class 5 2 3 0 0	6 0 0 3 3 1 1 Class 6 0 0 0 1 1 Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 11 0 0 0 0 0 0 0 0 0 0	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 9 Class 9 Class 9	Class 10 Class 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1 Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. T% 3.2% 3.2% 3.0% S.U. T% 5.7% 1.8% 3.5%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1% 0.0% 0.0% 0.0%
Day 2 #5 Clay PI S of Do 12:00 PM Day 1 Day 2	EB WB EB WB Direction NB SB NB SB NB NB NB	4,202 4,209 4,263 4,193 Total 53 34 70 42	4 0 0 6 2 2 Class 1 0 1 2 1 1 Class 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,446 3,695 3,522 3,599 Class 2 44 26 50 29 Class 2	616 383 593 462 Class 3 7 4 17 11	36 29 36 26 Class 4 0 0 0 0 Class 4	94 100 103 103 103 Class 5 2 3 0 0	Class 6 Class 6 Class 6 Class 6 Class 6	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 9 Class 9 Class 9	Class 10 Class 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1 Class 1 Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% S.U. 1%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% Comb. 1% 0.0% Comb. 1%
#5 Clay PI S of Do 12:00 PM Day 1 Day 2	EB WB EB WB DUG Davis D Direction NB SB Direction NB SB	4,202 4,209 4,263 4,193 Total 53 34 70 42	Class 1 0 0 0 0	3,446 3,695 3,522 3,599 Class 2 44 266 50 29 Class 2 58	616 383 593 462 Class 3 7 11 Class 3 7 4	36 29 36 26 Class 4 0 0 0 0 Class 4	94 100 103 103 103 Class 5 2 3 0 0	Class 6 Class 6 Class 6 Class 6 Class 6	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 9 Class 9 Class 9	Class 10 Class 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% 3.5% S.U. 1% 0.0%	0.0% Comb. 17% 0.0% 0.0% 0.0% 0.0% 0.0% Comb. 17% 0.0% 0.0% 0.0% 0.0%
Day 2 #5 Clay PI S of Do 12:00 PM Day 1 Day 2	EB WB EB WB Direction NB SB NB SB NB NB NB	4,202 4,209 4,263 4,193 Total 53 34 70 42	4 0 0 6 2 2 Class 1 0 1 2 1 1 Class 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,446 3,695 3,522 3,599 Class 2 44 26 50 29 Class 2	616 383 593 462 Class 3 7 4 17 11	36 29 36 26 Class 4 0 0 0 0 Class 4	94 100 103 103 103 Class 5 2 3 0 0	Class 6 Class 6 Class 6 Class 6 Class 6	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 9 Class 9 Class 9	Class 10 Class 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% 3.5% S.U. 1% 5.0%	0.0% Comb. 17% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% Comb. 17% 0.0% 0.0% 0.0% 0.0% 0.0%
#5 Clay PI S of Do 12:00 PM Day 1 Day 2	EB WB OUG Davis D Direction NB SB NB SB Direction NB SB SB NB SB	4,202 4,209 4,263 4,193 4,193 Total 53 34 70 42 Total 65 37 60 40	4 0 6 2 2 Class 1 0 1 1 2 1 1 1 Class 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,446 3,695 3,522 3,599 Class 2 44 26 50 29 Class 2 58 33 54 32	616 383 593 462 Class 3 7 4 177 111	36 29 36 26 26 Class 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	94 100 103 103 103 103 103 103 103 103 103	6 0 0 3 1 1 Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 9 Class 9 Class 9 Class 9 Class 9	Class 10 Class 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1 Class 1 Class 1 PM I	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% 3.5% S.U. 1% 0.0% 5.U. 1% 2.5%	0.0% Comb. 17/ 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0
#5 Clay PI S of Do 12:00 PM Day 1 Day 2 4:45 PM Day 1 Day 2	EB WB OUG Davis D Direction NB SB	4,202 4,209 4,263 4,193 4,193 4,193 34 70 42 Total 65 37 60 40	Class 1 0 0 0 0 0 0 Class 1	3,446 3,695 3,592 3,599 Class 2 44 26 50 29 Class 2 58 33 54 32	616 383 593 462 Class 3 7 4 17 11 Class 3 7 4 5 Class 3	36 29 366 26 Class 4 0 0 1 1 0 Class 4 0 0 0 0	94 100 103 103 103 103 103 103 103 103 103	6 0 0 3 1 1 Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 7 Class 7 Class 7 Class 7 Class 7	Class 8 Class 8 Class 8 Class 8 Class 8	Class 9 Class 9 Class 9 Class 9 Class 9	Class 16 Class 16	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 1 AM I Class 1 PM I Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% 3.5% S.U. 1% 0.0% 5.0% 2.5% S.U. 1%	0.0% Comb. 17% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.
#5 Clay PI S of Do 12:00 PM Day 1 Day 2	EB WB OUG Davis D Direction NB SB	4,202 4,209 4,263 4,193 4,193 Total 53 34 70 42 Total 65 37 60 40	4 0 6 2 2 Class 1 0 1 1 2 1 1 1 Class 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,446 3,695 3,522 3,599 Class 2 44 26 50 29 Class 2 58 33 54 32	616 383 593 462 Class 3 7 4 177 111	36 29 36 26 26 Class 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	94 100 100 100 100 100 100 100 100 100 10	6 0 0 3 1 1 Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 8 Class 8 Class 8 Class 8	Class 9 Class 9 Class 9 Class 9 Class 9	Class 10 Class 10	Class 11	Class 1 AM I Class 1 Class 1 Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% 3.5% S.U. 1% 0.0% 5.U. 1% 2.5%	0.0% Comb. 17% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.
#5 Clay PI S of Do 12:00 PM Day 1 Day 2 4:45 PM Day 1 Day 2	EB WB EB WB OUG Davis D Direction NB SB Direction NB SB Direction NB SB NNB SB SB	4,202 4,209 4,263 4,193 4,193 34 70 42 Total 65 37 60 40	Class 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,446 3,695 3,592 3,599 Class 2 44 26 50 29 Class 2 58 33 33 32 44 44 26 50 29	616 383 593 462 Class 3 7 4 17 11 Class 3 7 4 4 5 Class 3 7 7 7 7 7 7 7 7 7 7 8 8 8 8 8 8 7 8 7	36 29 36 26 26 26 26 26 26 26 26 26 26 26 26 26	94 100 103 103 103 103 103 103 103 103 103	6 0 0 3 1 1 Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 7 Class 7 Class 7	Class 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 9 Class 9 Class 9 Class 9 Class 9 Class 9	Class 10 Class 10	Class 11	Class 1 AM I Class 1 Class 1 Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% 3.5% S.U. 1% 0.0% 5.0% 2.5% S.U. 1% 3.9%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% Comb. 1% 0.0% 0.0% 0.0%
#5 Clay PI S of Do 12:00 PM Day 1 Day 2 4:45 PM Day 1 Day 2	EB WB EB WB OUG Davis D Direction NB SB Direction NB SB Direction NB SB NNB SB SB	4,202 4,209 4,263 4,193 4,193 Total 53 34 70 42 Total 65 37 60 40	Class 1 0 0 0 0 0 Class 1 4 4 4 2	3,446 3,695 3,592 3,599 Class 2 44 26 50 29 Class 2 407 32	616 383 593 462 Class 3 7 4 17 11 Class 3 5 Class 3 6 Class 3 6 Class 3 6 6 6 6 6	36 29 366 26	94 100 103 103 103 103 103 103 103 103 103	6 0 0 0 3 3 1 1 Class 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Class 8 Class 8	Class 9 Class 9 Class 9 Class 9 Class 9	Class 10 Class 10	Class 11	Class 1 Class 1 Class 1 PM I Class 1	2 Class 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.5% S.U. 1% 3.2% 3.2% 3.2% 3.0% S.U. 1% 5.7% 1.8% 3.5% 3.5% S.U. 1% 0.0% 5.0% 2.5% S.U. 1%	0.0% Comb. 1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.

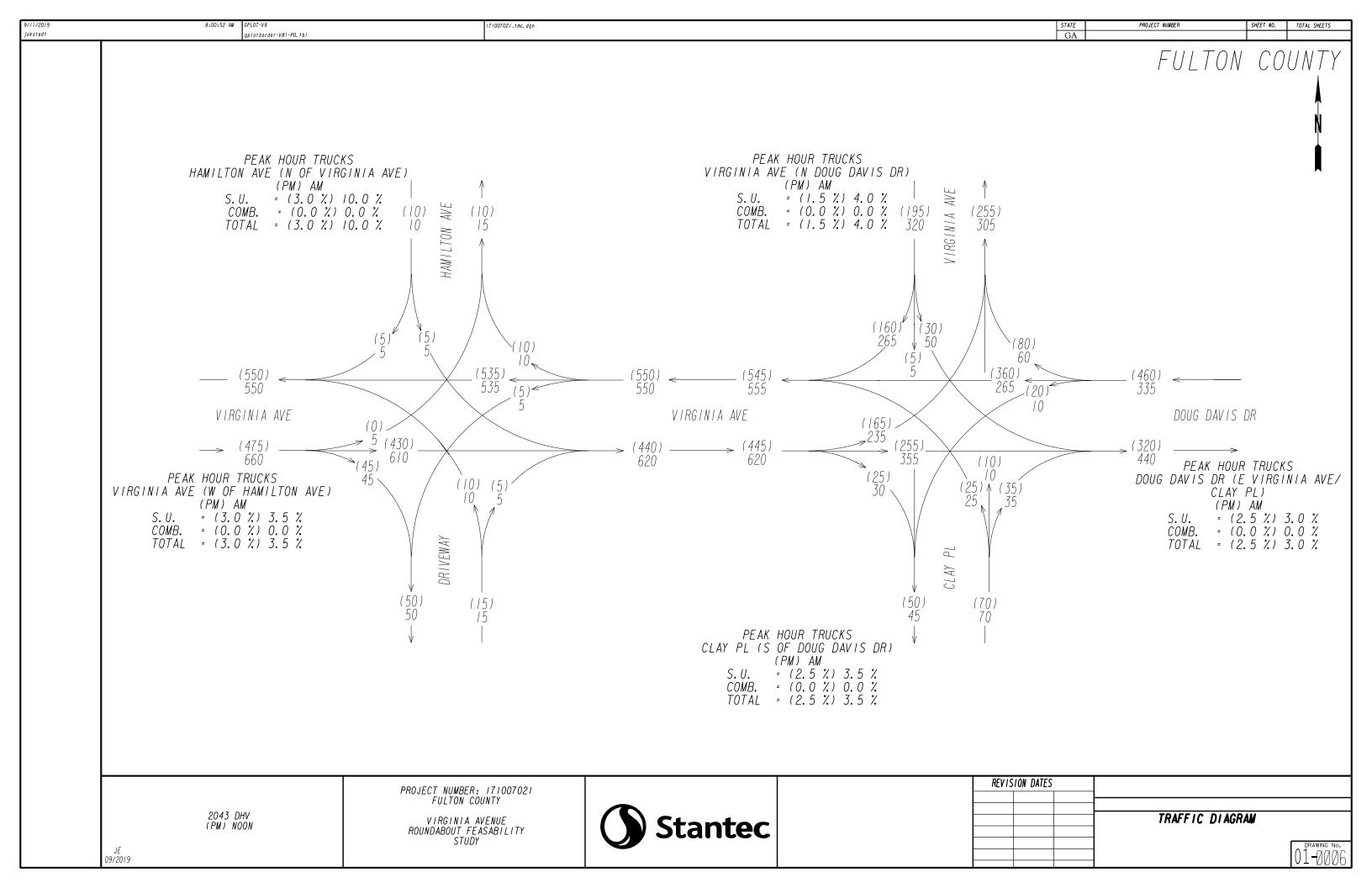
APPENDIX E – TRAFFIC MOVEMENT FIGURES

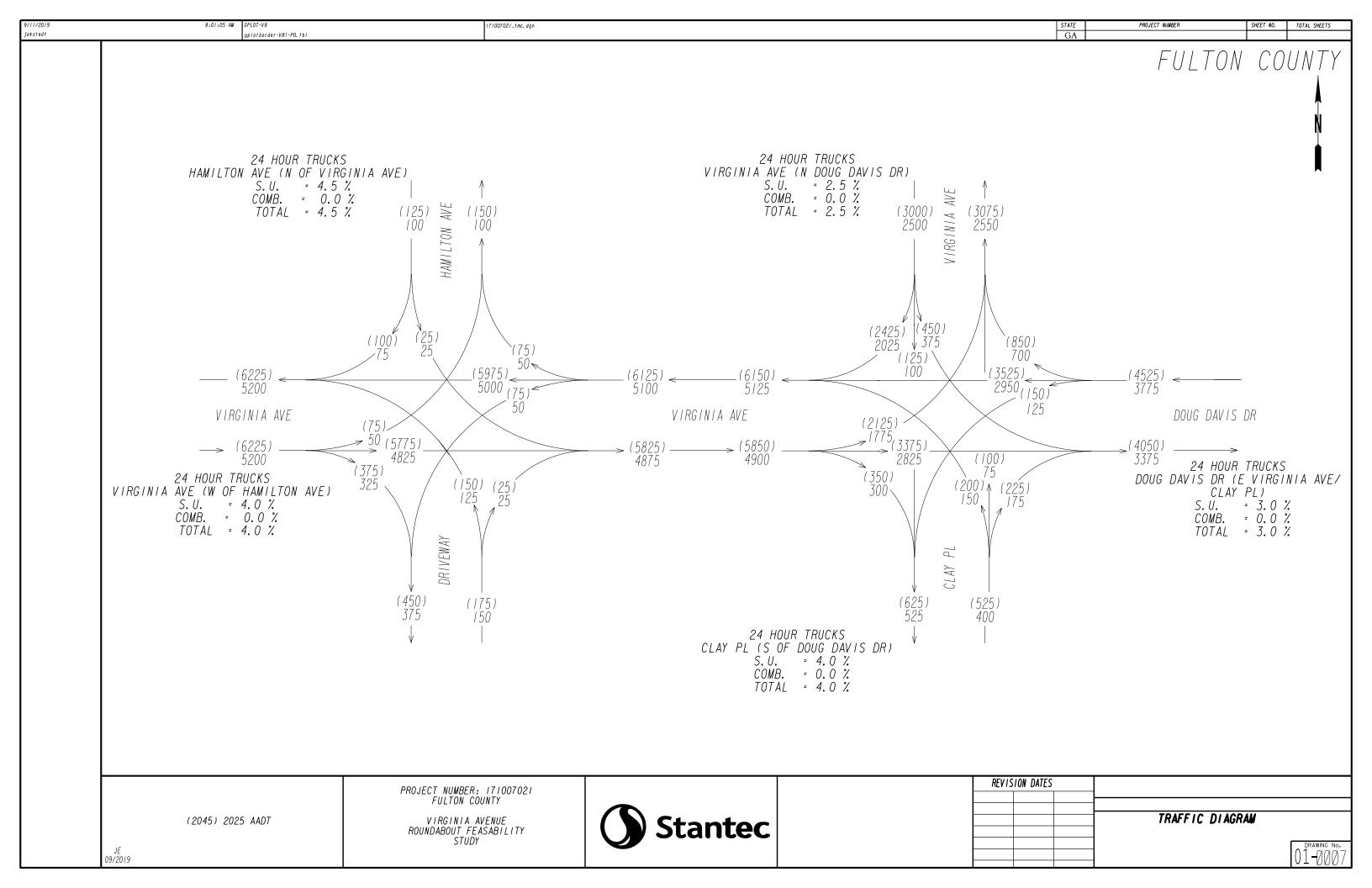


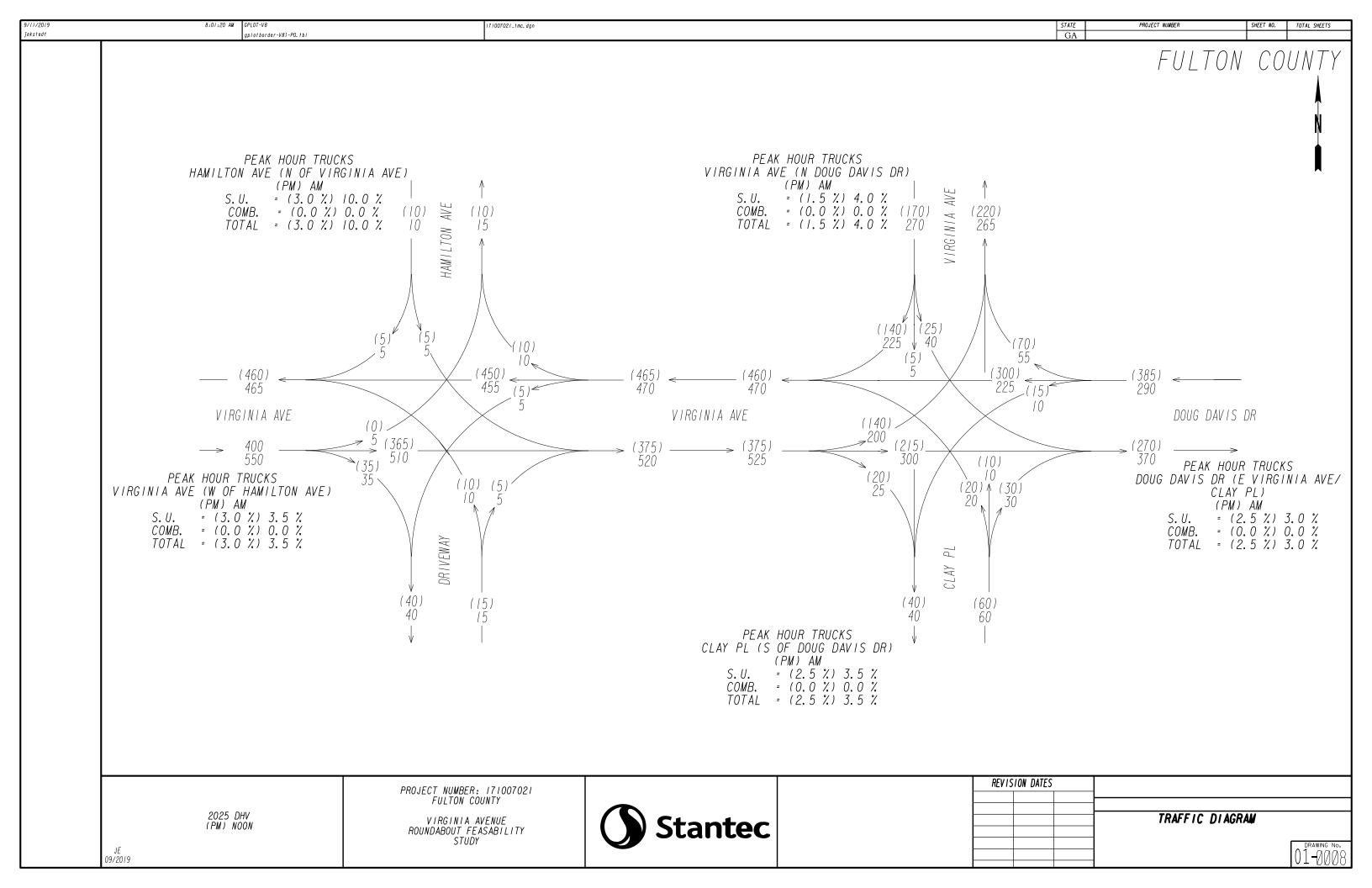


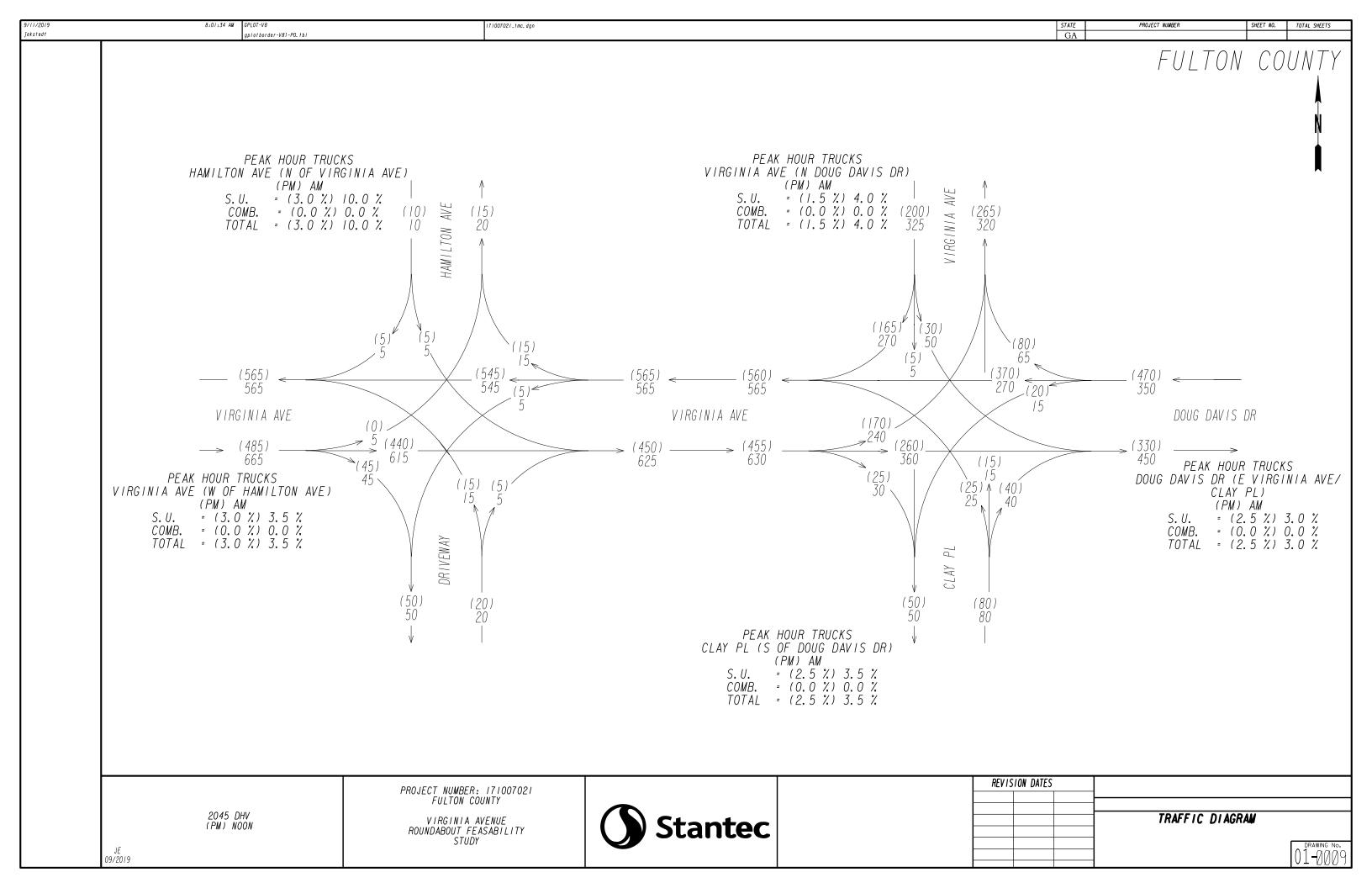












APPENDIX F.1 – GROWTH RATE CALCULATIONS (GDOT HISTORICAL DATA)

Historical Growth Calculations for Lenox Rd (PI# 0015005 - Fulton County)

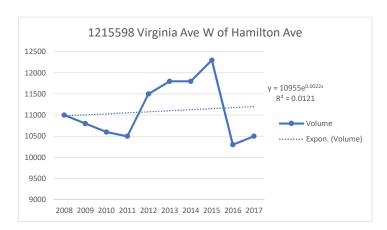
- Based on local GDOT Count Stations

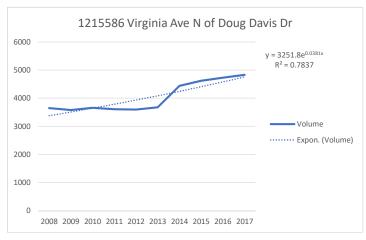
Study Corridor

Growth Rate based on data from 2008-2017

12155	1215598 Virginia Ave W of Hamilton Ave										
Year	Volume	Actuals?									
2017	10,500	Estimated									
2016	10,300	Actual									
2015	12,300	Estimated									
2014	11,800	-									
2013	11,800	-									
Growth		-2.9%									
2012	11500	-									
2011	10500	-									
2010	10600	-									
2009	10800	-									
2008	11000	-									
Trend Growth Rate		0.2%									

1215586 Virginia Avenue N of Doug Davis Drive									
Year	Volume	Actuals?							
2017	4,830	Estimtaed							
2016	4,730	Estimtaed							
2015	4,620	Estimtaed							
2014	4,440	-							
2013	3,680	-							
Growth Rate		7.0%							
2012	3600	-							
2011	3610	-							
2010	3660	-							
2009	3580	-							
2008	3650	-							
Trend Growth Rate		3.8%							





Single Station Annualized Statistics - 121-5586

Data Item	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Data Item
Statistics type	-	-	-	-	-	-	-	Estimated	Estimated	Estimated	Statistics type
AADT	3650	3580	3660	3610	3600	3680	4440	4620	4730	4830	AADT
Single- Unit Truck AADT	-	-	-	-	-	-	-	-	-	-	Single- Unit Truck AADT
Combo- Unit Truck AADT	-	-	-	-	-	-	-	-	-	-	Combo- Unit Truck AADT
% Peak SU Trucks	-	-	-	-	-	-	-	-	-	-	% Peak SU Trucks
% Peak CU Trucks	-	-	-	-	-	-	-	-	-	-	% Peak CU Trucks
K-Factor	-	_	_	_	-	-	0.123	0.123	0.123	-	K-Factor
D-Factor	-	-	-	-	-	-	0.500	0.500	0.500	-	D-Factor
Future AADT	-	-	-	-	-	-	-	-	6250	7840	Future AADT

Single Station Annualized Statistics - 121-5593

Data Item	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Data Item
Statistics type	-	-	-	-	-	-	-	Estimated	Actual	Estimated	Statistics type
AADT	11000	10800	10600	10500	11500	11800	11800	12300	10300	10500	AADT
Single- Unit Truck AADT	-	-	-	-	-	-	-	-	392	-	Single- Unit Truck AADT
Combo- Unit Truck AADT	-	-	-	-	-	-	-	-	22	-	Combo- Unit Truck AADT
% Peak SU Trucks	-	-	-	-	-	-	-	-	0.252	-	% Peak SU Trucks
% Peak CU Trucks	-	-	-	-	-	-	-	-	0.039	-	% Peak CU Trucks
K-Factor	-	-	-	-	-	-	-	-	0.114	-	K-Factor
D-Factor	-	-	-	-	-	-	-	-	0.600	-	D-Factor
Future AADT	-	-	-	-	-	-	-	-	13200	11800	Future AADT

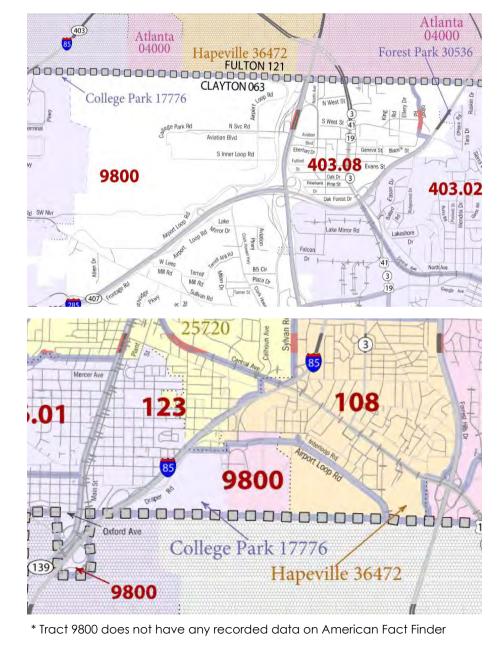
APPENDIX F.2 – GROWTH RATE CALCULATIONS (US CENSUS DATA)

Historical Growth Calculations for P.I. #0015005 (Fulton) - Lenox Road

- Based on local US Census Data

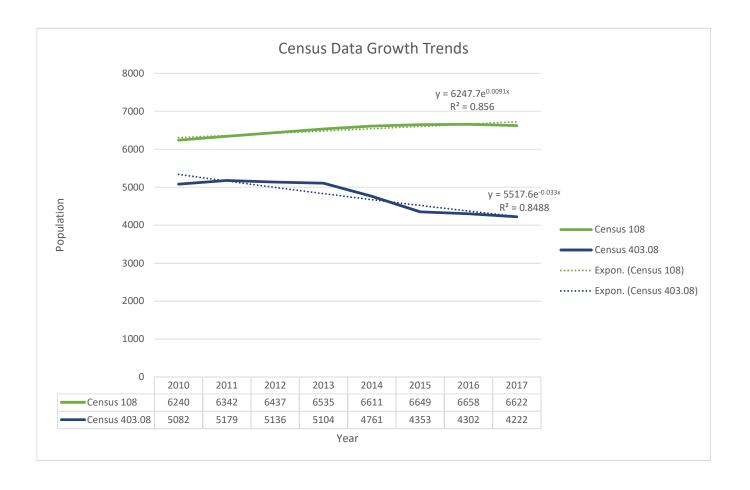
Census Tract 108 (Project Location)							
Year	Volume						
2018	-						
2017	6,622						
2016	6,658						
2015	6,649						
2014	6,611						
2013	6,535						
2012	6,437						
2011	6,342						
2010	6,240						
Growth Rate	0.9%						
Avg Volumes	6,510						
Trendline Growth	0.9%						

Census Tract 403.08 (Directly Adjascent to Project Location)						
Year Volume						
2018	-					
2017	4,222					
2016	4,302					
2015	4,353					
2014	4,761					
2013	5,104					
2012	5,136					
2011	5,179					
2010	5,082					
Growth Rate -2.6%						
Avg Volumes	4,770					
Trendline Growth -0.3%						



Historical Growth Calculations for P.I. #0015005 (Fulton) - Lenox Road

- Based on local US Census Data





B01003

TOTAL POPULATION

Universe: Total population 2006-2010 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

	Census Tract 108, Georg	• • • • • • • • • • • • • • • • • • • •	
	Estimate Margin of Er		
Total	6,240	+/-21	

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

- 1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- 2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
 - 3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
 - 4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
- 5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
 - 6. An '***** entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- 7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
 - 8. An '(X)' means that the estimate is not applicable or not available.

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B01003

TOTAL POPULATION

Universe: Total population 2007-2011 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 108, Georg	• • • • • • • • • • • • • • • • • • • •
	Estimate	Margin of Error
Total	6,342	+/-18

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2007-2011 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2007-2011 American Community Survey

Explanation of Symbols:

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 - 3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
 - 4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
- 5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
 - 6. An '***** entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- 7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
 - 8. An '(X)' means that the estimate is not applicable or not available.

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B01003

TOTAL POPULATION

Universe: Total population 2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 108, Georg	• • • • • • • • • • • • • • • • • • • •
	Estimate	Margin of Error
Total	6,437	+/-20

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

- 1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
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 - 3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
 - 4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
- 5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
 - 6. An '***** entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- 7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
 - 8. An '(X)' means that the estimate is not applicable or not available.

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TOTAL POPULATION

Universe: Total population 2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 108, Fulton County, Georgia	
	Estimate	Margin of Error
Total	6,535	+/-30

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

- 1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
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 - 6. An '***** entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- 7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
 - 8. An '(X)' means that the estimate is not applicable or not available.



TOTAL POPULATION

Universe: Total population 2010-2014 American Community Survey 5-Year Estimates

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	Census Tract 108, Fulton County, Georgia	
	Estimate	Margin of Error
Total	6,611	+/-24

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

- 1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
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TOTAL POPULATION

Universe: Total population 2011-2015 American Community Survey 5-Year Estimates

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	Census Tract 108, Fulton County, Georgia	
	Estimate	Margin of Error
Total	6,649	+/-28

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

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TOTAL POPULATION

Universe: Total population 2012-2016 American Community Survey 5-Year Estimates

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		Census Tract 108, Fulton County, Georgia	
	Estimate	Margin of Error	
Total	6,658	+/-18	

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

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TOTAL POPULATION

Universe: Total population 2013-2017 American Community Survey 5-Year Estimates

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	Census Tract 108, Fulton County, Georgia	
	Estimate	Margin of Error
Total	6,622	+/-19

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

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TOTAL POPULATION

Universe: Total population 2006-2010 American Community Survey 5-Year Estimates

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Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

		Census Tract 403.08, Clayton County, Georgia	
	Estimate	Margin of Error	
Total	5,08	2 +/-619	

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

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TOTAL POPULATION

Universe: Total population 2007-2011 American Community Survey 5-Year Estimates

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	Census Tract 403.08, Clayton County, Georgia	
	Estimate	Margin of Error
Total	5,179	+/-663

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2007-2011 American Community Survey

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TOTAL POPULATION

Universe: Total population 2008-2012 American Community Survey 5-Year Estimates

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	Census Tract 403.08, Clayton County, Georgia	
	Estimate	Margin of Error
Total	5,136	+/-630

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Source: U.S. Census Bureau, 2008-2012 American Community Survey

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	Census Tract 403.08, Clayton County, Georgia	
	Estimate	Margin of Error
Total	5,104	+/-630

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	Census Tract 403.08, Clayton County, Georgia	
	Estimate	Margin of Error
Total	4,761	+/-527

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Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

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TOTAL POPULATION

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		Census Tract 403.08, Clayton County, Georgia	
	Estimate	Margin of Error	
Total	4,353	+/-487	

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TOTAL POPULATION

Universe: Total population 2012-2016 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

		Census Tract 403.08, Clayton County, Georgia	
	Estimate	Margin of Error	
Total	4,30	2 +/-454	

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

- 1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- 2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
 - 3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
 - 4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
- 5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
 - 6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- 7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

8. An '(X)' means that the estimate is not applicable or not available.



TOTAL POPULATION

Universe: Total population 2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

	Census Tract 40 County, C				
	Estimate	Margin of Error			
Total	4,222				

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

- 1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- 2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
 - 3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
 - 4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
- 5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
 - 6. An '***** entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- 7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
 - 8. An '(X)' means that the estimate is not applicable or not available.

APPENDIX G – SYNCHRO ANALYSIS RESULTS

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		∱ }			414			4			4	
Traffic Vol, veh/h	5	485	35	5	430	10	10	0	5	5	0	5
Future Vol, veh/h	5	485	35	5	430	10	10	0	5	5	0	5
Conflicting Peds, #/hr	20	0	28	28	0	20	6	0	2	2	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	84	84	84	51	51	51	52	52	52
Heavy Vehicles, %	4	4	4	3	3	3	0	0	0	10	10	10
Mvmt Flow	5	533	38	6	512	12	20	0	10	10	0	10
Major/Minor N	/lajor1		N	Major2		N	Minor1		N	/linor2		
Conflicting Flow All	544	0	0	599	0	0	864	1146	316	829	1159	288
Stage 1	-	-	-	-	-	-	590	590	-	550	550	-
Stage 2	-	-	-	-	-	-	274	556	-	279	609	-
Critical Hdwy	4.18	-	-	4.16	-	-	7.5	6.5	6.9	7.7	6.7	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.7	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.7	5.7	-
Follow-up Hdwy	2.24	-	-	2.23	-	-	3.5	4	3.3	3.6	4.1	3.4
Pot Cap-1 Maneuver	1007	-	-	967	-	-	251	201	686	250	183	685
Stage 1	-	-	-	-	-	-	466	498	-	467	495	-
Stage 2	-	-	-	-	-	-	714	516	-	682	464	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	991	-	-	939	-	-	236	189	665	240	172	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	189	-	240	172	-
Stage 1	-	-	-	-	-	-	450	481	-	457	483	-
Stage 2	-	-	-	-	-	-	694	503	-	667	448	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			18.3			15.8		
HCM LOS							С			С		
Minor Lane/Major Mvm	t ſ	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1			
Capacity (veh/h)		301	991	-	_	939	-	-	354			
HCM Lane V/C Ratio			0.006	-	_	0.006	-	_	0.054			
HCM Control Delay (s)		18.3	8.7	-	-	8.9	0	-	15.8			
HCM Lane LOS		С	A	-	-	A	A	-	С			
HCM 95th %tile Q(veh)		0.3	0	-	-	0	-	-	0.2			
		5.5				•						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ ∱		ሻ	↑	7	ሻ	↑		ሻ	₽	
Traffic Volume (veh/h)	190	285	25	10	215	50	20	10	0	40	5	215
Future Volume (veh/h)	190	285	25	10	215	50	20	10	0	40	5	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	0.98		1.00	0.97		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1841	1841	0	1767	1841	1841
Adj Flow Rate, veh/h	209	313	27	12	256	60	29	15	0	47	6	250
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.68	0.68	0.68	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	0	4	4	4
Cap, veh/h	661	2150	184	607	994	829	141	246	0	288	8	344
Arrive On Green	0.07	0.66	0.66	0.54	0.54	0.54	0.13	0.13	0.00	0.04	0.23	0.23
Sat Flow, veh/h	1753	3256	279	1022	1856	1548	1083	1841	0	1683	36	1496
Grp Volume(v), veh/h	209	167	173	12	256	60	29	15	0	47	0	256
Grp Sat Flow(s), veh/h/ln	1753	1749	1786	1022	1856	1548	1083	1841	0	1683	0	1531
Q Serve(g_s), s	6.2	4.3	4.4	0.7	8.9	2.2	3.1	0.9	0.0	2.8	0.0	18.6
Cycle Q Clear(g_c), s	6.2	4.3	4.4	0.7	8.9	2.2	10.1	0.9	0.0	2.8	0.0	18.6
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.00	1.00		0.98
Lane Grp Cap(c), veh/h	661	1155	1179	607	994	829	141	246	0	288	0	352
V/C Ratio(X)	0.32	0.14	0.15	0.02	0.26	0.07	0.21	0.06	0.00	0.16	0.00	0.73
Avail Cap(c_a), veh/h	661	1155	1179	607	994	829	251	433	0	337	0	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	7.7	7.7	13.1	15.0	13.5	52.7	45.4	0.0	40.6	0.0	42.7
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.1	0.6	0.2	0.7	0.1	0.0	0.3	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.6	1.7	0.2	3.8	0.8	0.9	0.4	0.0	1.2	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	7.9	7.9	13.2	15.6	13.6	53.4	45.5	0.0	40.8	0.0	45.6
LnGrp LOS	В	А	А	В	В	В	D	D	Α	D	Α	D
Approach Vol, veh/h		549			328			44			303	
Approach Delay, s/veh		9.0			15.2			50.7			44.9	
Approach LOS		A			В			D			D	
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	15.0	70.7	11.5	22.8		85.6		34.4				
Change Period (Y+Rc), s	* 6.8	6.4	* 6.8	* 6.8		6.4		* 6.8				
Max Green Setting (Gmax), s	* 8.2	48.6	* 8.2	* 28		63.6		* 43				
Max Q Clear Time (q_c+l1), s	8.2	10.9	4.8	12.1		6.4		20.6				
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1		5.4		0.8				
·	0.0	3.0	0.0	U. I		5.4		0.0				
Intersection Summary			21.0									
HCM 6th Ctrl Delay			21.0 C									
HCM 6th LOS			C									
Notes												

^{*} HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Baseline Synchro 10 Report Page 1

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Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	^			ተተተ		7
Traffic Volume (veh/h)	355	0	0	275	0	30
Future Volume (Veh/h)	355	0	0	275	0	30
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.68	0.68
Hourly flow rate (vph)	390	0	0	327	0	44
Pedestrians	070			027		
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)	NOTIC			INOTIC		
Upstream signal (ft)	104					
pX, platoon unblocked	104		0.97		0.97	0.97
vC, conflicting volume			390		499	195
vC1, stage 1 conf vol			370		477	175
vC2, stage 2 conf vol						
vCu, unblocked vol			314		426	113
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)			4.2		0.7	7.0
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	95
					536	886
cM capacity (veh/h)			1201		536	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	195	195	109	109	109	44
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	44
cSH	1700	1700	1700	1700	1700	886
Volume to Capacity	0.11	0.11	0.06	0.06	0.06	0.05
Queue Length 95th (ft)	0	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.3
Lane LOS						Α
Approach Delay (s)	0.0		0.0			9.3
Approach LOS						Α
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utiliz	zation		19.8%	IC	:III evel d	of Service
Analysis Period (min)	Lullott		15.070	IC	O LEVEL	JI JOI VICE
Analysis Fellou (IIIII)			10			

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ħβ			414			4			4	
Traffic Vol, veh/h	0	345	35	5	415	10	10	0	5	5	0	5
Future Vol, veh/h	0	345	35	5	415	10	10	0	5	5	0	5
Conflicting Peds, #/hr	20	0	28	28	0	20	6	0	2	2	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	84	84	84	51	51	51	52	52	52
Heavy Vehicles, %	4	4	4	3	3	3	0	0	0	10	10	10
Mvmt Flow	0	379	38	6	494	12	20	0	10	10	0	10
Major/Minor N	/lajor1			Major2			Minor1		N	/linor2		
Conflicting Flow All	526	0	0	445	0	0	691	964	239	724	977	279
Stage 1	-	-	-	-	-	-	426	426	-	532	532	-
Stage 2	_	_	_	_	-	_	265	538	_	192	445	_
Critical Hdwy	4.18	-	-	4.16	-	-	7.5	6.5	6.9	7.7	6.7	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.7	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.7	5.7	-
Follow-up Hdwy	2.24	_	_	2.23	-	-	3.5	4	3.3	3.6	4.1	3.4
Pot Cap-1 Maneuver	1023	-	-	1104	-	-	335	257	768	299	236	695
Stage 1	-	_	_	-	-	-	582	589	-	479	504	-
Stage 2	-	-	-	-	-	-	723	526	-	769	553	-
Platoon blocked, %		_	_		-	-						
Mov Cap-1 Maneuver	1007	-	-	1072	-	-	317	244	745	288	224	680
Mov Cap-2 Maneuver	-	_	_	-	-	-	317	244	-	288	224	-
Stage 1	-	-	-	-	-	-	565	572	-	471	492	-
Stage 2	_	_	_	_	-	_	703	513	-	758	537	-
- 190 -											-0.	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			14.9			14.3		
HCM LOS							В			В		
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1			
Capacity (veh/h)		392	1007	-	-	1072	-	-	405			
HCM Lane V/C Ratio		0.075	-	_		0.006	_	_	0.047			
HCM Control Delay (s)		14.9	0	-	-	8.4	0	-	14.3			
HCM Lane LOS		В	A	_	_	A	A	_	В			
HCM 95th %tile Q(veh)		0.2	0	_	-	0	-	-	0.1			
		J.Z	- 0			- 0			0.1			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ř	∱ }		ň		7	J.	†		۲	†	
Traffic Volume (veh/h)	135	205	20	15	285	65	20	10	0	25	5	130
Future Volume (veh/h)	135	205	20	15	285	65	20	10	0	25	5	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.96		1.00	0.96		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1841	1841	0	1767	1841	1841
Adj Flow Rate, veh/h	148	225	22	18	339	77	29	15	0	29	6	151
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.68	0.68	0.68	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	0	4	4	4
Cap, veh/h	635	2278	221	733	1130	944	169	199	0	234	11	280
Arrive On Green	0.05	0.71	0.71	0.61	0.61	0.61	0.11	0.11	0.00	0.03	0.19	0.19
Sat Flow, veh/h	1753	3217	311	1113	1856	1551	1166	1841	0	1683	58	1470
Grp Volume(v), veh/h	148	121	126	18	339	77	29	15	0	29	0	157
Grp Sat Flow(s), veh/h/ln	1753	1749	1780	1113	1856	1551	1166	1841	0	1683	0	1528
Q Serve(g_s), s	3.9	2.8	2.9	0.8	11.4	2.7	3.0	1.0	0.0	1.9	0.0	12.1
Cycle Q Clear(g_c), s	3.9	2.8	2.9	0.8	11.4	2.7	4.3	1.0	0.0	1.9	0.0	12.1
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.00	1.00		0.96
Lane Grp Cap(c), veh/h	635	1238	1261	733	1130	944	169	199	0	234	0	291
V/C Ratio(X)	0.23	0.10	0.10	0.02	0.30	0.08	0.17	0.08	0.00	0.12	0.00	0.54
Avail Cap(c_a), veh/h	731	1238	1261	733	1130	944	341	470	0	290	0	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	5.9	6.0	10.1	12.2	10.5	54.3	52.1	0.0	47.4	0.0	47.5
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.1	0.7	0.2	0.5	0.2	0.0	0.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	1.1	0.2	4.8	0.9	0.9	0.4	0.0	8.0	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	6.1	6.1	10.2	12.8	10.6	54.8	52.3	0.0	47.7	0.0	49.0
LnGrp LOS	Α	Α	Α	В	В	В	D	D	Α	D	Α	D
Approach Vol, veh/h		395			434			44			186	
Approach Delay, s/veh		7.1			12.3			53.9			48.8	
Approach LOS		А			В			D			D	
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	12.9	85.6	10.7	20.8		98.5		31.5				
Change Period (Y+Rc), s	* 6.8	6.4	* 6.8	* 6.8		6.4		* 6.8				
Max Green Setting (Gmax), s	* 13	48.6	* 8.2	* 33		68.6		* 48				
Max Q Clear Time (g_c+I1), s	5.9	13.4	3.9	6.3		4.9		14.1				
Green Ext Time (p_c), s	0.2	6.8	0.0	0.1		3.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			В									
Notes												

^{*} HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Baseline Synchro 10 Report Page 1

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Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	^			^		7
Traffic Volume (veh/h)	260	0	0	365	0	30
Future Volume (Veh/h)	260	0	0	365	0	30
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.68	0.68
Hourly flow rate (vph)	286	0	0	435	0	44
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)	None			None		
Upstream signal (ft)	104					
pX, platoon unblocked	104		0.98		0.98	0.98
vC, conflicting volume			286		431	143
vC1, stage 1 conf vol			200		401	143
vC2, stage 2 conf vol						
vCu, unblocked vol			241		388	95
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)			4.2		0.7	7.0
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	95
•			1294		573	921
cM capacity (veh/h)						
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	143	143	145	145	145	44
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	44
cSH	1700	1700	1700	1700	1700	921
Volume to Capacity	0.08	0.08	0.09	0.09	0.09	0.05
Queue Length 95th (ft)	0	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.1
Lane LOS						Α
Approach Delay (s)	0.0		0.0			9.1
Approach LOS						Α
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utiliz	zation		17.2%	IC	:Ulleveld	of Service
Analysis Period (min)	Lation		17.270	ıc	O LOVOI (J. JOI VICE
Analysis r cilou (IIIIII)			10			

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	† \$			414			4			4	
Traffic Vol, veh/h	5	610	45	5	535	10	10	0	5	5	0	5
Future Vol., veh/h	5	610	45	5	535	10	10	0	5	5	0	5
Conflicting Peds, #/hr	24	0	35	35	0	24	8	0	2	2	0	8
•	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	84	84	84	51	51	51	52	52	52
Heavy Vehicles, %	4	4	4	3	3	3	0	0	0	10	10	10
Mvmt Flow	5	670	49	6	637	12	20	0	10	10	0	10
Major/Minor M	ajor1		N	Major2			Minor1		N	Minor2		
Conflicting Flow All	673	0	0	754	0	0	1079	1425	397	1026	1443	357
Stage 1	-	-	-	-	-	-	740	740	-	679	679	-
Stage 2	_	_	_	_	-	-	339	685	-	347	764	_
Critical Hdwy	4.18	-	_	4.16	-	-	7.5	6.5	6.9	7.7	6.7	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.7	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.7	5.7	-
Follow-up Hdwy	2.24	-	-	2.23	-	-	3.5	4	3.3	3.6	4.1	3.4
Pot Cap-1 Maneuver	900	-	-	845	-	-	175	137	608	178	122	617
Stage 1	-	-	-	-	-	-	379	426	-	389	430	-
Stage 2	-	-	-	-	-	-	655	451	-	620	392	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	883	-	-	814	-	-	163	127	585	169	113	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	127	-	169	113	-
Stage 1	-	-	-	-	-	-	363	408	-	379	417	-
Stage 2	-	-	-	-	-	-	632	437	-	605	376	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			24.4			19.7		
HCM LOS							С			С		
Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1			
Capacity (veh/h)		215	883	-	-	814	_	_	264			
HCM Lane V/C Ratio		0.137		_	_	0.007	_	_	0.073			
HCM Control Delay (s)		24.4	9.1	_	-	9.5	0.1	-	19.7			
HCM Lane LOS		C	A	_	_	Α	A	_	C			
HCM 95th %tile Q(veh)		0.5	0	_	-	0	-	-	0.2			
/ 5 / 5 6 (1 6)		3.0							3.2			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱		7	†	7	ň	†		Ţ	f)	
Traffic Volume (veh/h)	235	355	30	10	265	60	25	10	0	50	5	265
Future Volume (veh/h)	235	355	30	10	265	60	25	10	0	50	5	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	0.98		1.00	0.97		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1841	1841	0	1767	1841	1841
Adj Flow Rate, veh/h	258	390	33	12	315	71	37	15	0	58	6	308
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.68	0.68	0.68	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	0	4	4	4
Cap, veh/h	535	1900	160	533	905	751	175	282	0	367	8	428
Arrive On Green	0.05	0.58	0.58	0.49	0.49	0.49	0.15	0.15	0.00	0.06	0.29	0.29
Sat Flow, veh/h	1753	3260	274	945	1856	1539	1026	1841	0	1683	29	1501
Grp Volume(v), veh/h	258	208	215	12	315	71	37	15	0	58	0	314
Grp Sat Flow(s), veh/h/ln	1753	1749	1785	945	1856	1539	1026	1841	0	1683	0	1530
Q Serve(g_s), s	5.0	5.6	5.7	0.7	10.5	2.5	3.4	0.7	0.0	2.7	0.0	18.5
Cycle Q Clear(g_c), s	5.0	5.6	5.7	0.7	10.5	2.5	8.6	0.7	0.0	2.7	0.0	18.5
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.00	1.00		0.98
Lane Grp Cap(c), veh/h	535	1019	1041	533	905	751	175	282	0	367	0	436
V/C Ratio(X)	0.48	0.20	0.21	0.02	0.35	0.09	0.21	0.05	0.00	0.16	0.00	0.72
Avail Cap(c_a), veh/h	535	1019	1041	533	905	751	246	409	0	414	0	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	9.9	9.9	13.3	15.8	13.8	42.0	36.2	0.0	30.2	0.0	32.1
Incr Delay (d2), s/veh	0.7	0.5	0.4	0.1	1.1	0.3	0.6	0.1	0.0	0.2	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	2.2	0.1	4.5	0.9	0.9	0.3	0.0	1.1	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	10.3	10.3	13.4	16.9	14.0	42.5	36.2	0.0	30.4	0.0	35.0
LnGrp LOS	В	В	В	В	В	В	D	D	Α	С	А	С
Approach Vol, veh/h		681			398			52			372	
Approach Delay, s/veh		12.5			16.2			40.7			34.3	
Approach LOS		В			В			D			С	
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	9.5	55.2	13.2	22.1		64.7		35.3				
Change Period (Y+Rc), s	4.5	6.4	* 6.8	* 6.8		6.4		* 6.8				
Max Green Setting (Gmax), s	5.0	32.6	* 9.2	* 22		48.6		* 38				
Max Q Clear Time (g_c+l1), s	7.0	12.5	4.7	10.6		7.7		20.5				
Green Ext Time (p_c), s	0.0	4.9	0.0	0.1		6.6		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			19.8									
HCM 6th LOS			В									
Notes												

Notes
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	^			^		7
Traffic Volume (veh/h)	440	0	0	335	0	35
Future Volume (Veh/h)	440	0	0	335	0	35
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.68	0.68
Hourly flow rate (vph)	484	0	0	399	0	51
Pedestrians	101			0,,		0.
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)	NOTIC			None		
Upstream signal (ft)	104					
pX, platoon unblocked	104		0.95		0.95	0.95
vC, conflicting volume			484		617	242
vC1, stage 1 conf vol			404		017	242
vC2, stage 2 conf vol						
vCu, unblocked vol			357		496	102
tC, single (s)			4.2		6.9	7.0
			4.2		0.9	7.0
tC, 2 stage (s)			2.2		3.5	3.3
tF(s)						3.3 94
p0 queue free %			100		100	
cM capacity (veh/h)			1134		474	882
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	242	242	133	133	133	51
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	51
cSH	1700	1700	1700	1700	1700	882
Volume to Capacity	0.14	0.14	0.08	0.08	0.08	0.06
Queue Length 95th (ft)	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.3
Lane LOS						Α
Approach Delay (s)	0.0		0.0			9.3
Approach LOS						Α
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utiliz	zation		22.2%	IC	CU Level	of Service
Analysis Period (min)			15	10	2 20001	C. CO. VIOC
Analysis i chou (mill)			13			

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ħβ			414			4			4	
Traffic Vol, veh/h	0	430	45	5	535	10	10	0	5	5	0	5
Future Vol, veh/h	0	430	45	5	535	10	10	0	5	5	0	5
Conflicting Peds, #/hr	24	0	35	35	0	24	8	0	2	2	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	84	84	84	51	51	51	52	52	52
Heavy Vehicles, %	4	4	4	3	3	3	0	0	0	10	10	10
Mvmt Flow	0	473	49	6	637	12	20	0	10	10	0	10
Major/Minor M	lajor1			Major2			Minor1		N	/linor2		
Conflicting Flow All	673	0	0	557	0	0	872	1218	298	918	1236	357
Stage 1	-	-	-	-	-	-	533	533	-	679	679	-
Stage 2	_	_	_	_	-	_	339	685	_	239	557	_
Critical Hdwy	4.18	-	-	4.16	-	-	7.5	6.5	6.9	7.7	6.7	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.7	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.7	5.7	-
Follow-up Hdwy	2.24	-	_	2.23	-	-	3.5	4	3.3	3.6	4.1	3.4
Pot Cap-1 Maneuver	900	-	-	1003	-	-	248	182	704	215	164	617
Stage 1	-	-	-	-	-	-	503	528	-	389	430	-
Stage 2	-	-	-	-	-	-	655	451	-	721	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	883	-	-	967	-	-	232	170	677	206	154	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	170	-	206	154	-
Stage 1	-	-	-	-	-	-	485	509	-	382	418	-
Stage 2	-	-	-	-	-	-	634	438	-	709	473	-
Ü												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			18.4			17.5		
HCM LOS							С			С		
							-			-		
Minor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1			
Capacity (veh/h)		297	883	-	-	967	-	-	307			
HCM Lane V/C Ratio		0.099	-	-	-	0.006	-	_	0.063			
HCM Control Delay (s)		18.4	0	-	-	8.7	0	-	17.5			
HCM Lane LOS		С	A	-	-	A	A	-	С			
HCM 95th %tile Q(veh)		0.3	0	-	-	0	-	-	0.2			
/ 54 / 64.0 2 (1011)		3.0							J.L			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	∱ β		ሻ	†	7	ሻ	1		ሻ	†	
Traffic Volume (veh/h)	165	255	25	20	360	80	25	10	0	30	5	160
Future Volume (veh/h)	165	255	25	20	360	80	25	10	0	30	5	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	0.97		1.00	0.96		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1841	1841	0	1767	1841	1841
Adj Flow Rate, veh/h	181	280	27	24	429	95	37	15	0	35	6	186
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.68	0.68	0.68	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	0	4	4	4
Cap, veh/h	477	2011	192	591	917	761	225	254	0	302	12	360
Arrive On Green	0.06	0.62	0.62	0.49	0.49	0.49	0.14	0.14	0.00	0.04	0.24	0.24
Sat Flow, veh/h	1753	3220	308	1049	1856	1539	1132	1841	0	1683	48	1480
Grp Volume(v), veh/h	181	151	156	24	429	95	37	15	0	35	0	192
Grp Sat Flow(s), veh/h/ln	1753	1749	1779	1049	1856	1539	1132	1841	0	1683	0	1528
Q Serve(g_s), s	4.9	3.5	3.6	1.2	15.2	3.3	2.9	0.7	0.0	1.7	0.0	10.9
Cycle Q Clear(g_c), s	4.9	3.5	3.6	1.2	15.2	3.3	3.3	0.7	0.0	1.7	0.0	10.9
Prop In Lane	1.00	0.0	0.17	1.00		1.00	1.00	017	0.00	1.00	0.0	0.97
Lane Grp Cap(c), veh/h	477	1092	1111	591	917	761	225	254	0	302	0	372
V/C Ratio(X)	0.38	0.14	0.14	0.04	0.47	0.12	0.16	0.06	0.00	0.12	0.00	0.52
Avail Cap(c_a), veh/h	477	1092	1111	591	917	761	308	390	0	377	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	7.7	7.7	13.1	16.6	13.6	38.7	37.4	0.0	33.1	0.0	32.7
Incr Delay (d2), s/veh	0.5	0.3	0.3	0.1	1.7	0.3	0.3	0.1	0.0	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.3	1.3	0.3	6.5	1.2	0.8	0.3	0.0	0.7	0.0	4.0
Unsig. Movement Delay, s/veh				0.0	0.0		0.0	0.0	0.0	0.,	0.0	
LnGrp Delay(d),s/veh	12.4	8.0	8.0	13.2	18.3	14.0	39.0	37.5	0.0	33.3	0.0	33.8
LnGrp LOS	В	A	A	В	В	В	D	D	A	С	A	С
Approach Vol, veh/h		488			548			52			227	
Approach Delay, s/veh		9.6			17.3			38.6			33.7	
Approach LOS		7.0 A			В			D			C	
•	1		2	4		,					0	
Timer - Assigned Phs	12.0	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	13.0	55.8	10.5	20.6		68.8		31.2				
Change Period (Y+Rc), s	* 6.8	6.4	* 6.8	* 6.8		6.4		* 6.8				
Max Green Setting (Gmax), s	* 6.2	37.6	* 8.2	* 21		50.6		* 36				
Max Q Clear Time (g_c+l1), s	6.9	17.2	3.7	5.3		5.6		12.9				
Green Ext Time (p_c), s	0.0	7.1	0.0	0.1		4.7		0.6				
Intersection Summary			40.1									
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			В									
Notes												

Notes
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	† †			^		7
Traffic Volume (veh/h)	320	0	0	460	0	35
Future Volume (Veh/h)	320	0	0	460	0	35
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.84	0.84	0.68	0.68
Hourly flow rate (vph)	352	0	0	548	0	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	104					
pX, platoon unblocked			0.97		0.97	0.97
vC, conflicting volume			352		535	176
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			272		460	91
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			1243		509	915
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	176	176	183	183	183	51
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	51
cSH	1700	1700	1700	1700	1700	915
Volume to Capacity	0.10	0.10	0.11	0.11	0.11	0.06
Queue Length 95th (ft)	0	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.2
Lane LOS						А
Approach Delay (s)	0.0		0.0			9.2
Approach LOS						Α
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utiliza	ation		18.8%	IC	CU Level o	of Service
Analysis Period (min)			15			
J = 1 = 1 = 1 = 1 = 1						

-												
Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	f			4			4			4	
Traffic Vol, veh/h	5	610	45	5	535	10	10	0	5	5	0	5
Future Vol, veh/h	5	610	45	5	535	10	10	0	5	5	0	5
Conflicting Peds, #/hr	24	0	35	35	0	24	8	0	2	2	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	_	-	_	-	-	-		-	-		-
Veh in Median Storage		0	_	-	0	-	-	0	_	-	0	_
Grade, %	-	0	_	_	0	_	-	0	_	-	0	_
Peak Hour Factor	91	91	91	84	84	84	51	51	51	52	52	52
Heavy Vehicles, %	4	4	4	3	3	3	0	0	0	10	10	10
Mvmt Flow	5	670	49	6	637	12	20	0	10	10	0	10
Major/Minor N	Major1		<u> </u>	Major2		<u> </u>	Minor1		N	/linor2		
Conflicting Flow All	673	0	0	754	0	0	1408	1425	732	1391	1443	675
Stage 1	-	-	-	-	-	-	740	740	-	679	679	-
Stage 2	-	-	-	-	-	-	668	685	-	712	764	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.1	6.5	6.2	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.2	5.6	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.5	4	3.3	3.59	4.09	3.39
Pot Cap-1 Maneuver	908	-	-	852	-	-	118	137	424	115	127	440
Stage 1	-	-	-	-	-	-	412	426	-	429	439	-
Stage 2	-	-	-	-	-	-	451	451	-	411	401	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	891	-	-	821	-	-	109	127	408	109	118	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	127	-	109	118	-
Stage 1	-	-	-	-	-	-	395	408	-	418	426	-
Stage 2	-	-	-	-	-	-	433	437	-	398	384	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			36.3			28.2		
HCM LOS							Ε			D		
Minor Lane/Major Mvm	nt l	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1			
Capacity (veh/h)		144	891	-	-	821	-	-	174			
HCM Lane V/C Ratio		0.204	0.006	-	-	0.007	-	-	0.111			
HCM Control Delay (s)		36.3	9.1	-	-	9.4	0	-	28.2			
HCM Lane LOS		Ε	Α	-	-	Α	Α	-	D			
HCM 95th %tile Q(veh))	0.7	0		-	0	-	-	0.4			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	¥	ĵ»		¥	ĵ»		Ţ	f)		ř	f)	
Traffic Volume (veh/h)	235	355	30	10	265	60	25	10	35	50	5	265
Future Volume (veh/h)	235	355	30	10	265	60	25	10	35	50	5	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	0.96		0.93	0.95		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1841	1841	1841	1767	1841	1841
Adj Flow Rate, veh/h	258	390	33	12	315	71	37	15	51	58	6	308
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.68	0.68	0.68	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	4	4	4	4
Cap, veh/h	489	970	82	468	613	138	174	54	184	321	8	426
Arrive On Green	0.09	0.58	0.58	0.42	0.42	0.42	0.16	0.16	0.16	0.06	0.29	0.29
Sat Flow, veh/h	1753	1671	141	943	1458	329	1011	347	1180	1683	29	1479
Grp Volume(v), veh/h	258	0	423	12	0	386	37	0	66	58	0	314
Grp Sat Flow(s), veh/h/ln	1753	0	1812	943	0	1786	1011	0	1528	1683	0	1508
Q Serve(g_s), s	8.1	0.0	12.8	0.7	0.0	16.0	3.4	0.0	3.8	2.7	0.0	18.7
Cycle Q Clear(g_c), s	8.1	0.0	12.8	0.7	0.0	16.0	8.9	0.0	3.8	2.7	0.0	18.7
Prop In Lane	1.00	0.0	0.08	1.00	0,0	0.18	1.00	0.0	0.77	1.00	0,0	0.98
Lane Grp Cap(c), veh/h	489	0	1052	468	0	751	174	0	238	321	0	434
V/C Ratio(X)	0.53	0.00	0.40	0.03	0.00	0.51	0.21	0.00	0.28	0.18	0.00	0.72
Avail Cap(c_a), veh/h	489	0	1052	468	0	751	241	0	339	368	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	11.5	17.0	0.0	21.4	42.0	0.0	37.3	30.1	0.0	32.0
Incr Delay (d2), s/veh	1.1	0.0	1.1	0.1	0.0	2.5	0.6	0.0	0.6	0.3	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	5.0	0.2	0.0	6.9	0.9	0.0	1.4	1.1	0.0	7.0
Unsig. Movement Delay, s/veh		0.0	0.0	0.2	0,0	0.7	0,7	0.0			0,0	
LnGrp Delay(d),s/veh	16.1	0.0	12.6	17.1	0.0	23.9	42.6	0.0	37.9	30.4	0.0	35.1
LnGrp LOS	В	A	В	В	A	С	D	A	D	С	A	D
Approach Vol, veh/h		681			398			103			372	
Approach Delay, s/veh		13.9			23.7			39.6			34.3	
Approach LOS		В			C C			D			C	
	1		2		0						0	
Timer - Assigned Phs	1 (0	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	16.0	48.4	13.2	22.4		64.4		35.6				
Change Period (Y+Rc), s	* 6.8	6.4	* 6.8	* 6.8		6.4		* 6.8				
Max Green Setting (Gmax), s	* 9.2	32.6	* 9.2	* 22		48.6		* 38				
Max Q Clear Time (g_c+l1), s	10.1	18.0	4.7	10.9		14.8		20.7				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.2		6.8		1.0				
Intersection Summary			00.0									
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			С									
Notes												

^{*} HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	f)			4			4			4	
Traffic Vol, veh/h	0	430	45	5	535	10	10	0	5	5	0	5
Future Vol, veh/h	0	430	45	5	535	10	10	0	5	5	0	5
Conflicting Peds, #/hr	24	0	35	35	0	24	8	0	2	2	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	84	84	84	51	51	51	52	52	52
Heavy Vehicles, %	4	4	4	3	3	3	0	0	0	10	10	10
Mvmt Flow	0	473	49	6	637	12	20	0	10	10	0	10
Major/Minor	Major1			Major2		N	Minor1			Minor2		
Conflicting Flow All	673	0	0	557	0	0	1201	1218	535	1184	1236	675
Stage 1	-	-	-	-	-	-	533	533	-	679	679	-
Stage 2	-	-	-	-	-	-	668	685	-	505	557	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.1	6.5	6.2	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.2	5.6	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.5	4	3.3	3.59	4.09	3.39
Pot Cap-1 Maneuver	908	-	-	1009	-	-	163	182	549	160	170	440
Stage 1	-	-	-	-	-	-	534	528	-	429	439	-
Stage 2	-		-	-	-	-	451	451	-	535	499	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	891	-	-	973	-	-	151	170	528	153	159	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	170	-	153	159	-
Stage 1	-	-	-	-	-	-	515	509	-	421	426	-
Stage 2	-	-	-	-	-	-	433	438	-	524	481	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			26.3			22.4		
HCM LOS							D			С		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1			
Capacity (veh/h)		198	891	-	-	973	-	-	226			
HCM Lane V/C Ratio		0.149	-	-	_	0.006	-	-	0.085			
HCM Control Delay (s)		26.3	0	-	-	8.7	0	-	22.4			
HCM Lane LOS		D	A	-	-	A	A	-	С			
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.3			
	,		_									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>		ሻ	ĵ»		ሻ	î,		ሻ	1>	
Traffic Volume (veh/h)	165	255	25	20	360	80	25	10	35	30	5	160
Future Volume (veh/h)	165	255	25	20	360	80	25	10	35	30	5	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	0.94		0.92	0.95		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1841	1841	1841	1767	1841	1841
Adj Flow Rate, veh/h	181	280	27	24	429	95	37	15	51	35	6	186
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.68	0.68	0.68	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	4	4	4	4
Cap, veh/h	426	1030	99	593	727	161	219	48	162	254	11	354
Arrive On Green	0.06	0.62	0.62	0.50	0.50	0.50	0.14	0.14	0.14	0.04	0.24	0.24
Sat Flow, veh/h	1753	1650	159	1049	1465	324	1105	345	1172	1683	47	1455
Grp Volume(v), veh/h	181	0	307	24	0	524	37	0	66	35	0	192
Grp Sat Flow(s), veh/h/ln	1753	0	1809	1049	0	1789	1105	0	1516	1683	0	1502
Q Serve(g_s), s	4.9	0.0	7.7	1.2	0.0	20.9	3.0	0.0	3.9	1.7	0.0	11.1
Cycle Q Clear(g_c), s	4.9	0.0	7.7	1.2	0.0	20.9	3.6	0.0	3.9	1.7	0.0	11.1
Prop In Lane	1.00	0.0	0.09	1.00	0.0	0.18	1.00	0.0	0.77	1.00	0.0	0.97
Lane Grp Cap(c), veh/h	426	0	1129	593	0	888	219	0	210	254	0	366
V/C Ratio(X)	0.42	0.00	0.27	0.04	0.00	0.59	0.17	0.00	0.31	0.14	0.00	0.52
Avail Cap(c_a), veh/h	426	0.00	1129	593	0.00	888	300	0.00	321	329	0.00	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	8.5	13.0	0.0	17.9	38.9	0.0	38.8	33.2	0.0	32.8
Incr Delay (d2), s/veh	0.7	0.0	0.6	0.1	0.0	2.9	0.4	0.0	0.8	0.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.9	0.3	0.0	8.8	0.8	0.0	1.5	0.7	0.0	4.1
Unsig. Movement Delay, s/veh		0.0	2.7	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.0	7.1
LnGrp Delay(d),s/veh	14.0	0.0	9.1	13.1	0.0	20.8	39.3	0.0	39.7	33.5	0.0	34.0
LnGrp LOS	В	Α	Α	В	Α	20.0 C	D	Α	D	C	Α	C
Approach Vol, veh/h	U	488		D	548	<u> </u>	D D	103	U		227	
Approach Delay, s/veh		10.9			20.5			39.5			33.9	
Approach LOS		10.9 B			20.5 C			39.5 D			33.9 C	
		D			C			D			C	
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	12.8	56.0	10.5	20.6		68.8		31.2				
Change Period (Y+Rc), s	* 6.8	6.4	* 6.8	* 6.8		6.4		* 6.8				
Max Green Setting (Gmax), s	* 6	37.8	* 8.2	* 21		50.6		* 36				
Max Q Clear Time (g_c+I1), s	6.9	22.9	3.7	5.9		9.7		13.1				
Green Ext Time (p_c), s	0.0	6.2	0.0	0.2		4.8		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			20.7									
HCM 6th LOS			С									
Notes												

^{*} HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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APPENDIX H – ROUNDABOUT ANALYSIS RESULTS

Roundabout Analysis Tool

V 4.1 5/19/17

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the <u>Instructions</u> tab before using the spreadsheet.

Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study

Year, Peak Period: 2019, 12:00 PM
County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
BLUE SPACE. This
information is linked to
the Mini, Single Lane
and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	8,225	75%
Minor Street	2,775	25%
Total volumes	11,000	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

do up to next

Yes



Proposed Design Configuration Chart

<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Characteristics

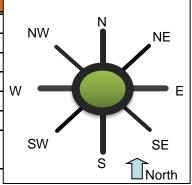
Roundabout Type:	Single	Lane				Chart Key:		•
# of Approaches:	4			Mini/	Single Lane	Street	Name	
Name of Streets:	Virginia Ave	e				All		
	Clay Pl					Bypass?		
	Doug Davis	Dr			Multi-lane	Street	Name	
						Inner Ln	Outer Ln	
						Bypass?		
					•			
<u>Approach L</u>	eg Characte.	eristics:	_				_	
1	North Leg (1	.)	NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Virgin	ia Ave			Doug D	avis Dr		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
Ç	South Leg (5)	SW Leg (6)	,	West Leg (7)		NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
		•		•				



Preliminary Roundabout Rendering** North Leg (1) Virginia Ave ₹ West Leg (7) Virginia Ave All All East Leg (3) Doug Davis Dr South Leg (5) ₹ Clay Pl **Additional Legs NW Leg (8)** NE Leg (2) 0 **Note This roundabout sketch does not include the secondary cardinal **SW Leg (6)** direction legs due to restrictions in 0 the Excel software. For complex roundabouts, a separate sketch is **SE Leg (4)** recommended by the designer.



General & Site Infor	mation	v 4.1	
Analyst:	Joshua Ekstedt		N
Agency/Co:	Stantec		IN
Date:	5/30/2019		
Project or PI#:	Virginia Ave Roundabout Feasibility Study		W
Year, Peak Hour:	2019, 12:00 PM		VV
County/District:	Fulton County		
Intersection	Virginia Ave/Doug Davis Dr @ Clay Pl/Virginia Ave		S
Name:			



Vc	olumes			Entr	y Legs (FR	ROM)			
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	50	0	10	0	185	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	40	0	0	0	30	0	285	0
(TO)	SE (4), vph	0	0	0	0	0	0	0	0
	S (5), vph	5	0	15	0	0	0	25	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7), vph	210	0	205	0	20	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	255	0	270	0	60	0	495	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	5	0	7	0	17	0	17	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.999	1.000	0.998	1.000	0.998	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	58	0	17	0	219	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	57	0	0	0	51	0	337	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	17	0	0	0	30	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	300	0	239	0	34	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	365	0	314	0	103	0	586	0
Conflicting flow, pcu/h	290	0	270	0	614	0	82	0



Results: Approach Measures of Effectiveness												
HCM 6th Edition	N	NE	Е	SE	S	SW	W	NW				
Entry Capacity, vph	1010	1380	1021	1380	718	1380	1230	1380				
Entry Flow Rates, vph	359	0	307	0	100	0	569	0				
V/C ratio	0.36	0.00	0.30	0.00	0.14	0.00	0.46	0.00				
Control Delay, sec/pcu	7	3	7	3	7	3	8	3				
LOS	Α	Α	Α	Α	Α	Α	Α	А				
95th % Queue (ft)	41	0	33	0	12	0	65	0				

Notes: v 4.0

Unit Legend:

vph = vehicles per hour
PHF = peak hour factor
F_{HV} = heavy vehicle factor
pcu = passenger car unit

				peu – puss	criger car t	arric					
Bypass Lane Merge Point Analysis (if applicable)											
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6					
Select Entry Leg from Bypass (FROM)											
Select Exit Leg for Bypass (TO)											
Does the bypass have a dedicated receiving lane?											
Volumes											
Right Turn Volume removed from Entry Leg											
Volume Characteristics (for entry leg)											
PHF											
F _{HV}											
F _{ped}											
NOTE: Volume Characteristics for Exit Leg are already taken into account											
Entry/Conflicting Flows											
Entry Flow, pcu/hr											
Conflicting Flow, pcu/hr											
Bypass Lane Results (HCM 6th Edition)						,					
Entry Capacity of Bypass, vph											
Flow Rates of Exiting Traffic, vph											
V/C ratio											
Control Delay, s/veh											
LOS											
95th % Queue (ft)											
Approach w/Bypass Delay, s/veh											
Approach w/Bypass LOS											

V 4.1 5/19/17

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the <u>Instructions</u> tab before using the spreadsheet.

Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study

Year, Peak Period: 2023, 12:00 PM
County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
BLUE SPACE. This
information is linked to
the Mini, Single Lane
and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	8,525	75%
Minor Street	2,875	25%
Total volumes	11,400	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

do up to flext secti



<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

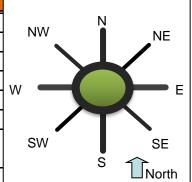
- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Type:	Single	Lane				Chart Key:		
# of Approaches:	4		-	Mini/	Single Lane	Street	Name	
Name of Streets:	Virginia Ave	2				All		
	Clay Pl					Bypass?		
	Doug Davis	Dr			Multi-lane	Street	Name	
						Inner Ln	Outer Ln	
						Bypass?		
					·			
<u>Approach L</u>	eg Characte	eristics:						
1	North Leg (1	.)	NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Virgin	ia Ave			Doug D	avis Dr		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No		No		No			
S	South Leg (5)	SW Leg (6)		West Leg (7)	NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
			_					
Bypass to Adj Leg? Street Name: Entry Lane Config	No South Leg (5 Cla All	•			No West Leg (7 Virgin All		NW Leg (8)	





General & Site Information v 4.1					
Analyst:	Joshua Ekstedt	NW			
Agency/Co:	Stantec	1444			
Date:	5/30/2019				
Project or PI#:	Virginia Ave Roundabout Feasibility Study	□ w -			
Year, Peak Hour:	2023, 12:00 PM	v			
County/District:	Fulton County				
Intersection	Virginia Ave/Doug Davis Dr @ Clay Pl/Virginia Ave	sw			
Name:					



Vo	olumes			Entr					
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	50	0	10	0	190	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	40	0	0	0	30	0	295	0
(TO)	SE (4), vph	0	0	0	0	0	0	0	0
	S (5), vph	5	0	20	0	0	0	25	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7), vph	220	0	210	0	20	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	265	0	280	0	60	0	510	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	5	0	7	0	17	0	17	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.999	1.000	0.998	1.000	0.998	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	58	0	17	0	225	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	57	0	0	0	51	0	349	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	23	0	0	0	30	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	315	0	245	0	34	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	379	0	326	0	103	0	604	0
Conflicting flow, pcu/h	302	0	276	0	631	0	88	0



Results: Approach Measures of Effectiveness									
HCM 6th Edition N NE E SE S SW W NW									
Entry Capacity, vph	998	1380	1015	1380	705	1380	1222	1380	
Entry Flow Rates, vph	373	0	318	0	100	0	586	0	
V/C ratio	0.37	0.00	0.31	0.00	0.14	0.00	0.48	0.00	
Control Delay, sec/pcu	8	3	7	3	7	3	8	3	
LOS	Α	Α	Α	Α	Α	Α	Α	А	
95th % Queue (ft)	44	0	35	0	13	0	69	0	

Unit Legend:

				pcu – pass	ichiger eur	dilic
Bypass Lane Merge Point Analysis (if a	pplicable)				
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						4
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)	Į.					
PHF						
F_{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already take	n into accoun	t				
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

V 4.1 5/19/17

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the <u>Instructions</u> tab before using the spreadsheet.

Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study

Year, Peak Period: 2025, 12:00 PM
County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
BLUE SPACE. This
information is linked to
the Mini, Single Lane
and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	8,675	75%
Minor Street	2,900	25%
Total volumes	11,575	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

Yes

Go up to next section...



<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

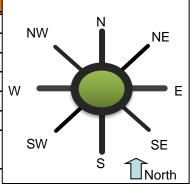
- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Type:	Single	Lane				Chart Key:		•
# of Approaches:	4			Mini/	Single Lane	Street	Name	
Name of Streets:	Virginia Ave	e				All		
	Clay Pl					Bypass?		
	Doug Davis	Dr			Multi-lane	Street	Name	
						Inner Ln	Outer Ln	
						Bypass?		•
					•			
<u>Approach L</u>	eg Characte.	eristics:	_				_	
1	North Leg (1	.)	NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Virgin	ia Ave			Doug D	avis Dr		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
Ç	South Leg (5)	SW Leg (6)	,	West Leg (7)		NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
	-	•		•				





General & Site Inf	ormation	v 4.1
Analyst:	Joshua Ekstedt	
Agency/Co:	Stantec	
Date:	5/30/2019	
Project or PI#:	Virginia Ave Roundabout Feasibility Study	
Year, Peak Hour:	2025, 12:00 PM	
County/District:	Fulton County	
Intersection	Virginia Ave/Doug Davis Dr @ Clay Pl/Virginia Ave	
Name:		



Vc	olumes		Entry Legs (FROM)						
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	55	0	10	0	195	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	40	0	0	0	30	0	300	0
(TO)	SE (4), vph	0	0	0	0	0	0	0	
	S (5), vph	5	0	20	0	0	0	25	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7), vph	220	0	210	0	20	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	265	0	285	0	60	0	520	0

Volume Characteristics	N	NE	Е	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	5	0	18	0	7	0	17	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.998	1.000	0.999	1.000	0.998	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	64	0	17	0	231	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	57	0	0	0	51	0	355	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	23	0	0	0	30	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	315	0	245	0	34	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	379	0	332	0	103	0	616	0
Conflicting flow, pcu/h	302	0	282	0	643	0	88	0



Results: Approach Measures of Effectiveness									
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW	
Entry Capacity, vph	998	1380	1007	1380	698	1380	1222	1380	
Entry Flow Rates, vph	373	0	324	0	100	0	598	0	
V/C ratio	0.37	0.00	0.32	0.00	0.14	0.00	0.49	0.00	
Control Delay, sec/pcu	8	3	7	3	7	3	8	3	
LOS	Α	Α	Α	Α	Α	Α	Α	Α	
95th % Queue (ft)	44	0	36	0	13	0	71	0	

Unit Legend:

Bypass Lane Merge Point Analysis (if applicable)										
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6				
Select Entry Leg from Bypass (FROM)										
Select Exit Leg for Bypass (TO)						_				
Does the bypass have a dedicated receiving lane?										
Volumes										
Right Turn Volume removed from Entry Leg										
Volume Characteristics (for entry leg)										
PHF										
F_{HV}										
F _{ped}										
NOTE: Volume Characteristics for Exit Leg are already take	n into accoun	t								
Entry/Conflicting Flows										
Entry Flow, pcu/hr										
Conflicting Flow, pcu/hr										
Bypass Lane Results (HCM 6th Edition)										
Entry Capacity of Bypass, vph										
Flow Rates of Exiting Traffic, vph										
V/C ratio										
Control Delay, s/veh										
LOS										
95th % Queue (ft)	_	_			_					
Approach w/Bypass Delay, s/veh										
Approach w/Bypass LOS										

V 4.1 5/19/17

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Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study

Year, Peak Period: 2043, 12:00 PM
County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
BLUE SPACE. This
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and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

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# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	10,200	75%
Minor Street	3,425	25%
Total volumes	13,625	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

Go up to liext st

Yes



<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

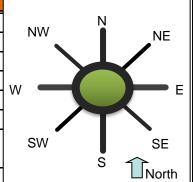
- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Type:	Single	Lane				Chart Key:		•	
# of Approaches:	4			Mini/	Single Lane	Street	Name		
Name of Streets:	Virginia Ave	e				All			
	Clay Pl					Bypass?			
	Doug Davis Dr				Multi-lane	Street	Name		
						Inner Ln	Outer Ln		
						Bypass?			
<u>Approach L</u>	eg Characte.	eristics:	_				_		
1	North Leg (1	.)	NE Leg (2)		East Leg (3)	East Leg (3)			
Street Name:	Virgin	ia Ave			Doug D	avis Dr			
Entry Lane Config	All				All				
Bypass to Adj Leg?	No				No				
Ç	South Leg (5)	SW Leg (6)	,	West Leg (7)		NW Leg (8)		
Street Name:	Cla	y Pl			Virgin	ia Ave			
Entry Lane Config	All				All				
Bypass to Adj Leg?	No				No				
		•		•					





General & Site Infor	rmation	v 4.1
Analyst:	Joshua Ekstedt	NW
Agency/Co:	Stantec	INVV
Date:	5/30/2019	
Project or PI#:	Virginia Ave Roundabout Feasibility Study	
Year, Peak Hour:	2043, 12:00 PM	
County/District:	Fulton County	
Intersection	Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave	sw
Name:		



Vo	olumes	Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	60	0	10	0	230	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	50	0	0	0	35	0	355	0
(TO)	SE (4), vph	0	0	0		0	0	0	0
	S (5), vph	5	0	25	0	0	0	30	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7) <i>,</i> vph	260	0	255	0	25	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	315	0	340	0	70	0	615	0

Volume Characteristics	N	NE	Е	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	6	0	8	0	21	0	21	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.999	1.000	0.997	1.000	0.997	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	70	0	17	0	272	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	71	0	0	0	60	0	420	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	29	0	0	0	36	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	372	0	297	0	43	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	450	0	396	0	120	0	728	0
Conflicting flow, pcu/h	369	0	332	0	764	0	108	0



	Results: Approach Measures of Effectiveness										
HCM 6th Edition	N	NE	Е	SE	S	SW	W	NW			
Entry Capacity, vph	933	1380	958	1380	616	1380	1197	1380			
Entry Flow Rates, vph	444	0	386	0	117	0	707	0			
V/C ratio	0.48	0.00	0.40	0.00	0.19	0.00	0.59	0.00			
Control Delay, sec/pcu	10	3	8	3	8	3	10	3			
LOS	Α	Α	Α	Α	Α	Α	В	А			
95th % Queue (ft)	66	0	51	0	18	0	105	0			

Unit Legend:

				peu – puss	criger car t	arric
Bypass Lane Merge Point Analysis (if a	pplicable)				
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						2
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F_{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken	n into accoun	t				
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

v 4.1 5/19/17

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the <u>Instructions</u> tab before using the spreadsheet.

Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study

Year, Peak Period: 2045, 12:00 PM
County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
BLUE SPACE. This
information is linked to
the Mini, Single Lane
and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	10,375	75%
Minor Street	3,525	25%
Total volumes	13,900	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

GO UP to



<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

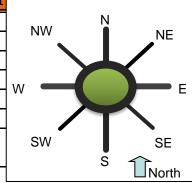
- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Type:	Single	Lane				Chart Key:		•
# of Approaches:	4			Mini/	Single Lane	Street	Name	
Name of Streets:	Virginia Ave	e				All		
	Clay Pl					Bypass?		
	Doug Davis	Dr			Multi-lane	Street	Name	
						Inner Ln	Outer Ln	
						Bypass?		
					•			
<u>Approach L</u>	eg Characte.	eristics:	_				_	
1	North Leg (1	.)	NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Virgin	ia Ave			Doug D	avis Dr		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
Ç	South Leg (5)	SW Leg (6)	,	West Leg (7)		NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
	-	•		•				





General & Site Infor	mation	v 4.1
Analyst:	Joshua Ekstedt	NW
Agency/Co:	Stantec	1111
Date:	5/30/2019	<u> </u>
Project or PI#:	Virginia Ave Roundabout Feasibility Study	
Year, Peak Hour:	2045, 12:00 PM	
County/District:	Fulton County	
Intersection	Virginia Ave/Doug Davis Dr @ Clay Pl/Virginia Ave	sw
Name:		
Volumes	Francisco (FROM)	



Vo	olumes		Entry Legs (FROM)						
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	65	0	15	0	235	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	50	0	0	0	40	0	360	0
(TO)	SE (4), vph	0	0	0	0	0	0	0	0
	S (5), vph	5	0	25	0	0	0	30	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7) <i>,</i> vph	265	0	260	0	25	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	320	0	350	0	80	0	625	0

Volume Characteristics	N	NE	Е	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	7	0	9	0	21	0	21	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.999	1.000	0.997	1.000	0.997	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	76	0	26	0	278	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	71	0	0	0	68	0	426	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	29	0	0	0	36	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	379	0	303	0	43	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	457	0	408	0	137	0	740	0
Conflicting flow, pcu/h	375	0	347	0	776	0	108	0



	Results: Approach Measures of Effectiveness										
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW			
Entry Capacity, vph	927	1380	944	1380	608	1380	1197	1380			
Entry Flow Rates, vph	451	0	398	0	133	0	718	0			
V/C ratio	0.49	0.00	0.42	0.00	0.22	0.00	0.60	0.00			
Control Delay, sec/pcu	10	3	9	3	9	3	10	3			
LOS	Α	Α	Α	Α	Α	Α	В	Α			
95th % Queue (ft)	69	0	54	0	21	0	108	0			

Unit Legend:

				pcu – pass	eriger car	unit
Bypass Lane Merge Point Analysis (if a	pplicable)				
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						٧
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)				•		
PHF						
F_HV						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken	n into accoun	t				
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

V 4.1 5/19/17

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the <u>Instructions</u> tab before using the spreadsheet.

Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study

Year, Peak Period: 2019, 4:45 PM County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
BLUE SPACE. This
information is linked to
the Mini, Single Lane
and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	8,225	75%
Minor Street	2,775	25%
Total volumes	11,000	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

Yes

Go up to next section...



<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

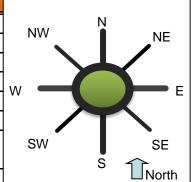
- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

	6: 1					Cl			
Roundabout Type:	Single	Lane				Chart Key:			
# of Approaches:	4			Mini/	Single Lane		Name		
Name of Streets:	Virginia Ave	9				All			
	Clay Pl					Bypass?			
	Doug Davis	Dr			Multi-lane	Street	Name		
						Inner Ln	Outer Ln		
						Bypass?			
					•		_		
<u>Approach Le</u>	eg Characte	ristics:							
Ŋ	lorth Leg (1)	NE Leg (2)		East Leg (3)		SE Leg (4)		
Street Name:	Virgin	ia Ave			Doug D	avis Dr			
Entry Lane Config									
Bypass to Adj Leg?									
S	outh Leg (5)	SW Leg (6)	,	West Leg (7)			NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave			
Entry Lane Config									
Bypass to Adj Leg?									
•									





General & Site Infor	rmation	v 4.1	·
Analyst:	Joshua Ekstedt		NW
Agency/Co:	Stantec		INVV
Date:	5/30/2019		
Project or PI#:	Virginia Ave Roundabout Feasibility Study	v	v =
Year, Peak Hour:	2019, 4:45 PM	v	v —
County/District:	Fulton County		
Intersection	Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave	:	sw
Name:			



Volumes			Entry Legs (FROM)						
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	65	0	10	0	135	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	25	0	0	0	30	0	205	0
(TO)	SE (4), vph	0	0	0	0	0	0	0	0
	S (5), vph	5	0	15	0	0	0	20	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7), vph	130	0	285	0	20	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	160	0	365	0	60	0	360	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	5	0	7	0	17	0	17	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.999	1.000	0.998	1.000	0.998	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	76	0	17	0	160	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	36	0	0	0	51	0	243	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	17	0	0	0	24	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	186	0	332	0	34	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	229	0	425	0	103	0	426	0
Conflicting flow, pcu/h	384	0	211	0	438	0	60	0



Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	Е	SE	S	SW	W	NW
Entry Capacity, vph	919	1380	1085	1380	859	1380	1257	1380
Entry Flow Rates, vph	225	0	415	0	100	0	414	0
V/C ratio	0.25	0.00	0.38	0.00	0.12	0.00	0.33	0.00
Control Delay, sec/pcu	6	3	7	3	5	3	6	3
LOS	Α	Α	Α	Α	Α	Α	Α	А
95th % Queue (ft)	24	0	47	0	10	0	37	0

Unit Legend:

vph = vehicles per hour PHF = peak hour factor F_{HV} = heavy vehicle factor

pcu = passenger car unit									
Bypass Lane Merge Point Analysis (if a	pplicable)							
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6			
Select Entry Leg from Bypass (FROM)									
Select Exit Leg for Bypass (TO)						4			
Does the bypass have a dedicated receiving lane?									
Volumes			1						
Right Turn Volume removed from Entry Leg									
Volume Characteristics (for entry leg)									
PHF									
F_{HV}									
F _{ped}									
NOTE: Volume Characteristics for Exit Leg are already take	n into accoun	t							
Entry/Conflicting Flows									
Entry Flow, pcu/hr									
Conflicting Flow, pcu/hr									
Bypass Lane Results (HCM 6th Edition)									
Entry Capacity of Bypass, vph									
Flow Rates of Exiting Traffic, vph									
V/C ratio									
Control Delay, s/veh									
LOS									
95th % Queue (ft)									
Approach w/Bypass Delay, s/veh									
Approach w/Bypass LOS									

V 4.1 5/19/17

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Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study Year, Peak Period: 2023, 4:45 PM

County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
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Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	8,525	75%
Minor Street	2,875	25%
Total volumes	11,400	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

Yes

Go up to next section...



<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

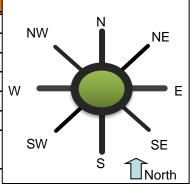
- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Type:	Single	Lane				Chart Key:		
# of Approaches:	4		-	Mini/	Single Lane	Street	Name	
Name of Streets:	Virginia Ave	2				All		
	Clay Pl					Bypass?		
	Doug Davis	Dr			Multi-lane	Street	Name	
						Inner Ln	Outer Ln	
						Bypass?		
					·			
<u>Approach L</u>	eg Characte	eristics:						
1	North Leg (1	.)	NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Virgin	ia Ave			Doug D	avis Dr		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No		No		No			
S	South Leg (5)	SW Leg (6)		West Leg (7)	NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
			_					
Bypass to Adj Leg? Street Name: Entry Lane Config	No South Leg (5 Cla All	•			No West Leg (7 Virgin All		NW Leg (8)	





General & Site Info	ormation	v 4.1
Analyst:	Joshua Ekstedt	
Agency/Co:	Stantec	
Date:	5/30/2019	
Project or PI#:	Virginia Ave Roundabout Feasibility Study	
Year, Peak Hour:	2023, 4:45 PM	
County/District:	Fulton County	
Intersection	Virginia Ave/Doug Davis Dr @ Clay Pl/Virginia Ave	
Name:		



Vo	olumes		Entry Legs (FROM)						
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	65	0	10	0	140	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	25	0	0	0	30	0	210	0
(TO)	SE (4), vph	0	0	0	0	0	0	0	0
	S (5), vph	5	0	15	0	0	0	20	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7), vph	135	0	295	0	20	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	165	0	375	0	60	0	370	0

Volume Characteristics	N	NE	Е	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	5	0	7	0	17	0	17	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.999	1.000	0.998	1.000	0.998	1.000

Entry/Conflicting Flows	N	NE	Е	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	76	0	17	0	166	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	36	0	0	0	51	0	249	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	17	0	0	0	24	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	193	0	344	0	34	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	236	0	437	0	103	0	438	0
Conflicting flow, pcu/h	395	0	217	0	450	0	60	0



Results: Approach Measures of Effectiveness										
HCM 6th Edition	N	NE	Е	SE	S	SW	W	NW		
Entry Capacity, vph	908	1380	1078	1380	849	1380	1257	1380		
Entry Flow Rates, vph	232	0	426	0	100	0	425	0		
V/C ratio	0.26	0.00	0.40	0.00	0.12	0.00	0.34	0.00		
Control Delay, sec/pcu	7	3	7	3	5	3	6	3		
LOS	Α	Α	Α	Α	Α	Α	Α	Α		
95th % Queue (ft)	26	0	49	0	10	0	39	0		

Unit Legend:

				pcu – pass	eriger car	unit
Bypass Lane Merge Point Analysis (if a	pplicable)				
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						٧
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F_HV						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken	n into accoun	t				
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

V 4.1 5/19/17

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the <u>Instructions</u> tab before using the spreadsheet.

Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study

Year, Peak Period: 2025, 4:45 PM County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
BLUE SPACE. This
information is linked to
the Mini, Single Lane
and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	8,675	75%
Minor Street	2,900	25%
Total volumes	11,575	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

Yes

Go up to next section...



<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

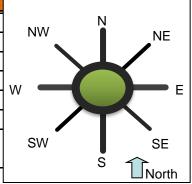
- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Type:	Single	Lane				Chart Key:		•
# of Approaches:	4			Mini/	Single Lane	Street	Name	
Name of Streets:	Virginia Ave	e				All		
	Clay Pl					Bypass?		
	Doug Davis	Dr			Multi-lane Street		Name	
						Inner Ln	Outer Ln	
						Bypass?		•
					•			
<u>Approach L</u>	eg Characte.	eristics:	_				_	
1	North Leg (1	.)	NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Virgin	ia Ave			Doug D	avis Dr		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
Ç	South Leg (5)	SW Leg (6)	,	West Leg (7)		NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
		•		•				





S. S	Single Earle		
General & Site Inform	nation	v 4.1	
Analyst:	Joshua Ekstedt		NW
Agency/Co:	Stantec		1444
Date:	5/30/2019		
Project or PI#:	Virginia Ave Roundabout Feasibility Stu	dy	w —
Year, Peak Hour:	2025, 4:45 PM		VV
County/District:	Fulton County		
Intersection	Virginia Ave/Doug Davis Dr @ Clay Pl/Virgin	ia Ave	SW
Name:			
Volumes	Entry Legs (FROM)	



Vo	olumes	Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	70	0	10	0	140	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	25	0	0	0	30	0	215	0
(TO)	SE (4), vph	0	0	0	0	0	0	0	
	S (5), vph	5	0	15	0	0	0	20	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7) <i>,</i> vph	135	0	300	0	20	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	165	0	385	0	60	0	375	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	5	0	18	0	7	0	17	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.998	1.000	0.999	1.000	0.998	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	82	0	17	0	166	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	36	0	0	0	51	0	255	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	17	0	0	0	24	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	193	0	349	0	34	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	236	0	448	0	103	0	444	0
Conflicting flow, pcu/h	401	0	217	0	456	0	60	0



Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	903	1380	1076	1380	845	1380	1257	1380
Entry Flow Rates, vph	232	0	438	0	100	0	431	0
V/C ratio	0.26	0.00	0.41	0.00	0.12	0.00	0.34	0.00
Control Delay, sec/pcu	7	3	8	3	5	3	6	3
LOS	Α	Α	Α	Α	Α	Α	Α	Α
95th % Queue (ft)	26	0	51	0	10	0	40	0

Unit Legend:

Bypass Lane Merge Point Analysis (if applicable)							
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6	
Select Entry Leg from Bypass (FROM)							
Select Exit Leg for Bypass (TO)						2	
Does the bypass have a dedicated receiving lane?							
Volumes							
Right Turn Volume removed from Entry Leg							
Volume Characteristics (for entry leg)							
PHF							
F _{HV}							
F _{ped}							
NOTE: Volume Characteristics for Exit Leg are already take	NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows							
Entry Flow, pcu/hr							
Conflicting Flow, pcu/hr							
Bypass Lane Results (HCM 6th Edition)							
Entry Capacity of Bypass, vph							
Flow Rates of Exiting Traffic, vph							
V/C ratio							
Control Delay, s/veh							
LOS							
95th % Queue (ft)							
Approach w/Bypass Delay, s/veh							
Approach w/Bypass LOS							

V 4.1 5/19/17

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Analyst: Joshua Ekstedt

Agency/Company: Stantec

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study

Year, Peak Period: 2043, 4:45 PM
County/District: Fulton County

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Insert Project
Information Here in the
BLUE SPACE. This
information is linked to
the Mini, Single Lane
and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	10,200	75%
Minor Street	3,425	25%
Total volumes	13,625	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

Go up to next section...



Proposed Design Configuration Chart

<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Characteristics

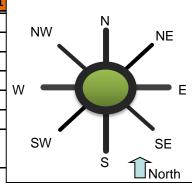
Roundabout Type:	Single	Lane				Chart Key:		•
# of Approaches:	4			Mini/	Single Lane	Street	Name	
Name of Streets:	Virginia Ave	e				All		
	Clay Pl					Bypass?		
	Doug Davis	Dr			Multi-lane	Street	Name	
						Inner Ln	Outer Ln	
						Bypass?		
<u>Approach L</u>	eg Characte.	eristics:	_				_	
1	North Leg (1	.)	NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Virgin	ia Ave			Doug D	avis Dr		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
Ç	South Leg (5)	SW Leg (6)	,	West Leg (7)		NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
	-	•		•				



Preliminary Roundabout Rendering** North Leg (1) Virginia Ave ₹ West Leg (7) Virginia Ave All All East Leg (3) Doug Davis Dr South Leg (5) ₹ Clay Pl **Additional Legs NW Leg (8)** NE Leg (2) 0 **Note This roundabout sketch does not include the secondary cardinal **SW Leg (6)** direction legs due to restrictions in 0 the Excel software. For complex roundabouts, a separate sketch is **SE Leg (4)** recommended by the designer.



General & Site Infor	mation	v 4.1
Analyst:	Joshua Ekstedt	NW
Agency/Co:	Stantec	INVV
Date:	5/30/2019	
Project or PI#:	Virginia Ave Roundabout Feasibility Study	
Year, Peak Hour:	2043, 4:45 PM	
County/District:	Fulton County	
Intersection	Virginia Ave/Doug Davis Dr @ Clay Pl/Virginia Ave	sw
Name:		
Valuesa	Entry Logo (EDOM)	



Vo	olumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)	
	N (1), vph	0	0	80	0	10	0	165	0	
Exit	NE (2), vph	0	0	0	0	0	0	0	0	
Legs	E (3), vph	30	0	0	0	35	0	255	0	
(TO)	SE (4), vph	0	0	0		0	0	0	0	
	S (5), vph	5	0	20	0	0	0	25	0	
	SW (6), vph	0	0	0	0	0	0	0	0	
	W (7), vph	160	0	355	0	25	0	0	0	
	NW (8), vph	0	0	0	0	0	0	0	0	
Output	Total Vehicles	195	0	455	0	70	0	445	0	

Volume Characteristics	N	NE	Е	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	6	0	8	0	21	0	21	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.999	1.000	0.997	1.000	0.997	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	93	0	17	0	195	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	43	0	0	0	60	0	302	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	23	0	0	0	30	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	229	0	413	0	43	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	279	0	530	0	120	0	527	0
Conflicting flow, pcu/h	479	0	255	0	540	0	73	0



Results: Approach Measures of Effectiveness									
HCM 6th Edition	N	NE	Е	SE	S	SW	W	NW	
Entry Capacity, vph	833	1380	1037	1380	774	1380	1240	1380	
Entry Flow Rates, vph	275	0	517	0	117	0	511	0	
V/C ratio	0.33	0.00	0.50	0.00	0.15	0.00	0.41	0.00	
Control Delay, sec/pcu	8	3	9	3	6	3	7	3	
LOS	Α	Α	Α	Α	Α	Α	Α	A	
95th % Queue (ft)	37	0	73	0	14	0	53	0	

Notes: v 4.0

Unit Legend:

vph = vehicles per hour PHF = peak hour factor F_{HV} = heavy vehicle factor

pcu = passenger car unit									
Bypass Lane Merge Point Analysis (if a	pplicable)							
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6			
Select Entry Leg from Bypass (FROM)									
Select Exit Leg for Bypass (TO)									
Does the bypass have a dedicated receiving lane?									
Volumes									
Right Turn Volume removed from Entry Leg									
Volume Characteristics (for entry leg)									
PHF									
F_{HV}									
F _{ped}									
NOTE: Volume Characteristics for Exit Leg are already taken	n into accoun	t							
Entry/Conflicting Flows									
Entry Flow, pcu/hr									
Conflicting Flow, pcu/hr									
Bypass Lane Results (HCM 6th Edition)									
Entry Capacity of Bypass, vph									
Flow Rates of Exiting Traffic, vph									
V/C ratio									
Control Delay, s/veh									
LOS									
95th % Queue (ft)									
Approach w/Bypass Delay, s/veh									
Approach w/Bypass LOS									

Roundabout Analysis Tool

v 4.1 5/19/17

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Analyst: Joshua Ekstedt

Agency/Company: Stantec

County/District:

Date: 5/30/2019

Project Name or PI#: Virginia Ave Roundabout Feasibility Study
Year, Peak Period: 2045, 4:45 PM

Intersection: Virginia Ave/Doug Davis Dr @ Clay PI/Virginia Ave

Fulton County

Insert Project
Information Here in the
BLUE SPACE. This
information is linked to
the Mini, Single Lane
and Multi Lane
Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	10,375	75%
Minor Street	3,525	25%
Total volumes	13,900	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 682 '

3 Is the proposed intersection located within a coordinated signal network?

Yes

Go up to next section...



Proposed Design Configuration Chart

<u>Directions for this Section only:</u> (see Instructions Tab for other sections)

- 1. Select the type of roundabout you are analyzing.
- 2. Key in the number of approaches and the street names at the proposed intersections.
- 3. Complete the Approach Characteristics Chart:
 - a. Select the Street Name from the pulldown menu for each approach leg
 - b. <u>Select</u> the Lane Type for each entry apporach lane
 *The first box is the inner lane, the second box is the outer lane
 - c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Characteristics

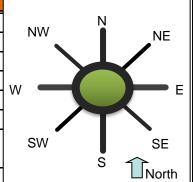
Roundabout Type:	Single	Lane				Chart Key:		•
# of Approaches:	4			Mini/	Single Lane	Street	Name	
Name of Streets:	Virginia Ave	e				All		
	Clay Pl					Bypass?		
	Doug Davis	Dr			Multi-lane	Street	Name	
						Inner Ln	Outer Ln	
						Bypass?		•
<u>Approach L</u>	eg Characte.	eristics:	_				_	
1	North Leg (1	.)	NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Virgin	ia Ave			Doug D	avis Dr		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
Ç	South Leg (5)	SW Leg (6)	,	West Leg (7)		NW Leg (8)	
Street Name:	Cla	y Pl			Virgin	ia Ave		
Entry Lane Config	All				All			
Bypass to Adj Leg?	No				No			
	-	•		•				



Preliminary Roundabout Rendering** North Leg (1) Virginia Ave ₹ West Leg (7) Virginia Ave All All East Leg (3) Doug Davis Dr South Leg (5) ₹ Clay Pl **Additional Legs NW Leg (8)** NE Leg (2) 0 **Note This roundabout sketch does not include the secondary cardinal **SW Leg (6)** direction legs due to restrictions in 0 the Excel software. For complex roundabouts, a separate sketch is **SE Leg (4)** recommended by the designer.



General & Site Infor	mation v 4.	1
Analyst:	Joshua Ekstedt	\exists NW
Agency/Co:	Stantec	
Date:	5/30/2019	
Project or PI#:	Virginia Ave Roundabout Feasibility Study	□w -
Year, Peak Hour:	2045, 4:45 PM	¬ vv –
County/District:	Fulton County	
Intersection	Virginia Ave/Doug Davis Dr @ Clay Pl/Virginia Ave	□ sw
Name:		



Vo	olumes	Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph	0	0	80	0	15	0	170	0
Exit	NE (2), vph	0	0	0	0	0	0	0	0
Legs	E (3), vph	30	0	0	0	40	0	260	0
(TO)	SE (4), vph	0	0	0	0	0	0	0	0
	S (5), vph	5	0	20	0	0	0	25	0
	SW (6), vph	0	0	0	0	0	0	0	0
	W (7), vph	165	0	360	0	25	0	0	0
	NW (8), vph	0	0	0	0	0	0	0	0
Output	Total Vehicles	200	0	460	0	80	0	455	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.5%	100.0%	97.5%	100.0%	97.5%	100.0%	97.0%	100.0%
% Heavy Vehicles	1.5%	0.0%	2.5%	0.0%	2.5%	0.0%	3.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	7	0	9	0	21	0	21	0
PHF	0.71	0.95	0.88	0.95	0.60	0.95	0.87	0.95
F _{HV}	0.985	1.000	0.976	1.000	0.976	1.000	0.971	1.000
F _{ped}	0.999	1.000	0.999	1.000	0.997	1.000	0.997	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	93	0	26	0	201	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	43	0	0	0	68	0	308	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	7	0	23	0	0	0	30	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	236	0	419	0	43	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	286	0	536	0	137	0	539	0
Conflicting flow, pcu/h	485	0	270	0	552	0	73	0



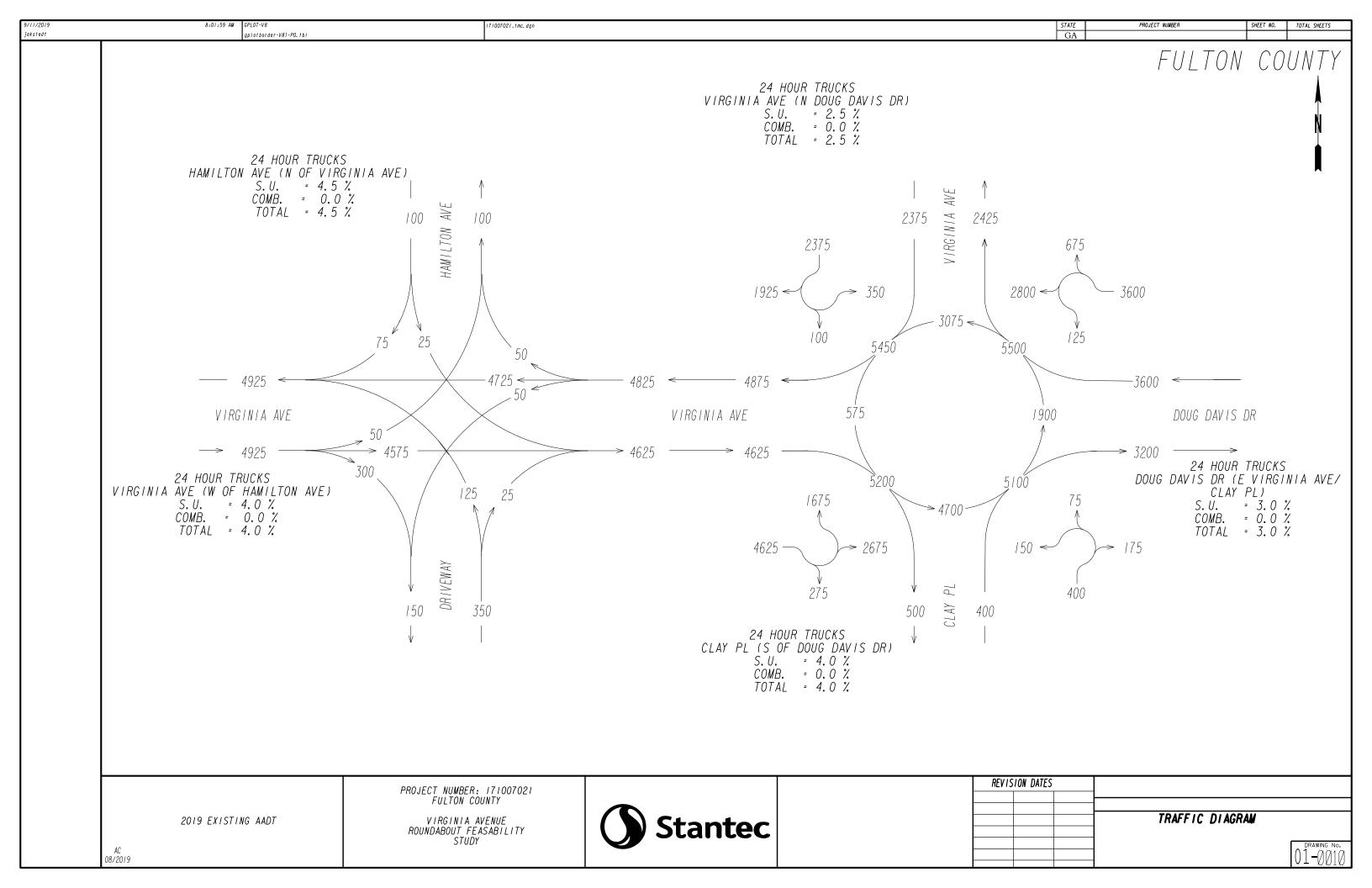
Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	Е	SE	S	SW	W	NW
Entry Capacity, vph	828	1380	1021	1380	765	1380	1240	1380
Entry Flow Rates, vph	282	0	523	0	133	0	523	0
V/C ratio	0.34	0.00	0.51	0.00	0.17	0.00	0.42	0.00
Control Delay, sec/pcu	8	3	10	3	7	3	7	3
LOS	Α	Α	Α	Α	Α	Α	Α	A
95th % Queue (ft)	38	0	77	0	16	0	55	0

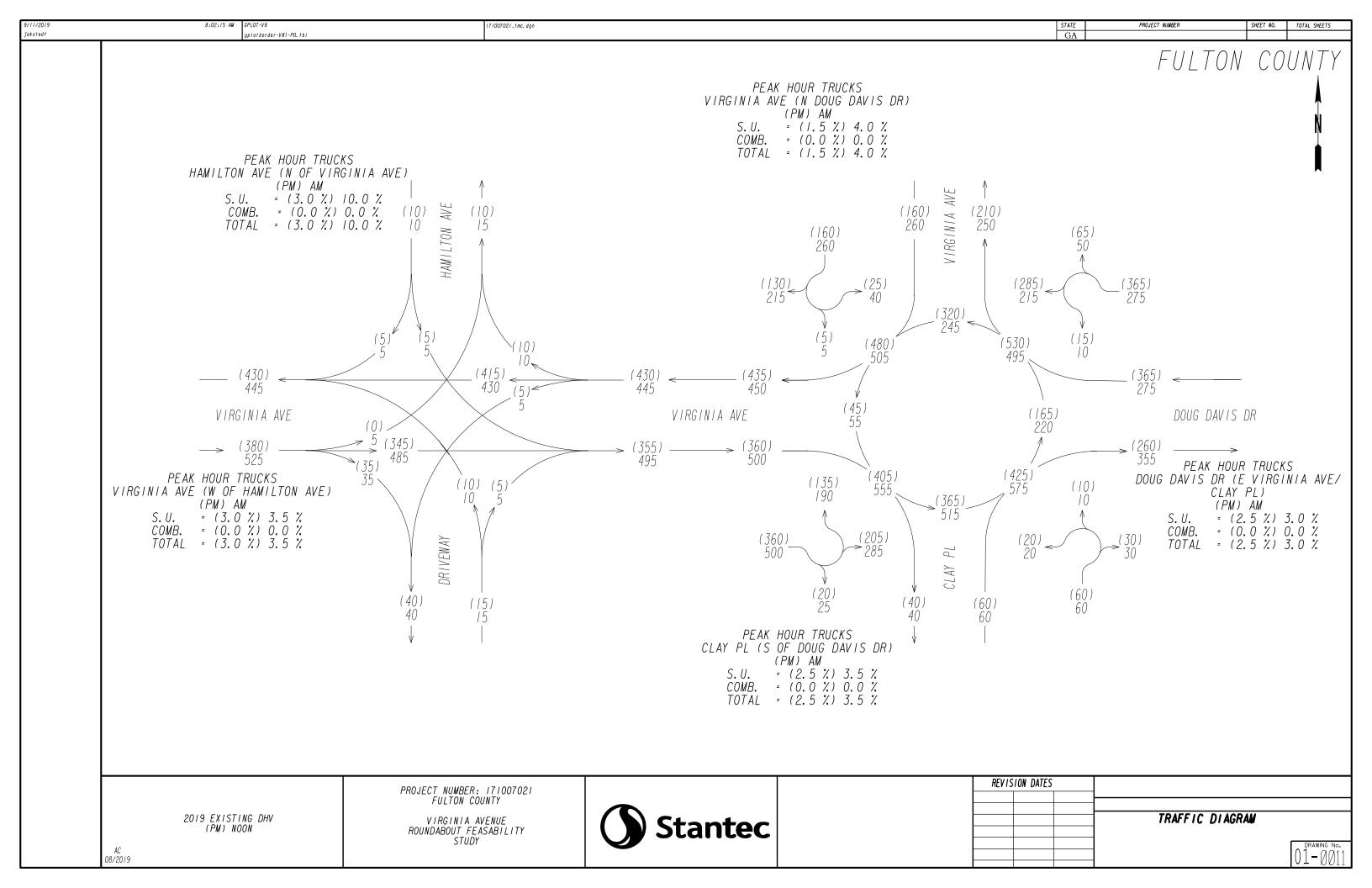
Notes: v 4.0

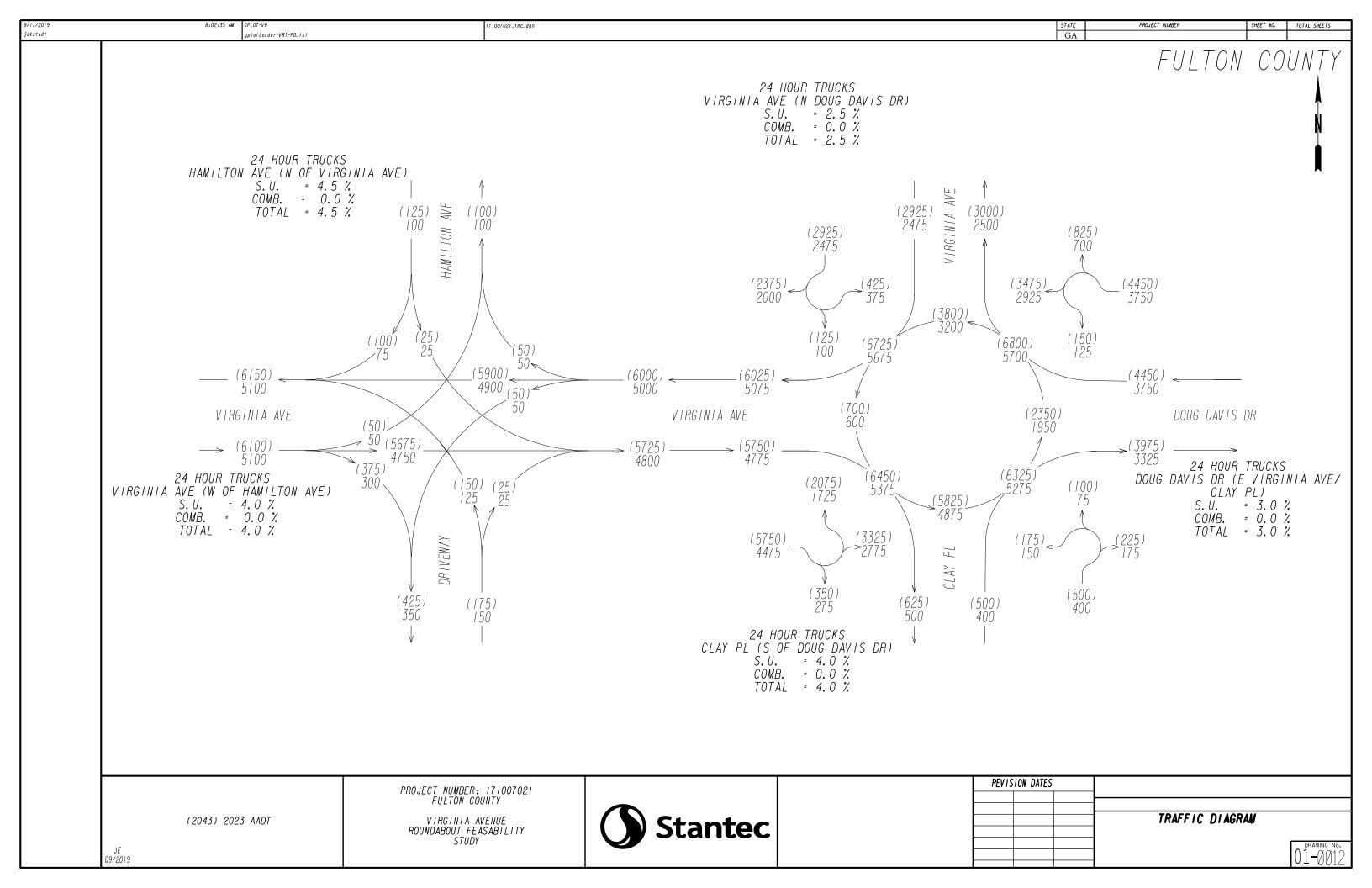
Unit Legend:

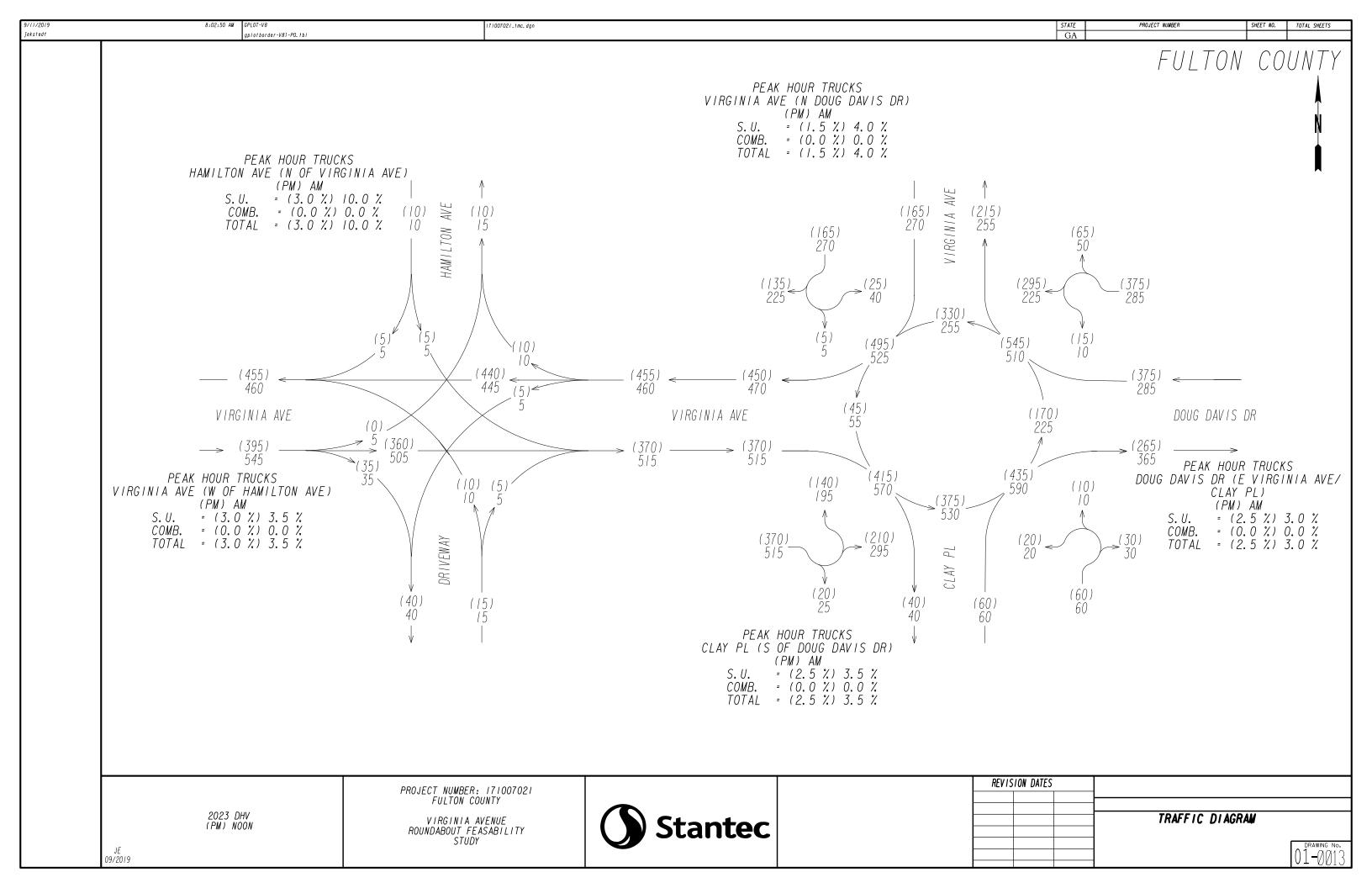
vph = vehicles per hour
PHF = peak hour factor
F_{HV} = heavy vehicle factor
pcu = passenger car unit

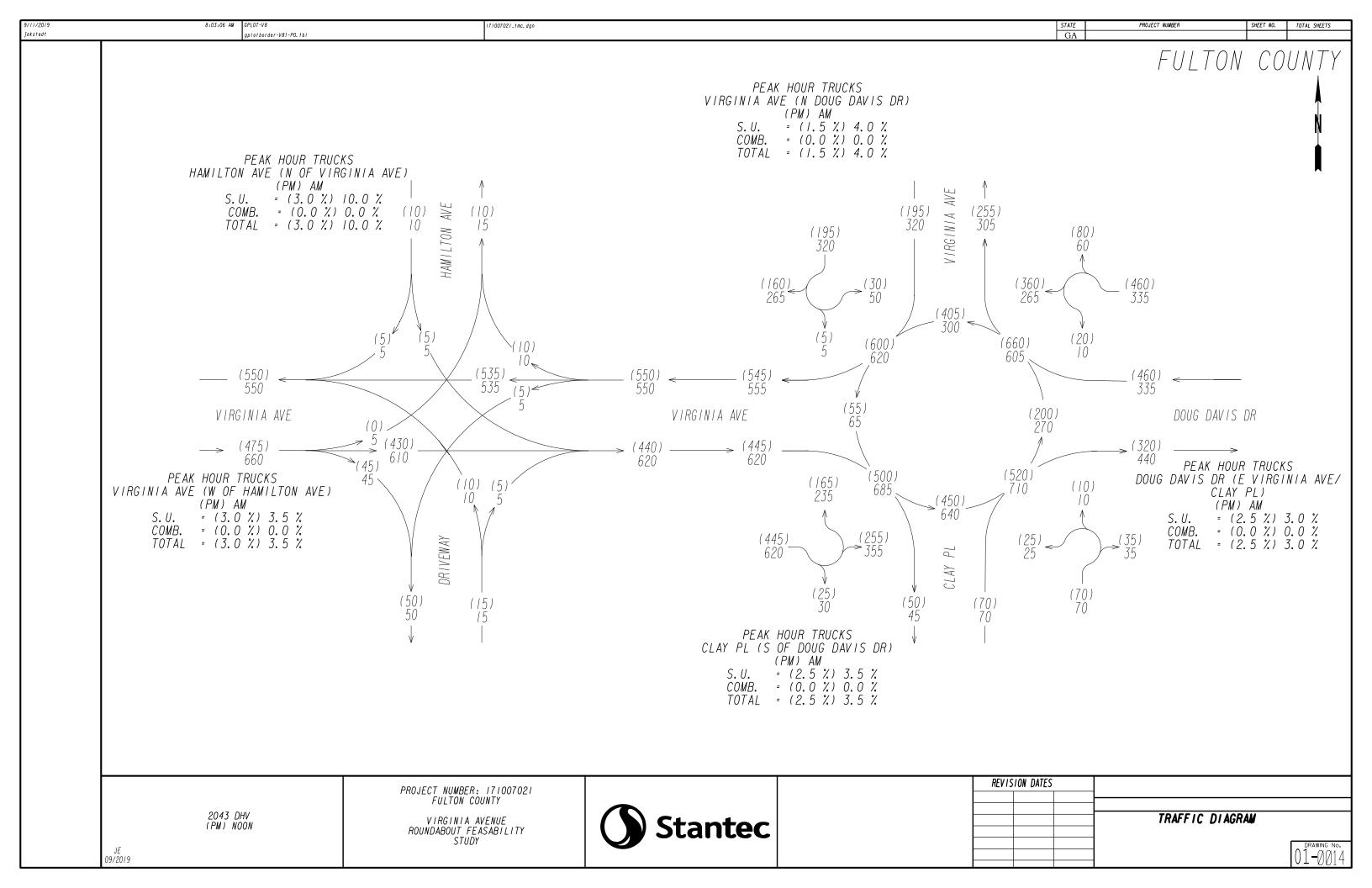
				pcu – pass	eriger car	unit
Bypass Lane Merge Point Analysis (if a	pplicable)				
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						٧
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)				•		
PHF						
F_HV						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken	n into accoun	t				
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

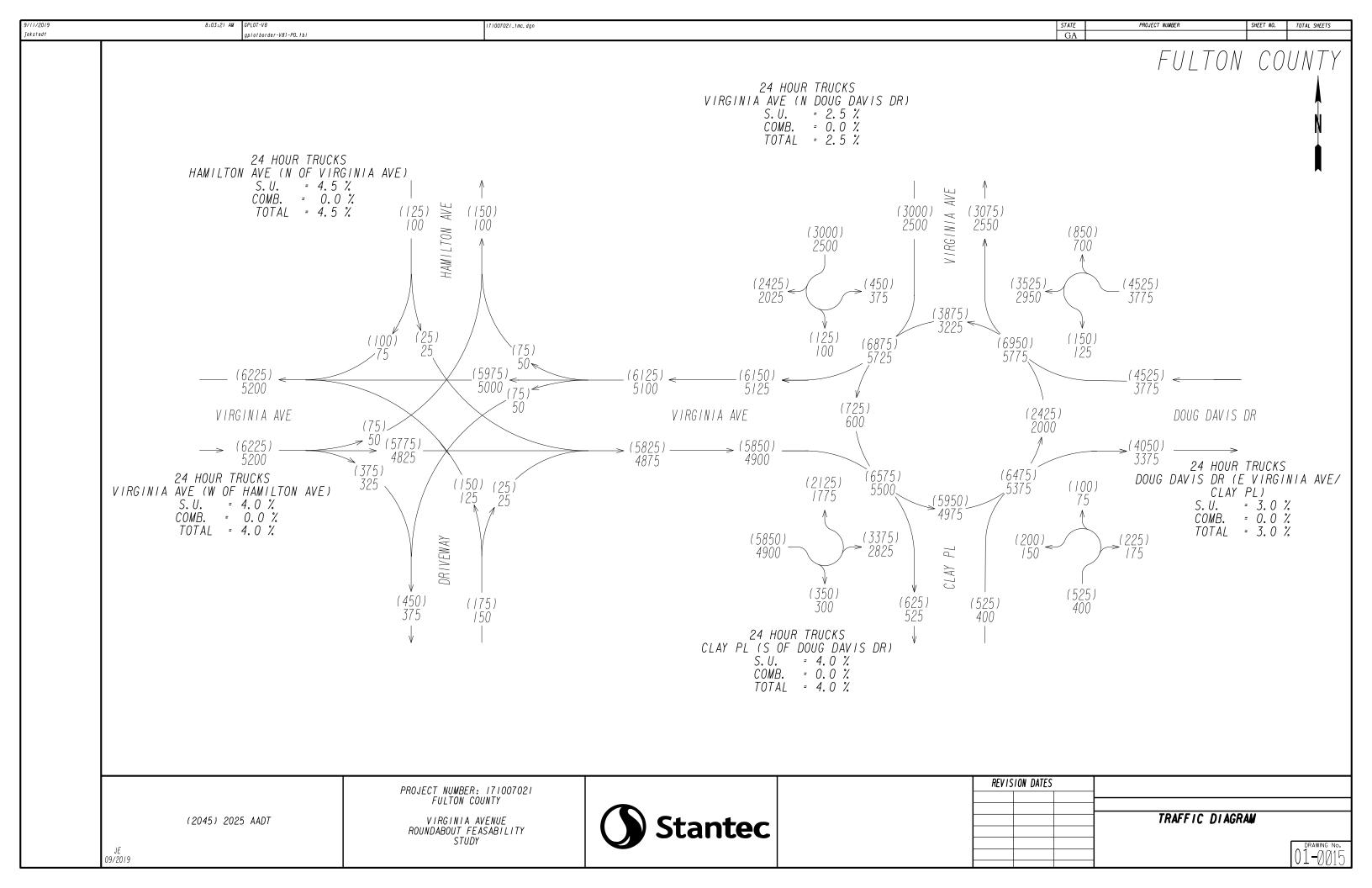


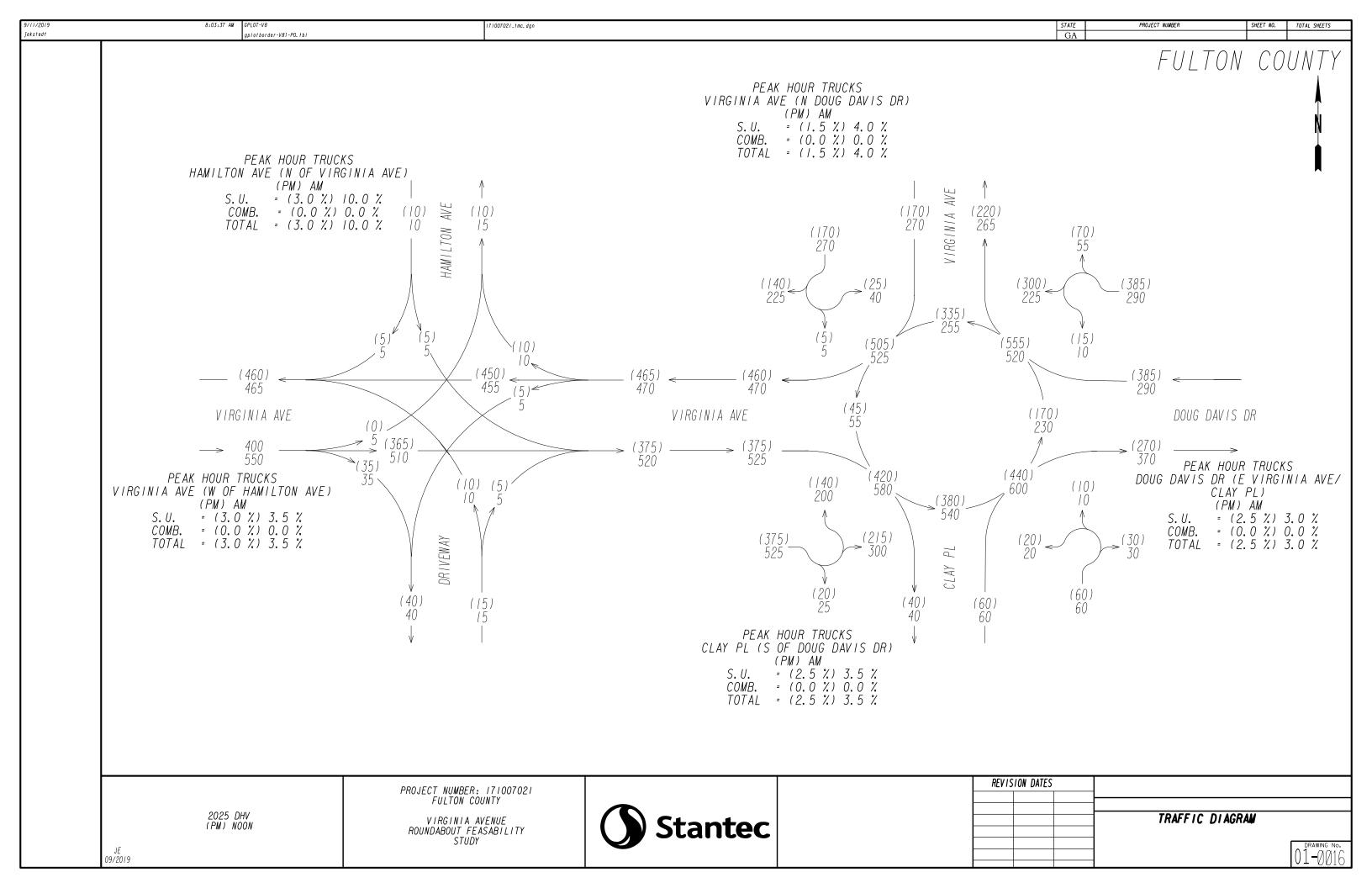


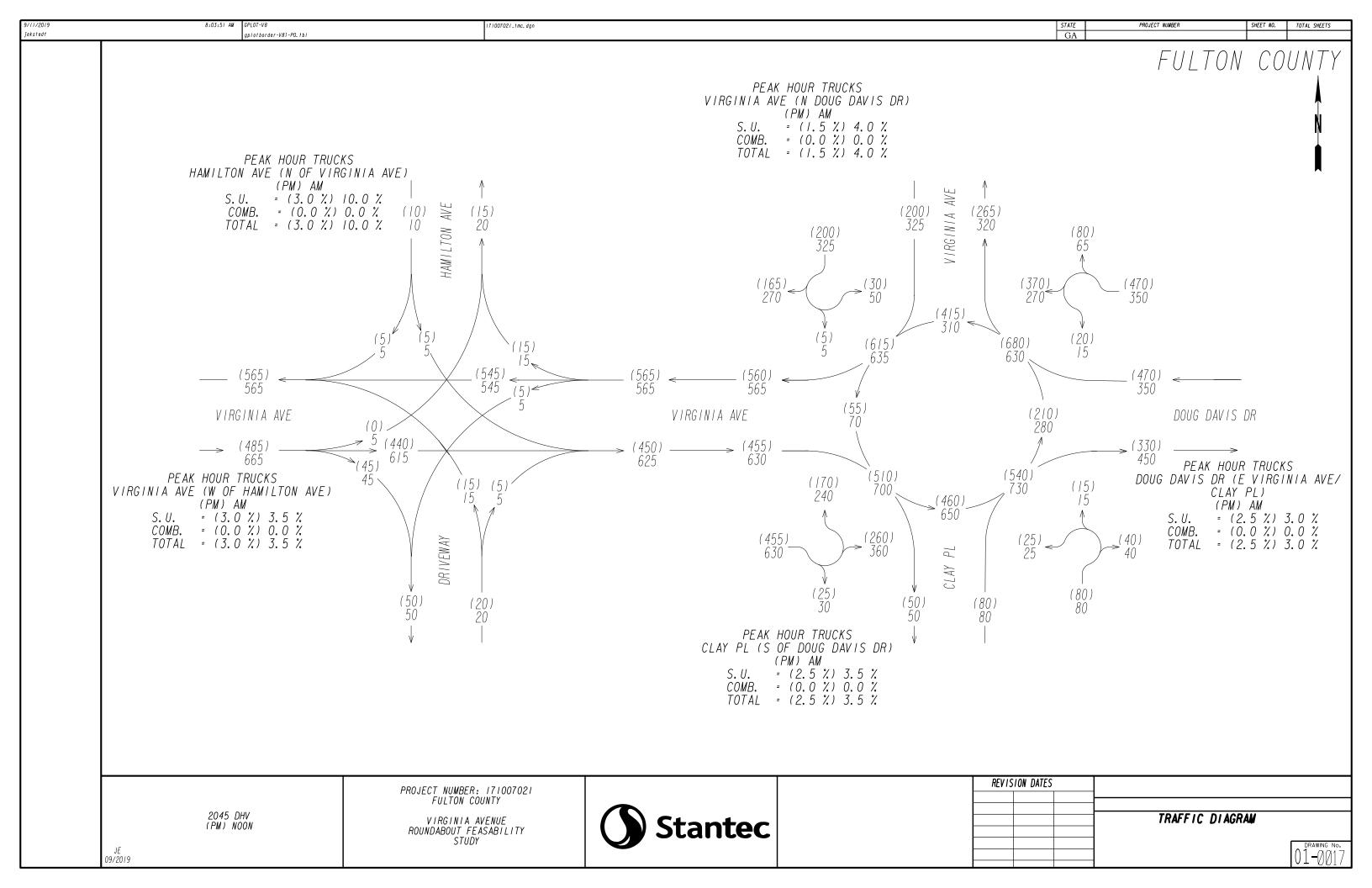












Appendix A

A.4 PUBLIC INVOLVEMENT PLAN & PUBLIC COMMENTS





HAPEVILLE ROUNDABOUT

PUBLIC INVOLVEMNT PLAN

OVERVIEW

Given the focused nature of this study, a focused and meaningful community engagement process is proposed. As part of the process, we will work closely with a wide range of stakeholders who are key to implementation, while engaging the community to achieve a supported and implementable study.

To achieve this, stakeholders will be engaged at three levels throughout the process:

- 1. Project Management Team
- 2. Advisory Group
- 3. General Public

Project Management Team (PMT)

The Project Management Team will include the consultant team, the ARC and the City of Hapeville The purpose of this team is to discuss the progress of the plan, brainstorm solutions and strategies to address challenges and needs, and to plan community engagement opportunities at a very high level. This team will meet (in-person or via phone) bi-weekly: Tuesdays, 9:30am, starting June 11

Members of the PMT include:

Adrienne Senter, City of Hapeville
Lynn Patterson, City of Hapeville (B+C Studios)
Rachelle Eyma, City of Hapeville
Mitchell Greenway, Stantec
Stephen Hopper, Stantec
Mike Holt, Stantec
Deanna Murphy, Sizemore Group
Jonathan Tuley, Atlanta Regional Commission

Advisory Group

The Advisory Group will consist of business and property owners, community leaders, ARC, GDOT, MARTA, Aerotropolis Atlanta CIDs, and others who bring knowledge and expertise to the process. The Advisory Group will be engaged in three meetings.

Members of the Advisory Group include: (City has already worked with Mayor and Council on appointees and will send list to team shortly).

Sizemore Group Memo September 13, 2019

*Consider representation from the Hapeville Arts Alliance, Hispanic Community, property and business owners near the roundabout.

General Public

The General Public will be engaged at key stages throughout the planning process. Methods for reaching out to the larger community include:

Flyer to be created by Sizemore Group and distributed by the City via

- Newsletter
- Facebook
- Email database
- Police Facebook and Twitter
- Direct mailers to business community
- A-Frame signs
- Rec Center
- City Hall and other City buildings
- City website

Critical Public Outreach Dates

June 1: Advisory Group Meeting Invites to be distributed by the City. Sizemore Group

can assist with text.

June 20: Advisory Group Meeting 1: Vision Session

Location: City Hall

Time: 6pm

June 21: Advisory Group Meeting reminder by the City.

June 26: Advisory Group Meeting 2: Draft Concepts

Location: City Hall

Time: 6pm

June 15-20: Community Meeting invites to be distributed (Sizemore Group to develop

flyers). City to send via:

Newsletter

Facebook

• Email database

Police Facebook and Twitter

• Direct mailers to business community

• A-Frame signs

Sizemore Group Memo September 13, 2019

• Rec Center

• City Hall and other City buildings

• City website

July 18: Demonstration Project

Location: Roundabout site

July 19: Advisory Group Meeting reminder by the City.

August 1: Advisory Group Meeting 3: Concept Updates and Demonstration Recap

Location: City Hall

Time: 6pm

July 15: Community Meeting 2 invitation distribution (Sizemore Group to develop flyers)

August 6: City Council Presentation: Final Draft Concepts (10 minutes presentation)

August 13: Planning Commission Presentation: Final Draft Concepts

August 15: Community Meeting 2: Final Draft Plan Concepts Presented

Location: Near Roundabout site

August 20: City Council Adoption of Plan (anticipated)

Community Meeting
Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place
Roundabout Feasibility Study
August 15, 2019

Please print responses.
Name GLAntz
Address 3041 Gordon Circle HApeville, GA 30354
Do you support the project?
Do you understand the project after attending this meeting? Yes No
Comments (feel free to use the back of this sheet for additional space)
I do not support this + DO NOT WANT to pay for this,
Existing businesses. This is not kight to hurt them, they have been good to the city!
How Are you going to substanite this need for A round-A-bout. Why? We can't grow Any more And should try to keep what we
AIREADY HAVE III
How did you hear about this meeting? Radio/Television Signs Word of Mouth Email Blast City Website
Please share your suggestions on improving the way Hapeville conducts public meetings:

Your comments can be submitted by any of the following ways:

1 – Complete this form and place in the drop box.
2 – Complete this form and mail to:
Mr. Mitchell Greenway
Stantec Consulting Services Inc.
229 Peachtree Street NE Suite 1900
Atlanta, GA 30303-1629

3 – Email your comments to mitchell.greenway@stantec.com

Community Meeting
Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place
Roundabout Feasibility Study
August 15, 2019

Please print responses.
Name Thomas Moore Johnys Pizza Address 834/ Virginia Ave
Do you support the project? Yes No Conditional Uncommitted Do you understand the project after attending this meeting? Yes No Comments (feel free to use the back of this sheet for additional space) Tan Not in favor of this project based on Negative Impact on my business. The fotential loss of business beducing Construction and after Completion of the project could be exponential
How did you hear about this meeting? Radio/Television Signs Word of Mouth Email Blast City Website
Please share your suggestions on improving the way Hapeville conducts public meetings:

Your comments can be submitted by any of the following ways:

1 – Complete this form and place in the drop box.
2 – Complete this form and mail to:
Mr. Mitchell Greenway
Stantec Consulting Services Inc.
229 Peachtree Street NE Suite 1900
Atlanta, GA 30303-1629

3 - Email your comments to mitchell.greenway@stantec.com

Community Meeting
Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place
Roundabout Feasibility Study
August 15, 2019

Please print responses.
Name Scott Accord Johnnys Pizza Jouren Address 834 VIRGINIA AUE
Address 834 VIRGINIA FUE
TIAPEVILLE 604 30354
Do you support the project? Yes No Conditional Uncommitted
Do you understand the project after attending this meeting? X Yes No
Comments (feel free to use the back of this sheet for additional space)
Too much impact on my Property + BUSINES
How did you hear about this meeting? Radio/Television Signs Word of Mouth Email Blast City Website
Please share your suggestions on improving the way Hapeville conducts public meetings:
BETTER IMPORMATION distribution

Your comments can be submitted by any of the following ways:

 $3-Email\ your\ comments\ to\ mitchell.greenway@stantec.com$

Community Meeting
Virginia Avenue/Little Virginia Avenue/Doug Davis Drive/Clay Place
Roundabout Feasibility Study
August 15, 2019

Please print responses.
Name Chery Kelley
Address 3435 HARDING Ave
Hapeville, 6A 30354
Do you support the project?
Do you understand the project after attending this meeting? Yes No
Comments (feel free to use the back of this sheet for additional space) I do not see a need for this
Roundabout. It will impede the exits
onto VA Avenue from my street & Elkins.
The Businesses that will be extented
that have been loyal businesses, are not
worth aggravatine or losing. They are obviously
opposed to this as ATT PARTICIPANTS
at this meeting.
STOP Lights help the trasho flow
in this area. Taking them out makes a
Constant flow
How did you hear about this meeting? Radio/Television Newspaper
Signs Word of Mouth
Email Blast City Website
Please share your suggestions on improving the way Hapeville conducts public meetings:
BETTER COMMUNICATION OF THE MEETING
I got an email 2 days ago from my
neighborhood association.

Your comments can be submitted by any of the following ways:

1 – Complete this form and place in the drop box.
2 – Complete this form and mail to:
Mr. Mitchell Greenway
Stantec Consulting Services Inc.

Stantec Consulting Services Inc. 229 Peachtree Street NE Suite 1900 Atlanta, GA 30303-1629

3 - Email your comments to mitchell.greenway@stantec.com