DEVELOPMENT OF REGIONAL IMPACT (DRI)

TRAFFIC IMPACT STUDY REPORT

FOR

Palmetto Distribution Center

(DRI #2594)

Palmetto, Fulton County, Georgia

Prepared For:

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August 26, 2016

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EXECUTIVE SUMMARY

Southeastern Engineering Inc. (SEI) has conducted a traffic study to determine the impacts of a proposed distribution center in the Palmetto, Georgia. The proposed project is located at the intersection of Roosevelt Highway and Wilkerson Mill Road.

The project will involve the addition of turn lanes on Roosevelt Highway and Wilkerson Mill Road, as well as the potential installation of a traffic signal at one of the proposed driveways to improve traffic flow.

Capacity analyses and level of service evaluations of the intersections in the project area were conducted for existing conditions, future conditions without the project (No Build), and future conditions with the proposed project (Build). Evaluations were used to determine any potential mitigation that might be recommended to resolve traffic issues resulting from the proposed project.

Traffic analysis shows that the Palmetto roadway system can support the proposed development and maintain acceptable levels of service. With the recommended main driveway signalization improvements, the project will have acceptable traffic operations during the weekday peak periods of vehicular traffic.

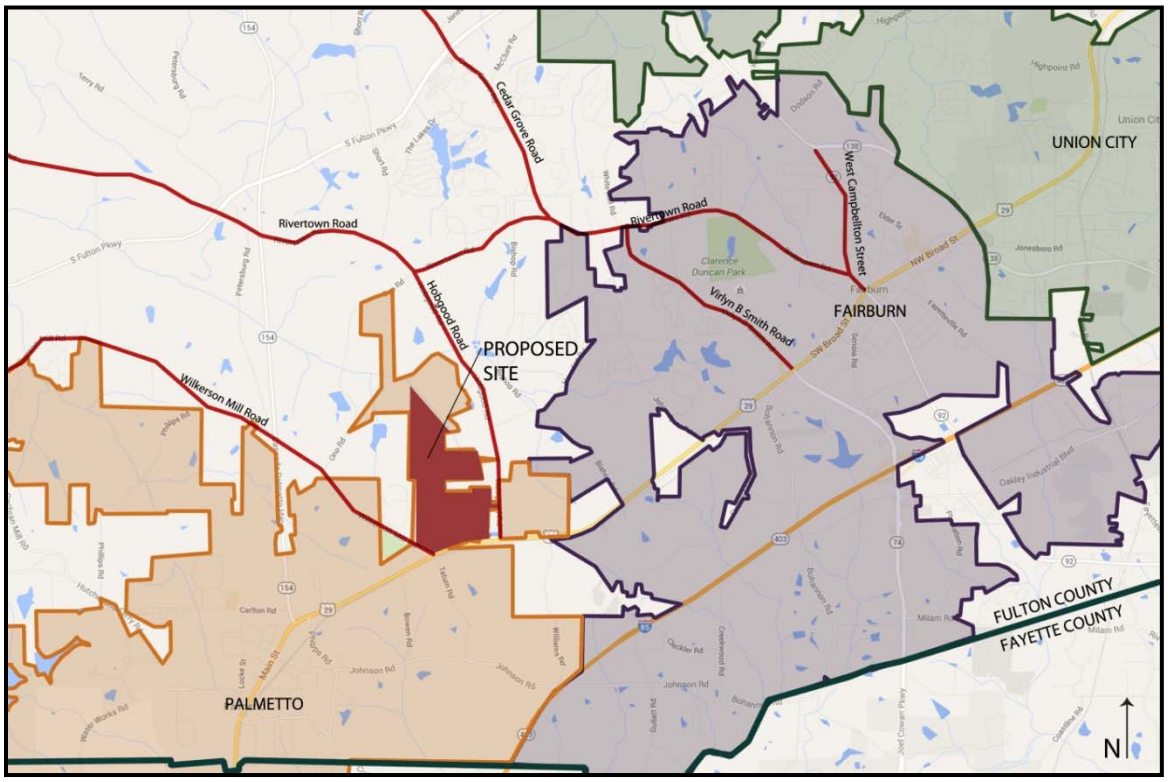
The intersection of Roosevelt Highway and Phipps Road has a high level of delay reported in the macroscopic (HCM/Synchro) model that is not reflected in the microscopic (SimTraffic) model check. This intersection should be observed in the future to ensure that delays remain acceptable. Site-generated vehicles to and from the proposed development are not on the movements (northbound left, southbound approach) experiencing the high levels of delay and will primarily impact this intersection as background traffic.

INTRODUCTION

Background

Southeastern Engineering, Inc. (SEI) performed a traffic study for the Development of Regional Impact (DRI) review package for the proposed Palmetto Distribution Center in Palmetto, GA. The site is located in Fulton County on SR 14/Highway 29 (Roosevelt Highway) east of SR 154 (Cascade Palmetto Highway) and west of Hobgood Road. The distribution center is currently scheduled to open in 2020.The proposed site location is shown in Figure 1.

Figure 1: Site Location



Surrounding Area

The study area consists of four existing intersections along Roosevelt Highway, as well as three proposed driveways: two on Roosevelt Highway and one on Wilkerson Mill Road. The study area is bounded by Cascade Palmetto Highway to the west and Highway 92 to the east, both of which intersect Roosevelt Highway. The transportation facilities within the study area are described as follows:

Overall Study Area Roadways

Roosevelt Highway/Broad Street (SR 14)

Roosevelt Highway is a generally northeast-southwest four-lane undivided roadway with a center two-way left-turn lane. Within the study area, Roosevelt Highway is referred to as having an east/west orientation. Roosevelt Highway changes names to Broad Street at the intersection of Fairburn Industrial Boulevard to the east of the site. Within the study area, Roosevelt Highway connects the site to Cascade Palmetto Highway in the west and Fairburn Industrial Boulevard to the east.

Fairburn Industrial Boulevard/Virlyn B Smith Road/Senoia Road (SR 70)

Southeast of Roosevelt Highway, Fairburn Industrial Boulevard is a four-lane divided roadway with a grassy median that runs generally in the north-south direction. The road becomes Virlyn B Smith Road once it travels north of Roosevelt Highway, where it becomes a two-lane undivided roadway. Fairburn Industrial Boulevard becomes Senoia Road once it travels south of I-85.

Wilkerson Mill Road

Wilkerson Mill Road is two-lane, undivided roadway that generally runs in the northwest-southeast direction. Wilkerson Mill Road is classified as a minor arterial roadway. Within the study area it connects Roosevelt Highway to Cascade Palmetto Highway.

Phipps Road

Phipps Road is a two-lane undivided local road that generally runs in the north-south direction. It connects Roosevelt Highway on the north end to Fayetteville Road on the south end.

Hobgood Road

Hobgood Road is a two-lane undivided minor collector roadway that provides a north-south connection between Roosevelt Highway and Rivertown Road.

Rivertown Road

Rivertown Road is a two-lane undivided minor arterial that generally runs in the east-west direction. It provides connections for many of the study area roadways, including Hobgood Road, Cascade Palmetto Highway, South Fulton Parkway, Virlyn B. Smith Road, and Broad Street.

Cascade Palmetto Highway (SR 154)

Cascade Palmetto Highway is a two-lane north/south undivided roadway that connects Roosevelt Highway near the proposed development to South Fulton Parkway to the north.

Highway 92/Campbellton Fairburn Road (SR 92)

Highway 92 is a four-lane undivided roadway with a two-way left-turn lane that runs generally in the north-south direction. Highway 92 connects South Fulton Parkway in the north to Broad Street in the south.

South Fulton Parkway

South Fulton Parkway is a four-lane divided roadway that generally runs in the east-west direction and connects Cascade Palmetto Highway and Highway 92.

Cedar Grove Road

Cedar Grove Road is a two-lane undivided collector that runs generally in the north-south direction, connecting Rivertown Road in the south to South Fulton Parkway in the north.

Interstate 85

I-85 is an eight-lane interstate that generally runs in the northeast-southwest direction in the vicinity of the Senoia Road interchange.

Table 1 displays the functional classification of the overall study-area facilities.

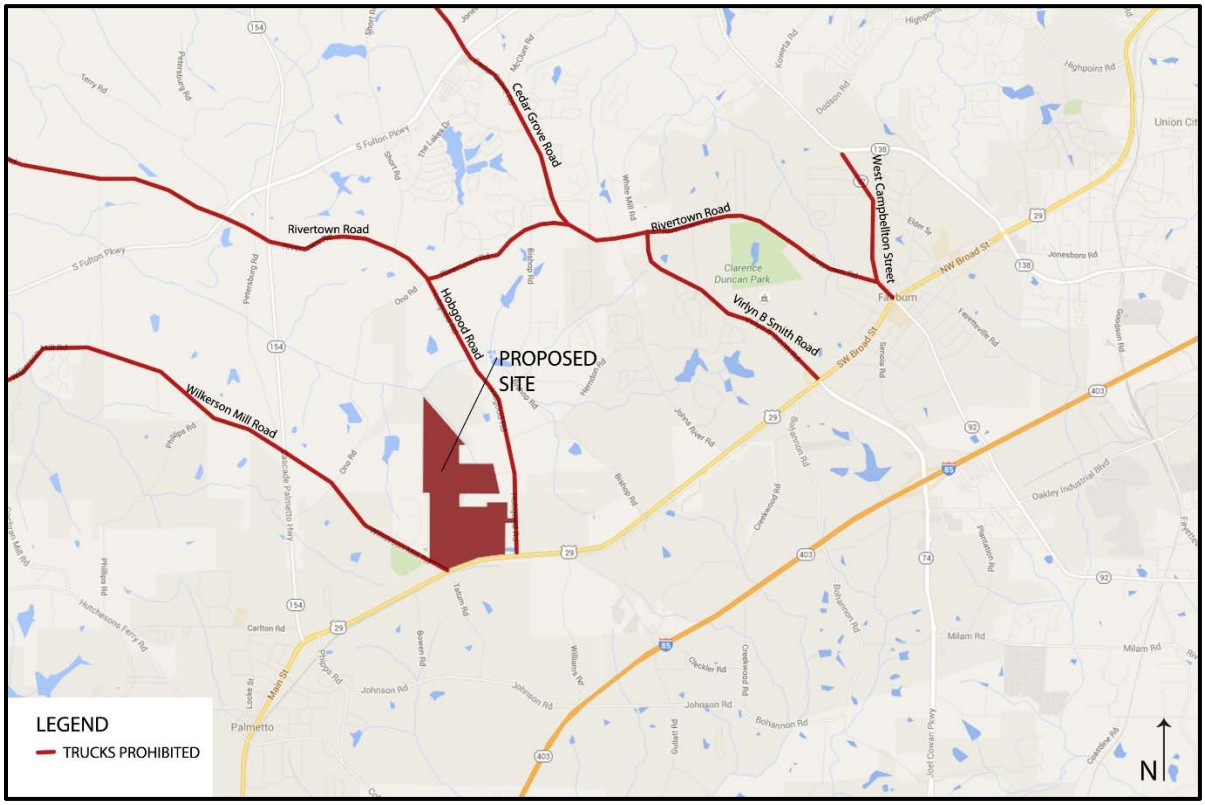
Table 1 Study Area Roadway Classifications			
Roadway	**Number of Lanes**	**Posted Speed Limit (MPH)**	**GDOT Functional Classification**
Roosevelt Highway (SR 14)	4	55	Urban Minor Arterial
Fairburn Industrial Boulevard (SR 70)	4-divided	45	Urban Principal Arterial
Wilkerson Mill Road	2	45	Urban Minor Collector
Phipps Road	2	35	Urban Local Road
Hobgood Road	2	45	Urban Minor Arterial
Rivertown Road	2	45	Urban Minor Arterial
Cascade Palmetto Highway (SR 154)	2	55	Urban Minor Arterial
South Fulton Parkway	4-divided	55	Urban Principal Arterial
Highway 92 (SR 92)	4	55	Urban Principal Arterial
Cedar Grove Road	2	45	Urban Major Collector
Interstate 85	8-divided	70	Urban Interstate

Heavy vehicles are prohibited from utilizing roadways within the study area listed below:

- Wilkerson Mill Road
- Hobgood Road
- Rivertown Road
- Cedar Grove Road
- Virlyn B. Smith Road
- West Campbellton Street

These roads are also shown graphically on Figure 2.

Figure 2: Adjacent Roadways with Truck Prohibition Signs



Study Intersections

Based on the July 11, 2016, DRI Letter of Understanding, the following intersections were included in the study area:

1. Roosevelt Highway at Phipps Road
2. Roosevelt Highway at Wilkerson Mill Road
3. Roosevelt Highway at Fairburn Industrial Boulevard ramp
4. Fairburn Industrial Boulevard at Roosevelt Highway ramp

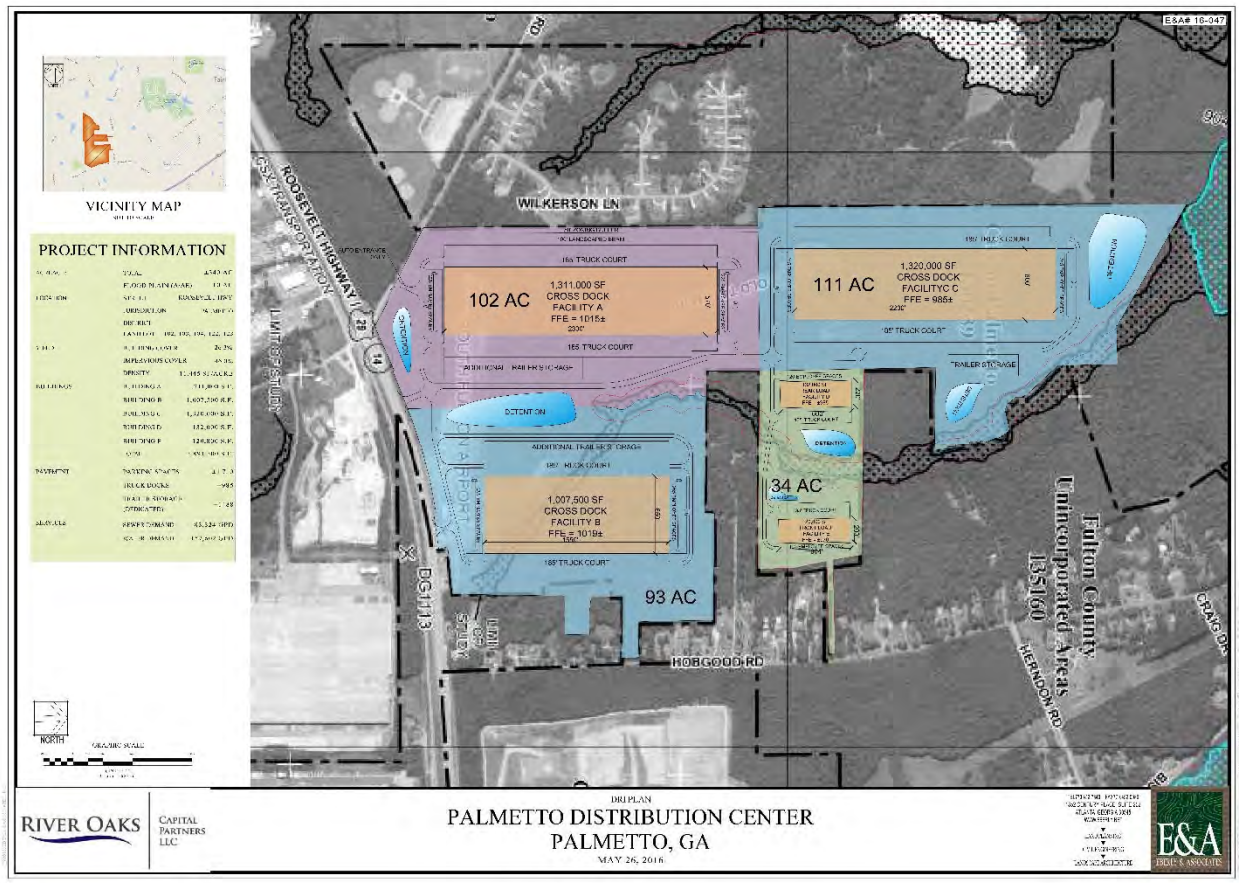
PROJECT DESCRIPTION

The Palmetto Distribution Center project will consist of 3,891,300 square feet (SF) of high-cube warehouse/distribution space in five buildings on 340 acres. The study reference name in the GRTA review process is **DRI 2594 Palmetto Distribution Center**. The July 11, 2016, Letter of Understanding for this project is included in Appendix A.

Site Plan

The proposed site plan is shown in Figure 3 below.

Figure 3: Site Plan



Consistency with Adopted Comprehensive Plans

This development is within the City of Palmetto and is consistent with the current land use zoning plan, included in Appendix B, and the 2009 Palmetto Comprehensive Plan Update.

Project Phasing Schedule

The projected build out year for this DRI is 2020 in a single phase.

Vehicle Site Access

The proposed development will have two access points on Roosevelt Highway (both unsignalized) and one on Wilkerson Mill Road (unsignalized). The site driveway on Wilkerson Mill Road will be for passenger vehicle use only.

Bicycle and Pedestrian Access and Facilities Description

Roosevelt Highway is a rural minor arterial and does not have existing sidewalk facilities adjacent to the proposed development. Internal sidewalk facilities will be provided to adjoin buildings with parking areas.

In recent years, Palmetto has been a popular stop for recreational bicyclists, whose routes typically follow rural highways due to the low-traffic found in these areas. Primarily these routes are to the north and west of the study area. There are currently no designated bicycle lanes or other facilities within the study area. Next to the proposed development, Roosevelt Highway would not be a primary candidate for recreational bicycle routes due to limited shoulder availability and a 55 mph posted speed limit.

Transit Access and Facilities Description

Publicly funded transit operates in Palmetto, Georgia, under the Metropolitan Atlanta Rapid Transit Authority (MARTA) bus system. MARTA Bus Line 180 runs along Roosevelt Highway from Main Street in the west and College Park in the east. Some employees may choose to take transit to work rather than taking their personal vehicles. A sidewalk connection for pedestrians from a transit drop-off point on Roosevelt Highway should be discussed with MARTA and Fulton County as part of the detailed site development.

Table 2 shows the current weekday hours and frequency of operation for the bus line between College Park and Palmetto.

Table 2 MARTA Bus Timetable – Line 180						
MARTA Rail Line	**Travel Direction**	**Service Hours**		**Weekday Service Frequency**		
		Start	**End**	**Peak***	**Midday**	**Off-Peak**
MARTA Bus Line 180 (northbound)	Main Street & Toomes Street (Palmetto)	4:23 AM	11:33 PM	10/20	24	24
	College Park Station North	5:08 AM	00:17 AM	10/20	24	24
MARTA Bus Line 180 (southbound)	College Park Station North	5:00 AM	8:35 PM	10/20	24	24
	Main Street & Toomes Street (Palmetto)	5:29 AM	9:02 PM	10/20	24	24

*Ten minute headways are accomplished by running additional buses between the Stonewall Tell stop and the College Park Station North stop. The study area peak period headways are 20 minutes.

Gross Trip Ends Analysis

The Palmetto Distribution Center will be an estimated 340 acres, with 90 acres existing as building space. The proposed project will consist of five warehouse/distribution buildings totaling 3,891,300 SF. Trip generation for the proposed development was calculated from the total square footage as based on the rates and equations from the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition report. Peak hour trip generation is based on rates from ITE Land Use 152– High-Cube Warehouse/Distribution Center.

The ITE trip generation rate includes both truck and passenger car traffic. After discussion with River Oaks Capital Partners, LLC about the potential operations of the facility, 40% of trip generation was assumed as passenger vehicle traffic, while the remaining 60% was truck traffic. This assumption was based on previous experience with similar facilities in the Southeast.

The gross trip generation results are shown in Table 3.

Table 3 Palmetto Distribution Center Gross Trip Generation											
Land Use	**Size (1000 SF)**	**ITE Code**	**Daily Traffic**			**AM Peak Hour**			**PM Peak Hour**		
			Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Bldg #1	1,311	152	1,101	1,101	2,202	99	45	144	49	108	157
Bldg #2	1,320	152	1,109	1,109	2,218	100	45	145	49	109	158
Bldg #3	1,007.5	152	847	846	1,693	77	34	111	38	83	121
Bldg #4	132	152	111	111	222	10	4	14	5	11	16
Bldg #5	120.8	152	102	101	203	9	4	13	4	10	14
Subtotal	**3,891.3**	**152**	**3,270**	**3,268**	**6,538**	**295**	**132**	**427**	**145**	**321**	**466**
Total Cascade Palmetto Distribution Center											
Passenger Vehicles (40%)			1,308	1,307	2,615	118	53	171	58	128	186
Trucks (60%)			1,962	1,961	3,923	177	79	256	87	193	280
Total			**3,270**	**3,268**	**6,538**	**295**	**132**	**427**	**145**	**321**	**466**

Net Trip Ends Analysis

Internal capture (reductions made in the trip generation to account for the interaction between land uses within the project) and pass-by (reductions for trips already on the roadway network that are diverted to the new development) are not appropriate for this development type. A modal analysis reduction was made based on the proximity of MARTA Bus Route 180. Net trip generation results are shown in Table 4.

Modal Analysis

Roosevelt Highway is served by the MARTA Bus Line 180 within the vicinity of the proposed development. Some employees are expected to take transit to work rather than taking their personal vehicles. A 5% transit reduction was used for the passenger vehicle portion of the site-generated traffic, as documented in the July 11, 2016 DRI Letter of Understanding.

Table 4 Palmetto Distribution Center Net Trip Generation												
Land Use	**Size (1000 SF)**	**ITE Code**	**Daily Traffic**			**AM Peak Hour**			**PM Peak Hour**		
			Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Bldg #1	1,311	152	1,101	1,101	2,202	99	45	144	49	108	157
Bldg #2	1,320	152	1,109	1,109	2,218	100	45	145	49	109	158
Bldg #3	1,007.5	152	847	846	1,693	77	34	111	38	83	121
Bldg #4	132	152	111	111	222	10	4	14	5	11	16
Bldg #5	120.8	152	102	101	203	9	4	13	4	10	14
Subtotal	**3,891.3**	**152**	**3,270**	**3,268**	**6,538**	**295**	**132**	**427**	**145**	**321**	**466**
Total Cascade Palmetto Distribution Center											
Passenger Vehicles (40%)			1,308	1,307	2,615	118	53	171	58	128	186
-Transit Mode Reduction (5%)			-65	-65	-130	-6	-3	-9	-3	-6	-9
Passenger Vehicles Subtotal			1,243	1,242	2,485	112	50	162	55	122	177
Trucks (60%)			1,962	1,961	3,923	177	79	256	87	193	280
Total			**3,205**	**3,203**	**6,408**	**289**	**129**	**418**	**142**	**315**	**457**

STUDY METHODOLOGY

Trip Distribution and Assignment

Trip distribution is the percentage of site traffic that travels on each of the various roadways to and from a site. Proposed trip distribution was based on the May 2016 traffic data gathered in the study area and feedback from the DRI Pre-Review and Methodology meeting held on July 5, 2016. Recorded traffic volumes entering and exiting the study area were used to determine typical traffic flows. Because office/warehouse distribution centers have a high percentage of truck traffic, different distribution percentages were calculated for passenger cars and truck trips, as shown in Table 5. The overall site distribution is shown on Figure 4 for trucks and Figure 5 for passenger cars.

Table 5 Study Trip Distributions

Roadway Name	Passenger Car Distribution	Truck Distribution
South Fulton Parkway (to/from west)	4%	6%
Cascade Palmetto Parkway (to/from north)	3%	11%
South Fulton Parkway (to/from east)	15%	4%
Highway 92 (to/from north)	15%	7%
Roosevelt Highway (to/from west)	12%	5%
Roosevelt Highway/Broad Street (to/from east)	8%	5%
Fairburn Industrial Boulevard/Senoia Road (to/from south)	13%	17%
I-85 (to/from north)	20%	35%
I-85 (to/from south)	10%	10%
Total	**100%**	**100%**

Figure 4: Overall Site Truck Distribution

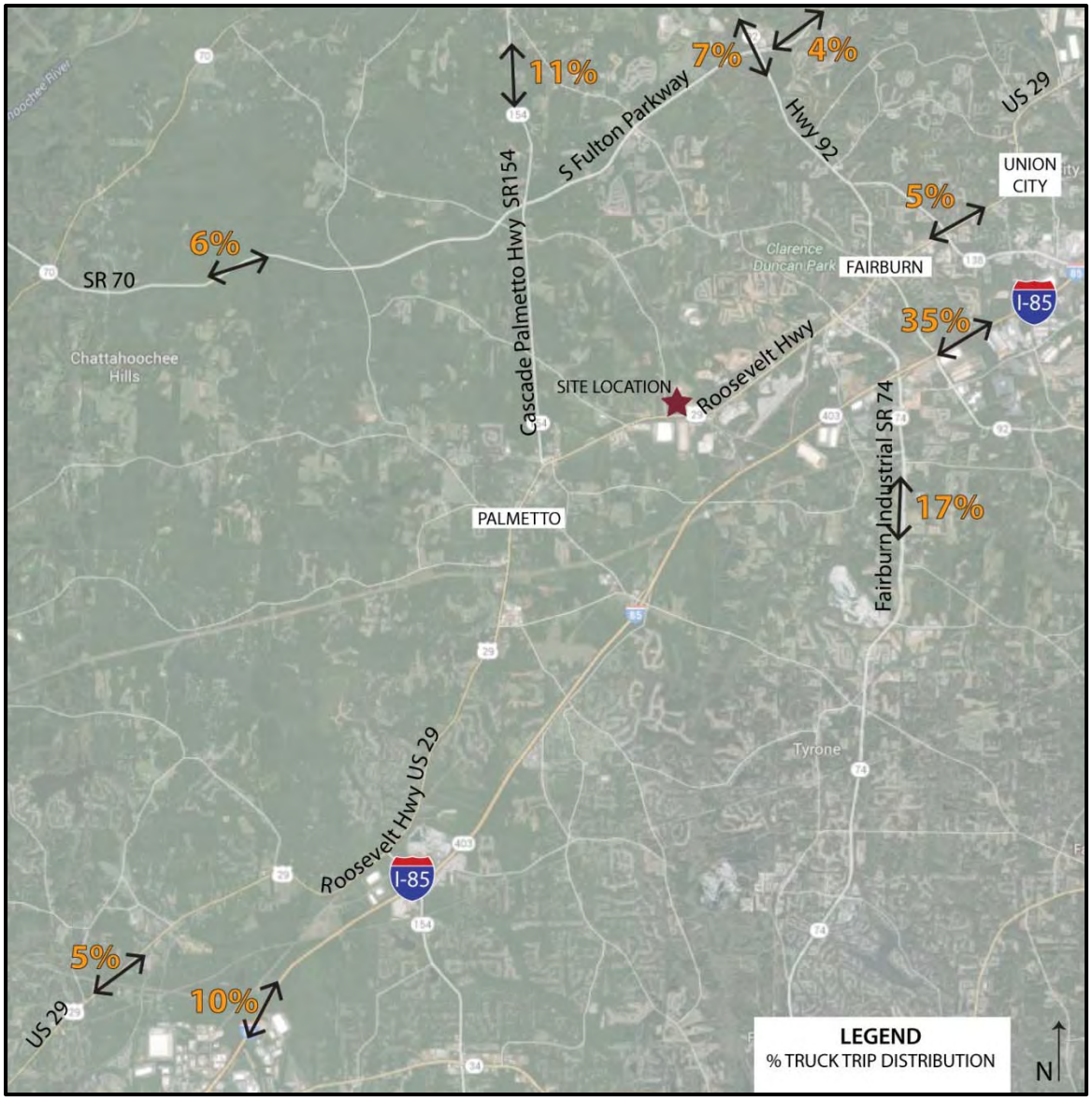
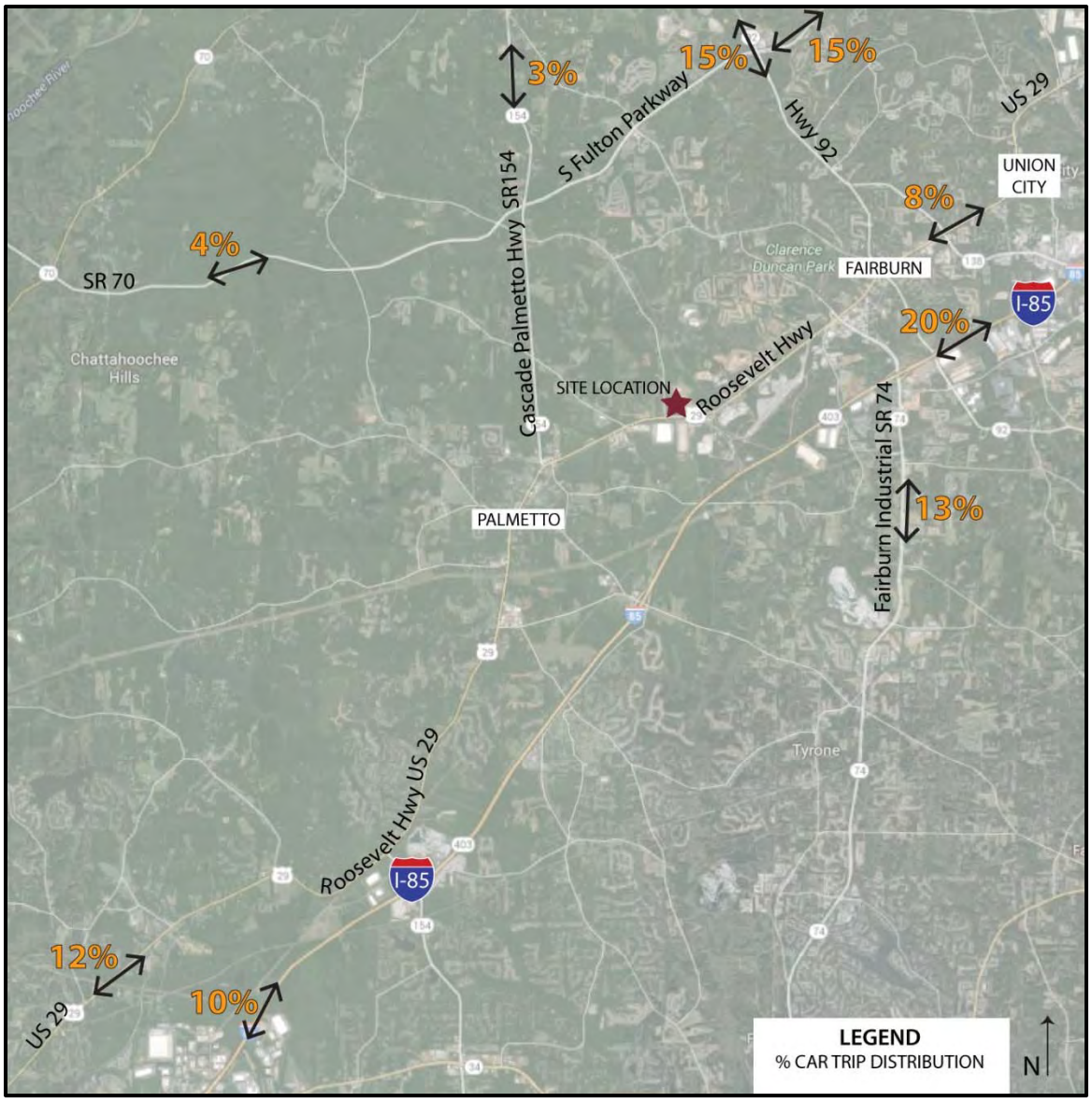


Figure 5: Overall Site Passenger Cars Distribution



The above distributions were considered for the proposed development's DRI report. Truck distribution and assignment were limited by the local restriction on truck traffic, as detailed in Figure 2.

Trip assignment uses the most likely path for the “distributed” vehicles to travel to and from the site. It can be combined with the overall site distribution percentage to shown a site distribution by percentage to and from the proposed development.

These percentages are shown for the study intersections in **Figure 6** for trucks and **Figure 7** for passenger cars.

Figure 6: Site Truck Distribution Percentages at Study Intersections

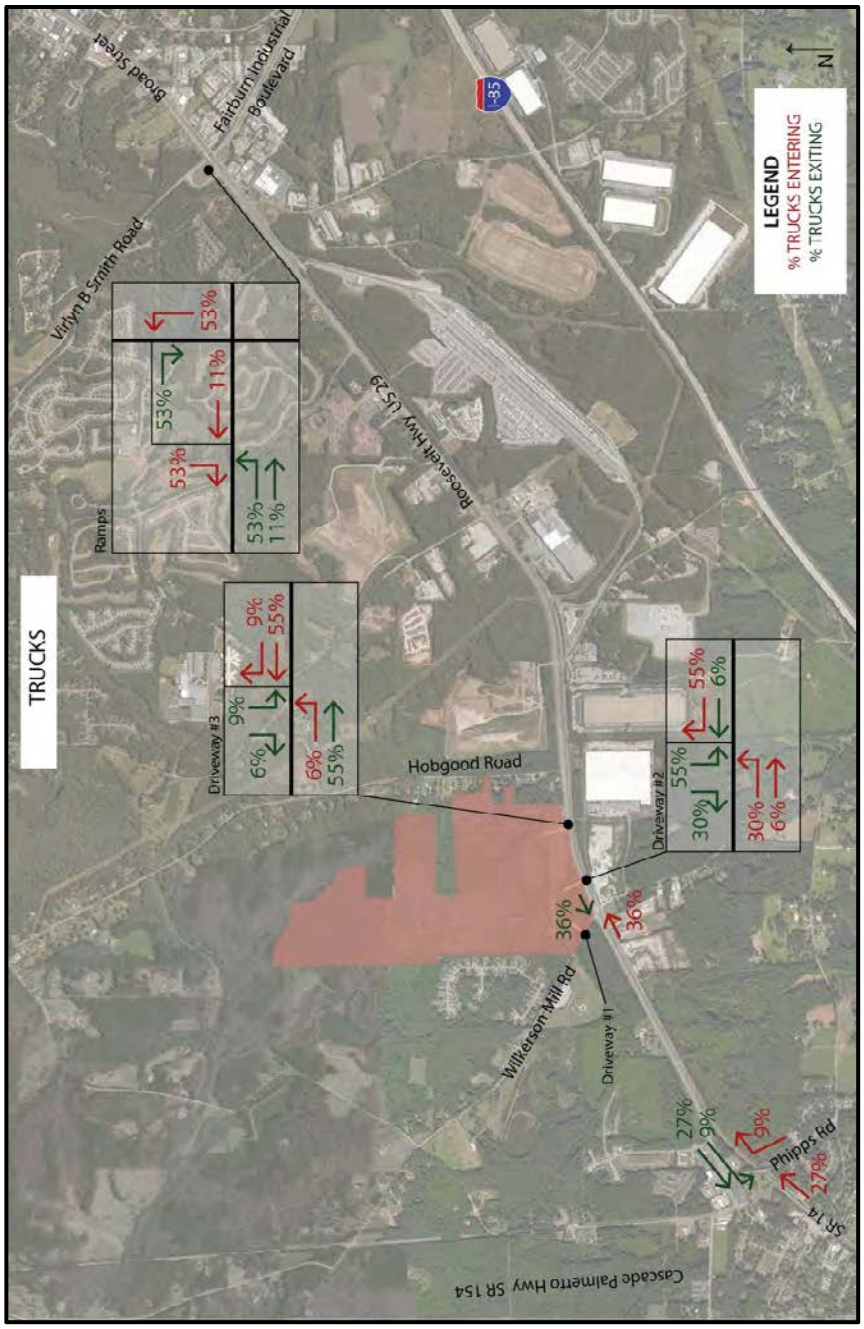
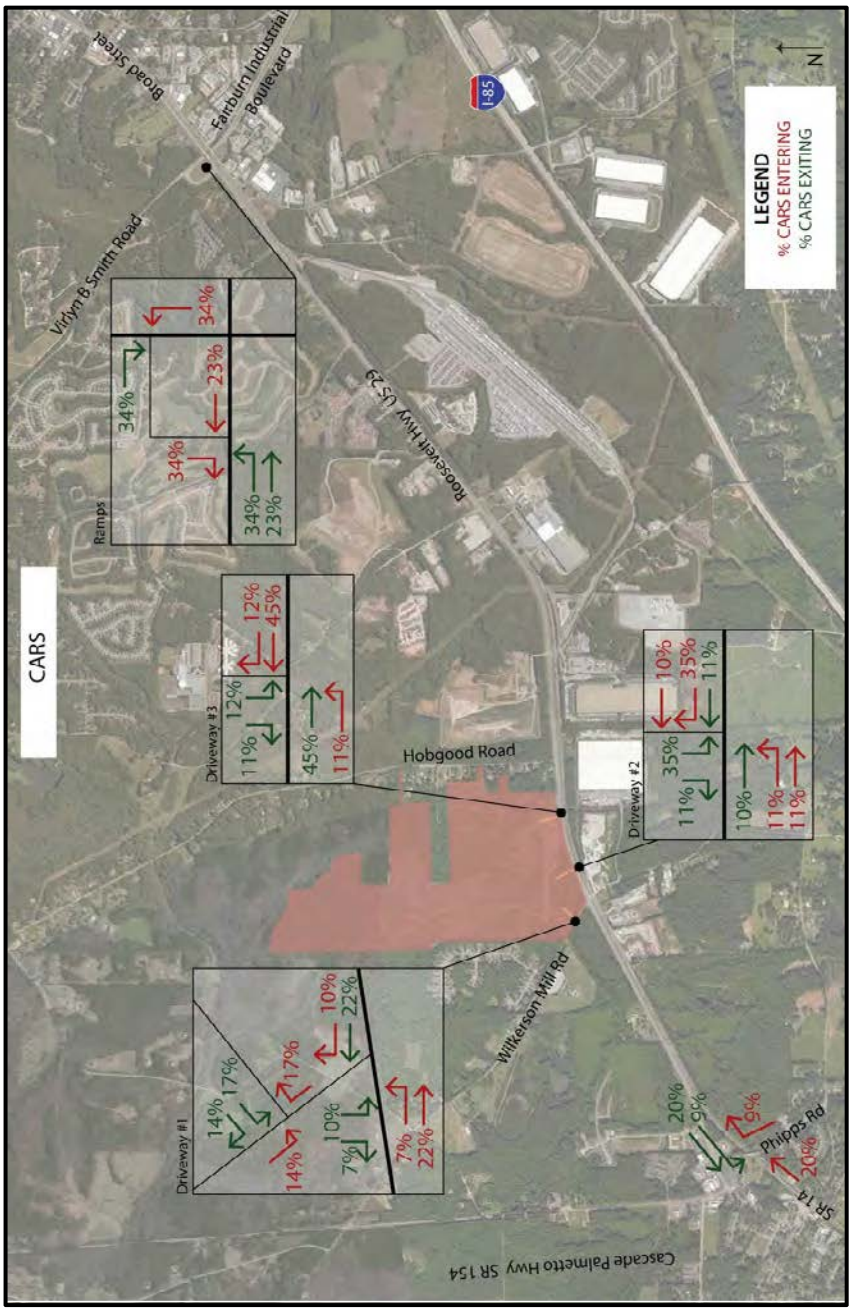


Figure 7: Site Passenger Cars Distribution Percentages at Study Intersections

These percentages were used with the net trip ends analysis shown in Table 4 to obtain the site-generated traffic volumes at the study intersections, as shown in Figure 8.



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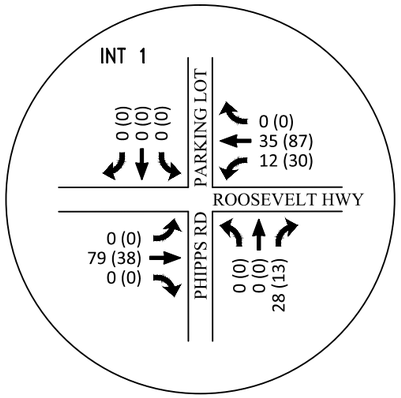
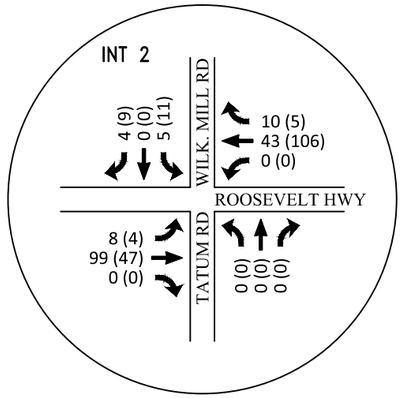
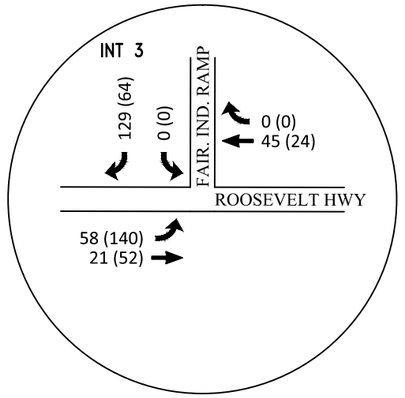
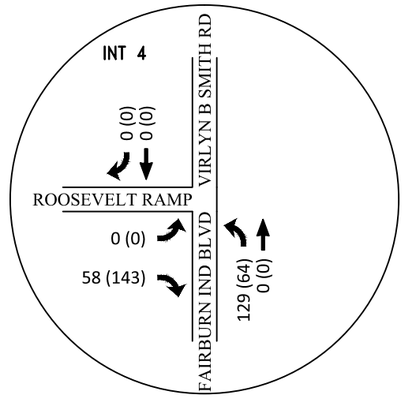
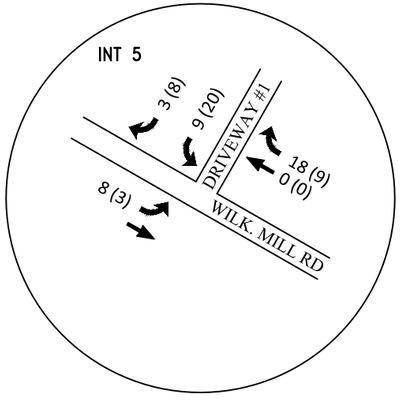
JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
COLLEGE PARK	973-16-073		

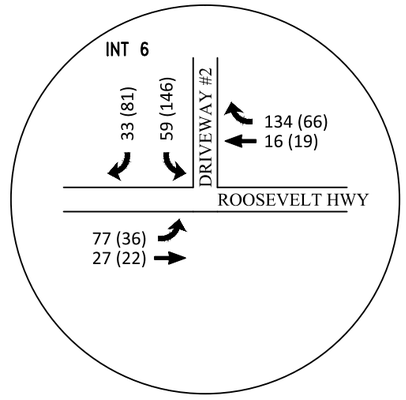


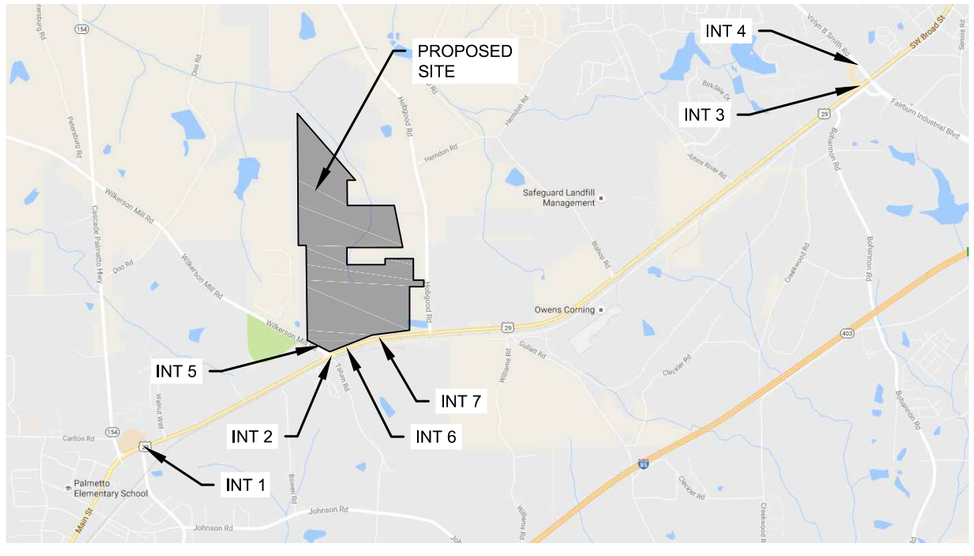


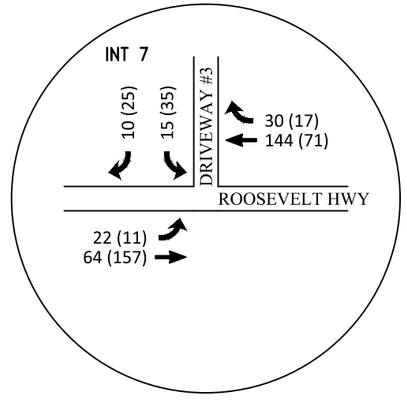












Legend: AM (PM)

PROPERTY AND EX. R/W LINE	R	STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	T
CONSTRUCTION LIMITS	C	OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	P
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	W
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	FO
PERMANENT DRAINAGE EASEMENT		GAS LINE	GAS
		SANITARY SEWER LINE	SS
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 8

SEI
SOUTHEASTERN ENGINEERING, INC.
2470 Sandy Plains Road Marietta, Georgia 30066
tel: 770-321-3936 fax: 770-321-3935
www.seengineering.com

SITE GENERATED TRAFFIC

REVISION DATES		

DATE:

PALMETTO DISTRIBUTION CENTER

SHEET NO.

DRAWING NAME: I:\CUSTOMERS_PROJECTS\973 Hardin RE Group\973-16-073 Roosevelt@Hodgpool\Traffic\DWG\Figure2.dwg
PLOT DATE - TIME: Aug. 18, 2016 - 10:59 PM
PRINTED BY: DAVID TURNER

Field Data Collection

SEI has collected traffic volume and turning movement data in the study area. The following data was taken for this project:

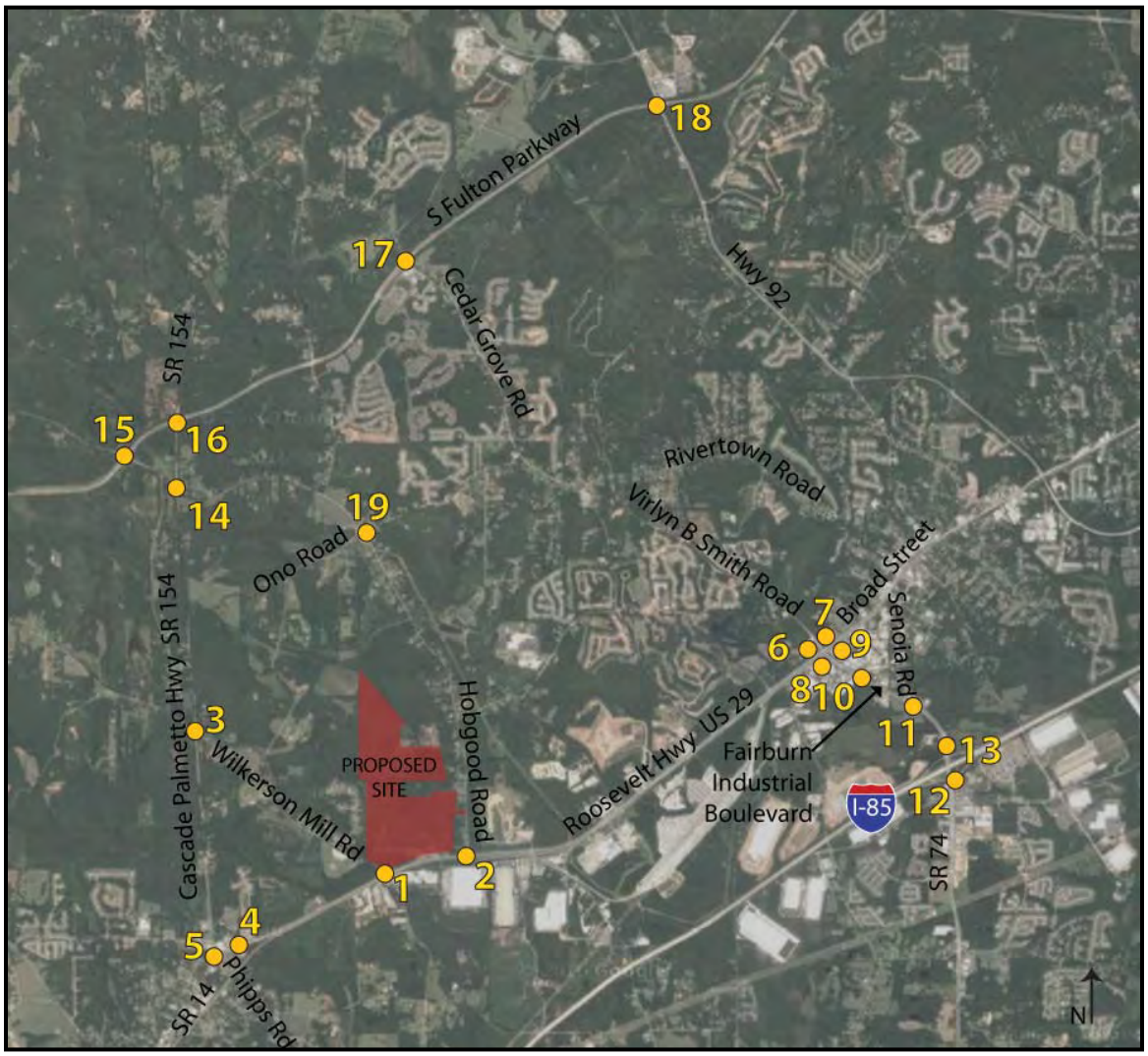
Turning Movement Counts

Turning movement counts were performed during the weekday AM and PM peak periods (7:00-9:00 AM and 4:00-6:00 PM, respectively) at the following intersections:

1. Wilkerson Mill Road/Tatum Road at Roosevelt Highway (SR 14)
2. Hobgood Road at Roosevelt Highway
3. Cascade Palmetto Highway at Wilkerson Mill Road
4. Phipps Road at Roosevelt Highway
5. Cascade Palmetto Highway at Roosevelt Highway
6. Fairburn Industrial Boulevard (SR 72) at Roosevelt Highway ramps
7. Fairburn Industrial Boulevard at Roosevelt Highway ramps (FIB intersection)
8. Fairburn Industrial Boulevard at East Broad ramps (FIB intersection)
9. Fairburn Industrial Boulevard at East Broad ramps (FIB intersection)
10. Fairburn Industrial Boulevard at Howell Avenue
11. Fairburn Industrial Boulevard at Senoia Road
12. Fairburn Industrial Boulevard at I-85 North Ramps
13. Fairburn Industrial Boulevard at I-85 South Ramps
14. Cascade Palmetto Highway at Rivertown Road
15. South Fulton Parkway at Rivertown Road
16. Cascade Palmetto Highway at South Fulton Parkway
17. South Fulton Parkway at Cedar Grove Drive
18. South Fulton Parkway at Hwy 92
19. Hobgood Road / Ono Road at Rivertown Road

Peak hour turning movement counts were performed during May 2016 in order to capture traffic volumes before the end of the school calendar year. The counts were collected during the AM and PM peak hour periods of 7:00 AM – 9:00 AM and 4:00 PM - 6:00 PM. Four consecutive 15-minute interval volumes, summed to produce the highest volume at each intersection, will be determined. These volumes make up the peak hour traffic volumes for the intersections counted. The traffic count locations can be seen in Figure 9.

Figure 9: Intersection Weekday Turning Movement Count Locations



24-Hour Bi-directional Traffic Volume Classification Counts

Additionally, twenty-four hour bi-directional traffic counts (vehicles per day) were taken in the surrounding area on the following roads:

1. South Fulton Parkway (east of Hwy 92)
2. South Fulton Parkway (east of Cascade Palmetto Pkwy)
3. Cascade Palmetto Pkwy (north of South Fulton Pkwy)
4. South Fulton Parkway (south of Rivertown Road)
5. Fairburn Industrial Boulevard/Virlyn B. Smith Road (north of Roosevelt Highway)
6. Roosevelt Highway (east of Fairburn Industrial Boulevard/Virlyn B. Smith Road)
7. Fairburn Industrial Boulevard (north of I-85 southbound ramps)
8. Senoia Road (south of I-85 southbound ramps)
9. Roosevelt Highway (west of Fairburn Industrial Boulevard/Virlyn B. Smith Road)
10. Wilkerson Mill Road (south of One Road)
11. Roosevelt Highway (east of Wilkerson Mill Road/Tatum Road)
12. Roosevelt Highway (west of Wilkerson Mill Road/Tatum Road)

The raw traffic count information is included in Appendix C.

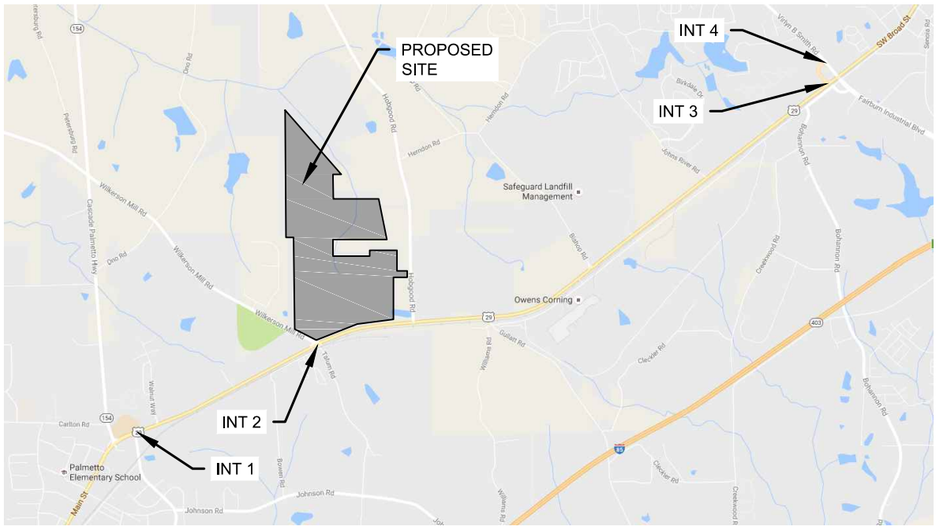
Study Area

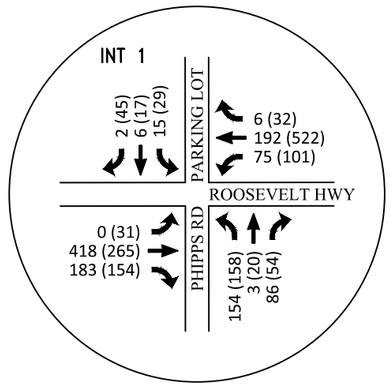
Based on the July 11, 2016 DRI Letter of Understanding, the following intersections were included in the study area:

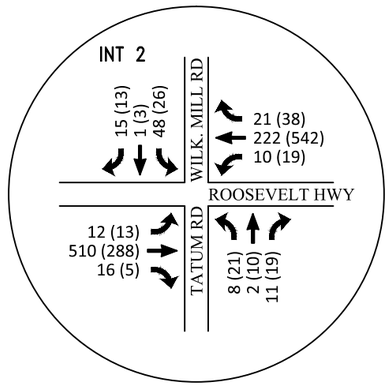
1. Roosevelt Highway at Phipps Road
2. Roosevelt Highway at Wilkerson Mill Road
3. Roosevelt Highway at Fairburn Industrial Boulevard ramp
4. Fairburn Industrial Boulevard at Roosevelt Highway ramp

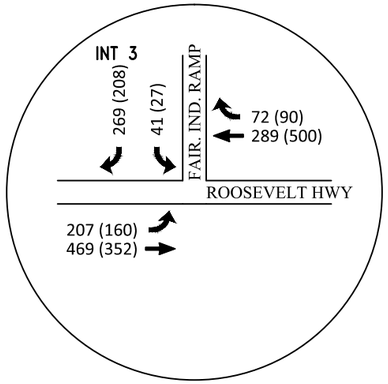
The traffic volume data for the four study intersections was used in the traffic analysis and is shown in Figure 10. The other traffic count information was used in determining distribution and is included in Appendix A for the use of GRTA, ARC and Fulton County.

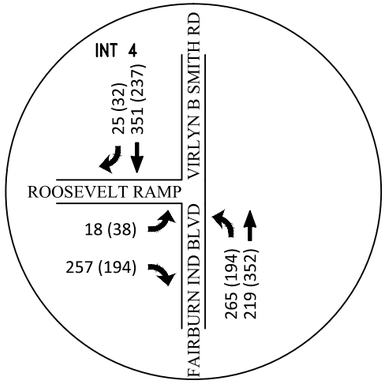
JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
COLLEGE PARK	973-16-073		











Legend: AM (PM)

DRAWING NAME: I:\CUSTOMERS_PROJECTS\973 Hardin RE Group\973-16-073 Roosevelt@Hobgood\Traffic\DWG\Figure2.dwg
PLOT DATE - TIME: Aug. 18, 2016 - 10:59 PM
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PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	T
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	P
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	W
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	FO
PERMANENT DRAINAGE EASEMENT		GAS LINE	GAS
		SANITARY SEWER LINE	SS
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 10

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EXISTING YEAR 2016
PEAK HOUR TRAFFIC

REVISION DATES		

DATE:

PALMETTO DISTRIBUTION CENTER

SHEET NO.

TRAFFIC ANALYSIS

The study intersections were analyzed existing conditions, future conditions without the project, and future conditions with the project.

Level of Service Methodology

Intersection capacity analyses were performed to determine the existing traffic conditions within the study area. Intersection capacity analyses were performed using the methodology outlined in the 2010 Highway Capacity Manual (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. In order to facilitate the analysis, computer software Synchro and HCS 2010 were used. This software conforms to the methodology of the HCM. The vehicular delay value that results from the Synchro analysis is used to determine the level of service of an intersection.

Level of service (LOS) is a letter designation used to describe traffic operating conditions, on a declining scale from A to F. LOS “A” represents free-flow traffic conditions and LOS “F” represents extreme delays with stopped traffic conditions. SEI will examine traffic impacts to the study intersections and segments using Synchro and/or HCS Software to determine intersection operations and level of service (LOS), based on the methodology outlined in the 2010 Highway Capacity Manual (HCM) by the Transportation Research Board. This methodology is the industry standard for the evaluation of intersection capacity and delay. The standard LOS used for this analysis is LOS D.

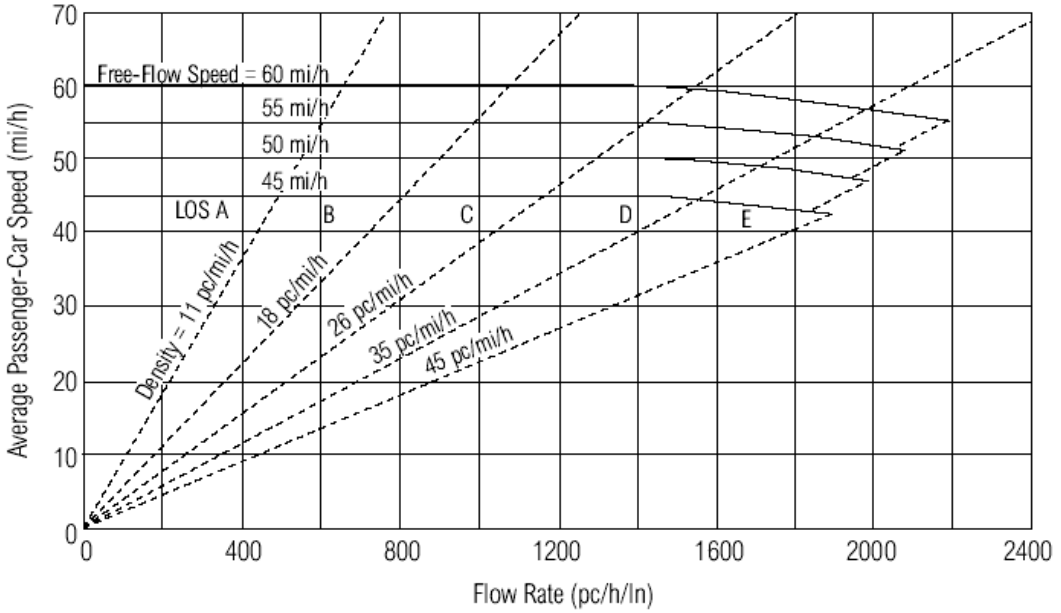
Table 6 and Table 7 below indicate the relationship between delay and LOS for unsignalized and signalized intersections.

Table 6 LOS for Unsignalized Intersections	
Level of Service	Control Delay Per Vehicle (sec)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Table 7 LOS for Signalized Intersections	
Level of Service	Control Delay Per Vehicle (sec)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

For multi-lane highways, the LOS results are based on density, flow rates and free flow speed, as shown in the following figure from the Highway Capacity Manual.

Figure 11 LOS Determination for Multilane Facilities (HCM 2000/2010)



Note:
Maximum densities for LOS E occur at a v/c ratio of 1.0. They are 40, 41, 43, and 45 pc/mi/ln at FFS of 60, 55, 50, and 45 mi/h, respectively. Capacity varies by FFS. Capacity is 2,200, 2,100, 2,000, and 1,900 pc/h/ln at FFS of 60, 55, 50, and 45 mi/h, respectively.

Source: Highway Capacity Manual, Transportation Research Board

Existing Conditions

The results of the existing intersection capacity analyses are summarized in Table 8. For unsignalized side-street stop intersections, delay and LOS are given for the minor streets only. The intersection capacity analyses worksheets are included in Appendix D.

Table 8 Existing Year 2016 - Level of Service			
Intersection	**Type of Control***	**Existing-2016**	
		AM-Peak	**PM-Peak**
		Delay (LOS)	**Delay (LOS)**
Roosevelt Highway at Phipps Road	Side Street Stop - NB Approach	25 (D)	61 (F)
	Side Street Stop - SB Approach	21 (C)	27 (D)
Roosevelt Highway at Wilkerson Mill Road	Side Street Stop - NB Approach	16 (C)	18 (C)
	Side Street Stop - SB Approach	15 (C)	15 (C)
Roosevelt Highway at Fairburn Ind Blvd ramp	Side Street Stop	16 (C)	15 (B)
Fairburn Ind Blvd at Roosevelt Highway ramp	Side Street Stop	16 (C)	14 (C)

For side street stop control intersections, delay and LOS are given for minor street only

Under existing conditions, all system interactions other than Roosevelt Highway at Phipps Road are operating at an acceptable level of service during AM and PM peak hours, at or above the minimum LOS D.

The intersection of Roosevelt Highway at Phipps Road is failing at the NB left turn on Phipps Road, turning onto Roosevelt Highway. However, based on field and microsimulation (SimTraffic) observations, northbound vehicles turning onto Roosevelt Highway are able to find large enough gaps in the traffic flow such that they are able to make a successful left turn without experiencing significant delay. The field conditions may be affected by the downstream signalized intersection of Roosevelt Highway at Cascade Palmetto Highway, which can allow for larger gaps in the traffic flow when it stops traffic on Roosevelt Highway.

The typical HCM methodology (Synchro) is a macrosimulation model. Microsimulation models (SimTraffic) track individual vehicle movements on a second or subsecond basis, where macroscopic models analyze traffic streams as a whole by evaluating overall characteristics such as flow, density, and mean speed. Since the microsimulation model reflected observed field conditions, no recommendations were made at Roosevelt Highway at Phipps Road at this time.

Future Conditions Capacity Analysis

Future No Build conditions were analyzed by projecting traffic volumes to the opening (2020) project year. The future traffic volumes were projected by evaluating historical growth information to select an annual growth rate. The projected No Build traffic volumes

were evaluated using the existing roadway geometry to obtain expected future No Build traffic operations.

Historic Traffic Volume and Growth

SEI determined historic traffic growth trends based on the past fifteen years of data provided at Georgia Department of Transportation (GDOT) count stations. Trend line graphs were prepared for five, ten, and fifteen year trends that conform to specific Design Manual Guidance.

To estimate future traffic volumes, the existing traffic volumes will be increased to account for background traffic growth not related directly to the proposed development. The following table comes from historical average daily traffic (ADT) volumes recorded by GDOT count stations located in Fulton County. SEI has performed a trend analysis that conforms to specific GDOT Design Manual Guidance. Historical data from the GDOT count stations in the study area were analyzed, as shown in Table 9.

The Palmetto office/warehouse distribution center is currently scheduled to open in the year 2020. A background traffic growth of 2.0% will be applied as an exponential factor over four years, to increase traffic from existing (2016) to future (2020) conditions, as documented in the July 11, 2016 DRI Letter of Understanding.

Planned Adjacent Developments

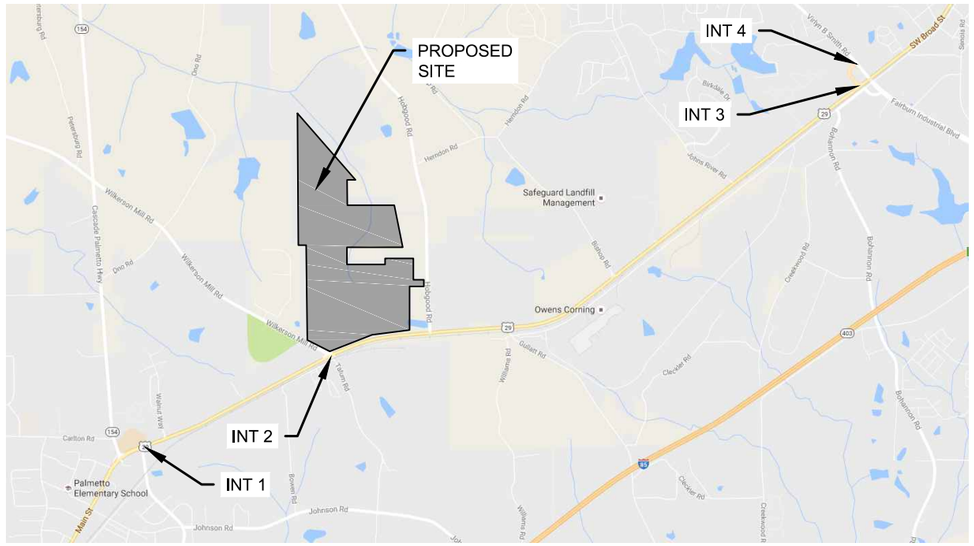
A 2.0% background traffic growth rate was applied to all roadways over four years. This growth rates is intended to include the surrounding DRIs previously reviewed. The prior DRIs do not share the same truck distribution but may share employee vehicular trips in the general area and are considered included in the overall background growth.

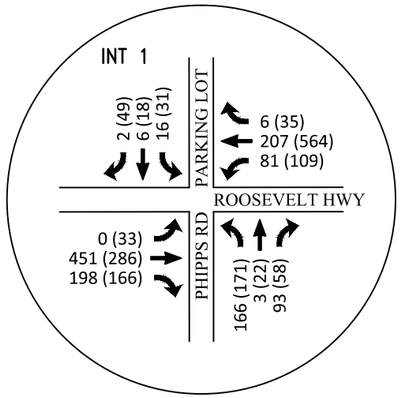
Planned GDOT/TIP Improvement Projects

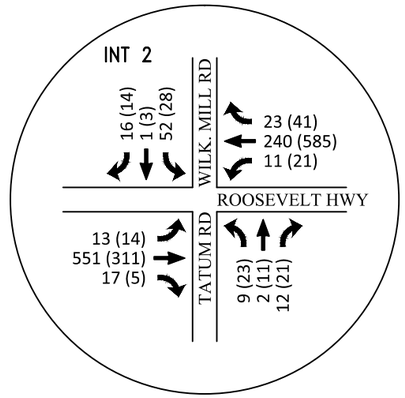
There are no currently planned capital improvement projects in the study area.

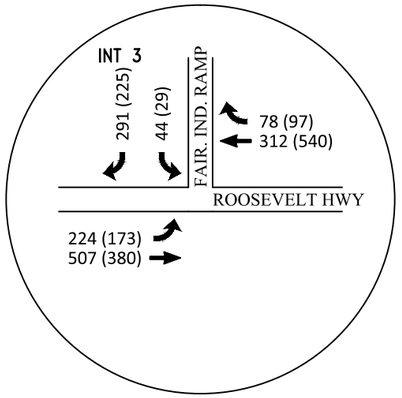
Table 9 Historical Traffic Growth					
County	**Station**	**Location**	**5-Year Growth Rate**	**10-Year Growth Rate**	**15-Year Growth Rate**
Fulton County	1210174	Roosevelt Highway east of Cascade Palmetto Highway and west of Wilkerson Mill Road	1.74%	1.24%	1.53%
	1210178	Roosevelt Highway, west if Highway 92 and east of Hobgood Road	0.48%	-0.62%	-0.38%
	1210180	Broad Street, east of Fairburn Industrial Boulevard, west of Beverly Ingram Parkway	-0.25%	-1.88%	-1.88%
	1210280	Fairburn Industrial Boulevard, south of Senoia Road and north of I-85	-1.24%	2.21%	2.40%
	1210282	Fairburn Industrial Boulevard, south of Roosevelt Highway and north of Senoia Road	15.98%	6.92%	3.47%
	1210292	Highway 92, south of South Fulton Parkway and north of Roosevelt Parkway	1.91%	5.23%	5.32%
	1210366	Cascade Palmetto Highway, north of Roosevelt Highway and South of South Fulton Parkway	9.94%	2.29%	2.86%
	1210981	South Fulton Parkway, east of Cascade Palmetto Highway, west of Cedar Grove Road	2.44%	5.61%	7.53%
	1216056	Senoia Road, south of Roosevelt Highway and north of Fairburn Industrial Boulevard	0.37%	-1.84%	4.71%
	1216330	Roosevelt Highway, west of Highway 92 and east of Hobgood Road	0.47%	0.13%	0.50%
5-Year, 10-Year, and 15-Year Averages			**3.24%**	**1.28%**	**3.18%**
Weighted Average			**2.25%**		

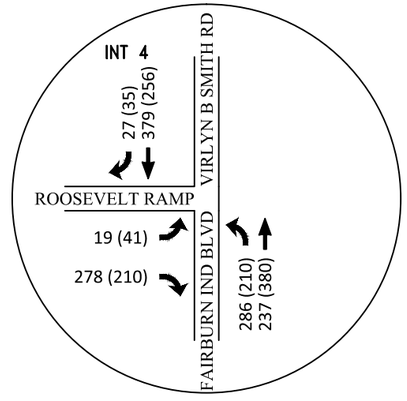
JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
COLLEGE PARK	973-16-073		











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PLOT DATE - TIME:Aug. 18, 2016 - 10:59 PM
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PROPERTY AND EX. R/W LINE	R	STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	T
CONSTRUCTION LIMITS	C	OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	P
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	W
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	FO
PERMANENT DRAINAGE EASEMENT		GAS LINE	GAS
		SANITARY SEWER LINE	SS
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 12

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FUTURE NO BUILD YEAR
PEAK HOUR TRAFFIC

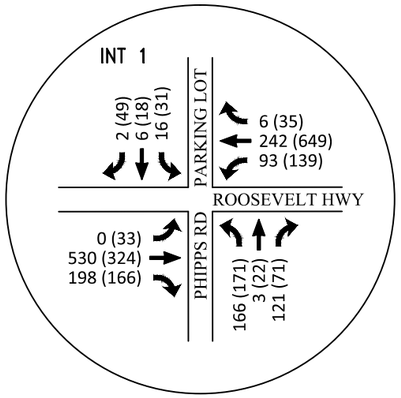
REVISION DATES

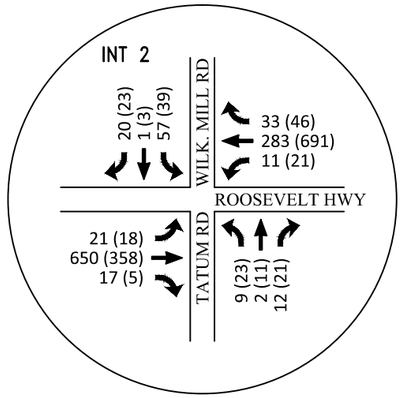
DATE:

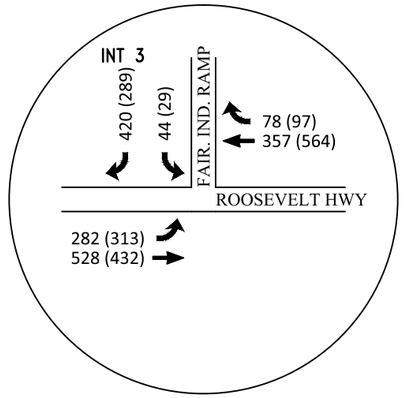
PALMETTO DISTRIBUTION CENTER

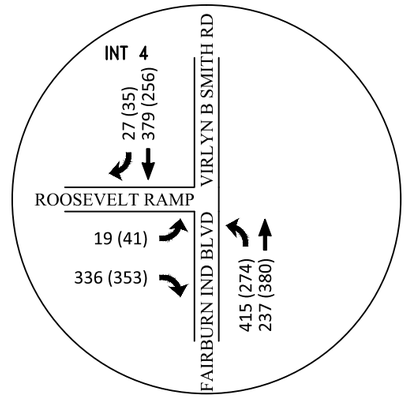
SHEET NO.

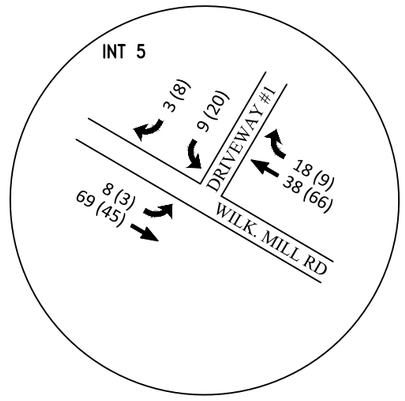
JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
COLLEGE PARK	973-16-073		

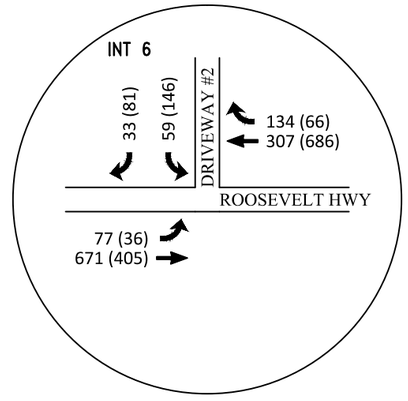


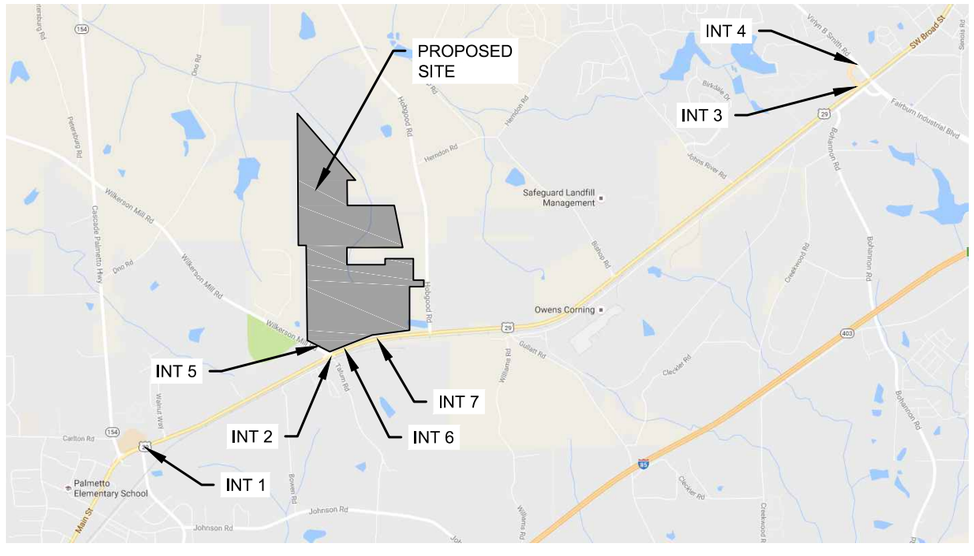


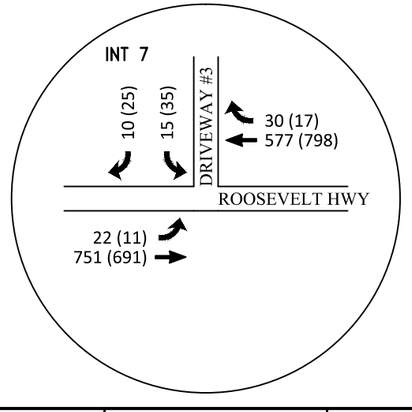












Legend: AM (PM)

PROPERTY AND EX. R/W LINE	R	STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	T
CONSTRUCTION LIMITS	C	OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	P
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	W
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	FO
PERMANENT DRAINAGE EASEMENT		GAS LINE	GAS
		SANITARY SEWER LINE	SS
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 13

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FUTURE BUILD YEAR
PEAK HOUR TRAFFIC

REVISION DATES		

DATE:

PALMETTO DISTRIBUTION CENTER

SHEET NO.

DRAWING NAME: I:\CUSTOMERS_PROJECTS\973 Hardin RE Group\973-16-073 Roosevelt@Hodgpool\Traffic\DWG\Figure2.dwg
PLOT DATE - TIME: Aug. 18, 2016 - 11:00 PM
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No Build-2020 Traffic Operations (Without Project)

The level of service for the future background conditions was determined using the same method as discussed previously in the Existing Conditions – Level of Service section. Future No Build intersection capacity analyses were performed on the future traffic volumes using the existing roadway geometry. The LOS values for the intersections were similar to the existing conditions.

Under the future background condition, all system intersections other than Roosevelt Highway at Phipps Road are operating at an acceptable level of service during AM and PM peak hours, above the minimum LOS D.

Table 10 Future No-Build Year 2020 - Level of Service

Intersection	Type of Control*	Future-2020 AM-Peak Delay (LOS)	Future-2020 PM-Peak Delay (LOS)
Roosevelt Highway at Phipps Road	Side Street Stop - NB Approach	32 (D)	106 (F)
	Side Street Stop - SB Approach	24 (C)	35 (D)
Roosevelt Highway at Wilkerson Mill Road	Side Street Stop - NB Approach	17 (C)	20 (C)
	Side Street Stop - SB Approach	18 (C)	18 (C)
Roosevelt Highway at Fairburn Ind Blvd ramp	Side Street Stop	18 (C)	16 (C)
Fairburn Ind Blvd at Roosevelt Highway ramp	Side Street Stop	18 (C)	15 (B)

For side street stop control intersections, delay and LOS are given for minor street only

Build-2020 Traffic Operations

The future Build conditions were evaluated using the described assumptions and the 2020 traffic volumes shown in Figure 13. The results of the intersection capacity analysis for the 2020 opening design Build years are summarized in Table 11. The intersection capacity analyses worksheets are included in Appendix D.

The intersections of Roosevelt Highway at Driveway #2 and Driveway #3 of the proposed development experience an LOS F and LOS E, respectively, in the PM condition. All other intersections with the exception of Roosevelt Highway at Phipps Road operate at an acceptable level of service in the future with the development as proposed.

Table 11 Future Build Year 2020 - Level of Service

Intersection	Type of Control*	Future-2020 AM-Peak Delay (LOS)	Future-2020 PM-Peak Delay (LOS)
Roosevelt Highway at Phipps Road	Side Street Stop - NB Approach	53 (F)	223 (F)
	Side Street Stop - SB Approach	33 (D)	65 (F)
Roosevelt Highway at Wilkerson Mill Road	Side Street Stop - NB Approach	21 (C)	22 (C)
	Side Street Stop - SB Approach	20 (C)	25 (D)
Wilkerson Mill Road at Driveway #1	Side Street Stop	9 (A)	9 (A)
Roosevelt Highway at Driveway #2	Side Street Stop	29 (D)	157 (F)
Roosevelt Highway at Driveway #3	Side Street Stop	25 (D)	38 (E)
Roosevelt Highway at Fairburn Ind Blvd ramp	Side Street Stop	28 (D)	31 (D)
Fairburn Ind Blvd at Roosevelt Highway ramp	Side Street Stop	24 (C)	17 (C)

For side street stop control intersections, delay and LOS are given for minor street only

As mentioned previously, the increased traffic volumes in the future condition does worsen the delays reported by the macroscopic model for the Roosevelt Highway at Phipps Road. The SimTraffic microscopic model was run with the same parameters as the existing condition and still showed acceptable operations. The SimTraffic outputs are included in Appendix E. In addition, the vehicles traveling to and from the proposed development are not in the primary movement delayed on Phipps Road and are able to make the right-turn onto Roosevelt Highway without experiencing additional delay.

No improvements at Roosevelt Highway at Phipps Road are recommended at this time. However, the City of Palmetto should continue to observe this intersection in the future. If delays are experienced in future conditions, a signal warrant study should be performed to determine the need for potential signalization.

Future Needs Analysis (Background and Future)

The delays at Driveway #2 are based on the high amount of truck traffic and its need for larger gaps in the traffic flow. This LOS F was supported by the microsimulation review. A signal warrant analysis was performed for the intersection of Roosevelt Highway at Driveway #2 based on the peak hour traffic. As the warrant was met, an additional Synchro

analysis was performed on the intersection with a proposed signal. The results are shown in Table 12.

Table 12 Future Build Year 2020 with Improvements - Level of Service

Intersection	Type of Control*	Future-2020 AM-Peak Delay (LOS)	Future-2020 PM-Peak Delay (LOS)
Roosevelt Highway at Driveway #2	Signalized	13 (B)	13 (B)

The intersection experienced a significant improvement, resulting in an LOS B. Based on the improvement to LOS and to safety for heavy vehicles turning at this location, a traffic signal is recommended. Additionally, a traffic signal at this location would be expected to attract vehicles entering and exiting the site from Driveway #3, thereby reducing the reported LOS E to an acceptable operation.

This intersection should be considered as a candidate for signalization. A signal warrant study will be needed as part of the permitting process with GDOT.

Roadway Segment Analysis

A roadway segment analysis with HCS 2010 (Multilane Highways Release 6.50) was performed on Roosevelt Highway, east of Wilkerson Mill Road. This is the approximate location of the proposed Driveway #2 and has the highest projected traffic volumes. The results of the analysis are shown in Table 13.

Table 13 Roadway Segment Analysis

Roadway	Location	Density (LOS)
Roosevelt Highway	East of Wilkerson Mill Road	8 (A)

The results from the analysis were satisfactory. The analysis is attached in Appendix F.

CONCLUSIONS

SEI has conducted an analysis of the existing and future conditions for the Palmetto Distribution Center project in Palmetto, Georgia.

The traffic analysis has shown that the Palmetto system of roads can support the proposed development and maintain acceptable levels of service. With the proposed traffic signal, the project will have acceptable traffic operations during the weekday peak periods of vehicular traffic.

The intersection of Roosevelt Highway and Phipps Road has a high level of delay reported in the macroscopic (HCM/Synchro) model that is not reflected in the microscopic (SimTraffic) model check. This intersection should be observed in the future to ensure that delays remain acceptable. Site-generated vehicles to and from the proposed development are not on the movements (northbound left, southbound approach) experiencing the high levels of delay and will primarily impact this intersection as background traffic.

Appendix A

DRI Letter of Understanding

LETTER OF UNDERSTANDING

July 11, 2016

Eben Hardie
River Oaks Capital Partners, LLC
c/o Hardie Real Estate Group
2870 Peachtree Road, Suite 721
Atlanta, Georgia 30305

RE: **DRI 2594 Palmetto Distribution Center**

Dear Mr. Hardie:

The purpose of this letter is to document the discussions during the Pre-Review and Methodology Meeting held at ARC's office on July 5, 2016 and DCA Initial Information Form filed on June 17, 2016 regarding **DRI 2594 Palmetto Distribution Center.** Some of the following items were discussed in this meeting and should assist you and your consultant team in preparing the DRI Review Package.

PROJECT OVERVIEW

- The project is located in the City of Palmetto on approximately 340 acres. The proposed development is located on the northern side of SR 14/US 29/ Roosevelt Highway, east of SR 154/Cascade Palmetto Highway and west of Hobgood Road.
- The DRI trigger for this development is a Land Disturbance Permit.
- The proposed development is 3,891,300 square feet of High Cube Warehouse/Distribution space in five (5) buildings.
- Access is proposed two (2) full movement driveways on SR 14/US 29/Roosevelt Highway with and one (1) full movement driveway on Wilkerson Mill Road. None are proposed, at this time, to be signalized.
- Trip generation is estimated at 6,538 gross daily trips with approximately 60% heavy vehicle trucks and 40% employees comprising the trips based on the applicant's data collection on other properties.
- The projected build out for this DRI is 2020.
- The applicant is applying for approval under GRTA's non-expedited review process.

METHODOLOGY

- All intersections identified as within the study network shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future "no-build" conditions [may not be applicable for the site driveways], and (3) future "build" conditions. This DRI shall be reviewed in one phase to be completed by 2020.
- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA. As appropriate, pedestrian counts and heavy vehicle counts shall be collected with vehicle counts and considered within the capacity analysis. Turning movement counts shall be collected while local schools are in session and ordinarily not between the week of Thanksgiving and the second week of January or any week of a major holiday.

- A 2.0% background traffic growth rate shall be used for all roadways over four years. This growth rates is intended to include the surrounding DRIs previously reviewed. The prior DRIs do not share the same truck distribution but may share employee vehicular trips in the general area.
- The level of service standard for all analyses shall be LOS D.
- A 5% alternative mode trip reduction is allowed due to MARTA Bus Service adjacent to the site.
- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account.
- The applicant shall research TIP, STIP, RTP, and GDOT's construction work program, as well as any local government plans (SPLOST, CIP, etc.), to determine the open-to-traffic date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. This information shall be included within the traffic analysis.

STUDY NETWORK

1. SR 14/US 29/Roosevelt Highway at SR 74/Fairburn Industrial Boulevard Ramps
2. SR 14/US 29/Roosevelt Highway at Wilkerson Mill Road
3. SR 14/US 29/Roosevelt Highway at Phipps Road
4. All site driveways

ADDITIONAL INFORMATION

Every roadway segment and intersection listed above will be analyzed for "required improvements." If the existing LOS for the segment or intersection is below the applicable level of service for a particular time period (e.g., A.M. peak period, P.M. peak period, etc.), then the measured LOS service for that segment and time periods is the standard by which the "base" and "future" traffic conditions will be designed. For example, if the County's LOS standard is LOS D, but an intersection or segment currently operates at LOS E for a certain peak period, then the LOS standard for that intersection or segment for "base" and "future" conditions becomes LOS E (only for that intersection and only for that peak period). The "base" is the phase year traffic without the development traffic (also called future "no-build" conditions) and the "future" is the phase year with the development traffic (also called future "build" conditions). As required in the technical guidelines, specific "required improvements" will be identified to bring the "base" LOS and "future" LOS for every roadway segment and intersection up to the applicable LOS standard. If the existing LOS for the segment or intersection is LOS F, then the future "no-build' and future "build" LOS standard will be LOS E. The improvements required to achieve the desired LOS standard will be provided in a table and graphic within the study. The traffic study should indicate the existing roadway laneage at each studied intersection as well as the laneage required (to meet the LOS standard) for future "no-build" and future "build" conditions. The improvements may include both programmed improvements and improvements identified in the study.

The planned and programmed improvement should indicate the project sponsor, the anticipated funding by source (federal, state, city/county, developer, CID, etc.), the year open-to-traffic, and estimate of the total project cost. All other required improvements identified in the study should, to the extent known, identify the cost, sponsor, funding, and timing. If any of these elements are not known, please state as "unknown."

The future "no-build" and the future "build" analyses should NOT automatically include/assume the additional lanes/capacity associated with planned and programmed improvement projects unless those roadway projects are currently under construction. Instead, the traffic consultant should recommend the additional laneage required to satisfy the level of service standard.

DRI REVIEW PACKAGE CHECKLIST

Please use the DRI Review Package Checklist to help you prepare your GRTA DRI Review Package for expedited review of your application. The Checklist reflects the understandings set forth in this letter, and is incorporated into this letter by reference.

The site plan shall be prepared in accordance with Section 4-104 of the DRI Review Package Technical Guidelines and it shall be dated, and shall be at a scale of 1"= 200' or larger (showing more detail). The site plan shall be consistent with GRTA's Site Plan Information Guidelines, which represents the minimum required information on site plans.

The applicant shall indicate on the site plans all adjacent land uses, current zoning, and future land use as indicated on the future land use map. Additionally, all existing and proposed sidewalks, existing and proposed pedestrian trails, and existing and proposed roadway laneage should be indicated on the site plan.

DRI REVIEW PACKAGE SUBMITTAL

At the time you are ready to submit your DRI Review Package to GRTA, please note the following:

- All Initial Information forms should be filed online with the GA Department of Community Affairs (DCA).
- Provide one (1) paper copy of all materials:
  - Transportation Analysis
  - Site Plan
- Provide one (1) CD-ROM with electronic versions of all submittal documents:
  - Provide a PDF of each document
  - Provide the native format for each document
    - .dwg is the preferred CAD format (AutoCAD)
    - .doc is the preferred word processing format (Word)
    - .xls is the preferred spreadsheet format (Excel)
    - .sy6, .sy7, .sy8 or .sy9 is the preferred capacity analysis format (Synchro)

As part of the completeness certification process, please have your consultant forward one copy of the completed GRTA DRI Review Package (transportation analysis, site plan, CD) to the GDOT District Office, Regional Commission and local government Planning & Development and/or Transportation group(s) (contact information provided below). GRTA shall be copied on each of the transmittal letters.

GDOT DISTRICT 7	**ATLANTA REGIONAL COMMISSION**	**CITY OF PALMETTO**	**CITY OF FAIRBURN**
Patrick Allen 5025 New Peachtree Rd, NE Chamblee, GA 30341	Andrew Smith 40 Courtland Street, NE Atlanta, Georgia 30303	Cindy Hanson P.O. Box 190 Palmetto, GA 30268	Linda Abaray 56 Malone St Fairburn, GA 30213

We encourage your consultant team to verify the items covered in this letter prior to compiling the submittal materials. If you have any questions, please feel free to contact me directly at 404-463-3068 (lbeall@grta.org).

Sincerely,

Laura F. Beall, AICP
Program Manager

cc:

Jon West, DCA
Andrew Smith, ARC
Patrick Allen, GDOT District 7
Tavores Edwards, Coweta County
Linda Abaray, City of Fairburn
Mayor Clark Boddie, City of Palmetto
Cindy Hanson, City of Palmetto
Amy Diaz, Southeastern Engineering, Inc.
Wesley Reed, Eberly & Associates

Appendix B

City of Palmetto Zoning Map

CITY OF PALMETTO, GEORGIA

Zoning Map

Adopted September 6, 2011

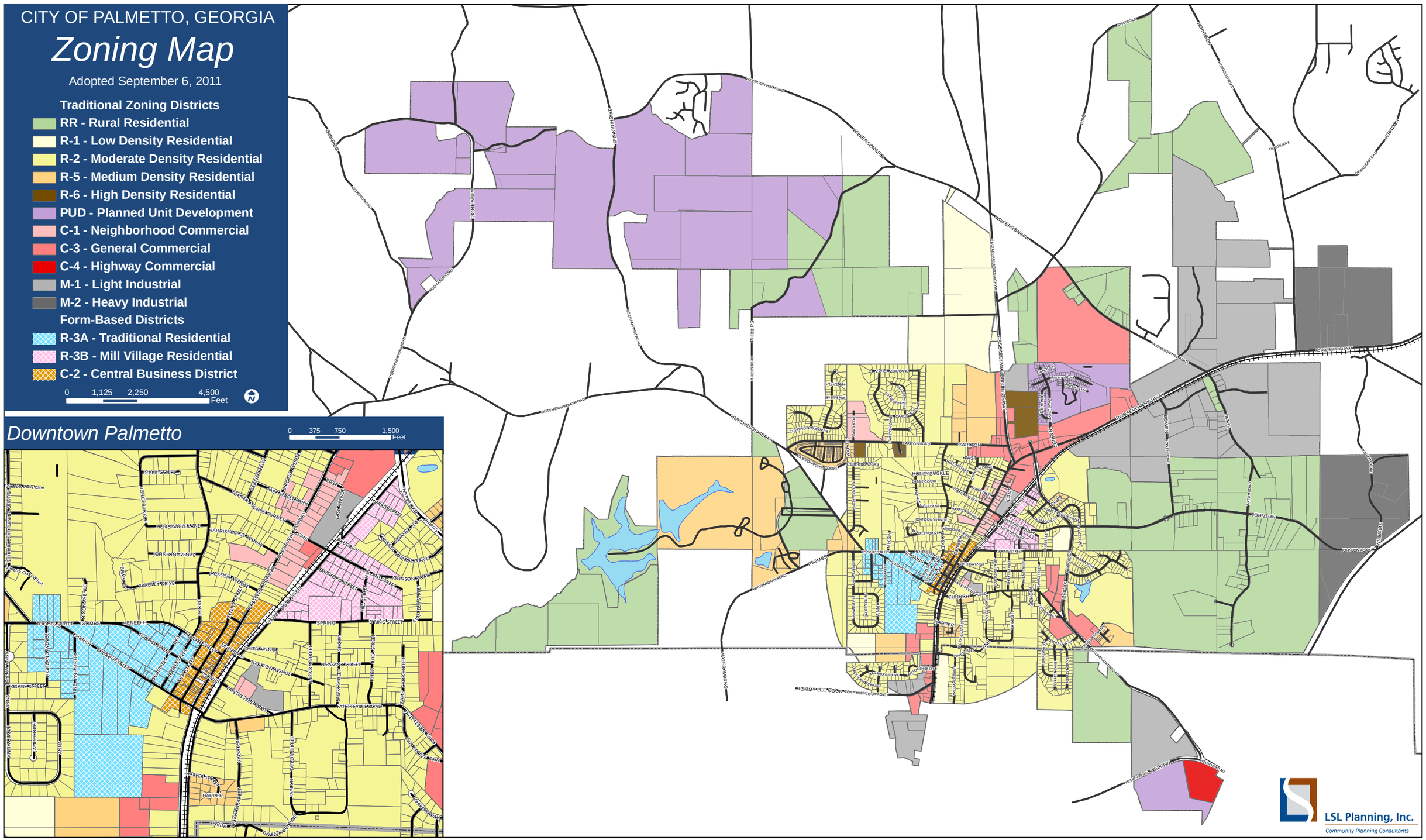
Traditional Zoning Districts

- RR - Rural Residential
- R-1 - Low Density Residential
- R-2 - Moderate Density Residential
- R-5 - Medium Density Residential
- R-6 - High Density Residential
- PUD - Planned Unit Development
- C-1 - Neighborhood Commercial
- C-3 - General Commercial
- C-4 - Highway Commercial
- M-1 - Light Industrial
- M-2 - Heavy Industrial

Form-Based Districts

- R-3A - Traditional Residential
- R-3B - Mill Village Residential
- C-2 - Central Business District

0 1,125 2,250 4,500 Feet



Appendix C

Traffic Count Data

Project ID: 16-9222-001
Location: Cascade Palmetto Hwy & S Fulton Parkway
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Cascade Palmetto Hwy Northbound					Cascade Palmetto Hwy Southbound					S Fulton Parkway Eastbound					S Fulton Parkway Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	0	61	10	0	71	0	36	1	0	37	2	71	0	0	73	10	14	0	0	24	205
7:15 AM	0	82	6	0	88	2	46	1	0	49	2	66	0	0	68	9	17	2	0	28	233
7:30 AM	0	64	11	0	75	1	67	1	0	69	2	80	0	0	82	5	25	0	0	30	256
7:45 AM	0	52	9	0	61	1	44	3	0	48	2	76	1	0	79	3	28	1	0	32	220
Total	0	259	36	0	295	4	193	6	0	203	8	293	1	0	302	27	84	3	0	114	914
8:00 AM	1	39	11	0	51	0	50	2	0	52	3	68	2	0	73	10	38	0	0	48	224
8:15 AM	0	51	10	0	61	0	42	3	0	45	2	74	2	0	78	8	36	1	0	45	229
8:30 AM	1	52	11	0	64	1	35	0	0	36	1	64	0	0	65	7	24	0	0	31	196
8:45 AM	1	40	3	0	44	3	27	0	0	30	3	32	0	0	35	2	27	1	0	30	139
Total	3	182	35	0	220	4	154	5	0	163	9	238	4	0	251	27	125	2	0	154	788
BREAK																					
4:00 PM	3	47	6	0	56	2	62	2	0	66	1	15	0	0	16	10	63	0	0	73	211
4:15 PM	2	54	12	0	68	1	80	1	0	82	4	17	0	0	21	12	66	3	0	81	252
4:30 PM	3	42	8	0	53	1	53	2	0	56	2	23	2	0	27	11	49	3	0	63	199
4:45 PM	2	44	15	0	61	1	80	3	0	84	4	29	1	0	34	13	55	0	0	68	247
Total	10	187	41	0	238	5	275	8	0	288	11	84	3	0	98	46	233	6	0	285	909
5:00 PM	4	53	12	0	69	1	70	4	0	75	1	25	3	0	29	18	77	3	0	98	271
5:15 PM	1	56	8	0	65	0	72	2	0	74	2	27	0	0	29	21	77	1	0	99	267
5:30 PM	1	49	7	0	57	5	70	2	0	77	2	31	1	0	34	19	79	1	0	99	267
5:45 PM	0	35	5	0	40	3	56	4	0	63	2	27	0	0	29	12	67	2	0	81	213
Total	6	193	32	0	231	9	268	12	0	289	7	110	4	0	121	70	300	7	0	377	1018
Grand Total	19	821	144	0	984	22	890	31	0	943	35	725	12	0	772	170	742	18	0	930	3629
Apprch %	1.9	83.4	14.6	0.0		2.3	94.4	3.3	0.0		4.5	93.9	1.6	0.0		18.3	79.8	1.9	0.0		
Total %	0.5	22.6	4.0	0.0	27.1	0.6	24.5	0.9	0.0	26.0	1.0	20.0	0.3	0.0	21.3	4.7	20.4	0.5	0.0	25.6	
Cars, PU, Vans	11	739	139	0	889	19	796	30	0	845	35	716	8	0	759	166	730	18	0	914	3407
% Cars, PU, Vans	57.9	90.0	96.5	0.0	90.3	86.4	89.4	96.8	0.0	89.6	100.0	98.8	66.7	0.0	98.3	97.6	98.4	100.0	0.0	98.3	93.9
Heavy Trucks	8	82	5		95	3	94	1		98	0	9	4		13	4	12	0		16	222
%Heavy Trucks	42.1	10.0	3.5	0.0	9.7	13.6	10.6	3.2	0.0	10.4	0.0	1.2	33.3	0.0	1.7	2.4	1.6	0.0	0.0	1.7	6.1

Project ID: 16-9222-001
Location: Cascade Palmetto Hwy & S F
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	Cascade Palmetto Hwy Northbound				Cascade Palmetto Hwy Southbound				S Fulton Parkway Eastbound				S Fulton Parkway Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	82	6	88	2	46	1	49	2	66	0	68	9	17	2	28	233
7:30 AM	0	64	11	75	1	67	1	69	2	80	0	82	5	25	0	30	256
7:45 AM	0	52	9	61	1	44	3	48	2	76	1	79	3	28	1	32	220
8:00 AM	1	39	11	51	0	50	2	52	3	68	2	73	10	38	0	48	224
Total Volume	1	237	37	275	4	207	7	218	9	290	3	302	27	108	3	138	933
% App. Total	0.4	86.2	13.5	100	1.8	95.0	3.2	100	3.0	96.0	1.0	100	19.6	78.3	2.2	100	
PHF				0.781				0.790				0.921				0.719	
Cars, PU, Vans	1	223	36	260	2	183	7	192	9	287	2	298	26	107	3	136	886
% Cars, PU, Vans	100.0	94.1	97.3	94.5	50.0	88.4	100.0	88.1	100.0	99.0	66.7	98.7	96.3	99.1	100.0	98.6	95.0
Heavy Trucks	0	14	1	15	2	24	0	26	0	3	1	4	1	1	0	2	47
%Heavy Trucks	0.0	5.9	2.7	5.5	50.0	11.6	0.0	11.9	0.0	1.0	33.3	1.3	3.7	0.9	0.0	1.4	5.0

PM

	Cascade Palmetto Hwy Northbound				Cascade Palmetto Hwy Southbound				S Fulton Parkway Eastbound				S Fulton Parkway Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	2	44	15	61	1	80	3	84	4	29	1	34	13	55	0	68	247
5:00 PM	4	53	12	69	1	70	4	75	1	25	3	29	18	77	3	98	271
5:15 PM	1	56	8	65	0	72	2	74	2	27	0	29	21	77	1	99	267
5:30 PM	1	49	7	57	5	70	2	77	2	31	1	34	19	79	1	99	267
Total Volume	8	202	42	252	7	292	11	310	9	112	5	126	71	288	5	364	1052
% App. Total	3.2	80.2	16.7	100	2.3	94.2	3.5	100	7.1	88.9	4.0	100	19.5	79.1	1.4	100	
PHF				0.913				0.923				0.926				0.919	
Cars, PU, Vans	5	180	41	226	6	269	11	286	9	112	4	125	70	283	5	358	995
% Cars, PU, Vans	62.5	89.1	97.6	89.7	85.7	92.1	100.0	92.3	100.0	100.0	80.0	99.2	98.6	98.3	100.0	98.4	94.6
Heavy Trucks	3	22	1	26	1	23	0	24	0	0	1	1	1	5	0	6	57
%Heavy Trucks	37.5	10.9	2.4	10.3	14.3	7.9	0.0	7.7	0.0	0.0	20.0	0.8	1.4	1.7	0.0	1.6	5.4

Project ID: 16-9222-002
Location: Cascade Palmetto Hwy & Rivertown Rd
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Cascade Palmetto Hwy Northbound					Cascade Palmetto Hwy Southbound					Rivertown Rd Eastbound					Rivertown Rd Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	2	76	2	0	80	4	54	0	0	58	0	10	5	0	15	1	9	2	0	12	165
7:15 AM	3	92	0	0	95	1	60	0	0	61	0	20	3	0	23	2	9	6	0	17	196
7:30 AM	3	72	3	0	78	2	63	0	0	65	0	26	10	0	36	1	10	2	0	13	192
7:45 AM	8	62	3	0	73	5	51	0	0	56	0	11	9	0	20	2	13	1	0	16	165
Total	16	302	8	0	326	12	228	0	0	240	0	67	27	0	94	6	41	11	0	58	718
8:00 AM	4	49	1	0	54	0	52	0	0	52	0	7	8	0	15	1	18	3	0	22	143
8:15 AM	7	50	0	0	57	2	41	0	0	43	1	17	6	0	24	1	20	3	0	24	148
8:30 AM	2	54	3	0	59	3	37	0	0	40	0	10	6	0	16	1	8	1	0	10	125
8:45 AM	1	40	1	0	42	2	32	0	0	34	0	9	2	0	11	1	5	0	0	6	93
Total	14	193	5	0	212	7	162	0	0	169	1	43	22	0	66	4	51	7	0	62	509
BREAK																					
4:00 PM	5	59	1	0	65	2	56	0	0	58	1	9	7	0	17	2	16	2	0	20	160
4:15 PM	3	53	3	0	59	3	75	0	0	78	0	11	7	0	18	1	13	3	0	17	172
4:30 PM	4	52	2	0	58	3	79	0	0	82	0	5	4	0	9	2	17	1	0	20	169
4:45 PM	3	56	2	0	61	4	81	1	0	86	1	6	5	0	12	1	15	4	0	20	179
Total	15	220	8	0	243	12	291	1	0	304	2	31	23	0	56	6	61	10	0	77	680
5:00 PM	6	62	2	0	70	3	78	0	0	81	0	5	1	0	6	2	9	3	0	14	171
5:15 PM	5	56	0	0	61	0	78	0	0	78	0	10	3	0	13	2	23	1	0	26	178
5:30 PM	8	59	3	0	70	3	105	0	0	108	0	6	6	0	12	2	13	4	0	19	209
5:45 PM	8	41	2	0	51	0	85	0	0	85	0	8	5	0	13	1	13	3	0	17	166
Total	27	218	7	0	252	6	346	0	0	352	0	29	15	0	44	7	58	11	0	76	724
Grand Total	72	933	28	0	1033	37	1027	1	0	1065	3	170	87	0	260	23	211	39	0	273	2631
Apprch %	7.0	90.3	2.7	0.0		3.5	96.4	0.1	0.0		1.2	65.4	33.5	0.0		8.4	77.3	14.3	0.0		
Total %	2.7	35.5	1.1	0.0	39.3	1.4	39.0	0.0	0.0	40.5	0.1	6.5	3.3	0.0	9.9	0.9	8.0	1.5	0.0	10.4	
Cars, PU, Vans	71	839	28	0	938	36	928	1	0	965	3	169	87	0	259	23	210	38	0	271	2433
% Cars, PU, Vans	98.6	89.9	100.0	0.0	90.8	97.3	90.4	100.0	0.0	90.6	100.0	99.4	100.0	0.0	99.6	100.0	99.5	97.4	0.0	99.3	92.5
Heavy Trucks	1	94	0		95	1	99	0		100	0	1	0		1	0	1	1		2	198
%Heavy Trucks	1.4	10.1	0.0	0.0	9.2	2.7	9.6	0.0	0.0	9.4	0.0	0.6	0.0	0.0	0.4	0.0	0.5	2.6	0.0	0.7	7.5

Project ID: 16-9222-002
Location: Cascade Palmetto Hwy & Ri
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	Cascade Palmetto Hwy Northbound				Cascade Palmetto Hwy Southbound				Rivertown Rd Eastbound				Rivertown Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
7:00 AM	2	76	2	80	4	54	0	58	0	10	5	15	1	9	2	12	165
7:15 AM	3	92	0	95	1	60	0	61	0	20	3	23	2	9	6	17	196
7:30 AM	3	72	3	78	2	63	0	65	0	26	10	36	1	10	2	13	192
7:45 AM	8	62	3	73	5	51	0	56	0	11	9	20	2	13	1	16	165
Total Volume	16	302	8	326	12	228	0	240	0	67	27	94	6	41	11	58	718
% App. Total	4.9	92.6	2.5	100	5.0	95.0	0.0	100	0.0	71.3	28.7	100	10.3	70.7	19.0	100	
PHF				0.858				0.923				0.653				0.853	
Cars, PU, Vans	16	282	8	306	11	205	0	216	0	66	27	93	6	41	11	58	673
% Cars, PU, Vans	100.0	93.4	100.0	93.9	91.7	89.9	0.0	90.0	0.0	98.5	100.0	98.9	100.0	100.0	100.0	100.0	93.7
Heavy Trucks	0	20	0	20	1	23	0	24	0	1	0	1	0	0	0	0	45
%Heavy Trucks	0.0	6.6	0.0	6.1	8.3	10.1	0.0	10.0	0.0	1.5	0.0	1.1	0.0	0.0	0.0	0.0	6.3

PM

	Cascade Palmetto Hwy Northbound				Cascade Palmetto Hwy Southbound				Rivertown Rd Eastbound				Rivertown Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	3	56	2	61	4	81	1	86	1	6	5	12	1	15	4	20	179
5:00 PM	6	62	2	70	3	78	0	81	0	5	1	6	2	9	3	14	171
5:15 PM	5	56	0	61	0	78	0	78	0	10	3	13	2	23	1	26	178
5:30 PM	8	59	3	70	3	105	0	108	0	6	6	12	2	13	4	19	209
Total Volume	22	233	7	262	10	342	1	353	1	27	15	43	7	60	12	79	737
% App. Total	8.4	88.9	2.7	100	2.8	96.9	0.3	100	2.3	62.8	34.9	100	8.9	75.9	15.2	100	
PHF				0.936				0.817				0.827				0.760	
Cars, PU, Vans	22	207	7	236	10	316	1	327	1	27	15	43	7	60	11	78	684
% Cars, PU, Vans	100.0	88.8	100.0	90.1	100.0	92.4	100.0	92.6	100.0	100.0	100.0	100.0	100.0	100.0	91.7	98.7	92.8
Heavy Trucks	0	26	0	26	0	26	0	26	0	0	0	0	0	0	1	1	53
%Heavy Trucks	0.0	11.2	0.0	9.9	0.0	7.6	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	8.3	1.3	7.2

Project ID: 16-9222-003
Location: Cascade Palmetto Hwy & Wilkerson Mill Rd
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Cascade Palmetto Hwy Northbound					Cascade Palmetto Hwy Southbound					Wilkerson Mill Rd Eastbound					Wilkerson Mill Rd Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	1	64	0	0	65	2	58	1	0	61	4	5	8	0	17	0	1	3	0	4	147
7:15 AM	3	79	2	0	84	2	65	1	0	68	1	6	8	0	15	1	1	2	0	4	171
7:30 AM	4	68	1	0	73	4	72	0	0	76	3	5	11	0	19	0	1	2	0	3	171
7:45 AM	5	65	0	0	70	2	55	0	0	57	0	11	5	0	16	0	4	3	0	7	150
Total	13	276	3	0	292	10	250	2	0	262	8	27	32	0	67	1	7	10	0	18	639
8:00 AM	0	62	0	0	62	3	62	0	0	65	2	2	3	0	7	0	2	1	0	3	137
8:15 AM	3	51	0	0	54	3	50	0	0	53	1	2	3	0	6	0	3	2	0	5	118
8:30 AM	4	50	0	0	54	1	46	2	0	49	2	4	4	0	10	0	4	2	0	6	119
8:45 AM	4	42	1	0	47	2	35	0	0	37	2	2	5	0	9	0	3	2	0	5	98
Total	11	205	1	0	217	9	193	2	0	204	7	10	15	0	32	0	12	7	0	19	472
BREAK																					
4:00 PM	7	54	1	0	62	3	74	2	0	79	0	3	3	0	6	0	6	7	0	13	160
4:15 PM	13	69	1	0	83	1	102	2	0	105	2	4	4	0	10	0	6	4	0	10	208
4:30 PM	6	51	2	0	59	3	58	0	0	61	1	7	3	0	11	1	7	2	0	10	141
4:45 PM	7	59	3	0	69	2	98	1	0	101	0	7	5	0	12	0	3	5	0	8	190
Total	33	233	7	0	273	9	332	5	0	346	3	21	15	0	39	1	22	18	0	41	699
5:00 PM	9	64	1	0	74	0	72	0	0	72	0	4	5	0	9	0	11	2	0	13	168
5:15 PM	7	65	0	0	72	4	100	1	0	105	2	5	2	0	9	0	4	7	0	11	197
5:30 PM	10	64	1	0	75	2	87	2	0	91	0	3	6	0	9	0	2	3	0	5	180
5:45 PM	13	45	0	0	58	3	81	3	0	87	0	4	2	0	6	1	7	2	0	10	161
Total	39	238	2	0	279	9	340	6	0	355	2	16	15	0	33	1	24	14	0	39	706
Grand Total	96	952	13	0	1061	37	1115	15	0	1167	20	74	77	0	171	3	65	49	0	117	2516
Apprch %	9.0	89.7	1.2	0.0		3.2	95.5	1.3	0.0		11.7	43.3	45.0	0.0		2.6	55.6	41.9	0.0		
Total %	3.8	37.8	0.5	0.0	42.2	1.5	44.3	0.6	0.0	46.4	0.8	2.9	3.1	0.0	6.8	0.1	2.6	1.9	0.0	4.7	
Cars, PU, Vans	95	863	12	0	970	34	1023	13	0	1070	20	73	77	0	170	3	65	46	0	114	2324
% Cars, PU, Vans	99.0	90.7	92.3	0.0	91.4	91.9	91.7	86.7	0.0	91.7	100.0	98.6	100.0	0.0	99.4	100.0	100.0	93.9	0.0	97.4	92.4
Heavy Trucks	1	89	1		91	3	92	2		97	0	1	0		1	0	0	3		3	192
%Heavy Trucks	1.0	9.3	7.7	0.0	8.6	8.1	8.3	13.3	0.0	8.3	0.0	1.4	0.0	0.0	0.6	0.0	0.0	6.1	0.0	2.6	7.6

Project ID: 16-9222-003
Location: Cascade Palmetto Hwy & Wi
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	Cascade Palmetto Hwy Northbound				Cascade Palmetto Hwy Southbound				Wilkerson Mill Rd Eastbound				Wilkerson Mill Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
7:00 AM	1	64	0	65	2	58	1	61	4	5	8	17	0	1	3	4	147
7:15 AM	3	79	2	84	2	65	1	68	1	6	8	15	1	1	2	4	171
7:30 AM	4	68	1	73	4	72	0	76	3	5	11	19	0	1	2	3	171
7:45 AM	5	65	0	70	2	55	0	57	0	11	5	16	0	4	3	7	150
Total Volume	13	276	3	292	10	250	2	262	8	27	32	67	1	7	10	18	639
% App. Total	4.5	94.5	1.0	100	3.8	95.4	0.8	100	11.9	40.3	47.8	100	5.6	38.9	55.6	100	
PHF				0.869				0.862				0.882				0.643	
Cars, PU, Vans	13	263	3	279	9	233	0	242	8	26	32	66	1	7	9	17	604
% Cars, PU, Vans	100.0	95.3	100.0	95.5	90.0	93.2	0.0	92.4	100.0	96.3	100.0	98.5	100.0	100.0	90.0	94.4	94.5
Heavy Trucks	0	13	0	13	1	17	2	20	0	1	0	1	0	0	1	1	35
%Heavy Trucks	0.0	4.7	0.0	4.5	10.0	6.8	100.0	7.6	0.0	3.7	0.0	1.5	0.0	0.0	10.0	5.6	5.5

PM

	Cascade Palmetto Hwy Northbound				Cascade Palmetto Hwy Southbound				Wilkerson Mill Rd Eastbound				Wilkerson Mill Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	7	59	3	69	2	98	1	101	0	7	5	12	0	3	5	8	190
5:00 PM	9	64	1	74	0	72	0	72	0	4	5	9	0	11	2	13	168
5:15 PM	7	65	0	72	4	100	1	105	2	5	2	9	0	4	7	11	197
5:30 PM	10	64	1	75	2	87	2	91	0	3	6	9	0	2	3	5	180
Total Volume	33	252	5	290	8	357	4	369	2	19	18	39	0	20	17	37	735
% App. Total	11.4	86.9	1.7	100	2.2	96.7	1.1	100	5.1	48.7	46.2	100	0.0	54.1	45.9	100	
PHF				0.967				0.879				0.813				0.712	
Cars, PU, Vans	33	227	4	264	8	333	4	345	2	19	18	39	0	20	15	35	683
% Cars, PU, Vans	100.0	90.1	80.0	91.0	100.0	93.3	100.0	93.5	100.0	100.0	100.0	100.0	0.0	100.0	88.2	94.6	92.9
Heavy Trucks	0	25	1	26	0	24	0	24	0	0	0	0	0	0	2	2	52
%Heavy Trucks	0.0	9.9	20.0	9.0	0.0	6.7	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11.8	5.4	7.1

Project ID: 16-9222-004
Location: Cascade Palmetto Hwy & Roosevelt Hwy
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Cascade Palmetto Hwy Northbound					Cascade Palmetto Hwy Southbound					Roosevelt Hwy Eastbound					Roosevelt Hwy Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	5	0	0	0	5	68	0	25	0	93	40	54	2	0	96	0	27	55	0	82	276
7:15 AM	0	0	0	0	0	80	0	42	0	122	47	76	1	0	124	0	33	60	0	93	339
7:30 AM	0	0	0	0	0	87	0	34	0	121	44	106	1	0	151	0	34	49	0	83	355
7:45 AM	0	1	1	0	2	70	0	28	0	98	33	85	1	0	119	0	48	44	0	92	311
Total	5	1	1	0	7	305	0	129	0	434	164	321	5	0	490	0	142	208	0	350	1281
8:00 AM	0	0	0	0	0	67	1	23	0	91	36	53	1	0	90	0	47	39	0	86	267
8:15 AM	0	0	0	0	0	52	0	32	0	84	41	60	5	0	106	0	33	59	0	92	282
8:30 AM	0	1	0	0	1	54	0	19	0	73	37	62	1	0	100	0	49	46	0	95	269
8:45 AM	0	0	0	0	0	60	0	41	0	101	27	46	1	0	74	0	43	40	0	83	258
Total	0	1	0	0	1	233	1	115	0	349	141	221	8	0	370	0	172	184	0	356	1076
BREAK																					
4:00 PM	0	0	0	0	0	50	0	52	0	102	40	48	1	0	89	0	65	56	0	121	312
4:15 PM	0	1	0	0	1	62	1	37	0	100	35	59	0	0	94	0	61	70	0	131	326
4:30 PM	0	0	1	0	1	53	0	49	0	102	37	48	0	0	85	1	78	92	0	171	359
4:45 PM	0	0	0	0	0	63	0	48	0	111	38	48	0	0	86	0	74	70	0	144	341
Total	0	1	1	0	2	228	1	186	0	415	150	203	1	0	354	1	278	288	0	567	1338
5:00 PM	1	1	0	0	2	58	0	58	0	116	43	55	0	0	98	0	95	75	0	170	386
5:15 PM	1	0	0	0	1	53	0	71	0	124	59	50	0	0	109	0	108	67	0	175	409
5:30 PM	0	0	3	0	3	67	1	86	0	154	45	42	2	0	89	0	86	58	0	144	390
5:45 PM	1	0	1	0	2	41	0	56	1	97	27	46	1	0	74	0	78	66	0	144	317
Total	3	1	4	0	8	219	1	271	1	491	174	193	3	0	370	0	367	266	0	633	1502
Grand Total	8	4	6	0	18	985	3	701	1	1689	629	938	17	0	1584	1	959	946	0	1906	5197
Apprch %	44.4	22.2	33.3	0.0		58.3	0.2	41.5	0.1		39.7	59.2	1.1	0.0		0.1	50.3	49.6	0.0		
Total %	0.2	0.1	0.1	0.0	0.3	19.0	0.1	13.5	0.0	32.5	12.1	18.0	0.3	0.0	30.5	0.0	18.5	18.2	0.0	36.7	
Cars, PU, Vans	8	4	6	0	18	929	3	657	1	1589	597	919	17	0	1533	1	938	872	0	1811	4951
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	94.3	100.0	93.7	100.0	94.1	94.9	98.0	100.0	0.0	96.8	100.0	97.8	92.2	0.0	95.0	95.3
Heavy Trucks	0	0	0		0	56	0	44		100	32	19	0		51	0	21	74		95	246
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	5.7	0.0	6.3	0.0	5.9	5.1	2.0	0.0	0.0	3.2	0.0	2.2	7.8	0.0	5.0	4.7

Project ID: 16-9222-004
Location: Cascade Palmetto Hwy & Ro
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	Cascade Palmetto Hwy Northbound				Cascade Palmetto Hwy Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
7:00 AM	5	0	0	5	68	0	25	93	40	54	2	96	0	27	55	82	276
7:15 AM	0	0	0	0	80	0	42	122	47	76	1	124	0	33	60	93	339
7:30 AM	0	0	0	0	87	0	34	121	44	106	1	151	0	34	49	83	355
7:45 AM	0	1	1	2	70	0	28	98	33	85	1	119	0	48	44	92	311
Total Volume	5	1	1	7	305	0	129	434	164	321	5	490	0	142	208	350	1281
% App. Total	71.4	14.3	14.3	100	70.3	0.0	29.7	100	33.5	65.5	1.0	100	0.0	40.6	59.4	100	
PHF				0.350				0.889				0.811				0.941	
Cars, PU, Vans	5	1	1	7	290	0	123	413	158	317	5	480	0	139	196	335	1235
% Cars, PU, Vans	100.0	100.0	100.0	100.0	95.1	0.0	95.3	95.2	96.3	98.8	100.0	98.0	0.0	97.9	94.2	95.7	96.4
Heavy Trucks	0	0	0	0	15	0	6	21	6	4	0	10	0	3	12	15	46
%Heavy Trucks	0.0	0.0	0.0	0.0	4.9	0.0	4.7	4.8	3.7	1.2	0.0	2.0	0.0	2.1	5.8	4.3	3.6

PM

	Cascade Palmetto Hwy Northbound				Cascade Palmetto Hwy Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	0	0	0	0	63	0	48	111	38	48	0	86	0	74	70	144	341
5:00 PM	1	1	0	2	58	0	58	116	43	55	0	98	0	95	75	170	386
5:15 PM	1	0	0	1	53	0	71	124	59	50	0	109	0	108	67	175	409
5:30 PM	0	0	3	3	67	1	86	154	45	42	2	89	0	86	58	144	390
Total Volume	2	1	3	6	241	1	263	505	185	195	2	382	0	363	270	633	1526
% App. Total	33.3	16.7	50.0	100	47.7	0.2	52.1	100	48.4	51.0	0.5	100	0.0	57.3	42.7	100	
PHF				0.500				0.820				0.876				0.904	
Cars, PU, Vans	2	1	3	6	229	1	252	482	171	191	2	364	0	358	252	610	1462
% Cars, PU, Vans	100.0	100.0	100.0	100.0	95.0	100.0	95.8	95.4	92.4	97.9	100.0	95.3	0.0	98.6	93.3	96.4	95.8
Heavy Trucks	0	0	0	0	12	0	11	23	14	4	0	18	0	5	18	23	64
%Heavy Trucks	0.0	0.0	0.0	0.0	5.0	0.0	4.2	4.6	7.6	2.1	0.0	4.7	0.0	1.4	6.7	3.6	4.2

Project ID: 16-9222-005
Location: Phipps Rd & Roosevelt Hwy
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Phipps Rd Northbound					Phipps Rd Southbound					Roosevelt Hwy Eastbound					Roosevelt Hwy Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	44	1	14	0	59	6	1	0	0	7	0	87	30	1	117	14	46	0	0	60	243
7:15 AM	46	1	15	0	62	3	0	1	0	4	0	104	53	0	157	14	43	1	0	58	281
7:30 AM	30	0	29	0	59	3	3	1	0	7	0	117	57	0	174	22	50	3	0	75	315
7:45 AM	34	1	28	0	63	3	2	0	0	5	0	110	43	0	153	25	53	2	0	80	301
Total	154	3	86	0	243	15	6	2	0	23	0	418	183	1	601	75	192	6	0	273	1140
8:00 AM	29	1	20	0	50	2	0	0	0	2	0	83	38	0	121	16	41	0	0	57	230
8:15 AM	28	0	9	0	37	5	0	0	1	5	0	83	33	0	116	19	55	5	0	79	237
8:30 AM	38	3	17	0	58	3	0	1	0	4	2	82	37	0	121	22	48	9	0	79	262
8:45 AM	35	0	14	0	49	6	2	0	0	8	4	71	43	2	118	12	58	1	0	71	246
Total	130	4	60	0	194	16	2	1	1	19	6	319	151	2	476	69	202	15	0	286	975
BREAK																					
4:00 PM	32	4	19	0	55	5	2	8	0	15	4	70	28	0	102	25	108	9	0	142	314
4:15 PM	51	2	14	0	67	6	4	6	0	16	5	68	42	0	115	16	92	8	0	116	314
4:30 PM	32	5	16	0	53	7	4	8	0	19	6	67	44	0	117	33	103	12	0	148	337
4:45 PM	32	4	10	0	46	4	3	18	0	25	9	72	43	0	124	24	137	4	0	165	360
Total	147	15	59	0	221	22	13	40	0	75	24	277	157	0	458	98	440	33	0	571	1325
5:00 PM	42	3	18	0	63	7	6	9	0	22	9	73	23	0	105	24	128	9	0	161	351
5:15 PM	44	5	12	0	61	9	2	7	2	18	5	57	37	0	99	22	138	8	0	168	346
5:30 PM	40	8	14	0	62	9	6	11	0	26	8	63	51	0	122	31	119	11	1	161	371
5:45 PM	36	3	15	0	54	6	4	7	2	17	6	56	43	0	105	17	90	5	2	112	288
Total	162	19	59	0	240	31	18	34	4	83	28	249	154	0	431	94	475	33	3	602	1356
Grand Total	593	41	264	0	898	84	39	77	5	200	58	1263	645	3	1966	336	1309	87	3	1732	4796
Apprch %	66.0	4.6	29.4	0.0		42.0	19.5	38.5	2.5		3.0	64.2	32.8	0.2		19.4	75.6	5.0	0.2		
Total %	12.4	0.9	5.5	0.0	18.7	1.8	0.8	1.6	0.1	4.2	1.2	26.3	13.4	0.1	41.0	7.0	27.3	1.8	0.1	36.1	
Cars, PU, Vans	584	41	257	0	882	82	39	77	5	198	58	1198	633	3	1889	328	1218	85	3	1631	4600
% Cars, PU, Vans	98.5	100.0	97.3	0.0	98.2	97.6	100.0	100.0	100.0	99.0	100.0	94.9	98.1	100.0	96.1	97.6	93.0	97.7	100.0	94.2	95.9
Heavy Trucks	9	0	7		16	2	0	0		2	0	65	12		77	8	91	2		101	196
%Heavy Trucks	1.5	0.0	2.7	0.0	1.8	2.4	0.0	0.0	0.0	1.0	0.0	5.1	1.9	0.0	3.9	2.4	7.0	2.3	0.0	5.8	4.1

Project ID: 16-9222-005
Location: Phipps Rd & Roosevelt Hwy
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	Phipps Rd Northbound				Phipps Rd Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
7:00 AM	44	1	14	59	6	1	0	7	0	87	30	117	14	46	0	60	243
7:15 AM	46	1	15	62	3	0	1	4	0	104	53	157	14	43	1	58	281
7:30 AM	30	0	29	59	3	3	1	7	0	117	57	174	22	50	3	75	315
7:45 AM	34	1	28	63	3	2	0	5	0	110	43	153	25	53	2	80	301
Total Volume	154	3	86	243	15	6	2	23	0	418	183	601	75	192	6	273	1140
% App. Total	63.4	1.2	35.4	100	65.2	26.1	8.7	100	0.0	69.6	30.4	100	27.5	70.3	2.2	100	
PHF				0.964				0.821				0.864				0.853	
Cars, PU, Vans	153	3	86	242	14	6	2	22	0	408	180	588	72	176	6	254	1106
% Cars, PU, Vans	99.4	100.0	100.0	99.6	93.3	100.0	100.0	95.7	0.0	97.6	98.4	97.8	96.0	91.7	100.0	93.0	97.0
Heavy Trucks	1	0	0	1	1	0	0	1	0	10	3	13	3	16	0	19	34
%Heavy Trucks	0.6	0.0	0.0	0.4	6.7	0.0	0.0	4.3	0.0	2.4	1.6	2.2	4.0	8.3	0.0	7.0	3.0

PM

	Phipps Rd Northbound				Phipps Rd Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	32	4	10	46	4	3	18	25	9	72	43	124	24	137	4	165	360
5:00 PM	42	3	18	63	7	6	9	22	9	73	23	105	24	128	9	161	351
5:15 PM	44	5	12	61	9	2	7	18	5	57	37	99	22	138	8	168	346
5:30 PM	40	8	14	62	9	6	11	26	8	63	51	122	31	119	11	161	371
Total Volume	158	20	54	232	29	17	45	91	31	265	154	450	101	522	32	655	1428
% App. Total	68.1	8.6	23.3	100	31.9	18.7	49.5	100	6.9	58.9	34.2	100	15.4	79.7	4.9	100	
PHF				0.921				0.875				0.907				0.975	
Cars, PU, Vans	156	20	54	230	29	17	45	91	31	254	150	435	101	497	31	629	1385
% Cars, PU, Vans	98.7	100.0	100.0	99.1	100.0	100.0	100.0	100.0	100.0	95.8	97.4	96.7	100.0	95.2	96.9	96.0	97.0
Heavy Trucks	2	0	0	2	0	0	0	0	0	11	4	15	0	25	1	26	43
%Heavy Trucks	1.3	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	4.2	2.6	3.3	0.0	4.8	3.1	4.0	3.0

Project ID: 16-9222-006
Location: Wilkerson Mill Rd_Tatum Rd & Roosevelt Hwy
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Wilkerson Mill Rd_Tatum Rd Northbound					Wilkerson Mill Rd_Tatum Rd Southbound					Roosevelt Hwy Eastbound					Roosevelt Hwy Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	1	1	5	0	7	16	2	1	0	19	3	103	5	0	111	5	47	2	0	54	191
7:15 AM	1	0	2	0	3	10	0	2	0	12	1	115	3	0	119	2	54	4	0	60	194
7:30 AM	2	1	1	0	4	13	0	2	0	15	4	136	2	0	142	0	61	3	0	64	225
7:45 AM	2	1	2	0	5	15	1	7	0	23	3	152	7	0	162	6	57	8	0	71	261
Total	6	3	10	0	19	54	3	12	0	69	11	506	17	0	534	13	219	17	0	249	871
8:00 AM	3	0	6	0	9	10	0	4	0	14	4	107	4	0	115	2	50	6	0	58	196
8:15 AM	3	0	6	0	9	5	3	2	0	10	2	87	4	0	93	4	66	5	0	75	187
8:30 AM	2	1	2	0	5	3	0	5	0	8	5	83	2	0	90	1	57	7	0	65	168
8:45 AM	1	0	3	0	4	4	2	0	0	6	4	90	4	0	98	7	58	7	0	72	180
Total	9	1	17	0	27	22	5	11	0	38	15	367	14	0	396	14	231	25	0	270	731
BREAK																					
4:00 PM	4	3	5	0	12	6	1	3	0	10	4	64	3	0	71	4	129	6	0	139	232
4:15 PM	2	0	4	0	6	8	0	2	0	10	7	67	3	0	77	7	95	9	0	111	204
4:30 PM	2	5	9	0	16	5	0	2	0	7	1	74	0	0	75	5	134	8	0	147	245
4:45 PM	4	1	4	0	9	8	2	3	0	13	4	63	1	0	68	2	129	9	0	140	230
Total	12	9	22	0	43	27	3	10	0	40	16	268	7	0	291	18	487	32	0	537	911
5:00 PM	10	3	3	0	16	7	0	5	0	12	5	76	1	0	82	6	125	15	0	146	256
5:15 PM	5	1	3	0	9	6	1	3	0	10	3	75	3	0	81	6	154	6	0	166	266
5:30 PM	2	1	5	0	8	6	3	4	0	13	4	72	2	0	78	0	128	6	0	134	233
5:45 PM	0	1	1	0	2	5	2	4	0	11	7	70	1	0	78	6	96	10	0	112	203
Total	17	6	12	0	35	24	6	16	0	46	19	293	7	0	319	18	503	37	0	558	958
Grand Total	44	19	61	0	124	127	17	49	0	193	61	1434	45	0	1540	63	1440	111	0	1614	3471
Apprch %	35.5	15.3	49.2	0.0		65.8	8.8	25.4	0.0		4.0	93.1	2.9	0.0		3.9	89.2	6.9	0.0		
Total %	1.3	0.5	1.8	0.0	3.6	3.7	0.5	1.4	0.0	5.6	1.8	41.3	1.3	0.0	44.4	1.8	41.5	3.2	0.0	46.5	
Cars, PU, Vans	35	19	48	0	102	124	17	48	0	189	60	1360	37	0	1457	36	1350	107	0	1493	3241
% Cars, PU, Vans	79.5	100.0	78.7	0.0	82.3	97.6	100.0	98.0	0.0	97.9	98.4	94.8	82.2	0.0	94.6	57.1	93.8	96.4	0.0	92.5	93.4
Heavy Trucks	9	0	13		22	3	0	1		4	1	74	8		83	27	90	4		121	230
%Heavy Trucks	20.5	0.0	21.3	0.0	17.7	2.4	0.0	2.0	0.0	2.1	1.6	5.2	17.8	0.0	5.4	42.9	6.3	3.6	0.0	7.5	6.6

Project ID: 16-9222-006
Location: Wilkerson Mill Rd_Tatum Rd
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	Wilkerson Mill Rd_Tatum Rd Northbound				Wilkerson Mill Rd_Tatum Rd Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	1	0	2	3	10	0	2	12	1	115	3	119	2	54	4	60	194
7:30 AM	2	1	1	4	13	0	2	15	4	136	2	142	0	61	3	64	225
7:45 AM	2	1	2	5	15	1	7	23	3	152	7	162	6	57	8	71	261
8:00 AM	3	0	6	9	10	0	4	14	4	107	4	115	2	50	6	58	196
Total Volume	8	2	11	21	48	1	15	64	12	510	16	538	10	222	21	253	876
% App. Total	38.1	9.5	52.4	100	75.0	1.6	23.4	100	2.2	94.8	3.0	100	4.0	87.7	8.3	100	
PHF				0.583				0.696				0.830				0.891	
Cars, PU, Vans	5	2	9	16	47	1	15	63	12	487	12	511	7	204	19	230	820
% Cars, PU, Vans	62.5	100.0	81.8	76.2	97.9	100.0	100.0	98.4	100.0	95.5	75.0	95.0	70.0	91.9	90.5	90.9	93.6
Heavy Trucks	3	0	2	5	1	0	0	1	0	23	4	27	3	18	2	23	56
%Heavy Trucks	37.5	0.0	18.2	23.8	2.1	0.0	0.0	1.6	0.0	4.5	25.0	5.0	30.0	8.1	9.5	9.1	6.4

PM

	Wilkerson Mill Rd_Tatum Rd Northbound				Wilkerson Mill Rd_Tatum Rd Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	2	5	9	16	5	0	2	7	1	74	0	75	5	134	8	147	245
4:45 PM	4	1	4	9	8	2	3	13	4	63	1	68	2	129	9	140	230
5:00 PM	10	3	3	16	7	0	5	12	5	76	1	82	6	125	15	146	256
5:15 PM	5	1	3	9	6	1	3	10	3	75	3	81	6	154	6	166	266
Total Volume	21	10	19	50	26	3	13	42	13	288	5	306	19	542	38	599	997
% App. Total	42.0	20.0	38.0	100	61.9	7.1	31.0	100	4.2	94.1	1.6	100	3.2	90.5	6.3	100	
PHF				0.781				0.808				0.933				0.902	
Cars, PU, Vans	20	10	13	43	25	3	13	41	13	272	5	290	10	521	37	568	942
% Cars, PU, Vans	95.2	100.0	68.4	86.0	96.2	100.0	100.0	97.6	100.0	94.4	100.0	94.8	52.6	96.1	97.4	94.8	94.5
Heavy Trucks	1	0	6	7	1	0	0	1	0	16	0	16	9	21	1	31	55
%Heavy Trucks	4.8	0.0	31.6	14.0	3.8	0.0	0.0	2.4	0.0	5.6	0.0	5.2	47.4	3.9	2.6	5.2	5.5

Project ID: 16-9222-007
Location: Hobgood Rd & Roosevelt Hwy
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Hobgood Rd Northbound					Hobgood Rd Southbound					Roosevelt Hwy Eastbound					Roosevelt Hwy Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	3	0	5	0	8	10	118	0	0	128	0	49	2	0	51	187
7:15 AM	0	0	0	0	0	7	0	5	0	12	5	119	0	0	124	0	54	1	0	55	191
7:30 AM	0	0	0	0	0	6	0	14	0	20	10	134	0	0	144	0	51	3	0	54	218
7:45 AM	0	0	0	0	0	7	0	7	0	14	19	153	0	0	172	0	61	7	0	68	254
Total	0	0	0	0	0	23	0	31	0	54	44	524	0	0	568	0	215	13	0	228	850
8:00 AM	0	0	0	0	0	5	0	11	0	16	16	105	0	0	121	0	53	11	0	64	201
8:15 AM	0	0	0	0	0	1	0	11	0	12	19	78	0	0	97	0	59	3	0	62	171
8:30 AM	0	0	0	0	0	2	0	10	0	12	11	77	0	0	88	0	55	1	0	56	156
8:45 AM	0	0	0	0	0	2	0	8	0	10	6	94	0	0	100	0	67	1	0	68	178
Total	0	0	0	0	0	10	0	40	0	50	52	354	0	0	406	0	234	16	0	250	706
BREAK																					
4:00 PM	0	0	0	0	0	2	0	6	0	8	6	71	0	0	77	0	126	4	0	130	215
4:15 PM	0	0	0	0	0	3	0	6	0	9	8	73	0	0	81	0	113	4	0	117	207
4:30 PM	0	0	0	0	0	3	0	10	0	13	9	79	0	0	88	0	137	6	0	143	244
4:45 PM	0	0	0	0	0	1	0	8	0	9	8	65	0	0	73	0	131	4	0	135	217
Total	0	0	0	0	0	9	0	30	0	39	31	288	0	0	319	0	507	18	0	525	883
5:00 PM	0	0	0	0	0	5	0	5	0	10	13	75	0	0	88	0	140	8	0	148	246
5:15 PM	0	0	0	0	0	3	0	10	0	13	10	72	0	0	82	0	162	6	0	168	263
5:30 PM	0	0	0	0	0	9	0	11	0	20	12	69	0	0	81	0	112	8	0	120	221
5:45 PM	0	0	0	0	0	7	0	5	0	12	8	71	0	0	79	0	113	8	0	121	212
Total	0	0	0	0	0	24	0	31	0	55	43	287	0	0	330	0	527	30	0	557	942
Grand Total	0	0	0	0	0	66	0	132	0	198	170	1453	0	0	1623	0	1483	77	0	1560	3381
Apprch %	0.0	0.0	0.0	0.0		33.3	0.0	66.7	0.0		10.5	89.5	0.0	0.0		0.0	95.1	4.9	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.0	0.0	3.9	0.0	5.9	5.0	43.0	0.0	0.0	48.0	0.0	43.9	2.3	0.0	46.1	
Cars, PU, Vans	0	0	0	0	0	65	0	132	0	197	170	1354	0	0	1524	0	1362	76	0	1438	3159
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	98.5	0.0	100.0	0.0	99.5	100.0	93.2	0.0	0.0	93.9	0.0	91.8	98.7	0.0	92.2	93.4
Heavy Trucks	0	0	0		0	1	0	0		1	0	99	0		99	0	121	1		122	222
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.5	0.0	6.8	0.0	0.0	6.1	0.0	8.2	1.3	0.0	7.8	6.6

Project ID: 16-9222-007
Location: Hobgood Rd & Roosevelt Hw
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	Hobgood Rd Northbound				Hobgood Rd Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	0	0	0	7	0	5	12	5	119	0	124	0	54	1	55	191
7:30 AM	0	0	0	0	6	0	14	20	10	134	0	144	0	51	3	54	218
7:45 AM	0	0	0	0	7	0	7	14	19	153	0	172	0	61	7	68	254
8:00 AM	0	0	0	0	5	0	11	16	16	105	0	121	0	53	11	64	201
Total Volume	0	0	0	0	25	0	37	62	50	511	0	561	0	219	22	241	864
% App. Total	0.0	0.0	0.0	0	40.3	0.0	59.7	100	8.9	91.1	0.0	100	0.0	90.9	9.1	100	
PHF				0.000				0.775				0.815				0.886	
Cars, PU, Vans	0	0	0	0	24	0	37	61	50	484	0	534	0	198	22	220	815
% Cars, PU, Vans	0.0	0.0	0.0	0.0	96.0	0.0	100.0	98.4	100.0	94.7	0.0	95.2	0.0	90.4	100.0	91.3	94.3
Heavy Trucks	0	0	0	0	1	0	0	1	0	27	0	27	0	21	0	21	49
%Heavy Trucks	0.0	0.0	0.0	0.0	4.0	0.0	0.0	1.6	0.0	5.3	0.0	4.8	0.0	9.6	0.0	8.7	5.7

PM

	Hobgood Rd Northbound				Hobgood Rd Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	0	0	0	0	3	0	10	13	9	79	0	88	0	137	6	143	244
4:45 PM	0	0	0	0	1	0	8	9	8	65	0	73	0	131	4	135	217
5:00 PM	0	0	0	0	5	0	5	10	13	75	0	88	0	140	8	148	246
5:15 PM	0	0	0	0	3	0	10	13	10	72	0	82	0	162	6	168	263
Total Volume	0	0	0	0	12	0	33	45	40	291	0	331	0	570	24	594	970
% App. Total	0.0	0.0	0.0	0	26.7	0.0	73.3	100	12.1	87.9	0.0	100	0.0	96.0	4.0	100	
PHF				0.000				0.865				0.940				0.884	
Cars, PU, Vans	0	0	0	0	12	0	33	45	40	263	0	303	0	537	24	561	909
% Cars, PU, Vans	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	90.4	0.0	91.5	0.0	94.2	100.0	94.4	93.7
Heavy Trucks	0	0	0	0	0	0	0	0	0	28	0	28	0	33	0	33	61
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6	0.0	8.5	0.0	5.8	0.0	5.6	6.3

Project ID: 16-9222-008
Location: Fairburn Industrial Blvd Connector & Roosevelt Hwy
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Fairburn Industrial Blvd Connector Northbound					Fairburn Industrial Blvd Connector Southbound					Roosevelt Hwy Eastbound					Roosevelt Hwy Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	6	0	41	0	47	43	94	0	0	137	0	32	12	0	44	228
7:15 AM	0	0	0	0	0	7	0	45	0	52	51	113	0	0	164	0	42	18	0	60	276
7:30 AM	0	0	0	0	0	7	0	39	0	46	41	114	0	0	155	0	61	25	0	86	287
7:45 AM	0	0	0	0	0	11	0	73	0	84	47	156	0	0	203	0	71	20	0	91	378
Total	0	0	0	0	0	31	0	198	0	229	182	477	0	0	659	0	206	75	0	281	1169
8:00 AM	0	0	0	0	0	10	0	73	0	83	44	110	0	0	154	0	87	14	0	101	338
8:15 AM	0	0	0	0	0	8	0	58	0	66	64	107	0	0	171	0	74	16	0	90	327
8:30 AM	0	0	0	0	0	12	0	65	0	77	52	96	0	0	148	0	57	22	0	79	304
8:45 AM	0	0	0	0	0	12	0	52	0	64	45	112	0	0	157	0	55	14	0	69	290
Total	0	0	0	0	0	42	0	248	0	290	205	425	0	0	630	0	273	66	0	339	1259
BREAK																					
4:00 PM	0	0	0	0	0	9	0	73	0	82	33	86	0	0	119	0	104	20	0	124	325
4:15 PM	0	0	0	0	0	13	0	61	0	74	28	73	0	0	101	0	105	20	0	125	300
4:30 PM	0	0	0	0	0	9	0	55	0	64	53	99	0	1	152	0	117	22	0	139	355
4:45 PM	0	0	0	0	0	6	0	58	0	64	38	86	0	1	124	0	132	25	0	157	345
Total	0	0	0	0	0	37	0	247	0	284	152	344	0	2	496	0	458	87	0	545	1325
5:00 PM	0	0	0	0	0	7	0	46	0	53	47	88	0	0	135	0	120	23	0	143	331
5:15 PM	0	0	0	0	0	5	0	49	1	54	22	79	0	0	101	0	131	20	1	151	306
5:30 PM	0	0	0	0	0	12	0	43	0	55	33	71	0	0	104	0	99	23	0	122	281
5:45 PM	0	0	0	0	0	15	0	37	0	52	39	76	0	0	115	0	125	26	0	151	318
Total	0	0	0	0	0	39	0	175	1	214	141	314	0	0	455	0	475	92	1	567	1236
Grand Total	0	0	0	0	0	149	0	868	1	1017	680	1560	0	2	2240	0	1412	320	1	1732	4989
Apprch %	0.0	0.0	0.0	0.0		14.7	0.0	85.3	0.1		30.4	69.6	0.0	0.1		0.0	81.5	18.5	0.1		
Total %	0.0	0.0	0.0	0.0	0.0	3.0	0.0	17.4	0.0	20.4	13.6	31.3	0.0	0.0	44.9	0.0	28.3	6.4	0.0	34.7	
Cars, PU, Vans	0	0	0	0	0	129	0	718	1	847	531	1513	0	2	2044	0	1368	291	1	1659	4550
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	86.6	0.0	82.7	100.0	83.3	78.1	97.0	0.0	100.0	91.3	0.0	96.9	90.9	100.0	95.8	91.2
Heavy Trucks	0	0	0		0	20	0	150		170	149	47	0		196	0	44	29		73	439
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	13.4	0.0	17.3	0.0	16.7	21.9	3.0	0.0	0.0	8.8	0.0	3.1	9.1	0.0	4.2	8.8

Project ID: 16-9222-008
Location: Fairburn Industrial Blvd Con
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	rburn Industrial Blvd Connec Northbound				rburn Industrial Blvd Connec Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
7:45 AM	0	0	0	0	11	0	73	84	47	156	0	203	0	71	20	91	378
8:00 AM	0	0	0	0	10	0	73	83	44	110	0	154	0	87	14	101	338
8:15 AM	0	0	0	0	8	0	58	66	64	107	0	171	0	74	16	90	327
8:30 AM	0	0	0	0	12	0	65	77	52	96	0	148	0	57	22	79	304
Total Volume	0	0	0	0	41	0	269	310	207	469	0	676	0	289	72	361	1347
% App. Total	0.0	0.0	0.0	0	13.2	0.0	86.8	100	30.6	69.4	0.0	100	0.0	80.1	19.9	100	
PHF				0.000				0.923				0.833				0.894	
Cars, PU, Vans	0	0	0	0	33	0	225	258	148	459	0	607	0	278	62	340	1205
% Cars, PU, Vans	0.0	0.0	0.0	0.0	80.5	0.0	83.6	83.2	71.5	97.9	0.0	89.8	0.0	96.2	86.1	94.2	89.5
Heavy Trucks	0	0	0	0	8	0	44	52	59	10	0	69	0	11	10	21	142
%Heavy Trucks	0.0	0.0	0.0	0.0	19.5	0.0	16.4	16.8	28.5	2.1	0.0	10.2	0.0	3.8	13.9	5.8	10.5

PM

	rburn Industrial Blvd Connec Northbound				rburn Industrial Blvd Connec Southbound				Roosevelt Hwy Eastbound				Roosevelt Hwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	0	0	0	0	9	0	55	64	53	99	0	152	0	117	22	139	355
4:45 PM	0	0	0	0	6	0	58	64	38	86	0	124	0	132	25	157	345
5:00 PM	0	0	0	0	7	0	46	53	47	88	0	135	0	120	23	143	331
5:15 PM	0	0	0	0	5	0	49	54	22	79	0	101	0	131	20	151	306
Total Volume	0	0	0	0	27	0	208	235	160	352	0	512	0	500	90	590	1337
% App. Total	0.0	0.0	0.0	0	11.5	0.0	88.5	100	31.3	68.8	0.0	100	0.0	84.7	15.3	100	
PHF				0.000				0.918				0.842				0.939	
Cars, PU, Vans	0	0	0	0	24	0	182	206	130	340	0	470	0	487	85	572	1248
% Cars, PU, Vans	0.0	0.0	0.0	0.0	88.9	0.0	87.5	87.7	81.3	96.6	0.0	91.8	0.0	97.4	94.4	96.9	93.3
Heavy Trucks	0	0	0	0	3	0	26	29	30	12	0	42	0	13	5	18	89
%Heavy Trucks	0.0	0.0	0.0	0.0	11.1	0.0	12.5	12.3	18.8	3.4	0.0	8.2	0.0	2.6	5.6	3.1	6.7

Project ID: 16-9222-009
Location: Fairburn Industrial Blvd & Roosevelt Hwy Connector
City: College Park

Day: Thursday
Date: 5/5/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Fairburn Industrial Blvd Northbound					Fairburn Industrial Blvd Southbound					Roosevelt Hwy Connector Eastbound					Roosevelt Hwy Connector Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	35	52	0	0	87	0	74	9	0	83	1	0	49	0	50	0	0	0	0	0	220
7:15 AM	41	37	0	0	78	0	116	4	0	120	7	0	51	0	58	0	0	0	0	0	256
7:30 AM	49	55	0	0	104	0	107	8	0	115	4	0	72	0	76	0	0	0	0	0	295
7:45 AM	86	49	0	0	135	0	100	9	0	109	3	0	56	0	59	0	0	0	0	0	303
Total	211	193	0	0	404	0	397	30	0	427	15	0	228	0	243	0	0	0	0	0	1074
8:00 AM	55	63	0	0	118	0	73	3	0	76	5	0	64	0	69	0	0	0	0	0	263
8:15 AM	75	52	0	0	127	0	71	5	0	76	6	0	65	0	71	0	0	0	0	0	274
8:30 AM	45	32	0	0	77	0	70	11	0	81	9	0	50	0	59	0	0	0	0	0	217
8:45 AM	39	42	0	0	81	0	57	9	0	66	5	0	55	0	60	0	0	0	0	0	207
Total	214	189	0	0	403	0	271	28	0	299	25	0	234	0	259	0	0	0	0	0	961
BREAK																					
4:00 PM	68	49	0	0	117	1	37	3	0	41	7	0	53	0	60	0	0	0	0	0	218
4:15 PM	47	69	0	0	116	0	45	12	0	57	5	0	45	0	50	0	0	0	0	0	223
4:30 PM	48	68	0	0	116	0	63	7	0	70	7	0	62	0	69	0	0	0	0	0	255
4:45 PM	52	78	0	0	130	0	55	7	0	62	12	0	38	0	50	0	0	0	0	0	242
Total	215	264	0	0	479	1	200	29	0	230	31	0	198	0	229	0	0	0	0	0	938
5:00 PM	36	93	0	0	129	0	56	10	0	66	10	0	50	0	60	0	0	0	0	0	255
5:15 PM	55	82	0	0	137	0	61	9	0	70	8	0	42	0	50	0	0	0	0	0	257
5:30 PM	57	98	0	0	155	0	60	6	0	66	7	0	42	0	49	0	0	0	0	0	270
5:45 PM	46	79	0	0	125	0	60	7	0	67	13	0	60	0	73	0	0	0	0	0	265
Total	194	352	0	0	546	0	237	32	0	269	38	0	194	0	232	0	0	0	0	0	1047
Grand Total	834	998	0	0	1832	1	1105	119	0	1225	109	0	854	0	963	0	0	0	0	0	4020
Apprch %	45.5	54.5	0.0	0.0		0.1	90.2	9.7	0.0		11.3	0.0	88.7	0.0		0.0	0.0	0.0	0.0		
Total %	20.7	24.8	0.0	0.0	45.6	0.0	27.5	3.0	0.0	30.5	2.7	0.0	21.2	0.0	24.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	721	973	0	0	1694	1	1085	119	0	1205	107	0	717	0	824	0	0	0	0	0	3723
% Cars, PU, Vans	86.5	97.5	0.0	0.0	92.5	100.0	98.2	100.0	0.0	98.4	98.2	0.0	84.0	0.0	85.6	0.0	0.0	0.0	0.0	0.0	92.6
Heavy Trucks	113	25	0		138	0	20	0		20	2	0	137		139	0	0	0		0	297
%Heavy Trucks	13.5	2.5	0.0	0.0	7.5	0.0	1.8	0.0	0.0	1.6	1.8	0.0	16.0	0.0	14.4	0.0	0.0	0.0	0.0	0.0	7.4

Project ID: 16-9222-009
Location: Fairburn Industrial Blvd & R
City: College Park

PEAK HOURS

Day: Thursday
Date: 5/5/2016

AM

	Fairburn Industrial Blvd Northbound				Fairburn Industrial Blvd Southbound				Roosevelt Hwy Connector Eastbound				Roosevelt Hwy Connector Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	49	55	0	104	0	107	8	115	4	0	72	76	0	0	0	0	295
7:45 AM	86	49	0	135	0	100	9	109	3	0	56	59	0	0	0	0	303
8:00 AM	55	63	0	118	0	73	3	76	5	0	64	69	0	0	0	0	263
8:15 AM	75	52	0	127	0	71	5	76	6	0	65	71	0	0	0	0	274
Total Volume	265	219	0	484	0	351	25	376	18	0	257	275	0	0	0	0	1135
% App. Total	54.8	45.2	0.0	100	0.0	93.4	6.6	100	6.5	0.0	93.5	100	0.0	0.0	0.0	0	
PHF				0.896				0.817				0.905				0.000	
Cars, PU, Vans	237	212	0	449	0	344	25	369	18	0	215	233	0	0	0	0	1051
% Cars, PU, Vans	89.4	96.8	0.0	92.8	0.0	98.0	100.0	98.1	100.0	0.0	83.7	84.7	0.0	0.0	0.0	0.0	92.6
Heavy Trucks	28	7	0	35	0	7	0	7	0	0	42	42	0	0	0	0	84
%Heavy Trucks	10.6	3.2	0.0	7.2	0.0	2.0	0.0	1.9	0.0	0.0	16.3	15.3	0.0	0.0	0.0	0.0	7.4

PM

	Fairburn Industrial Blvd Northbound				Fairburn Industrial Blvd Southbound				Roosevelt Hwy Connector Eastbound				Roosevelt Hwy Connector Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	36	93	0	129	0	56	10	66	10	0	50	60	0	0	0	0	255
5:15 PM	55	82	0	137	0	61	9	70	8	0	42	50	0	0	0	0	257
5:30 PM	57	98	0	155	0	60	6	66	7	0	42	49	0	0	0	0	270
5:45 PM	46	79	0	125	0	60	7	67	13	0	60	73	0	0	0	0	265
Total Volume	194	352	0	546	0	237	32	269	38	0	194	232	0	0	0	0	1047
% App. Total	35.5	64.5	0.0	100	0.0	88.1	11.9	100	16.4	0.0	83.6	100	0.0	0.0	0.0	0	
PHF				0.881				0.961				0.795				0.000	
Cars, PU, Vans	174	346	0	520	0	233	32	265	37	0	174	211	0	0	0	0	996
% Cars, PU, Vans	89.7	98.3	0.0	95.2	0.0	98.3	100.0	98.5	97.4	0.0	89.7	90.9	0.0	0.0	0.0	0.0	95.1
Heavy Trucks	20	6	0	26	0	4	0	4	1	0	20	21	0	0	0	0	51
%Heavy Trucks	10.3	1.7	0.0	4.8	0.0	1.7	0.0	1.5	2.6	0.0	10.3	9.1	0.0	0.0	0.0	0.0	4.9

Project ID: 16-9222-010
Location: Fairburn Industrial Blvd Connector & E Broad St_Bahannon Rd
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Fairburn Industrial Blvd Connector Northbound					Fairburn Industrial Blvd Connector Southbound					E Broad St_Bahannon Rd Eastbound					E Broad St_Bahannon Rd Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	41	0	3	1	44	0	0	0	0	0	0	20	20	0	40	2	21	0	0	23	107
7:15 AM	40	0	3	0	43	0	0	0	0	0	0	9	17	0	26	3	12	0	0	15	84
7:30 AM	31	0	6	0	37	0	0	0	0	0	0	28	35	0	63	0	12	0	0	12	112
7:45 AM	40	0	10	0	50	0	0	0	0	0	0	29	24	0	53	2	9	0	0	11	114
Total	152	0	22	1	174	0	0	0	0	0	0	86	96	0	182	7	54	0	0	61	417
8:00 AM	27	0	6	0	33	0	0	0	0	0	0	17	33	0	50	2	8	0	0	10	93
8:15 AM	18	0	1	1	19	0	0	0	0	0	0	6	23	0	29	3	7	0	0	10	58
8:30 AM	23	0	5	0	28	0	0	0	0	0	0	12	18	0	30	3	16	0	0	19	77
8:45 AM	9	0	9	0	18	0	0	0	0	0	0	8	22	0	30	1	11	0	0	12	60
Total	77	0	21	1	98	0	0	0	0	0	0	43	96	0	139	9	42	0	0	51	288
BREAK																					
4:00 PM	23	0	3	0	26	0	0	0	0	0	0	26	34	0	60	3	15	0	0	18	104
4:15 PM	18	0	4	0	22	0	0	0	0	0	0	18	41	0	59	8	17	0	0	25	106
4:30 PM	20	0	6	0	26	0	0	0	0	0	0	33	37	0	70	2	16	0	0	18	114
4:45 PM	18	0	4	0	22	0	0	0	0	0	0	18	33	0	51	1	15	0	0	16	89
Total	79	0	17	0	96	0	0	0	0	0	0	95	145	0	240	14	63	0	0	77	413
5:00 PM	17	0	1	0	18	0	0	0	0	0	0	29	28	0	57	9	18	0	0	27	102
5:15 PM	18	0	3	0	21	0	0	0	0	0	0	20	25	0	45	8	20	0	0	28	94
5:30 PM	21	0	3	0	24	0	0	0	0	0	0	19	26	0	45	2	26	0	0	28	97
5:45 PM	21	0	3	0	24	0	0	0	0	0	0	11	25	0	36	3	15	0	0	18	78
Total	77	0	10	0	87	0	0	0	0	0	0	79	104	0	183	22	79	0	0	101	371
Grand Total	385	0	70	2	455	0	0	0	0	0	0	303	441	0	744	52	238	0	0	290	1489
Apprch %	84.6	0.0	15.4	0.4		0.0	0.0	0.0	0.0		0.0	40.7	59.3	0.0		17.9	82.1	0.0	0.0		
Total %	25.9	0.0	4.7	0.1	30.6	0.0	0.0	0.0	0.0	0.0	0.0	20.3	29.6	0.0	50.0	3.5	16.0	0.0	0.0	19.5	
Cars, PU, Vans	174	0	61	2	235	0	0	0	0	0	0	274	215	0	489	46	210	0	0	256	980
% Cars, PU, Vans	45.2	0.0	87.1	100.0	51.6	0.0	0.0	0.0	0.0	0.0	0.0	90.4	48.8	0.0	65.7	88.5	88.2	0.0	0.0	88.3	65.8
Heavy Trucks	211	0	9		220	0	0	0		0	0	29	226		255	6	28	0		34	509
%Heavy Trucks	54.8	0.0	12.9	0.0	48.4	0.0	0.0	0.0	0.0	0.0	0.0	9.6	51.2	0.0	34.3	11.5	11.8	0.0	0.0	11.7	34.2

Project ID: 16-9222-010
Location: Fairburn Industrial Blvd Con
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	rburn Industrial Blvd Connec Northbound				rburn Industrial Blvd Connec Southbound				E Broad St_Bahannon Rd Eastbound				E Broad St_Bahannon Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
7:00 AM	41	0	3	44	0	0	0	0	0	20	20	40	2	21	0	23	107
7:15 AM	40	0	3	43	0	0	0	0	0	9	17	26	3	12	0	15	84
7:30 AM	31	0	6	37	0	0	0	0	0	28	35	63	0	12	0	12	112
7:45 AM	40	0	10	50	0	0	0	0	0	29	24	53	2	9	0	11	114
Total Volume	152	0	22	174	0	0	0	0	0	86	96	182	7	54	0	61	417
% App. Total	87.4	0.0	12.6	100	0.0	0.0	0.0	0	0.0	47.3	52.7	100	11.5	88.5	0.0	100	
PHF				0.870				0.000				0.722				0.663	
Cars, PU, Vans	102	0	21	123	0	0	0	0	0	80	45	125	4	51	0	55	303
% Cars, PU, Vans	67.1	0.0	95.5	70.7	0.0	0.0	0.0	0.0	0.0	93.0	46.9	68.7	57.1	94.4	0.0	90.2	72.7
Heavy Trucks	50	0	1	51	0	0	0	0	0	6	51	57	3	3	0	6	114
%Heavy Trucks	32.9	0.0	4.5	29.3	0.0	0.0	0.0	0.0	0.0	7.0	53.1	31.3	42.9	5.6	0.0	9.8	27.3

PM

	rburn Industrial Blvd Connec Northbound				rburn Industrial Blvd Connec Southbound				E Broad St_Bahannon Rd Eastbound				E Broad St_Bahannon Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
4:00 PM	23	0	3	26	0	0	0	0	0	26	34	60	3	15	0	18	104
4:15 PM	18	0	4	22	0	0	0	0	0	18	41	59	8	17	0	25	106
4:30 PM	20	0	6	26	0	0	0	0	0	33	37	70	2	16	0	18	114
4:45 PM	18	0	4	22	0	0	0	0	0	18	33	51	1	15	0	16	89
Total Volume	79	0	17	96	0	0	0	0	0	95	145	240	14	63	0	77	413
% App. Total	82.3	0.0	17.7	100	0.0	0.0	0.0	0	0.0	39.6	60.4	100	18.2	81.8	0.0	100	
PHF				0.923				0.000				0.857				0.770	
Cars, PU, Vans	22	0	13	35	0	0	0	0	0	87	71	158	12	56	0	68	261
% Cars, PU, Vans	27.8	0.0	76.5	36.5	0.0	0.0	0.0	0.0	0.0	91.6	49.0	65.8	85.7	88.9	0.0	88.3	63.2
Heavy Trucks	57	0	4	61	0	0	0	0	0	8	74	82	2	7	0	9	152
%Heavy Trucks	72.2	0.0	23.5	63.5	0.0	0.0	0.0	0.0	0.0	8.4	51.0	34.2	14.3	11.1	0.0	11.7	36.8

Project ID: 16-9222-011
Location: Fairburn Industrial Blvd & E Broad St_Bahannon Rd Connector
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Fairburn Industrial Blvd Northbound					Fairburn Industrial Blvd Southbound					E Broad St_Bahannon Rd Connector Eastbound					E Broad St_Bahannon Rd Connector Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	47	86	0	0	133	0	144	4	0	148	7	0	12	0	19	0	0	0	0	0	300
7:15 AM	39	76	0	0	115	0	161	8	0	169	6	0	21	0	27	0	0	0	0	0	311
7:30 AM	30	83	0	0	113	0	164	18	0	182	7	0	30	0	37	0	0	0	0	0	332
7:45 AM	32	120	0	0	152	0	131	12	0	143	9	0	22	0	31	0	0	0	0	0	326
Total	148	365	0	0	513	0	600	42	0	642	29	0	85	0	114	0	0	0	0	0	1269
8:00 AM	33	112	0	0	145	0	132	11	0	143	4	0	28	0	32	0	0	0	0	0	320
8:15 AM	31	114	0	0	145	0	120	2	0	122	5	0	26	0	31	0	0	0	0	0	298
8:30 AM	18	87	0	0	105	0	107	2	0	109	1	0	12	0	13	0	0	0	0	0	227
8:45 AM	18	74	0	0	92	0	96	2	0	98	3	0	17	0	20	0	0	0	0	0	210
Total	100	387	0	0	487	0	455	17	0	472	13	0	83	0	96	0	0	0	0	0	1055
BREAK																					
4:00 PM	33	118	0	0	151	0	94	3	0	97	5	0	46	0	51	0	0	0	0	0	299
4:15 PM	27	114	0	0	141	0	89	1	0	90	1	0	40	0	41	0	0	0	0	0	272
4:30 PM	21	108	0	0	129	0	129	3	0	132	4	0	33	0	37	0	0	0	0	0	298
4:45 PM	25	122	0	0	147	0	97	4	0	101	3	0	38	0	41	0	0	0	0	0	289
Total	106	462	0	0	568	0	409	11	0	420	13	0	157	0	170	0	0	0	0	0	1158
5:00 PM	18	143	0	0	161	0	101	1	0	102	3	0	36	0	39	0	0	0	0	0	302
5:15 PM	15	131	0	0	146	0	97	2	0	99	5	0	27	0	32	0	0	0	0	0	277
5:30 PM	20	128	0	0	148	0	90	5	0	95	3	0	21	0	24	0	0	0	0	0	267
5:45 PM	21	129	0	0	150	0	98	3	0	101	2	0	16	0	18	0	0	0	0	0	269
Total	74	531	0	0	605	0	386	11	0	397	13	0	100	0	113	0	0	0	0	0	1115
Grand Total	428	1745	0	0	2173	0	1850	81	0	1931	68	0	425	0	493	0	0	0	0	0	4597
Apprch %	19.7	80.3	0.0	0.0		0.0	95.8	4.2	0.0		13.8	0.0	86.2	0.0		0.0	0.0	0.0	0.0		
Total %	9.3	38.0	0.0	0.0	47.3	0.0	40.2	1.8	0.0	42.0	1.5	0.0	9.2	0.0	10.7	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	213	1630	0	0	1843	0	1716	72	0	1788	64	0	198	0	262	0	0	0	0	0	3893
% Cars, PU, Vans	49.8	93.4	0.0	0.0	84.8	0.0	92.8	88.9	0.0	92.6	94.1	0.0	46.6	0.0	53.1	0.0	0.0	0.0	0.0	0.0	84.7
Heavy Trucks	215	115	0		330	0	134	9		143	4	0	227		231	0	0	0		0	704
%Heavy Trucks	50.2	6.6	0.0	0.0	15.2	0.0	7.2	11.1	0.0	7.4	5.9	0.0	53.4	0.0	46.9	0.0	0.0	0.0	0.0	0.0	15.3

Project ID: 16-9222-011
Location: Fairburn Industrial Blvd & E
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	Fairburn Industrial Blvd Northbound				Fairburn Industrial Blvd Southbound				road St_Bahannon Rd Conne Eastbound				road St_Bahannon Rd Conne Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	39	76	0	115	0	161	8	169	6	0	21	27	0	0	0	0	311
7:30 AM	30	83	0	113	0	164	18	182	7	0	30	37	0	0	0	0	332
7:45 AM	32	120	0	152	0	131	12	143	9	0	22	31	0	0	0	0	326
8:00 AM	33	112	0	145	0	132	11	143	4	0	28	32	0	0	0	0	320
Total Volume	134	391	0	525	0	588	49	637	26	0	101	127	0	0	0	0	1289
% App. Total	25.5	74.5	0.0	100	0.0	92.3	7.7	100	20.5	0.0	79.5	100	0.0	0.0	0.0	0	
PHF				0.863				0.875				0.858				0.000	
Cars, PU, Vans	84	362	0	446	0	550	47	597	26	0	41	67	0	0	0	0	1110
% Cars, PU, Vans	62.7	92.6	0.0	85.0	0.0	93.5	95.9	93.7	100.0	0.0	40.6	52.8	0.0	0.0	0.0	0.0	86.1
Heavy Trucks	50	29	0	79	0	38	2	40	0	0	60	60	0	0	0	0	179
%Heavy Trucks	37.3	7.4	0.0	15.0	0.0	6.5	4.1	6.3	0.0	0.0	59.4	47.2	0.0	0.0	0.0	0.0	13.9

PM

	Fairburn Industrial Blvd Northbound				Fairburn Industrial Blvd Southbound				road St_Bahannon Rd Conne Eastbound				road St_Bahannon Rd Conne Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	21	108	0	129	0	129	3	132	4	0	33	37	0	0	0	0	298
4:45 PM	25	122	0	147	0	97	4	101	3	0	38	41	0	0	0	0	289
5:00 PM	18	143	0	161	0	101	1	102	3	0	36	39	0	0	0	0	302
5:15 PM	15	131	0	146	0	97	2	99	5	0	27	32	0	0	0	0	277
Total Volume	79	504	0	583	0	424	10	434	15	0	134	149	0	0	0	0	1166
% App. Total	13.6	86.4	0.0	100	0.0	97.7	2.3	100	10.1	0.0	89.9	100	0.0	0.0	0.0	0	
PHF				0.905				0.822				0.909				0.000	
Cars, PU, Vans	24	477	0	501	0	400	8	408	13	0	74	87	0	0	0	0	996
% Cars, PU, Vans	30.4	94.6	0.0	85.9	0.0	94.3	80.0	94.0	86.7	0.0	55.2	58.4	0.0	0.0	0.0	0.0	85.4
Heavy Trucks	55	27	0	82	0	24	2	26	2	0	60	62	0	0	0	0	170
%Heavy Trucks	69.6	5.4	0.0	14.1	0.0	5.7	20.0	6.0	13.3	0.0	44.8	41.6	0.0	0.0	0.0	0.0	14.6

Project ID: 16-9222-012
Location: Howell Ave & Fairburn Industrial Blvd
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Howell Ave Northbound					Howell Ave Southbound					Fairburn Industrial Blvd Eastbound					Fairburn Industrial Blvd Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	3	131	5	0	139	10	155	0	0	165	0	0	2	0	2	2	0	3	0	5	311
7:15 AM	8	112	2	0	122	5	166	2	0	173	0	0	0	0	0	2	0	2	0	4	299
7:30 AM	5	108	5	0	118	8	189	2	0	199	0	0	0	0	0	8	0	4	0	12	329
7:45 AM	8	137	7	1	152	18	127	0	0	145	0	0	0	0	0	2	0	10	0	12	309
Total	24	488	19	1	531	41	637	4	0	682	0	0	2	0	2	14	0	19	0	33	1248
8:00 AM	7	151	5	0	163	5	140	1	0	146	0	0	0	0	0	1	0	2	0	3	312
8:15 AM	4	134	4	0	142	6	128	1	0	135	2	0	0	0	2	1	0	1	0	2	281
8:30 AM	4	99	3	0	106	4	124	1	0	129	0	0	0	0	0	2	0	4	0	6	241
8:45 AM	2	84	2	0	88	2	104	0	0	106	0	0	2	0	2	3	0	0	0	3	199
Total	17	468	14	0	499	17	496	3	0	516	2	0	2	0	4	7	0	7	0	14	1033
BREAK																					
4:00 PM	3	147	4	0	154	4	142	0	0	146	0	0	0	0	0	7	0	3	0	10	310
4:15 PM	3	136	3	0	142	5	122	1	0	128	0	0	2	0	2	9	0	3	0	12	284
4:30 PM	6	123	6	0	135	5	161	0	0	166	1	0	2	0	3	5	0	6	0	11	315
4:45 PM	4	142	0	0	146	8	139	0	0	147	1	0	3	0	4	5	0	7	0	12	309
Total	16	548	13	0	577	22	564	1	0	587	2	0	7	0	9	26	0	19	0	45	1218
5:00 PM	7	150	0	0	157	7	126	0	0	133	0	0	0	0	0	10	0	10	0	20	310
5:15 PM	6	145	1	0	152	4	125	0	0	129	1	0	2	0	3	0	0	3	0	3	287
5:30 PM	3	145	1	0	149	7	99	0	1	106	1	0	1	0	2	4	1	4	0	9	266
5:45 PM	5	147	3	0	155	8	117	0	0	125	1	0	4	0	5	1	0	4	0	5	290
Total	21	587	5	0	613	26	467	0	1	493	3	0	7	0	10	15	1	21	0	37	1153
Grand Total	78	2091	51	1	2220	106	2164	8	1	2278	7	0	18	0	25	62	1	66	0	129	4652
Apprch %	3.5	94.2	2.3	0.0		4.7	95.0	0.4	0.0		28.0	0.0	72.0	0.0		48.1	0.8	51.2	0.0		
Total %	1.7	44.9	1.1	0.0	47.7	2.3	46.5	0.2	0.0	49.0	0.2	0.0	0.4	0.0	0.5	1.3	0.0	1.4	0.0	2.8	
Cars, PU, Vans	72	1757	49	1	1878	105	1806	7	1	1918	6	0	11	0	17	59	1	65	0	125	3938
% Cars, PU, Vans	92.3	84.0	96.1	100.0	84.6	99.1	83.5	87.5	100.0	84.2	85.7	0.0	61.1	0.0	68.0	95.2	100.0	98.5	0.0	96.9	84.7
Heavy Trucks	6	334	2		342	1	358	1		360	1	0	7		8	3	0	1		4	714
%Heavy Trucks	7.7	16.0	3.9	0.0	15.4	0.9	16.5	12.5	0.0	15.8	14.3	0.0	38.9	0.0	32.0	4.8	0.0	1.5	0.0	3.1	15.3

Project ID: 16-9222-012
Location: Howell Ave & Fairburn Indus
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	Howell Ave Northbound				Howell Ave Southbound				Fairburn Industrial Blvd Eastbound				Fairburn Industrial Blvd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	8	112	2	122	5	166	2	173	0	0	0	0	2	0	2	4	299
7:30 AM	5	108	5	118	8	189	2	199	0	0	0	0	8	0	4	12	329
7:45 AM	8	137	7	152	18	127	0	145	0	0	0	0	2	0	10	12	309
8:00 AM	7	151	5	163	5	140	1	146	0	0	0	0	1	0	2	3	312
Total Volume	28	508	19	555	36	622	5	663	0	0	0	0	13	0	18	31	1249
% App. Total	5.0	91.5	3.4	100	5.4	93.8	0.8	100	0.0	0.0	0.0	0	41.9	0.0	58.1	100	
PHF				0.851				0.833				0.000				0.646	
Cars, PU, Vans	28	428	18	474	36	522	5	563	0	0	0	0	12	0	17	29	1066
% Cars, PU, Vans	100.0	84.3	94.7	85.4	100.0	83.9	100.0	84.9	0.0	0.0	0.0	0.0	92.3	0.0	94.4	93.5	85.3
Heavy Trucks	0	80	1	81	0	100	0	100	0	0	0	0	1	0	1	2	183
%Heavy Trucks	0.0	15.7	5.3	14.6	0.0	16.1	0.0	15.1	0.0	0.0	0.0	0.0	7.7	0.0	5.6	6.5	14.7

PM

	Howell Ave Northbound				Howell Ave Southbound				Fairburn Industrial Blvd Eastbound				Fairburn Industrial Blvd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	6	123	6	135	5	161	0	166	1	0	2	3	5	0	6	11	315
4:45 PM	4	142	0	146	8	139	0	147	1	0	3	4	5	0	7	12	309
5:00 PM	7	150	0	157	7	126	0	133	0	0	0	0	10	0	10	20	310
5:15 PM	6	145	1	152	4	125	0	129	1	0	2	3	0	0	3	3	287
Total Volume	23	560	7	590	24	551	0	575	3	0	7	10	20	0	26	46	1221
% App. Total	3.9	94.9	1.2	100	4.2	95.8	0.0	100	30.0	0.0	70.0	100	43.5	0.0	56.5	100	
PHF				0.939				0.866				0.625				0.575	
Cars, PU, Vans	19	479	7	505	23	468	0	491	3	0	5	8	19	0	26	45	1049
% Cars, PU, Vans	82.6	85.5	100.0	85.6	95.8	84.9	0.0	85.4	100.0	0.0	71.4	80.0	95.0	0.0	100.0	97.8	85.9
Heavy Trucks	4	81	0	85	1	83	0	84	0	0	2	2	1	0	0	1	172
%Heavy Trucks	17.4	14.5	0.0	14.4	4.2	15.1	0.0	14.6	0.0	0.0	28.6	20.0	5.0	0.0	0.0	2.2	14.1

Project ID: 16-9222-013
Location: Senoia Rd & Fairburn Industrial Blvd
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Senoia Rd Northbound					Senoia Rd Southbound					Fairburn Industrial Blvd Eastbound					Fairburn Industrial Blvd Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	0	102	32	0	134	2	129	0	0	131	0	0	0	0	0	37	0	1	0	38	303
7:15 AM	0	125	37	0	162	4	169	0	0	173	0	0	0	0	0	42	0	1	0	43	378
7:30 AM	1	139	78	0	218	7	180	0	0	187	0	0	0	0	0	45	0	0	0	45	450
7:45 AM	0	152	68	0	220	11	145	0	0	156	0	0	0	0	0	49	0	3	0	52	428
Total	1	518	215	0	734	24	623	0	0	647	0	0	0	0	0	173	0	5	0	178	1559
8:00 AM	0	155	40	0	195	9	146	0	0	155	0	0	0	0	0	47	0	0	0	47	397
8:15 AM	1	147	45	0	193	6	122	0	0	128	0	0	0	0	0	31	0	2	0	33	354
8:30 AM	1	109	26	0	136	5	163	0	0	168	0	0	0	0	0	42	0	1	0	43	347
8:45 AM	2	107	28	0	137	2	121	0	0	123	0	0	0	0	0	21	0	1	0	22	282
Total	4	518	139	0	661	22	552	0	0	574	0	0	0	0	0	141	0	4	0	145	1380
BREAK																					
4:00 PM	1	133	49	0	183	18	152	0	0	170	0	0	0	0	0	36	0	8	1	44	397
4:15 PM	0	136	48	0	184	19	136	0	0	155	0	0	0	0	0	43	0	6	0	49	388
4:30 PM	1	141	44	0	186	4	131	0	0	135	0	0	0	0	0	42	0	2	0	44	365
4:45 PM	0	143	45	0	188	2	126	0	0	128	0	0	0	0	0	36	0	1	0	37	353
Total	2	553	186	0	741	43	545	0	0	588	0	0	0	0	0	157	0	17	1	174	1503
5:00 PM	3	137	42	0	182	6	167	0	0	173	0	0	0	0	0	47	0	5	0	52	407
5:15 PM	3	182	57	0	242	3	139	0	0	142	0	0	0	0	0	49	0	2	0	51	435
5:30 PM	0	165	50	0	215	9	120	0	0	129	0	0	0	0	0	66	0	0	0	66	410
5:45 PM	1	157	52	0	210	5	110	0	0	115	0	0	0	0	0	46	0	3	0	49	374
Total	7	641	201	0	849	23	536	0	0	559	0	0	0	0	0	208	0	10	0	218	1626
Grand Total	14	2230	741	0	2985	112	2256	0	0	2368	0	0	0	0	0	679	0	36	1	715	6068
Apprch %	0.5	74.7	24.8	0.0		4.7	95.3	0.0	0.0		0.0	0.0	0.0	0.0		95.0	0.0	5.0	0.1		
Total %	0.2	36.8	12.2	0.0	49.2	1.8	37.2	0.0	0.0	39.0	0.0	0.0	0.0	0.0	0.0	11.2	0.0	0.6	0.0	11.8	
Cars, PU, Vans	14	1889	730	0	2633	111	1877	0	0	1988	0	0	0	0	0	671	0	35	1	706	5327
% Cars, PU, Vans	100.0	84.7	98.5	0.0	88.2	99.1	83.2	0.0	0.0	84.0	0.0	0.0	0.0	0.0	0.0	98.8	0.0	97.2	100.0	98.7	87.8
Heavy Trucks	0	341	11		352	1	379	0		380	0	0	0		0	8	0	1		9	741
%Heavy Trucks	0.0	15.3	1.5	0.0	11.8	0.9	16.8	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	2.8	0.0	1.3	12.2

Project ID: 16-9222-013
Location: Senoia Rd & Fairburn Indust
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	Senoia Rd Northbound				Senoia Rd Southbound				Fairburn Industrial Blvd Eastbound				Fairburn Industrial Blvd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	125	37	162	4	169	0	173	0	0	0	0	42	0	1	43	378
7:30 AM	1	139	78	218	7	180	0	187	0	0	0	0	45	0	0	45	450
7:45 AM	0	152	68	220	11	145	0	156	0	0	0	0	49	0	3	52	428
8:00 AM	0	155	40	195	9	146	0	155	0	0	0	0	47	0	0	47	397
Total Volume	1	571	223	795	31	640	0	671	0	0	0	0	183	0	4	187	1653
% App. Total	0.1	71.8	28.1	100	4.6	95.4	0.0	100	0.0	0.0	0.0	0	97.9	0.0	2.1	100	
PHF				0.903				0.897				0.000				0.899	
Cars, PU, Vans	1	492	221	714	30	543	0	573	0	0	0	0	178	0	4	182	1469
% Cars, PU, Vans	100.0	86.2	99.1	89.8	96.8	84.8	0.0	85.4	0.0	0.0	0.0	0.0	97.3	0.0	100.0	97.3	88.9
Heavy Trucks	0	79	2	81	1	97	0	98	0	0	0	0	5	0	0	5	184
%Heavy Trucks	0.0	13.8	0.9	10.2	3.2	15.2	0.0	14.6	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	11.1

PM

	Senoia Rd Northbound				Senoia Rd Southbound				Fairburn Industrial Blvd Eastbound				Fairburn Industrial Blvd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	3	137	42	182	6	167	0	173	0	0	0	0	47	0	5	52	407
5:15 PM	3	182	57	242	3	139	0	142	0	0	0	0	49	0	2	51	435
5:30 PM	0	165	50	215	9	120	0	129	0	0	0	0	66	0	0	66	410
5:45 PM	1	157	52	210	5	110	0	115	0	0	0	0	46	0	3	49	374
Total Volume	7	641	201	849	23	536	0	559	0	0	0	0	208	0	10	218	1626
% App. Total	0.8	75.5	23.7	100	4.1	95.9	0.0	100	0.0	0.0	0.0	0	95.4	0.0	4.6	100	
PHF				0.877				0.808				0.000				0.826	
Cars, PU, Vans	7	567	201	775	23	462	0	485	0	0	0	0	208	0	9	217	1477
% Cars, PU, Vans	100.0	88.5	100.0	91.3	100.0	86.2	0.0	86.8	0.0	0.0	0.0	0.0	100.0	0.0	90.0	99.5	90.8
Heavy Trucks	0	74	0	74	0	74	0	74	0	0	0	0	0	0	1	1	149
%Heavy Trucks	0.0	11.5	0.0	8.7	0.0	13.8	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.5	9.2

Project ID: 16-9222-014
Location: Senoia Rd_Fairburn Industrial Blvd & I-85 SB Ramps
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Senoia Rd_Fairburn Industrial Blvd Northbound					Senoia Rd_Fairburn Industrial Blvd Southbound					I-85 SB Ramps Eastbound					I-85 SB Ramps Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	40	82	0	0	122	0	150	19	0	169	0	0	0	0	0	207	0	89	0	296	587
7:15 AM	40	120	0	0	160	0	180	33	0	213	0	0	0	1	0	228	0	75	0	303	676
7:30 AM	42	113	0	0	155	0	215	49	0	264	0	0	0	0	0	289	0	94	1	383	802
7:45 AM	43	105	0	0	148	0	136	32	0	168	0	0	0	0	0	306	0	101	0	407	723
Total	165	420	0	0	585	0	681	133	0	814	0	0	0	1	0	1030	0	359	1	1389	2788
8:00 AM	31	74	0	0	105	0	172	27	0	199	0	0	0	1	0	256	0	102	0	358	662
8:15 AM	38	100	0	0	138	1	158	14	0	173	0	0	0	0	0	204	0	84	0	288	599
8:30 AM	44	83	0	0	127	0	140	17	0	157	0	0	0	0	0	195	0	55	0	250	534
8:45 AM	36	83	0	0	119	1	119	15	0	135	0	0	0	0	0	177	0	46	0	223	477
Total	149	340	0	0	489	2	589	73	0	664	0	0	0	1	0	832	0	287	0	1119	2272
BREAK																					
4:00 PM	50	95	0	0	145	0	134	37	0	171	0	0	0	1	0	389	0	98	0	487	803
4:15 PM	44	113	0	0	157	0	137	46	0	183	0	0	0	3	0	414	0	85	2	499	839
4:30 PM	41	118	0	0	159	0	147	53	0	200	0	0	0	1	0	460	0	75	0	535	894
4:45 PM	50	103	0	0	153	0	147	52	0	199	0	0	0	0	0	461	0	83	2	544	896
Total	185	429	0	0	614	0	565	188	0	753	0	0	0	5	0	1724	0	341	4	2065	3432
5:00 PM	53	121	0	0	174	0	174	47	0	221	0	0	0	0	0	449	0	88	0	537	932
5:15 PM	54	126	0	0	180	0	164	35	0	199	0	0	0	0	0	462	0	89	0	551	930
5:30 PM	50	126	0	0	176	0	125	33	0	158	0	0	0	0	0	484	0	66	0	550	884
5:45 PM	30	113	0	0	143	0	130	41	0	171	0	0	0	0	0	487	1	87	0	575	889
Total	187	486	0	0	673	0	593	156	0	749	0	0	0	0	0	1882	1	330	0	2213	3635
Grand Total	686	1675	0	0	2361	2	2428	550	0	2980	0	0	0	7	0	5468	1	1317	5	6786	12127
Apprch %	29.1	70.9	0.0	0.0		0.1	81.5	18.5	0.0		0.0	0.0	0.0	0.0		80.6	0.0	19.4	0.1		
Total %	5.7	13.8	0.0	0.0	19.5	0.0	20.0	4.5	0.0	24.6	0.0	0.0	0.0	0.1	0.0	45.1	0.0	10.9	0.0	56.0	
Cars, PU, Vans	641	1602	0	0	2243	2	2057	529	0	2588	0	0	0	7	0	5232	1	1054	5	6287	11118
% Cars, PU, Vans	93.4	95.6	0.0	0.0	95.0	100.0	84.7	96.2	0.0	86.8	0.0	0.0	0.0	100.0	0.0	95.7	100.0	80.0	100.0	92.6	91.7
Heavy Trucks	45	73	0		118	0	371	21		392	0	0	0		0	236	0	263		499	1009
%Heavy Trucks	6.6	4.4	0.0	0.0	5.0	0.0	15.3	3.8	0.0	13.2	0.0	0.0	0.0	0.0	0.0	4.3	0.0	20.0	0.0	7.4	8.3

Project ID: 16-9222-014
Location: Senoia Rd_Fairburn Industri
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	noia Rd_Fairburn Industrial B Northbound				noia Rd_Fairburn Industrial B Southbound				I-85 SB Ramps Eastbound				I-85 SB Ramps Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	40	120	0	160	0	180	33	213	0	0	0	0	228	0	75	303	676
7:30 AM	42	113	0	155	0	215	49	264	0	0	0	0	289	0	94	383	802
7:45 AM	43	105	0	148	0	136	32	168	0	0	0	0	306	0	101	407	723
8:00 AM	31	74	0	105	0	172	27	199	0	0	0	0	256	0	102	358	662
Total Volume	156	412	0	568	0	703	141	844	0	0	0	0	1079	0	372	1451	2863
% App. Total	27.5	72.5	0.0	100	0.0	83.3	16.7	100	0.0	0.0	0.0	0	74.4	0.0	25.6	100	
PHF				0.888				0.799				0.000				0.891	
Cars, PU, Vans	144	390	0	534	0	611	132	743	0	0	0	0	1007	0	317	1324	2601
% Cars, PU, Vans	92.3	94.7	0.0	94.0	0.0	86.9	93.6	88.0	0.0	0.0	0.0	0.0	93.3	0.0	85.2	91.2	90.8
Heavy Trucks	12	22	0	34	0	92	9	101	0	0	0	0	72	0	55	127	262
%Heavy Trucks	7.7	5.3	0.0	6.0	0.0	13.1	6.4	12.0	0.0	0.0	0.0	0.0	6.7	0.0	14.8	8.8	9.2

PM

	noia Rd_Fairburn Industrial B Northbound				noia Rd_Fairburn Industrial B Southbound				I-85 SB Ramps Eastbound				I-85 SB Ramps Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	41	118	0	159	0	147	53	200	0	0	0	0	460	0	75	535	894
4:45 PM	50	103	0	153	0	147	52	199	0	0	0	0	461	0	83	544	896
5:00 PM	53	121	0	174	0	174	47	221	0	0	0	0	449	0	88	537	932
5:15 PM	54	126	0	180	0	164	35	199	0	0	0	0	462	0	89	551	930
Total Volume	198	468	0	666	0	632	187	819	0	0	0	0	1832	0	335	2167	3652
% App. Total	29.7	70.3	0.0	100	0.0	77.2	22.8	100	0.0	0.0	0.0	0	84.5	0.0	15.5	100	
PHF				0.925				0.926				0.000				0.983	
Cars, PU, Vans	184	452	0	636	0	534	180	714	0	0	0	0	1776	0	265	2041	3391
% Cars, PU, Vans	92.9	96.6	0.0	95.5	0.0	84.5	96.3	87.2	0.0	0.0	0.0	0.0	96.9	0.0	79.1	94.2	92.9
Heavy Trucks	14	16	0	30	0	98	7	105	0	0	0	0	56	0	70	126	261
%Heavy Trucks	7.1	3.4	0.0	4.5	0.0	15.5	3.7	12.8	0.0	0.0	0.0	0.0	3.1	0.0	20.9	5.8	7.1

Project ID: 16-9222-015
Location: Senoia Rd_Fairburn Industrial Blvd & I-85 NB Ramps
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Senoia Rd_Fairburn Industrial Blvd Northbound					Senoia Rd_Fairburn Industrial Blvd Southbound					I-85 NB Ramps Eastbound					I-85 NB Ramps Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	0	106	382	0	488	73	256	0	0	329	24	1	43	0	68	0	0	0	0	0	885
7:15 AM	0	121	435	0	556	88	301	0	0	389	44	0	72	0	116	0	0	0	0	0	1061
7:30 AM	0	121	452	0	573	82	414	0	0	496	37	0	73	0	110	0	0	0	0	0	1179
7:45 AM	0	109	375	0	484	80	395	0	0	475	28	0	78	0	106	0	0	0	0	0	1065
Total	0	457	1644	0	2101	323	1366	0	0	1689	133	1	266	0	400	0	0	0	0	0	4190
8:00 AM	0	93	407	0	500	81	333	0	0	414	21	1	55	1	77	0	0	0	0	0	991
8:15 AM	0	101	361	0	462	63	309	0	0	372	32	0	59	0	91	0	0	0	0	0	925
8:30 AM	0	114	356	0	470	53	287	0	0	340	11	0	38	0	49	0	0	0	0	0	859
8:45 AM	0	98	347	0	445	64	249	0	0	313	17	0	60	0	77	0	0	0	0	0	835
Total	0	406	1471	0	1877	261	1178	0	0	1439	81	1	212	1	294	0	0	0	0	0	3610
BREAK																					
4:00 PM	0	114	233	0	347	72	438	0	0	510	18	0	46	2	64	0	0	0	0	0	921
4:15 PM	0	108	260	0	368	80	481	0	0	561	30	0	34	1	64	0	0	0	1	0	993
4:30 PM	0	156	280	0	436	68	540	0	0	608	20	1	41	0	62	0	0	0	0	0	1106
4:45 PM	0	138	289	0	427	77	528	0	0	605	26	0	42	1	68	0	0	0	2	0	1100
Total	0	516	1062	0	1578	297	1987	0	0	2284	94	1	163	4	258	0	0	0	3	0	4120
5:00 PM	0	136	260	0	396	99	524	0	0	623	27	0	52	0	79	0	0	0	0	0	1098
5:15 PM	0	140	292	0	432	59	574	0	0	633	22	0	54	0	76	0	0	0	0	0	1141
5:30 PM	1	156	309	0	466	47	570	0	0	617	27	0	45	0	72	0	0	0	0	0	1155
5:45 PM	0	124	312	0	436	59	554	0	0	613	34	0	55	0	89	0	0	0	0	0	1138
Total	1	556	1173	0	1730	264	2222	0	0	2486	110	0	206	0	316	0	0	0	0	0	4532
Grand Total	1	1935	5350	0	7286	1145	6753	0	0	7898	418	3	847	5	1268	0	0	0	3	0	16452
Apprch %	0.0	26.6	73.4	0.0		14.5	85.5	0.0	0.0		33.0	0.2	66.8	0.4		0.0	0.0	0.0	0.0		
Total %	0.0	11.8	32.5	0.0	44.3	7.0	41.0	0.0	0.0	48.0	2.5	0.0	5.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	1	1839	5056	0	6896	851	6441	0	0	7292	398	3	797	5	1198	0	0	0	3	0	15386
% Cars, PU, Vans	100.0	95.0	94.5	0.0	94.6	74.3	95.4	0.0	0.0	92.3	95.2	100.0	94.1	100.0	94.5	0.0	0.0	0.0	100.0	0.0	93.5
Heavy Trucks	0	96	294		390	294	312	0		606	20	0	50		70	0	0	0		0	1066
%Heavy Trucks	0.0	5.0	5.5	0.0	5.4	25.7	4.6	0.0	0.0	7.7	4.8	0.0	5.9	0.0	5.5	0.0	0.0	0.0	0.0	0.0	6.5

Project ID: 16-9222-015
Location: Senoia Rd_Fairburn Industri
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	noia Rd_Fairburn Industrial B Northbound				noia Rd_Fairburn Industrial B Southbound				I-85 NB Ramps Eastbound				I-85 NB Ramps Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	121	435	556	88	301	0	389	44	0	72	116	0	0	0	0	1061
7:30 AM	0	121	452	573	82	414	0	496	37	0	73	110	0	0	0	0	1179
7:45 AM	0	109	375	484	80	395	0	475	28	0	78	106	0	0	0	0	1065
8:00 AM	0	93	407	500	81	333	0	414	21	1	55	77	0	0	0	0	991
Total Volume	0	444	1669	2113	331	1443	0	1774	130	1	278	409	0	0	0	0	4296
% App. Total	0.0	21.0	79.0	100	18.7	81.3	0.0	100	31.8	0.2	68.0	100	0.0	0.0	0.0	0	
PHF				0.922				0.894				0.881				0.000	
Cars, PU, Vans	0	414	1589	2003	262	1349	0	1611	125	1	268	394	0	0	0	0	4008
% Cars, PU, Vans	0.0	93.2	95.2	94.8	79.2	93.5	0.0	90.8	96.2	100.0	96.4	96.3	0.0	0.0	0.0	0.0	93.3
Heavy Trucks	0	30	80	110	69	94	0	163	5	0	10	15	0	0	0	0	288
%Heavy Trucks	0.0	6.8	4.8	5.2	20.8	6.5	0.0	9.2	3.8	0.0	3.6	3.7	0.0	0.0	0.0	0.0	6.7

PM

	noia Rd_Fairburn Industrial B Northbound				noia Rd_Fairburn Industrial B Southbound				I-85 NB Ramps Eastbound				I-85 NB Ramps Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	0	136	260	396	99	524	0	623	27	0	52	79	0	0	0	0	1098
5:15 PM	0	140	292	432	59	574	0	633	22	0	54	76	0	0	0	0	1141
5:30 PM	1	156	309	466	47	570	0	617	27	0	45	72	0	0	0	0	1155
5:45 PM	0	124	312	436	59	554	0	613	34	0	55	89	0	0	0	0	1138
Total Volume	1	556	1173	1730	264	2222	0	2486	110	0	206	316	0	0	0	0	4532
% App. Total	0.1	32.1	67.8	100	10.6	89.4	0.0	100	34.8	0.0	65.2	100	0.0	0.0	0.0	0	
PHF				0.928				0.982				0.888				0.000	
Cars, PU, Vans	1	537	1116	1654	208	2163	0	2371	104	0	190	294	0	0	0	0	4319
% Cars, PU, Vans	100.0	96.6	95.1	95.6	78.8	97.3	0.0	95.4	94.5	0.0	92.2	93.0	0.0	0.0	0.0	0.0	95.3
Heavy Trucks	0	19	57	76	56	59	0	115	6	0	16	22	0	0	0	0	213
%Heavy Trucks	0.0	3.4	4.9	4.4	21.2	2.7	0.0	4.6	5.5	0.0	7.8	7.0	0.0	0.0	0.0	0.0	4.7

Project ID: 16-9222-016
Location: S Fulton Pkwy & Rivertown Rd
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	S Fulton Pkwy Northbound					S Fulton Pkwy Southbound					Rivertown Rd Eastbound					Rivertown Rd Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	0	72	8	0	80	0	10	7	0	17	5	4	0	0	9	7	5	0	0	12	118
7:15 AM	0	55	20	0	75	0	10	5	0	15	4	7	0	0	11	4	5	0	0	9	110
7:30 AM	0	76	19	0	95	0	17	9	0	26	3	10	0	0	13	8	10	0	0	18	152
7:45 AM	0	64	9	0	73	1	10	14	0	25	15	7	0	0	22	3	12	1	0	16	136
Total	0	267	56	0	323	1	47	35	0	83	27	28	0	0	55	22	32	1	0	55	516
8:00 AM	0	51	8	0	59	0	22	14	0	36	21	17	0	0	38	15	15	1	0	31	164
8:15 AM	0	42	12	0	54	0	19	19	0	38	31	21	1	0	53	13	14	0	0	27	172
8:30 AM	0	41	4	0	45	0	18	8	0	26	24	14	1	0	39	3	6	0	0	9	119
8:45 AM	0	33	9	0	42	1	21	4	0	26	4	5	1	0	10	1	5	1	0	7	85
Total	0	167	33	0	200	1	80	45	0	126	80	57	3	0	140	32	40	2	0	74	540
BREAK																					
4:00 PM	0	10	3	0	13	0	64	1	0	65	3	5	0	0	8	15	5	0	0	20	106
4:15 PM	0	11	4	0	15	1	62	5	0	68	4	8	0	0	12	19	6	0	0	25	120
4:30 PM	0	21	2	0	23	2	42	7	0	51	4	2	0	0	6	7	5	1	0	13	93
4:45 PM	1	21	4	0	26	1	60	6	0	67	7	7	0	0	14	10	7	0	0	17	124
Total	1	63	13	0	77	4	228	19	0	251	18	22	0	0	40	51	23	1	0	75	443
5:00 PM	1	22	0	0	23	2	67	7	0	76	7	4	0	0	11	14	10	0	0	24	134
5:15 PM	0	21	7	0	28	1	74	7	0	82	11	8	0	0	19	22	8	0	0	30	159
5:30 PM	0	27	3	0	30	2	72	7	0	81	6	8	0	0	14	11	8	0	0	19	144
5:45 PM	0	10	3	0	13	1	65	10	0	76	2	7	1	0	10	11	11	0	0	22	121
Total	1	80	13	0	94	6	278	31	0	315	26	27	1	0	54	58	37	0	0	95	558
Grand Total	2	577	115	0	694	12	633	130	0	775	151	134	4	0	289	163	132	4	0	299	2057
Apprch %	0.3	83.1	16.6	0.0		1.5	81.7	16.8	0.0		52.2	46.4	1.4	0.0		54.5	44.1	1.3	0.0		
Total %	0.1	28.1	5.6	0.0	33.7	0.6	30.8	6.3	0.0	37.7	7.3	6.5	0.2	0.0	14.0	7.9	6.4	0.2	0.0	14.5	
Cars, PU, Vans	2	563	112	0	677	12	612	130	0	754	151	134	4	0	289	162	132	4	0	298	2018
% Cars, PU, Vans	100.0	97.6	97.4	0.0	97.6	100.0	96.7	100.0	0.0	97.3	100.0	100.0	100.0	0.0	100.0	99.4	100.0	100.0	0.0	99.7	98.1
Heavy Trucks	0	14	3		17	0	21	0		21	0	0	0		0	1	0	0		1	39
%Heavy Trucks	0.0	2.4	2.6	0.0	2.4	0.0	3.3	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.3	1.9

Project ID: 16-9222-016
Location: S Fulton Pkwy & Rivertown F
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	S Fulton Pkwy Northbound				S Fulton Pkwy Southbound				Rivertown Rd Eastbound				Rivertown Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	0	76	19	95	0	17	9	26	3	10	0	13	8	10	0	18	152
7:45 AM	0	64	9	73	1	10	14	25	15	7	0	22	3	12	1	16	136
8:00 AM	0	51	8	59	0	22	14	36	21	17	0	38	15	15	1	31	164
8:15 AM	0	42	12	54	0	19	19	38	31	21	1	53	13	14	0	27	172
Total Volume	0	233	48	281	1	68	56	125	70	55	1	126	39	51	2	92	624
% App. Total	0.0	82.9	17.1	100	0.8	54.4	44.8	100	55.6	43.7	0.8	100	42.4	55.4	2.2	100	
PHF				0.739				0.822				0.594				0.742	
Cars, PU, Vans	0	228	47	275	1	67	56	124	70	55	1	126	39	51	2	92	617
% Cars, PU, Vans	0.0	97.9	97.9	97.9	100.0	98.5	100.0	99.2	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	98.9
Heavy Trucks	0	5	1	6	0	1	0	1	0	0	0	0	0	0	0	0	7
%Heavy Trucks	0.0	2.1	2.1	2.1	0.0	1.5	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1

PM

	S Fulton Pkwy Northbound				S Fulton Pkwy Southbound				Rivertown Rd Eastbound				Rivertown Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	1	21	4	26	1	60	6	67	7	7	0	14	10	7	0	17	124
5:00 PM	1	22	0	23	2	67	7	76	7	4	0	11	14	10	0	24	134
5:15 PM	0	21	7	28	1	74	7	82	11	8	0	19	22	8	0	30	159
5:30 PM	0	27	3	30	2	72	7	81	6	8	0	14	11	8	0	19	144
Total Volume	2	91	14	107	6	273	27	306	31	27	0	58	57	33	0	90	561
% App. Total	1.9	85.0	13.1	100	2.0	89.2	8.8	100	53.4	46.6	0.0	100	63.3	36.7	0.0	100	
PHF				0.892				0.933				0.763				0.750	
Cars, PU, Vans	2	90	14	106	6	266	27	299	31	27	0	58	57	33	0	90	553
% Cars, PU, Vans	100.0	98.9	100.0	99.1	100.0	97.4	100.0	97.7	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	98.6
Heavy Trucks	0	1	0	1	0	7	0	7	0	0	0	0	0	0	0	0	8
%Heavy Trucks	0.0	1.1	0.0	0.9	0.0	2.6	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4

Project ID: 16-9222-017
Location: Hobgood Rd_Rivertown Rd & One Rd_Rivertown Rd
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Hobgood Rd_Rivertown Rd Northbound					Hobgood Rd_Rivertown Rd Southbound					One Rd_Rivertown Rd Eastbound					One Rd_Rivertown Rd Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	1	4	1	0	6	17	11	1	0	29	1	1	0	0	2	0	1	12	0	13	50
7:15 AM	0	2	0	0	2	18	3	0	0	21	3	1	1	0	5	1	0	12	0	13	41
7:30 AM	0	1	2	0	3	27	5	2	0	34	0	0	1	0	1	2	0	18	0	20	58
7:45 AM	0	3	4	0	7	19	7	1	0	27	0	0	1	0	1	1	1	18	0	20	55
Total	1	10	7	0	18	81	26	4	0	111	4	2	3	0	9	4	2	60	0	66	204
8:00 AM	0	2	1	0	3	19	2	0	0	21	2	2	0	0	4	3	0	15	0	18	46
8:15 AM	0	4	1	0	5	15	13	0	0	28	0	2	0	0	2	4	0	18	0	22	57
8:30 AM	1	5	0	0	6	13	8	0	0	21	0	0	1	0	1	1	0	9	0	10	38
8:45 AM	0	2	2	0	4	15	1	0	0	16	0	0	0	0	0	0	2	4	0	6	26
Total	1	13	4	0	18	62	24	0	0	86	2	4	1	0	7	8	2	46	0	56	167
BREAK																					
4:00 PM	1	6	2	0	9	9	6	1	0	16	0	0	1	0	1	1	0	20	0	21	47
4:15 PM	1	5	0	0	6	5	5	3	0	13	4	0	0	0	4	3	2	16	0	21	44
4:30 PM	0	4	1	0	5	10	5	0	0	15	0	1	0	0	1	1	2	18	0	21	42
4:45 PM	2	5	2	0	9	13	3	0	0	16	0	1	1	0	2	4	3	15	0	22	49
Total	4	20	5	0	29	37	19	4	0	60	4	2	2	0	8	9	7	69	0	85	182
5:00 PM	1	7	0	0	8	9	6	2	0	17	0	2	0	0	2	1	4	23	0	28	55
5:15 PM	2	1	6	0	9	9	5	0	0	14	4	1	0	0	5	2	0	30	0	32	60
5:30 PM	0	6	1	0	7	16	2	0	0	18	0	1	2	0	3	1	0	19	0	20	48
5:45 PM	1	5	1	0	7	13	5	1	0	19	0	4	0	0	4	1	3	13	0	17	47
Total	4	19	8	0	31	47	18	3	0	68	4	8	2	0	14	5	7	85	0	97	210
Grand Total	10	62	24	0	96	227	87	11	0	325	14	16	8	0	38	26	18	260	0	304	763
Apprch %	10.4	64.6	25.0	0.0		69.8	26.8	3.4	0.0		36.8	42.1	21.1	0.0		8.6	5.9	85.5	0.0		
Total %	1.3	8.1	3.1	0.0	12.6	29.8	11.4	1.4	0.0	42.6	1.8	2.1	1.0	0.0	5.0	3.4	2.4	34.1	0.0	39.8	
Cars, PU, Vans	10	60	23	0	93	227	86	11	0	324	14	16	8	0	38	25	18	259	0	302	757
% Cars, PU, Vans	100.0	96.8	95.8	0.0	96.9	100.0	98.9	100.0	0.0	99.7	100.0	100.0	100.0	0.0	100.0	96.2	100.0	99.6	0.0	99.3	99.2
Heavy Trucks	0	2	1		3	0	1	0		1	0	0	0		0	1	0	1		2	6
%Heavy Trucks	0.0	3.2	4.2	0.0	3.1	0.0	1.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.4	0.0	0.7	0.8

Project ID: 16-9222-017
Location: Hobgood Rd_Rivertown Rd &
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	Hobgood Rd_Rivertown Rd Northbound				Hobgood Rd_Rivertown Rd Southbound				One Rd_Rivertown Rd Eastbound				One Rd_Rivertown Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	0	1	2	3	27	5	2	34	0	0	1	1	2	0	18	20	58
7:45 AM	0	3	4	7	19	7	1	27	0	0	1	1	1	1	18	20	55
8:00 AM	0	2	1	3	19	2	0	21	2	2	0	4	3	0	15	18	46
8:15 AM	0	4	1	5	15	13	0	28	0	2	0	2	4	0	18	22	57
Total Volume	0	10	8	18	80	27	3	110	2	4	2	8	10	1	69	80	216
% App. Total	0.0	55.6	44.4	100	72.7	24.5	2.7	100	25.0	50.0	25.0	100	12.5	1.3	86.3	100	
PHF				0.643				0.809				0.500				0.909	
Cars, PU, Vans	0	10	7	17	80	27	3	110	2	4	2	8	10	1	69	80	215
% Cars, PU, Vans	0.0	100.0	87.5	94.4	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.5
Heavy Trucks	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
%Heavy Trucks	0.0	0.0	12.5	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5

PM

	Hobgood Rd_Rivertown Rd Northbound				Hobgood Rd_Rivertown Rd Southbound				One Rd_Rivertown Rd Eastbound				One Rd_Rivertown Rd Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	2	5	2	9	13	3	0	16	0	1	1	2	4	3	15	22	49
5:00 PM	1	7	0	8	9	6	2	17	0	2	0	2	1	4	23	28	55
5:15 PM	2	1	6	9	9	5	0	14	4	1	0	5	2	0	30	32	60
5:30 PM	0	6	1	7	16	2	0	18	0	1	2	3	1	0	19	20	48
Total Volume	5	19	9	33	47	16	2	65	4	5	3	12	8	7	87	102	212
% App. Total	15.2	57.6	27.3	100	72.3	24.6	3.1	100	33.3	41.7	25.0	100	7.8	6.9	85.3	100	
PHF				0.917				0.903				0.600				0.797	
Cars, PU, Vans	5	17	9	31	47	16	2	65	4	5	3	12	8	7	87	102	210
% Cars, PU, Vans	100.0	89.5	100.0	93.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.1
Heavy Trucks	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
%Heavy Trucks	0.0	10.5	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9

Project ID: 16-9222-018
Location: Cedar Grove Rd & S Fulton Pkwy
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Cedar Grove Rd Northbound					Cedar Grove Rd Southbound					S Fulton Pkwy Eastbound					S Fulton Pkwy Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	2	9	58	0	69	35	21	4	0	60	3	106	7	0	116	16	18	2	0	36	281
7:15 AM	2	28	97	0	127	36	50	6	0	92	2	135	13	0	150	20	28	3	0	51	420
7:30 AM	1	20	65	0	86	43	37	2	0	82	14	117	6	0	137	25	35	7	0	67	372
7:45 AM	3	20	43	0	66	44	41	6	0	91	9	118	7	0	134	27	38	9	0	74	365
Total	8	77	263	0	348	158	149	18	0	325	28	476	33	0	537	88	119	21	0	228	1438
8:00 AM	5	29	65	0	99	34	30	9	0	73	7	90	5	0	102	29	46	13	0	88	362
8:15 AM	8	23	36	0	67	21	34	1	0	56	6	102	4	0	112	23	41	13	0	77	312
8:30 AM	8	13	45	0	66	21	18	3	0	42	3	91	8	0	102	23	28	7	0	58	268
8:45 AM	2	16	32	0	50	16	16	1	0	33	2	61	2	0	65	27	36	11	0	74	222
Total	23	81	178	0	282	92	98	14	0	204	18	344	19	0	381	102	151	44	0	297	1164
BREAK																					
4:00 PM	1	42	44	0	87	13	18	1	0	32	1	33	7	0	41	53	73	24	0	150	310
4:15 PM	5	25	22	0	52	14	24	2	0	40	2	41	4	0	47	50	95	24	0	169	308
4:30 PM	3	34	23	0	60	14	21	6	0	41	3	34	3	0	40	51	93	25	0	169	310
4:45 PM	11	32	30	0	73	13	20	6	0	39	2	45	9	0	56	47	100	23	0	170	338
Total	20	133	119	0	272	54	83	15	0	152	8	153	23	0	184	201	361	96	0	658	1266
5:00 PM	5	30	37	0	72	9	20	0	0	29	5	36	6	0	47	56	126	25	0	207	355
5:15 PM	9	29	33	0	71	15	25	0	0	40	3	35	4	0	42	46	116	24	0	186	339
5:30 PM	7	54	37	0	98	11	24	3	0	38	3	37	9	0	49	66	101	26	0	193	378
5:45 PM	6	46	39	0	91	13	30	5	0	48	0	45	7	0	52	54	98	32	0	184	375
Total	27	159	146	0	332	48	99	8	0	155	11	153	26	0	190	222	441	107	0	770	1447
Grand Total	78	450	706	0	1234	352	429	55	0	836	65	1126	101	0	1292	613	1072	268	0	1953	5315
Apprch %	6.3	36.5	57.2	0.0		42.1	51.3	6.6	0.0		5.0	87.2	7.8	0.0		31.4	54.9	13.7	0.0		
Total %	1.5	8.5	13.3	0.0	23.2	6.6	8.1	1.0	0.0	15.7	1.2	21.2	1.9	0.0	24.3	11.5	20.2	5.0	0.0	36.7	
Cars, PU, Vans	78	448	704	0	1230	351	424	55	0	830	65	1110	101	0	1276	611	1053	268	0	1932	5268
% Cars, PU, Vans	100.0	99.6	99.7	0.0	99.7	99.7	98.8	100.0	0.0	99.3	100.0	98.6	100.0	0.0	98.8	99.7	98.2	100.0	0.0	98.9	99.1
Heavy Trucks	0	2	2		4	1	5	0		6	0	16	0		16	2	19	0		21	47
%Heavy Trucks	0.0	0.4	0.3	0.0	0.3	0.3	1.2	0.0	0.0	0.7	0.0	1.4	0.0	0.0	1.2	0.3	1.8	0.0	0.0	1.1	0.9

Project ID: 16-9222-018
Location: Cedar Grove Rd & S Fulton F
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	Cedar Grove Rd Northbound				Cedar Grove Rd Southbound				S Fulton Pkwy Eastbound				S Fulton Pkwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	2	28	97	127	36	50	6	92	2	135	13	150	20	28	3	51	420
7:30 AM	1	20	65	86	43	37	2	82	14	117	6	137	25	35	7	67	372
7:45 AM	3	20	43	66	44	41	6	91	9	118	7	134	27	38	9	74	365
8:00 AM	5	29	65	99	34	30	9	73	7	90	5	102	29	46	13	88	362
Total Volume	11	97	270	378	157	158	23	338	32	460	31	523	101	147	32	280	1519
% App. Total	2.9	25.7	71.4	100	46.4	46.7	6.8	100	6.1	88.0	5.9	100	36.1	52.5	11.4	100	
PHF				0.744				0.918				0.872				0.795	
Cars, PU, Vans	11	97	270	378	157	157	23	337	32	454	31	517	100	142	32	274	1506
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	99.4	100.0	99.7	100.0	98.7	100.0	98.9	99.0	96.6	100.0	97.9	99.1
Heavy Trucks	0	0	0	0	0	1	0	1	0	6	0	6	1	5	0	6	13
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.3	0.0	1.3	0.0	1.1	1.0	3.4	0.0	2.1	0.9

PM

	Cedar Grove Rd Northbound				Cedar Grove Rd Southbound				S Fulton Pkwy Eastbound				S Fulton Pkwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	5	30	37	72	9	20	0	29	5	36	6	47	56	126	25	207	355
5:15 PM	9	29	33	71	15	25	0	40	3	35	4	42	46	116	24	186	339
5:30 PM	7	54	37	98	11	24	3	38	3	37	9	49	66	101	26	193	378
5:45 PM	6	46	39	91	13	30	5	48	0	45	7	52	54	98	32	184	375
Total Volume	27	159	146	332	48	99	8	155	11	153	26	190	222	441	107	770	1447
% App. Total	8.1	47.9	44.0	100	31.0	63.9	5.2	100	5.8	80.5	13.7	100	28.8	57.3	13.9	100	
PHF				0.847				0.807				0.913				0.930	
Cars, PU, Vans	27	158	146	331	48	99	8	155	11	150	26	187	222	437	107	766	1439
% Cars, PU, Vans	100.0	99.4	100.0	99.7	100.0	100.0	100.0	100.0	100.0	98.0	100.0	98.4	100.0	99.1	100.0	99.5	99.4
Heavy Trucks	0	1	0	1	0	0	0	0	0	3	0	3	0	4	0	4	8
%Heavy Trucks	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0	2.0	0.0	1.6	0.0	0.9	0.0	0.5	0.6

Project ID: 16-9222-019
Location: Hwy 92 & S Fulton Pkwy
City: College Park

Day: Tuesday
Date: 5/17/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Hwy 92 Northbound					Hwy 92 Southbound					S Fulton Pkwy Eastbound					S Fulton Pkwy Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
7:00 AM	6	91	25	0	122	138	131	18	0	287	39	144	18	0	201	14	21	67	0	102	712
7:15 AM	2	145	23	0	170	109	136	26	0	271	43	172	30	0	245	7	31	62	0	100	786
7:30 AM	5	138	27	0	170	105	129	28	0	262	30	196	24	0	250	12	35	82	0	129	811
7:45 AM	7	164	30	0	201	95	178	31	0	304	21	143	25	0	189	13	28	78	0	119	813
Total	20	538	105	0	663	447	574	103	0	1124	133	655	97	0	885	46	115	289	0	450	3122
8:00 AM	15	114	26	0	155	97	123	18	0	238	42	146	15	0	203	9	53	88	0	150	746
8:15 AM	11	102	19	0	132	109	157	20	0	286	31	111	24	0	166	12	42	77	0	131	715
8:30 AM	7	109	11	1	127	103	125	16	1	244	31	110	15	1	156	8	38	61	1	107	634
8:45 AM	6	81	12	0	99	74	140	16	0	230	23	74	18	0	115	9	43	48	0	100	544
Total	39	406	68	1	513	383	545	70	1	998	127	441	72	1	640	38	176	274	1	488	2639
BREAK																					
4:00 PM	16	138	17	0	171	65	158	34	0	257	30	42	17	0	89	17	85	127	0	229	746
4:15 PM	17	137	9	0	163	68	144	32	0	244	19	46	9	0	74	16	109	153	0	278	759
4:30 PM	23	145	12	0	180	57	170	27	0	254	26	38	18	0	82	21	112	137	0	270	786
4:45 PM	21	139	10	0	170	52	142	25	0	219	27	43	11	0	81	22	141	161	0	324	794
Total	77	559	48	0	684	242	614	118	0	974	102	169	55	0	326	76	447	578	0	1101	3085
5:00 PM	17	136	21	0	174	73	150	32	0	255	28	41	17	0	86	17	126	174	1	317	832
5:15 PM	27	175	11	0	213	60	148	49	0	257	32	55	13	0	100	40	144	149	0	333	903
5:30 PM	24	146	17	0	187	51	168	39	0	258	21	44	10	0	75	32	143	132	0	307	827
5:45 PM	16	148	19	0	183	57	109	36	0	202	29	62	13	2	104	22	143	163	0	328	817
Total	84	605	68	0	757	241	575	156	0	972	110	202	53	2	365	111	556	618	1	1285	3379
Grand Total	220	2108	289	1	2617	1313	2308	447	1	4068	472	1467	277	3	2216	271	1294	1759	2	3324	12225
Apprch %	8.4	80.6	11.0	0.0		32.3	56.7	11.0	0.0		21.3	66.2	12.5	0.1		8.2	38.9	52.9	0.1		
Total %	1.8	17.2	2.4	0.0	21.4	10.7	18.9	3.7	0.0	33.3	3.9	12.0	2.3	0.0	18.1	2.2	10.6	14.4	0.0	27.2	
Cars, PU, Vans	217	2082	288	1	2587	1284	2252	443	1	3979	467	1449	276	3	2192	268	1278	1734	2	3280	12038
% Cars, PU, Vans	98.6	98.8	99.7	100.0	98.9	97.8	97.6	99.1	100.0	97.8	98.9	98.8	99.6	100.0	98.9	98.9	98.8	98.6	100.0	98.7	98.5
Heavy Trucks	3	26	1		30	29	56	4		89	5	18	1		24	3	16	25		44	187
%Heavy Trucks	1.4	1.2	0.3	0.0	1.1	2.2	2.4	0.9	0.0	2.2	1.1	1.2	0.4	0.0	1.1	1.1	1.2	1.4	0.0	1.3	1.5

Project ID: 16-9222-019
Location: Hwy 92 & S Fulton Pkwy
City: College Park

PEAK HOURS

Day: Tuesday
Date: 5/17/2016

AM

	Hwy 92 Northbound				Hwy 92 Southbound				S Fulton Pkwy Eastbound				S Fulton Pkwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	2	145	23	170	109	136	26	271	43	172	30	245	7	31	62	100	786
7:30 AM	5	138	27	170	105	129	28	262	30	196	24	250	12	35	82	129	811
7:45 AM	7	164	30	201	95	178	31	304	21	143	25	189	13	28	78	119	813
8:00 AM	15	114	26	155	97	123	18	238	42	146	15	203	9	53	88	150	746
Total Volume	29	561	106	696	406	566	103	1075	136	657	94	887	41	147	310	498	3156
% App. Total	4.2	80.6	15.2	100	37.8	52.7	9.6	100	15.3	74.1	10.6	100	8.2	29.5	62.2	100	
PHF				0.866				0.884				0.887				0.830	
Cars, PU, Vans	29	554	106	689	400	555	101	1056	135	648	93	876	41	145	306	492	3113
% Cars, PU, Vans	100.0	98.8	100.0	99.0	98.5	98.1	98.1	98.2	99.3	98.6	98.9	98.8	100.0	98.6	98.7	98.8	98.6
Heavy Trucks	0	7	0	7	6	11	2	19	1	9	1	11	0	2	4	6	43
%Heavy Trucks	0.0	1.2	0.0	1.0	1.5	1.9	1.9	1.8	0.7	1.4	1.1	1.2	0.0	1.4	1.3	1.2	1.4

PM

	Hwy 92 Northbound				Hwy 92 Southbound				S Fulton Pkwy Eastbound				S Fulton Pkwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	17	136	21	174	73	150	32	255	28	41	17	86	17	126	174	317	832
5:15 PM	27	175	11	213	60	148	49	257	32	55	13	100	40	144	149	333	903
5:30 PM	24	146	17	187	51	168	39	258	21	44	10	75	32	143	132	307	827
5:45 PM	16	148	19	183	57	109	36	202	29	62	13	104	22	143	163	328	817
Total Volume	84	605	68	757	241	575	156	972	110	202	53	365	111	556	618	1285	3379
% App. Total	11.1	79.9	9.0	100	24.8	59.2	16.0	100	30.1	55.3	14.5	100	8.6	43.3	48.1	100	
PHF				0.888				0.942				0.877				0.965	
Cars, PU, Vans	83	599	68	750	230	561	154	945	110	200	53	363	110	552	611	1273	3331
% Cars, PU, Vans	98.8	99.0	100.0	99.1	95.4	97.6	98.7	97.2	100.0	99.0	100.0	99.5	99.1	99.3	98.9	99.1	98.6
Heavy Trucks	1	6	0	7	11	14	2	27	0	2	0	2	1	4	7	12	48
%Heavy Trucks	1.2	1.0	0.0	0.9	4.6	2.4	1.3	2.8	0.0	1.0	0.0	0.5	0.9	0.7	1.1	0.9	1.4

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

S Fulton Pkwy E/O Hwy 92

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,386	9,882	19,268

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	19		34		53		12:00	0	0	92		91		183	
0:15	0	0	20		35		55		12:15	0	0	106		98		204	
0:30	0	0	16		25		41		12:30	0	0	104		91		195	
0:45	0	0	15	70	37	131	52	201	12:45	0	0	112	414	91	371	203	785
1:00	0	0	11		24		35		13:00	0	0	99		97		196	
1:15	0	0	10		19		29		13:15	0	0	110		85		195	
1:30	0	0	9		19		28		13:30	0	0	93		99		192	
1:45	0	0	14	44	14	76	28	120	13:45	0	0	96	398	107	388	203	786
2:00	0	0	12		10		22		14:00	0	0	91		145		236	
2:15	0	0	8		18		26		14:15	0	0	112		140		252	
2:30	0	0	5		10		15		14:30	0	0	100		176		276	
2:45	0	0	16	41	16	54	32	95	14:45	0	0	127	430	186	647	313	1077
3:00	0	0	6		33		39		15:00	0	0	109		168		277	
3:15	0	0	30		13		43		15:15	0	0	110		183		293	
3:30	0	0	20		8		28		15:30	0	0	132		177		309	
3:45	0	0	18	74	16	70	34	144	15:45	0	0	82	433	221	749	303	1182
4:00	0	0	30		13		43		16:00	0	0	123		242		365	
4:15	0	0	41		10		51		16:15	0	0	125		265		390	
4:30	0	0	68		12		80		16:30	0	0	99		294		393	
4:45	0	0	72	211	17	52	89	263	16:45	0	0	115	462	297	1098	412	1560
5:00	0	0	73		19		92		17:00	0	0	107		327		434	
5:15	0	0	115		21		136		17:15	0	0	155		323		478	
5:30	0	0	127		20		147		17:30	0	0	99		314		413	
5:45	0	0	139	454	30	90	169	544	17:45	0	0	154	515	321	1285	475	1800
6:00	0	0	190		31		221		18:00	0	0	103		280		383	
6:15	0	0	239		39		278		18:15	0	0	110		222		332	
6:30	0	0	285		58		343		18:30	0	0	131		221		352	
6:45	0	0	306	1020	63	191	369	1211	18:45	0	0	99	443	167	890	266	1333
7:00	0	0	301		91		392		19:00	0	0	85		147		232	
7:15	0	0	309		115		424		19:15	0	0	84		154		238	
7:30	0	0	323		116		439		19:30	0	0	82		119		201	
7:45	0	0	275	1208	131	453	406	1661	19:45	0	0	61	312	122	542	183	854
8:00	0	0	256		139		395		20:00	0	0	62		105		167	
8:15	0	0	250		141		391		20:15	0	0	65		128		193	
8:30	0	0	208		97		305		20:30	0	0	64		115		179	
8:45	0	0	178	892	102	479	280	1371	20:45	0	0	62	253	127	475	189	728
9:00	0	0	142		104		246		21:00	0	0	52		103		155	
9:15	0	0	118		87		205		21:15	0	0	53		99		152	
9:30	0	0	138		65		203		21:30	0	0	58		81		139	
9:45	0	0	108	506	100	356	208	862	21:45	0	0	48	211	81	364	129	575
10:00	0	0	100		68		168		22:00	0	0	52		83		135	
10:15	0	0	95		88		183		22:15	0	0	38		68		106	
10:30	0	0	86		74		160		22:30	0	0	34		61		95	
10:45	0	0	92	373	73	303	165	676	22:45	0	0	30	154	71	283	101	437
11:00	0	0	89		78		167		23:00	0	0	22		57		79	
11:15	0	0	86		86		172		23:15	0	0	24		52		76	
11:30	0	0	94		91		185		23:30	0	0	28		60		88	
11:45	0	0	97	366	54	309	151	675	23:45	0	0	28	102	57	226	85	328
TOTALS				5259		2564		7823	TOTALS				4127		7318		11445
SPLIT %				67.2%		32.8%		40.6%	SPLIT %				36.1%		63.9%		59.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,386	9,882	19,268

AM Peak Hour			6:45	7:30	7:15	PM Peak Hour			17:00	17:00	17:00
AM Pk Volume			1239	527	1664	PM Pk Volume			466	1285	1800
Pk Hr Factor			0.959	0.934	0.948	Pk Hr Factor			0.756	0.886	0.941
7 - 9 Volume	0	0	2100	932	3032	4 - 6 Volume	0	0	977	2383	3360
7 - 9 Peak Hour			7:00	7:30	7:15	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1208	527	1664	4 - 6 PK Volume	0	0	515	1285	1800
Pk Hr Factor	0.000	0.000	0.935	0.934	0.948	Pk Hr Factor	0.000	0.000	0.831	0.982	0.941

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

S Fulton Pkwy E/O Cascade Palmetto Pkwy

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,455	2,431	4,886

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	1		3		4		12:00	0	0	37		25		62	
0:15	0	0	4		3		7		12:15	0	0	13		16		29	
0:30	0	0	1		4		5		12:30	0	0	18		24		42	
0:45	0	0	2	8	5	15	7	23	12:45	0	0	19	87	30	95	49	182
1:00	0	0	0		5		5		13:00	0	0	12		20		32	
1:15	0	0	3		2		5		13:15	0	0	24		27		51	
1:30	0	0	1		4		5		13:30	0	0	23		15		38	
1:45	0	0	1	5	0	11	1	16	13:45	0	0	24	83	22	84	46	167
2:00	0	0	1		3		4		14:00	0	0	25		34		59	
2:15	0	0	3		3		6		14:15	0	0	26		38		64	
2:30	0	0	2		0		2		14:30	0	0	19		46		65	
2:45	0	0	3	9	3	9	6	18	14:45	0	0	24	94	58	176	82	270
3:00	0	0	1		6		7		15:00	0	0	34		52		86	
3:15	0	0	5		4		9		15:15	0	0	40		48		88	
3:30	0	0	2		2		4		15:30	0	0	53		37		90	
3:45	0	0	2	10	5	17	7	27	15:45	0	0	31	158	68	205	99	363
4:00	0	0	3		4		7		16:00	0	0	27		59		86	
4:15	0	0	15		1		16		16:15	0	0	29		82		111	
4:30	0	0	7		2		9		16:30	0	0	33		68		101	
4:45	0	0	17	42	5	12	22	54	16:45	0	0	38	127	70	279	108	406
5:00	0	0	21		5		26		17:00	0	0	46		90		136	
5:15	0	0	35		7		42		17:15	0	0	31		99		130	
5:30	0	0	37		7		44		17:30	0	0	49		109		158	
5:45	0	0	42	135	13	32	55	167	17:45	0	0	31	157	71	369	102	526
6:00	0	0	63		12		75		18:00	0	0	34		68		102	
6:15	0	0	72		12		84		18:15	0	0	35		35		70	
6:30	0	0	87		15		102		18:30	0	0	25		41		66	
6:45	0	0	67	289	18	57	85	346	18:45	0	0	20	114	37	181	57	295
7:00	0	0	73		21		94		19:00	0	0	26		28		54	
7:15	0	0	81		33		114		19:15	0	0	21		25		46	
7:30	0	0	87		25		112		19:30	0	0	22		24		46	
7:45	0	0	90	331	36	115	126	446	19:45	0	0	14	83	22	99	36	182
8:00	0	0	68		45		113		20:00	0	0	11		24		35	
8:15	0	0	96		47		143		20:15	0	0	13		17		30	
8:30	0	0	65		29		94		20:30	0	0	7		21		28	
8:45	0	0	50	279	35	156	85	435	20:45	0	0	11	42	19	81	30	123
9:00	0	0	38		31		69		21:00	0	0	13		15		28	
9:15	0	0	36		36		72		21:15	0	0	13		18		31	
9:30	0	0	39		20		59		21:30	0	0	12		16		28	
9:45	0	0	29	142	27	114	56	256	21:45	0	0	13	51	13	62	26	113
10:00	0	0	16		22		38		22:00	0	0	8		11		19	
10:15	0	0	16		26		42		22:15	0	0	5		9		14	
10:30	0	0	15		28		43		22:30	0	0	6		9		15	
10:45	0	0	34	81	20	96	54	177	22:45	0	0	6	25	8	37	14	62
11:00	0	0	20		15		35		23:00	0	0	8		11		19	
11:15	0	0	22		34		56		23:15	0	0	7		7		14	
11:30	0	0	21		25		46		23:30	0	0	4		10		14	
11:45	0	0	18	81	16	90	34	171	23:45	0	0	3	22	11	39	14	61
TOTALS				1412		724		2136	TOTALS				1043		1707		2750
SPLIT %				66.1%		33.9%		43.7%	SPLIT %				37.9%		62.1%		56.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,455	2,431	4,886

AM Peak Hour			7:30	7:45	7:30	PM Peak Hour			16:45	17:00	16:45
AM Pk Volume			341	157	494	PM Pk Volume			145	369	532
Pk Hr Factor			0.888	0.835	0.864	Pk Hr Factor			0.740	0.649	0.842
7 - 9 Volume	0	0	610	271	881	4 - 6 Volume	0	0	284	648	932
7 - 9 Peak Hour			7:30	7:45	7:30	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	341	157	494	4 - 6 Pk Volume	0	0	164	369	532
Pk Hr Factor	0.000	0.000	0.888	0.835	0.864	Pk Hr Factor	0.000	0.000	0.837	0.846	0.842

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Cascade Palmetto Pkwy N/O S Fulton Pkwy

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,678	2,921	0	0	5,599

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	7		5		0	0	12		12:00	22		35		0	0	57	
0:15	7		9		0	0	16		12:15	29		37		0	0	66	
0:30	6		9		0	0	15		12:30	29		41		0	0	70	
0:45	3	23	4	27	0	0	7	50	12:45	29	109	32	145	0	0	61	254
1:00	3		5		0	0	8		13:00	32		34		0	0	66	
1:15	3		2		0	0	5		13:15	44		33		0	0	77	
1:30	5		2		0	0	7		13:30	26		28		0	0	54	
1:45	1	12	2	11	0	0	3	23	13:45	34	136	45	140	0	0	79	276
2:00	2		7		0	0	9		14:00	26		36		0	0	62	
2:15	5		5		0	0	10		14:15	29		38		0	0	67	
2:30	2		4		0	0	6		14:30	30		40		0	0	70	
2:45	4	13	0	16	0	0	4	29	14:45	49	134	53	167	0	0	102	301
3:00	5		1		0	0	6		15:00	39		43		0	0	82	
3:15	5		5		0	0	10		15:15	41		60		0	0	101	
3:30	6		2		0	0	8		15:30	49		54		0	0	103	
3:45	5	21	8	16	0	0	13	37	15:45	48	177	65	222	0	0	113	399
4:00	6		9		0	0	15		16:00	51		80		0	0	131	
4:15	8		9		0	0	17		16:15	58		68		0	0	126	
4:30	11		11		0	0	22		16:30	52		63		0	0	115	
4:45	13	38	3	32	0	0	16	70	16:45	43	204	79	290	0	0	122	494
5:00	7		15		0	0	22		17:00	62		87		0	0	149	
5:15	29		12		0	0	41		17:15	54		67		0	0	121	
5:30	37		22		0	0	59		17:30	56		84		0	0	140	
5:45	34	107	14	63	0	0	48	170	17:45	37	209	55	293	0	0	92	502
6:00	38		21		0	0	59		18:00	48		60		0	0	108	
6:15	45		47		0	0	92		18:15	63		41		0	0	104	
6:30	63		49		0	0	112		18:30	31		40		0	0	71	
6:45	47	193	30	147	0	0	77	340	18:45	29	171	41	182	0	0	70	353
7:00	68		32		0	0	100		19:00	29		37		0	0	66	
7:15	79		66		0	0	145		19:15	23		26		0	0	49	
7:30	69		50		0	0	119		19:30	31		31		0	0	62	
7:45	49	265	58	206	0	0	107	471	19:45	21	104	26	120	0	0	47	224
8:00	45		42		0	0	87		20:00	21		20		0	0	41	
8:15	50		48		0	0	98		20:15	20		28		0	0	48	
8:30	53		33		0	0	86		20:30	22		18		0	0	40	
8:45	46	194	34	157	0	0	80	351	20:45	15	78	26	92	0	0	41	170
9:00	37		27		0	0	64		21:00	18		23		0	0	41	
9:15	48		34		0	0	82		21:15	8		24		0	0	32	
9:30	41		30		0	0	71		21:30	12		19		0	0	31	
9:45	25	151	30	121	0	0	55	272	21:45	11	49	24	90	0	0	35	139
10:00	24		36		0	0	60		22:00	8		13		0	0	21	
10:15	39		30		0	0	69		22:15	9		12		0	0	21	
10:30	38		33		0	0	71		22:30	9		15		0	0	24	
10:45	22	123	48	147	0	0	70	270	22:45	4	30	14	54	0	0	18	84
11:00	35		26		0	0	61		23:00	13		6		0	0	19	
11:15	25		41		0	0	66		23:15	4		9		0	0	13	
11:30	27		32		0	0	59		23:30	6		14		0	0	20	
11:45	19	106	48	147	0	0	67	253	23:45	8	31	7	36	0	0	15	67
TOTALS		1246		1090				2336	TOTALS		1432		1831				3263
SPLIT %		53.3%		46.7%				41.7%	SPLIT %		43.9%		56.1%				58.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,678	2,921	0	0	5,599

AM Peak Hour	7:00	7:15			7:00	PM Peak Hour	16:15	16:45			16:45
AM Pk Volume	265	216			471	PM Pk Volume	215	317			532
Pk Hr Factor	0.839	0.818			0.812	Pk Hr Factor	0.867	0.792			0.893
7 - 9 Volume	459	363	0	0	822	4 - 6 Volume	413	583	0	0	996
7 - 9 Peak Hour	7:00	7:15			7:00	4 - 6 Peak Hour	16:15	16:45			16:45
7 - 9 Pk Volume	265	216	0	0	471	4 - 6 Pk Volume	215	317	0	0	532
Pk Hr Factor	0.839	0.818	0.000	0.000	0.812	Pk Hr Factor	0.867	0.911	0.000	0.000	0.893

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

S Fulton Pkwy S/O Rivertown Rd

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_004

DAILY TOTALS	NB	SB	EB	WB	Total
	2,054	2,137	0	0	4,191

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	1		3		0	0	4		12:00	18		20		0	0	38	
0:15	3		2		0	0	5		12:15	23		21		0	0	44	
0:30	3		4		0	0	7		12:30	21		17		0	0	38	
0:45	0	7	2	11	0	0	2	18	12:45	19	81	21	79	0	0	40	160
1:00	2		5		0	0	7		13:00	28		22		0	0	50	
1:15	2		5		0	0	7		13:15	25		20		0	0	45	
1:30	5		1		0	0	6		13:30	23		26		0	0	49	
1:45	0	9	2	13	0	0	2	22	13:45	19	95	16	84	0	0	35	179
2:00	0		5		0	0	5		14:00	19		24		0	0	43	
2:15	0		3		0	0	3		14:15	17		28		0	0	45	
2:30	3		2		0	0	5		14:30	23		44		0	0	67	
2:45	0	3	1	11	0	0	1	14	14:45	24	83	53	149	0	0	77	232
3:00	3		2		0	0	5		15:00	23		45		0	0	68	
3:15	6		3		0	0	9		15:15	23		42		0	0	65	
3:30	5		1		0	0	6		15:30	27		57		0	0	84	
3:45	2	16	4	10	0	0	6	26	15:45	17	90	55	199	0	0	72	289
4:00	6		3		0	0	9		16:00	9		81		0	0	90	
4:15	8		0		0	0	8		16:15	23		70		0	0	93	
4:30	11		3		0	0	14		16:30	14		62		0	0	76	
4:45	22	47	4	10	0	0	26	57	16:45	27	73	64	277	0	0	91	350
5:00	24		2		0	0	26		17:00	22		87		0	0	109	
5:15	35		8		0	0	43		17:15	31		86		0	0	117	
5:30	43		1		0	0	44		17:30	27		93		0	0	120	
5:45	43	145	10	21	0	0	53	166	17:45	17	97	67	333	0	0	84	430
6:00	70		4		0	0	74		18:00	25		54		0	0	79	
6:15	77		19		0	0	96		18:15	28		56		0	0	84	
6:30	71		6		0	0	77		18:30	17		41		0	0	58	
6:45	69	287	23	52	0	0	92	339	18:45	24	94	45	196	0	0	69	290
7:00	79		16		0	0	95		19:00	10		36		0	0	46	
7:15	81		18		0	0	99		19:15	12		23		0	0	35	
7:30	88		20		0	0	108		19:30	14		29		0	0	43	
7:45	75	323	18	72	0	0	93	395	19:45	13	49	24	112	0	0	37	161
8:00	57		30		0	0	87		20:00	13		15		0	0	28	
8:15	56		40		0	0	96		20:15	11		21		0	0	32	
8:30	43		22		0	0	65		20:30	17		11		0	0	28	
8:45	47	203	17	109	0	0	64	312	20:45	10	51	12	59	0	0	22	110
9:00	22		14		0	0	36		21:00	10		11		0	0	21	
9:15	29		21		0	0	50		21:15	11		13		0	0	24	
9:30	23		22		0	0	45		21:30	7		13		0	0	20	
9:45	20	94	19	76	0	0	39	170	21:45	7	35	7	44	0	0	14	79
10:00	15		22		0	0	37		22:00	4		10		0	0	14	
10:15	24		17		0	0	41		22:15	3		10		0	0	13	
10:30	22		13		0	0	35		22:30	4		13		0	0	17	
10:45	17	78	23	75	0	0	40	153	22:45	6	17	9	42	0	0	15	59
11:00	14		19		0	0	33		23:00	7		9		0	0	16	
11:15	12		9		0	0	21		23:15	5		8		0	0	13	
11:30	19		18		0	0	37		23:30	0		9		0	0	9	
11:45	19	64	20	66	0	0	39	130	23:45	1	13	11	37	0	0	12	50
TOTALS		1276		526				1802	TOTALS		778		1611				2389
SPLIT %		70.8%		29.2%				43.0%	SPLIT %		32.6%		67.4%				57.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,054	2,137	0	0	4,191

AM Peak Hour	7:00	7:45			7:00	PM Peak Hour	16:45	17:00			16:45
AM Pk Volume	323	110			395	PM Pk Volume	107	333			437
Pk Hr Factor	0.918	0.688			0.914	Pk Hr Factor	0.806	0.726			0.910
7 - 9 Volume	526	181	0	0	707	4 - 6 Volume	170	610	0	0	780
7 - 9 Peak Hour	7:00	7:45			7:00	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	323	110	0	0	395	4 - 6 Pk Volume	107	333	0	0	437
Pk Hr Factor	0.918	0.688	0.000	0.000	0.914	Pk Hr Factor	0.863	0.895	0.000	0.000	0.910

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Cascade Palmetto Pkwy N/O S Fulton Pkwy

Day: Tuesday
Date: 5/17/2016

City: College park
Project #: GA16_9233_003

DAILY TOTALS	NB	SB	EB	WB	Total
	317	312	0	0	629

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	0		0		0	0			12:00	5		2		0	0	7	
0:15	1		1		0	0	2		12:15	5		1		0	0	6	
0:30	0		0		0	0			12:30	7		2		0	0	9	
0:45	0	1	0	1	0	0		2	12:45	5	22	9	14	0	0	14	36
1:00	0		0		0	0			13:00	4		4		0	0	8	
1:15	1		0		0	0	1		13:15	4		4		0	0	8	
1:30	0		0		0	0			13:30	6		5		0	0	11	
1:45	1	2	0		0	0	1	2	13:45	0	14	5	18	0	0	5	32
2:00	0		0		0	0			14:00	6		6		0	0	12	
2:15	0		0		0	0			14:15	7		5		0	0	12	
2:30	0		0		0	0			14:30	7		4		0	0	11	
2:45	0		0		0	0			14:45	5	25	8	23	0	0	13	48
3:00	0		0		0	0			15:00	4		6		0	0	10	
3:15	1		0		0	0	1		15:15	7		8		0	0	15	
3:30	1		0		0	0	1		15:30	11		7		0	0	18	
3:45	0	2	0		0	0		2	15:45	13	35	4	25	0	0	17	60
4:00	0		0		0	0			16:00	8		3		0	0	11	
4:15	0		1		0	0	1		16:15	11		9		0	0	20	
4:30	0		0		0	0			16:30	10		5		0	0	15	
4:45	1	1	0	1	0	0	1	2	16:45	7	36	4	21	0	0	11	57
5:00	0		2		0	0	2		17:00	10		10		0	0	20	
5:15	2		1		0	0	3		17:15	4		8		0	0	12	
5:30	1		3		0	0	4		17:30	9		3		0	0	12	
5:45	3	6	3	9	0	0	6	15	17:45	3	26	0	21	0	0	3	47
6:00	2		1		0	0	3		18:00	7		5		0	0	12	
6:15	1		0		0	0	1		18:15	11		3		0	0	14	
6:30	0		11		0	0	11		18:30	7		7		0	0	14	
6:45	1	4	10	22	0	0	11	26	18:45	4	29	3	18	0	0	7	47
7:00	2		9		0	0	11		19:00	6		1		0	0	7	
7:15	5		9		0	0	14		19:15	5		1		0	0	6	
7:30	2		8		0	0	10		19:30	2		4		0	0	6	
7:45	4	13	13	39	0	0	17	52	19:45	5	18	0	6	0	0	5	24
8:00	8		7		0	0	15		20:00	3		3		0	0	6	
8:15	6		9		0	0	15		20:15	7		3		0	0	10	
8:30	3		10		0	0	13		20:30	4		1		0	0	5	
8:45	4	21	6	32	0	0	10	53	20:45	2	16	2	9	0	0	4	25
9:00	5		3		0	0	8		21:00	1		0		0	0	1	
9:15	4		4		0	0	8		21:15	0		0		0	0		
9:30	3		1		0	0	4		21:30	2		2		0	0	4	
9:45	0	12	4	12	0	0	4	24	21:45	1	4	1	3	0	0	2	7
10:00	7		3		0	0	10		22:00	2		0		0	0	2	
10:15	3		10		0	0	13		22:15	0		0		0	0		
10:30	3		4		0	0	7		22:30	3		0		0	0	3	
10:45	0	13	1	18	0	0	1	31	22:45	0	5	1	1	0	0	1	6
11:00	1		5		0	0	6		23:00	0		2		0	0	2	
11:15	4		2		0	0	6		23:15	1		0		0	0	1	
11:30	1		6		0	0	7		23:30	1		1		0	0	2	
11:45	4	10	2	15	0	0	6	25	23:45	0	2	1	4	0	0	1	6
TOTALS		85		149				234	TOTALS		232		163				395
SPLIT %		36.3%		63.7%				37.2%	SPLIT %		58.7%		41.3%				62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	317	312	0	0	629

AM Peak Hour	7:45	6:30			7:45	PM Peak Hour	15:30	14:45			15:30
AM Pk Volume	21	39			60	PM Pk Volume	43	29			66
Pk Hr Factor	0.656	0.886			0.882	Pk Hr Factor	0.818	0.688			0.825
7 - 9 Volume	34	71	0	0	105	4 - 6 Volume	62	42	0	0	104
7 - 9 Peak Hour	7:45	7:00			7:45	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	21	39	0	0	60	4 - 6 Pk Volume	38	28	0	0	66
Pk Hr Factor	0.656	0.750	0.000	0.000	0.882	Pk Hr Factor	0.864	0.700	0.000	0.000	0.825

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fairburn Industrial Blvd/Virlyn B Smith Rd N/O Roosevelt Hwy

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_006

DAILY TOTALS	NB	SB	EB	WB	Total
	3,702	3,658	0	0	7,360

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	15		11		0	0	26		12:00	42		50		0	0	92	
0:15	19		4		0	0	23		12:15	34		33		0	0	67	
0:30	8		3		0	0	11		12:30	30		45		0	0	75	
0:45	10	52	1	19	0	0	11	71	12:45	36	142	48	176	0	0	84	318
1:00	7		5		0	0	12		13:00	45		41		0	0	86	
1:15	8		6		0	0	14		13:15	52		50		0	0	102	
1:30	5		12		0	0	17		13:30	56		38		0	0	94	
1:45	10	30	4	27	0	0	14	57	13:45	61	214	46	175	0	0	107	389
2:00	3		3		0	0	6		14:00	62		56		0	0	118	
2:15	3		2		0	0	5		14:15	56		56		0	0	112	
2:30	5		3		0	0	8		14:30	50		58		0	0	108	
2:45	1	12	1	9	0	0	2	21	14:45	63	231	60	230	0	0	123	461
3:00	3		4		0	0	7		15:00	62		58		0	0	120	
3:15	7		6		0	0	13		15:15	55		43		0	0	98	
3:30	1		4		0	0	5		15:30	80		56		0	0	136	
3:45	2	13	7	21	0	0	9	34	15:45	67	264	70	227	0	0	137	491
4:00	1		8		0	0	9		16:00	59		49		0	0	108	
4:15	3		9		0	0	12		16:15	73		50		0	0	123	
4:30	4		14		0	0	18		16:30	77		78		0	0	155	
4:45	4	12	16	47	0	0	20	59	16:45	84	293	58	235	0	0	142	528
5:00	3		14		0	0	17		17:00	109		67		0	0	176	
5:15	4		26		0	0	30		17:15	83		69		0	0	152	
5:30	4		29		0	0	33		17:30	112		71		0	0	183	
5:45	8	19	34	103	0	0	42	122	17:45	86	390	61	268	0	0	147	658
6:00	9		39		0	0	48		18:00	68		68		0	0	136	
6:15	9		60		0	0	69		18:15	90		40		0	0	130	
6:30	18		74		0	0	92		18:30	92		43		0	0	135	
6:45	27	63	76	249	0	0	103	312	18:45	62	312	54	205	0	0	116	517
7:00	55		86		0	0	141		19:00	62		50		0	0	112	
7:15	41		116		0	0	157		19:15	70		45		0	0	115	
7:30	64		122		0	0	186		19:30	56		39		0	0	95	
7:45	51	211	98	422	0	0	149	633	19:45	51	239	40	174	0	0	91	413
8:00	76		86		0	0	162		20:00	47		33		0	0	80	
8:15	52		76		0	0	128		20:15	55		31		0	0	86	
8:30	48		68		0	0	116		20:30	48		23		0	0	71	
8:45	38	214	70	300	0	0	108	514	20:45	44	194	24	111	0	0	68	305
9:00	37		44		0	0	81		21:00	48		21		0	0	69	
9:15	40		55		0	0	95		21:15	55		26		0	0	81	
9:30	43		48		0	0	91		21:30	65		20		0	0	85	
9:45	36	156	35	182	0	0	71	338	21:45	33	201	16	83	0	0	49	284
10:00	29		53		0	0	82		22:00	30		13		0	0	43	
10:15	33		44		0	0	77		22:15	39		14		0	0	53	
10:30	24		34		0	0	58		22:30	30		20		0	0	50	
10:45	21	107	39	170	0	0	60	277	22:45	27	126	11	58	0	0	38	184
11:00	33		30		0	0	63		23:00	23		13		0	0	36	
11:15	33		36		0	0	69		23:15	24		8		0	0	32	
11:30	35		26		0	0	61		23:30	17		8		0	0	25	
11:45	30	131	40	132	0	0	70	263	23:45	12	76	6	35	0	0	18	111
TOTALS		1020		1681				2701	TOTALS		2682		1977				4659
SPLIT %		37.8%		62.2%				36.7%	SPLIT %		57.6%		42.4%				63.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,702	3,658	0	0	7,360

AM Peak Hour	7:30		7:00				7:15		PM Peak Hour	17:00		16:30				17:00	
AM Pk Volume	243		422				654		PM Pk Volume	390		272				658	
Pk Hr Factor	0.799		0.865				0.879		Pk Hr Factor	0.795		0.944				0.899	
7 - 9 Volume	425		722		0	0	1147		4 - 6 Volume	683		503		0	0	1186	
7 - 9 Peak Hour	7:30		7:00				7:15		4 - 6 Peak Hour	17:00		16:30				17:00	
7 - 9 Pk Volume	243		422		0	0	654		4 - 6 Pk Volume	390		272		0	0	658	
Pk Hr Factor	0.799		0.865		0.000	0.000	0.879		Pk Hr Factor	0.871		0.872		0.000	0.000	0.899	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Roosevelt Hwy E/O Fairburn Industrial Blvd/Virlyn B Smith Rd

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,329	5,639	10,968

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	10		14		24		12:00	0	0	80		92		172	
0:15	0	0	5		11		16		12:15	0	0	73		88		161	
0:30	0	0	6		12		18		12:30	0	0	81		85		166	
0:45	0	0	2	23	5	42	7	65	12:45	0	0	75	309	72	337	147	646
1:00	0	0	7		5		12		13:00	0	0	90		61		151	
1:15	0	0	3		5		8		13:15	0	0	73		91		164	
1:30	0	0	3		1		4		13:30	0	0	80		95		175	
1:45	0	0	1	14	6	17	7	31	13:45	0	0	68	311	91	338	159	649
2:00	0	0	10		5		15		14:00	0	0	85		105		190	
2:15	0	0	1		6		7		14:15	0	0	74		117		191	
2:30	0	0	4		4		8		14:30	0	0	70		122		192	
2:45	0	0	2	17	3	18	5	35	14:45	0	0	97	326	112	456	209	782
3:00	0	0	1		4		5		15:00	0	0	85		123		208	
3:15	0	0	0		1		1		15:15	0	0	83		137		220	
3:30	0	0	4		6		10		15:30	0	0	110		134		244	
3:45	0	0	8	13	9	20	17	33	15:45	0	0	119	397	108	502	227	899
4:00	0	0	5		7		12		16:00	0	0	85		114		199	
4:15	0	0	5		9		14		16:15	0	0	96		131		227	
4:30	0	0	11		9		20		16:30	0	0	102		139		241	
4:45	0	0	20	41	9	34	29	75	16:45	0	0	99	382	151	535	250	917
5:00	0	0	37		13		50		17:00	0	0	84		152		236	
5:15	0	0	41		11		52		17:15	0	0	83		143		226	
5:30	0	0	45		11		56		17:30	0	0	95		122		217	
5:45	0	0	46	169	20	55	66	224	17:45	0	0	77	339	157	574	234	913
6:00	0	0	59		19		78		18:00	0	0	82		105		187	
6:15	0	0	72		26		98		18:15	0	0	71		94		165	
6:30	0	0	117		31		148		18:30	0	0	64		87		151	
6:45	0	0	81	329	69	145	150	474	18:45	0	0	53	270	83	369	136	639
7:00	0	0	104		43		147		19:00	0	0	54		70		124	
7:15	0	0	111		65		176		19:15	0	0	46		72		118	
7:30	0	0	131		79		210		19:30	0	0	48		69		117	
7:45	0	0	160	506	94	281	254	787	19:45	0	0	73	221	51	262	124	483
8:00	0	0	127		99		226		20:00	0	0	53		73		126	
8:15	0	0	109		90		199		20:15	0	0	35		49		84	
8:30	0	0	114		79		193		20:30	0	0	32		49		81	
8:45	0	0	110	460	72	340	182	800	20:45	0	0	28	148	41	212	69	360
9:00	0	0	69		82		151		21:00	0	0	22		39		61	
9:15	0	0	82		52		134		21:15	0	0	28		41		69	
9:30	0	0	69		63		132		21:30	0	0	22		34		56	
9:45	0	0	68	288	53	250	121	538	21:45	0	0	21	93	29	143	50	236
10:00	0	0	66		67		133		22:00	0	0	24		26		50	
10:15	0	0	76		69		145		22:15	0	0	18		34		52	
10:30	0	0	70		66		136		22:30	0	0	14		24		38	
10:45	0	0	63	275	65	267	128	542	22:45	0	0	10	66	14	98	24	164
11:00	0	0	70		59		129		23:00	0	0	11		25		36	
11:15	0	0	60		70		130		23:15	0	0	16		15		31	
11:30	0	0	69		66		135		23:30	0	0	17		16		33	
11:45	0	0	75	274	75	270	150	544	23:45	0	0	14	58	18	74	32	132
TOTALS				2409		1739		4148	TOTALS				2920		3900		6820
SPLIT %				58.1%		41.9%		37.8%	SPLIT %				42.8%		57.2%		62.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,329	5,639	10,968

AM Peak Hour			7:15	7:30	7:30	PM Peak Hour			15:30	16:30	16:15
AM Pk Volume			529	362	889	PM Pk Volume			382	585	954
Pk Hr Factor			0.827	0.914	0.875	Pk Hr Factor			0.936	0.914	0.954
7 - 9 Volume	0	0	966	621	1587	4 - 6 Volume	0	0	721	1109	1830
7 - 9 Peak Hour			7:15	7:30	7:30	4 - 6 Peak Hour			16:00	16:30	16:15
7 - 9 Pk Volume	0	0	529	362	889	4 - 6 Pk Volume	0	0	382	585	954
Pk Hr Factor	0.000	0.000	0.827	0.914	0.875	Pk Hr Factor	0.000	0.000	0.936	0.962	0.954

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fairburn Industrial Blvd N/O I-85 SB Ramps

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_008

DAILY TOTALS	NB	SB	EB	WB	Total
	11,120	10,529	0	0	21,649

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	34		23		0	0	57		12:00	174		171		0	0	345	
0:15	40		17		0	0	57		12:15	172		135		0	0	307	
0:30	31		13		0	0	44		12:30	176		157		0	0	333	
0:45	32	137	14	67	0	0	46	204	12:45	165	687	184	647	0	0	349	1334
1:00	30		16		0	0	46		13:00	192		155		0	0	347	
1:15	19		17		0	0	36		13:15	173		145		0	0	318	
1:30	18		22		0	0	40		13:30	181		157		0	0	338	
1:45	31	98	25	80	0	0	56	178	13:45	177	723	156	613	0	0	333	1336
2:00	20		11		0	0	31		14:00	186		175		0	0	361	
2:15	21		27		0	0	48		14:15	171		193		0	0	364	
2:30	13		21		0	0	34		14:30	189		174		0	0	363	
2:45	30	84	22	81	0	0	52	165	14:45	199	745	181	723	0	0	380	1468
3:00	12		12		0	0	24		15:00	204		171		0	0	375	
3:15	21		15		0	0	36		15:15	216		187		0	0	403	
3:30	25		17		0	0	42		15:30	184		226		0	0	410	
3:45	25	83	23	67	0	0	48	150	15:45	193	797	200	784	0	0	393	1581
4:00	20		43		0	0	63		16:00	192		188		0	0	380	
4:15	29		43		0	0	72		16:15	180		172		0	0	352	
4:30	53		38		0	0	91		16:30	192		178		0	0	370	
4:45	52	154	55	179	0	0	107	333	16:45	183	747	159	697	0	0	342	1444
5:00	36		61		0	0	97		17:00	184		221		0	0	405	
5:15	36		94		0	0	130		17:15	227		186		0	0	413	
5:30	54		87		0	0	141		17:30	228		192		0	0	420	
5:45	74	200	97	339	0	0	171	539	17:45	194	833	155	754	0	0	349	1587
6:00	89		108		0	0	197		18:00	158		156		0	0	314	
6:15	79		135		0	0	214		18:15	181		115		0	0	296	
6:30	139		171		0	0	310		18:30	163		130		0	0	293	
6:45	148	455	147	561	0	0	295	1016	18:45	112	614	112	513	0	0	224	1127
7:00	132		171		0	0	303		19:00	144		120		0	0	264	
7:15	174		208		0	0	382		19:15	129		92		0	0	221	
7:30	211		231		0	0	442		19:30	123		101		0	0	224	
7:45	224	741	184	794	0	0	408	1535	19:45	135	531	99	412	0	0	234	943
8:00	188		202		0	0	390		20:00	117		93		0	0	210	
8:15	204		150		0	0	354		20:15	110		73		0	0	183	
8:30	131		209		0	0	340		20:30	98		72		0	0	170	
8:45	134	657	141	702	0	0	275	1359	20:45	90	415	77	315	0	0	167	730
9:00	139		127		0	0	266		21:00	104		77		0	0	181	
9:15	124		140		0	0	264		21:15	103		60		0	0	163	
9:30	166		127		0	0	293		21:30	89		64		0	0	153	
9:45	130	559	131	525	0	0	261	1084	21:45	73	369	50	251	0	0	123	620
10:00	109		175		0	0	284		22:00	74		54		0	0	128	
10:15	126		134		0	0	260		22:15	63		51		0	0	114	
10:30	105		115		0	0	220		22:30	62		42		0	0	104	
10:45	122	462	120	544	0	0	242	1006	22:45	53	252	30	177	0	0	83	429
11:00	138		167		0	0	305		23:00	52		45		0	0	97	
11:15	144		121		0	0	265		23:15	62		24		0	0	86	
11:30	147		142		0	0	289		23:30	39		41		0	0	80	
11:45	166	595	143	573	0	0	309	1168	23:45	29	182	21	131	0	0	50	313
TOTALS		4225		4512				8737	TOTALS		6895		6017				12912
SPLIT %		48.4%		51.6%				40.4%	SPLIT %		53.4%		46.6%				59.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	11,120	10,529	0	0	21,649

AM Peak Hour	7:30	7:15			7:15	PM Peak Hour	17:00	15:15			17:00
AM Pk Volume	827	825			1622	PM Pk Volume	833	801			1587
Pk Hr Factor	0.923	0.893			0.917	Pk Hr Factor	0.834	0.923			0.945
7 - 9 Volume	1398	1496	0	0	2894	4 - 6 Volume	1580	1451	0	0	3031
7 - 9 Peak Hour	7:30	7:15			7:15	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	827	825	0	0	1622	4 - 6 Pk Volume	833	758	0	0	1587
Pk Hr Factor	0.923	0.893	0.000	0.000	0.917	Pk Hr Factor	0.913	0.857	0.000	0.000	0.945

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Senoia Rd S/O I-85 SB Ramps

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_009

DAILY TOTALS	NB	SB	EB	WB	Total
	26,457	25,093	0	0	51,550

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	71		79		0	0	150		12:00	359		306		0	0	665	
0:15	62		84		0	0	146		12:15	315		295		0	0	610	
0:30	53		62		0	0	115		12:30	399		301		0	0	700	
0:45	37	223	50	275	0	0	87	498	12:45	378	1451	284	1186	0	0	662	2637
1:00	47		63		0	0	110		13:00	359		328		0	0	687	
1:15	44		52		0	0	96		13:15	381		300		0	0	681	
1:30	42		39		0	0	81		13:30	351		383		0	0	734	
1:45	47	180	39	193	0	0	86	373	13:45	344	1435	338	1349	0	0	682	2784
2:00	42		25		0	0	67		14:00	350		361		0	0	711	
2:15	40		34		0	0	74		14:15	366		396		0	0	762	
2:30	55		40		0	0	95		14:30	379		443		0	0	822	
2:45	35	172	34	133	0	0	69	305	14:45	348	1443	481	1681	0	0	829	3124
3:00	53		33		0	0	86		15:00	388		489		0	0	877	
3:15	49		28		0	0	77		15:15	368		441		0	0	809	
3:30	75		30		0	0	105		15:30	373		430		0	0	803	
3:45	84	261	31	122	0	0	115	383	15:45	390	1519	484	1844	0	0	874	3363
4:00	79		22		0	0	101		16:00	374		480		0	0	854	
4:15	103		53		0	0	156		16:15	349		493		0	0	842	
4:30	126		72		0	0	198		16:30	413		548		0	0	961	
4:45	166	474	64	211	0	0	230	685	16:45	420	1556	559	2080	0	0	979	3636
5:00	245		85		0	0	330		17:00	383		567		0	0	950	
5:15	313		114		0	0	427		17:15	427		555		0	0	982	
5:30	310		166		0	0	476		17:30	420		576		0	0	996	
5:45	332	1200	164	529	0	0	496	1729	17:45	444	1674	587	2285	0	0	1031	3959
6:00	435		203		0	0	638		18:00	396		521		0	0	917	
6:15	449		238		0	0	687		18:15	352		447		0	0	799	
6:30	512		303		0	0	815		18:30	347		448		0	0	795	
6:45	515	1911	365	1109	0	0	880	3020	18:45	309	1404	390	1806	0	0	699	3210
7:00	552		325		0	0	877		19:00	299		375		0	0	674	
7:15	522		384		0	0	906		19:15	247		308		0	0	555	
7:30	521		439		0	0	960		19:30	262		297		0	0	559	
7:45	460	2055	413	1561	0	0	873	3616	19:45	246	1054	276	1256	0	0	522	2310
8:00	494		398		0	0	892		20:00	207		258		0	0	465	
8:15	445		295		0	0	740		20:15	216		275		0	0	491	
8:30	468		279		0	0	747		20:30	200		246		0	0	446	
8:45	427	1834	258	1230	0	0	685	3064	20:45	179	802	187	966	0	0	366	1768
9:00	395		330		0	0	725		21:00	210		207		0	0	417	
9:15	363		305		0	0	668		21:15	189		215		0	0	404	
9:30	337		304		0	0	641		21:30	161		199		0	0	360	
9:45	355	1450	262	1201	0	0	617	2651	21:45	151	711	198	819	0	0	349	1530
10:00	338		268		0	0	606		22:00	153		186		0	0	339	
10:15	357		271		0	0	628		22:15	144		160		0	0	304	
10:30	318		249		0	0	567		22:30	116		160		0	0	276	
10:45	324	1337	271	1059	0	0	595	2396	22:45	113	526	185	691	0	0	298	1217
11:00	312		266		0	0	578		23:00	134		157		0	0	291	
11:15	337		297		0	0	634		23:15	125		114		0	0	239	
11:30	400		259		0	0	659		23:30	86		98		0	0	184	
11:45	328	1377	252	1074	0	0	580	2451	23:45	63	408	64	433	0	0	127	841
TOTALS		12474		8697				21171	TOTALS		13983		16396				30379
SPLIT %		58.9%		41.1%				41.1%	SPLIT %		46.0%		54.0%				58.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	26,457	25,093	0	0	51,550

AM Peak Hour	6:45	7:15			7:15	PM Peak Hour	17:15	17:00			17:00
AM Pk Volume	2110	1634			3631	PM Pk Volume	1687	2285			3959
Pk Hr Factor	0.956	0.931			0.946	Pk Hr Factor	0.867	0.908			0.960
7 - 9 Volume	3889	2791	0	0	6680	4 - 6 Volume	3230	4365	0	0	7595
7 - 9 Peak Hour	7:00	7:15			7:15	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	2055	1634	0	0	3631	4 - 6 Pk Volume	1674	2285	0	0	3959
Pk Hr Factor	0.931	0.931	0.000	0.000	0.946	Pk Hr Factor	0.943	0.973	0.000	0.000	0.960

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Roosevelt Hwy W/O Fairburn Industrial Blvd/Virlyn B Smith Rd

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,851	8,227	16,078

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	8		30		38		12:00	0	0	124		132		256	
0:15	0	0	11		18		29		12:15	0	0	116		127		243	
0:30	0	0	6		21		27		12:30	0	0	138		126		264	
0:45	0	0	5	30	21	90	26	120	12:45	0	0	168	546	118	503	286	1049
1:00	0	0	8		17		25		13:00	0	0	142		111		253	
1:15	0	0	5		9		14		13:15	0	0	115		160		275	
1:30	0	0	7		5		12		13:30	0	0	118		127		245	
1:45	0	0	7	27	11	42	18	69	13:45	0	0	117	492	155	553	272	1045
2:00	0	0	10		8		18		14:00	0	0	133		134		267	
2:15	0	0	6		13		19		14:15	0	0	132		179		311	
2:30	0	0	6		11		17		14:30	0	0	104		166		270	
2:45	0	0	7	29	7	39	14	68	14:45	0	0	126	495	176	655	302	1150
3:00	0	0	3		8		11		15:00	0	0	128		198		326	
3:15	0	0	4		9		13		15:15	0	0	132		187		319	
3:30	0	0	8		13		21		15:30	0	0	167		164		331	
3:45	0	0	13	28	22	52	35	80	15:45	0	0	150	577	166	715	316	1292
4:00	0	0	24		17		41		16:00	0	0	121		167		288	
4:15	0	0	19		18		37		16:15	0	0	144		148		292	
4:30	0	0	15		34		49		16:30	0	0	145		171		316	
4:45	0	0	42	100	26	95	68	195	16:45	0	0	137	547	164	650	301	1197
5:00	0	0	57		28		85		17:00	0	0	106		176		282	
5:15	0	0	65		26		91		17:15	0	0	121		175		296	
5:30	0	0	72		29		101		17:30	0	0	114		140		254	
5:45	0	0	73	267	34	117	107	384	17:45	0	0	100	441	178	669	278	1110
6:00	0	0	97		48		145		18:00	0	0	92		130		222	
6:15	0	0	113		44		157		18:15	0	0	90		121		211	
6:30	0	0	155		75		230		18:30	0	0	78		126		204	
6:45	0	0	129	494	105	272	234	766	18:45	0	0	69	329	103	480	172	809
7:00	0	0	169		86		255		19:00	0	0	66		100		166	
7:15	0	0	156		77		233		19:15	0	0	73		94		167	
7:30	0	0	190		102		292		19:30	0	0	65		89		154	
7:45	0	0	199	714	144	409	343	1123	19:45	0	0	98	302	81	364	179	666
8:00	0	0	150		165		315		20:00	0	0	71		93		164	
8:15	0	0	155		137		292		20:15	0	0	58		80		138	
8:30	0	0	144		118		262		20:30	0	0	50		85		135	
8:45	0	0	147	596	96	516	243	1112	20:45	0	0	45	224	62	320	107	544
9:00	0	0	95		109		204		21:00	0	0	43		61		104	
9:15	0	0	105		111		216		21:15	0	0	36		61		97	
9:30	0	0	100		102		202		21:30	0	0	29		48		77	
9:45	0	0	119	419	83	405	202	824	21:45	0	0	29	137	36	206	65	343
10:00	0	0	95		90		185		22:00	0	0	21		35		56	
10:15	0	0	115		93		208		22:15	0	0	37		50		87	
10:30	0	0	111		97		208		22:30	0	0	28		43		71	
10:45	0	0	115	436	108	388	223	824	22:45	0	0	21	107	21	149	42	256
11:00	0	0	115		99		214		23:00	0	0	19		33		52	
11:15	0	0	99		108		207		23:15	0	0	22		32		54	
11:30	0	0	105		99		204		23:30	0	0	14		33		47	
11:45	0	0	122	441	107	413	229	854	23:45	0	0	18	73	27	125	45	198
TOTALS				3581		2838		6419	TOTALS				4270		5389		9659
SPLIT %				55.8%		44.2%		39.9%	SPLIT %				44.2%		55.8%		60.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,851	8,227	16,078

AM Peak Hour			7:00	7:45	7:30	PM Peak Hour		15:30	14:30	15:00
AM Pk Volume			714	564	1242	PM Pk Volume		547	727	1292
Pk Hr Factor			0.897	0.855	0.905	Pk Hr Factor		0.943	0.903	0.976
7 - 9 Volume	0	0	1310	925	2235	4 - 6 Volume	0	988	1319	2307
7 - 9 Peak Hour			7:00	7:45	7:30	4 - 6 Peak Hour		16:00	16:30	16:00
7 - 9 Pk Volume	0	0	714	564	1242	4 - 6 Pk Volume	0	547	686	1197
Pk Hr Factor	0.000	0.000	0.897	0.855	0.905	Pk Hr Factor	0.000	0.943	0.974	0.947

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Wilkerson Mill Rd S/O One Rd

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_011

DAILY TOTALS	NB	SB	EB	WB	Total
	672	696	0	0	1,368

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	5		0		0	0	5		12:00	12		11		0	0	23	
0:15	2		3		0	0	5		12:15	7		11		0	0	18	
0:30	1		2		0	0	3		12:30	6		7		0	0	13	
0:45	1	9	1	6	0	0	2	15	12:45	5	30	5	34	0	0	10	64
1:00	2		1		0	0	3		13:00	12		7		0	0	19	
1:15	3		0		0	0	3		13:15	6		7		0	0	13	
1:30	2		2		0	0	4		13:30	5		8		0	0	13	
1:45	0	7	0	3	0	0		10	13:45	3	26	9	31	0	0	12	57
2:00	1		1		0	0	2		14:00	9		7		0	0	16	
2:15	3		1		0	0	4		14:15	13		9		0	0	22	
2:30	1		0		0	0	1		14:30	16		13		0	0	29	
2:45	0	5	0	2	0	0		7	14:45	6	44	10	39	0	0	16	83
3:00	0		1		0	0	1		15:00	6		10		0	0	16	
3:15	0		1		0	0	1		15:15	9		7		0	0	16	
3:30	0		0		0	0			15:30	13		7		0	0	20	
3:45	0		1	3	0	0	1	3	15:45	11	39	10	34	0	0	21	73
4:00	1		0		0	0	1		16:00	15		14		0	0	29	
4:15	0		2		0	0	2		16:15	11		6		0	0	17	
4:30	0		3		0	0	3		16:30	19		12		0	0	31	
4:45	0	1	7	12	0	0	7	13	16:45	13	58	11	43	0	0	24	101
5:00	2		4		0	0	6		17:00	24		9		0	0	33	
5:15	3		8		0	0	11		17:15	13		14		0	0	27	
5:30	0		7		0	0	7		17:30	13		5		0	0	18	
5:45	4	9	7	26	0	0	11	35	17:45	16	66	13	41	0	0	29	107
6:00	4		6		0	0	10		18:00	18		15		0	0	33	
6:15	2		15		0	0	17		18:15	21		5		0	0	26	
6:30	2		16		0	0	18		18:30	20		7		0	0	27	
6:45	4	12	17	54	0	0	21	66	18:45	15	74	5	32	0	0	20	106
7:00	6		17		0	0	23		19:00	13		6		0	0	19	
7:15	4		16		0	0	20		19:15	9		13		0	0	22	
7:30	9		20		0	0	29		19:30	10		12		0	0	22	
7:45	4	23	13	66	0	0	17	89	19:45	6	38	12	43	0	0	18	81
8:00	18		17		0	0	35		20:00	12		21		0	0	33	
8:15	7		6		0	0	13		20:15	10		10		0	0	20	
8:30	6		8		0	0	14		20:30	11		13		0	0	24	
8:45	17	48	13	44	0	0	30	92	20:45	6	39	4	48	0	0	10	87
9:00	2		7		0	0	9		21:00	3		2		0	0	5	
9:15	7		3		0	0	10		21:15	8		2		0	0	10	
9:30	10		7		0	0	17		21:30	8		6		0	0	14	
9:45	8	27	10	27	0	0	18	54	21:45	5	24	4	14	0	0	9	38
10:00	6		11		0	0	17		22:00	6		3		0	0	9	
10:15	7		6		0	0	13		22:15	6		7		0	0	13	
10:30	10		8		0	0	18		22:30	4		3		0	0	7	
10:45	4	27	9	34	0	0	13	61	22:45	5	21	1	14	0	0	6	35
11:00	10		10		0	0	20		23:00	6		1		0	0	7	
11:15	8		4		0	0	12		23:15	5		1		0	0	6	
11:30	4		13		0	0	17		23:30	2		2		0	0	4	
11:45	7	29	14	41	0	0	21	70	23:45	3	16	1	5	0	0	4	21
TOTALS		197		318				515	TOTALS		475		378				853
SPLIT %		38.3%		61.7%				37.6%	SPLIT %		55.7%		44.3%				62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	672	696	0	0	1,368

AM Peak Hour	8:00	6:45			7:15	PM Peak Hour	17:45	19:15			16:30
AM Pk Volume	48	70			101	PM Pk Volume	75	58			115
Pk Hr Factor	0.667	0.875			0.721	Pk Hr Factor	0.821	0.667			0.871
7 - 9 Volume	71	110	0	0	181	4 - 6 Volume	124	84	0	0	208
7 - 9 Peak Hour	8:00	7:00			7:15	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	48	66	0	0	101	4 - 6 Pk Volume	69	46	0	0	115
Pk Hr Factor	0.667	0.825	0.000	0.000	0.721	Pk Hr Factor	0.719	0.821	0.000	0.000	0.871

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Roosevelt Hwy E/O Wilkerson Mill Rd/Tatum Rd

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,445	5,610	11,055

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	8		16		24		12:00	0	0	81		89		170	
0:15	0	0	10		7		17		12:15	0	0	82		75		157	
0:30	0	0	1		12		13		12:30	0	0	91		72		163	
0:45	0	0	3	22	11	46	14	68	12:45	0	0	74	328	73	309	147	637
1:00	0	0	8		10		18		13:00	0	0	91		82		173	
1:15	0	0	7		9		16		13:15	0	0	66		93		159	
1:30	0	0	4		7		11		13:30	0	0	82		81		163	
1:45	0	0	4	23	9	35	13	58	13:45	0	0	79	318	92	348	171	666
2:00	0	0	3		5		8		14:00	0	0	86		100		186	
2:15	0	0	2		8		10		14:15	0	0	97		101		198	
2:30	0	0	8		11		19		14:30	0	0	72		98		170	
2:45	0	0	3	16	5	29	8	45	14:45	0	0	89	344	119	418	208	762
3:00	0	0	1		2		3		15:00	0	0	109		120		229	
3:15	0	0	7		6		13		15:15	0	0	63		112		175	
3:30	0	0	6		5		11		15:30	0	0	75		170		245	
3:45	0	0	9	23	5	18	14	41	15:45	0	0	88	335	151	553	239	888
4:00	0	0	7		8		15		16:00	0	0	80		126		206	
4:15	0	0	9		14		23		16:15	0	0	78		125		203	
4:30	0	0	16		14		30		16:30	0	0	88		133		221	
4:45	0	0	34	66	8	44	42	110	16:45	0	0	79	325	144	528	223	853
5:00	0	0	38		19		57		17:00	0	0	81		142		223	
5:15	0	0	41		18		59		17:15	0	0	89		168		257	
5:30	0	0	50		15		65		17:30	0	0	72		129		201	
5:45	0	0	68	197	23	75	91	272	17:45	0	0	83	325	114	553	197	878
6:00	0	0	76		24		100		18:00	0	0	61		121		182	
6:15	0	0	92		21		113		18:15	0	0	57		73		130	
6:30	0	0	132		42		174		18:30	0	0	60		93		153	
6:45	0	0	120	420	48	135	168	555	18:45	0	0	61	239	72	359	133	598
7:00	0	0	127		54		181		19:00	0	0	55		87		142	
7:15	0	0	125		58		183		19:15	0	0	61		68		129	
7:30	0	0	152		65		217		19:30	0	0	59		63		122	
7:45	0	0	169	573	69	246	238	819	19:45	0	0	74	249	64	282	138	531
8:00	0	0	122		63		185		20:00	0	0	38		92		130	
8:15	0	0	96		71		167		20:15	0	0	51		55		106	
8:30	0	0	90		65		155		20:30	0	0	34		60		94	
8:45	0	0	96	404	73	272	169	676	20:45	0	0	34	157	37	244	71	401
9:00	0	0	66		68		134		21:00	0	0	27		38		65	
9:15	0	0	58		54		112		21:15	0	0	34		38		72	
9:30	0	0	66		66		132		21:30	0	0	24		37		61	
9:45	0	0	67	257	62	250	129	507	21:45	0	0	19	104	30	143	49	247
10:00	0	0	64		63		127		22:00	0	0	23		20		43	
10:15	0	0	72		69		141		22:15	0	0	22		37		59	
10:30	0	0	71		71		142		22:30	0	0	14		24		38	
10:45	0	0	68	275	59	262	127	537	22:45	0	0	19	78	24	105	43	183
11:00	0	0	73		62		135		23:00	0	0	10		21		31	
11:15	0	0	82		70		152		23:15	0	0	18		20		38	
11:30	0	0	62		78		140		23:30	0	0	11		13		24	
11:45	0	0	99	316	74	284	173	600	23:45	0	0	12	51	18	72	30	123
TOTALS				2592		1696		4288	TOTALS				2853		3914		6767
SPLIT %				60.4%		39.6%		38.8%	SPLIT %				42.2%		57.8%		61.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,445	5,610	11,055

AM Peak Hour			7:00	11:30	7:15	PM Peak Hour			14:15	16:30	16:30
AM Pk Volume			573	316	823	PM Pk Volume			336	587	924
Pk Hr Factor			0.848	0.677	0.864	Pk Hr Factor			0.771	0.823	0.899
7 - 9 Volume	0	0	977	518	1495	4 - 6 Volume	0	0	650	1081	1731
7 - 9 Peak Hour			7:00	8:00	7:15	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	573	272	823	4 - 6 Pk Volume	0	0	337	587	924
Pk Hr Factor	0.000	0.000	0.848	0.932	0.864	Pk Hr Factor	0.000	0.000	0.947	0.874	0.899

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Roosevelt Hwy W/O Wilkerson Mill Rd/Tatum Rd

Day: Tuesday
Date: 5/17/2016

City: College Park
Project #: GA16_9233_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,315	5,223	10,538

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	9		9		18		12:00	0	0	75		72		147	
0:15	0	0	7		9		16		12:15	0	0	96		80		176	
0:30	0	0	4		12		16		12:30	0	0	80		70		150	
0:45	0	0	4	24	9	39	13	63	12:45	0	0	80	331	74	296	154	627
1:00	0	0	5		7		12		13:00	0	0	95		91		186	
1:15	0	0	6		7		13		13:15	0	0	72		74		146	
1:30	0	0	2		2		4		13:30	0	0	72		80		152	
1:45	0	0	3	16	7	23	10	39	13:45	0	0	75	314	90	335	165	649
2:00	0	0	4		6		10		14:00	0	0	63		98		161	
2:15	0	0	1		4		5		14:15	0	0	101		85		186	
2:30	0	0	5		7		12		14:30	0	0	82		91		173	
2:45	0	0	3	13	5	22	8	35	14:45	0	0	92	338	107	381	199	719
3:00	0	0	3		5		8		15:00	0	0	81		114		195	
3:15	0	0	4		4		8		15:15	0	0	56		115		171	
3:30	0	0	7		7		14		15:30	0	0	85		152		237	
3:45	0	0	8	22	6	22	14	44	15:45	0	0	72	294	136	517	208	811
4:00	0	0	5		7		12		16:00	0	0	74		113		187	
4:15	0	0	6		13		19		16:15	0	0	73		122		195	
4:30	0	0	23		8		31		16:30	0	0	81		138		219	
4:45	0	0	34	68	11	39	45	107	16:45	0	0	62	290	136	509	198	799
5:00	0	0	38		20		58		17:00	0	0	84		141		225	
5:15	0	0	42		15		57		17:15	0	0	82		158		240	
5:30	0	0	54		15		69		17:30	0	0	73		137		210	
5:45	0	0	74	208	18	68	92	276	17:45	0	0	81	320	96	532	177	852
6:00	0	0	86		24		110		18:00	0	0	55		114		169	
6:15	0	0	95		19		114		18:15	0	0	60		67		127	
6:30	0	0	142		33		175		18:30	0	0	58		80		138	
6:45	0	0	130	453	44	120	174	573	18:45	0	0	70	243	71	332	141	575
7:00	0	0	108		55		163		19:00	0	0	50		76		126	
7:15	0	0	121		57		178		19:15	0	0	49		64		113	
7:30	0	0	139		52		191		19:30	0	0	59		54		113	
7:45	0	0	166	534	79	243	245	777	19:45	0	0	58	216	66	260	124	476
8:00	0	0	109		55		164		20:00	0	0	42		87		129	
8:15	0	0	93		73		166		20:15	0	0	42		51		93	
8:30	0	0	100		63		163		20:30	0	0	28		59		87	
8:45	0	0	89	391	63	254	152	645	20:45	0	0	37	149	33	230	70	379
9:00	0	0	84		73		157		21:00	0	0	20		36		56	
9:15	0	0	68		48		116		21:15	0	0	32		28		60	
9:30	0	0	70		57		127		21:30	0	0	18		28		46	
9:45	0	0	71	293	50	228	121	521	21:45	0	0	18	88	31	123	49	211
10:00	0	0	79		50		129		22:00	0	0	17		20		37	
10:15	0	0	69		57		126		22:15	0	0	20		29		49	
10:30	0	0	77		63		140		22:30	0	0	17		16		33	
10:45	0	0	62	287	61	231	123	518	22:45	0	0	16	70	18	83	34	153
11:00	0	0	74		51		125		23:00	0	0	11		14		25	
11:15	0	0	78		72		150		23:15	0	0	13		14		27	
11:30	0	0	63		92		155		23:30	0	0	17		10		27	
11:45	0	0	88	303	68	283	156	586	23:45	0	0	9	50	15	53	24	103
TOTALS				2612		1572		4184	TOTALS				2703		3651		6354
SPLIT %				62.4%		37.6%		39.7%	SPLIT %				42.5%		57.5%		60.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,315	5,223	10,538

AM Peak Hour			7:15	11:30	7:15	PM Peak Hour			14:15	16:30	16:30
AM Pk Volume			535	312	778	PM Pk Volume			314	573	882
Pk Hr Factor			0.806	0.630	0.794	Pk Hr Factor			0.853	0.842	0.919
7 - 9 Volume	0	0	925	497	1422	4 - 6 Volume	0	0	610	1041	1651
7 - 9 Peak Hour			7:15	7:45	7:15	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	535	270	778	4 - 6 Pk Volume	0	0	320	573	882
Pk Hr Factor	0.000	0.000	0.806	0.854	0.794	Pk Hr Factor	0.000	0.000	0.952	0.907	0.919

Appendix D

Synchro Outputs

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Vol, veh/h	12	510	16	10	222	21	48	1	15	8	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	270	-	310	270	-	410	-	-	65	-	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	5	25	30	8	10	2	0	0	38	0	18
Mvmt Flow	14	607	19	12	264	25	57	1	18	10	2	13

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	264	0	0	607	0	0	621	924	132	793	924	304
Stage 1	-	-	-	-	-	-	288	288	-	636	636	-
Stage 2	-	-	-	-	-	-	333	636	-	157	288	-
Critical Hdwy	4.1	-	-	4.7	-	-	7.54	6.5	6.9	8.26	6.5	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Follow-up Hdwy	2.2	-	-	2.5	-	-	3.52	4	3.3	3.88	4	3.48
Pot Cap-1 Maneuver	1312	-	-	799	-	-	372	271	899	224	271	647
Stage 1	-	-	-	-	-	-	695	677	-	355	475	-
Stage 2	-	-	-	-	-	-	654	475	-	735	677	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1312	-	-	799	-	-	355	264	899	215	264	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	264	-	215	264	-
Stage 1	-	-	-	-	-	-	688	667	-	351	470	-
Stage 2	-	-	-	-	-	-	631	470	-	708	667	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	0.2	0.4	15.3	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	EBR	WBL	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	223	647	1312	-	-	799	-	-	353	899
HCM Lane V/C Ratio	0.053	0.02	0.011	-	-	0.015	-	-	0.165	0.02
HCM Control Delay (s)	22.1	10.7	7.8	-	-	9.6	-	-	17.2	9.1
HCM Lane LOS	C	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0.6	0.1

Intersection	
Int Delay, s/veh	6.1

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	265	219	351	25	18	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	3	2	0	0	16
Mvmt Flow	282	233	373	27	19	273

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	400	0	-	0	1184	387
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	797	-
Critical Hdwy	4.21	-	-	-	6.4	6.36
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.444
Pot Cap-1 Maneuver	1111	-	-	-	211	631
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1111	-	-	-	157	631
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	334	-

Approach	NB	SB	NE
HCM Control Delay, s	5.1	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	157	631	1111	-	-	-
HCM Lane V/C Ratio	0.122	0.433	0.254	-	-	-
HCM Control Delay (s)	31.1	15	9.3	-	-	-
HCM Lane LOS	D	C	A	-	-	-
HCM 95th %tile Q(veh)	0.4	2.2	1	-	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	418	183	75	192	6	154	3	86	15	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Stop	-	-	None
Storage Length	190	-	220	200	-	220	-	-	240	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	2	4	8	0	1	0	0	1	0	0
Mvmt Flow	0	459	201	82	211	7	169	3	95	16	7	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	211	0	0	459	0	0	733	835	459	837	835	105
Stage 1	-	-	-	-	-	-	459	459	-	376	376	-
Stage 2	-	-	-	-	-	-	274	376	-	461	459	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.315	6.5	6.2	7.315	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.515	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.115	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5095	4	3.3	3.5095	4	3.3
Pot Cap-1 Maneuver	1372	-	-	1092	-	-	324	306	606	274	306	936
Stage 1	-	-	-	-	-	-	583	570	-	620	620	-
Stage 2	-	-	-	-	-	-	712	620	-	582	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1092	-	-	299	283	606	216	283	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	299	283	-	216	283	-
Stage 1	-	-	-	-	-	-	583	570	-	620	573	-
Stage 2	-	-	-	-	-	-	649	573	-	488	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	25.1	21.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	299	606	1372	-	-	1092	-	-	248
HCM Lane V/C Ratio	0.577	0.156	-	-	-	0.075	-	-	0.102
HCM Control Delay (s)	32.2	12	0	-	-	8.6	-	-	21.2
HCM Lane LOS	D	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.4	0.6	0	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	207	469	289	72	41	269
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	220	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	29	2	4	14	20	16
Mvmt Flow	233	527	325	81	46	302

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	325	0	-	0	1054	162
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	4.68	-	-	-	7.2	7.22
Critical Hdwy Stg 1	-	-	-	-	6.2	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	2.49	-	-	-	3.7	3.46
Pot Cap-1 Maneuver	1058	-	-	-	194	812
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1058	-	-	-	151	812
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	307	-

Approach	EB	WB	SE
HCM Control Delay, s	2.9	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	1058	-	-	-	151	812
HCM Lane V/C Ratio	0.22	-	-	-	0.305	0.372
HCM Control Delay (s)	9.4	-	-	-	39	12
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1.2	1.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Vol, veh/h	13	288	5	19	542	38	26	3	13	21	10	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	270	-	310	270	-	410	-	-	65	-	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	6	0	47	4	3	4	0	0	5	0	32
Mvmt Flow	14	306	5	20	577	40	28	3	14	22	11	20

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	577	0	0	306	0	0	803	951	288	664	951	153
Stage 1	-	-	-	-	-	-	617	617	-	334	334	-
Stage 2	-	-	-	-	-	-	186	334	-	330	617	-
Critical Hdwy	4.1	-	-	5.04	-	-	7.58	6.5	6.9	7.6	6.5	7.54
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.5	-	6.6	5.5	-
Follow-up Hdwy	2.2	-	-	2.67	-	-	3.54	4	3.3	3.55	4	3.62
Pot Cap-1 Maneuver	1006	-	-	982	-	-	271	262	715	340	262	779
Stage 1	-	-	-	-	-	-	439	484	-	645	647	-
Stage 2	-	-	-	-	-	-	792	647	-	649	484	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1006	-	-	982	-	-	249	253	715	322	253	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	253	-	322	253	-
Stage 1	-	-	-	-	-	-	433	474	-	636	638	-
Stage 2	-	-	-	-	-	-	748	638	-	619	474	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	0.4	0.3	18	15.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	EBR	WBL	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	296	779	1006	-	-	982	-	-	249	715
HCM Lane V/C Ratio	0.111	0.026	0.014	-	-	0.021	-	-	0.124	0.019
HCM Control Delay (s)	18.7	9.7	8.6	-	-	8.7	-	-	21.5	10.1
HCM Lane LOS	C	A	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	0.1	0	-	-	0.1	-	-	0.4	0.1

Intersection	
Int Delay, s/veh	4.6

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	194	352	237	32	38	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	3	2	0	0	16
Mvmt Flow	200	363	244	33	39	200

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	1024	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	4.21	-	-	-	6.4	6.36
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.444
Pot Cap-1 Maneuver	1236	-	-	-	263	745
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	464	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	220	745
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	389	-

Approach	NB	SB	NE
HCM Control Delay, s	3	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	220	745	1236	-	-	-
HCM Lane V/C Ratio	0.178	0.268	0.162	-	-	-
HCM Control Delay (s)	24.9	11.6	8.5	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.6	1.1	0.6	-	-	-

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	31	265	154	101	522	32	158	20	54	29	17	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Stop	-	-	None
Storage Length	190	-	220	200	-	220	-	-	240	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	3	0	5	3	1	0	0	0	0	0
Mvmt Flow	32	276	160	105	544	33	165	21	56	30	18	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	544	0	0	276	0	0	832	1095	276	1105	1095	272
Stage 1	-	-	-	-	-	-	341	341	-	754	754	-
Stage 2	-	-	-	-	-	-	491	754	-	351	341	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.315	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5095	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1035	-	-	1299	-	-	276	215	768	179	215	732
Stage 1	-	-	-	-	-	-	676	642	-	372	420	-
Stage 2	-	-	-	-	-	-	531	420	-	670	642	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1035	-	-	1299	-	-	220	192	768	140	192	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	192	-	140	192	-
Stage 1	-	-	-	-	-	-	655	622	-	360	386	-
Stage 2	-	-	-	-	-	-	436	386	-	582	622	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.2	60.7	27.2
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	216	768	1035	-	-	1299	-	-	255
HCM Lane V/C Ratio	0.858	0.073	0.031	-	-	0.081	-	-	0.372
HCM Control Delay (s)	76.1	10.1	8.6	-	-	8	-	-	27.2
HCM Lane LOS	F	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	6.6	0.2	0.1	-	-	0.3	-	-	1.6

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	160	352	500	90	27	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	220	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	19	3	3	6	11	13
Mvmt Flow	170	374	532	96	29	221

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	532	0	-	0	1060	266
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	528	-
Critical Hdwy	4.48	-	-	-	7.02	7.16
Critical Hdwy Stg 1	-	-	-	-	6.02	-
Critical Hdwy Stg 2	-	-	-	-	6.02	-
Follow-up Hdwy	2.39	-	-	-	3.61	3.43
Pot Cap-1 Maneuver	922	-	-	-	205	700
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	922	-	-	-	167	700
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	SE
HCM Control Delay, s	3.1	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	922	-	-	-	167	700
HCM Lane V/C Ratio	0.185	-	-	-	0.172	0.316
HCM Control Delay (s)	9.8	-	-	-	31	12.5
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.6	1.4

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Vol, veh/h	13	551	17	11	240	23	52	1	16	9	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	270	-	310	270	-	410	-	-	65	-	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	5	25	30	8	10	2	0	0	38	0	18
Mvmt Flow	15	656	20	13	286	27	62	1	19	11	2	14

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	286	0	0	656	0	0	672	999	143	857	999	328
Stage 1	-	-	-	-	-	-	312	312	-	687	687	-
Stage 2	-	-	-	-	-	-	360	687	-	170	312	-
Critical Hdwy	4.1	-	-	4.7	-	-	7.54	6.5	6.9	8.26	6.5	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Follow-up Hdwy	2.2	-	-	2.5	-	-	3.52	4	3.3	3.88	4	3.48
Pot Cap-1 Maneuver	1288	-	-	761	-	-	342	245	885	199	245	623
Stage 1	-	-	-	-	-	-	673	661	-	329	450	-
Stage 2	-	-	-	-	-	-	631	450	-	721	661	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	761	-	-	324	238	885	190	238	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	238	-	190	238	-
Stage 1	-	-	-	-	-	-	665	650	-	325	445	-
Stage 2	-	-	-	-	-	-	606	445	-	692	650	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	0.2	0.4	16.7	17.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	EBR	WBL	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	197	623	1288	-	-	761	-	-	322	885
HCM Lane V/C Ratio	0.066	0.023	0.012	-	-	0.017	-	-	0.196	0.022
HCM Control Delay (s)	24.6	10.9	7.8	-	-	9.8	-	-	18.9	9.2
HCM Lane LOS	C	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	6.6

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	286	237	379	27	19	278
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	3	2	0	0	16
Mvmt Flow	304	252	403	29	20	296

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	432	0	-	0	1279	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	861	-
Critical Hdwy	4.21	-	-	-	6.4	6.36
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.444
Pot Cap-1 Maneuver	1081	-	-	-	185	606
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1081	-	-	-	133	606
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	300	-

Approach	NB	SB	NE
HCM Control Delay, s	5.3	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	133	606	1081	-	-	-
HCM Lane V/C Ratio	0.152	0.488	0.281	-	-	-
HCM Control Delay (s)	36.9	16.5	9.6	-	-	-
HCM Lane LOS	E	C	A	-	-	-
HCM 95th %tile Q(veh)	0.5	2.7	1.2	-	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	451	198	81	207	6	166	3	93	16	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Stop	-	-	None
Storage Length	190	-	220	200	-	220	-	-	240	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	2	4	8	0	1	0	0	1	0	0
Mvmt Flow	0	496	218	89	227	7	182	3	102	18	7	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	227	0	0	496	0	0	791	901	496	902	901	114
Stage 1	-	-	-	-	-	-	496	496	-	405	405	-
Stage 2	-	-	-	-	-	-	295	405	-	497	496	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.315	6.5	6.2	7.315	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.515	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.115	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5095	4	3.3	3.5095	4	3.3
Pot Cap-1 Maneuver	1353	-	-	1058	-	-	295	280	578	247	280	923
Stage 1	-	-	-	-	-	-	557	549	-	597	602	-
Stage 2	-	-	-	-	-	-	692	602	-	556	549	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	1058	-	-	270	256	578	188	256	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	270	256	-	188	256	-
Stage 1	-	-	-	-	-	-	557	549	-	597	551	-
Stage 2	-	-	-	-	-	-	625	551	-	455	549	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	32.4	23.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	578	1353	-	-	1058	-	-	217
HCM Lane V/C Ratio	0.688	0.177	-	-	-	0.084	-	-	0.122
HCM Control Delay (s)	43.3	12.6	0	-	-	8.7	-	-	23.9
HCM Lane LOS	E	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	4.6	0.6	0	-	-	0.3	-	-	0.4

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	224	507	312	78	44	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	220	-	-	-	0	125
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	29	2	4	14	20	16
Mvmt Flow	252	570	351	88	49	327

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	351	0	-	0	1139	175
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	788	-
Critical Hdwy	4.68	-	-	-	7.2	7.22
Critical Hdwy Stg 1	-	-	-	-	6.2	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	2.49	-	-	-	3.7	3.46
Pot Cap-1 Maneuver	1032	-	-	-	169	796
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1032	-	-	-	128	796
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	276	-

Approach	EB	WB	SE
HCM Control Delay, s	2.9	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	1032	-	-	-	128	796
HCM Lane V/C Ratio	0.244	-	-	-	0.386	0.411
HCM Control Delay (s)	9.6	-	-	-	49.8	12.6
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	1	-	-	-	1.6	2

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Vol, veh/h	14	311	5	21	585	41	28	3	14	23	11	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	270	-	310	270	-	410	-	-	65	-	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	5	25	30	8	10	2	0	0	38	0	18
Mvmt Flow	15	331	5	22	622	44	30	3	15	24	12	22

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	622	0	0	331	0	0	868	1028	311	718	1028	165
Stage 1	-	-	-	-	-	-	667	667	-	361	361	-
Stage 2	-	-	-	-	-	-	201	361	-	357	667	-
Critical Hdwy	4.1	-	-	4.7	-	-	7.54	6.5	6.9	8.26	6.5	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Follow-up Hdwy	2.2	-	-	2.5	-	-	3.52	4	3.3	3.88	4	3.48
Pot Cap-1 Maneuver	969	-	-	1046	-	-	246	236	691	257	236	802
Stage 1	-	-	-	-	-	-	414	460	-	541	629	-
Stage 2	-	-	-	-	-	-	782	629	-	544	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	969	-	-	1046	-	-	223	227	691	242	227	802
Mov Cap-2 Maneuver	-	-	-	-	-	-	223	227	-	242	227	-
Stage 1	-	-	-	-	-	-	408	450	-	533	619	-
Stage 2	-	-	-	-	-	-	734	619	-	517	450	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	0.4	0.3	19.7	17.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	EBR	WBL	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	237	802	969	-	-	1046	-	-	223	691
HCM Lane V/C Ratio	0.153	0.028	0.015	-	-	0.021	-	-	0.148	0.022
HCM Control Delay (s)	22.9	9.6	8.8	-	-	8.5	-	-	23.9	10.3
HCM Lane LOS	C	A	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	0.1	0	-	-	0.1	-	-	0.5	0.1

Intersection	
Int Delay, s/veh	4.9

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	210	380	256	35	41	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	3	2	0	0	16
Mvmt Flow	216	392	264	36	42	216

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	1107	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	825	-
Critical Hdwy	4.21	-	-	-	6.4	6.36
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.444
Pot Cap-1 Maneuver	1212	-	-	-	235	725
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	434	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1212	-	-	-	193	725
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	357	-

Approach	NB	SB	NE
HCM Control Delay, s	3.1	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	193	725	1212	-	-	-
HCM Lane V/C Ratio	0.219	0.299	0.179	-	-	-
HCM Control Delay (s)	28.8	12.1	8.6	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	0.8	1.3	0.6	-	-	-

Intersection	
Int Delay, s/veh	20.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	33	286	166	109	564	35	171	22	58	31	18	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Stop	-	-	None
Storage Length	190	-	220	200	-	220	-	-	240	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	4	8	0	1	0	0	1	0	0
Mvmt Flow	34	298	173	114	588	36	178	23	60	32	19	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	298	0	0	897	1182	298	1193	1182	294
Stage 1	-	-	-	-	-	-	367	367	-	815	815	-
Stage 2	-	-	-	-	-	-	530	815	-	378	367	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.315	6.5	6.2	7.315	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.515	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.115	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5095	4	3.3	3.5095	4	3.3
Pot Cap-1 Maneuver	997	-	-	1252	-	-	249	191	746	154	191	708
Stage 1	-	-	-	-	-	-	654	626	-	340	394	-
Stage 2	-	-	-	-	-	-	503	394	-	645	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1252	-	-	192	168	746	115	168	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	168	-	115	168	-
Stage 1	-	-	-	-	-	-	632	605	-	328	358	-
Stage 2	-	-	-	-	-	-	402	358	-	551	605	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.3	106.1	34.8
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	189	746	997	-	-	1252	-	-	220
HCM Lane V/C Ratio	1.064	0.081	0.034	-	-	0.091	-	-	0.464
HCM Control Delay (s)	134.9	10.3	8.7	-	-	8.2	-	-	34.8
HCM Lane LOS	F	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	9.5	0.3	0.1	-	-	0.3	-	-	2.3

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	173	380	540	97	29	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	220	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	29	2	4	14	20	16
Mvmt Flow	184	404	574	103	31	239

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	574	0	-	0	1144	287
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	4.68	-	-	-	7.2	7.22
Critical Hdwy Stg 1	-	-	-	-	6.2	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	2.49	-	-	-	3.7	3.46
Pot Cap-1 Maneuver	831	-	-	-	168	670
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	831	-	-	-	131	670
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	375	-

Approach	EB	WB	SE
HCM Control Delay, s	3.3	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	831	-	-	-	131	670
HCM Lane V/C Ratio	0.221	-	-	-	0.236	0.357
HCM Control Delay (s)	10.6	-	-	-	40.7	13.3
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.9	1.6

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Vol, veh/h	8	64	35	18	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	70	38	20	10	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	125	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1572	-	-	-	870	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	865	1034
Mov Cap-2 Maneuver	-	-	-	-	865	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	930	-

Approach	SE	NW	SW
HCM Control Delay, s	0.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1572	-	865	1034
HCM Lane V/C Ratio	-	-	0.006	-	0.011	0.003
HCM Control Delay (s)	-	-	7.3	0	9.2	8.5
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Vol, veh/h	21	650	17	11	283	33	57	1	20	9	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	270	-	310	270	-	410	-	-	65	-	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	5	25	30	8	10	2	0	0	38	0	18
Mvmt Flow	25	774	20	13	337	39	68	1	24	11	2	14

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	337	0	0	774	0	0	801	1187	168	1019	1187	387
Stage 1	-	-	-	-	-	-	363	363	-	824	824	-
Stage 2	-	-	-	-	-	-	438	824	-	195	363	-
Critical Hdwy	4.1	-	-	4.7	-	-	7.54	6.5	6.9	8.26	6.5	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Follow-up Hdwy	2.2	-	-	2.5	-	-	3.52	4	3.3	3.88	4	3.48
Pot Cap-1 Maneuver	1234	-	-	678	-	-	276	190	853	148	190	568
Stage 1	-	-	-	-	-	-	628	628	-	266	390	-
Stage 2	-	-	-	-	-	-	567	390	-	694	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1234	-	-	678	-	-	258	183	853	139	183	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	183	-	139	183	-
Stage 1	-	-	-	-	-	-	615	616	-	261	382	-
Stage 2	-	-	-	-	-	-	538	382	-	660	616	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	0.2	0.4	20.4	21.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	EBR	WBL	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	145	568	1234	-	-	678	-	-	256	853
HCM Lane V/C Ratio	0.09	0.025	0.02	-	-	0.019	-	-	0.27	0.028
HCM Control Delay (s)	32.3	11.5	8	-	-	10.4	-	-	24.2	9.3
HCM Lane LOS	D	B	A	-	-	B	-	-	C	A
HCM 95th %tile Q(veh)	0.3	0.1	0.1	-	-	0.1	-	-	1.1	0.1

Intersection	
Int Delay, s/veh	8.7

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	420	237	379	27	19	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	3	2	0	0	16
Mvmt Flow	447	252	403	29	20	360

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	432	0	-	0	1564	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	1146	-
Critical Hdwy	4.21	-	-	-	6.4	6.36
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.444
Pot Cap-1 Maneuver	1081	-	-	-	124	606
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	306	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1081	-	-	-	73	606
Mov Cap-2 Maneuver	-	-	-	-	73	-
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	179	-

Approach	NB	SB	NE
HCM Control Delay, s	6.8	0	22
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	73	606	1081	-	-	-
HCM Lane V/C Ratio	0.277	0.593	0.413	-	-	-
HCM Control Delay (s)	72.2	19.2	10.7	-	-	-
HCM Lane LOS	F	C	B	-	-	-
HCM 95th %tile Q(veh)	1	3.9	2.1	-	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	77	596	269	138	62	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	310	-	-	250	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	648	292	150	67	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	292	0	-	0	783	146
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1267	-	-	-	331	875
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1267	-	-	-	309	875
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1267	-	-	-	309	875
HCM Lane V/C Ratio	0.066	-	-	-	0.218	0.041
HCM Control Delay (s)	8	-	-	-	19.9	9.3
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8	0.1

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	530	198	93	242	6	166	3	121	16	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Stop	-	-	None
Storage Length	190	-	220	200	-	220	-	-	240	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	2	4	8	0	1	0	0	1	0	0
Mvmt Flow	0	582	218	102	266	7	182	3	133	18	7	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	266	0	0	582	0	0	923	1052	582	1054	1052	133
Stage 1	-	-	-	-	-	-	582	582	-	470	470	-
Stage 2	-	-	-	-	-	-	341	470	-	584	582	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.315	6.5	6.2	7.315	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.515	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.115	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5095	4	3.3	3.5095	4	3.3
Pot Cap-1 Maneuver	1310	-	-	982	-	-	238	228	517	193	228	898
Stage 1	-	-	-	-	-	-	500	502	-	546	563	-
Stage 2	-	-	-	-	-	-	650	563	-	499	502	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	982	-	-	213	204	517	130	204	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	204	-	130	204	-
Stage 1	-	-	-	-	-	-	500	502	-	546	505	-
Stage 2	-	-	-	-	-	-	573	505	-	368	502	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	52.3	32.9
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	213	517	1310	-	-	982	-	-	155
HCM Lane V/C Ratio	0.872	0.257	-	-	-	0.104	-	-	0.17
HCM Control Delay (s)	79.5	14.4	0	-	-	9.1	-	-	32.9
HCM Lane LOS	F	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	6.8	1	0	-	-	0.3	-	-	0.6

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	284	529	358	78	44	425
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	220	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	29	2	4	14	20	16
Mvmt Flow	319	594	402	88	49	478

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	402	0	-	0	1337	201
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	935	-
Critical Hdwy	4.68	-	-	-	7.2	7.22
Critical Hdwy Stg 1	-	-	-	-	6.2	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	2.49	-	-	-	3.7	3.46
Pot Cap-1 Maneuver	982	-	-	-	123	765
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	303	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	982	-	-	-	83	765
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	205	-

Approach	EB	WB	SE
HCM Control Delay, s	3.6	0	24.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	982	-	-	-	83	765
HCM Lane V/C Ratio	0.325	-	-	-	0.596	0.624
HCM Control Delay (s)	10.4	-	-	-	98.5	17.2
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	1.4	-	-	-	2.7	4.4

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	22	636	401	32	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	310	-	-	250	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	691	436	35	16	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	436	0	-	0	829	218
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1120	-	-	-	309	786
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1120	-	-	-	302	786
Mov Cap-2 Maneuver	-	-	-	-	302	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1120	-	-	-	302	786
HCM Lane V/C Ratio	0.021	-	-	-	0.054	0.014
HCM Control Delay (s)	8.3	-	-	-	17.6	9.6
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	1.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Vol, veh/h	3	42	61	9	20	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	46	66	10	22	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	118	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	878	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	876	998
Mov Cap-2 Maneuver	-	-	-	-	876	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	968	-

Approach	SE	NW	SW
HCM Control Delay, s	0.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1536	-	876	998
HCM Lane V/C Ratio	-	-	0.002	-	0.025	0.009
HCM Control Delay (s)	-	-	7.3	0	9.2	8.6
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Vol, veh/h	18	358	5	21	693	46	39	3	23	23	11	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	270	-	310	270	-	410	-	-	65	-	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	5	25	30	8	10	2	0	0	38	0	18
Mvmt Flow	19	381	5	22	737	49	41	3	24	24	12	22

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	737	0	0	381	0	0	1017	1201	369	834	1201	190
Stage 1	-	-	-	-	-	-	782	782	-	419	419	-
Stage 2	-	-	-	-	-	-	235	419	-	415	782	-
Critical Hdwy	4.1	-	-	4.7	-	-	7.54	6.5	6.9	8.26	6.5	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.5	-	7.26	5.5	-
Follow-up Hdwy	2.2	-	-	2.5	-	-	3.52	4	3.3	3.88	4	3.48
Pot Cap-1 Maneuver	878	-	-	997	-	-	192	186	634	208	186	772
Stage 1	-	-	-	-	-	-	353	408	-	495	593	-
Stage 2	-	-	-	-	-	-	747	593	-	498	408	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	878	-	-	997	-	-	171	178	634	191	178	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	178	-	191	178	-
Stage 1	-	-	-	-	-	-	345	399	-	484	580	-
Stage 2	-	-	-	-	-	-	695	580	-	464	399	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	0.4	0.2	25.4	21.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	EBR	WBL	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	187	772	878	-	-	997	-	-	171	634
HCM Lane V/C Ratio	0.193	0.029	0.022	-	-	0.022	-	-	0.261	0.039
HCM Control Delay (s)	28.8	9.8	9.2	-	-	8.7	-	-	33.3	10.9
HCM Lane LOS	D	A	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.7	0.1	0.1	-	-	0.1	-	-	1	0.1

Intersection	
Int Delay, s/veh	6.9

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	276	380	256	35	41	353
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	3	2	0	0	16
Mvmt Flow	285	392	264	36	42	364

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	1243	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	961	-
Critical Hdwy	4.21	-	-	-	6.4	6.36
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.444
Pot Cap-1 Maneuver	1212	-	-	-	194	725
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1212	-	-	-	148	725
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	286	-

Approach	NB	SB	NE
HCM Control Delay, s	3.7	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	148	725	1212	-	-	-
HCM Lane V/C Ratio	0.286	0.502	0.235	-	-	-
HCM Control Delay (s)	38.8	14.9	8.9	-	-	-
HCM Lane LOS	E	B	A	-	-	-
HCM 95th %tile Q(veh)	1.1	2.8	0.9	-	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	36	355	618	69	150	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	310	-	-	250	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	386	672	75	163	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	672	0	-	0	943	336
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	915	-	-	-	261	660
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	915	-	-	-	250	660
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	915	-	-	-	250	660
HCM Lane V/C Ratio	0.043	-	-	-	0.652	0.137
HCM Control Delay (s)	9.1	-	-	-	42.9	11.3
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	4.1	0.5

Intersection	
Int Delay, s/veh	38.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	33	324	166	139	651	35	171	22	71	31	18	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Stop	-	-	None
Storage Length	190	-	220	200	-	220	-	-	240	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	2	2	13	8	0	1	1	13	1	1	1
Mvmt Flow	34	338	173	145	678	36	178	23	74	32	19	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	678	0	0	338	0	0	1044	1374	338	1386	1374	339
Stage 1	-	-	-	-	-	-	406	406	-	968	968	-
Stage 2	-	-	-	-	-	-	638	968	-	418	406	-
Critical Hdwy	4.12	-	-	4.23	-	-	7.315	6.515	6.395	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.21	-	-	2.317	-	-	3.5095	4.0095	3.4235	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	917	-	-	1162	-	-	196	146	675	112	146	660
Stage 1	-	-	-	-	-	-	623	599	-	275	333	-
Stage 2	-	-	-	-	-	-	434	333	-	614	599	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	917	-	-	1162	-	-	~ 141	123	675	75	123	660
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 141	123	-	75	123	-
Stage 1	-	-	-	-	-	-	600	577	-	265	291	-
Stage 2	-	-	-	-	-	-	328	291	-	506	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.4	219	64.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	139	675	917	-	-	1162	-	-	155
HCM Lane V/C Ratio	1.446	0.11	0.037	-	-	0.125	-	-	0.659
HCM Control Delay (s)	295.5	11	9.1	-	-	8.5	-	-	64.5
HCM Lane LOS	F	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	13.4	0.4	0.1	-	-	0.4	-	-	3.7

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SEL	SER
Vol, veh/h	316	433	565	97	29	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	220	-	-	-	0	125
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	29	2	4	14	20	16
Mvmt Flow	336	461	601	103	31	310

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	601	0	-	0	1504	301
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	903	-
Critical Hdwy	4.68	-	-	-	7.2	7.22
Critical Hdwy Stg 1	-	-	-	-	6.2	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	2.49	-	-	-	3.7	3.46
Pot Cap-1 Maneuver	809	-	-	-	94	655
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	809	-	-	-	55	655
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	184	-

Approach	EB	WB	SE
HCM Control Delay, s	5.3	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1	SELn2
Capacity (veh/h)	809	-	-	-	55	655
HCM Lane V/C Ratio	0.416	-	-	-	0.561	0.473
HCM Control Delay (s)	12.6	-	-	-	133.8	15.3
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	2.1	-	-	-	2.2	2.5

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	11	494	673	17	35	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	310	-	-	250	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	537	732	18	38	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	732	0	-	0	1024	366
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	868	-	-	-	231	631
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	868	-	-	-	228	631
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	868	-	-	-	228	631
HCM Lane V/C Ratio	0.014	-	-	-	0.167	0.043
HCM Control Delay (s)	9.2	-	-	-	23.9	11
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.1

Appendix E

SimTraffic Outputs

11: Phipps Rd/commercial parking lot & Roosevelt Hwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	0.8	3.4	0.0	0.0	0.0	0.4	0.2	3.1	0.2	0.1	0.2
Total Del/Veh (s)	4.8	2.0	2.9	6.8	6.6	6.2	16.8	14.7	1.9	18.7	21.1	9.9

11: Phipps Rd/commercial parking lot & Roosevelt Hwy Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	7.0

Intersection: 11: Phipps Rd/commercial parking lot & Roosevelt Hwy

Movement	EB	WB	NB	NB	SB
Directions Served	L	L	LT	R	LTR
Maximum Queue (ft)	48	68	93	36	93
Average Queue (ft)	13	15	61	5	42
95th Queue (ft)	38	46	92	24	74
Link Distance (ft)			1275		326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	190	200		240	
Storage Blk Time (%)					
Queuing Penalty (veh)					

11: Phipps Rd/commercial parking lot & Roosevelt Hwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	0.8	3.3	0.1	0.0	0.1	0.4	0.4	3.0	0.1	0.2	0.2
Total Del/Veh (s)	4.8	2.1	3.0	7.5	6.4	7.3	36.3	37.8	2.8	26.0	27.6	14.3

11: Phipps Rd/commercial parking lot & Roosevelt Hwy Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	9.5

Intersection: 11: Phipps Rd/commercial parking lot & Roosevelt Hwy

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	R	L	T	LT	R	LTR
Maximum Queue (ft)	39	82	118	9	226	144	106
Average Queue (ft)	12	4	34	0	99	12	46
95th Queue (ft)	34	39	77	6	191	85	86
Link Distance (ft)				5889	1275		326
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	190	220	200			240	
Storage Blk Time (%)					1	0	
Queuing Penalty (veh)					1	0	

6: Roosevelt Hwy & Driveway #2 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	8.1	0.6	2.2	2.2	69.4	6.6	8.8

Intersection: 6: Roosevelt Hwy & Driveway #2

Movement	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	89	27	30	18	497	108
Average Queue (ft)	27	2	1	1	216	53
95th Queue (ft)	73	14	12	9	480	90
Link Distance (ft)		1083	1083		1452	1452
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	310			250		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Appendix F

HCS Highway Analysis Outputs

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: AAD/DWT
Agency/Co: SEI
Date: 8/18/2016
Analysis Period: PM
Highway: Roosevelt Highway
From/To: Hobgood Road to Wilkerson Mill
Jurisdiction: Palmetto/Fulton
Analysis Year: 2020 Build
Project ID: Palmetto Dist Center DRI

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	3.0	ft	3.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	9.0	ft	9.0	ft
Access points per mile	3		2	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.6	mph	0.6	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.8	mph	0.5	mph
Free-flow speed	53.6	mph	53.8	mph

VOLUME

Direction	1		2	
Volume, V	752	vph	551	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	204		150	
Trucks and buses	17	%	17	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi

Number of lanes	2	2
Driver population adjustment, fP	1.00	1.00
Trucks and buses PCE, ET	1.5	1.5
Recreational vehicles PCE, ER	1.2	1.2
Heavy vehicle adjustment, fHV	0.922	0.922
Flow rate, vp	443 pcphpl	324 pcphpl

RESULTS

Direction	1	2
Flow rate, vp	443 pcphpl	324 pcphpl
Free-flow speed, FFS	53.6 mph	53.8 mph
Avg. passenger-car travel speed, S	55.0 mph	55.0 mph
Level of service, LOS	A	A
Density, D	8.1 pc/mi/ln	5.9 pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	408.7	299.5
Effective width of outside lane, We	15.00	15.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	10.09	9.93
Bicycle LOS	F	F

Overall results are not computed when free-flow speed is less than 45 mph.